Community & Economic
Development Department
www.adcogov.org

ADAMS COUNTY
COLORADO

4430 South Adams County Parkway
1st Floor, Suite W2000
Brighton, CO 80601-8204
PHONE 720.523.6800
FAX 720.523.6998

Application Type:

☐ Conceptual Review	☐ Preliminary PUD	☐ Temporary Use
☐ Subdivision, Preliminary	☐ Final PUD	☐ Variance
☒ Subdivision, Final	☐ Rezone	☐ Conditional Use
☐ Plat Correction/ Vacation	☐ Special Use	☐ Other: _____

PROJECT NAME: Pecos Logistics Park

APPLICANT

Name(s): Matt Mitchell Phone #: 303.260.4321

Address: 4221 Brighton Blvd

City, State, Zip: Denver, CO 80216

2nd Phone #: Email: mmitchell@westfield-co.com

OWNER

Name(s): Pecos Logistics Park, LLLP Phone #: 303.260.4321

Address: 4221 Brighton Blvd

City, State, Zip: Denver, CO 80216

2nd Phone #: Email: mmitchell@westfield-co.com

TECHNICAL REPRESENTATIVE (Consultant, Engineer, Surveyor, Architect, etc.)

Name: Grey Wolf Architecture (Ken Harshman, Jana Hutkova) Phone #: 303.292.9107 x 2246

Address: 1543 Champa St, ste 200

City, State, Zip: Denver, CO, 80202

2nd Phone #: 303.292.9107 x 4300 Email: kharshman@greywolfstudio.com, jhutkova@greywolfstudio.com

DESCRIPTION OF SITE

Address:	NW corner of N Pecos St & W 56th Ave
City, State, Zip:	Denver, CO , 80221
Area (acres or square feet):	approximately 67 acres
Tax Assessor Parcel Number	0182509300023, 0182509300056, 0182509300058, 0182509300063, 0182509300065, 0182509300067, 0182509300068, 0182509300089, 0182509309001, 0182509312001, 0182509312002, 0182509312002, 0182509314002
Existing Zoning:	R-1-C, I-1, I-2, I-3 - currently under rezoning process to I-2 zoning (RCU2019-00014)
Existing Land Use:	precast concrete panel manufacturing plant & yard
Proposed Land Use:	warehouse/ office/ industrial

Have you attended a Conceptual Review? YES [x] NO [ ]

If Yes, please list PRE#: PRE2018-00112

I hereby certify that I am making this application as owner of the above described property or acting under the authority of the owner (attached authorization, if not owner). I am familiar with all pertinent requirements, procedures, and fees of the County. I understand that the Application Review Fee is non-refundable. All statements made on this form and additional application materials are true to the best of my knowledge and belief.

Name: Matt Mitchell Date: 12/12/20

Owner's Printed Name

Name: [signature]

Owner's Signature

SUBDIVISION - MAJOR/ FINAL

CASE # PLT2019-00013

PECOS LOGISTICS PARK FILING NO. 1

A TRACT OF LAND LOCATED IN THE SOUTHWEST $\frac{1}{4}$ OF SECTION 9, TOWNSHIP 3 SOUTH, RANGE 68 WEST OF 6TH P.M., COUNTY OF ADAMS, STATE OF COLORADO

SHEET 1 OF 1

SITE DATA

EXISTING ZONING	R-1-C, I-1, I-2, I-3	
PROPOSED ZONING	I-2	
EXISTING LOT AREA	±2,896,173 SF = ±66.5 AC	
DEVELOPMENT AREA	±2,880,860 SF = 66.14 AC	
LOT 1	879,285 SF = 20.18 AC	
LOT 2	1,027,511 SF = 23.59 AC	
LOT 3	773,113 SF = 17.75 AC	
POND TRACT A	165,078 SF = 3.79 AC	
VALLEJO LANDSCAPE TRACT B	23,633 SF = 0.54 AC	
56TH LANDSCAPE TRACT C	12,240 SF = 0.28 AC	
PECOS ROW DEDICATION	12,682 SF = 0.29 AC	
W 56TH AVE ROW DEDICATION	3,057 SF = 0.07 AC	
TEJON ROW DEDICATION	144 SF = 0.003 AC	
BUILDING AREA	1,146,100 SF	
FAR	0.40	
LANDSCAPE REQ'D	10%	
LANDSCAPE PROVIDED	13.4% (ENTIRE DEVELOPMENT)	

STANDARD PARKING W/		
2' OVERHANG PROVIDED	9x16.5	1,096
STANDARD PARKING	9x18.5	265
TOTAL		1,361
TRAILER PARKING	12x55	178

PARKING REQ'D

WAREHOUSE	1 PER 5,000
OFFICE	1 PER 300
WHOLESALE	1 PER 900
MANUFACTURING	1 PER 1,000

PARKING PROVIDED

LOT 1: (% BELOW IS PROPOSED AND MAY CHANGE W/ T.I.)

BLDG AREA	391,600 SF	
OFFICE 25%	97,900 SF	326 SPACES
WHS 65%	254,540 SF	51 SPACES
INDUST. 10%	39,160 SF	39 SPACES
TOTAL REQ'D		416 SPACES
PROVIDED		488 SPACES
		37 TRAILERS

LOT 2: (% BELOW IS PROPOSED AND MAY CHANGE W/ T.I.)

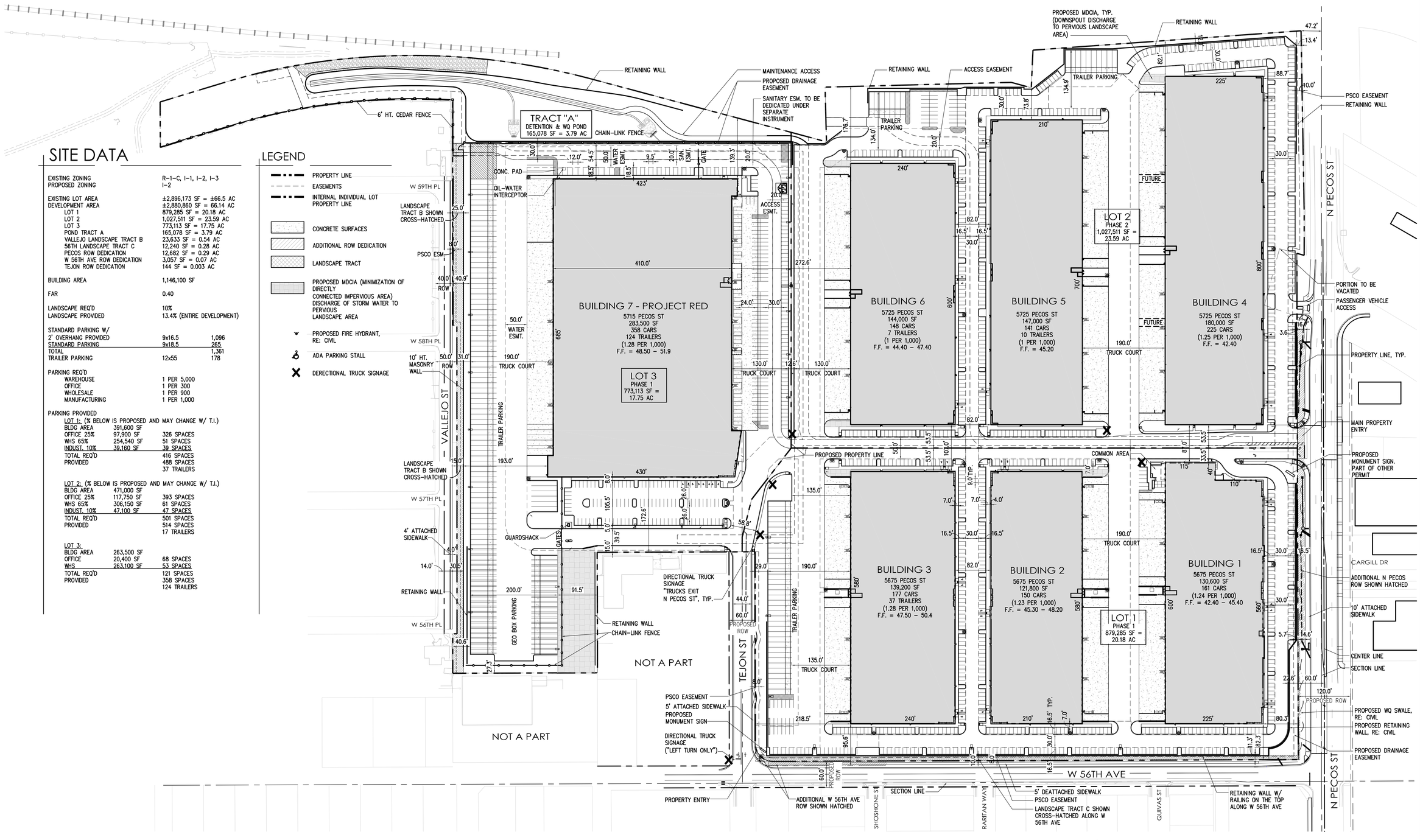
BLDG AREA	471,000 SF	
OFFICE 25%	117,750 SF	393 SPACES
WHS 65%	306,150 SF	61 SPACES
INDUST. 10%	47,100 SF	47 SPACES
TOTAL REQ'D		501 SPACES
PROVIDED		514 SPACES
		17 TRAILERS

LOT 3:

BLDG AREA	263,500 SF	
OFFICE	20,400 SF	68 SPACES
WHS	263,100 SF	53 SPACES
TOTAL REQ'D		121 SPACES
PROVIDED		358 SPACES
		124 TRAILERS

LEGEND

- PROPERTY LINE
- EASEMENTS
- INTERNAL INDIVIDUAL LOT PROPERTY LINE
- CONCRETE SURFACES
- ADDITIONAL ROW DEDICATION
- LANDSCAPE TRACT
- PROPOSED MDCIA (MINIMIZATION OF DIRECTLY CONNECTED IMPERVIOUS AREA) DISCHARGE OF STORM WATER TO PERVIOUS LANDSCAPE AREA
- PROPOSED FIRE HYDRANT, RE: CIVIL
- ADA PARKING STALL
- DERECTIONAL TRUCK SIGNAGE



1 SITE PLAN
SHT 1 | 1" = 100'-0"

0 50 100

N

GREY WOLF ARCHITECTURE
ARCHITECTURE PLANNING INTERIOR DESIGN
1543 CHAMPA STREET SUITE 200
DENVER, COLORADO 80202
303.292.9107 fax 303.292.4297
mail: arch@greywolfstudio.com

PECOS LOGISTICS PARK
5675, 5725 & 5715 N PECOS ST
ADAMS COUNTY, CO

DATES/ REVISIONS

02.12.20	1ST SUBMITTAL

1 OF 1

SITE PLAN

PECOS LOGISTICS PARK - CONCEPT NARRATIVE

(north-west corner of N Pecos St and W 56th Ave)

The existing parcels of land are located at north-west corner of N Pecos St and W 56th Ave. Some portions of the property were platted in the Felch Subdivision in April 1974 and in the Prestressed Con and Prestressed Con 2nd Filing in 1981. Some portions of the property are unplatted. The subject properties are currently designated Residential Single Family (R-1-C), Industrial I-1, Industrial I-2 and Industrial I-3. The project is currently under rezone process to rezone entire property to I-2 Industrial Zone District. (Case Number: RCU2019-00014) The applicant requests to subdivide the property into three lots and three tracts.

The land is currently used as a manufacturing plant and outside storage yard for precast concrete panels by Rocky Mountain Prestress company. Westfield will develop the Pecos site over two phases. Phase I will be four industrial warehouse buildings on two lots totaling approximately 680,000 square feet. Phase II will include the development of three industrial warehouse buildings consisting of 470,000 total square feet. Once fully complete, this site will include up to 7 buildings totaling 1.15 million square feet that can accommodate businesses of varying size. Targeted tenants will include service oriented and supplier tenants as well as last-mile distribution and logistics users.

Proposed buildings will have the flexibility for small to large and build-to-suit tenants and can accommodate either front park / rear load or cross dock design. Westfield recently completed the successful HUB25 development at 601 64th Ave. in Adams County and it is our intent to largely replicate that development on this site.

The buildings are designed so the front facade will be facing N Pecos public ROW and the truck court will be mostly hidden in the middle of the site between buildings or screened with landscaping and topography. The proposed construction is painted tilt-up concrete with reveals and details to create rhythm, scale and texture. Interior clear height for all buildings will be around 28 – 32 feet. We anticipate the overall building height will be approximately 37-41 feet to the top of parapet.

Westfield has created a Metro District as a vehicle to fund and install some of the required infrastructure; (water, sewer, gas, power, storm, roads, etc.). The Pecos Logistics Park Metropolitan District will be responsible for the up front construction as well as the long term maintenance and operations of our public infrastructure for the park.

It is necessary to obtain adequate ingress and egress from Pecos and 56th Ave. We have commissioned and provided a traffic impact study that supports the overall project as well as the need for a traffic signal from the Pecos Property onto Pecos St. The success of the project is predicated upon the access from this site to the adjacent interstate system(s), I76 and I25.

The proposed development will be a valuable asset for Adams County by providing employers the much-needed space to create local job opportunities for residents. The project will start after receiving all necessary permits; probably in the spring of 2020.

PECOS LOGISTICS PARK FILING NO. 1

CASE NO.: PLT2019-00013

A REPLAT OF PRESTRESSED-CON SUBDIVISION SECOND FILING; PRESTRESSED-CON SUBDIVISION; LOT 2, BLOCK 1, FELCH SUBDIVISION; RIGHT OF WAY VACATION OF A PORTION OF PECOS STREET AND UNPLATTED PARCELS OF LAND LYING IN THE SOUTHWEST ONE-QUARTER OF SECTION 9, TOWNSHIP 3 SOUTH, RANGE 68 WEST OF THE 6TH PRINCIPAL MERIDIAN, COUNTY OF ADAMS, STATE OF COLORADO

SHEET 1 OF 7

DEDICATION CERTIFICATE

KNOW ALL MEN BY THESE PRESENTS THAT THE UNDERSIGNED, BEING THE OWNER(S) OF THE FOLLOWING DESCRIBED PROPERTY:

A TRACT OF LAND LOCATED IN THE SOUTHWEST ¼ OF SECTION 9, TOWNSHIP 3 SOUTH, RANGE 68 WEST OF THE 6TH P.M., MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE CENTER ¼ CORNER OF SECTION 9, TOWNSHIP 3 SOUTH, RANGE 68 WEST OF THE 6TH P.M., BEING A FOUND 2" DIA. ALLOY CAP STAMPED PLS 24942 IN RANGE BOX; THENCE S02°55'20"W, 924.39 FEET TO THE POINT OF BEGINNING BEING THE NORTHEAST CORNER OF A PARCEL OF LAND DESCRIBED IN DEED RECORDED AT RECEPTION NO. 2018000084369, SAID POINT ALSO BEING ON THE WEST RIGHT-OF-WAY LINE OF PECOS STREET; THENCE ALONG THE SAID WEST RIGHT-OF-WAY LINE OF PECOS STREET THE FOLLOWING SEVEN (7) DESCRIBED COURSES:

1. THENCE S00°59'29"E, 297.70 FEET;
2. THENCE S00°58'57"E, 117.77 FEET;
3. THENCE S00°00'00"W, 100.17 FEET;
4. THENCE S00°06'02"E, 147.43 FEET;
5. THENCE S00°00'00"W, 742.71 FEET;
6. THENCE S89°48'07"W, 10.30 FEET;
7. THENCE S00°00'00"W, 267.86 FEET TO THE INTERSECTION OF THE WEST RIGHT-OF-WAY LINE OF PECOS STREET AND THE NORTH RIGHT-OF-WAY LINE OF WEST 56TH AVENUE;

THENCE ALONG THE NORTH RIGHT-OF-WAY LINE OF WEST 56TH AVENUE THE FOLLOWING FIVE (5) COURSES:

1. THENCE S89°48'07"W, 948.20 FEET;
2. THENCE S00°05'00"E, 10.00 FEET;
3. THENCE S89°48'07"W, 271.20 FEET;
4. THENCE N00°05'00"W, 10.00 FEET;
5. THENCE S89°48'07"W, 30.00 FEET TO A POINT ON THE EAST LINE OF TEJON STREET;

THENCE N00°05'00"W ALONG THE SAID EAST LINE OF SAID TEJON STREET, 481.60 FEET; THENCE DEPARTING FROM SAID EAST LINE OF SAID TEJON STREET S89°48'07"W, 362.20 FEET TO A POINT BEING THE NORTHWEST CORNER OF THAT PARCEL OF LAND RECORDED AT RECEPTION NO. 2012000088342 OF THE ADAMS COUNTY RECORDS; THENCE S00°05'00"E ALONG THE EAST LINE OF SAID PARCEL OF LAND AND SAID LINE EXTENDED, 276.60 FEET TO THE NORTHEAST CORNER OF A PARCEL OF LAND RECORDED AT RECEPTION NO. 2016000021659 OF THE ADAMS COUNTY RECORDS; THENCE S89°48'07"W ALONG THE NORTH LINE OF SAID PARCEL OF LAND, 332.20 FEET TO THE NORTHWEST CORNER OF SAID PARCEL OF LAND, SAID POINT ALSO BEING ON THE EAST LINE OF THAT PARCEL OF LAND RECORDED AT RECEPTION NO. 2013000012831 OF THE ADAMS COUNTY RECORDS; THENCE N00°05'00"W ALONG THE EAST LINE OF THAT PARCEL OF LAND RECORDED AT RECEPTION NO. 2013000012831 OF THE ADAMS COUNTY RECORDS, 90.62 FEET TO THE NORTHEAST CORNER OF THAT PARCEL OF LAND RECORDED AT RECEPTION NO. 2013000012831 OF THE ADAMS COUNTY RECORDS, SAID POINT BEING ON THE SOUTH LINE OF VALLEJO STREET; THENCE N89°48'07"E ALONG THE SOUTH LINE OF VALLEJO STREET, 10.00 FEET TO A POINT ON THE EAST LINE OF VALLEJO STREET; THENCE ALONG THE EAST LINE OF VALLEJO STREET THE FOLLOWING TWO (2) COURSES;

1. THENCE N00°05'00"W, 314.38 FEET;
2. THENCE N00°01'00"E, 393.38 FEET;

THENCE S89°51'16"W, 10.00 FEET; THENCE N00°01'00"E ALONG THE EAST LINE OF VALLEJO STREET AND SAID LINE EXTENDED, 517.61 FEET TO THE NORTHEAST CORNER OF A PARCEL OF LAND RECORDED AT RECEPTION NO. 2007000058444 OF THE ADAMS COUNTY RECORDS, SAID POINT BEING ON THE SOUTH LINE OF THE BNSF RAILROAD RIGHT-OF-WAY AS RECORDED AT RECEPTION NO. 2019000015214 OF THE ADAMS COUNTY RECORDS; THENCE ALONG THE SAID SOUTH RIGHT-OF-WAY LINE OF SAID BNSF RAIRLROAD ALONG A CURVE TO THE LEFT HAVING AN ARC LENGTH OF 396.20 FEET, A RADIUS OF 1475.85 FEET, A CENTRAL ANGLE OF 15°22'53", A CHORD DISTANCE OF 395.01 FEET AND WHOSE CHORD BEARS S85°50'00"W TO A POINT OF CURVATURE; THENCE CONTINUING ALONG SAID SOUTH RIGHT-OF-WAY LINE OF BNSF RAILROAD ALONG A CURVE TO THE LEFT HAVING AN ARC LENGTH OF 106.88 FEET, A RADIUS OF 1382.69 FEET, A CENTRAL ANGLE OF 04°25'43", A CHORD DISTANCE OF 106.85 FEET AND WHOSE CHORD BEARS S75°19'31"W; THENCE CONTINUING ALONG THE SOUTH RIGHT-OF-WAY LINE OF THE BNSF RAILROAD S73°06'32"W, 181.25 FEET TO A POINT OF INTERSECTION WITH THE WEST LINE OF THE SOUTHWEST ¼ OF SECTION 9, TOWNSHIP 3 SOUTH, RANGE 68 WEST OF THE 6TH P.M.; THENCE N00°16'37"W ALONG THE SAID WEST LINE OF THE SAID SOUTHWEST ¼ OF SAID SECTION 9, 104.36 FEET; THENCE N73°06'39"E ALONG THE NORTH RIGHT-OF-WAY LINE OF THE BNSF RAILROAD, 151.41 FEET; THENCE CONTINUING ALONG THE NORTH RIGHT-OF-WAY LINE OF THE BNSF RAILROAD ALONG A CURVE TO THE RIGHT HAVING AN ARC LENGTH OF 115.66 FEET, A RADIUS OF 1482.69 FEET, A CENTRAL ANGLE OF 04°28'10", A CHORD DISTANCE OF 115.63 FEET AND WHOSE CHORD BEARS N75°20'49"E TO A POINT OF CURVATURE; THENCE CONTINUING ALONG THE NORTH RIGHT-OF-WAY LINE OF THE BNSF RAILROAD ALONG A CURVE TO THE RIGHT HAVING AN ARC LENGTH OF 737.76 FEET, A RADIUS OF 1575.85 FEET, A CENTRAL ANGLE OF 26°49'26", A CHORD DISTANCE OF 731.04 FEET AND WHOSE CHORD BEARS S88°26'43"E; THENCE CONTINUING ALONG THE SAID NORTH RIGHT-OF-WAY LINE OF THE BNSF RAILROAD S75°02'00"E, 560.87 FEET; THENCE N01°28'00"W, 125.57 FEET; THENCE N88°32'00"E, 427.11 FEET; THENCE S75°02'00"E, 47.91 FEET TO THE SOUTHWEST CORNER OF THAT PARCEL OF LAND IN DEED RECORDED AT RECEPTION NO. 2018000084369 OF THE ADAMS COUNTY RECORDS; THENCE N02°21'23"E ALONG THE WEST LINE OF SAID PARCEL OF LAND, 86.37 FEET TO THE NORTHWEST CORNER OF SAID PARCEL OF LAND; THENCE N85°52'05"E ALONG THE NORTH LINE OF SAID PARCEL OF LAND, 617.19 FEET TO THE POINT OF BEGINNING,

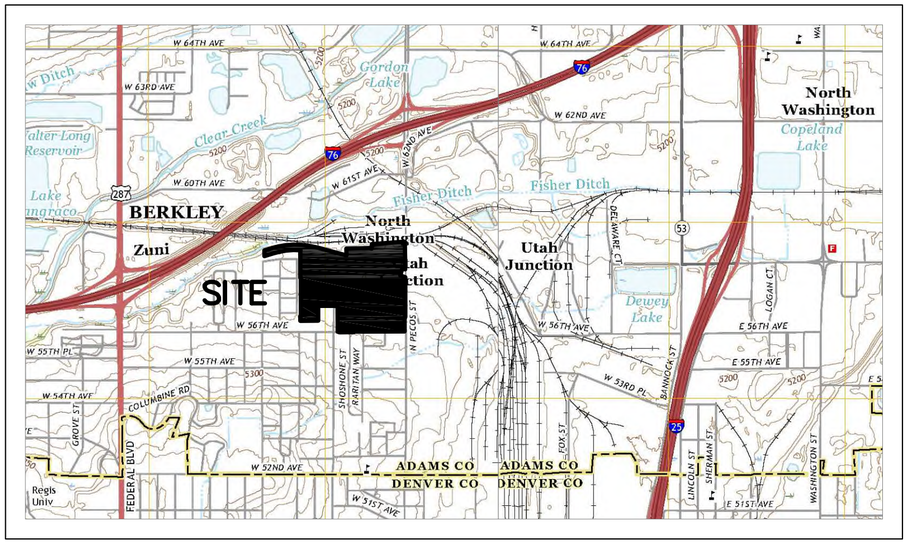
COUNTY OF ADAMS,
STATE OF COLORADO

THE ABOVE DESCRIBED PARCEL CONTAINS 2,899,197 SQUARE FEET OR 66.56 ACRES MORE OR LESS.

HAVE BY THESE PRESENTS LAID OUT AND PLATTED THE SAME INTO TRACTS, LOTS, EASEMENTS AND STREETS AS SHOWN ON THIS PLAT UNDER THE THE NAME AND STYLE OF **PECOS LOGISTICS PARK FILING NO. 1** AND THE UNDERSIGNED DOES HEREBY DEDICATE, GRANT AND CONVEY TO ADAMS COUNTY THOSE PUBLIC EASEMENTS (AND TRACTS) AS SHOWN ON THE PLAT; AND FURTHER RESTRICTS THE USE OF ALL PUBLIC EASEMENT TO ADAMS COUNTY AND/OR ITS ASSIGNS, PROVIDED HOWEVER, THAT THE SOLE RIGHT AND AUTHORITY TO RELEASE OR QUITCLAIM ALL OR ANY SUCH PUBLIC EASEMENTS SHALL REMAIN EXCLUSIVELY VESTED IN ADAMS COUNTY.

SHEET INDEX:

SHEET 1– COVER SHEET
SHEET 2– NOTES
SHEET 3– LOT MAP
SHEET 4– LOT 1
TRACT "C"
SHEET 5– LOT 2
SHEET 6– LOT 3
TRACT "A"
TRACT "B"
SHEET 7– EXISTING EASEMENTS



Vicinity Map
1"=2000'

OWNER:

PECOS LOGISTICS PARK, LLLP, A COLORADO LIMITED LIABILITY LIMITED PARTNERSHIP

BY: _____, ITS _____

ACKNOWLEDGEMENT

STATE OF COLORADO)
) §
COUNTY OF _____)

THE FOREGOING PLAT AND DEDICATION WAS ACKNOWLEDGED BEFORE ME THIS _____ DAY OF _____, 2020, BY _____, _____, OF PECOS LOGISTICS PARK, LLLP, A COLORADO LIMITED LIABILITY LIMITED PARTNERSHIP, OWNER.

_____
NOTARY PUBLIC

MY COMMISSION EXPIRES: _____.

MY ADDRESS IS:
_____

LIENHOLDER CERTIFICATE

THE UNDERSIGNED HEREBY CONSENT(S) TO THE DEDICATION AND EASEMENTS SHOWN ON THIS PLAT AND RELEASE(S) THE SAME FROM ENCUMBRANCE RECORDED IN BOOK _____ AT PAGE(S) _____ OF THE RECORDS OF THE ADAMS COUNTY CLERK AND RECORDER.

_____
NAME

_____
TITLE

STATE OF COLORADO)
) §
COUNTY OF _____)

THE FOREGOING LIENHOLDER CERTIFICATE WAS SUBSCRIBED AND SWORN BEFORE ME THIS _____ DAY OF _____, 2020, BY _____

_____
NOTARY PUBLIC

MY COMMISION EXPIRES_____

MY ADDRESS IS: _____

SIGNED THIS _____ DAY OF _____, 2020.

SURVEYORS CERTIFICATE:

I, DAMIEN CAIN, A DULY REGISTERED PROFESSIONAL LAND SURVEYOR IN THE STATE OF COLORADO, DO HEREBY CERTIFY THAT THIS PLAN TRULY AND CORRECTLY REPRESENTS THE RESULTS OF A SURVEY MADE APRIL 2019, BY ME OR UNDER MY DIRECT SUPERVISION, AND THAT SAID SURVEY HAS BEEN PREPARED IN FULL COMPLIANCE WITH ALL APPLICABLE LAWS OF THE STATE OF COLORADO DEALING WITH SURVEYING OF LAND.

I ATTEST THE ABOVE ON THIS _____ DAY OF _____, 2020

_____
DAMIEN CAIN
STATE OF COLORADO PLS 38284
FOR AND ON BEHALF OF
39 NORTH ENGINEERING AND SURVEYING LLC

PLANNING COMMISSION APPROVAL:

APPROVED BY THE ADAMS COUNTY PLANNING COMMISION THIS _____ DAY OF _____, 2020.

_____
CHAIR

BOARD OF COUNTY COMMISIONERS APPROVAL:

APPROVED BY THE ADAMS COUNTY BOARD OF COMMISSIONERS THIS _____ DAY OF _____, 2020.

_____
CHAIR

CLERK AND RECORDER CERTIFICATE:

THIS FINAL PLAT WAS FILED FOR RECORD IN THE OFFICE OF THE ADAMS COUNTY CLERK AND RECORDER IN THE STATE OF COLORADO AT _.M. ON THE _____ DAY OF _____ 2020.

_____
COUNTY CLERK AND RECORDER

BY DEPUTY: _____

PECOS LOGISTICS PARK FILING NO. 1

CASE NO.: PLT2019-00013

A REPLAT OF PRESTRESSED-CON SUBDIVISION SECOND FILING; PRESTRESSED-CON SUBDIVISION; LOT 2, BLOCK 1, FELCH SUBDIVISION; RIGHT OF WAY VACATION OF A PORTION OF PECOS STREET AND UNPLATTED PARCELS OF LAND LYING IN THE SOUTHWEST ONE-QUARTER OF SECTION 9, TOWNSHIP 3 SOUTH, RANGE 68 WEST OF THE 6TH PRINCIPAL MERIDIAN, COUNTY OF ADAMS, STATE OF COLORADO

BASIS OF BEARINGS:

AN ASSUMED BEARING OF N00°00'00"E BEING THE EAST LINE OF THE SOUTHWEST ¼ OF SECTION 9, TOWNSHIP 3 SOUTH, RANGE 68 WEST OF THE 6TH P.M., BETWEEN TWO POINTS 2646.62 FEET APART; ONE POINT BEING A FOUND 2" DIAMETER ALLOY CAP ISTAMPED PLS 24942 IN A RANGE BOX AT THE CENTER ¼ CORNER OF OF SAID SECTION 9 AND THE OTHER POINT BEING THE SOUTH ¼ CORNER OF SAID SECTION 9 THAT WAS CALCULATED FROM A FOUND ILLEGIBLE ALLOY CAP IN A RANGE BOX 5.00 FEET WEST OF SAID SOUTH ¼ CORNER AS PER MONUMENT RECORD TIE SHEETS.

ACCESS RESTRICTION STATEMENT:

ALL ACCESS RIGHTS SHALL BE RESTRICTED ACROSS RIGHT-OF-WAY LINES OF MAJOR HIGHWAYS, PARKWAYS, STREETS OR FREEWAYS, WHERE REQUIRED AS A PROVISION OF APPROVAL. WITH THE FILING OF PECOS LOGISTICS PARK FILING NO. 1 PLAT THERE WILL BE NO ACCESS PROVIDED, OR ALLOWED, TO AND FROM EXISTING VALLEJO STREET.

EASEMENT STATEMENT:

UTILITY EASEMENTS ARE HEREBY DEDICATED ON PRIVATE PROPERTY AS SHOWN ON SUBDIVISION PLAT. THESE EASEMENTS ARE DEDICATED TO ADAMS COUNTY FOR THE BENEFIT OF THE APPLICABLE UTILITY PROVIDERS FOR THE INSTALLATION, MAINTENANCE, AND REPLACEMENT OF UTILITIES.

STORM DRAINAGE FACILITIES STATEMENT:

THE POLICY OF THE COUNTY REQUIRES THAT MAINTENANCE ACCESS SHALL BE PROVIDED TO ALL STORM DRAINAGE FACILITIES TO ASSURE CONTINUOUS OPERATIONAL CAPABILITY OF THE SYSTEM. THE PROPERTY OWNERS SHALL BE RESPONSIBLE FOR THE MAINTENANCE OF ALL DRAINAGE FACILITIES INCLUDING INLETS, PIPES, CULVERTS, CHANNELS, DITCHES, HYDRAULIC STRUCTURES, AND DETENTION BASINS LOCATED ON THEIR LAND UNLESS MODIFIED BY THE SUBDIVISION DEVELOPMENT AGREEMENT. SHOULD THE OWNER FAIL TO MAINTAIN SAID FACILITIES, THE COUNTY SHALL HAVE THE RIGHT TO ENTER SAID LAND FOR THE SOLE PURPOSE OF OPERATIONS AND MAINTENANCE. ALL SUCH MAINTENANCE COST WILL BE ASSESSED TO THE PROPERTY OWNERS.

THE APPROVED STORMWATER OPERATIONS AND MAINTENANCE MANUAL IS ON FILE WITH THE ADAMS COUNTY CLERK AND RECORDERS OFFICE AT RECEPTION NO. _____.

RIGHT OF WAY DEDICATION NOTE:

RIGHT OF WAY ALONG PECOS STREET AND WEST 56TH AVENUE ARE TO BE DEDICATED BY THIS PLAT AND PLATTING PROCESS.

RIGHT OF WAY DEDICATED ALONG PECOS STREET: 12,286 SQUARE FEET (0.29 ACRES±)
RIGHT OF WAY DEDICATED ALONG WEST 56TH AVENUE: 3,057 SQUARE FEET (0.07 ACRES±)

RIGHT OF WAY VACATION NOTE:

A PORTION OF THE ADAMS COUNTY PARCEL ALONG PECOS STREET RECORDED AT RECEPTION NO. 2009000069014 OF THE ADAMS COUNTY RECORDS SHALL BE VACATED AND INCORPORATED INTO LOT 2 BY THIS PLAT AND AS SHOWN ON THIS PLAT.

FLOODPLAIN NOTE:

THE PROPERTY IS LOCATED WITHIN ZONE X (AREAS DETERMINED TO BE OUTSIDE THE 0.2% ANNUAL CHANCE FLOODPLAIN) AS PER FEMA FIRM MAP NO. 08001C0592H DATED MARCH 5, 2007.

TRACT NOTE:

TRACT "A" IS FOR THE PURPOSES OF STORM DRAINAGE FACILITIES AND SANITARY SEWER INFRASTRUCTURE. TRACT "A" WILL BE OWNED BY PECOS LOGISTICS PARK, LLLP, A COLORADO LIMITED LIABILITY LIMITED PARTNERSHIP, AND WILL BE MAINTAINED BY THE OWNERSHIP OR PECOS LOGISTICS PARK METROPOLITAN DISTRICT.

TRACT "B" IS FOR THE PURPOSE OF PROVIDING A BUFFER AREA THAT TRANSITIONS THE RESIDENTIAL ZONED AREAS TO THE WEST AND THE INDUSTRIAL ZONED AREAS WITHIN THE PECOS LOGISTICS PARK FILING NO. 1 PLATTED LANDS. TRACT "B" WILL BE OWNED BY PECOS LOGISTICS PARK, LLLP, A COLORADO LIMITED LIABILITY LIMITED PARTNERSHIP, AND WILL BE MAINTAINED BY THE OWNERSHIP OR PECOS LOGISTICS PARK METROPOLITAN DISTRICT.

TRACT "C" IS FOR THE PURPOSE OF PROVIDING A LANDSCAPE BUFFER AREA ALONG WEST 56TH AVENUE. TRACT "C" WILL BE OWNED BY PECOS LOGISTICS PARK, LLLP, A COLORADO LIMITED LIABILITY LIMITED PARTNERSHIP, AND WILL BE MAINTAINED BY THE OWNERSHIP OR PECOS LOGISTICS PARK METROPOLITAN DISTRICT.

TITLE COMMITMENT NOTE:

SURVEYOR RELIED UPON TITLE COMMITMENT PREPARED BY LAND TITLE GUARANTEE COMPANY ORDER NO. ABD70603098.3 WITH AN EFFECTIVE DATE OF JUNE 26, 2019, FOR THE PREPARATION OF THIS PLAT.

CURVE TABLE				
CURVE	LENGTH	RADIUS	CHB	CHORD
C1	97.37'	1928.00	S70°19'45"E	97.36'
C2	106.88'	1382.69	S75°19'31"W	106.85'
C3	115.66'	1482.69	N75°20'49"E	115.63'
C4	28.91'	40.00	N69°29'36"W	28.28'
C5	34.00'	40.00	N24°26'10"W	32.99'
C6	29.40'	35.50	N00°05'00"W	28.56'
C7	33.74'	35.50	N00°05'00"W	32.49'
C8	74.40'	48.00	S44°24'11"W	67.17'

LINE TABLE		
LINE	LENGTH	BEARING
L1	58.59'	N75°02'00"W
L2	10.30'	N89°48'07"E
L3	10.00'	S00°05'00"E
L4	10.00'	N00°05'00"W
L5	30.00'	N89°48'07"E
L6	10.00'	S89°48'07"W
L7	10.00'	N89°51'16"E
L8	47.91'	S75°02'00"E
L9	86.37'	N02°21'23"E
L10	3.24'	N89°50'09"E
L11	27.81'	N36°23'50"E
L12	178.39'	N00°00'00"W
L13	25.28'	N00°11'53"W

CURVE C8 AND LINES L10-L13 ARE IN REFERENCE TO THE STORM DRAINAGE EASEMENT

PECOS LOGISTICS PARK FILING NO. 1

CASE NO.: PLT2019-00013

A REPLAT OF PRESTRESSED-CON SUBDIVISION SECOND FILING; PRESTRESSED-CON SUBDIVISION; LOT 2, BLOCK 1, FELCH SUBDIVISION; RIGHT OF WAY VACATION OF A PORTION OF PECOS STREET AND UNPLATTED PARCELS OF LAND LYING IN THE SOUTHWEST ONE-QUARTER OF SECTION 9, TOWNSHIP 3 SOUTH, RANGE 68 WEST OF THE 6TH PRINCIPAL MERIDIAN, COUNTY OF ADAMS, STATE OF COLORADO

SHEET 3 OF 7

LINE LEGEND
- PROPERTY BOUNDARY
- LOT LINE
- EASEMENT LINE
- SECTION LINE
- ROW DEDICATION
- R.O.W. DEDICATION AREA
- LANDSCAPE BUFFER AREA
- VACATED ADAMS CO. ROW

GRAPHIC SCALE
−150' 0' 75' 150' 300'
(IN FEET)
1 inch = 150 ft.

- FOUND MONUMENT AS NOTED
- SET NO. 5 REBAR WITH GREEN CAP STAMPED PLS 38284

FOUND MONUMENT LEGEND
1. FOUND 3.25" DIA. ALLOY CAP STAMPED ADAMS CO. R.O.W.
2. FOUND NO. 5 REBAR WITH GREEN CAP STAMPED PLS 38278
3. FOUND NO. 5 REBAR WITH YELLOW ILLEGIBLE CAP
4. FOUND NO. 5 REBAR WITH RED ILLEGIBLE CAP
5. FOUND NO. 5 REBAR WITH YELLOW CAP STAMPED PLS 9010
6. FOUND 2.5" DIA. ALLOY CAP STAMPED PLS 7735
7. FOUND 2.5" DIA. ALLOY CAP STAMPED PLS 37917

CENTER ¼ CORNER SEC. 9, T3S, R68W FOUND 2" DIA. ALLOY CAP IN RANGE BOX STAMPED PLS 24942 POINT OF COMMENCEMENT

924.39' S02°55'20"W

POINT OF BEGINNING

617.19' N85°52'05"E

427.11' N88°32'00"E

125.57' N01°28'00"W

560.87' S75°02'00"E

L=737.76' R=1575.85' D=26°49'26" CH=731.04 CHB=S88°26'43"E

151.41' N73°06'39"E C3

104.36' N00°16'37"W

181.25' S73°06'32"W C2

L=396.20' R=1475.85' D=15°22'53" CH=395.01 CHB=S85°50'00"W

TRACT "A"
165,078 SQ. FT.
3.79 ACRES
SHEET 6

L8 L9

297.70' S00°59'29"E

PECOS STREET
R.O.W. VARIES

UNPLATTED A PORTION OF ADAMS COUNTY RIGHT-OF-WAY REC. NO. 2009000069014 TO BE VACATED AS A PART OF THIS PLAT 8,196 SQ. FT.

117.77' S00°58'57"E

100.17' S00°00'00"W

L1 134.37' S15°01'02"W

145.57' S00°09'51"E

C1

16.67'

END R.O.W DEDICATION PECOS STREET
L=17.86'
R=1928.00'
D=0°31'51"
CH=17.86
CHB=N69°08'52"W

25.00' LS BUFFER

517.61' N00°01'00"E

1.0' OFFSET TO WEST OF ACTUAL PROPERTY CORNER

L7 15.24'

5715 PECOS STREET
LOT 3
773,113 SQ. FT.
17.75 ACRES
SHEET 6

5725 PECOS STREET
LOT 2
1,027,511 SQ. FT.
23.59 ACRES
SHEET 5

VALLEJO STREET
R.O.W. VARIES

393.38' N00°01'00"E

TRACT "B"
LANDSCAPE BUFFER
23,633 SQ. FT.
0.54 ACRES

314.38' N00°05'00"W

362.20' S89°48'07"W

276.60' S00°05'00"E

90.62' N00°05'00"W

L6 15.11'

25.00' LS BUFFER

332.20' S89°48'07"W

TEJON STREET
60' R.O.W.

481.60' N00°05'00"W

R.O.W. DEDICATED BY THIS PLAT 86 SQ. FT.

R.O.W. DEDICATED BY THIS PLAT 58 SQ. FT.

R.O.W. DEDICATED BY THIS PLAT 3,057 SQ. FT. 0.07 ACRES

TRACT "C" LANDSCAPE BUFFER 12,240 SQ. FT. 0.28 ACRES

10' LS BUFFER

10.00'

5675 PECOS STREET
LOT 1
879,285 SQ. FT.
20.19 ACRES
SHEET 4

R.O.W. DEDICATED BY THIS PLAT 12,682 SQ. FT. 0.29 ACRES

742.71' S00°00'00"W

2646.62' A.M. N00°00'00"E
EAST LINE OF THE SOUTHWEST ¼ SECTION 9, T3S, R68W
BASIS OF BEARINGS

54.45'

14.55'

4.25'

L10 L2

L12

STORM SEWER EASEMENT DEDICATED BY THIS PLAT

267.86' S00°00'00"W

L13

3.48'

5.00'

SOUTH ¼ CORNER SEC. 9, T3S, R68W FOUND ILLEGIBLE ALLOY CAP IN RANGE BOX FOUND MONUMENT IS A 5.00' WITNESS CORNER AS PER MONUMENT RECORDS

SW CORNER SW1/4 SEC. 9, T3S, R68W FOUND ALLOY CAP STAMPED PLS 16406 IN RANGE BOX

712.11' A.M. S68°49'08"W

SOUTH LINE OF THE SOUTHWEST ¼ SECTION 9, T3S, R68W

1329.26' A.M. N89°48'07"E

WEST 56TH AVENUE
R.O.W. VARIES

L5 L4 L3 271.20' S89°48'07"W

1328.84' S89°48'07"W

948.20' S89°48'07"W

WEST 56TH AVENUE
R.O.W. VARIES

SW CORNER SE1/4 SW1/4 SEC. 9, T3S, R68W FOUND ALLOY CAP STAMPED PLS 27269 IN RANGE BOX

PECOS LOGISTICS PARK FILING NO. 1

CASE NO.: PLT2019-00013

A REPLAT OF PRESTRESSED-CON SUBDIVISION SECOND FILING; PRESTRESSED-CON SUBDIVISION; LOT 2, BLOCK 1, FELCH SUBDIVISION; RIGHT OF WAY VACATION OF A PORTION OF PECOS STREET AND UNPLATTED PARCELS OF LAND LYING IN THE SOUTHWEST ONE-QUARTER OF SECTION 9, TOWNSHIP 3 SOUTH, RANGE 68 WEST OF THE 6TH PRINCIPAL MERIDIAN, COUNTY OF ADAMS, STATE OF COLORADO

LINE LEGEND
- PROPERTY BOUNDARY
- LOT LINE
- EASEMENT LINE
- SECTION LINE
- ROW DEDICATION
- EXIST. EASEMENT RETAINED
- EXISTING LOTS
- R.O.W. DEDICATION AREA
- LANDSCAPE BUFFER AREA
- VACATED ADAMS CO. ROW

LOT 2

LOT 3

5675 PECOS STREET

LOT 1

879,285 SQ. FT.
20.19 ACRES

GRAPHIC SCALE
-100' 0' 50' 100' 200'
(IN FEET)
1 inch = 100 ft.

WEST LINE OF THE E½ SW¼ SEC. 9, T3S, R68W

EAST LINE OF THE SOUTHWEST ¼ SECTION 9, T3S, R68W
2646.62' A.M. N00°00'00"E
BASIS OF BEARINGS

SOUTH LINE OF THE SOUTHWEST ¼ SECTION 9, T3S, R68W

TEJON STREET 60' R.O.W.

PECOS STREET R.O.W. VARIES

WEST 56TH AVENUE R.O.W. VARIES

UMATILLA STREET *SHOSHONE STREET* *RARITAN WAY* *QUIVAS STREET*

CENTERLINE WATER, SAN. & STORM SWR. EASEMENT BK 3397 PG 485 REC. NO. 786531 TO BE VACATED BY SEPARATE DOCUMENT EASEMENT TO BE RETAINED UNTIL NEW SEWER LINE IS INSTALLED

20' ACCESS EASEMENT TO DRAINAGE FACILITIES DEDICATED BY THIS PLAT

EASEMENT BK 786 PG 562 TO BE VACATED BY SEPARATE INSTRUMENT EASEMENT TO BE RETAINED AT THIS TIME

20' ACCESS EASEMENT TO UPRR PROPERTY DEDICATED BY THIS PLAT

R.O.W. HEREBY DEDICATED BY THIS PLAT

R.O.W. DEDICATION REC. NO. 2009000069014

10' UTILITY EASEMENT

30' PECOS STREET BK 1 PG 57

UNPLATTED REC. NO. 2014000009478

UNPLATTED REC. NO. 2013000007932

UNPLATTED REC. NO. C0284318

UNPLATTED REC. NO. 2006000134060

UNPLATTED REC. NO. 15528

UNPLATTED REC. NO. 2014000057644

22.82'

19.53'

149.24' S37°35'01"W

88.96' N13°56'34"E

33.74' N00°00'00"E

29.69' S89°48'07"E

8' UTILITY EASEMENT

332.51' S89°48'07"W

362.20' S89°48'07"W

276.60' S00°05'00"E

179.42' N00°05'00"W

481.60' N00°05'00"W

109.26' N00°05'00"W

91.79' N00°05'00"W

R.O.W. DEDICATED BY THIS PLAT 86 SQ. FT.

R.O.W. DEDICATED BY THIS PLAT 58 SQ. FT.

R.O.W. DEDICATION 3,057 SQ. FT.

1161.79' N90°00'00"E

1161.79' N90°00'00"E

19.00'

1.00'

15.49'

742.71' S00°00'00"W

705.54' S00°09'51"E

ROW DEDICATION 12,682 SQ. FT.

14.55'

4.25'

STORM DRAINAGE EASEMENT HEREBY DEDICATED BY THIS PLAT

BLOCK 1, PRESTRESSED-CON SUBDIVISION REC. NO. B336911

267.86' S00°00'00"W

50.00'

53.51'

3.48'

5.00'

LOT 1, BLOCK 1 PRESTRESSED-CON SUBDIVISION SECOND FILING FILE 14 MAP 765

REC. NO. 2017000035300

TRACT "C" LANDSCAPE BUFFER 12,240 SQ. FT. 0.28 ACRES

10' LANDSCAPE BUFFER DEDICATED BY THIS PLAT

1232.30' S89°48'07"W

948.20' S89°48'07"W

271.20' S89°48'07"W

40.00'

50.00'

50.00'

70.91'

1328.84' S89°48'07"W

1329.26' A.M. N89°48'07"E

10' R.O.W. HEREBY DEDICATED BY THIS PLAT

LEEPER SUBDIVISION FILE 14 MAP 211

REC. NO. 2013000059771

REC. NO. 2013000059771

REC. NO. 2013000059771

REC. NO. 2013000059771

TEJON STREET BK 1138 PG 176

TEJON STREET BK 1138 PG 179

8' UTILITY EASEMENT

UNPLATTED REC. NO. 2018000094949

UNPLATTED REC. NO. 2018000094949

8' UTILITY EASEMENT

8' UTILITY EASEMENT

8' UTILITY EASEMENT

8' UTILITY EASEMENT

REC. NO. 2018000094949

10' UTILITY EASEMENT

30' PECOS STREET BK 1 PG 57

REC. NO. 2018000049454

R.O.W. DEDICATION REC. NO. 2009000069014

R.O.W. DEDICATION REC. NO. B336911

UNPLATTED REC. NO. 15528

UNPLATTED REC. NO. C0284318

IRON WORKERS SUBDIVISION FILE 14 MAP 364

GREEN SUBDIVISION FILE 11 MAP 77

MARION MANOR SUBDIVISION FILE 11 MAP 173

MARION MANOR SUBDIVISION FILE 11 MAP 173

MARION MANOR SUBDIVISION FILE 11 MAP 173

MARION MANOR SUBDIVISION FILE 11 MAP 173

AMENDED B & V SUBDIVISION, CORRECTION PLAT REC. NO. 2015000073763

SW CORNER SW1/4 SEC. 9, T3S, R68W FOUND ALLOY CAP STAMPED PLS 16406 IN RANGE BOX

SW CORNER SE1/4 SW1/4 SEC. 9, T3S, R68W FOUND ALLOY CAP STAMPED PLS 27269 IN RANGE BOX

SOUTH ¼ CORNER SEC. 9, T3S, R68W FOUND ILLEGIBLE ALLOY CAP IN RANGE BOX FOUND MONUMENT IS A 5.00' WITNESS CORNER AS PER MONUMENT RECORDS

PECOS LOGISTICS PARK FILING NO. 1

CASE NO.: PLT2019-00013

A REPLAT OF PRESTRESSED-CON SUBDIVISION SECOND FILING; PRESTRESSED-CON SUBDIVISION; LOT 2, BLOCK 1, FELCH SUBDIVISION; RIGHT OF WAY VACATION OF A PORTION OF PECOS STREET AND UNPLATTED PARCELS OF LAND LYING IN THE SOUTHWEST ONE-QUARTER OF SECTION 9, TOWNSHIP 3 SOUTH, RANGE 68 WEST OF THE 6TH PRINCIPAL MERIDIAN, COUNTY OF ADAMS, STATE OF COLORADO

GRAPHIC SCALE

-100' 0' 50' 100' 200'

(IN FEET)
1 inch = 100 ft.

LINE LEGEND

- PROPERTY BOUNDARY
- LOT LINE
- EASEMENT LINE
- SECTION LINE
- ROW DEDICATION
- EXIST EASEMENT RETAINED
- EXISTING LOTS
- R.O.W. DEDICATION AREA
- LANDSCAPE BUFFER AREA
- VACATED ADAMS CO. ROW

CENTER ¼ CORNER
SEC. 9, T3S, R68W
FOUND 2" DIA. ALLOY
CAP IN RANGE BOX
STAMPED PLS 24942

924.39' S02°55'20"W

POINT OF BEGINNING

617.19' N85°52'05"E

UNPLATTED UNION PACIFIC RAILROAD

47.21'

10' UTILITY EASEMENT DEDICATED BY THIS PLAT

10' PERMANENT DRAINAGE EASEMENT REC. NO. 2019000024091

PECOS STREET
R.O.W. VARIES

297.70' S00°59'29"E

REC. NO. 2013000051329

30' PECOS STREET BK 1 PG 57

REC. NO. 50694

117.77' S00°58'57"E

REC. NO. 2005000540300

100.17' S00°00'01"W

17.44' N75°02'00"W

L1

UNPLATTED ADAMS COUNTY RIGHT-OF-WAY TO BE VACATED AS A PART OF THIS PLAT

END R.O.W DEDICATION PECOS STREET
L=17.86'
R=1928.00'
D=0°31'51"
CH=17.86
CHB=N69°08'52"W

134.37' S15°01'02"W

145.57' N00°09'51"W

C7

16.67'

56.40'

R.O.W. HEREBY DEDICATED BY THIS PLAT

UNPLATTED REC. NO. 2014000009478

30' PECOS STREET BK 1 PG 57

39.70'

UNPLATTED REC. NO. 2013000007932

447.02' S00°09'51"E

10' UTILITY EASEMENT

742.71' S00°00'00"W

EAST LINE OF THE SOUTHWEST ¼ SECTION 9, T3S, R68W 2646.62' A.M. N00°00'00"E BASIS OF BEARINGS

UNPLATTED REC. NO. C0284318

UNPLATTED REC. NO. C0284318

L9

427.11' N88°32'00"E

L8

125.57' N01°28'00"W

UNPLATTED UNION PACIFIC RAILROAD

DRAINAGE EASEMENT DEDICATED BY THIS PLAT

560.87' S75°02'00"E

477.02' S75°02'00"E

UNPLATTED REC. NO. 2019000015214

20' ACCESS EASEMENT REC. NO. 2019000014868

20' ACCESS EASEMENT TO UPRR PROPERTY DEDICATED BY THIS PLAT

UNPLATTED REC. NO. 2018000084369

25.13' N00°0'00"E

752.13' N90°00'00"W

83.85' S75°02'00"E

UNPLATTED REC. NO. 2018000094949

UNPLATTED REC. NO. 2019000014815

20' ACCESS EASEMENT REC. NO. 2019000014868

LOT 1, BLOCK 2 PRESTRESSED-CON SUBDIVISION SECOND FILING FILE 14 MAP 765

REC. NO. 2018000094949

22.82'

19.53'

20' ACCESS EASEMENT TO DRAINAGE FACILITIES DEDICATED BY THIS PLAT

20' ACCESS EASEMENT TO DRAINAGE FACILITIES DEDICATED BY THIS PLAT

S00°00'00"E

N00°00'00"E

699.76'

724.89'

UNPLATTED REC. NO. 2018000094949

LOT 1, BLOCK 1 PRESTRESSED-CON SUBDIVISION SECOND FILING FILE 14 MAP 765

REC. NO. 2017000035300

5725 PECOS STREET

LOT 2

1,027,511 SQ. FT.
23.59 ACRES

LOT 3

20' ACCESS EASEMENT TO DRAINAGE FACILITIES DEDICATED BY THIS PLAT

22.82'

19.53'

20' ACCESS EASEMENT TO DRAINAGE FACILITIES DEDICATED BY THIS PLAT

EASEMENT BK 786 PG 562 TO BE VACATED BY SEPARATE INSTRUMENT EASEMENT TO BE RETAINED AT THIS TIME

20' ACCESS EASEMENT TO UPRR PROPERTY DEDICATED BY THIS PLAT

20' ACCESS EASEMENT TO UPRR PROPERTY DEDICATED BY THIS PLAT

CENTERLINE WATER, SAN. & STORM SWR. EASEMENT BK 3397 PG 485 REC. NO. 786531 TO BE VACATED BY SEPARATE DOCUMENT EASEMENT TO BE RETAINED UNTIL NEW SEWER LINE IS INSTALLED

19.00'

1161.79' N90°00'00"E

1161.79' N90°00'00"E

1.00'

20' ACCESS EASEMENT TO DRAINAGE FACILITIES DEDICATED BY THIS PLAT

20' ACCESS EASEMENT TO DRAINAGE FACILITIES DEDICATED BY THIS PLAT

149.24' S37°35'01"W

88.96' N13°56'34"E

LOT 1

WEST LINE OF THE E½ SW¼ SEC. 9, T3S, R68W

PECOS LOGISTICS PARK FILING NO. 1

CASE NO.: PLT2019-00013

A REPLAT OF PRESTRESSED-CON SUBDIVISION SECOND FILING; PRESTRESSED-CON SUBDIVISION; LOT 2, BLOCK 1, FELCH SUBDIVISION; RIGHT OF WAY VACATION OF A PORTION OF PECOS STREET AND UNPLATTED PARCELS OF LAND LYING IN THE SOUTHWEST ONE-QUARTER OF SECTION 9, TOWNSHIP 3 SOUTH, RANGE 68 WEST OF THE 6TH PRINCIPAL MERIDIAN, COUNTY OF ADAMS, STATE OF COLORADO

SHEET 6 OF 7

UNPLATTED ADAMS COUNTY 2007000004489

L=737.76' R=1575.85' D=26°49'26" CH=731.04 CHB=S88°26'43"E

C3

151.41' N73°06'39"E

UNPLATTED REC. NO. 2019000015214

DRAINAGE EASEMENT DEDICATED BY THIS PLAT

UNPLATTED UNION PACIFIC RAILROAD

DRAINAGE EASEMENT DEDICATED BY THIS PLAT

477.02' S75°02'00"E

560.87' S75°02'00"E

UNPLATTED UNION PACIFIC RAILROAD

20' ACCESS EASEMENT REC. NO. 2019000014868

125.57' N01°28'00"W

104.36' N00°16'37"W

L=396.20' R=1475.85' D=15°22'53" CH=395.01' CHB=S85°50'00"W

C2

181.25' S73°06'32"W

SCAVALENTI SUBDIVISION FILE 10 MAP 130

CLEARVIEW FILE 9 MAP 32

TRACT "A"

165,078 SQ. FT.
3.79 ACRES

99.00' N00°01'00"E

UNPLATTED REC. NO. 2019000015214

777.13' S90°00'00"E

752.13' N90°00'00"W

25.13' N00°0'00"E

8' UTILITY EASEMENT

25.00' S90°00'00"E

83.85' S75°02'00"E

22.82'

19.53'

WEST 59TH PL.

LINE LEGEND

- PROPERTY BOUNDARY
- LOT LINE
- EASEMENT LINE
- SECTION LINE
- ROW DEDICATION
- EXIST. EASEMENT RETAINED
- EXISTING LOTS
- R.O.W. DEDICATION AREA
- LANDSCAPE BUFFER AREA
- VACATED ADAMS CO. ROW

40.00'

CLEARVIEW FILE 9 MAP 32

517.61' N00°01'00"E

VALLEJO STREET

20' ACCESS EASEMENT TO DRAINAGE FACILITIES DEDICATED BY THIS PLAT

20' ACCESS EASEMENT TO DRAINAGE FACILITIES DEDICATED BY THIS PLAT

S00°00'00"E

N00°00'00"E

699.76'

724.89'

LOT 2

TRACT "B"
23,633 SQ. FT.

5715 PECOS STREET

LOT 3

773,113 SQ. FT.
17.75 ACRES

L7

WEST 58TH PL.

N00°01'00"E

1216.91'

10' R.O.W. DEDICATION REC. NO. B336912

393.38' N00°01'00"E

CENTERLINE WATER, SAN. & STORM SWR. EASEMENT BK 3397 PG 485 REC. NO. 786531 TO BE VACATED BY SEPARATE DOCUMENT EASEMENT TO BE RETAINED UNTIL NEW SEWER LINE IS INSTALLED

20' ACCESS EASEMENT TO DRAINAGE FACILITIES DEDICATED BY THIS PLAT

22.82'

20' ACCESS EASEMENT TO DRAINAGE FACILITIES DEDICATED BY THIS PLAT

19.53'

WEST LINE OF THE E½ SW¼ SEC. 9, T3S, R68W

CLEARVIEW FILE 9 MAP 32

50.00'

UNPLATTED 5700 VALLEJO STREET REC. NO. 2017000035300

149.24' S37°35'01"W

20' ACCESS EASEMENT TO DRAINAGE FACILITIES DEDICATED BY THIS PLAT

88.96' N13°56'34"E

33.74' N00°00'00"E

29.69' S89°48'07"E

332.51' S89°48'07"W

362.20' S89°48'07"W

8' UTILITY EASEMENT

TEJON STREET BK 1138 PG 179

LOT 1

CLEARVIEW AMENDED PLAT FILE 9 MAP 110

314.38' N00°05'00"W

VALLEJO STREET

LOT 2, BLOCK 1 FELCH SUBDIVISION FILE 14 MAP 121

LEEPER SUBDIVISION FILE 14 MAP 211

TEJON STREET BK 1138 PG 176

REC. NO. 2013000059771

50.00'

8' UTILITY EASEMENT

276.60' S00°05'00"E

WEST 57TH PL.

WEST 56TH PL.

L6

90.62' N00°05'00"W

25.00' S89°48'07"W

307.20' S89°48'07"W

332.20' S89°48'07"W

REC. NO. 2013000059771

REC. NO. 2013000059771

TEJON STREET 60' R.O.W.

481.60' N00°05'00"W

SW CORNER SW1/4 SEC. 9, T3S, R68W FOUND ALLOY CAP STAMPED PLS 16406 IN RANGE BOX

712.11' A.M. S68°49'08"W

LOT 1, BLOCK 1 FELCH SUBDIVISION FILE 14 MAP 121

GRAPHIC SCALE

-100' 0' 50' 100' 200'

(IN FEET)
1 inch = 100 ft.

PECOS LOGISTICS PARK FILING NO. 1

CASE NO.: PLT2019-00013

A REPLAT OF PRESTRESSED-CON SUBDIVISION SECOND FILING; PRESTRESSED-CON SUBDIVISION; LOT 2, BLOCK 1, FELCH SUBDIVISION; RIGHT OF WAY VACATION OF A PORTION OF PECOS STREET AND UNPLATTED PARCELS OF LAND LYING IN THE SOUTHWEST ONE-QUARTER OF SECTION 9, TOWNSHIP 3 SOUTH, RANGE 68 WEST OF THE 6TH PRINCIPAL MERIDIAN, COUNTY OF ADAMS, STATE OF COLORADO

GRAPHIC SCALE

-150' 0' 75' 150' 300'

(IN FEET)
1 inch = 150 ft.

LINE LEGEND

- PROPERTY BOUNDARY
- LOT LINE
- EXISTING EASEMENT LINE
- SECTION LINE
- ROW DEDICATION
- EXISTING PLATTED LOTS
- R.O.W. DEDICATION AREA
- LANDSCAPE BUFFER AREA
- VACATED ADAMS CO. ROW

CENTER ¼ CORNER
SEC. 9, T3S, R68W
FOUND 2" DIA. ALLOY
CAP IN RANGE BOX
STAMPED PLS 24942

L=737.76'
R=1575.85'
D=26°49'26"
CH=731.04
CHB=S88°26'43"E

151.41'
N73°06'39"E
C3

104.36'
N00°16'37"W

181.25'
S73°06'32"W
C2

L=396.20'
R=1475.85'
D=15°22'53"
CH=395.01
CHB=S85°50'00"W

560.87'
S75°02'00"E

TRACT "A"
165,078 SQ. FT.
3.79 ACRES

5725 PECOS STREET
LOT 2
1,027,511 SQ. FT.
23.59 ACRES

UNPLATTED
A PORTION OF
ADAMS COUNTY
RIGHT-OF-WAY
REC. NO.
2009000069014
TO BE VACATED
AS A PART OF
THIS PLAT
8,196 SQ. FT.

PECOS STREET
R.O.W. VARIES

50' VACATED
PINKARD DRIVE
UTILITY ESMT.
BK 1605 PG 266
TO BE VACATED
BY THIS PLAT
(EXC. NO. 15)

60' VACATED
TEJON STREET
UTILITY ESMT.
BK 1605 PG 266
TO BE VACATED
BY THIS PLAT
(EXC. NO. 15)

5715 PECOS STREET
LOT 3
773,113 SQ. FT.
17.75 ACRES

TRACT "B"
LANDSCAPE
BUFFER
23,633 SQ. FT.
0.54 ACRES

CENTERLINE
WATER, SAN.
& STORM SWR.
EASEMENT
BK 3397 PG 485
REC. NO. 786531
TO BE VACATED
BY SEPARATE
DOCUMENT
EASEMENT TO
BE RETAINED
UNTIL NEW SEWER
LINE IS INSTALLED
(EXC. NO. 26)

VALLEJO STREET
R.O.W. VARIES

EASEMENT
BK 1689 PG 483
TO BE VACATED
BY THIS PLAT
(EXC. NO. 16)

VACATED
RARITAN
STREET

EASEMENT
BK 786 PG 562
TO BE VACATED
BY SEPARATE
INSTRUMENT
EASEMENT TO
BE RETAINED
AT THIS TIME
(EXC. NO. 14)

EASEMENT
BK 1689 PG 483
TO BE VACATED
BY THIS PLAT
(EXC. NO. 16)

20' ACCESS EASEMENT
REC. NO. B336912
TO BE VACATED
BY THIS PLAT
(EXC. NO. 21)

10' UTILITY EASEMENT
REC. NO. A037717
TO BE VACATED
BY THIS PLAT

RIGHT-OF-WAY
BK 2885 PG 841
BK 2530 PG 336
TO BE VACATED
BY THIS PLAT
(EXC. NO'S. 19 & 25)

R.O.W. DEDICATED
BY THIS PLAT
12,682 SQ. FT.
0.36 ACRES

EASEMENT
BK 1689 PG 483
TO BE VACATED
BY THIS PLAT
(EXC. NO. 16)

RIGHT-OF-WAY
BK 2885 PG 841
BK 2530 PG 336
TO BE VACATED
BY THIS PLAT
(EXC. NO'S. 19 & 25)

60' R.O.W.
AGREEMENT
BK 2888 PG 838
(EXC. NO. 24)

R.O.W. DEDICATED
BY THIS PLAT
86 SQ. FT.

5675 PECOS STREET
LOT 1
879,285 SQ. FT.
20.19 ACRES

10' EASEMENT
REC. NO. B336911
TO BE VACATED
BY THIS PLAT
(EXC. NO. 20)

10' UTILITY EASEMENT
REC. NO. A037717
TO BE VACATED
BY THIS PLAT

R.O.W. DEDICATED
BY THIS PLAT
58 SQ. FT.

R.O.W. DEDICATED
BY THIS PLAT
3,057 SQ. FT.
0.07 ACRES

TEJON STREET
60' R.O.W.

EASEMENT
BK 786 PG 562
TO BE VACATED
BY SEPARATE
INSTRUMENT
EASEMENT TO
BE RETAINED
AT THIS TIME
(EXC. NO. 14)

TRACT "C"
LANDSCAPE
BUFFER
12,240 SQ. FT.
0.28 ACRES

10' EASEMENT
REC. NO. B336911
TO BE VACATED
BY THIS PLAT
(EXC. NO. 20)

2646.62' A.M.
N00°00'00"E
EAST LINE OF THE SOUTHWEST ¼
SECTION 9, T3S, R68W
BASIS OF BEARINGS

PECOS STREET
R.O.W. VARIES

SW CORNER SW1/4
SEC. 9, T3S, R68W
FOUND ALLOY CAP STAMPED
PLS 16406 IN RANGE BOX

WEST 56TH AVENUE
R.O.W. VARIES

1329.26' A.M.
N89°48'07"E

SW CORNER SE1/4 SW1/4
SEC. 9, T3S, R68W
FOUND ALLOY CAP STAMPED
PLS 27269 IN RANGE BOX

1328.84'
S89°48'07"W

5.00'

SOUTH ¼ CORNER
SEC. 9, T3S, R68W
FOUND ILLEGIBLE ALLOY
CAP IN RANGE BOX
FOUND MONUMENT IS A
5.00' WITNESS CORNER
AS PER MONUMENT RECORDS

ADAMS COUNTY FIRE RESCUE
FIRE PREVENTION BUREAU

7980 Elmwood Lane
Denver, CO 80221
P: (303) 539-6862
E: fireprevention@acfpd.org

To:	ADCO Building Safety Division & Westfield Company	From:	Whitney Even
Attn:	Permit Technicians & Andrew Glova	Date:	2/4/20
Type:	**ACFR Permit Release – Pecos Logistics Park Construction Phase Fire Access and Water**		
Address:	**5801 North Pecos Street**		

To whom it may concern,

The Adams County Fire Protection District has received the attached memo and plan regarding the fire access and water plan for the construction phase of this project. **This letter shall serve as documentation that all fire district requirements have been satisfied. At this time, we do not have any outstanding requirements.**

If you have any questions for the fire district, please feel free to call 303-539-6862.

Sincerely,

Whitney Even
Deputy Fire Marshal
Adams County Fire Protection District

March 8, 2019

Adams County Planning & Development Department
4430 South Adams County Parkway
Brighton, CO 80601-8216

Westminster Public Schools
Where Education is Personal

To Whom It May Concern:

RE: Proposed Development at the North West corner of 56th Avenue and Pecos Street

The District welcomes infill development within its boundaries and, while the District takes no position on the Westfield Company's specific plans, we believe that a community should include a wide variety of high quality and well thought-out zoning options.

In reviewing the Westfield Company's current proposal for the industrial Pecos Logistics Park, we have determined that the impact of the proposed development on the District would be minimal.

In considering the minimal impact to the District, the District believes it is important to focus on the quality of the development and the degree to which it will revitalize the community in the years ahead. Westminster Public Schools believes development on the south end of the District will have an overall positive impact on the existing neighborhood.

Sincerely,

James Duffy, Ed.D.
Chief Operating Officer
Westminster Public Schools

ADAMS COUNTY FIRE RESCUE

FIRE PREVENTION BUREAU

8055 N. Washington St.
Denver, CO 80229
(303) 539-6862 / Fax: (303) 287-1687

Jason Miller
Westfield Company Inc.
4221 Brighton Blvd.
Denver, CO 80216
303-260-4397
jmiller@westfield-co.com

March 18, 2019

RE: 5801 Pecos St.

Mr. Miller,

The address of 5801 Pecos St, is within the Adams County Fire Protection District's jurisdiction and will be covered by its services. If you have any questions regarding this location, please call 303-539-6862 and we will be able to answer questions regarding this location.

Sincerely,

Chris Wilder
Fire Marshal
Adams County Fire Protection District

Land Title Guarantee Company
Customer Distribution

PREVENT FRAUD - Please remember to call a member of our closing team when initiating a wire transfer or providing wiring instructions.

Order Number: **ABD70603098.3** Date: **06/29/2019**

Property Address: **PECOS LOGISTICS PARK FILING NO. 1 TO BE DETERMINED, Denver, CO 80221**

PLEASE CONTACT YOUR CLOSER OR CLOSER'S ASSISTANT FOR WIRE TRANSFER INSTRUCTIONS

For Closing Assistance

For Title Assistance
David Knapp
5975 GREENWOOD PLAZA BLVD
GREENWOOD VILLAGE, CO 80111
(303) 850-4174 (Work)
dknapp@ltgc.com

Buyer/Borrower
PECOS LOGISTICS PARK, LLLP
Attention: MATT MITCHELL
4221 BRIGHTON BLVD
Denver, CO 80216
(720) 490-5000 (Cell)
(303) 298-1111 (Work)
(303) 260-4321 (Work)
mmitchell@westfield-co.com
Delivered via: Electronic Mail

Surveyor
39 NORTH ENGINEERING AND SURVEYING LLC
Attention: DAMIEN CAIN
4495 HALE PARKWAY, SUITE 305
Denver, CO 80220
(303) 325-5071 (Work)
DAMIEN.CAIN@39NORTH.NET
Delivered via: Electronic Mail

Land Title Guarantee Company
Estimate of Title Fees

Order Number: **ABD70603098.3** Date: **06/29/2019**

Property Address: **PECOS LOGISTICS PARK FILING NO. 1 TO BE DETERMINED, Denver, CO 80221**

Parties: **PECOS LOGISTICS PARK, LLLP, A COLORADO LIMITED LIABILITY LIMITED PARTNERSHIP**

Visit Land Title's Website at **www.ltgc.com** for directions to any of our offices.

Estimate of Title insurance Fees	
"TBD" Commitment	$421.00
	Total $421.00
If Land Title Guarantee Company will be closing this transaction, the fees listed above will be collected at closing.	
Thank you for your order!	

Note: The documents linked in this commitment should be reviewed carefully. These documents, such as covenants conditions and restrictions, may affect the title, ownership and use of the property. You may wish to engage legal assistance in order to fully understand and be aware of the implications of the effect of these documents on your property.

ALTA COMMITMENT

Old Republic National Title Insurance Company

Schedule A

Order Number: ABD70603098.3

Property Address:

PECOS LOGISTICS PARK FILING NO. 1 TO BE DETERMINED, Denver, CO 80221

1. **Effective Date:**

   06/26/2019 at 5:00 P.M.

2. **Policy to be Issued and Proposed Insured:**

   "TBD" Commitment $0.00
   Proposed Insured:
   PECOS LOGISTICS PARK, LLLP, A COLORADO LIMITED
   LIABILITY LIMITED PARTNERSHIP

3. **The estate or interest in the land described or referred to in this Commitment and covered herein is:**

   A Fee Simple

4. **Title to the estate or interest covered herein is at the effective date hereof vested in:**

   PECOS LOGISTICS PARK, LLLP, A COLORADO LIMITED LIABILITY LIMITED PARTNERSHIP

5. **The Land referred to in this Commitment is described as follows:**

A TRACT OF LAND LOCATED IN THE SOUTHWEST ¼ OF SECTION 9, TOWNSHIP 3 SOUTH, RANGE 68 WEST OF THE 6TH P.M., MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT THE NORTHEAST CORNER OF A PARCEL OF LAND DESCRIBED IN DEED RECORDED AT RECEPTION NO. 2018000084369 FROM WHICH THE CENTER ¼ CORNER OF SECTION 9, TOWNSHIP 3 SOUTH, RANGE 68 WEST OF THE 6TH P.M. BEARS N02°55'20"E A DISTANCE OF 924.39 FEET, SAID POINT ALSO BEING ON THE WEST RIGHT-OF-WAY LINE OF PECOS STREET; THENCE ALONG THE SAID WEST RIGHT-OF-WAY LINE OF PECOS STREET THE FOLLOWING SEVEN (7) DESCRIBED COURSES:

1. THENCE S00°59'29"E, 297.70 FEET;
2. THENCE S00°58'57"E, 117.77 FEET;
3. THENCE S00°00'00"W, 100.17 FEET;
4. THENCE S00°06'02"E, 147.43 FEET;
5. THENCE S00°00'00"W, 742.71 FEET;
6. THENCE S89°48'07"W, 10.30 FEET;
7. THENCE S00°00'00"W, 267.86 FEET TO THE INTERSECTION OF THE WEST RIGHT-OF-WAY LINE OF PECOS STREET AND THE NORTH RIGHT-OF-WAY LINE OF WEST 56TH AVENUE;

THENCE ALONG THE NORTH RIGHT-OF-WAY LINE OF WEST 56TH AVENUE THE FOLLOWING FIVE (5) COURSES:

1. THENCE S89°48'07"W, 948.20 FEET;
2. THENCE S00°05'00"E, 10.00 FEET;
3. THENCE S89°48'07"W, 271.20 FEET;
4. THENCE N00°05'00"W, 10.00 FEET;
5. THENCE S89°48'07"W, 30.00 FEET TO A POINT ON THE EAST LINE OF TEJON STREET;

THENCE N00°05'00"W ALONG THE SAID EAST LINE OF SAID TEJON STREET, 481.60 FEET; THENCE DEPARTING FROM SAID EAST LINE OF SAID TEJON STREET S89°48'07"W, 362.20 FEET TO A POINT

ALTA COMMITMENT

Old Republic National Title Insurance Company

Schedule A

Order Number: ABD70603098.3

BEING THE NORTHWEST CORNER OF THAT PARCEL OF LAND RECORDED AT RECEPTION NO. 2012000088342 OF THE ADAMS COUNTY RECORDS; THENCE S00°05'00"E ALONG THE EAST LINE OF SAID PARCEL OF LAND AND SAID LINE EXTENDED, 276.60 FEET TO THE NORTHEAST CORNER OF A PARCEL OF LAND RECORDED AT RECEPTION NO. 2016000021659 OF THE ADAMS COUNTY RECORDS; THENCE S89°48'07"W ALONG THE NORTH LINE OF SAID PARCEL OF LAND, 332.20 FEET TO THE NORTHWEST CORNER OF SAID PARCEL OF LAND, SAID POINT ALSO BEING ON THE EAST LINE OF THAT PARCEL OF LAND RECORDED AT RECEPTION NO. 2013000012831 OF THE ADAMS COUNTY RECORDS; THENCE N00°05'00"W ALONG THE EAST LINE OF THAT PARCEL OF LAND RECORDED AT RECEPTION NO. 2013000012831 OF THE ADAMS COUNTY RECORDS, 90.62 FEET TO THE NORTHEAST CORNER OF THAT PARCEL OF LAND RECORDED AT RECEPTION NO. 2013000012831 OF THE ADAMS COUNTY RECORDS, SAID POINT BEING ON THE SOUTH LINE OF VALLEJO STREET; THENCE N89°48'07"E ALONG THE SOUTH LINE OF VALLEJO STREET, 10.00 FEET TO A POINT ON THE EAST LINE OF VALLEJO STREET; THENCE ALONG THE EAST LINE OF VALLEJO STREET THE FOLLOWING TWO (2) COURSES;

1. THENCE N00°05'00"W, 314.38 FEET;
2. THENCE N00°01'00"E, 393.38 FEET;

THENCE S89°51'16"W, 10.00 FEET; THENCE N00°01'00"E ALONG THE EAST LINE OF VALLEJO STREET AND SAID LINE EXTENDED, 517.61 FEET TO THE NORTHEAST CORNER OF A PARCEL OF LAND RECORDED AT RECEPTION NO. 2007000058444 OF THE ADAMS COUNTY RECORDS, SAID POINT BEING ON THE SOUTH LINE OF THE BNSF RAILROAD RIGHT-OF-WAY AS RECORDED AT RECEPTION NO. 2019000015214 OF THE ADAMS COUNTY RECORDS; THENCE ALONG THE SAID SOUTH RIGHT-OF-WAY LINE OF SAID BNSF RAILROAD ALONG A CURVE TO THE LEFT HAVING AN ARC LENGTH OF 396.20 FEET, A RADIUS OF 1475.85 FEET, A CENTRAL ANGLE OF 15°22'53", A CHORD DISTANCE OF 395.01 FEET AND WHOSE CHORD BEARS S85°50'00"W TO A POINT OF CURVATURE; THENCE CONTINUING ALONG SAID SOUTH RIGHT-OF-WAY LINE OF BNSF RAILROAD ALONG A CURVE TO THE LEFT HAVING AN ARC LENGTH OF 106.88 FEET, A RADIUS OF 1382.69 FEET, A CENTRAL ANGLE OF 04°25'43", A CHORD DISTANCE OF 106.85 FEET AND WHOSE CHORD BEARS S75°19'31"W; THENCE CONTINUING ALONG THE SOUTH RIGHT-OF-WAY LINE OF THE BNSF RAILROAD S73°06'32"W, 181.25 FEET TO A POINT OF INTERSECTION WITH THE WEST LINE OF THE SOUTHWEST ¼ OF SECTION 9, TOWNSHIP 3 SOUTH, RANGE 68 WEST OF THE 6TH P.M.; THENCE N00°16'37"W ALONG THE SAID WEST LINE OF THE SAID SOUTHWEST ¼ OF SAID SECTION 9, 104.36 FEET; THENCE N73°06'39"E ALONG THE NORTH RIGHT-OF-WAY LINE OF THE BNSF RAILROAD, 151.41 FEET; THENCE CONTINUING ALONG THE NORTH RIGHT-OF-WAY LINE OF THE BNSF RAILROAD ALONG A CURVE TO THE RIGHT HAVING AN ARC LENGTH OF 115.66 FEET, A RADIUS OF 1482.69 FEET, A CENTRAL ANGLE OF 04°28'10", A CHORD DISTANCE OF 115.63 FEET AND WHOSE CHORD BEARS N75°20'49"E TO A POINT OF CURVATURE; THENCE CONTINUING ALONG THE NORTH RIGHT-OF-WAY LINE OF THE BNSF RAILROAD ALONG A CURVE TO THE RIGHT HAVING AN ARC LENGTH OF 737.76 FEET, A RADIUS OF 1575.85 FEET, A CENTRAL ANGLE OF 26°49'26", A CHORD DISTANCE OF 731.04 FEET AND WHOSE CHORD BEARS S88°26'43"E; THENCE CONTINUING ALONG THE SAID NORTH RIGHT-OF-WAY LINE OF THE BNSF RAILROAD S75°02'00"E, 560.87 FEET; THENCE N01°28'00"W, 125.57 FEET; THENCE N88°32'00"E, 427.11 FEET; THENCE S75°02'00"E, 47.91 FEET TO THE SOUTHWEST CORNER OF THAT PARCEL OF LAND IN DEED RECORDED AT RECEPTION NO. 2018000084369 OF THE ADAMS COUNTY RECORDS; THENCE N02°21'23"E ALONG THE WEST LINE OF SAID PARCEL OF LAND, 86.37 FEET TO THE NORTHWEST CORNER OF SAID PARCEL OF LAND; THENCE N85°52'05"E ALONG THE NORTH LINE OF SAID PARCEL OF LAND, 617.19 FEET TO THE POINT OF BEGINNING,

COUNTY OF ADAMS,
STATE OF COLORADO

ALTA COMMITMENT

Old Republic National Title Insurance Company

Schedule A

Order Number: ABD70603098.3

Copyright 2006-2019 American Land Title Association. All rights reserved.

The use of this Form is restricted to ALTA licensees and ALTA members in good standing as of the date of use. All other uses are prohibited. Reprinted under license from the American Land Title Association.



ALTA COMMITMENT

Old Republic National Title Insurance Company

Schedule B, Part I

(Requirements)

Order Number: ABD70603098.3

All of the following Requirements must be met:

This proposed Insured must notify the Company in writing of the name of any party not referred to in this Commitment who will obtain an interest in the Land or who will make a loan on the Land. The Company may then make additional Requirements or Exceptions.

Pay the agreed amount for the estate or interest to be insured.

Pay the premiums, fees, and charges for the Policy to the Company.

Documents satisfactory to the Company that convey the Title or create the Mortgage to be insured, or both, must be properly authorized, executed, delivered, and recorded in the Public Records.

THIS COMMITMENT IS FOR INFORMATION ONLY, AND NO POLICY WILL BE ISSUED PURSUANT HERETO.

ALTA COMMITMENT

Old Republic National Title Insurance Company

Schedule B, Part II

(Exceptions)

Order Number: ABD70603098.3

This commitment does not republish any covenants, condition, restriction, or limitation contained in any document referred to in this commitment to the extent that the specific covenant, conditions, restriction, or limitation violates state or federal law based on race, color, religion, sex, sexual orientation, gender identity, handicap, familial status, or national origin.

1. **Any facts, rights, interests, or claims thereof, not shown by the Public Records but that could be ascertained by an inspection of the Land or that may be asserted by persons in possession of the Land.**
2. **Easements, liens or encumbrances, or claims thereof, not shown by the Public Records.**
3. **Any encroachment, encumbrance, violation, variation, or adverse circumstance affecting the Title that would be disclosed by an accurate and complete land survey of the Land and not shown by the Public Records.**
4. **Any lien, or right to a lien, for services, labor or material heretofore or hereafter furnished, imposed by law and not shown by the Public Records.**
5. **Defects, liens, encumbrances, adverse claims or other matters, if any, created, first appearing in the public records or attaching subsequent to the effective date hereof but prior to the date of the proposed insured acquires of record for value the estate or interest or mortgage thereon covered by this Commitment.**
6. **(a) Taxes or assessments that are not shown as existing liens by the records of any taxing authority that levies taxes or assessments on real property or by the Public Records; (b) proceedings by a public agency that may result in taxes or assessments, or notices of such proceedings, whether or not shown by the records of such agency or by the Public Records.**
7. **(a) Unpatented mining claims; (b) reservations or exceptions in patents or in Acts authorizing the issuance thereof; (c) water rights, claims or title to water.**
8. EXISTING LEASES AND TENANCIES, IF ANY.
9. ALL EXISTING ROADS, HIGHWAYS, PIPELINES, UTILITIES AND RIGHTS OF WAY AND EASEMENTS THEREFORE.
10. WATER AND/OR WATER RIGHTS AND DITCHES AND/OR DITCH RIGHTS, WHETHER OR NOT OF PUBLIC RECORD, CLAIMS OR TITLE TO WATER.
11. RIGHT OF THE PROPRIETOR OF A VEIN OR LODE TO EXTRACT AND REMOVE HIS ORE THEREFROM, SHOULD THE SAME BE FOUND TO PENETRATE OR INTERSECT THE PREMISES HEREBY GRANTED, AND A RIGHT OF WAY FOR DITCHES OR CANALS CONSTRUCTED BY THE AUTHORITY OF THE UNITED STATES, AS RESERVED IN UNITED STATES PATENT RECORDED AUGUST 21, 1897 IN BOOK A67 AT PAGE 272.
12. EASEMENT GRANTED TO PUBLIC SERVICE COMPANY OF COLORADO, FOR ELECTRIC TRANSMISSION LINES, AND INCIDENTAL PURPOSES, BY INSTRUMENT RECORDED JANUARY 28, 1955, IN BOOK 533 AT PAGE 570.
13. TERMS, CONDITIONS, PROVISIONS, BURDENS, OBLIGATIONS AND EASEMENTS AS TO THE RESERVATION OF OIL, GAS OR OTHER HYDROCARBONS, AS DEFINED AND DESCRIBED IN SPECIAL WARRANTY DEED RECORDED JUNE 30, 1955 IN BOOK 556 AT PAGE 284.

ALTA COMMITMENT

Old Republic National Title Insurance Company

Schedule B, Part II

(Exceptions)

Order Number: ABD70603098.3

14. TERMS, CONDITIONS, PROVISIONS, BURDENS AND OBLIGATIONS AS SET FORTH IN RESOLUTION OF COMMISSIONERS RECORDED AUGUST 21, 1957 IN BOOK 670 AT PAGE 517 AND MARCH 19, 1958 IN BOOK 702 AT PAGE 107.

15. EASEMENT GRANTED TO PUBLIC SERVICE COMPANY OF COLORADO, FOR GAS PIPELINES, AND INCIDENTAL PURPOSES, BY INSTRUMENT RECORDED JULY 01, 1959, IN BOOK 786 AT PAGE 562.

16. RESERVATION OF RIGHTS-OF-WAY OR EASEMENTS FOR THE CONTINUED USE OF EXISTING SEWER, GAS, WATER OR SIMILAR PIPE LINES AND APPURTENANCES AND FOR ELECTRIC, TELEPHONE AND SIMILAR LINES AND APPURTENANCES WITHIN THE VACATED RIGHTS OF WAY OF TEJON STREET, RARITAN STREET AND PINKARD DRIVE, BY THE BOARD OF COUNTY COMMISSIONERS, COUNTY OF ADAMS, AS SET FORTH IN RESOLUTION RECORDED JUNE 15, 1970 IN BOOK 1605 AT PAGE 266.

17. RESERVATION OF RIGHTS-OF-WAY OR EASEMENTS FOR THE CONTINUED USE OF EXISTING SEWER, GAS, WATER OR SIMILAR PIPE LINES AND APPURTENANCES AND FOR ELECTRIC, TELEPHONE AND SIMILAR LINES AND APPURTENANCES WITHIN THE VACATED RIGHTS OF WAY OF A PORTION OF RARITAN STREET NORTH OF W. 56TH AVENUE, BY THE BOARD OF COUNTY COMMISSIONERS, COUNTY OF ADAMS, AS SET FORTH IN RESOLUTION RECORDED APRIL 28, 1971 IN BOOK 1689 AT PAGE 483 , AND CORRECTION RECORDED JULY 14, 1971 IN BOOK 1714 AT PAGE 369.

18. TERMS, CONDITIONS, PROVISIONS, BURDENS AND OBLIGATIONS AS SET FORTH IN DEVELOPMENT AGREEMENT RECORDED APRIL 16, 1974 IN BOOK 1924 AT PAGE 492.

19. EASEMENTS, CONDITIONS, COVENANTS, RESTRICTIONS, RESERVATIONS AND NOTES ON THE PLAT OF FELCH SUBDIVISION RECORDED APRIL 16, 1974 UNDER RECEPTION NO. 37717. AFFIDAVIT OF CORRECTION RECORDED JULY 16, 1974 IN BOOK 1942 AT PAGE 492.

20. ANY TAX, LIEN, FEE, OR ASSESSMENT BY REASON OF INCLUSION OF SUBJECT PROPERTY IN THE NORTH PECOS WATER AND SANITATION DISTRICT, AS EVIDENCED BY INSTRUMENT RECORDED JANUARY 07, 1974, IN BOOK 1907 AT PAGE 665.

21. EASEMENTS, CONDITIONS, COVENANTS, RESTRICTIONS, RESERVATIONS AND NOTES ON THE PLAT OF PRESTRESSED - CON SUBDIVISION RECORDED AUGUST 05, 1981 UNDER RECEPTION NO. 336911.

22. EASEMENTS, CONDITIONS, COVENANTS, RESTRICTIONS, RESERVATIONS AND NOTES ON THE PLAT OF PRESTRESSED-CON SUBDIVISION SECOND FILING RECORDED AUGUST 05, 1981 UNDER RECEPTION NO. 336912.

    NOTE: PRESTRESSED-CON SUBDIVISION SECOND FILING - PLAT CORRECTION NO. 1 RECORDED ON NOVEMBER 15, 2018 UNDER RECEPTION NO. 2018000092478.

23. TERMS, CONDITIONS, PROVISIONS, BURDENS AND OBLIGATIONS AS SET FORTH IN DEVELOPMENT AGREEMENT RECORDED AUGUST 18, 1981 IN BOOK 2579 AT PAGE 800.

24. RESERVATION OF RIGHTS-OF-WAY OR EASEMENTS FOR THE CONTINUED USE OF EXISTING SEWER, GAS, WATER OR SIMILAR PIPE LINES AND APPURTENANCES AND FOR ELECTRIC, TELEPHONE AND SIMILAR LINES AND APPURTENANCES WITHIN THE VACATED RIGHTS OF WAY OF A PORTION OF WEST 56TH PLACE AND RARITAN STREET, BY THE BOARD OF COUNTY COMMISSIONERS, COUNTY OF ADAMS, AS SET FORTH IN RESOLUTION RECORDED FEBRUARY 10, 1981 IN BOOK 2530 AT PAGE 336.

ALTA COMMITMENT

Old Republic National Title Insurance Company

Schedule B, Part II

(Exceptions)

Order Number: ABD70603098.3

25. TERMS, CONDITIONS, PROVISIONS, BURDENS, OBLIGATIONS AND EASEMENTS AS SET FORTH AND GRANTED IN PRIVATE WAY LICENSE RECORDED SEPTEMBER 28, 1982 IN BOOK 2681 AT PAGE 765 AND IN BOOK 2681 AT PAGE 768.

26. TERMS, CONDITIONS, PROVISIONS, BURDENS, OBLIGATIONS AND EASEMENTS AS SET FORTH AND GRANTED IN RIGHT OF WAY AGREEMENT RECORDED JUNE 19, 1984 IN BOOK 2885 AT PAGE 841.

27. TERMS, CONDITIONS, PROVISIONS, BURDENS, OBLIGATIONS AND EASEMENTS AS SET FORTH AND GRANTED IN UTILITY EASEMENT FOR WATER LINE, SANITARY SEWER AND STORM SEWER RECORDED DECEMBER 10, 1987 IN BOOK 3397 AT PAGE 485.

28. ANY TAX, LIEN, FEE, OR ASSESSMENT BY REASON OF INCLUSION OF SUBJECT PROPERTY IN THE HYLAND HILLS PARK AND RECREATION DISTRICT, AS EVIDENCED BY INSTRUMENT RECORDED SEPTEMBER 19, 1990, IN BOOK 3712 AT PAGE 402.

29. NOTICE OF UNDERGROUND FACILITIES INFORMATION FILING PURSUANT TO SECTION 9-1.5 - 103 COLORADO REVISED STATUTES, 1973 AS AMENDED, BY THE NORTH PECOS WATER AND SANITATION DISTRICT AS OPERATOR OF UNDERGROUND WATER AND SANITATION FACILITIES, IN INSTRUMENT RECORDED MARCH 15, 1993 IN BOOK 4038 AT PAGE 101.

30. TERMS, PROVISIONS AND CONDITIONS OF RESERVATION OF ALL COAL, OIL, GAS, CASING HEAD GAS AND ALL ORES AND MINERALS OF EVERY KIND AND NATURE, AS RESERVED IN INSTRUMENT RECORDED DECEMBER 10, 1999, IN BOOK 5978 AT PAGE 846 , AND CORRECTION DEED RECORDED APRIL 17 2002 UNDER RECEPTION NO. C0956732, AND ANY AND ALL ASSIGNMENTS THEREOF OR INTERESTS THEREIN, EXCEPT EASEMENTS OR RIGHTS REFERRED TO IN QUITCLAIM DEED FROM BNSF RAILWAY COMPANY, A DELAWARE CORPORATION RELEASING CERTAIN EASEMENTS RECORDED MARCH 14, 2019 UNDER RECEPTION NO. 2019000018468 AND TERMINATION OF BNSF EASEMENTS RECORDED MARCH 14, 2019 UNDER RECEPTION NO. 2019000018720.

31. TERMS, PROVISIONS AND CONDITIONS OF RESERVATION OF ALL MINERALS AND ALL MINERAL RIGHTS OF EVERY KIND AND CHARACTER NOW KNOWN TO EXIST OR HEREAFTER DISCOVERED UNDERLYING THE PROPERTY, INCLUDING WITHOUT LIMITING THE GENERALITY OF THE FOREGOING, OIL, AND GAS AND RIGHTS THERETO, AND ANY BOUNDARY DISCREPANCY DUE TO THE LACK OF AN EXACT LEGAL DESCRIPTION FOR THAT PART OF THE UNION PACIFIC RAILROAD COMPANY'S (FORMERLY THE DENVER AND RIO GRANDE WESTERN RAILROAD COMPANY) TRACK, AND RIGHT, TITLE OR INTEREST WHICH MAY BE CLAIMED BY SAID RAILROAD IF IT IS DETERMINED THERE IS A DISCREPANCY, AS DESCRIBED IN DEED RECORDED MAY 17, 2001 UNDER RECEPTION NO. C0801890.

32. TERMS, CONDITIONS, PROVISIONS, BURDENS, OBLIGATIONS AND EASEMENTS AS SET FORTH AND GRANTED IN EASEMENT DEED RECORDED MAY 02, 2004 UNDER RECEPTION NO. 20040525000402230.

33. TERMS, RESERVATIONS, COVENANTS, CONDITIONS, PROVISIONS, RAILROAD RIGHTS, BURDENS, OBLIGATIONS AND EASEMENTS AS DEFINED AND DESCRIBED IN QUITCLAIM DEED RECORDED AUGUST 11, 2009 UNDER RECEPTION NO. 2009000059722.

34. CERTIFICATION OF NOTICE TO MINERAL ESTATE OWNERS, RECORDED DECEMBER 20, 2012, UNDER RECEPTION NO. 2012000096676.

ALTA COMMITMENT

Old Republic National Title Insurance Company

Schedule B, Part II

(Exceptions)

Order Number: ABD70603098.3

35. TERMS, CONDITIONS, PROVISIONS, BURDENS, OBLIGATIONS AND EASEMENTS OF RESERVATION OF ALL COAL, OIL, GAS, CASING-HEAD GAS AND ALL ORES AND MINERALS OF EVERY KIND AND NATURE INCLUDING SAND AND GRAVEL, AND OTHER MINERAL RIGHTS AS SET FORTH AND RESERVED IN QUITCLAIM DEED FROM BNSF RAILWAY COMPANY TO ROCKY MOUNTAIN PRESTRESS, LLC RECORDED JULY 22, 2014 UNDER RECEPTION NO. **2014000048098**, EXCEPT EASEMENTS OR RIGHTS REFERRED TO IN QUITCLAIM DEED FROM BNSF RAILWAY COMPANY, A DELAWARE CORPORATION RELEASING CERTAIN EASEMENTS RECORDED MARCH 14, 2019 UNDER RECEPTION NO. **2019000018468** AND TERMINATION OF BNSF EASEMENTS RECORDED MARCH 14, 2019 UNDER RECEPTION NO. **2019000018720**, AND ANY AND ALL ASSIGNMENTS THEREOF OR INTERESTS THEREIN.

36. TERMS, CONDITIONS, PROVISIONS, BURDENS AND OBLIGATIONS AS SET FORTH IN MEMORANDUM OF LEASE BETWEEN PECOS LOGISTICS PARK, LLLP AND ROCKY MOUNTAIN PRESTRESS, A COLORADO LIMITED LIABILITY COMPANY RECORDED NOVEMBER 27, 2018 UNDER RECEPTION NO. **2018000094950**.

    NOTE: AMENDMENT TO MEMORANDUM OF LEASE RECORDED MAY 28, 2019 UNDER RECEPTION NO. **2019000040240**.

37. TERMS, CONDITIONS, PROVISIONS AND RESTRICTIONS AS CONTAINED IN QUITCLAIM DEED FOR ALL MINERALS AND MINERAL RIGHTS OF EVERY KIND AND CHARACTER, INCLUDING WITHOUT LIMITING THE GENERALITY OF THE FOREGOING, OIL AND GAS AND RIGHTS THERETO, AND APPURTENANCES, AS RESERVED BY UNION PACIFIC RAILROAD COMPANY, A DELAWARE CORPORATION IN QUITCLAIM DEED RECORDED FEBRUARY 28, 2019 UNDER RECEPTION NO. **2019000014815**.

38. TERMS, CONDITIONS, PROVISIONS, BURDENS, OBLIGATIONS AND EASEMENTS AS SET FORTH AND GRANTED IN ACCESS EASEMENT DEED TO UNION PACIFIC RAILROAD COMPANY, A DELAWARE CORPORATION RECORDED FEBRUARY 28, 2019 UNDER RECEPTION NO. **2019000014868**.

39. TERMS, CONDITIONS, PROVISIONS AND RESTRICTIONS AS CONTAINED IN QUITCLAIM DEED FOR ALL MINERALS AND MINERAL RIGHTS OF EVERY KIND AND CHARACTER, INCLUDING WITHOUT LIMITING THE GENERALITY OF THE FOREGOING, OIL AND GAS AND RIGHTS THERETO, AND APPURTENANCES, AS RESERVED BY BNSF RAILROAD COMPANY, A DELAWARE CORPORATION IN QUITCLAIM DEED RECORDED FEBRUARY 28, 2019 UNDER RECEPTION NO. **2019000015214**.

40. TERMS, CONDITIONS, PROVISIONS AND RESTRICTIONS AS CONTAINED IN QUITCLAIM DEED FOR ALL MINERALS AND MINERAL RIGHTS OF EVERY KIND AND CHARACTER, INCLUDING WITHOUT LIMITING THE GENERALITY OF THE FOREGOING, OIL AND GAS AND RIGHTS THERETO, AND APPURTENANCES, AS RESERVED BY BNSF RAILROAD COMPANY, A DELAWARE CORPORATION IN QUITCLAIM DEED RECORDED FEBRUARY 28, 2019 UNDER RECEPTION NO. **2019000015215**.

41. EASEMENT GRANTED TO COUNTY OF ADAMS, STATE OF COLORADO, FOR DRAINAGE AND MAINTENANCE OF COUNTY OWNED FACILITIES, AND INCIDENTAL PURPOSES, BY INSTRUMENT RECORDED APRIL 03, 2019, UNDER RECEPTION NO. **2019000024091**.

42. TERMS, CONDITIONS, PROVISIONS, AND RESTRICTIONS AS CONTAINED IN SPECIAL WARRANTY DEED RECORDED MAY 28, 2019 UNDER RECEPTION NO. **2019000040236**.

43. TERMS, CONDITIONS, PROVISIONS, AND RESTRICTIONS AS CONTAINED IN QUITCLAIM DEED FOR WATER RIGHTS RECORDED MAY 28, 2019 UNDER RECEPTION NO. **2019000040237**.

ALTA COMMITMENT

Old Republic National Title Insurance Company

Schedule B, Part II

(Exceptions)

Order Number: ABD70603098.3

44. TERMS, CONDITIONS, PROVISIONS, AND RESTRICTIONS AS CONTAINED IN BARGAIN AND SALE DEED RECORDED MAY 28, 2019 UNDER RECEPTION NO. **2019000040238**.

45. EASEMENTS, CONDITIONS, COVENANTS, RESTRICTIONS, RESERVATIONS AND NOTES ON THE PLAT OF PECOS LOGISTICS PARK FILING NO. 1 RECORDED _____, 2019 UNDER RECEPTION NO. _____.

LAND TITLE GUARANTEE COMPANY
DISCLOSURE STATEMENTS

Note: Pursuant to CRS 10-11-122, notice is hereby given that:

(A) The Subject real property may be located in a special taxing district.

(B) A certificate of taxes due listing each taxing jurisdiction will be obtained from the county treasurer of the county in which the real property is located or that county treasurer's authorized agent unless the proposed insured provides written instructions to the contrary. (for an Owner's Policy of Title Insurance pertaining to a sale of residential real property).

(C) The information regarding special districts and the boundaries of such districts may be obtained from the Board of County Commissioners, the County Clerk and Recorder, or the County Assessor.

Note: Effective September 1, 1997, CRS 30-10-406 requires that all documents received for recording or filing in the clerk and recorder's office shall contain a top margin of at least one inch and a left, right and bottom margin of at least one half of an inch. The clerk and recorder may refuse to record or file any document that does not conform, except that, the requirement for the top margin shall not apply to documents using forms on which space is provided for recording or filing information at the top margin of the document.

Note: Colorado Division of Insurance Regulations 8-1-2 requires that "Every title entity shall be responsible for all matters which appear of record prior to the time of recording whenever the title entity conducts the closing and is responsible for recording or filing of legal documents resulting from the transaction which was closed". Provided that Land Title Guarantee Company conducts the closing of the insured transaction and is responsible for recording the legal documents from the transaction, exception number 5 will not appear on the Owner's Title Policy and the Lenders Policy when issued.

Note: Affirmative mechanic's lien protection for the Owner may be available (typically by deletion of Exception no. 4 of Schedule B, Section 2 of the Commitment from the Owner's Policy to be issued) upon compliance with the following conditions:

(A) The land described in Schedule A of this commitment must be a single family residence which includes a condominium or townhouse unit.

(B) No labor or materials have been furnished by mechanics or material-men for purposes of construction on the land described in Schedule A of this Commitment within the past 6 months.

(C) The Company must receive an appropriate affidavit indemnifying the Company against un-filed mechanic's and material-men's liens.

(D) The Company must receive payment of the appropriate premium.

(E) If there has been construction, improvements or major repairs undertaken on the property to be purchased within six months prior to the Date of Commitment, the requirements to obtain coverage for unrecorded liens will include: disclosure of certain construction information; financial information as to the seller, the builder and or the contractor; payment of the appropriate premium fully executed Indemnity Agreements satisfactory to the company, and, any additional requirements as may be necessary after an examination of the aforesaid information by the Company.

No coverage will be given under any circumstances for labor or material for which the insured has contracted for or agreed to pay.

Note: Pursuant to CRS 10-11-123, notice is hereby given:

This notice applies to owner's policy commitments disclosing that a mineral estate has been severed from the surface estate, in Schedule B-2.

(A) That there is recorded evidence that a mineral estate has been severed, leased, or otherwise conveyed from the surface estate and that there is substantial likelihood that a third party holds some or all interest in oil, gas, other minerals, or geothermal energy in the property; and

(B) That such mineral estate may include the right to enter and use the property without the surface owner's permission.

Note: Pursuant to CRS 10-1-128(6)(a), It is unlawful to knowingly provide false, incomplete, or misleading facts or information to an insurance company for the purpose of defrauding or attempting to defraud the company. Penalties may include imprisonment, fines, denial of insurance, and civil damages. Any insurance company or agent of an insurance company who knowingly provides false, incomplete, or misleading facts or information to a policyholder or claimant for the purpose of defrauding or attempting to defraud the policyholder or claimant with regard to a settlement or award payable from insurance proceeds shall be reported to the Colorado Division of Insurance within the Department of Regulatory Agencies.

Note: Pursuant to Colorado Division of Insurance Regulations 8-1-3, notice is hereby given of the availability of a closing protection letter for the lender, purchaser, lessee or seller in connection with this transaction.

JOINT NOTICE OF PRIVACY POLICY OF LAND TITLE GUARANTEE COMPANY, LAND TITLE GUARANTEE COMPANY OF SUMMIT COUNTY LAND TITLE INSURANCE CORPORATION AND OLD REPUBLIC NATIONAL TITLE INSURANCE COMPANY

This Statement is provided to you as a customer of Land Title Guarantee Company as agent for Land Title Insurance Corporation and Old Republic National Title Insurance Company.

We want you to know that we recognize and respect your privacy expectations and the requirements of federal and state privacy laws. Information security is one of our highest priorities. We recognize that maintaining your trust and confidence is the bedrock of our business. We maintain and regularly review internal and external safeguards against unauthorized access to your non-public personal information ("Personal Information").

In the course of our business, we may collect Personal Information about you from:

- applications or other forms we receive from you, including communications sent through TMX, our web-based transaction management system;
- your transactions with, or from the services being performed by us, our affiliates, or others;
- a consumer reporting agency, if such information is provided to us in connection with your transaction;

  and
- The public records maintained by governmental entities that we obtain either directly from those entities, or from our affiliates and non-affiliates.

Our policies regarding the protection of the confidentiality and security of your Personal Information are as follows:

- We restrict access to all Personal Information about you to those employees who need to know that information in order to provide products and services to you.
- We may share your Personal Information with affiliated contractors or service providers who provide services in the course of our business, but only to the extent necessary for these providers to perform their services and to provide these services to you as may be required by your transaction.
- We maintain physical, electronic and procedural safeguards that comply with federal standards to protect your Personal Information from unauthorized access or intrusion.
- Employees who violate our strict policies and procedures regarding privacy are subject to disciplinary action.
- We regularly assess security standards and procedures to protect against unauthorized access to Personal Information.

WE DO NOT DISCLOSE ANY PERSONAL INFORMATION ABOUT YOU WITH ANYONE FOR ANY PURPOSE THAT IS NOT STATED ABOVE OR PERMITTED BY LAW.

Consistent with applicable privacy laws, there are some situations in which Personal Information may be disclosed. We may disclose your Personal Information when you direct or give us permission; when we are required by law to do so, for example, if we are served a subpoena; or when we suspect fraudulent or criminal activities. We also may disclose your Personal Information when otherwise permitted by applicable privacy laws such as, for example, when disclosure is needed to enforce our rights arising out of any agreement, transaction or relationship with you.

Our policy regarding dispute resolution is as follows: Any controversy or claim arising out of or relating to our privacy policy, or the breach thereof, shall be settled by arbitration in accordance with the rules of the American Arbitration Association, and judgment upon the award rendered by the arbitrator(s) may be entered in any court having jurisdiction thereof.

Commitment For Title Insurance
Issued by Old Republic National Title Insurance Corporation

NOTICE

IMPORTANT—READ CAREFULLY: THIS COMMITMENT IS AN OFFER TO ISSUE ONE OR MORE TITLE INSURANCE POLICIES. ALL CLAIMS OR REMEDIES SOUGHT AGAINST THE COMPANY INVOLVING THE CONTENT OF THIS COMMITMENT OR THE POLICY MUST BE BASED SOLELY IN CONTRACT.

THIS COMMITMENT IS NOT AN ABSTRACT OF TITLE, REPORT OF THE CONDITION OF TITLE, LEGAL OPINION, OPINION OF TITLE, OR OTHER REPRESENTATION OF THE STATUS OF TITLE. THE PROCEDURES USED BY THE COMPANY TO DETERMINE INSURABILITY OF THE TITLE, INCLUDING ANY SEARCH AND EXAMINATION, ARE PROPRIETARY TO THE COMPANY, WERE PERFORMED SOLELY FOR THE BENEFIT OF THE COMPANY, AND CREATE NO EXTRACONTRACTUAL LIABILITY TO ANY PERSON, INCLUDING A PROPOSED INSURED.

THE COMPANY'S OBLIGATION UNDER THIS COMMITMENT IS TO ISSUE A POLICY TO A PROPOSED INSURED IDENTIFIED IN SCHEDULE A IN ACCORDANCE WITH THE TERMS AND PROVISIONS OF THIS COMMITMENT. THE COMPANY HAS NO LIABILITY OR OBLIGATION INVOLVING THE CONTENT OF THIS COMMITMENT TO ANY OTHER PERSON. .

COMMITMENT TO ISSUE POLICY

Subject to the Notice; Schedule B, Part I—Requirements; Schedule B, Part II—Exceptions; and the Commitment Conditions, Old Republic National Title Insurance Company, a Minnesota corporation (the "Company"), commits to issue the Policy according to the terms and provisions of this Commitment. This Commitment is effective as of the Commitment Date shown in Schedule A for each Policy described in Schedule A, only when the Company has entered in Schedule A both the specified dollar amount as the Proposed Policy Amount and the name of the Proposed Insured. If all of the Schedule B, Part I—Requirements have not been met within 6 months after the Commitment Date, this Commitment terminates and the Company's liability and obligation end.

COMMITMENT CONDITIONS

1. DEFINITIONS
   (a) "Knowledge" or "Known": Actual or imputed knowledge, but not constructive notice imparted by the Public Records.
   (b) "Land": The land described in Schedule A and affixed improvements that by law constitute real property. The term "Land" does not include any property beyond the lines of the area described in Schedule A, nor any right, title, interest, estate, or easement in abutting streets, roads, avenues, alleys, lanes, ways, or waterways, but this does not modify or limit the extent that a right of access to and from the Land is to be insured by the Policy.
   (c) "Mortgage": A mortgage, deed of trust, or other security instrument, including one evidenced by electronic means authorized by law.
   (d) "Policy": Each contract of title insurance, in a form adopted by the American Land Title Association, issued or to be issued by the Company pursuant to this Commitment.
   (e) "Proposed Insured": Each person identified in Schedule A as the Proposed Insured of each Policy to be issued pursuant to this Commitment.
   (f) "Proposed Policy Amount": Each dollar amount specified in Schedule A as the Proposed Policy Amount of each Policy to be issued pursuant to this Commitment.
   (g) "Public Records": Records established under state statutes at the Commitment Date for the purpose of imparting constructive notice of matters relating to real property to purchasers for value and without Knowledge.
   (h) "Title": The estate or interest described in Schedule A.

2. If all of the Schedule B, Part I—Requirements have not been met within the time period specified in the Commitment to Issue Policy, Comitment terminates and the Company's liability and obligation end.

3. The Company's liability and obligation is limited by and this Commitment is not valid without:
   (a) the Notice;
   (b) the Commitment to Issue Policy;
   (c) the Commitment Conditions;
   (d) Schedule A;
   (e) Schedule B, Part I—Requirements; and
   (f) Schedule B, Part II—Exceptions; and
   (g) a counter-signature by the Company or its issuing agent that may be in electronic form.

4. **COMPANY'S RIGHT TO AMEND**

   The Company may amend this Commitment at any time. If the Company amends this Commitment to add a defect, lien, encumbrance, adverse claim, or other matter recorded in the Public Records prior to the Commitment Date, any liability of the Company is limited by Commitment Condition 5. The Company shall not be liable for any other amendment to this Commitment.

5. **LIMITATIONS OF LIABILITY**
   (a) The Company's liability under Commitment Condition 4 is limited to the Proposed Insured's actual expense incurred in the interval between the Company's delivery to the Proposed Insured of the Commitment and the delivery of the amended Commitment, resulting from the Proposed Insured's good faith reliance to:
      i. comply with the Schedule B, Part I—Requirements;
      ii. eliminate, with the Company's written consent, any Schedule B, Part II—Exceptions; or
      iii. acquire the Title or create the Mortgage covered by this Commitment.
   (b) The Company shall not be liable under Commitment Condition 5(a) if the Proposed Insured requested the amendment or had Knowledge of the matter and did not notify the Company about it in writing.
   (c) The Company will only have liability under Commitment Condition 4 if the Proposed Insured would not have incurred the expense had the Commitment included the added matter when the Commitment was first delivered to the Proposed Insured.
   (d) The Company's liability shall not exceed the lesser of the Proposed Insured's actual expense incurred in good faith and described in Commitment Conditions 5(a)(i) through 5(a)(iii) or the Proposed Policy Amount.

(e) The Company shall not be liable for the content of the Transaction Identification Data, if any.
(f) In no event shall the Company be obligated to issue the Policy referred to in this Commitment unless all of the Schedule B, Part I—Requirements have been met to the satisfaction of the Company.
(g) In any event, the Company's liability is limited by the terms and provisions of the Policy.

6. **LIABILITY OF THE COMPANY MUST BE BASED ON THIS COMMITMENT**
(a) Only a Proposed Insured identified in Schedule A, and no other person, may make a claim under this Commitment.
(b) Any claim must be based in contract and must be restricted solely to the terms and provisions of this Commitment.
(c) Until the Policy is issued, this Commitment, as last revised, is the exclusive and entire agreement between the parties with respect to the subject matter of this Commitment and supersedes all prior commitment negotiations, representations, and proposals of any kind, whether written or oral, express or implied, relating to the subject matter of this Commitment.
(d) The deletion or modification of any Schedule B, Part II—Exception does not constitute an agreement or obligation to provide coverage beyond the terms and provisions of this Commitment or the Policy.
(e) Any amendment or endorsement to this Commitment must be in writing and authenticated by a person authorized by the Company.
(f) When the Policy is issued, all liability and obligation under this Commitment will end and the Company's only liability will be under the Policy.

7. **IF THIS COMMITMENT HAS BEEN ISSUED BY AN ISSUING AGENT**

The issuing agent is the Company's agent only for the limited purpose of issuing title insurance commitments and policies. The issuing agent is not the Company's agent for the purpose of providing closing or settlement services.

8. **PRO-FORMA POLICY**

The Company may provide, at the request of a Proposed Insured, a pro-forma policy illustrating the coverage that the Company may provide. A pro-forma policy neither reflects the status of Title at the time that the pro-forma policy is delivered to a Proposed Insured, nor is it a commitment to insure.

9. **ARBITRATION**

The Policy contains an arbitration clause. All arbitrable matters when the Proposed Policy Amount is $2,000,000 or less shall be arbitrated at the option of either the Company or the Proposed Insured as the exclusive remedy of the parties. A Proposed Insured may review a copy of the arbitration rules at http://www.alta.org/arbitration.

IN WITNESS WHEREOF, Land Title Insurance Corporation has caused its corporate name and seal to be affixed by its duly authorized officers on the date shown in Schedule A to be valid when countersigned by a validating officer or other authorized signatory.

Issued by:
Land Title Guarantee Company
3033 East First Avenue Suite 600
Denver, Colorado 80206
303-321-1880

President

Old Republic National Title Insurance Company, a Stock Company
400 Second Avenue South
Minneapolis, Minnesota 55401
(612)371-1111

Mark Bilbrey, President

Rande Yeager, Secretary

This page is only a part of a 2016 ALTA® Commitment for Title Insurance issued by Land Title Insurance Corporation. This Commitment is not valid without the Notice; the Commitment to Issue Policy; the Commitment Conditions; Schedule A; Schedule B, Part I—Requirements; and Schedule B, Part II—Exceptions; and a counter-signature by the Company or its issuing agent that may be in electronic form.

Copyright 2006-2016 American Land Title Association. All rights reserved.

The use of this Form (or any derivative thereof) is restricted to ALTA licensees and ALTA members in good standing as of the date of use. All other uses are prohibited. Reprinted under license from the American Land Title Association.

DENVER WATER

1600 West 12th Ave
Denver, CO 80204-3412
303.628.6000
denverwater.org

November 27, 2019

OWNER/OCCUPANT
C/O JASON MILLER
WESTFIELD COMPANY, INC.
4221 BRIGHTON BOULEVARD
DENVER, COLORADO 80216

RE: WATER AVAILABILITY – PECOS LOGISTICS

Dear Owner/Occupant:

Denver Water has been asked to determine whether the property described on the attached layout Exhibit A is located within Denver Water's service area and it is eligible to receive water service from Denver Water. This letter verifies that the property is located within the City and County of Denver or one of Denver Water's Total Service Distributor service area.

This property is eligible to receive water. Any project located on the property will be subject to compliance with Denver Water's Operating Rules, Regulations, Engineering Standards and applicable charges. Prior to proceeding with the project, you should determine the regulations and charges that might apply. Please check the fire requirements for the proposed development with the Fire Prevention Bureau and the availability of fire flow from existing mains with Denver Water's Hydraulics Department.

If you have questions, or you would like to schedule a meeting to discuss the proposed project, please contact Denver Water Sales Administration at 303-628-6100 (Option 2).

Sincerely,

Ana Seiglie
Ana Seiglie
Sales Administration

Enclosure

COLORADO
Division of Water Resources
Department of Natural Resources

December 12, 2019

Greg Barnes
Adams County Community & Economic Development Department
Transmitted via email:
GJBarnes@adcogov.org

RE: Pecos Logistics Park, Filing 1
Case no. PRC2019-00016
Part of the SW ¼ of Sec. 9, T3S, R68W, 6th P.M.
Water Division 1, Water District 7

Dear Mr. Barnes,

We have reviewed the additional information submitted on December 12, 2019 for the referral concerning the above referenced proposal to subdivide 67 acres into three lots and one tract.

Water Supply Demand

According to the Water Supply Information Summary Sheet and Annual Water Consumption Estimate prepared by Thompson Engineering, Inc, the estimated water demand is 8,404.3 gallons per day (6.71 acre-feet per year) for commercial use and 17,320 gallons per day for irrigation of 10.6 acres. The proposed water source for the property is water taps provided by Denver Water. Waste water treatment will be provided by the Berkeley Water and Sanitation District.

Source of Water Supply

According to the letter dated November 27, 2019 from Denver Water ("letter") the property is located within Denver Water's service area and is eligible to receive water service from Denver Water subject to compliance with Denver Water's Operating Rules, Regulations, Engineering Standards and applicable charges.

The applicant indicates the existing wells operating under permit nos. 8919-F and 2670-F will not be used within the subdivision and will be plugged and abandoned and a Well Abandonment Report (GWS-09) will be submitted to this office.

The applicant should be aware that any proposed water quality and detention pond for this Planned Development, must meet the requirements of a "storm water detention and infiltration facility" as defined in section 37-92-602(8), Colorado Revised Statutes, to be exempt from administration by this office. The applicant should review DWR's Administrative Statement Regarding the Management of Storm Water Detention Facilities and Post-Wildland Fire Facilities in Colorado to ensure that the notification, construction and operation of the proposed structure meets statutory and administrative requirements. The applicant is encouraged to use Colorado Stormwater Detention and

Infiltration Facility Notification Portal, located at https://maperture.digitaldataservices.com/gvh/?viewer=cswdif, to meet the notification requirements.

State Engineer's Office Opinion

Based upon the above and pursuant to Section 30-28-136(1)(h)(II), C.R.S., the State Engineer's office offers the opinion that with Denver Water as the water supplier for the proposed development, the water supply can be provided without causing material injury to existing water rights and the supply is expected to be adequate, **so long as the existing wells, 8919-F and 2670-F are plugged and abandoned prior to subdivision approval**.

Should you, or the Applicant, have any questions please contact Ailis Thyne in this office at 303-866-3581 x8216.

Sincerely,

Joanna Williams, P.E.

Water Resource Engineer

Ec: File for subdivision no. 26503
Well permit nos. 8919-F and 2670-F

BERKELEY WATER AND SANITATION DISTRICT
4455 WEST 58th AVENUE, UNIT A
ARVADA, COLORADO 80002
303-477-1914
Fax: 303-433-1939
Email: berkeleywater@gmail.com

September 7, 2018

WESTFIELD COMPANY INC.
4221 Brighton Boulevard
Denver, CO 80216

Re: 1921 West 56th Avenue, Denver, CO 80221
Availability of sanitary sewer services

Dear WESTFILED COMPANY INC.:

This conditional will serve letter confirms that Berkeley Water and Sanitation District ("District") has the capacity to provide sewer services to above described property (the "Property"), under the following terms and conditions:

1. The District owns an 8" sewer main on the north side of this property that is available for tapping for sewer service. The property owner may be required to install sewer main extensions, feeding into this present system, to facilitate development, depending upon design.

2. Each unit served must have its own sewer service lines, on its own land or easement. The engineering design and/or plans must be submitted and approved by the District prior to installation of any sewer service lines or tapping into any District sewer mains.

3. The property owner will be required to pay tap fees, review fees and costs, and all other applicable fees and charges prior to receiving sewer service from the District. The District may require a review deposit for District costs, including engineering and legal reviews, contract development, construction, observation and inspections. If the Developer makes a review deposit with the District, over payments will be refunded and shortages will be billed to the property owner.

4. If the extension of sewer mains is required, the District's engineering firm must review and approve the designs. The District's review and approval of the construction contract for the extension is also required before the work can commence. A contract must be developed, appropriate Certificates of Insurance presented, and

Warranty and Performance Bonds must be posted. In addition, the property owner will be required to dedicate easements for any public improvements.

5. The design specifications for the Project must comply with the District's Rules and Regulations, Adams County Fire Protection District regulations, and Adams County regulations. All sewer service will be subject to the District's Rules and Regulations.

6. Sewer tap fees will be payable to the District, which also collects Metro Wastewater's "connection fees." Fees to all agencies will be at prevailing rates at the time of application.

7. No representations are made regarding the availability of water service to the Property.

To reiterate, all costs incurred by the District and fees charged by the District, including without limitation tap fees, review costs, contract development, construction, observation and inspections, are the responsibility of the property owner as a condition of receipt of sewer service.

This conditional will serve letter is valid through August 21, 2019. If tap fees are not paid by that date, this agreement to service must be renewed through the District.

We look forward to providing services to the Property.

Sincerely,

District Manager
BERKELEY WATER AND SANITATION DISTRICT

WILL SERVE LETTER

September 7, 2018

Westfield Company Inc.
4221 Brighton Boulevard
Denver, CO 80216

Re: 5801 North Pecos Street, Denver, CO 80221

Dear Westfield Company Inc.,

This letter is to confirm that Xcel Energy is your utility provider for natural gas and electrical service. In accordance with our tariffs, on file with and approved by the Colorado Public Utilities Commission, gas and electric facilities can be made available to serve the project at 5801 North Pecos Street, Denver, CO 80221.

Your utility service(s) will be provided after the following steps are completed:

- ***Application submitted to Public Service's "Builders Call Line (BCL)"*** – once your application is accepted you will be assigned a design department representative who will be your primary point of contact
- ***Utility design is completed*** – you must provide your design representative with the site plan, the one line diagrams, and panel schedules for electric and gas loads if applicable
- ***All documents provided by design representative are signed and returned***
- ***Payment is received***
- ***Required easements are granted*** - you must sign and return applicable easement documents to your Right-of-Way agent
- ***Site is ready for utility construction***

A scheduled in-service date will be provided once these requirements have been met.

It is important to keep in mind that the terms and conditions of utility service, per our tariffs, require that you provide adequate space and an easement on your property for all gas and electric facilities required to serve your project, including but not limited to gas and electrical lines and meters, transformers, and pedestals. General guidelines for these requirements can be found at Site Requirements. https://www.xcelenergy.com/staticfiles/xe-responsive/Admin/Managed Documents & PDFs/Xcel-Energy-Standard-For-Electric-Installation-and-Use.pdfEasement requirements can be found at Utility Design and Layout.

Xcel Energy looks forward to working with you on your project and if I can be of further assistance, please contact me at the phone number or email listed below.

Sincerely,

Tiki Johnson
Pike Engineering
T: 303-628-2272
www.pike.com.

Mailing address: Pike Engineering
555 Zang, Suite 250
Lakewood, CO 80228

A TRACT OF LAND LOCATED IN THE SOUTHWEST ¼ OF SECTION 9, TOWNSHIP 3 SOUTH, RANGE 68 WEST OF THE 6TH P.M., MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE CENTER ¼ CORNER OF SECTION 9, TOWNSHIP 3 SOUTH, RANGE 68 WEST OF THE 6TH P.M., BEING A FOUND 2" DIA. ALLOY CAP STAMPED PLS 24942 IN RANGE BOX; THENCE S02°55'20"W, 924.39 FEET TO THE POINT OF BEGINNING BEING THE NORTHEAST CORNER OF A PARCEL OF LAND DESCRIBED IN DEED RECORDED AT RECEPTION NO. 2018000084369, SAID POINT ALSO BEING ON THE WEST RIGHT-OF-WAY LINE OF PECOS STREET; THENCE ALONG THE SAID WEST RIGHT-OF-WAY LINE OF PECOS STREET THE FOLLOWING SEVEN (7) DESCRIBED COURSES:

1. THENCE S00°59'29"E, 297.70 FEET;
2. THENCE S00°58'57"E, 117.77 FEET;
3. THENCE S00°00'00"W, 100.17 FEET;
4. THENCE S00°06'02"E, 147.43 FEET;
5. THENCE S00°00'00"W, 742.71 FEET;
6. THENCE S89°48'07"W, 10.30 FEET;
7. THENCE S00°00'00"W, 267.86 FEET TO THE INTERSECTION OF THE WEST RIGHT-OF-WAY LINE OF PECOS STREET AND THE NORTH RIGHT-OF-WAY LINE OF WEST 56TH AVENUE;

THENCE ALONG THE NORTH RIGHT-OF-WAY LINE OF WEST 56TH AVENUE THE FOLLOWING FIVE (5) COURSES:

1. THENCE S89°48'07"W, 948.20 FEET;
2. THENCE S00°05'00"E, 10.00 FEET;
3. THENCE S89°48'07"W, 271.20 FEET;
4. THENCE N00°05'00"W, 10.00 FEET;
5. THENCE S89°48'07"W, 30.00 FEET TO A POINT ON THE EAST LINE OF TEJON STREET;

THENCE N00°05'00"W ALONG THE SAID EAST LINE OF SAID TEJON STREET, 481.60 FEET; THENCE DEPARTING FROM SAID EAST LINE OF SAID TEJON STREET S89°48'07"W, 362.20 FEET TO A POINT BEING THE NORTHWEST CORNER OF THAT PARCEL OF LAND RECORDED AT RECEPTION NO. 2012000088342 OF THE ADAMS COUNTY RECORDS; THENCE S00°05'00"E ALONG THE EAST LINE OF SAID PARCEL OF LAND AND SAID LINE EXTENDED, 276.60 FEET TO THE NORTHEAST CORNER OF A PARCEL OF LAND RECORDED AT RECEPTION NO. 2016000021659 OF THE ADAMS COUNTY RECORDS; THENCE S89°48'07"W ALONG THE NORTH LINE OF SAID PARCEL OF LAND, 332.20 FEET TO THE NORTHWEST CORNER OF SAID PARCEL OF LAND, SAID POINT ALSO BEING ON THE EAST LINE OF THAT PARCEL OF LAND RECORDED AT RECEPTION NO. 2013000012831 OF THE ADAMS COUNTY RECORDS; THENCE N00°05'00"W ALONG THE EAST LINE OF THAT PARCEL OF LAND RECORDED AT RECEPTION NO. 2013000012831 OF THE ADAMS COUNTY RECORDS, 90.62 FEET TO THE NORTHEAST CORNER OF THAT PARCEL OF LAND RECORDED AT RECEPTION NO. 2013000012831 OF THE ADAMS COUNTY RECORDS, SAID POINT BEING ON THE SOUTH LINE OF VALLEJO STREET; THENCE N89°48'07"E ALONG THE SOUTH LINE OF VALLEJO STREET, 10.00 FEET TO A POINT ON THE EAST LINE OF VALLEJO STREET; THENCE ALONG THE EAST LINE OF VALLEJO STREET THE FOLLOWING TWO (2) COURSES;

1. THENCE N00°05'00"W, 314.38 FEET;
2. THENCE N00°01'00"E, 393.38 FEET;

THENCE S89°51'16"W, 10.00 FEET; THENCE N00°01'00"E ALONG THE EAST LINE OF VALLEJO STREET AND SAID LINE EXTENDED, 517.61 FEET TO THE NORTHEAST CORNER OF A PARCEL OF LAND RECORDED AT RECEPTION NO. 2007000058444 OF THE ADAMS COUNTY RECORDS, SAID POINT BEING ON THE SOUTH LINE OF THE BNSF RAILROAD RIGHT-OF-WAY AS RECORDED AT RECEPTION NO. 2019000015214 OF THE ADAMS COUNTY RECORDS; THENCE ALONG THE SAID SOUTH RIGHT-OF-WAY LINE OF SAID BNSF RAIRLROAD ALONG A CURVE TO THE LEFT HAVING AN ARC LENGTH OF 396.20 FEET, A RADIUS OF 1475.85 FEET, A CENTRAL ANGLE OF 15°22'53", A CHORD DISTANCE OF 395.01 FEET AND WHOSE CHORD BEARS S85°50'00"W TO A POINT OF CURVATURE; THENCE CONTINUING ALONG SAID SOUTH RIGHT-OF-WAY LINE OF BNSF RAILROAD ALONG A CURVE TO THE LEFT HAVING AN ARC LENGTH OF 106.88 FEET, A RADIUS OF 1382.69 FEET, A CENTRAL ANGLE OF 04°25'43", A CHORD DISTANCE OF 106.85 FEET AND WHOSE CHORD BEARS S75°19'31"W; THENCE CONTINUING ALONG THE SOUTH RIGHT-OF-WAY LINE OF THE BNSF RAILROAD S73°06'32"W, 181.25 FEET TO A POINT OF INTERSECTION WITH THE WEST LINE OF THE SOUTHWEST ¼ OF SECTION 9, TOWNSHIP 3 SOUTH, RANGE 68 WEST OF THE 6TH P.M.; THENCE N00°16'37"W ALONG THE SAID WEST LINE OF THE SAID SOUTHWEST ¼ OF SAID SECTION 9, 104.36 FEET; THENCE N73°06'39"E ALONG THE NORTH RIGHT-OF-WAY LINE OF THE BNSF RAILROAD, 151.41 FEET; THENCE CONTINUING ALONG THE NORTH RIGHT-OF-WAY LINE OF THE BNSF RAILROAD ALONG A CURVE TO THE RIGHT HAVING AN ARC LENGTH OF 115.66 FEET, A RADIUS OF 1482.69 FEET, A CENTRAL ANGLE OF 04°28'10", A CHORD DISTANCE OF 115.63 FEET AND WHOSE CHORD BEARS N75°20'49"E TO A POINT OF CURVATURE; THENCE CONTINUING ALONG THE NORTH RIGHT-OF-WAY LINE OF THE BNSF RAILROAD ALONG A CURVE TO THE RIGHT HAVING AN ARC LENGTH OF 737.76 FEET, A RADIUS OF 1575.85 FEET, A CENTRAL ANGLE OF 26°49'26", A CHORD DISTANCE OF 731.04 FEET AND WHOSE CHORD BEARS S88°26'43"E; THENCE CONTINUING ALONG THE SAID NORTH RIGHT-OF-WAY LINE OF THE BNSF RAILROAD S75°02'00"E, 560.87 FEET; THENCE N01°28'00"W, 125.57 FEET; THENCE N88°32'00"E, 427.11 FEET; THENCE S75°02'00"E, 47.91 FEET TO THE SOUTHWEST CORNER OF THAT PARCEL OF LAND IN DEED RECORDED AT RECEPTION NO. 2018000084369 OF THE ADAMS COUNTY RECORDS; THENCE N02°21'23"E ALONG THE WEST LINE OF SAID PARCEL OF LAND, 86.37 FEET TO THE NORTHWEST CORNER OF SAID PARCEL OF LAND; THENCE N85°52'05"E ALONG THE NORTH LINE OF SAID PARCEL OF LAND, 617.19 FEET TO THE POINT OF BEGINNING,

COUNTY OF ADAMS,
STATE OF COLORADO

THE ABOVE DESCRIBED PARCEL CONTAINS 2,899,197 SQUARE FEET OR 66.56 ACRES MORE OR LESS.

- Tax Account Search
- Shopping Cart
- My Reports
- Help
- Treasurer Main Page
- Assessor Main Page
- Adams County Main Page
- Logout public

The amount of taxes due on this page are based on last year's property value assessments.
For current year values visit the Adams County Assessor's site.

Summary

Account Id	R0103315
Parcel Number	0182509300023
Owners	PECOS LOGISTICS PARK LLLP
Address	4221 BRIGHTON BLVD DENVER, CO 80216-3719
Situs Address	1921 W 56TH AVE
Legal	SECT,TWN,RNG:9-3-68 DESC: BEG 127/20 FT E AND 40 FT N OF SW OCR SE4 SW4 SEC 9 TH N 145 FT TH E 110 FT TH S 145 FT TH W 110 FT TO BEG 0/37A **1921 W 56TH AVE**

Inquiry

As Of 02/11/2020

Payment Type
- ○ First
- ◉ Full

Taxes Due $2,646.54

Total Due $2,646.54

Value

Area Id		**Mill Levy**
372 - 372		122.6950000
	Actual	**Assessed**
RES IMPRV LAND - 1112	84,750	6,060
SINGLE FAMILY RES - 1212	216,882	15,510
Total Value	301,632	21,570
Taxes		$2,646.54

DUE DATES:
First Half Payment Due March 2
Second Half Payment Due June 15
OR
Full Payment Due April 30

- Tax Account Search
- Shopping Cart
- My Reports
- Help
- Treasurer Main Page
- Assessor Main Page
- Adams County Main Page
- Logout public

The amount of taxes due on this page are based on last year's property value assessments.
For current year values visit the Adams County Assessor's site.

Summary

Account Id	R0103321
Parcel Number	0182509300056
Owners	PECOS LOGISTICS PARK LLLP
Address	4221 BRIGHTON BLVD DENVER, CO 80216-3719
Situs Address	5700 VALLEJO ST
Legal	SECT,TWN,RNG:9-3-68 DESC: THAT PART SW4 SW4 DESC AS FOLS BEG AT A PT 664/4 FT E AND 660 FT N OF SW COR SD SEC TH E 10 FT TO POB TH CONT E 125 FT TH N 125 FT TH W 125 FT TH S 125 FT TO POB 0/36A

Inquiry

As Of 02/11/2020

Payment Type
- First
- Full

Taxes Due $3,166.76

Total Due $3,166.76

Value

Area Id		**Mill Levy**
372 - 372		122.6950000
	Actual	**Assessed**
RES IMPRV LAND - 1112	84,750	6,060
SINGLE FAMILY RES - 1212	276,290	19,750
Total Value	361,040	25,810
Taxes		$3,166.76

DUE DATES:
First Half Payment Due March 2
Second Half Payment Due June 15
OR
Full Payment Due April 30

- Tax Account Search
- Shopping Cart
- My Reports
- Help
- Treasurer Main Page
- Assessor Main Page
- Adams County Main Page
- Logout public

The amount of taxes due on this page are based on last year's property value assessments.
For current year values visit the Adams County Assessor's site.

Summary

Account Id	R0103322
Parcel Number	0182509300058
Owners	PECOS LOGISTICS PARK LLLP
Address	4221 BRIGHTON BLVD DENVER, CO 80216-3719
Situs Address	1901 W 56TH AVE
Legal	SECT,TWN,RNG:9-3-68 DESC: BEG AT SW OCR SE4 SW4 SEC 9 TH E 60 FT TH N 40 FT TO TRUE POB TH N 10 FT W 30 FT TH N 308 FT TH E 302/2 FT TH S 318 FT TH W 95 FT TH N 145 FT TH W 110 FT TH S 145 FT TH W 67/20 FT TO TRUE POB EXC N 35 FT AND EXC E 1 FT 1/54A **1835 W 56TH AVE**

Inquiry

As Of 02/11/2020

Payment Type
- ( ) First
- (•) Full

Taxes Due $3,015.84

Total Due $3,015.84

Value

Area Id		**Mill Levy**
372 - 372		122.6950000
	Actual	**Assessed**
VACANT RESIDENTIAL - 0100	84,750	24,580
Taxes		$3,015.84

DUE DATES:
First Half Payment Due March 2
Second Half Payment Due June 15
OR
Full Payment Due April 30

- Tax Account Search
- Shopping Cart
- My Reports
- Help
- Treasurer Main Page
- Assessor Main Page
- Adams County Main Page
- Logout public

The amount of taxes due on this page are based on last year's property value assessments.
For current year values visit the Adams County Assessor's site.

Summary

Account Id	R0124529
Parcel Number	0182509300063
Owners	PECOS LOGISTICS PARK LLLP
Address	4221 BRIGHTON BLVD DENVER, CO 80216-3719
Situs Address	0
Legal	SECT,TWN,RNG:9-3-68 DESC: ALL THAT PORT OF THE BN AND S RR CO 100 FT WIDE BRANCH LN ROW BEING 50 FT WIDE ON EACH SIDE OF RR CO MAIN TRACK C/L AND SITUATE IN THE SW4 OF SEC 9 BOUNDED ON THE ELY SIDE BY A LN DRAWN AT RT ANG TO SD MAIN TRACK C/L DIST OF 545 FT WLY OF THE C/L OF PECOS ST AS MEAS ALG A LN DRAWN // WITH AND DIST 50 FT SLY OF AS MEAS AT RT ANG FROM SD MAIN TRACK C/L AND BOUNDED ON WLY SIDE BY A LN DRAWN // WITH THE E LN OF SD SW4 OF SEC 9 AND DIST 1405 FT WLY OF SD C/L OF PECOS ST AS MEAS ALG SD LN DRAWN // WITH AND DIST 50 FT SLY OF AS MEAS AT RT ANG FROM SD MAIN TRACK C/L 1/974A

Inquiry

As Of 02/11/2020

Payment Type
- ( ) First
- (•) Full

Taxes Due $1,229.40

Total Due $1,229.40

Value

Area Id		**Mill Levy**
372 - 372		122.6950000
	Actual	**Assessed**
VACANT COMMERCIAL LD - 0200	34,545	10,020
Taxes		$1,229.40

DUE DATES:
First Half Payment Due March 2
Second Half Payment Due June 15
OR
Full Payment Due April 30

- Tax Account Search
- Shopping Cart
- My Reports
- Help
- Treasurer Main Page
- Assessor Main Page
- Adams County Main Page
- Logout public

The amount of taxes due on this page are based on last year's property value assessments.
For current year values visit the Adams County Assessor's site.

Summary

Account Id	R0179027
Parcel Number	0182509300065
Owners	PECOS LOGISTICS PARK LLLP
Address	4221 BRIGHTON BLVD DENVER, CO 80216-3719
Situs Address	5855 PECOS ST 000000000
Legal	SECT,TWN,RNG:9-3-68 DESC: TRACT OF LAND IN THE SW4 OF SEC 9 DESC AS FOLS BEG AT A PT WHENCE THE CEN 1/4 COR OF SD SEC 9 BRS N 02D 58M 29S E 924/33 FT SD PT ALSO BEING THE TRUE POB TH S 00D 55M 39S E 297/64 FT TO A PT ON THE NLY LNO F LOT 1 BLK 2 PRESTRESSED CON SUBD 2ND FLG TH ALG SD PROP LN N 74D 58M 42S W 646/21 FT TH N 02D 26M 59S E 86/25 FT TH N 85D 55M 00S E 617/19 FT TO THE TRUE POB 2/730A

Inquiry

As Of 02/10/2020

Payment Type
- ( ) First
- (•) Full

Taxes Due $22,623.90

Total Due $22,623.90

Value

Area Id		**Mill Levy**
379 - 379		119.2740000
	Actual	**Assessed**
VACANT COMMERCIAL LD - 0200	654,053	189,680
Taxes		$22,623.90

DUE DATES:
First Half Payment Due March 2
Second Half Payment Due June 15
OR
Full Payment Due April 30

- Tax Account Search
- Shopping Cart
- My Reports
- Help
- Treasurer Main Page
- Assessor Main Page
- Adams County Main Page
- Logout public

The amount of taxes due on this page are based on last year's property value assessments.
For current year values visit the Adams County Assessor's site.

Summary

Account Id	R0184678
Parcel Number	0182509300067
Owners	PECOS LOGISTICS PARK LLLP
Address	4221 BRIGHTON BLVD DENVER, CO 80216-3719
Situs Address	0
Legal	SECT,TWN,RNG:9-3-68 DESC: PARC OF LAND LYING IN THE SW4 OF SEC 9 BEING THAT PORT OF THAT 12 ACRE TRACT OF LAND IN BOOK 28 PAGE 266 BOUNDED WLY BY THE ELY BDRY OF PARC OF LAND DESC IN DEED BOOK 5978 PAGE 846 AND BOUNDED ELY BY THE WLY BOUNDARY OF THAT CERTAIN 0/215A PARC OF LAND IN REC NO 2009000069014 (PARC IS APPROXIMATELY 100 X 400) 0/9182A

Inquiry

As Of 02/11/2020

Payment Type
- First
- Full

Taxes Due $817.14

Total Due $817.14

Value

Area Id		**Mill Levy**
372 - 372		122.6950000
	Actual	**Assessed**
INDUS UNIMPROVED LND - 0300	22,958	6,660
Taxes		$817.14

DUE DATES:
First Half Payment Due March 2
Second Half Payment Due June 15
OR
Full Payment Due April 30

- Tax Account Search
- Shopping Cart
- My Reports
- Help
- Treasurer Main Page
- Assessor Main Page
- Adams County Main Page
- Logout public

The amount of taxes due on this page are based on last year's property value assessments.
For current year values visit the Adams County Assessor's site.

Summary

Account Id	R0201150
Parcel Number	0182509300068
Owners	PECOS LOGISTICS PARK LLLP
Address	4221 BRIGHTON BLVD DENVER, CO 80216-3719
Situs Address	
Legal	SECT, TWN, RNG 9-3-68 DESC: PART OF THE E2 OF THE SW4 OF SEC 9 DESC AS FOLS COM AT THE S4 OF SD SEC 9 TH ALG THE E LN OF SD SW4 N 00D 00M 00S E A DIST OF 1163/68 FT TH DEPARTING SD E LN N 90D 00M 00S W A DIST OF 30 FT TO THE NE COR OF A PARC OF LAND RECORDED AT REC NO 2009000069014 TH ALG THE N LN OF SD PARC AT REC NO 2009000069014 ON A NON TANG CURVE TO THE LT HAV A RAD OF 2028 FT A C/A OF 02D 15M 24S AND A LNG OF 79/88 FT THE CHD OF SD CURVE BRS N 70D 48M 21S W A DIST OF 79/87 FT TO A PT BEING THE NW COR OF SD PARC AT REC NO 2009000069014 TH NE COR OF PAR 1 AS RECORDED AT REC NO 2017000035300 TH SW COR OF A PARC AS RECORDED AT REC NO 2009000059721 AND THE POB TH ALG THE N LN OF PARC H AND I AS RECORDED AT REC NO 2017000035300 ALSO BEING THE S LN OF SD PAR DESC AT BK 16 PG 514 THE FOL THREE COURSES ON A COMPOUND TANG CURVE TO THE LT HAV A RAD OF 2028 FT A C/A OF 03D 05M 57S AND A LNG OF 109/70 FT THE CHD OF SD CURVE BRS N 73D 29M 01S W A DIST OF 109/68 FT N 75D 02M 00S W A DIST OF 300/28 FT TO THE NW COR OF SD PARC I ALSO BEING THE NE COR OF SD PARC H N 75D 02M 00S W A DIST OF 657/94 FT TH DEPARTING THE N LN OF SD PARC H N 01D 28M 00S W A DIST OF 46/67 FT TO THE SW COR OF A PARC OF LAND DESC AS PARC B AND RECORDED AT REC NO 2017000035300 TH ALG THE S LN OF SD PARC B THE FOL THREE COURSES S 75D 02M 00S E A DIST OF 600 FT S 14D 58M 00S W A DIST OF 13/50 FT S 75D 02M 00S E ADIST OF 481/10 FT TO THE NW COR OF SD PARC DESC AT REC NO 2009000059721 TH DEPARTING THE S LN OF SD PARC B S 15D 01M 04S W A DIST OF 34/23 FT ALG THE W LN OF SD PARC AT REC NO 2009000059721 TO THE POB 0/957A

Inquiry

As Of 02/11/2020

Payment Type
- ○ First
- ◉ Full

Taxes Due $10,388.58

Total Due $10,388.58

Value

Area Id		Mill Levy
480 - 480		122.6950000
	Actual	**Assessed**
INDUS UNIMPROVED LND - 0300	291,949	84,670
Taxes		$10,388.58

DUE DATES:
First Half Payment Due March 2

Second Half Payment Due June 15
OR
Full Payment Due April 30

- Tax Account Search
- Shopping Cart
- My Reports
- Help
- Treasurer Main Page
- Assessor Main Page
- Adams County Main Page
- Logout public

The amount of taxes due on this page are based on last year's property value assessments.
For current year values visit the Adams County Assessor's site.

Summary

Account Id	R0201157
Parcel Number	0182509300069
Owners	PECOS LOGISTICS PARK LLLP
Address	4221 BRIGHTON BLVD DENVER, CO 80216-3719
Situs Address	
Legal	SECT, TWN, RNG 9-3-68 DESC: A PARCEL OF LAND IN THE NW4 OF THE SW4 OF SEC 9 DESC AS FOLS COM AT THE SW4 OF SD SEC 9 TH N 00D 16M 37S W A DIST OF 1464/88 FT ALG THE W LN OF THE SW4 OF SD SEC 9 TO THE COMMON COR OF THE NE COR OF THAT PARC DESC AT REC NO 2019000017689 TH SE COR OF PARC NO 2 AS DESC AT REC NO 2017000089773 NW COR OF LOT 30 BLK 4 OF THE SCAVALENTI SUBD RECORDED AT BK 5 PG 84 REC NO 446584 BEING THE POB TH ALG THE E LN OF SD PARC AT REC NO 2017000089773 ALSO BEING THE W LN OF THE SW4 OF SEC 9 N 00D 16M 37S W A DIST OF 104/36 FT TO A PT ON THE S LN OF A PARC OF LAND DESC AS PARC NO 3A AT REC NO 2013000078679 ASO BEING A PT ON THE NLY LN OF THE FORMER COLORADO AND SOUTHERN RAILWAY UNDER REC NO 1870901834 BK 28 PG 266 TH ALG THE S LN OF SD PARC NO 3A ALSO BEING THE NLY LN OF SD C&SR N 73D 06M 39S E A DIST OF 151/41 FT TH CONT ALG SD S LN ALSO BEING THE NLY LN OF SD C&SR IN A ELY DIR WITH A TANG CURVE TURNING TO THE RT HAV A RAD OF 1482/69 FT A C/A OF 02D 59M 57S AND AN ARC LNG OF 77/61 FT THE CHD OF SD CURVE BRS N 74D 36M 37S E A DIST OF 77/60 FT TO THE SE COR OF SD PARC NO 3A TH CONT ALG THE NLY LN OF SD C&SR ALSO BEING THE SLY LN OF A PARC OF UNION PACIFIC RR LAND DESC IN BK 16 PG 514 ON A COMPOUND TANG CURVE TURNING TO THE RT HAV A RAD OF 1482/69 FT A C/A OF 01D 28M 14S AND AN ARC LNG OF 38/05 FT THE CHD OF SD CURVE BRS N 76D 50M 42S E A DIST OF 38/05 FT TH CONT ALG THE NLY LN OF SD C&SR ALSO BEING THE SLY LN OF SD UNION PACIFIC RR ON A NON TANG CURVE TO THE RT HAV A RAD OF 1575/85 FT A C/A OF 26D 49M 26S AND AN ARC LNG OF 737/76 FT THE CHD OF SD CURVE BRS S 88D 26M 42S E A DIST OF 731/04 FT TH CONT ALG THE NLY LN OF SD C&SR ALSO BEING THE SLY LN OF SD UNION PACIFIC RR S 75D 02M 00S E A DIST OF 332/08 FT TO THE NW COR OF PARC H RECORDED AT REC NO 2017000035300 TH ALG THE W LN OF SD PARC H S 00D 00M 00S E A DIST OF 103/51 FT TO A PT ON THE N LN OF PARC A AS DESC AT REC NO 2017000035300 SD PT ALSO BEING ON THE SLY LN OF SD C&SR TH ALG THE NLY LN OF SD PARC

Inquiry

As Of 02/11/2020

Payment Type
- ( ) First
- (•) Full

Taxes Due $7,138.40

Total Due $7,138.40

Value

Area Id	Mill Levy
480 - 480	122.6950000

	Actual	Assessed
INDUS UNIMPROVED LND - 0300	200,610	58,180

Taxes	$7,138.40

DUE DATES:
First Half Payment Due March 2
Second Half Payment Due June 15
OR
Full Payment Due April 30

- Tax Account Search
- Shopping Cart
- My Reports
- Help
- Treasurer Main Page
- Assessor Main Page
- Adams County Main Page
- Logout public

The amount of taxes due on this page are based on last year's property value assessments.
For current year values visit the Adams County Assessor's site.

Summary

Account Id	R0103405
Parcel Number	0182509309001
Owners	PECOS LOGISTICS PARK LLLP
Address	4221 BRIGHTON BLVD DENVER, CO 80216-3719
Situs Address	0
Legal	SUB:FELCH SUBD BLK:1 LOT:2

Inquiry

As Of 02/11/2020

Payment Type
- First
- Full

Taxes Due $8,994.78

Total Due $8,994.78

Value

Area Id		Mill Levy
372 - 372		122.6950000
	Actual	**Assessed**
INDUS UNIMPROVED LND - 0300	252,800	73,310
Taxes		$8,994.78

DUE DATES:
First Half Payment Due March 2
Second Half Payment Due June 15
OR
Full Payment Due April 30

- Tax Account Search
- Shopping Cart
- My Reports
- Help
- Treasurer Main Page
- Assessor Main Page
- Adams County Main Page
- Logout public

The amount of taxes due on this page are based on last year's property value assessments.
For current year values visit the Adams County Assessor's site.

Summary

Account Id	R0103411
Parcel Number	0182509312001
Owners	PECOS LOGISTICS PARK LLLP
Address	4221 BRIGHTON BLVD DENVER, CO 80216-3719
Situs Address	0
Legal	SUB:PRESTRESSED-CON BLK:1 LOT:1

Inquiry

As Of 02/11/2020

Payment Type
- First
- Full

Taxes Due $2,447.76

Total Due $2,447.76

Value

Area Id		Mill Levy
372 - 372		122.6950000
	Actual	**Assessed**
VACANT COMMERCIAL LD - 0200	68,800	19,950
Taxes		$2,447.76

DUE DATES:
First Half Payment Due March 2
Second Half Payment Due June 15
OR
Full Payment Due April 30

- Tax Account Search
- Shopping Cart
- My Reports
- Help
- Treasurer Main Page
- Assessor Main Page
- Adams County Main Page
- Logout public

The amount of taxes due on this page are based on last year's property value assessments.
For current year values visit the Adams County Assessor's site.

Summary

Account Id	R0103412
Parcel Number	0182509312002
Owners	PECOS LOGISTICS PARK LLLP
Address	4221 BRIGHTON BLVD DENVER, CO 80216-3719
Situs Address	0
Legal	SUB:PRESTRESSED-CON BLK:1 LOT:2

Inquiry

As Of 02/11/2020

Payment Type
- First
- Full

Taxes Due $2,760.64

Total Due $2,760.64

Value

Area Id		Mill Levy
372 - 372		122.6950000
	Actual	**Assessed**
VACANT COMMERCIAL LD - 0200	77,600	22,500
Taxes		$2,760.64

DUE DATES:
First Half Payment Due March 2
Second Half Payment Due June 15
OR
Full Payment Due April 30

- Tax Account Search
- Shopping Cart
- My Reports
- Help
- Treasurer Main Page
- Assessor Main Page
- Adams County Main Page
- Logout public

The amount of taxes due on this page are based on last year's property value assessments.
For current year values visit the Adams County Assessor's site.

Summary

Account Id	R0198771
Parcel Number	0182509313002
Owners	PECOS LOGISTICS PARK LLLP
Address	4221 BRIGHTON BLVD DENVER, CO 80216-3719
Situs Address	5751 PECOS ST
Legal	PRESTRESSED-CON SUBD 2ND FLG PLAT CORR NO 1 BLK 1 LOT 1 EXC RD (REC NO 2009000061475)

Inquiry

As Of 02/11/2020

Payment Type
- First
- Full

Taxes Due $283,521.16

Total Due $283,521.16

Value

Area Id		**Mill Levy**
372 - 372		122.6950000
	Actual	**Assessed**
IND LND MANUF/PROC - 3115	5,484,539	1,590,520
MANUFACT/PROCES - 3215	2,483,672	720,260
Total Value	7,968,211	2,310,780
Taxes		$283,521.16

DUE DATES:
First Half Payment Due March 2
Second Half Payment Due June 15
OR
Full Payment Due April 30

- Tax Account Search
- Shopping Cart
- My Reports
- Help
- Treasurer Main Page
- Assessor Main Page
- Adams County Main Page
- Logout public

The amount of taxes due on this page are based on last year's property value assessments.
For current year values visit the Adams County Assessor's site.

Summary

Account Id	R0198772
Parcel Number	0182509314002
Owners	PECOS LOGISTICS PARK LLLP
Address	4221 BRIGHTON BLVD DENVER, CO 80216-3719
Situs Address	5801 PECOS ST
Legal	PRESTRESSED-CON SUBD 2ND FLG PLAT CORR NO 1 BLK 2 LOT 1 EXC RD (REC NO 2009000061475)

Inquiry

As Of 02/11/2020

Payment Type
- First
- Full

Taxes Due $74,365.44

Total Due $74,365.44

Value

Area Id		**Mill Levy**
372 - 372		122.6950000
	Actual	**Assessed**
COMM LND WHSE/STORAG - 2135	655,704	190,150
WAREHOUSE/STG - 2235	1,434,296	415,950
Total Value	2,090,000	606,100
Taxes		$74,365.44

DUE DATES:
First Half Payment Due March 2
Second Half Payment Due June 15
OR
Full Payment Due April 30

CERTIFICATION OF NOTICE TO MINERAL ESTATE OWNERS

I/We, Matt Mitchell, Pecos Logistics Park, LLLP
(the "Applicant") by signing below, hereby declare and certify as follows:

With respect to the property located at:
Physical Address: 5751 - 5801 Pecos St
Legal Description: see exhibit

Parcel #(s): see exhibit

(PLEASE CHECK ONE):

✓ On the 4th day of March, 2019, which is not less than thirty days before the initial public hearing, notice of application for surface development was provided to mineral estate owners pursuant to section 24-65.5-103 of the Colorado Revised Statutes;

or

___ I/We have searched the records of the Adams County Tax Assessor and the Adams County Clerk and Recorder for the above identified parcel and have found that no mineral estate owner is identified therein.

Date: 3/4/19 Applicant: Matt Mitchell, Pecos Logistics Park, LLLP

By: [signature]
Print Name: Matt Mitchell
Address: 4221 Brighton Blvd
Denver, Co 80216

STATE OF COLORADO)
)
COUNTY OF ADAMS)

Subscribed and sworn to before me this 4th day of March, 2019, by Matt Mitchell.

Witness my hand and official seal.

My Commission expires: 2/8/21

[signature]
Notary Public

JULIE L GERMANO
NOTARY PUBLIC
STATE OF COLORADO
NOTARY ID 20134008230
MY COMMISSION EXPIRES FEBRUARY 8, 2021

After Recording Return To:

Name and Address of Person Preparing Legal Description:

A recorded copy of this Certification shall be submitted to the Adams County Community and Economic Development Department with all applicable land use applications.

Tax Parcel ID #:

- 0182509313001,
- 0182509314001,
- 0182509300058,
- 0182509309001,
- 0182509300056,
- 0182509300063,
- 0182509300023,
- 0182509312001,
- 0182509312002,
- also account no. R0184678
- also account no. R0179027

Legal Description:

PARCEL A:

LOT 1, BLOCK 1, PRESTRESSED - CON SUBDIVISION SECOND FILING, COUNTY OF ADAMS, STATE OF COLORADO.
EXCEPT THAT PART DESCRIBED AS EXHIBIT "A" IN DEED RECORDED AUGUST 18, 2009 UNDER RECEPTION NO. 2009000061475.

PARCEL B:

LOT 1, BLOCK 2, PRESTRESSED - CON SUBDIVISION SECOND FILING, COUNTY OF ADAMS, STATE OF COLORADO.
EXCEPT THAT PART DESCRIBED AS EXHIBIT "B" IN DEED RECORDED AUGUST 18, 2009 UNDER RECEPTION NO. 2009000061475.

PARCEL C:

THAT PART OF THE SOUTHWEST 1/4 OF THE SOUTHWEST 1/4 OF SECTION 9, TOWNSHIP 3 SOUTH, RANGE 68 WEST OF THE 6TH P.M., COUNTY OF ADAMS, STATE OF COLORADO, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT A POINT 664.4 FEET EAST AND 660.0 FEET NORTH OF THE SOUTHWEST CORNER OF SAID SECTION;
THENCE EAST 10 FEET TO THE POINT OF BEGINNING;
THENCE CONTINUING EAST 125 FEET;
THENCE NORTH 125 FEET;
THENCE WEST 125 FEET;
THENCE SOUTH 125 FEET TO THE POINT OF BEGINNING.

PARCEL D:

LOTS 1 AND 2 INCLUSIVE, BLOCK 1, PRESTRESSED - CON SUBDIVISION, COUNTY OF ADAMS, STATE OF COLORADO.

PARCEL E:

LOT 2, BLOCK 1, FELCH SUBDIVISION, COUNTY OF ADAMS, STATE OF COLORADO.

PARCEL F:

THAT PART OF THE EAST ONE-HALF OF THE SOUTHWEST ONE-QUARTER OF SECTION 9, TOWNSHIP 3
SOUTH, RANGE 69 WEST OF THE 6TH P.M., COUNTY OF ADAMS, STATE OF COLORADO, MORE
PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT THE SOUTHWEST CORNER OF THE SOUTHEAST QUARTER OF THE SOUTHWEST
QUARTER OF SAID SECTION 9, THENCE EAST ALONG SAID SECTION LINE 60 FEET;
THENCE NORTH 40 FEET TO THE TRUE POINT OF BEGINNING;
THENCE NORTH 10 FEET;
THENCE WEST 30 FEET;
THENCE NORTH 308 FEET;
THENCE EAST 302.2 FEET;
THENCE SOUTH 318 FEET;
THENCE WEST 95 FEET;
THENCE NORTH 145 FEET;
THENCE WEST 110 FEET;
THENCE SOUTH 145 FEET;
THENCE WEST 67.20 FEET TO THE TRUE POINT OF BEGINNING.
EXCEPT THE NORTH 35 FEET THEREOF AND EXCEPT THE EAST 1 FOOT THEREOF DESCRIBED IN
DEED RECORDED AUGUST 31, 1978 IN BOOK 2270 AT PAGE 387.

NOTE: THIS LEGAL DESCRIPTION FOR PARCEL F IS THE SAME AS THE LEGAL DESCRIPTION REFERENCED IN THE PERSONAL REPRESENLUSIVES DEED RECORDED ON AUGUST 8, 2000 AT RECEPTION NO. C0698515 IN BOOK 6216 AT PAGE 002-003, BUT WITH A CORRECTION TO THE SCRIVENERS ERRORS CONTAINED IN SUCH DEED THAT (I) INCORRECTLY LISTED THE RANGE AS "RANGE 58 WEST", (II) INCORRECTLY STATED THE SIXTH CALL AS"THENCE EAST 202.2 FEET" AND (III) INCORRECTLY LISTED THE LAST CALL AS "THENCE WEST 07.20 FEET TO THE TRUE POINT OF BEGINNING".

PARCEL G:

A PARCEL OF LAND IN THE SOUTHEAST 1/4 OF THE SOUTHWEST 1/4 OF SECTION 9, TOWNSHIP 3
SOUTH, RANGE 68 WEST OF THE 6TH P.M., COUNTY OF ADAMS, STATE OF COLORADO, MORE
PARTICULARLY DESCRIBED AS FOLLOWS:
COMMENCING AT THE SOUTHWEST CORNER OF THE SOUTHEAST 1/4 OF THE SOUTHWEST 1/4 OF
SAID SECTION 9, THENCE EAST ALONG THE SOUTH SECTION LINE, 127.20 FEET;
THENCE NORTH 40 FEET TO THE TRUE POINT OF BEGINNING;
THENCE NORTH 145 FEET;
THENCE EAST 110 FEET;
THENCE SOUTH 145 FEET
THENCE WEST 110 FEET TO THE POINT OF BEGINNING.

NOTE: THIS LEGAL DESCRIPTION FOR PARCEL G IS THE SAME AS THE

LEGAL DESCRIPTION REFERENCED IN THE PERSONAL REPRESENTATIVES DEED RECORDED ON AUGUST 8, 2000 AT RECEPTION NO. C0698515 IN BOOK 6216 AT PAGE 002-003, BUT WITH A CORRECTION TO THE SCRIVENERS ERRORS CONTAINED IN SUCH DEED THAT INCORRECTLY STATED THE FIRST CALL AS "THENCE EAST ALONG THE SOUTH SECTION LINE, 187.20 FEET."

PARCEL H:

A PARCEL OF LAND LOCATED IN THE SOUTHWEST 1/4 OF SECTION 9, TOWNSHIP 3 SOUTH, RANGE 68 WEST OF THE 6TH P.M., COUNTY OF ADAMS, STATE OF COLORADO, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

ALL THAT PORTION OF THE BURLINGTON NORTHERN AND SANTA FE RAILWAY COMPANY'S (FORMERLY COLORADO AND SOUTHERN RAILWAY COMPANY) 100.0 FOOT WIDE BRANCH LINE RIGHT OF WAY, BEING 50.0 FEET WIDE ON EACH SIDE OF SAID RAILWAY COMPANY'S MAIN TRACK CENTERLINE, AS ORIGINALLY LOCATED AND CONSTRUCTED UPON, OVER, AND ACROSS THOSE LANDS CONVEYED TO SAID RAILWAY COMPANY BY DEED RECORDED AUGUST 15, 1870 IN BOOK 28 AT PAGE 266, RECORDS OF ARAPAHOE COUNTY, COLORADO AND SITUATED IN THE SW1/4 OF SECTION 9, TOWNSHIP 3 SOUTH, RANGE 68 WEST OF THE SIXTH PRINCIPAL MERIDIAN, ADAMS COUNTY, COLORADO BOUNDED ON THE EASTERLY SIDE BY A LINE DRAWN AT RIGHT ANGLES TO SAID MAIN TRACK CENTERLINE DISTANT 545.0 FEET WESTERLY OF THE CENTERLINE OF PECOS STREET, AS MEASURED ALONG A LINE DRAWN PARALLEL WITH AND DISTANT 50.0 FEET SOUTHERLY OF, AS MEASURED AT RIGHT ANGLES FROM SAID MAIN TRACK CENTERLINE, AND BOUNDED ON THE WESTERLY SIDE BY A LINE DRAWN PARALLEL WITH THE EAST LINE OF SAID SW1/4 OF SECTION 9 AND DISTANT 1,405.0 FEET WESTERLY OF SAID CENTERLINE OF PECOS STREET, AS MEASURED ALONG SAID LINE DRAWN PARALLEL WITH AND DISTANT 50.0 FEET SOUTHERLY OF, AS MEASURED AT RIGHT ANGLES FROM SAID MAIN TRACK CENTERLINE.

PARCEL I:

A PARCEL OF LAND LYING IN THE SOUTHWEST 1/4 OF SECTION 9, TOWNSHIP 3 SOUTH, RANGE 68 WEST OF THE 6TH P.M., COUNTY OF ADAMS, STATE OF COLORADO, DESCRIBED AS FOLLOWS:

BEING THAT PORTION OF THAT CERTAIN 12 ACRE TRACT OF LAND DESCRIBED IN DEED DATED AUGUST 15, 1870 TO THE COLORADO CENTRAL RAILROAD COMPANY, RECORDED AUGUST 15, 1870 IN BOOK 28 AT PAGE 266, RECORDS OF ARAPAHOE COUNTY, BOUNDED WESTERLY BY THE EASTERLY BOUNDARY OF THAT CERTAIN PARCEL OF LAND DESCRIBED IN DEED DATED FEBRUARY 24, 1998 FROM THE BURLINGTON NORTHERN AND

SANTA FE RAILROAD COMPANY TO ANT, LLC, RECORDED DECEMBER 10, 1999 IN BOOK 5970 AT PAGE 846, RECORDS OF ADAMS COUNTY AND BOUNDED EASTERLY BY THE WESTERLY BOUNDARY OF THAT CERTAIN 0.216 ACRE PARCEL OF LAND DESCRIBED IN DEED DATED SEPTEMBER 11, 2009 FROM BNSF RAILWAY COMPANY TO ADAMS COUNTY, COLORADO RECORDED SEPTEMBER 16, 2009 AT RECEPTION NO. 2009000069014, RECORDS OF ADAMS COUNTY.

Former Union Pacific Strip Legal Description:

A PARCEL OF LAND BEING A PORTION OF LAND IN WARRANTY DEED RECORDED AUGUST 21, 1906 IN BOOK 16 AT PAGE 514 IN THE RECORDS OF THE ADAMS COUNTY CLERK & RECORDER'S OFFICE, STATE OF COLORADO, SITUATED IN THE EAST ONE-HALF OF THE SOUTHWEST ONE-QUARTER OF SECTION 9, TOWNSHIP 3 SOUTH, RANGE 68 WEST OF THE 6TH PRINCIPAL MERIDIAN, COUNTY OF ADAMS, STATE OF COLORADO, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BASIS OF BEARINGS: ALL BEARINGS ARE GRID BEARINGS OF THE COLORADO STATE PLANE COORDINATE SYSTEM, NORTH ZONE, NORTH AMERICAN DATUM OF 1983 (2011). THE BASIS OF BEARINGS IS THE EAST LINE OF THE SOUTHWEST ONE-QUARTER OF SECTION 9, TOWNSHIP 3 SOUTH, RANGE 68 WEST OF THE 6TH PRINCIPAL MERIDIAN. THE NORTH POINT OF SAID LINE IS A FOUND 2-INCH ALUMINUM CAP STAMPED "JACOBS ENGINEERING 2016 PLS 24942". THE SOUTH POINT OF SAID LINE IS A FOUND 2 1/2-INCH ALUMINUM CAP STAMPED CAP STAMPED "W.C. 5.00 2016 PLS 37601" IN A RANGE BOX MARKED "SURVEY". THE WITNESS CORNER IS 5.00 FEET WEST OF AND ON LINE TO THE WEST 1/16 CORNER OF SAID SECTION 9. THE MEASURED BEARING BETWEEN SAID POINTS IS SOUTH 00° 02' 51" WEST A DISTANCE OF 2,646.62 FEET. HOWEVER, THE BASIS BEARINGS HAS BEEN ROTATED COUNTERCLOCKWISE 00° 02' 51" TO MATCH THE BASIS OF BEARINGS USED ON THE PLAT PRESTRESSED-CON SUBDIVISION, SECOND FILING, RECORDED AT SURVEY DEPOSIT FILE NO. 14, MAP NO. 765, AUGUST 5, 1981 UNDER RECEPTION NO. B336912 IN THE RECORDS OF SAID COUNTY. THE BASIS OF BEARINGS ON THIS AND THE REFERENCE PLAT IS NORTH 00° 02' 51" EAST.

COMMENCING AT THE SOUTH POINT OF THE BASIS OF BEARINGS;

THENCE NORTH 00° 00'00" EAST A DISTANCE OF 1,163.68 ALONG THE EAST LINE OF THE SW1/4 OF SAID SECTION 9;

THENCE NORTH 90° 00' 00"WEST A DISTANCE OF 30.00 FEET TO A POINT ON THE WEST RIGHT-OF-WAY LINE OF NORTH PECOS STREET, ALSO BEING THE SOUTHEAST CORNER OF A PARCEL OF LAND RECORDED AUGUST 11, 2009 UNDER RECEPTION NO. 2009000059721 AND THE NORTHEAST CORNER OF A PARCEL OF LAND RECORDED SEPTEMBER 16, 2009 UNDER RECEPTION NO. 2009000069014 IN THE RECORDS OF SAID COUNTY;

THENCE ON A NON-TANGENT ARC TO THE LEFT, ON THE COMMON BOUNDARY BETWEEN SAID PARCELS AT RECEPTION NUMBERS 2009000059721 AND 2009000069014, HAVING A RADIUS OF 2028.00 FEET, A CENTRAL ANGLE OF 02° 15' 24" AND AN ARC LENGTH OF 79.88 FEET. THE CHORD OF SAID CURVE BEARS

NORTH 70° 48' 21" WEST A DISTANCE OF 79.87 FEET TO THE SOUTHWEST CORNER OF SAID PARCEL AT RECEPTION NO. 2009000059721 AND THE NORTHWEST CORNER OF SAID PARCEL RECEPTION NUMBER 2009000069014 AND THE POINT OF BEGINNING:

THENCE CONTINUING ON A NON-TANGENT ARC TO THE LEFT, ON THE NORTH LINE OF A PARCEL OF LAND DESCRIBED AS PARCEL "I" IN RECEPTION NUMBER 2017000035300 ON APRIL 24, 2017 IN THE RECORDS OF SAID COUNTY, HAVING A RADIUS OF 2028.00 FEET, A CENTRAL ANGLE OF 03°05'57" AND AN ARC LENGTH OF 109.70 FEET, THE CHORD OF SAID CURVE BEARS NORTH 73°29'01" WEST A DISTANCE OF 109.68 FEET;

THENCE CONTINUING ALONG THE NORTH LINE OF SAID PARCEL "I" NORTH 75°02'00" WEST A DISTANCE OF 300.28 FEET TO THE NORTHWEST CORNER OF SAID PARCEL "I";

THENCE NORTH 75°02'00" WEST A DISTANCE OF 657.94 FEET ALONG THE NORTH LINE OF A PARCEL OF LAND DESCRIBED AS PARCEL "H" IN RECEPTION NUMBER 2017000035300 ON APRIL 24, 2017 IN THE RECORDS OF SAID COUNTY;

THENCE DEPARTING SAID NORTH LINE OF PARCEL "H" NORTH 01°28'00" WEST A DISTANCE OF 46.67 FEET TO THE SOUTHWEST CORNER OF A PARCEL OF LAND DESCRIBED AS PARCEL "B" IN RECEPTION NUMBER 2017000035300 ON APRIL 24, 2017 IN THE RECORDS OF SAID COUNTY;

THENCE ALONG SAID SOUTH LINE OF PARCEL "B" SOUTH 75°02'00" EAST A DISTANCE OF 600.00 FEET;

THENCE CONTINUING ALONG SAID SOUTH LINE OF PARCEL "B" SOUTH 14°58'00" WEST A DISTANCE OF 13.50 FEET;

THENCE CONTINUING ALONG SAID SOUTH LINE OF PARCEL "B" SOUTH 75°02'00" EAST A DISTANCE OF 481.10 FEET TO THE NORTHWEST CORDER OF SAID PARCEL AT RECEPTION NUMBER 2009000059721;

THENCE DEPARTING SAID SOUTH LINE OF PARCEL "B" SOUTH 15°01'04" WEST A DISTANCE OF 34.23 FEET ALONG THE WEST LINE OF SAID PARCEL AT RECEPTION NUMBER 2009000059721 TO THE POINT OF BEGINNING.

Former Adams County Parcel Legal Description:

A TRACT OR PARCEL OF LAND NO. 6A-R(1), BEING A PORTION OF PROPERTY DESCRIBED IN THE RECORDS OF THE ADAMS COUNTY CLERK & RECORDER IN BOOK 16, PAGE 514, LOCATED IN THE SW 1/4 SECTION 9, TOWNSHIP 3 SOUTH, RANGE 68 WEST, OF THE 6TH PRINCIPAL MERIDIAN, COUNTY OF ADAMS, STATE OF COLORADO, SAID TRACT OR PARCEL BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT A POINT WHENCE THE CENTER QUARTER CORNER OF SAID SECTION 9 BEARS N. 02°58'29" E., A DISTANCE OF 924.33 FEET, SAID POINT ALSO BEING THE TRUE POINT OF BEGINNING;

1. THENCE S. 00°55'39" E., A DISTANCE OF 297.64 FEET, TO A POINT ON THE NORTHERLY LINE OF LOT 1, BLOCK 2, PRESTRESSED-CON SUBDIVISION, SECOND FILING;

2. THENCE ALONG SAID PROPERTY LINE N. 74°58'42" W., A DISTANCE OF 646.21 FEET;

3. THENCE N. 02°26'59" E., A DISTANCE OF 86.25 FEET;

4. THENCE N. 85°55'00" E., A DISTANCE OF 617.19 FEET, TO THE TRUE POINT OF BEGINNING.

BASIS BEARINGS: BEARINGS ARE BASED ON THE EAST LINE OF THE SW 1/4 OF SECTION 9, TOWNSHIP 3 SOUTH, RANGE 68 WEST, OF THE 6TH PRINCIPAL MERIDIAN, BEING NORTH 00°03'19" EAST. THE CENTER QUARTER CORNER OF SAID SECTION IS A 3 1/4" ALUMINUM CAP (STAMPED LS 16401) IN A RANGE BOX. THE SOUTH QUARTER CORNER OF SAID SECTION IS MONUMENTED BY A WITNESS CORNER, OFFSET 5.00 FEET TO THE WEST ALONG THE SOUTH LINE OF THE SW 1/4 OF SAID SECTION, BEING A 2 1/2" ALUMINUM CAP (STAMPED PLS 11372) IN A RANGE BOX.

(10)

APPLICANT'S CERTIFICATION CONCERNING QUALIFYING SURFACE DEVELOPMENT, PURSUANT TO C.R.S. §24-65.5-103.3 (1)(b)

I/We, Matt Mitchell, Pecos Logistics Park, LLLP, (the "Applicant") by signing below, hereby declare and certify as follows:

Concerning the property located at:

Physical Address: 5751 - 5801 Pecos St

Legal Description: see exhibit

Parcel #(s): see exhibit

With respect to qualifying surface developments, that (PLEASE CHECK ONE):

✓ No mineral estate owner has entered an appearance or filed an objection to the proposed application for development within thirty days after the initial public hearing on the application; or

_____ The Applicant and any mineral estate owners who have filed an objection to the proposed application for development or have otherwise filed an entry of appearance in the initial public hearing regarding such application no later than thirty days following the initial public hearing on the application have executed a surface use agreement related to the property included in the application for development, the provisions of which have been incorporated into the application for development or are evidenced by a memorandum or otherwise recorded in the records of the clerk and recorder of the county in which the property is located so as to provide notice to transferees of the Applicant, who shall be bound by such surface use agreements; or

_____ The application for development provides:

(i) Access to mineral operations, surface facilities, flowlines, and pipelines in support of such operations existing when the final public hearing on the application for development is held by means of public roads sufficient to withstand trucks and drilling equipment or thirty-foot-wide access easements;

(ii) An oil and gas operations area and existing well site locations in accordance with section 24-65.5-103.5 of the Colorado Revised Statutes; and

(iii) That the deposit for incremental drilling costs described in section 24-65.5-103.7 of the Colorado Revised Statutes has been made.

Date: 3/4/19 Applicant: Matt Mitchell, Pecos Logistics Park, LLLP

After Recording Return To:

By: _____

Print Name: Matt Mitchell

Address: 4221 Brighton Blvd

Denver, CO 80216

STATE OF COLORADO)
)
COUNTY OF ADAMS)

Subscribed and sworn to before me this 9th day of March, 2019, by Matt Mitchell.

Witness my hand and official seal.

My Commission expires: 2/8/21 Julie L. Germano
Notary Public

JULIE L GERMANO
NOTARY PUBLIC
STATE OF COLORADO
NOTARY ID 20134008230
MY COMMISSION EXPIRES FEBRUARY 8, 2021

Name and Address of Person Preparing Legal Description:

A recorded copy of this Certification shall be submitted to the Adams County Community and Economic Development Department within thirty days after the initial public hearing on all applicable land use applications.

PECOS LOGISTICS PARK, LLLP
4221 BRIGHTON BOULEVARD
DENVER, COLORADO 80216

www.westfield-co.com

Greg Barnes
Adams County Development Team
4430 South Adams County Parkway
Brighton, Colorado 80601

RE: Subdivision-Major / Final Application Item #16

Dear Mr. Barnes,

The following Engineering Documents as required of the Final Plat submission were submitted on November 1st, 2019 and comments received on February 3rd, 2020. Responses and drawing revisions will be issued no later than February 24th, 2020.

- Level 1 – Storm Drainage Plan
- Level 2 – Storm Drainage Study
- Level 3 – Storm Drainage Study
- Erosion and Sediment Control Plans
- Construction / Engineering Design Plans

A current Traffic Impact Study and Applicant Response to Engineering Document #6033147 are included within this application.

Should you have any questions, feel free to contact me.
Thank you,

Jason J. Miller

Traffic Impact Study

Pecos Logistics Park
Adams County, Colorado

Prepared for:

Westfield Company, Inc.

Kimley»Horn

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

Pecos Logistics Park

Adams County, Colorado

Prepared for
Westfield Company, Inc.
4221 Brighton Boulevard
Denver, CO 80216

Prepared by
Kimley-Horn and Associates, Inc.
4582 South Ulster Street
Suite 1500
Denver, Colorado 80237
(303) 228-2300



December 2019

This document, together with the concepts and designs presented herein, as an instrument of service, is intended only for the specific purpose and client for which it was prepared. Reuse of and improper reliance on this document without written authorization and adaptation by Kimley-Horn and Associates, Inc. shall be without liability to Kimley-Horn and Associates, Inc.

TABLE OF CONTENTS

TABLE OF CONTENTS i
APPENDICES i
LIST OF TABLES ii
LIST OF FIGURES ii
1.0 EXECUTIVE SUMMARY 1
2.0 INTRODUCTION 5
3.0 EXISTING AND FUTURE CONDITIONS 8
3.1 Existing and Future Roadway Network 8
3.2 Existing Study Area 10
3.3 Existing Traffic Volumes 10
3.4 Unspecified Development Traffic Growth 13
4.0 PROJECT TRAFFIC CHARACTERISTICS 17
4.1 Trip Generation 17
4.2 Trip Distribution 18
4.3 Traffic Assignment and Total (Background Plus Project) Traffic 18
5.0 TRAFFIC OPERATIONS ANALYSIS 25
5.1 Analysis Methodology 25
5.2 Key Intersection Operational Analysis 26
5.3 Turn Bay Length Analysis 35
5.4 Traffic Signal Progression Analysis 37
6.0 CONCLUSIONS AND RECOMMENDATIONS 42

APPENDICES

Appendix A – Intersection Count Sheets
Appendix B – CDOT Traffic Data
Appendix C – Trip Generation Worksheets
Appendix D – Intersection Analysis Worksheets
Appendix E – Queue Analysis Worksheets
Appendix F – Signal Warrant Analysis
Appendix G – Time Space Diagram Worksheets
Appendix H – Conceptual Site Plan

LIST OF TABLES

Table 1 – Pecos Logistics Park Project Traffic Generation 18
Table 2 – Level of Service Definitions 25
Table 3 – I-76 Westbound Ramp and Pecos Street LOS Results 26
Table 4 – I-76 Eastbound Ramp and Pecos Street LOS Results 27
Table 5 – Cargill Drive and Pecos Street LOS Results 29
Table 6 – 56th Avenue and Federal Boulevard LOS Results 30
Table 7 – 56th Avenue and Tejon Street LOS Results 31
Table 8 – 56th Avenue and Pecos Street LOS Results 32
Table 9 – 52nd Avenue and Pecos Street LOS Results 33
Table 10 –Pecos Street and Access LOS Results 35
Table 11 – Turn Lane Length Analysis Results 36

LIST OF FIGURES

Figure 1 – Vicinity Map 6
Figure 2 – Existing Lanes and Control 11
Figure 3 – Existing Traffic Volumes 12
Figure 4 – 2020 Background Traffic Volumes 14
Figure 5 – 2024 Background Traffic Volumes 15
Figure 6 – 2040 Background Traffic Volumes 16
Figure 7 – Project Trip Distribution 19
Figure 8 – Phase 1 Project Traffic Assignment (2020) 20
Figure 9 – Full Build Out Project Traffic Assignment (2024 & 2040) 21
Figure 10 – 2020 Background Plus Project Traffic Volumes 22
Figure 11 – 2024 Background Plus Project Traffic Volumes 23
Figure 12 – 2040 Background Plus Project Traffic Volumes 24
Figure 13 – 2020 Recommended Lane Configurations and Control 39
Figure 14 – 2024 Recommended Lane Configurations and Control 40
Figure 15 – 2040 Recommended Lane Configurations and Control 41

1.0 EXECUTIVE SUMMARY

Pecos Logistics Park is a proposed industrial project to be located on the northwest corner of the 56th Avenue and Pecos Street intersection in Adams County, Colorado. Pecos Logistics Park is planned to be built on an approximate 64.3-acre property. Phase one of construction, expected to be completed within the next couple of years, is proposed to include four (4) industrial buildings totaling approximately 675,100 square feet. Full project buildout, expected to be completed in the next five years, is proposed to include a total of seven (7) industrial buildings totaling approximately 1,146,100 square feet. Analysis was conducted for both phase one of construction in 2020 and full project buildout in 2024 as well as the 2040 long-term horizon per County requirements.

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

- I-76 Westbound Ramp and Pecos Street
- I-76 Eastbound Ramp and Pecos Street
- Cargill Drive and Pecos Street
- 56th Avenue and Federal Boulevard
- 56th Avenue and Tejon Street
- 56th Avenue and Pecos Street
- 52nd Avenue and Pecos Street

In addition, the proposed project access intersection along Pecos Street was included for evaluation.

Regional access will be provided by Interstate 25 (I-25), Interstate 76 (I-76), Interstate 70 (I-70), and the Denver Boulder Turnpike (US-36). Primary access to the site will be provided by 56th Avenue and Pecos Street. Direct access to the project is proposed from an access that exists as the north leg of the 56th Avenue and Tejon Street intersection as well as two proposed accesses along the west side of Pecos Street. The northern access along Pecos Street exists

as the west leg of the Cargill Drive and Pecos Street intersection. This access is anticipated to be restricted to right-in/right-out turning movements only due to the location being at the bottom of the bridge and absence of left turn lanes. The southern access along Pecos Street is proposed to allow full turning movements and be signalized.

Phase one of Pecos Logistics Park industrial facility is expected to generate approximately 2,276 daily weekday trips with 270 of these trips expected to occur during the weekday morning peak hour and 271 trips occurring during the weekday afternoon peak hour. Once Pecos Logistics Park is fully built out, the completed industrial facility is expected to generate approximately 3,864 daily weekday trips with 458 of these trips expected to occur during the morning peak hour, and 459 trips occurring during the afternoon peak hour.

Distribution of site traffic on the street system was based on the area street system characteristics, existing traffic patterns, anticipated surrounding development in the area, and the proposed access system for the project. Assignment of project traffic was based upon the trip generation described previously and the distributions developed.

Based on the analysis presented in this report, Kimley-Horn believes the proposed Pecos Logistics Park industrial facility will be successfully incorporated into the existing and future roadway network. The proposed project development and expected traffic volumes resulted in the following recommendations and conclusions:

- The Adams County Transportation Plan identifies Pecos Street to be a four-lane arterial from 52nd Avenue to I-76 through the project study area. When improved, Pecos Street is anticipated to be reconstructed to include the five-lane cross section as identified in the County standards for minor-arterial to match the existing condition of the roadway south of 56th Avenue and the Pecos Street bridge to the north of Cargill Drive. It is recommended that the west side improvements along southbound Pecos Street be constructed as part of the project.

- A new signalized full movement project access to Pecos Logistics Park is recommended to be constructed along Pecos Street. When this project access intersection is constructed it is recommended the northbound approach provides a separate left turn lane and one through

lane while the southbound approach provides two through lanes with the outside lane being a shared through/right turn lane. It is recommended that the proposed west leg for this access be constructed with separate left and right turn lanes and have an adequate width to allow for entering truck movements to occur without encroaching upon the exiting lanes. It is recommended the eastbound left turn lane provide 125 feet of length and the eastbound right turn lane 50 feet. These throat depths should be planned with the site development. Per Adams County standards, the new northbound left turn lane should be constructed and designated to include a length of 150 feet with a 120-foot taper length to accommodate full build out project traffic volumes.

- It is recommended that the north project access to align with the Cargill Drive and Pecos Street intersection be restricted to right-in/right-out movements only due to the absence of a left turn lane along Pecos Street because of the viaduct to the north. To restrict the access to right turn movements only for exiting vehicles, a R3-2 No Left Turn sign is recommended to be installed underneath the existing "STOP" sign. In addition, a R3-2 No Left Turn sign could be placed on the northwest corner of the access intersection, visible to northbound drivers along Pecos Street to identify the left turn entrance restriction of the access as well. Adams County officials may want to consider restricting the westbound Cargill Drive approach to right-in/right-out movements only if future traffic volumes are realized.

- The existing all way stop control and single lane approach conditions of the 56th Avenue and Tejon Street intersection are expected to successfully accommodate Pecos Logistics Park project traffic throughout the 2040 horizon without modification to the intersection or roadways.

- It is anticipated that the northbound left turn lane at the intersection of 52nd Avenue and Pecos Street may need to be restriped to 100 feet by 2024. It is believed that adequate pavement width is available to restripe this northbound left turn lane if desired by the County. The northbound left turn movement at this intersection is not impacted by project traffic.

- By 2040, the southbound left turn lane at the intersection of 56th Avenue and Federal Boulevard may need to be extended from 175 feet to 250 feet of length if future volumes are realized.

- All on-site and off-site signing and striping improvements should be incorporated into the Civil Drawings and conform to Adams County Standards as well as the Manual on Uniform Traffic Control Devices – 2009 Edition (MUTCD)..

2.0 INTRODUCTION

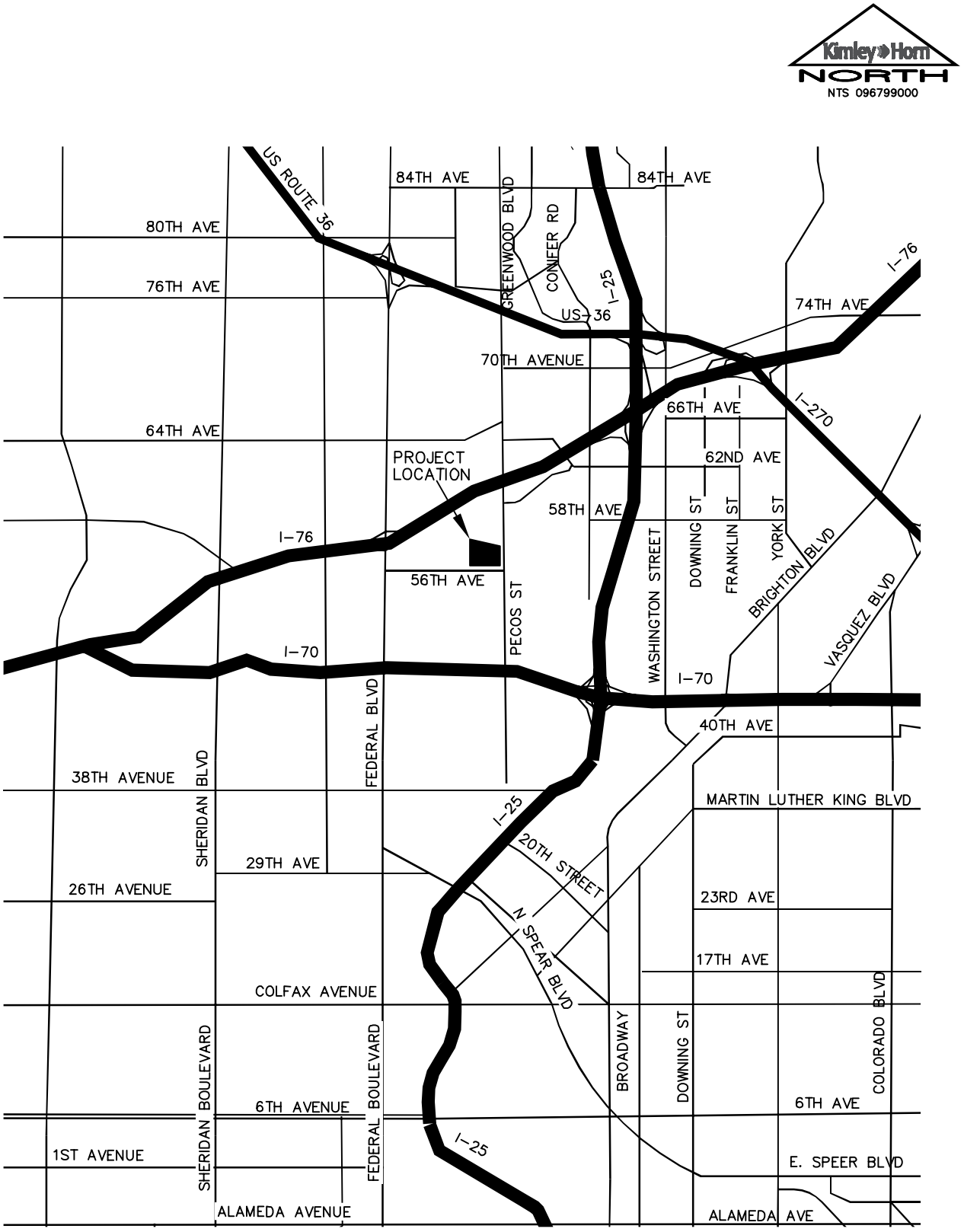
Kimley-Horn and Associates, Inc. has prepared this report to document the results of a Traffic Impact Study of future traffic conditions associated with the proposed Pecos Logistics Park industrial project to be located on the northwest corner of the 56th Avenue and Pecos Street intersection in Adams County, Colorado. A vicinity map illustrating the project location is shown in **Figure 1**.

Pecos Logistics Park is planned to be built on an approximate 64.3-acre property. Phase one of construction, expected to be completed within the next couple of years, is proposed to include four (4) industrial buildings totaling approximately 675,100 square feet. Full project buildout, expected to be completed in the next five years, is proposed to include a total of seven (7) industrial buildings totaling approximately 1,146,100 square feet. It is expected that phase one of development will be completed within a couple of years while full project construction will be completed within five years. Analysis was therefore completed for the 2020 first phase and 2024 full build out horizons as well as the 2040 long-term twenty-year horizon. A conceptual site plan of the project illustrating the development and access locations is provided in **Appendix H**.

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

- I-76 Westbound Ramp and Pecos Street
- I-76 Eastbound Ramp and Pecos Street
- Cargill Drive and Pecos Street
- 56th Avenue and Federal Boulevard
- 56th Avenue and Tejon Street
- 56th Avenue and Pecos Street
- 52nd Avenue and Pecos Street

In addition, the proposed project access intersection along Pecos Street was included for evaluation.



PECOS LOGISTICS PARK
(NWC 56TH AVE & PECOS STREET)
VICINITY MAP

FIGURE 1

Kimley»Horn

Regional access will be provided by Interstate 25 (I-25), Interstate 76 (I-76), Interstate 70 (I-70), and the Denver Boulder Turnpike (US-36). Primary access to the site will be provided by 56th Avenue and Pecos Street. Direct access to the project is proposed from an access that exists as the north leg of the 56th Avenue and Tejon Street intersection as well as two proposed accesses along the west side of Pecos Street. The northern access along Pecos Street exists as the west leg of the Cargill Drive and Pecos Street intersection. This access is anticipated to be restricted to right-in/right-out turning movements only due to the location being at the bottom of the bridge and absence of left turn lanes. The southern access along Pecos Street is proposed to allow full turning movements and be signalized.

3.0 EXISTING AND FUTURE CONDITIONS

3.1 Existing and Future Roadway Network

Within the study area, Federal Boulevard is classified as a major arterial roadway that provides two lanes of travel each direction, northbound and southbound, with left and right turn lanes provided at major intersections. It has a 45 mile per hour posted speed limit within the project study area.

Pecos Street is also classified as a major arterial roadway that provides two through lanes of travel in each direction, north of Cargill Drive. To the south between Cargill Drive and 56th Avenue however, there is only one northbound through lane and two southbound through lanes along Pecos Street. South of 56th Avenue, Pecos Street provides one through lane of travel in each direction, northbound and southbound. Pecos Street has a 35 mile per hour speed limit throughout the study area. According to the Adams County Transportation Plan, Pecos Street is anticipated to be improved to be a four-lane roadway from 52nd Avenue to 58th Avenue by the 2035 horizon.

56th Avenue is classified as a collector roadway that provides a single lane of travel in each direction, eastbound and westbound, with a 30 mile per hour posted speed limit within the project study area. 56th Avenue terminates to the west at Federal Boulevard and to the east at Pecos Street. 52nd Avenue provides a single lane of travel in each direction, eastbound and westbound, with a 30 mile per hour speed limit within the project study area. 52nd Avenue terminates to the west at Federal Boulevard. Tejon Street provides a single lane of travel in each direction, northbound and southbound, with a 25 mile per hour speed limit within the project study area. Cargill Drive provides a single lane of travel in each direction, eastbound and westbound. Cargill Drive provides access to the existing industrial areas located on the west and east sides of Pecos Street and terminates within these industrial areas.

The intersection of I-76 Westbound Ramp and Pecos Street is signalized with protected-permitted left turn phasing on the northbound approach. The northbound approach provides dual left turn lanes and two through lanes. The southbound approach provides two through lanes and a right turn lane with channelized free movements. The westbound approach provides a left turn lane, a single shared movement (left turn/through/right turn) lane, and a free

right turn channelized lane. On the west leg of the intersection two receiving lanes provide westbound access to I-76.

The intersection of I-76 Eastbound and Pecos Street is signalized with protected-permitted left turn phasing on the southbound approach. The southbound approach provides dual left turn lanes and two through lanes. The northbound approach provides two through lanes and a right turn channelized lane with free movements. The eastbound approach provides a left turn lane, a shared left turn/through lane, and a channelized right turn lane with yield movements. The east leg of the intersection provides two receiving lanes to provide eastbound access to I-76.

The intersection of Cargill Drive and Pecos Street is unsignalized with stop control on the eastbound and westbound Cargill Drive approaches. The eastbound, westbound, and northbound approaches provide a single shared movement approach lane. The southbound Pecos Street approach provides two through lanes, with the inside lane being a shared left turn/through lane and the outside lane being a shared through/right turn lane.

The intersection of 56th Avenue and Federal Boulevard is signalized which operates with permitted-only left turn phasing on the eastbound, westbound, and northbound approaches and with protected-permitted left turn phasing on the southbound approach. The eastbound approach provides a single shared movement lane. The westbound approach provides a shared left turn/through lane and a separate right turn lane. The northbound approach provides a left turn lane, two through lanes, and a right turn lane. The southbound approach provides a left turn lane and two through lanes, with the outside lane being a shared through/right turn lane.

The intersection of 56th Avenue and Tejon Street operates under all-way stop control. All four approaches at this intersection provide a single shared movement lane.

The intersection of 56th Avenue and Pecos Street is signalized and operates with protected-permitted left turn phasing on the northbound and southbound approaches and permitted only left turn phasing on the eastbound approach. The eastbound 56th Avenue approach provides a shared left turn/through lane and a separate right turn lane. The east leg of this intersection is an eastbound one-way access that provides entrance only movements into the adjacent development. The northbound approach provides a separate left turn lane and a shared

through/right turn lane. The southbound approach provides a left turn lane, one through lane, and a channelized right turn lane operating with yield movements.

The intersection of 52nd Avenue and Pecos Street is signalized and operates with permitted-only left turn phasing on all four approaches. The northbound and southbound Pecos Street approaches provide separate left turn lanes and shared through/right turn lanes. The eastbound and westbound 52nd Avenue approaches provide single shared movement lanes. The intersection lane configuration and control for these study area key intersections are shown in **Figure 2**.

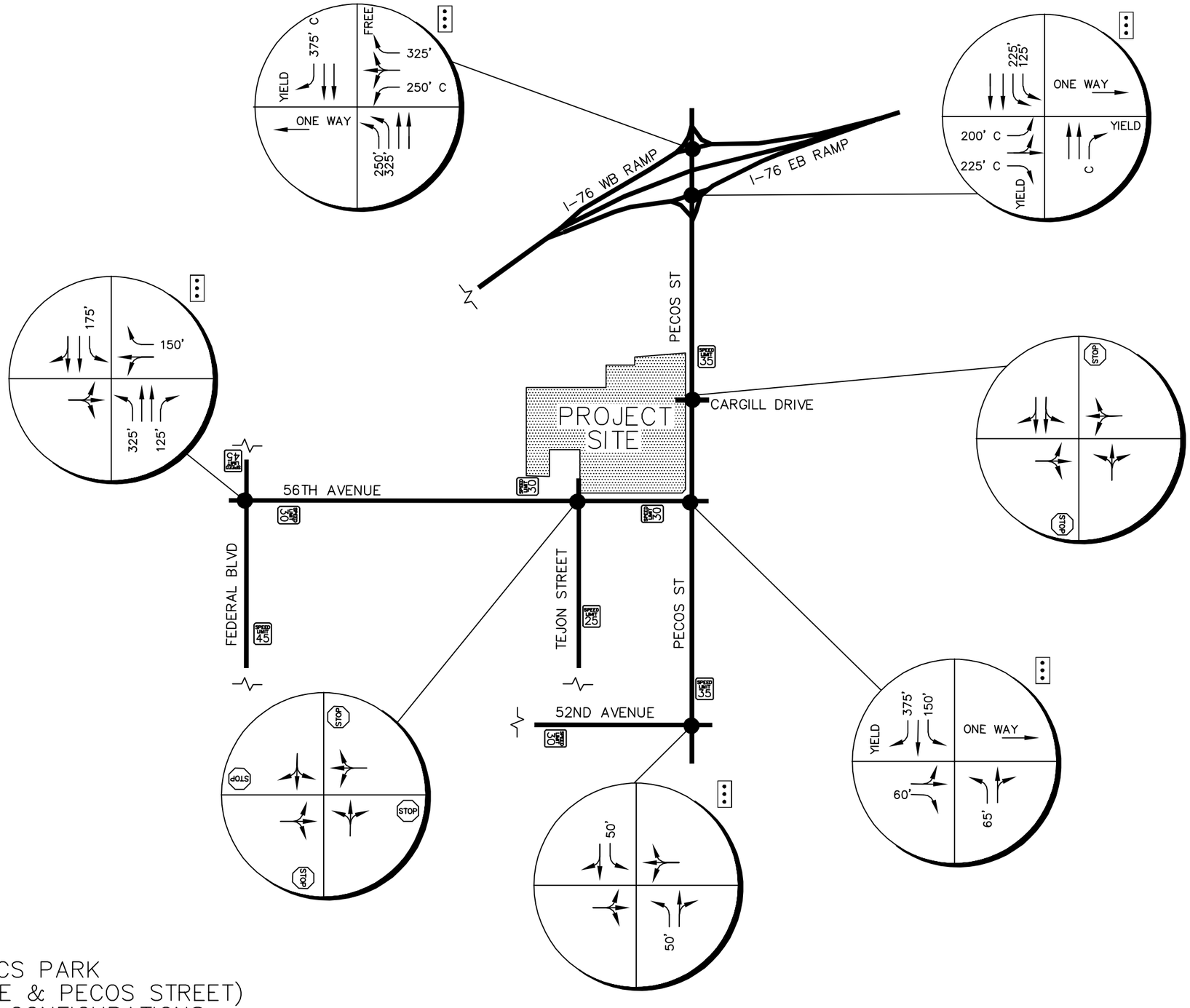
3.2 Existing Study Area

The existing site is comprised of the existing Rocky Mountain Prestress industrial site. The surrounding areas to both the north and the east are primarily industrial uses. The areas to the west and south of the project site are primarily single-family residential homes. Surrounding the project site in all directions, the area is nearly fully built out.

3.3 Existing Traffic Volumes

Existing peak hour turning movement counts were conducted at the key intersections of Pecos Street/Cargill Drive, 56th Avenue/Tejon Street, and 56th Avenue/Pecos Street on Tuesday, December 18, 2018. In addition, exiting peak hour turning movement counts were also conducted at the key intersections of I-76 Westbound Ramp/Pecos Street, I-76 Eastbound Ramp/Pecos Street, 56th Avenue/Federal Boulevard, and 52nd Avenue/Pecos Street on Tuesday, January 8, 2019. All counts were conducted in 15-minute intervals during the morning and afternoon peak hours of adjacent street traffic from 7:00 AM to 9:00 AM and 4:00 PM to 6:00 PM on these count dates. Based on previous traffic data provided from CDOT, traffic volumes were increased at the I-76 Interchange Ramps with Pecos Street for the existing condition. Existing turning movement counts are shown in **Figure 3** with count sheets provided in **Appendix A**.

Kimley»Horn
NORTH
NTS 096799000



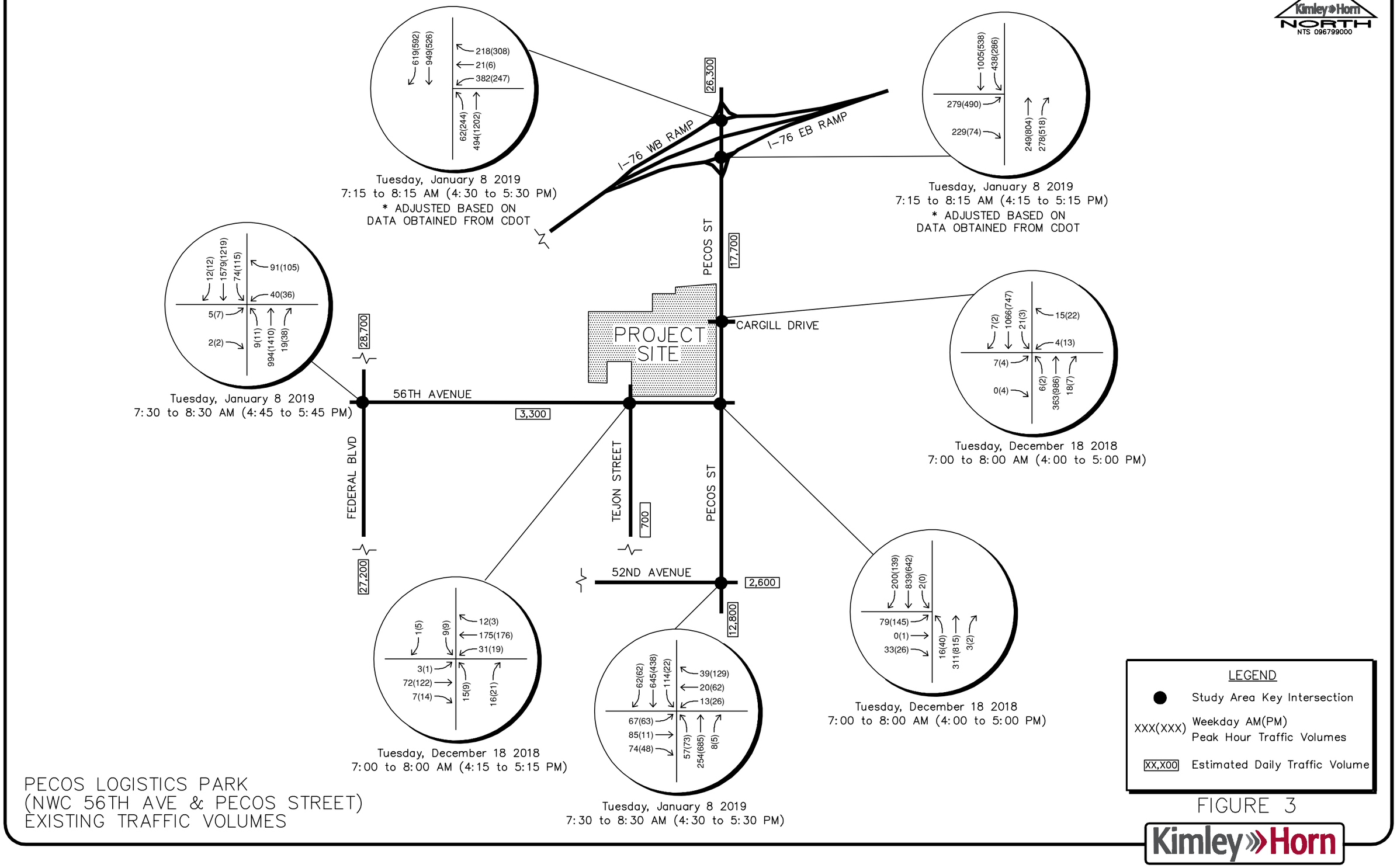
LEGEND

- Study Area Key Intersection
- Signalized Intersection
- STOP — Stop Controlled Approach
- SPEED LIMIT XX — Roadway Speed Limit
- 100' — Turn Lane Length (feet)
- C — Continuous Turn Lane

PECOS LOGISTICS PARK
(NWC 56TH AVE & PECOS STREET)
EXISTING LANE CONFIGURATIONS

FIGURE 2

Kimley»Horn



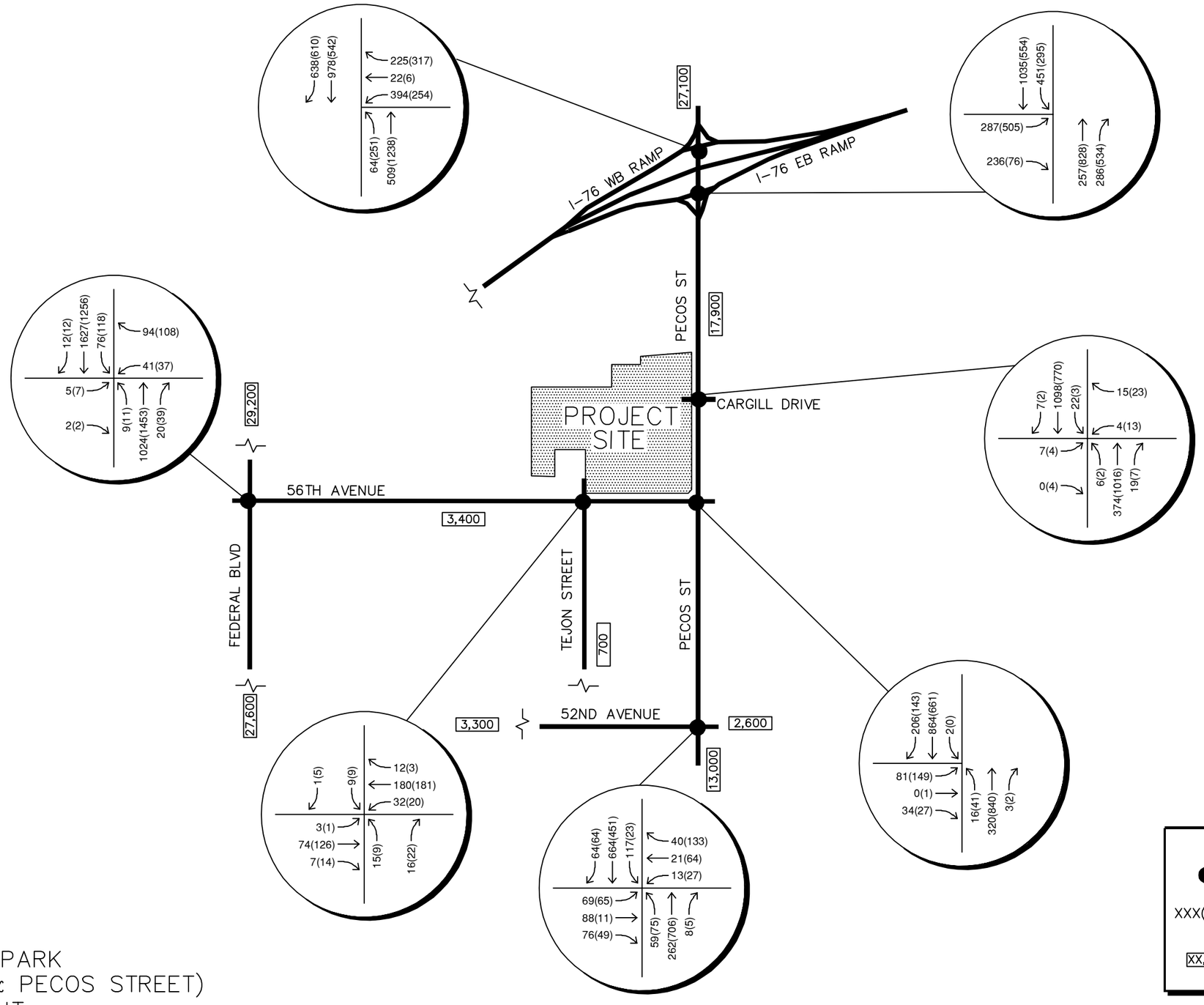
PECOS LOGISTICS PARK
(NWC 56TH AVE & PECOS STREET)
EXISTING TRAFFIC VOLUMES

FIGURE 3

Kimley»Horn

3.4 Unspecified Development Traffic Growth

Based on information provided on the website for the Colorado Department of Transportation, the 20-year growth factor along US-287 (Federal Boulevard) within the project study area is 1.06. This value equates to an annual growth rate of approximately 0.30 percent per year. Additionally, the 20-year growth factor along Interstate-76 adjacent to the project study area is 1.48. This value equates to an annual growth rate of 2.0 percent per year. Traffic information from the CDOT Online Transportation Information System (OTIS) website is included in **Appendix B**. These two annual growth rates were blended to an overall 1.5 percent annual growth rate for the study area. This blended growth rate was compared to the future traffic projections from the Adams County Transportation Plan adopted December 2012. However, there aren't specific traffic volumes identified within this project study area. Comparing nearby volumes, it appears that traffic is possibly projected to grow at approximately one percent per year in the study area. Therefore, it is believed this applied 1.5 percent annual growth rate will provide a conservative analysis because the area surrounding the project site is primarily fully built out. This annual 1.5 percent annual growth rate was used to estimate short term 2020 phase one horizon traffic volumes, 2024 full build out horizon traffic volumes, as well as long term 2040 traffic volume projections at the key intersections. Background traffic volumes for 2020, 2024, and 2040 are shown in **Figure 4**, **Figure 5**, and **Figure 6** respectively.

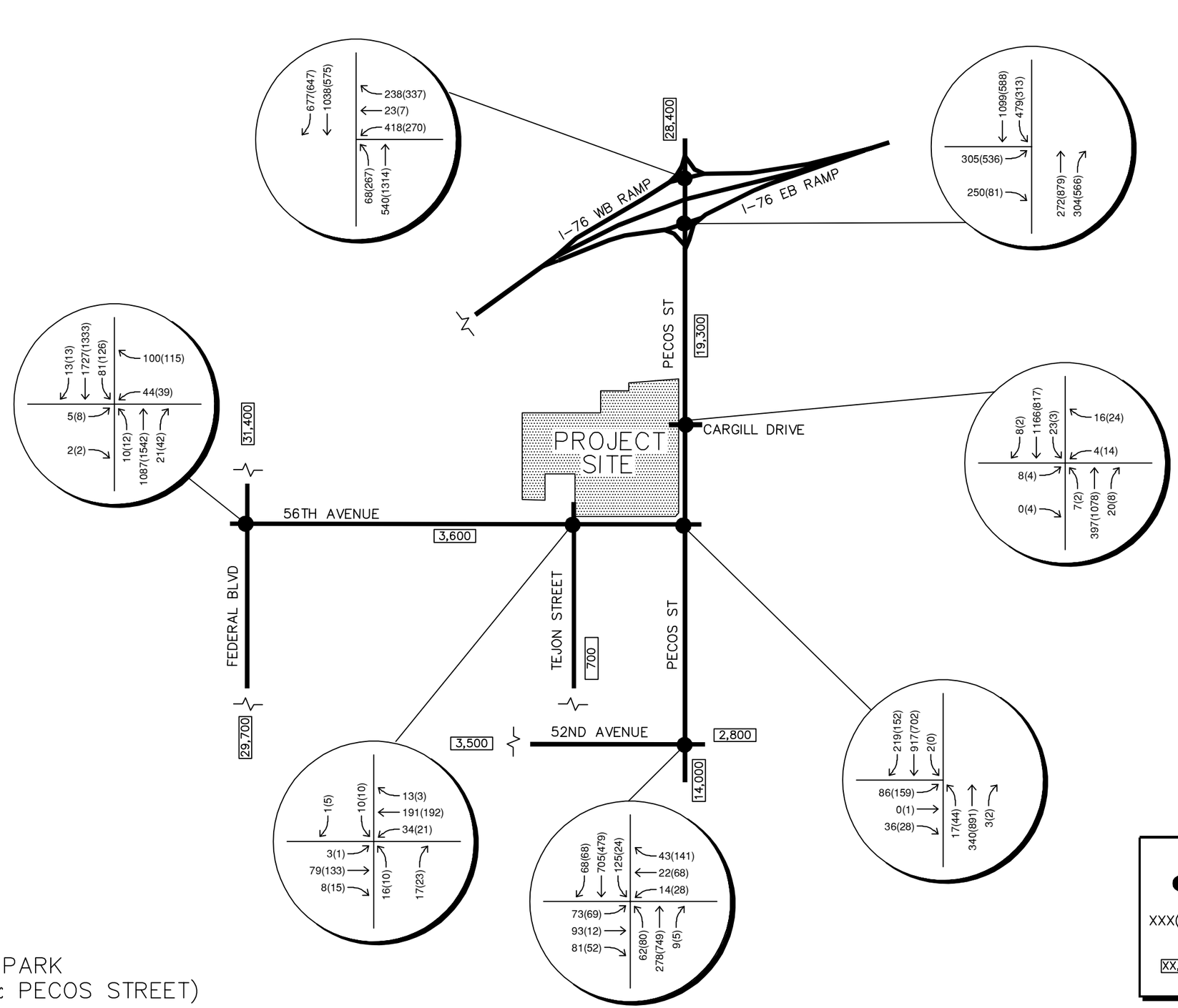


LEGEND

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

PECOS LOGISTICS PARK
(NWC 56TH AVE & PECOS STREET)
PHASE 1 BUILD OUT
2020 BACKGROUND TRAFFIC VOLUMES

FIGURE 4

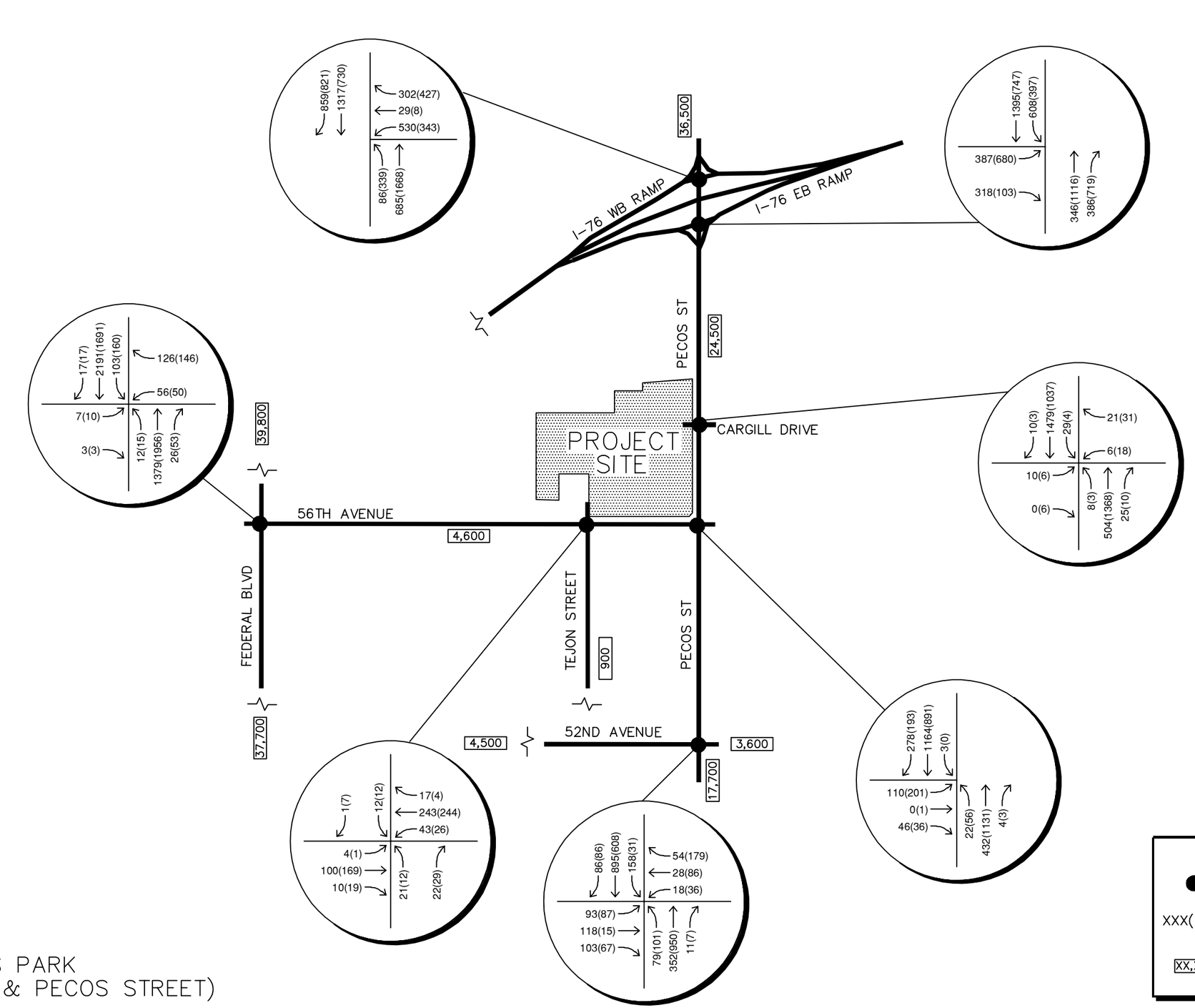


PECOS LOGISTICS PARK
(NWC 56TH AVE & PECOS STREET)
FULL BUILD OUT
2024 BACKGROUND TRAFFIC VOLUMES

LEGEND

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

FIGURE 5



PECOS LOGISTICS PARK
(NWC 56TH AVE & PECOS STREET)
FULL BUILD OUT
2040 BACKGROUND TRAFFIC VOLUMES

FIGURE 6

4.0 PROJECT TRAFFIC CHARACTERISTICS

4.1 Trip Generation

Site-generated traffic estimates are determined through a process known as trip generation. Rates and equations are applied to the proposed land use to estimate traffic generated by the development during a specific time interval. The acknowledged source for trip generation rates is the *Trip Generation Manual*[1] published by the Institute of Transportation Engineers (ITE). ITE has established trip rates in nationwide studies of similar land uses. For this study, Kimley-Horn used the ITE Trip Generation Report average rate equations that apply to Industrial Park land use (ITE Code 130) for traffic associated with the development.

Phase one of Pecos Logistics Park industrial facility is expected to generate approximately 2,276 daily weekday trips with 270 of these trips expected to occur during the weekday morning peak hour and 271 trips occurring during the weekday afternoon peak hour. Phase one was studied to include approximately 675,100 square feet of industrial space in four (4) separate buildings. Once Pecos Logistics Park is fully built out, the completed industrial facility is expected to generate approximately 3,864 daily weekday trips with 458 of these trips expected to occur during the morning peak hour, and 459 trips occurring during the afternoon peak hour. Full project buildout is anticipated to include approximately 1,146,000 square feet of industrial space within seven (7) buildings. Of note, based on ITE Trip Generation, truck trips accounted for an average of approximately 13 percent of overall trips for Industrial Park use. For the purpose of this study, 15 percent of site generated trips were evaluated as trucks to provide a conservative analysis. **Table 1** summarizes the estimated trip generation for the proposed development while also summarizing the split of expected automobile and truck trips. The trip generation worksheet is included in **Appendix C**.

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

Table 1 – Pecos Logistics Park Project Traffic Generation

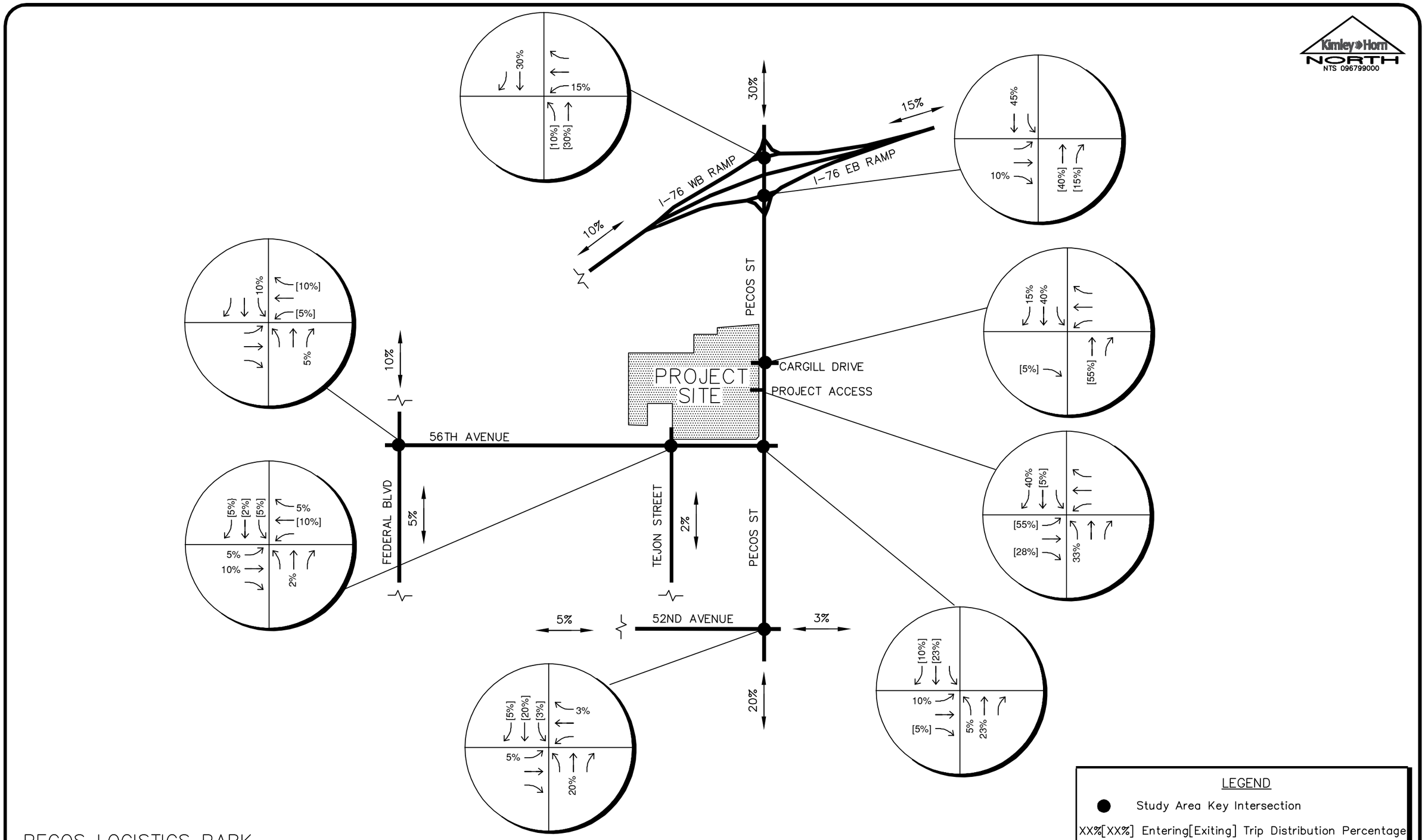
Land Use	Daily	AM Peak Hour			PM Peak Hour		
		In	Out	Total	In	Out	Total
Total Trips							
Phase 1: Industrial Park (ITE 130) – 675,100 SF	2,276	219	51	270	57	214	271
Full Project Buildout: Industrial Park (ITE 130) – 1,146,000 SF	3,864	371	87	458	96	363	459
Automobile vs Truck Trips							
Phase 1 Automobile Trips (85%)	1,935	187	44	230	49	182	231
Phase 1 Truck Trips (15%)	341	32	7	40	8	32	40
Full Buildout Automobile Trips (85%)	3,285	316	74	390	82	309	391
Full Buildout Truck Trips (15%)	579	55	13	68	14	54	68

4.2 Trip Distribution

Distribution of site traffic on the street system was based on the area street system characteristics, existing traffic patterns, existing and anticipated surrounding demographic information, expected roadway improvements, and the proposed access system for the project. The directional distribution of traffic is a means to quantify the percentage of site-generated traffic that approaches the site from a given direction and departs the site back to the original source. The project trip distribution is illustrated in **Figure 7.**

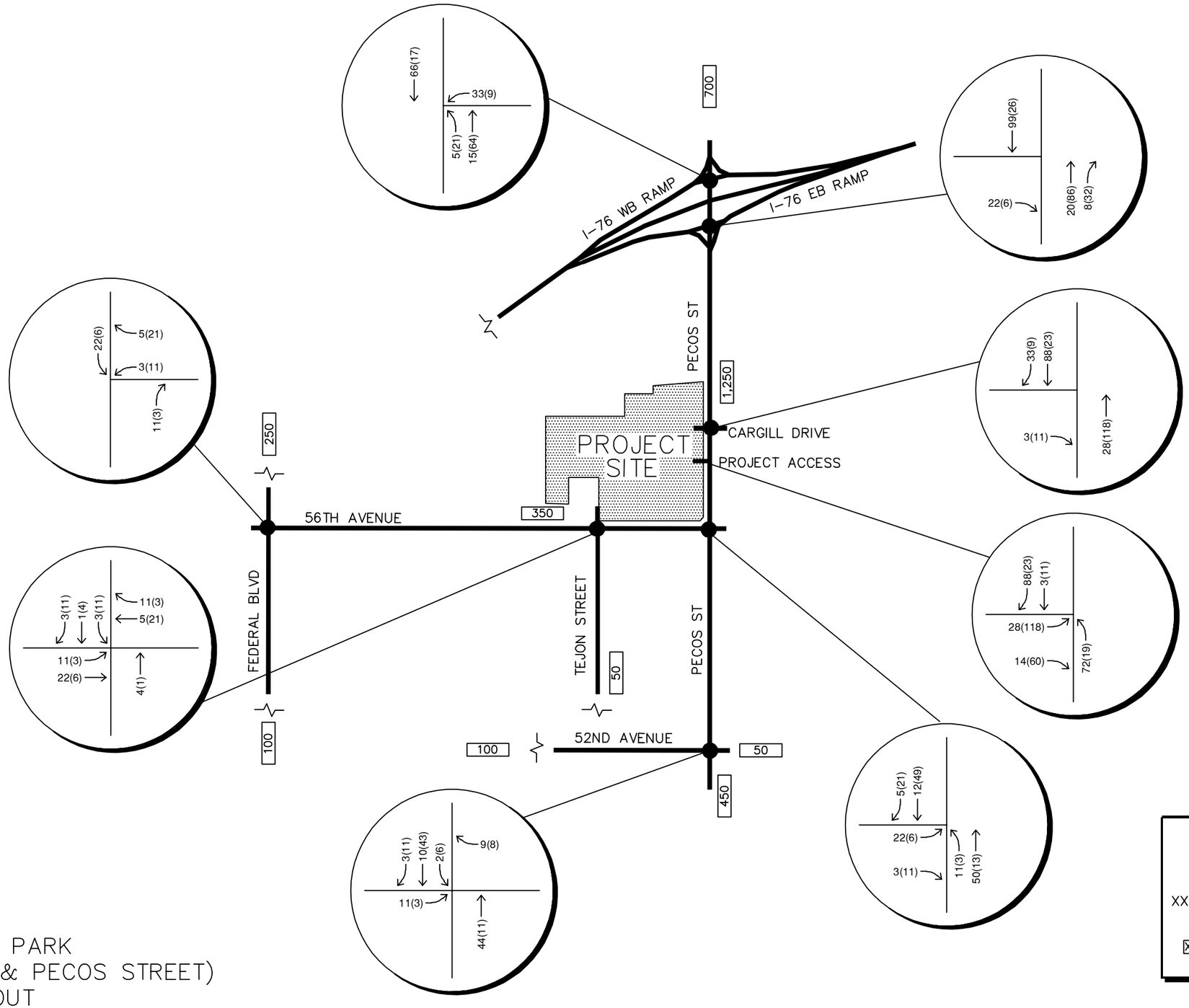
4.3 Traffic Assignment and Total (Background Plus Project) Traffic

Traffic assignment was obtained by applying the project trip distribution to the estimated traffic generation of the development shown in **Table 1**. Project traffic assignment for Pecos Logistics Park is shown for the first phase of development in **Figure 8** as well as for the full project development in **Figure 9.** Site traffic volumes were added to the background volumes to represent estimated traffic conditions for the first phase of development in 2020, the full project development in 2024, and the long term 2040 horizon. These total traffic volumes for the site are illustrated for the 2020, 2024, and 2040 horizon years in **Figure 10**, **Figure 11**, and **Figure 12** respectively. Again, the proposed development will be replacing the existing Rocky Mountain Prestress industrial facility. Traffic volumes to and from the existing facility are accounted for in the existing traffic counts and were not removed in the future background or total traffic volumes to provide a conservative analysis.



PECOS LOGISTICS PARK
(NWC 56TH AVE & PECOS STREET)
PROJECT TRIP DISTRIBUTION

FIGURE 7

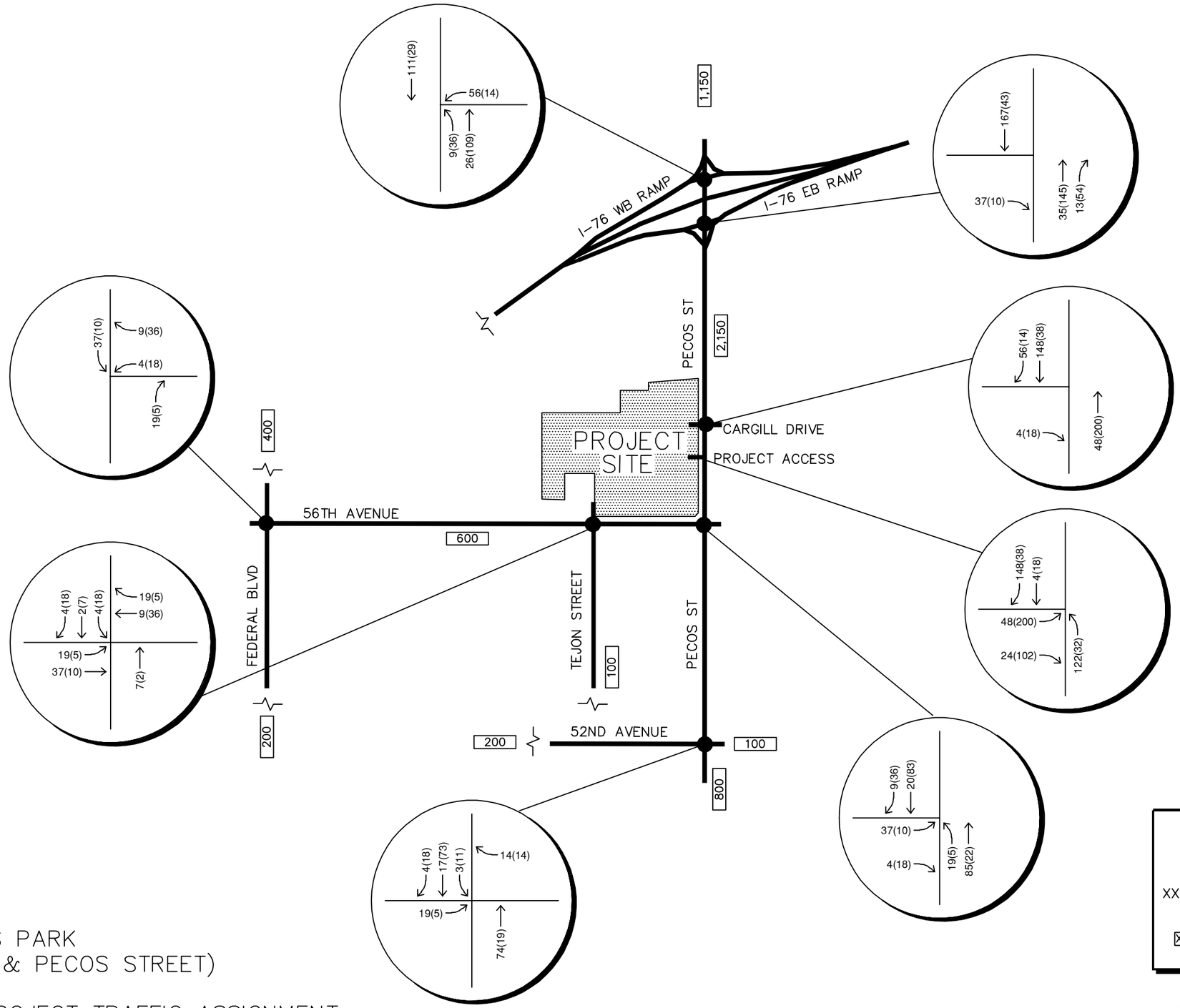


PECOS LOGISTICS PARK
(NWC 56TH AVE & PECOS STREET)
PHASE 1 BUILD OUT
2020 PROJECT TRAFFIC ASSIGNMENT

LEGEND

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

FIGURE 8

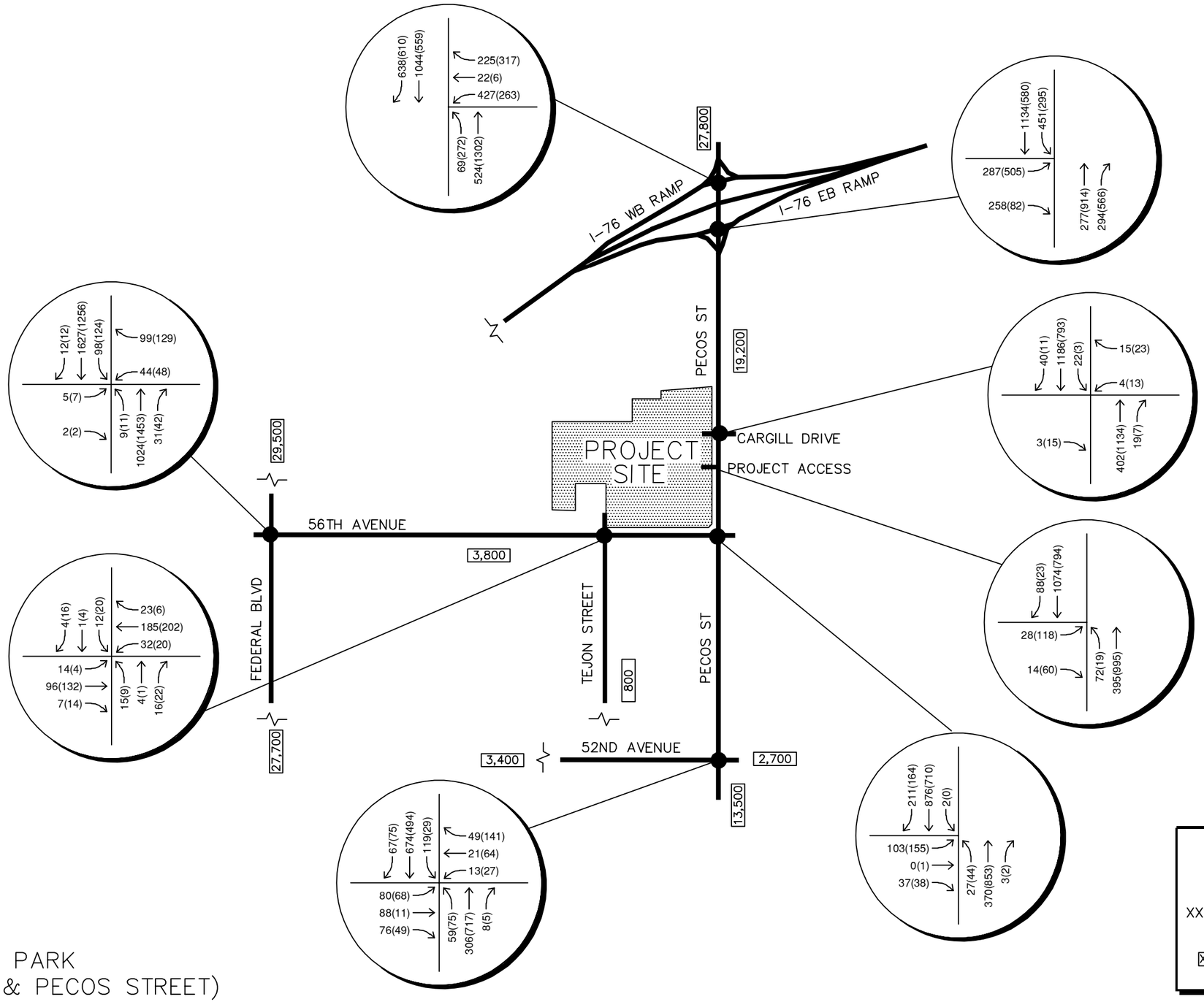


LEGEND

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

PECOS LOGISTICS PARK
(NWC 56TH AVE & PECOS STREET)
FULL BUILD OUT
2024 & 2040 PROJECT TRAFFIC ASSIGNMENT

FIGURE 9

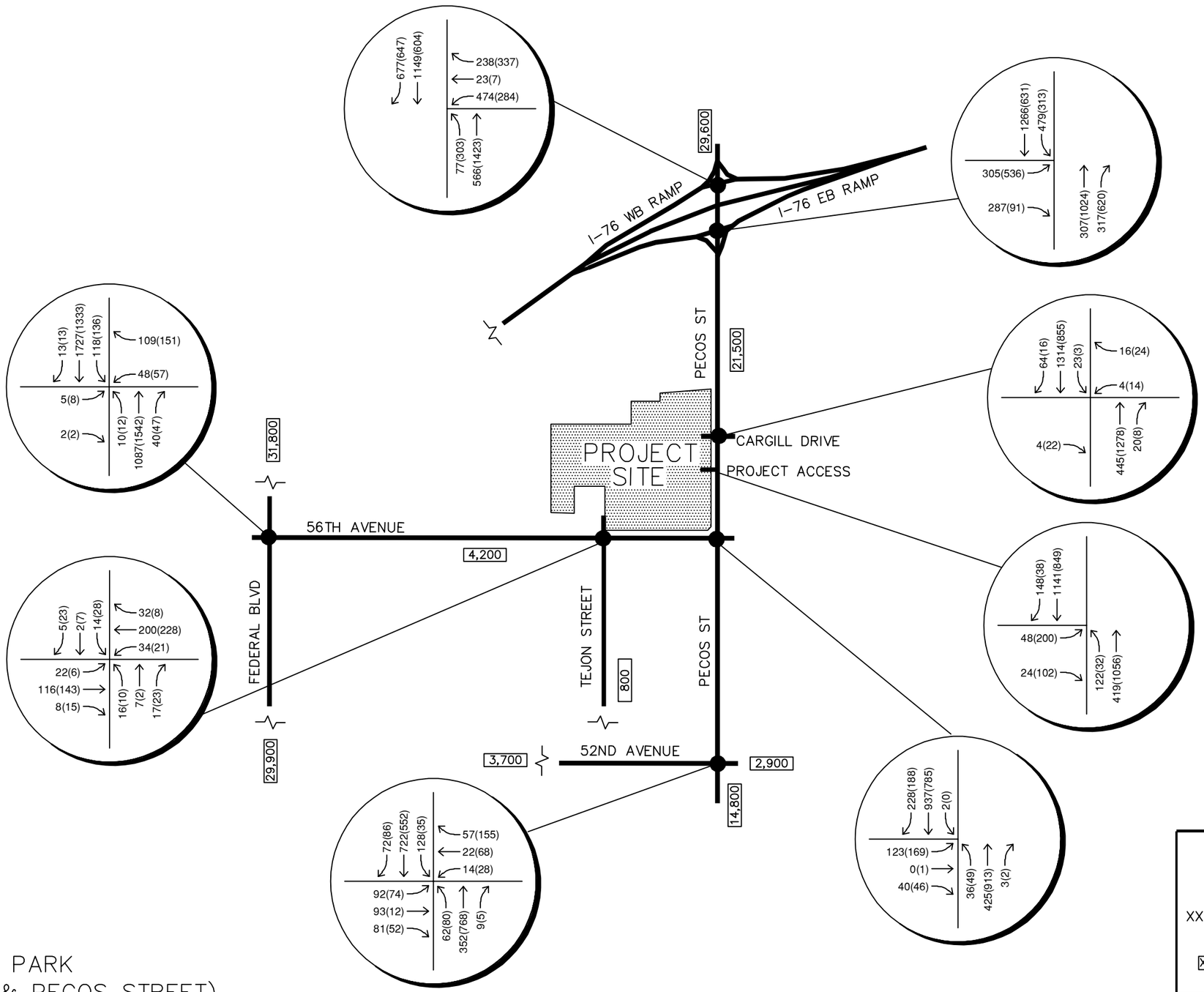


LEGEND

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

PECOS LOGISTICS PARK
(NWC 56TH AVE & PECOS STREET)
PHASE 1 BUILD OUT
2020 BACKGROUND PLUS PROJECT TRAFFIC VOLUMES

FIGURE 10

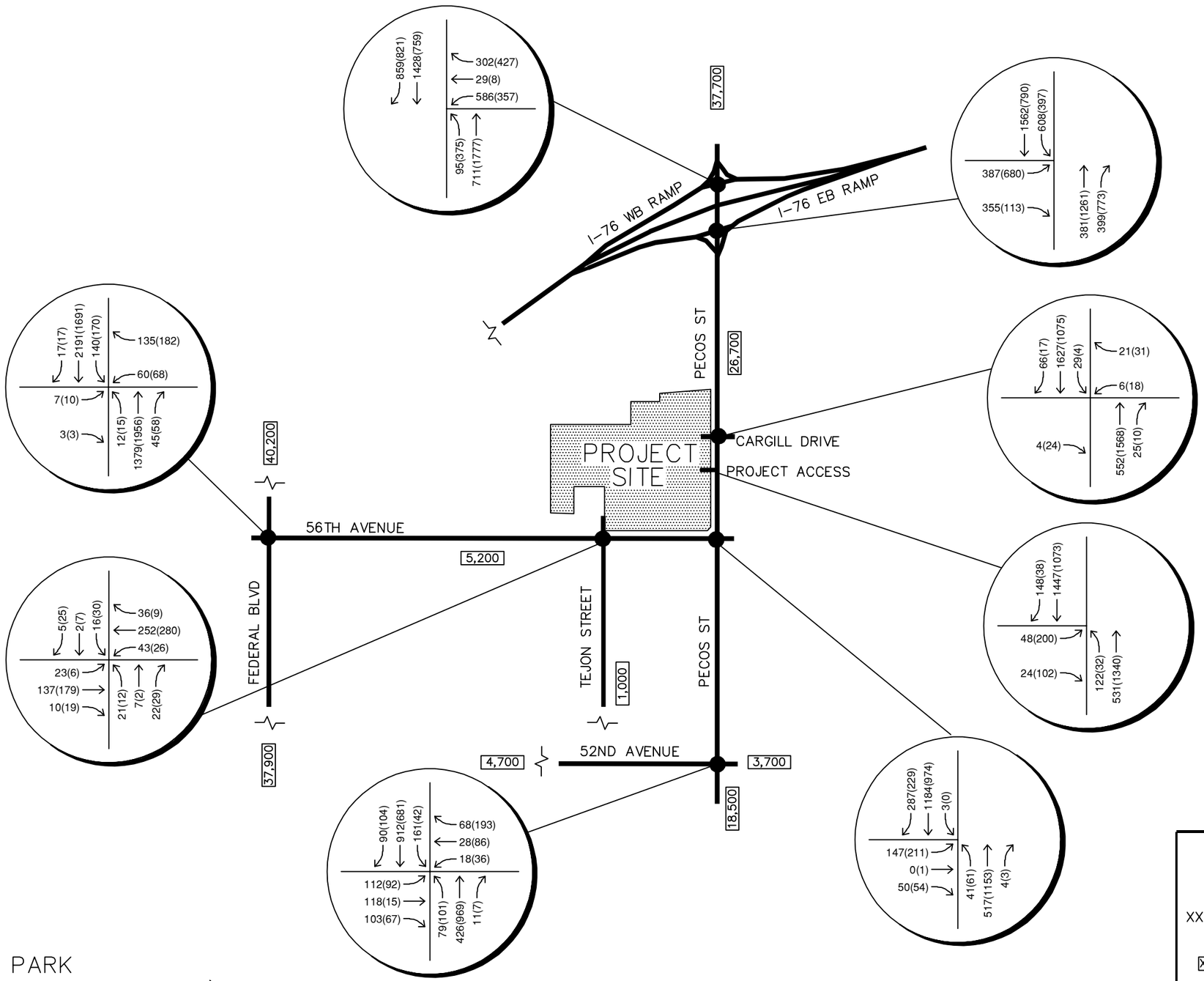


LEGEND

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

PECOS LOGISTICS PARK
(NWC 56TH AVE & PECOS STREET)
FULL BUILD OUT
2024 BACKGROUND PLUS PROJECT TRAFFIC VOLUMES

FIGURE 11



PECOS LOGISTICS PARK
(NWC 56TH AVE & PECOS STREET)
FULL BUILD OUT
2040 BACKGROUND PLUS PROJECT TRAFFIC VOLUMES

FIGURE 12

5.0 TRAFFIC OPERATIONS ANALYSIS

Kimley-Horn's analysis of traffic operations in the site vicinity was conducted to determine potential capacity deficiencies in the 2020 phase one horizon, 2024 full project development horizon, and the 2040 long term horizon at the identified key intersections and access driveways. The acknowledged source for determining overall capacity is the current edition of the *Highway Capacity Manual (HCM)*[2].

5.1 Analysis Methodology

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

Table 2 – Level of Service Definitions

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

Definitions provided from the Highway Capacity Manual, Sixth Edition, Transportation Research Board, 2016.

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

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

5.2 Key Intersection Operational Analysis

Calculations for the level of service at the key intersections and project access driveways for the study area are provided in **Appendix D**. The existing year analysis is based on the lane geometry and intersection control shown in **Figure 2.** The signalized intersection analysis for all key study intersections utilizes the observed cycle lengths with existing phasing and timing. Synchro traffic analysis software was used to analyze the study area intersections and access driveways. The Synchro Highway Capacity Manual Sixth Edition (HCM) methodology reports were used to analyze intersection delay and level of service.

I-76 Westbound Ramp and Pecos Street

The intersection of I-76 Westbound Ramp and Pecos Street is signalized with the northbound left turn operating with protected-permitted phasing. With this control and the existing lane configuration, this intersection currently operates at LOS B during the morning peak hour and LOS A during the afternoon peak hour. This intersection is anticipated to continue operating acceptably with the existing intersection lane configuration and control throughout the 2020, 2024, and 2040 horizons with or without the addition of Pecos Logistics Park project traffic. **Table 3** provides the results of the level of service at this intersection.

Table 3 – I-76 Westbound Ramp and Pecos Street LOS Results

Scenario	AM Peak Hour		PM Peak Hour	
	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
2018 Existing	15.1	B	8.5	A
2020 Background	15.7	B	8.5	A
2020 Background Plus Project	17.5	B	8.5	A
2024 Background	17.1	B	8.9	A
2024 Background Plus Project	23.5	C	8.4	A
2040 Background	29.9	C	9.1	A
2040 Background Plus Project	46.7	D	13.8	B

I-76 Eastbound Ramp and Pecos Street

The intersection of I-76 Eastbound Ramp and Pecos Street is signalized with the southbound left turn operating with protected-permitted phasing. With this control and the existing lane configuration, this intersection currently operates at LOS A during the morning peak hour and LOS B during the afternoon peak hour. This intersection is anticipated to continue operating acceptably with the existing intersection lane configuration and control throughout the 2020, 2024, and 2040 horizons with or without the addition of Pecos Logistics Park project traffic. **Table 4** provides the results of the level of service at this intersection.

Table 4 – I-76 Eastbound Ramp and Pecos Street LOS Results

Scenario	AM Peak Hour		PM Peak Hour	
	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
2018 Existing	5.8	A	12.4	B
2020 Background	5.8	A	12.6	B
2020 Background Plus Project	4.8	A	8.3	A
2024 Background	5.8	A	13.4	B
2024 Background Plus Project	5.1	A	8.8	A
2040 Background	6.5	A	20.7	C
2040 Background Plus Project	5.4	A	32.8	C

Cargill Drive and Pecos Street

Cargill Drive and Pecos Street is currently an unsignalized intersection with stop control along the eastbound access and westbound Cargill Drive approaches. The west leg at this intersection currently serves traffic for the existing Rocky Mountain Prestress facility, located within the proposed project site. The existing east leg serves the commercial and industrial uses located on the east side of Pecos Street. With this control and the existing lane configuration, all movements at this intersection currently operate acceptably with LOS C or better during morning peak hours and LOS E or better during afternoon peak hours.

With or without the addition of project traffic in 2020 and 2024, prolonged delays and unacceptable LOS for the eastbound and westbound left turning movements are anticipated. Resultantly, it is recommended that the existing west leg that will serve the proposed Pecos Logistics Park be restricted to right-in/right-out access movements only. To restrict the access to right turn movements only for exiting vehicles a R3-2 No Left Turn sign is recommended to be installed underneath the "STOP" sign. Since Pecos Street is unable to be widened to include a northbound left turn lane in this location due to the four-lane bridge directly to the north, it is recommended that the left turn entrance be restricted as well. In addition, a R3-2 No Left Turn sign could be placed on the northwest corner of the access, visible to northbound drivers along Pecos Street to identify the left turn entrance restriction of the access as well.

As mentioned previously, Pecos Street is expected to be improved to include two travel lanes in each direction by the 2040 long term horizon. When this improvement occurs, all movements at this intersection are expected to operate acceptably in the year 2040 with exception of the westbound approach. As shown in the table, the westbound approach is anticipated to operate with unacceptable LOS in the future horizon years. It should be noted that Pecos Logistics Park project traffic does not add to this movement. Adams County officials may want to also consider restriction of the westbound Cargill Approach to right-in/right-out movements if future peak hour volumes are realized. **Table 5** provides the results of the level of service analysis for this intersection.

Table 5 – Cargill Drive and Pecos Street LOS Results

Scenario	AM Peak Hour		PM Peak Hour	
	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
2018 Existing				
Northbound Left	8.8	A	8.2	A
Eastbound Approach	15.6	C	22.3	C
Westbound Approach	11.4	B	38.0	E
Southbound Left	8.2	A	13.8	B
Southbound Through	0.3	A	0.2	A
2020 Background				
Northbound Left	8.9	A	8.3	A
Eastbound Approach	15.7	C	22.8	C
Westbound Approach	11.4	B	41.3	E
Southbound Left	8.2	A	15.8	C
Southbound Through	0.4	A	0.3	A
2020 Background Plus Project #				
Eastbound Right	11.1	B	11.9	B
Westbound Approach	13.6	B	85.8	F
Southbound Left	8.4	A	12.5	B
Southbound Through	0.6	A	0.2	A
2024 Background				
Northbound Left	9.2	A	8.3	A
Eastbound Approach	17.7	C	39.6	E
Westbound Approach	12.1	B	95.3	F
Southbound Left	8.4	A	18.9	C
Southbound Through	0.5	A	0.5	A
2024 Background Plus Project #				
Eastbound Right	11.7	B	12.5	B
Westbound Approach	15.5	C	172.2	F
Southbound Left	8.4	A	13.7	B
Southbound Through	1.1	A	0.3	A
2040 Background #				
Northbound Left	10.1	B	8.8	A
Eastbound Approach	52.8	F	21.9	C
Westbound Approach	10.4	B	21.7	C
Southbound Left	8.1	A	9.6	A
Southbound Through	1.0	A	0.1	A
2040 Background Plus Project ##				
Eastbound Right	14.5	B	13.8	B
Westbound Approach	14.2	B	76.1	F
Southbound Left	8.0	A	10.6	B
Southbound Through	0.0	A	0.1	A

= West leg restricted to right-in/right-out access only

= NB Two Through Lanes

56th Avenue and Federal Boulevard

The intersection of 56th Avenue and Federal Boulevard is signalized with the southbound left turn operating with protected-permitted phasing and the northbound, westbound, and eastbound left turns operating with permitted-only phasing. With this control and the existing lane configuration, this intersection currently operates at LOS B during the morning and afternoon peak hours. This intersection is anticipated to continue operating acceptably with the existing intersection lane configuration and control throughout the 2020, 2024, and 2040 horizons with or without the addition of Pecos Logistics Park project traffic. **Table 6** provides the results of the level of service at this intersection.

Table 6 – 56th Avenue and Federal Boulevard LOS Results

Scenario	AM Peak Hour		PM Peak Hour	
	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
2018 Existing	11.1	B	11.4	B
2020 Background	11.5	B	11.8	B
2020 Background Plus Project	11.9	B	13.6	B
2024 Background	12.5	B	12.9	B
2024 Background Plus Project	13.3	B	15.6	B
2040 Background	17.1	B	25.7	C
2040 Background Plus Project	18.1	B	33.8	C

56th Avenue and Tejon Street

56th Avenue and Tejon Street is currently an unsignalized intersection operating with all-way stop control. With this control and the existing lane configuration, all movements at this intersection currently operate acceptably with LOS A during the weekday peak hours. Currently, the north leg of this intersection serves as an access to the existing industrial site located within the project study area. This project access is to remain and serve Pecos Logistics Park traffic into the development site. With this control and the existing lane configuration, this intersection is anticipated to continue operating acceptably throughout the 2020, 2024, and 2040 horizons with or without the addition of Pecos Logistics Park project traffic. Therefore, the existing all way stop control and single lane approach conditions are expected to successfully accommodate traffic throughout the 2040 horizon without modification to the intersection or roadways. **Table 7** provides the results of the level of service at this intersection.

Table 7 – 56th Avenue and Tejon Street LOS Results

Scenario	AM Peak Hour		PM Peak Hour	
	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
2018 Existing	8.7	A	8.6	A
2020 Background	8.8	A	8.7	A
2020 Background Plus Project	9.2	A	9.2	A
2024 Background	9.0	A	8.9	A
2024 Background Plus Project	9.7	A	9.9	A
2040 Background	10.1	B	9.7	A
2040 Background Plus Project	11.1	B	11.2	B

56th Avenue and Pecos Street

The intersection of 56th Avenue and Pecos Street is currently signalized with the northbound and southbound left turns operating with protected-permitted phasing and the eastbound left turn operating with permitted-only phasing due to the east leg being a one-way entrance access only. With this control and the existing lane configuration, this intersection currently operates at LOS B during both the morning and afternoon peak hours. The west half of Pecos Street adjacent to the property will be improved to include two southbound through lanes as part of this project. The southbound approach at this intersection will include two through lanes with the outside lane being a shared through/right turn lane. With this improvement, this intersection is expected to operate acceptably with LOS A during the peak hours in 2020 and 2024. As mentioned previously, Pecos Street is expected to be improved to include two travel lanes in each direction by the 2040 long term horizon. With two northbound and southbound through lanes by 2040, this intersection is expected to operate acceptably with LOS A during the peak hours. **Table 8** provides the results of the level of service at this intersection.

Table 8 – 56th Avenue and Pecos Street LOS Results

Scenario	AM Peak Hour		PM Peak Hour	
	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
2018 Existing	12.0	B	10.3	B
2020 Background	12.9	B	12.6	B
2020 Background Plus Project #	5.1	A	5.9	A
2024 Background	15.6	B	12.6	B
2024 Background Plus Project #	5.4	A	6.7	A
2040 Background	55.0	D	36.9	D
2040 Background Plus Project ##	9.4	A	5.9	A

= Two Southbound Through Lanes with Shared Through/Right Turn Lane

= Two Northbound Through Lanes

52nd Avenue and Pecos Street

The intersection of 52nd Avenue and Pecos Street currently operates under signalized control with permitted-only left turn phasing on all four approaches. With this control and the existing lane configuration, this intersection currently operates at LOS B during the morning and afternoon peak hours. This intersection is anticipated to continue operating acceptably with LOS B with the existing intersection lane configuration and control throughout the 2020, 2024, and 2040 horizons with or without the addition of Pecos Logistics Park project traffic. **Table 9** provides the results of the level of service at this intersection.

Table 9 – 52nd Avenue and Pecos Street LOS Results

Scenario	AM Peak Hour		PM Peak Hour	
	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
2018 Existing	10.7	B	11.3	B
2020 Background	11.4	B	11.7	B
2020 Background Plus Project	11.9	B	12.0	B
2024 Background	13.3	B	12.8	B
2024 Background Plus Project	14.2	B	13.4	B
2040 Background	16.6	B	18.3	B
2040 Background Plus Project	30.8	C	22.4	C

Pecos Street Full Movement Access

With development of Pecos Logistics Park, a new proposed full movement project access will be constructed, and it is recommended that this new intersection be signalized. It is anticipated that warrants will be met with development upon completion of the first phase of the project. A peak-hour vehicle volume signal warrant analysis was performed for the intersection of Pecos Street and the proposed project access in 2020. The peak hour signal warrant is anticipated to be met during the afternoon peak hour. The signal warrant analysis figure for this intersection is included in **Appendix F**.

When this project access intersection is constructed it is recommended the northbound approach provides a separate left turn lane and one through lane while the southbound approaches provides two through lanes with the outside lane being a shared through/right turn lane. It is recommended that the proposed west leg for this access be constructed with separate left and right turn lanes and have an adequate width to allow for entering truck movements to occur without encroaching upon the exiting lanes. Based on the operational analysis, five vehicles of storage (125 feet) were found to be needed for the eastbound left turn lane and two vehicles of storage length (50 feet) was found to be needed for the eastbound right turn lane for the 2024 full buildout. These throat depths should be planned with project development.

In order to meet Adams County standards, the new northbound left turn lane length should include 150 feet for storage and a 120-foot taper length when phase one of development is completed in 2020. With this configuration, all movements at this intersection are anticipated to operate at acceptable levels of service during the weekday morning and afternoon peak hours throughout all stages of project development.

As stated previously, it is understood that Pecos Street will be improved to include two through lanes in the northbound direction in this section of roadway by the 2040 long term horizon. With this improvement, this intersection is anticipated to continue to operate acceptably during peak hours. **Table 10** provides the results of the level of service at this intersection.

Table 10 –Pecos Street and Access LOS Results

Scenario	AM Peak Hour		PM Peak Hour	
	Delay (sec)	LOS	Delay (sec)	LOS
2020 Background Plus Project	1.7	A	6.0	A
2024 Background Plus Project	2.4	A	12.9	B
2040 Background Plus Project #	2.8	A	6.2	A

= NB Two Through Lanes

5.3 Turn Bay Length Analysis

Left turn lane queuing analysis was conducted for all study area intersections including the proposed project access intersection. Results were obtained from the 95th percentile queue lengths obtained from the Synchro analysis. Left turn storage length queuing analysis worksheets at the signalized intersections are provided in **Appendix E**. Queue lengths are shown on the worksheets for the unsignalized intersections on the operational analysis sheets within **Appendix D**. Results of the turn lane length analysis at the key study intersections and project access intersections are provided in **Table 11**.

Table 11 – Turn Lane Length Analysis Results

Intersection Turn Lane	Existing Turn Lane Length (feet)	2020 Total Queue Length (feet)	2020 Recommended Turn Lane Length (feet)	2024 Total Queue Length (feet)	2024 Recommended Turn Lane Length (feet)	2040 Total Queue Length (feet)	2040 Recommended Turn Lane Length (feet)
I-76 WB Ramp & Pecos St							
Westbound Left	250' C	149'	250' C	167'	250' C	237'	250' C
Westbound Right	325'	73'	325'	82'	325'	110'	325'
Northbound Left	250' DL	52'	250' DL	51'	250' DL	52'	250' DL
Southbound Right	375' C	58'	375' C	80'	375' C	289'	375' C
I-76 EB Ramp & Pecos St							
Eastbound Left	535'	154'	535'	165'	535'	257'	535'
Eastbound Right	500'	114'	500'	133'	500'	211'	500'
Northbound Right	C	48'	C	35'	C	115'	C
Southbound Left	125' DL	82'	125' DL	79'	125' DL	98'	125' DL
56th Avenue & Federal Blvd							
Westbound Right	150'	42'	150'	43'	150'	127'	150'
Northbound Left	325'	25'	325'	25'	325'	25'	325'
Northbound Right	125'	25'	125'	25'	125'	33'	125'
Southbound Left	175'	31'	175'	52'	175'	**238'**	**250'**
56th Avenue & Pecos Street							
Eastbound Right	60'	25'	60'	25'	60'	25'	60'
Northbound Left	65'	25'	65'	25'	65'	25'	65'
Southbound Left	150'	25'	150'	25'	150'	25'	150'
52nd Avenue & Pecos Street							
Northbound Left	50'	41'	50'	**62'**	**100'**	96'	100'
Southbound Left	50'	25'	50'	25'	50'	25'	50'
Pecos St & Project Access							
Eastbound Left	DNE	80'	**125'**	119'	125'	127'	125'
Eastbound Right	DNE	25'	**50'**	30'	50'	42'	50'
Northbound Left	DNE	29'	**150' S + 120' T**	106'	150' S + 120' T	143'	150' S + 120' T

DNE = Does Not Exist; C = Continuous Turn Lane; DL = Dual Lanes; S = Storage Length; T = Taper Length

As shown in the table representing the queuing results, all anticipated queues are accommodated or managed within existing or proposed turn lanes at the study area intersections with full build out of the project in 2024 with exception of the northbound left turn lane of the 52nd Avenue/Pecos Street intersection. This turn lane is not impacted by project traffic but could be restriped to provide additional turn lane length if desired by the County.

By 2040, the southbound left turn lane at the intersection of 56th Avenue and Federal Boulevard may need to be extended from 175 feet to 250 feet of length.

5.4 Traffic Signal Progression Analysis

A traffic signal progression analysis was conducted along the approximate 7,000-foot long segment of Pecos Street from I-76 Westbound Ramps to the north and 52nd Avenue to the south due to the proposed signalized access for this project. This traffic signal would be installed at the access location approximately 750 feet north of 56th Avenue and 350 feet south of the Cargill Drive. This will be a commercial access to serve the Pecos Logistics Park industrial development project along Pecos Street. These limits were studied as being signalized intersections within one mile of the proposed signalized intersection.

The signal progression analysis was conducted to determine if a traffic signal proposed at the Pecos Street Full Movement Access intersection would interrupt the northbound and southbound bandwidth and platooning of vehicles along Pecos Street. Bandwidth is the window of time within the cycle length of a traffic signal that allows vehicles to travel through coordinated intersections without stopping. The goal of signal coordination is to provide sufficient bandwidth to allow for the progression of traffic along a corridor. Intersection coordination bandwidths for the study area were estimated using *Synchro 10* and were evaluated under phase one of project development in 2020, full project development in 2024, and long-term 2040 total traffic conditions during the weekday morning and afternoon peak hours. The existing signalized intersections along this corridor are running with a 60-second cycle length.

With the proposed access as a signalized intersection and coordinated with the intersections of 52nd Avenue/Pecos Street, 56th Avenue/Pecos Street, I-76 Eastbound/Pecos Street, and I-76 Westbound/Pecos Street, the available vehicle bandwidth through the studied Pecos Street corridor is anticipated to be 20 seconds in each direction in 2020, when phase one of construction is completed. Likewise, the bandwidth during the afternoon peak hour is anticipated to be 24 seconds in each direction in 2020. These bandwidths equate to a platoon efficiency of 33 percent and 40 percent in the morning and afternoon peak hours, respectively.

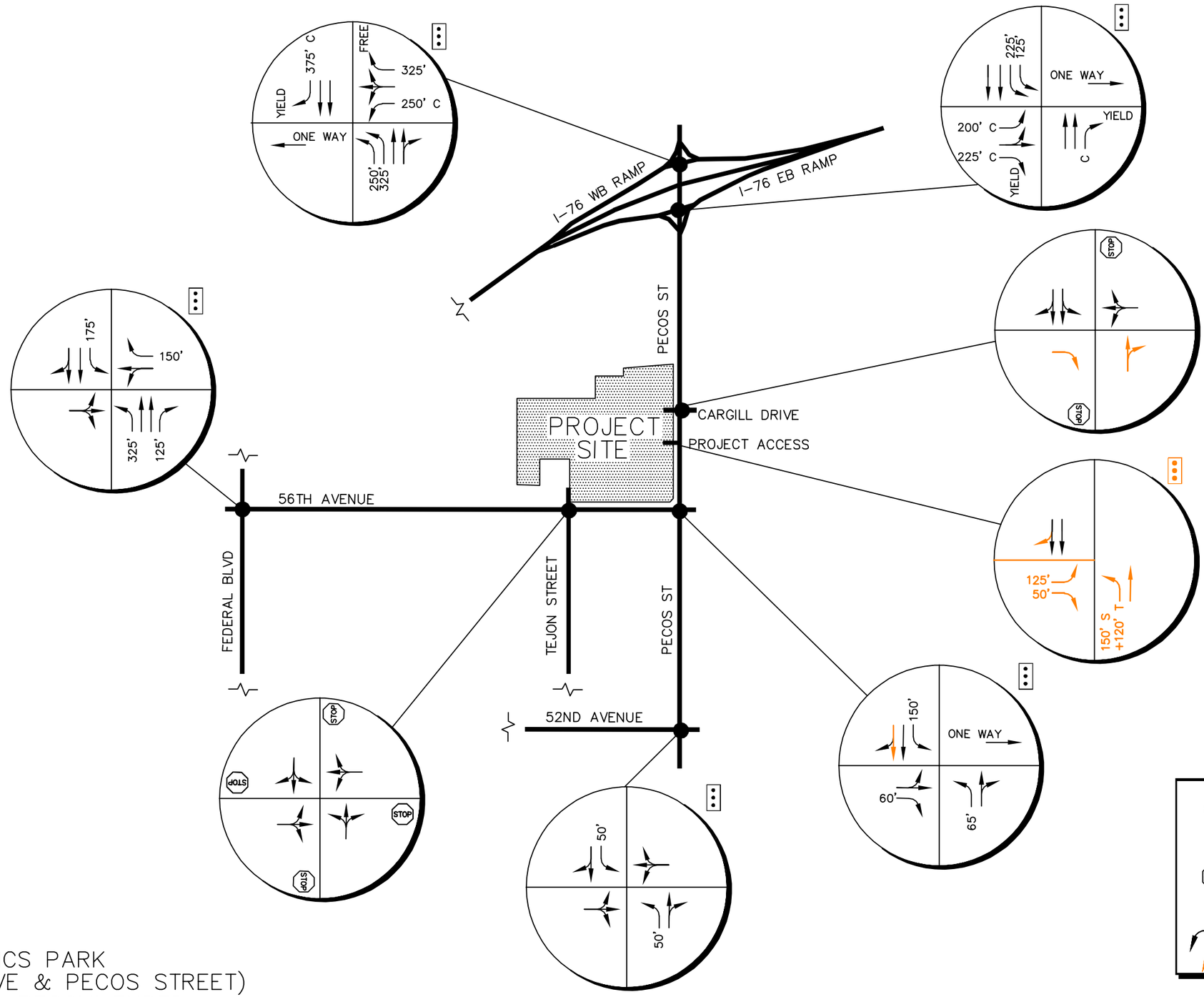
The bandwidth during the afternoon peak hour is anticipated to be 20 seconds in the northbound direction and 19 seconds in the southbound direction in 2024. Likewise, the available vehicle bandwidth through the studied Pecos Street corridor is anticipated to be 24 seconds in each direction during the afternoon peak hour in 2024, when the full project buildout

is completed. These bandwidths equate to a platoon efficiency of approximately 33 percent in the morning peak hour and 40 percent in the afternoon peak hour.

The available vehicle bandwidth through the studied Pecos Street corridor with the proposed access as a traffic signal is anticipated to be 20 seconds in each direction during the morning peak hour with projected 2040 total traffic volumes. Similarly, the available bandwidth during the afternoon peak hour is anticipated to be 22 seconds in the northbound direction and 23 seconds in the southbound direction in 2040. These bandwidths equate to platoon efficiencies of approximately 33 percent and 38 percent in the morning and afternoon peak hours, respectively.

A goal platoon efficiency for a corridor is typically 25 percent or better, or does not degrade the existing signal progression, which has been achieved in both 2020, 2024, and 2040 for both directions of travel. Therefore, it is believed that a traffic signal along Pecos Street at the proposed Pecos Logistics Park access would maintain an acceptable platoon efficiency along the Pecos Street corridor if coordinated with the adjacent traffic signals. Of note, increased signal progression and longer bands along Pecos Street could be achieved if the cycle lengths were increased for the traffic signals along the corridor. Time-space diagrams for the corridor are attached in **Appendix G**.

Based on the results of the operational analysis, the recommended lane configurations and control of the study key intersections and project access driveway in 2020, 2024, and 2040 are shown in **Figure 13, Figure 14, and Figure 15,** respectively.

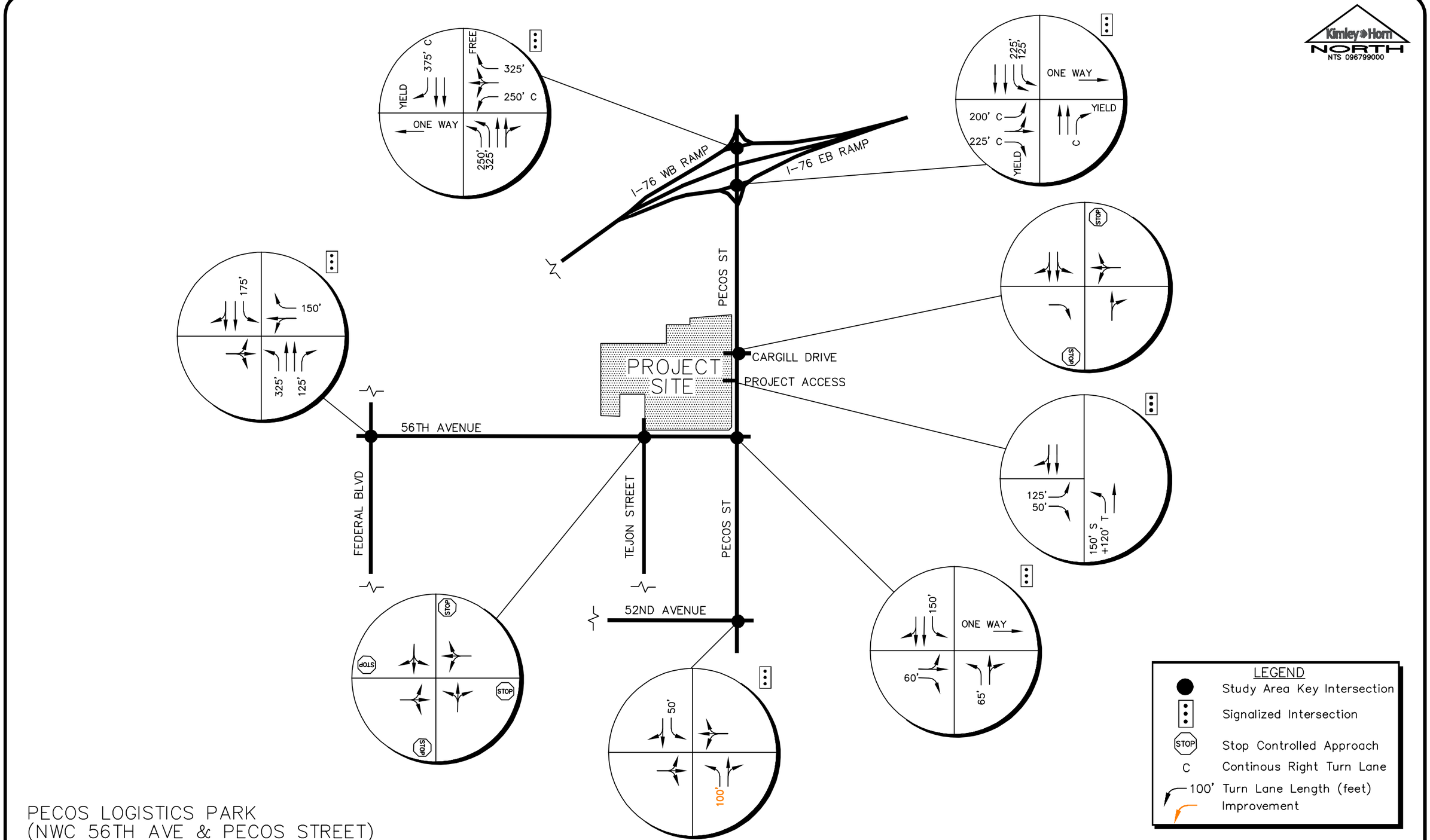


LEGEND

- Study Area Key Intersection
- Signalized Intersection
- STOP Stop Controlled Approach
- C Continous Right Turn Lane
- 100' Turn Lane Length (feet)
- Improvement

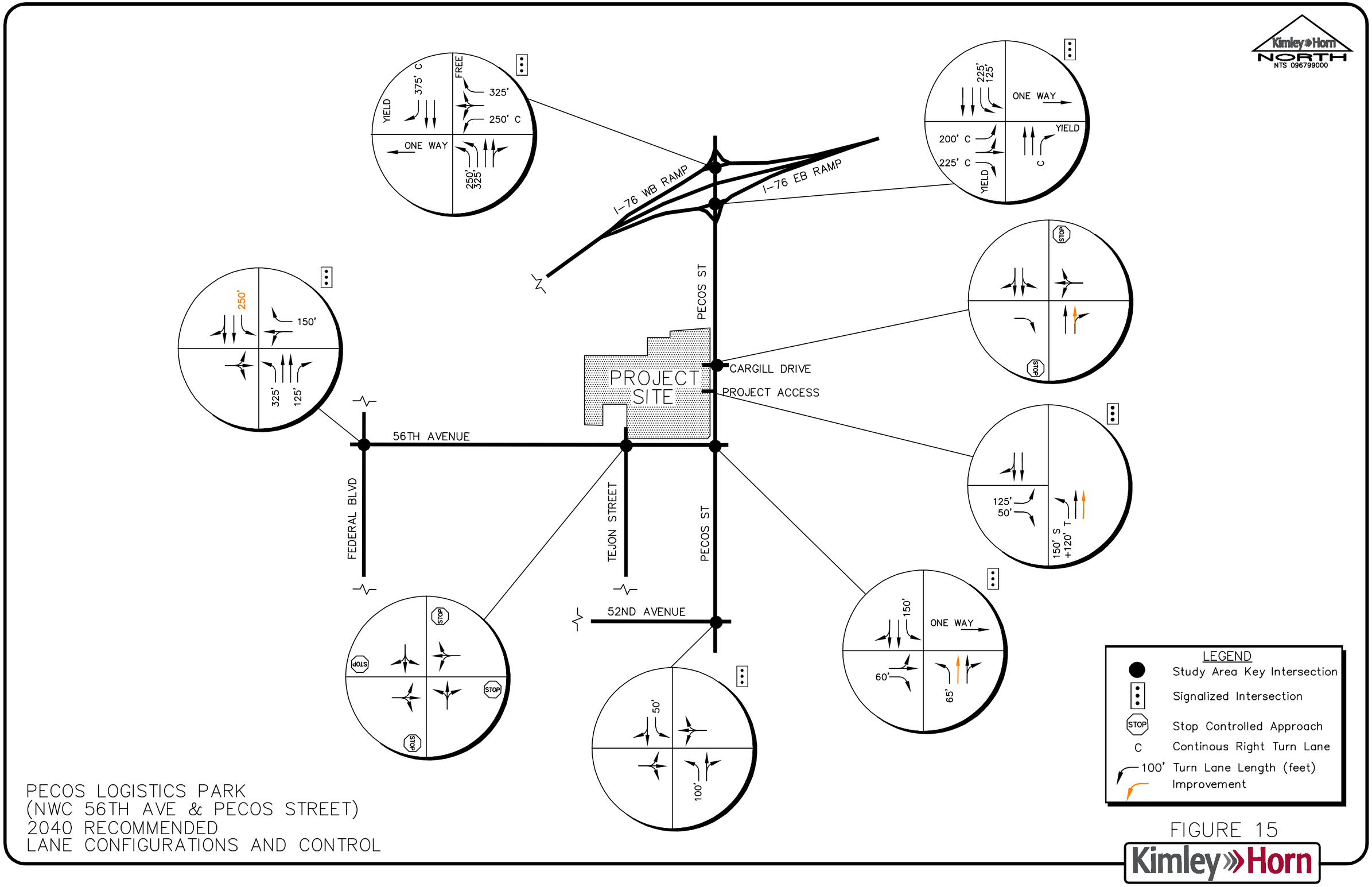
PECOS LOGISTICS PARK
(NWC 56TH AVE & PECOS STREET)
2020 PHASE 1 RECOMMENDED
LANE CONFIGURATIONS AND CONTROL

FIGURE 13



PECOS LOGISTICS PARK
(NWC 56TH AVE & PECOS STREET)
2024 FULL BUILD OUT RECOMMENDED
LANE CONFIGURATIONS AND CONTROL

FIGURE 14



PECOS LOGISTICS PARK
(NWC 56TH AVE & PECOS STREET)
2040 RECOMMENDED
LANE CONFIGURATIONS AND CONTROL

FIGURE 15

Kimley»Horn

6.0 CONCLUSIONS AND RECOMMENDATIONS

Based on the analysis presented in this report, Kimley-Horn believes the proposed Pecos Logistics Park industrial facility will be successfully incorporated into the existing and future roadway network. The proposed project development and expected traffic volumes resulted in the following recommendations and conclusions:

- The Adams County Transportation Plan identifies Pecos Street to be a four-lane arterial from 52nd Avenue to I-76 through the project study area. When improved, Pecos Street is anticipated to be reconstructed to include the five-lane cross section as identified in the County standards for minor-arterial to match the existing condition of the roadway south of 56th Avenue and the Pecos Street bridge to the north of Cargill Drive. It is recommended that the west side improvements along southbound Pecos Street be constructed as part of the project.

- A new signalized full movement project access to Pecos Logistics Park is recommended to be constructed along Pecos Street. When this project access intersection is constructed it is recommended the northbound approach provides a separate left turn lane and one through lane while the southbound approach provides two through lanes with the outside lane being a shared through/right turn lane. It is recommended that the proposed west leg for this access be constructed with separate left and right turn lanes and have an adequate width to allow for entering truck movements to occur without encroaching upon the exiting lanes. It is recommended the eastbound left turn lane provide 125 feet of length and the eastbound right turn lane 50 feet. These throat depths should be planned with the site development. Per Adams County standards, the new northbound left turn lane should be constructed and designated to include a length of 150 feet with a 120-foot taper length to accommodate full build out project traffic volumes.

- It is recommended that the north project access to align with the Cargill Drive and Pecos Street intersection be restricted to right-in/right-out movements only due to the absence of a left turn lane along Pecos Street because of the viaduct to the north. To restrict the access to right turn movements only for exiting vehicles, a R3-2 No Left Turn sign is recommended to be installed underneath the existing “STOP” sign. In addition, a R3-2 No Left Turn sign

could be placed on the northwest corner of the access intersection, visible to northbound drivers along Pecos Street to identify the left turn entrance restriction of the access as well. Adams County officials may want to consider restricting the westbound Cargill Drive approach to right-in/right-out movements only if future traffic volumes are realized.

- The existing all way stop control and single lane approach conditions of the 56th Avenue and Tejon Street intersection are expected to successfully accommodate Pecos Logistics Park project traffic throughout the 2040 horizon without modification to the intersection or roadways.

- It is anticipated that the northbound left turn lane at the intersection of 52nd Avenue and Pecos Street may need to be restriped to 100 feet by 2024. It is believed that adequate pavement width is available to restripe this northbound left turn lane if desired by the County. The northbound left turn movement at this intersection is not impacted by project traffic.

- By 2040, the southbound left turn lane at the intersection of 56th Avenue and Federal Boulevard may need to be extended from 175 feet to 250 feet of length if future volumes are realized.

- All on-site and off-site signing and striping improvements should be incorporated into the Civil Drawings and conform to Adams County Standards as well as the Manual on Uniform Traffic Control Devices – 2009 Edition (MUTCD).

APPENDICES

APPENDIX A

Intersection Count Sheets

RDC
Ridgeview Data Collection

Adams County, CO
NWC 56th & Pecos Industrial
AM Peak
I-76 WB Ramp and Pecos St

File Name : I 76 WB Ramp and Pecos AM
Site Code : IPO 407
Start Date : 1/8/2019
Page No : 1

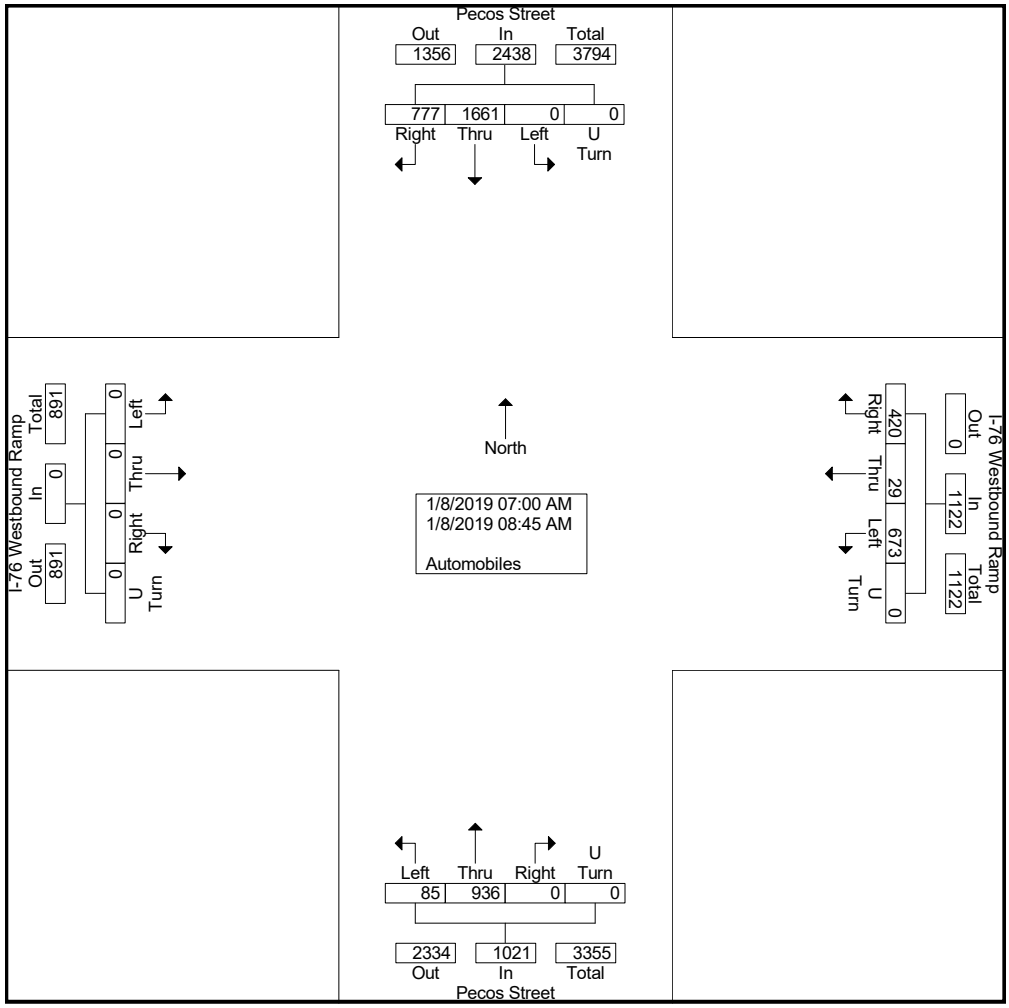
Groups Printed- Automobiles

	I-76 Westbound Ramp Eastbound					I-76 Westbound Ramp Westbound					Pecos Street Northbound					Pecos Street Southbound					
Start Time	Left	Thru	Right	U Turn	App. Total	Left	Thru	Right	U Turn	App. Total	Left	Thru	Right	U Turn	App. Total	Left	Thru	Right	U Turn	App. Total	Int. Total
07:00 AM	0	0	0	0	0	47	0	44	0	91	8	101	0	0	109	0	213	114	0	327	527
07:15 AM	0	0	0	0	0	71	0	43	0	114	19	120	0	0	139	0	245	104	0	349	602
07:30 AM	0	0	0	0	0	78	0	49	0	127	8	113	0	0	121	0	243	132	0	375	623
07:45 AM	0	0	0	0	0	132	16	67	0	215	9	118	0	0	127	0	255	93	0	348	690
Total	0	0	0	0	0	328	16	203	0	547	44	452	0	0	496	0	956	443	0	1399	2442
08:00 AM	0	0	0	0	0	101	5	59	0	165	6	143	0	0	149	0	206	89	0	295	609
08:15 AM	0	0	0	0	0	75	3	52	0	130	12	102	0	0	114	0	216	86	0	302	546
08:30 AM	0	0	0	0	0	88	5	50	0	143	9	115	0	0	124	0	148	86	0	234	501
08:45 AM	0	0	0	0	0	81	0	56	0	137	14	124	0	0	138	0	135	73	0	208	483
Total	0	0	0	0	0	345	13	217	0	575	41	484	0	0	525	0	705	334	0	1039	2139
Grand Total	0	0	0	0	0	673	29	420	0	1122	85	936	0	0	1021	0	1661	777	0	2438	4581
Apprch %	0	0	0	0		60	2.6	37.4	0		8.3	91.7	0	0		0	68.1	31.9	0		
Total %	0	0	0	0	0	14.7	0.6	9.2	0	24.5	1.9	20.4	0	0	22.3	0	36.3	17	0	53.2	

RDC
Ridgeview Data Collection

Adams County, CO
NWC 56th & Pecos Industrial
AM Peak
I-76 WB Ramp and Pecos St

File Name : I 76 WB Ramp and Pecos AM
Site Code : IPO 407
Start Date : 1/8/2019
Page No : 2

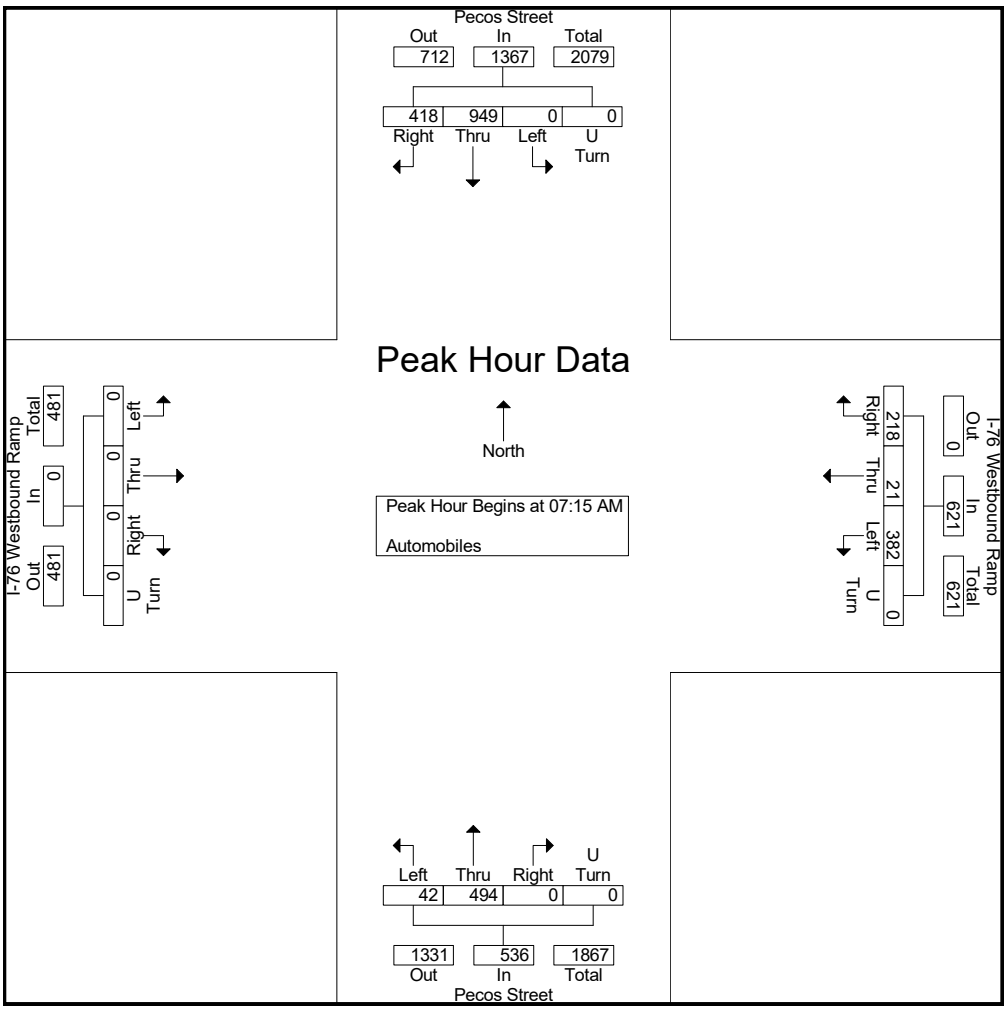


RDC
Ridgeview Data Collection

Adams County, CO
NWC 56th & Pecos Industrial
AM Peak
I-76 WB Ramp and Pecos St

File Name : I 76 WB Ramp and Pecos AM
Site Code : IPO 407
Start Date : 1/8/2019
Page No : 3

	I-76 Westbound Ramp Eastbound					I-76 Westbound Ramp Westbound					Pecos Street Northbound					Pecos Street Southbound					
Start Time	Left	Thru	Right	U Turn	App. Total	Left	Thru	Right	U Turn	App. Total	Left	Thru	Right	U Turn	App. Total	Left	Thru	Right	U Turn	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15 AM																					
07:15 AM	0	0	0	0	0	71	0	43	0	114	**19**	120	0	0	139	0	245	104	0	349	602
07:30 AM	0	0	0	0	0	78	0	49	0	127	8	113	0	0	121	0	243	**132**	0	**375**	623
07:45 AM	0	0	0	0	0	**132**	**16**	**67**	0	**215**	9	118	0	0	127	0	**255**	93	0	348	**690**
08:00 AM	0	0	0	0	0	101	5	59	0	165	6	**143**	0	0	**149**	0	206	89	0	295	609
Total Volume	0	0	0	0	0	382	21	218	0	621	42	494	0	0	536	0	949	418	0	1367	2524
% App. Total	0	0	0	0		61.5	3.4	35.1	0		7.8	92.2	0	0		0	69.4	30.6	0		
PHF	.000	.000	.000	.000	.000	.723	.328	.813	.000	.722	.553	.864	.000	.000	.899	.000	.930	.792	.000	.911	.914



RDC
Ridgeview Data Collection

Adams County, CO
NWC 56th & Pecos Industrial
PM Peak
I-76 WB Ramp and Pecos St

File Name : I 76 WB Ramp and Pecos PM
Site Code : IPO 407
Start Date : 1/8/2019
Page No : 1

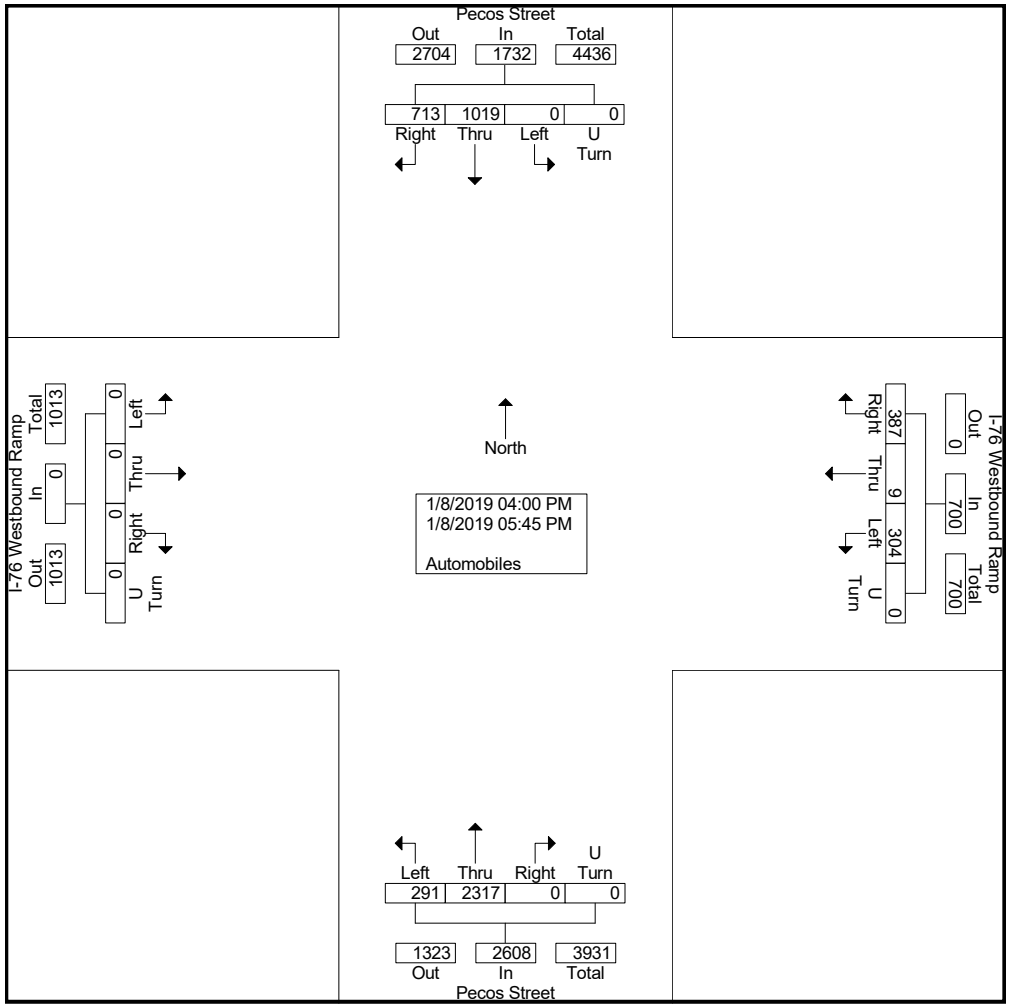
Groups Printed- Automobiles

	I-76 Westbound Ramp Eastbound					I-76 Westbound Ramp Westbound					Pecos Street Northbound					Pecos Street Southbound					
Start Time	Left	Thru	Right	U Turn	App. Total	Left	Thru	Right	U Turn	App. Total	Left	Thru	Right	U Turn	App. Total	Left	Thru	Right	U Turn	App. Total	Int. Total
04:00 PM	0	0	0	0	0	31	0	54	0	85	42	284	0	0	326	0	130	82	0	212	623
04:15 PM	0	0	0	0	0	32	4	42	0	78	41	265	0	0	306	0	157	92	0	249	633
04:30 PM	0	0	0	0	0	47	3	58	0	108	47	283	0	0	330	0	132	100	0	232	670
04:45 PM	0	0	0	0	0	61	1	72	0	134	38	278	0	0	316	0	135	95	0	230	680
Total	0	0	0	0	0	171	8	226	0	405	168	1110	0	0	1278	0	554	369	0	923	2606
05:00 PM	0	0	0	0	0	26	0	36	0	62	46	316	0	0	362	0	147	106	0	253	677
05:15 PM	0	0	0	0	0	33	0	42	0	75	34	325	0	0	359	0	112	99	0	211	645
05:30 PM	0	0	0	0	0	40	1	45	0	86	29	252	0	0	281	0	113	75	0	188	555
05:45 PM	0	0	0	0	0	34	0	38	0	72	14	314	0	0	328	0	93	64	0	157	557
Total	0	0	0	0	0	133	1	161	0	295	123	1207	0	0	1330	0	465	344	0	809	2434
Grand Total	0	0	0	0	0	304	9	387	0	700	291	2317	0	0	2608	0	1019	713	0	1732	5040
Apprch %	0	0	0	0		43.4	1.3	55.3	0		11.2	88.8	0	0		0	58.8	41.2	0		
Total %	0	0	0	0	0	6	0.2	7.7	0	13.9	5.8	46	0	0	51.7	0	20.2	14.1	0	34.4	

RDC
Ridgeview Data Collection

Adams County, CO
NWC 56th & Pecos Industrial
PM Peak
I-76 WB Ramp and Pecos St

File Name : I 76 WB Ramp and Pecos PM
Site Code : IPO 407
Start Date : 1/8/2019
Page No : 2

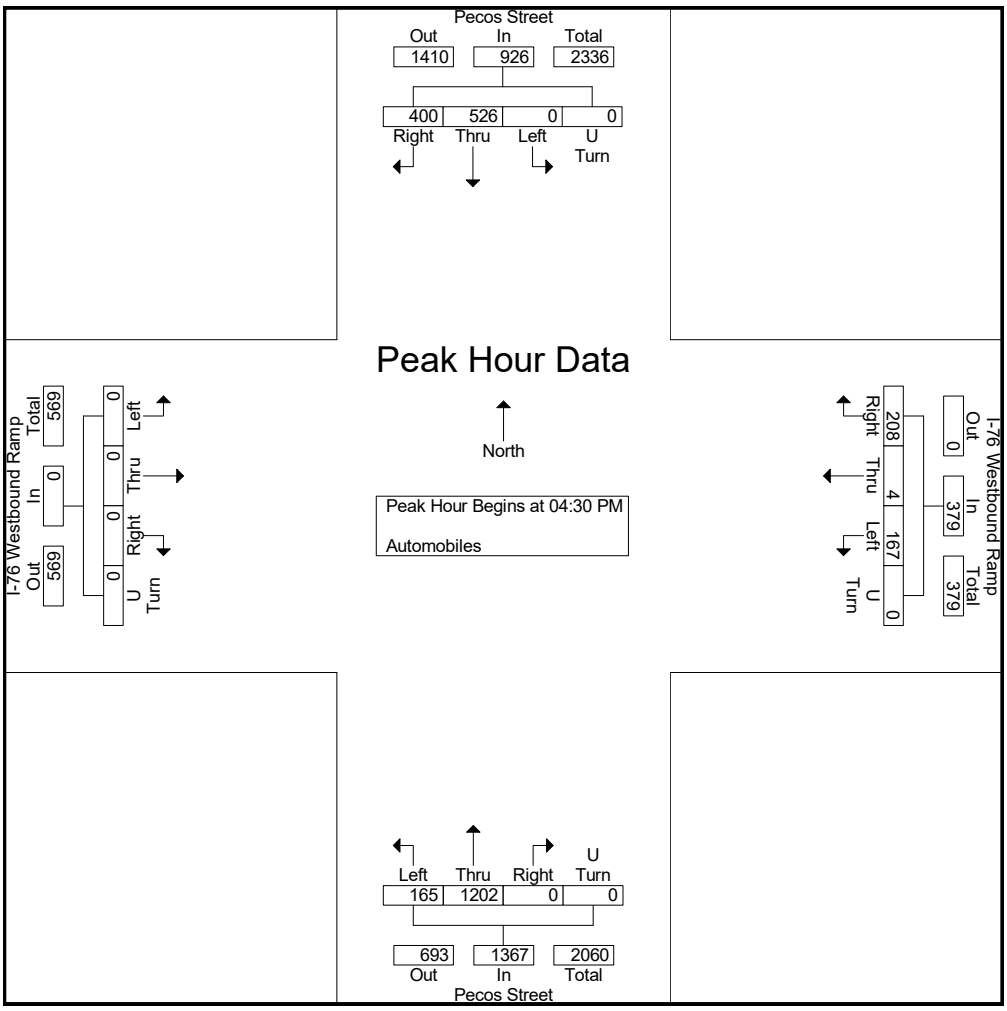


RDC
Ridgeview Data Collection

Adams County, CO
NWC 56th & Pecos Industrial
PM Peak
I-76 WB Ramp and Pecos St

File Name : I 76 WB Ramp and Pecos PM
Site Code : IPO 407
Start Date : 1/8/2019
Page No : 3

	I-76 Westbound Ramp Eastbound					I-76 Westbound Ramp Westbound					Pecos Street Northbound					Pecos Street Southbound					
Start Time	Left	Thru	Right	U Turn	App. Total	Left	Thru	Right	U Turn	App. Total	Left	Thru	Right	U Turn	App. Total	Left	Thru	Right	U Turn	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:30 PM																					
04:30 PM	0	0	0	0	0	47	**3**	58	0	108	**47**	283	0	0	330	0	132	100	0	232	670
04:45 PM	0	0	0	0	0	**61**	1	**72**	0	**134**	38	278	0	0	316	0	135	95	0	230	**680**
05:00 PM	0	0	0	0	0	26	0	36	0	62	46	316	0	0	**362**	0	**147**	**106**	0	**253**	677
05:15 PM	0	0	0	0	0	33	0	42	0	75	34	**325**	0	0	359	0	112	99	0	211	645
Total Volume	0	0	0	0	0	167	4	208	0	379	165	1202	0	0	1367	0	526	400	0	926	2672
% App. Total	0	0	0	0		44.1	1.1	54.9	0		12.1	87.9	0	0		0	56.8	43.2	0		
PHF	.000	.000	.000	.000	.000	.684	.333	.722	.000	.707	.878	.925	.000	.000	.944	.000	.895	.943	.000	.915	.982



RDC
Ridgeview Data Collection

Adams County, CO
NWC 56th & Pecos Industrial
AM Peak
I-76 EB Ramp and Pecos St

File Name : I 76 EB Ramp and Pecos AM
Site Code : IPO 407
Start Date : 1/8/2019
Page No : 1

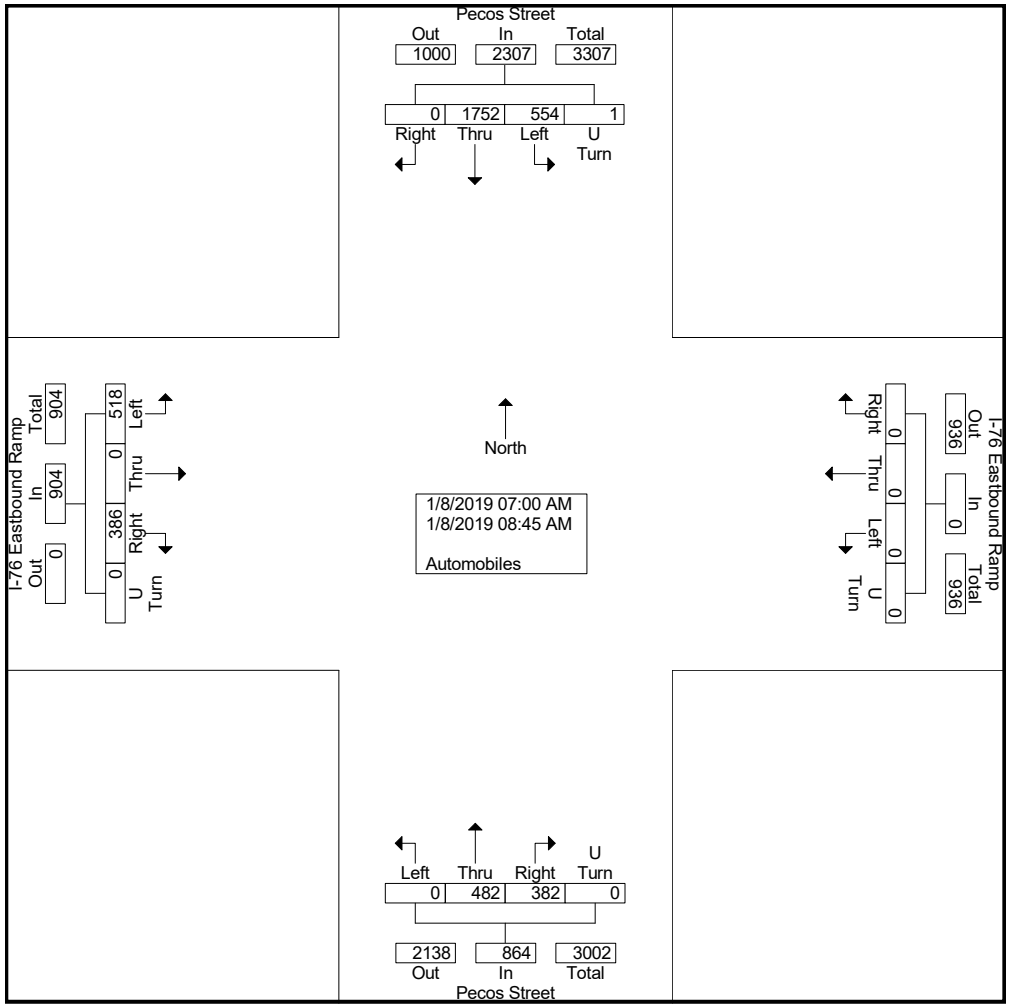
Groups Printed- Automobiles

	I-76 Eastbound Ramp Eastbound					I-76 Eastbound Ramp Westbound					Pecos Street Northbound					Pecos Street Southbound					
Start Time	Left	Thru	Right	U Turn	App. Total	Left	Thru	Right	U Turn	App. Total	Left	Thru	Right	U Turn	App. Total	Left	Thru	Right	U Turn	App. Total	Int. Total
07:00 AM	65	0	47	0	112	0	0	0	0	0	0	44	49	0	93	72	195	0	0	267	472
07:15 AM	70	0	62	0	132	0	0	0	0	0	0	62	58	0	120	80	227	0	0	307	559
07:30 AM	72	0	48	0	120	0	0	0	0	0	0	49	46	0	95	80	226	0	0	306	521
07:45 AM	61	0	67	0	128	0	0	0	0	0	0	63	38	0	101	67	323	0	0	390	619
Total	268	0	224	0	492	0	0	0	0	0	0	218	191	0	409	299	971	0	0	1270	2171
08:00 AM	76	0	52	0	128	0	0	0	0	0	0	75	46	0	121	69	229	0	0	298	547
08:15 AM	52	0	50	0	102	0	0	0	0	0	0	60	60	0	120	73	222	0	0	295	517
08:30 AM	50	0	34	0	84	0	0	0	0	0	0	64	48	0	112	64	167	0	0	231	427
08:45 AM	72	0	26	0	98	0	0	0	0	0	0	65	37	0	102	49	163	0	1	213	413
Total	250	0	162	0	412	0	0	0	0	0	0	264	191	0	455	255	781	0	1	1037	1904
Grand Total	518	0	386	0	904	0	0	0	0	0	0	482	382	0	864	554	1752	0	1	2307	4075
Apprch %	57.3	0	42.7	0		0	0	0	0		0	55.8	44.2	0		24	75.9	0	0		
Total %	12.7	0	9.5	0	22.2	0	0	0	0	0	0	11.8	9.4	0	21.2	13.6	43	0	0	56.6	

RDC
Ridgeview Data Collection

Adams County, CO
NWC 56th & Pecos Industrial
AM Peak
I-76 EB Ramp and Pecos St

File Name : I 76 EB Ramp and Pecos AM
Site Code : IPO 407
Start Date : 1/8/2019
Page No : 2

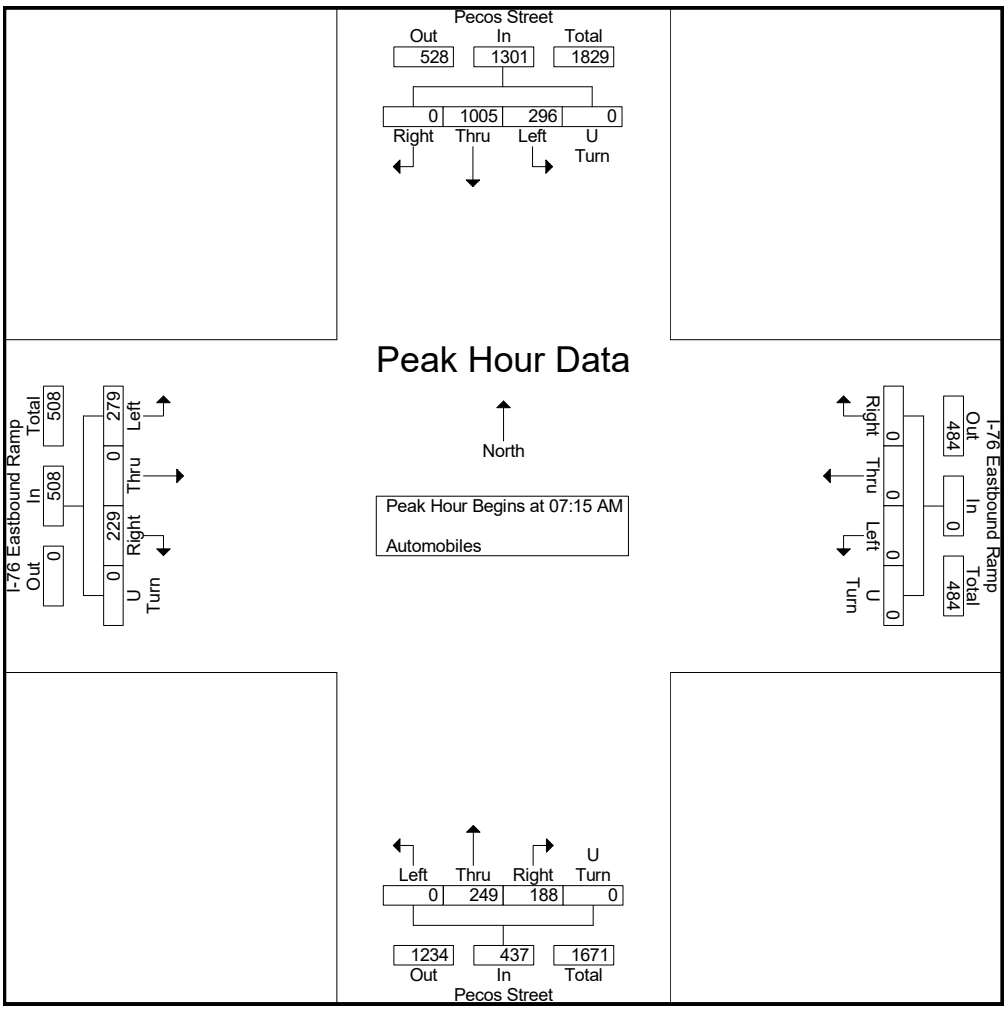


RDC
Ridgeview Data Collection

Adams County, CO
NWC 56th & Pecos Industrial
AM Peak
I-76 EB Ramp and Pecos St

File Name : I 76 EB Ramp and Pecos AM
Site Code : IPO 407
Start Date : 1/8/2019
Page No : 3

	I-76 Eastbound Ramp Eastbound					I-76 Eastbound Ramp Westbound					Pecos Street Northbound					Pecos Street Southbound					
Start Time	Left	Thru	Right	U Turn	App. Total	Left	Thru	Right	U Turn	App. Total	Left	Thru	Right	U Turn	App. Total	Left	Thru	Right	U Turn	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15 AM																					
07:15 AM	70	0	62	0	**132**	0	0	0	0	0	0	62	**58**	0	120	**80**	227	0	0	307	559
07:30 AM	72	0	48	0	120	0	0	0	0	0	0	49	46	0	95	80	226	0	0	306	521
07:45 AM	61	0	**67**	0	128	0	0	0	0	0	0	63	38	0	101	67	**323**	0	0	**390**	**619**
08:00 AM	**76**	0	52	0	128	0	0	0	0	0	0	**75**	46	0	**121**	69	229	0	0	298	547
Total Volume	279	0	229	0	508	0	0	0	0	0	0	249	188	0	437	296	1005	0	0	1301	2246
% App. Total	54.9	0	45.1	0		0	0	0	0		0	57	43	0		22.8	77.2	0	0		
PHF	.918	.000	.854	.000	.962	.000	.000	.000	.000	.000	.000	.830	.810	.000	.903	.925	.778	.000	.000	.834	.907



RDC
Ridgeview Data Collection

Adams County, CO
NWC 56th & Pecos Industrial
PM Peak
I-76 EB Ramp and Pecos St

File Name : I 76 EB Ramp and Pecos PM
Site Code : IPO 407
Start Date : 1/8/2019
Page No : 1

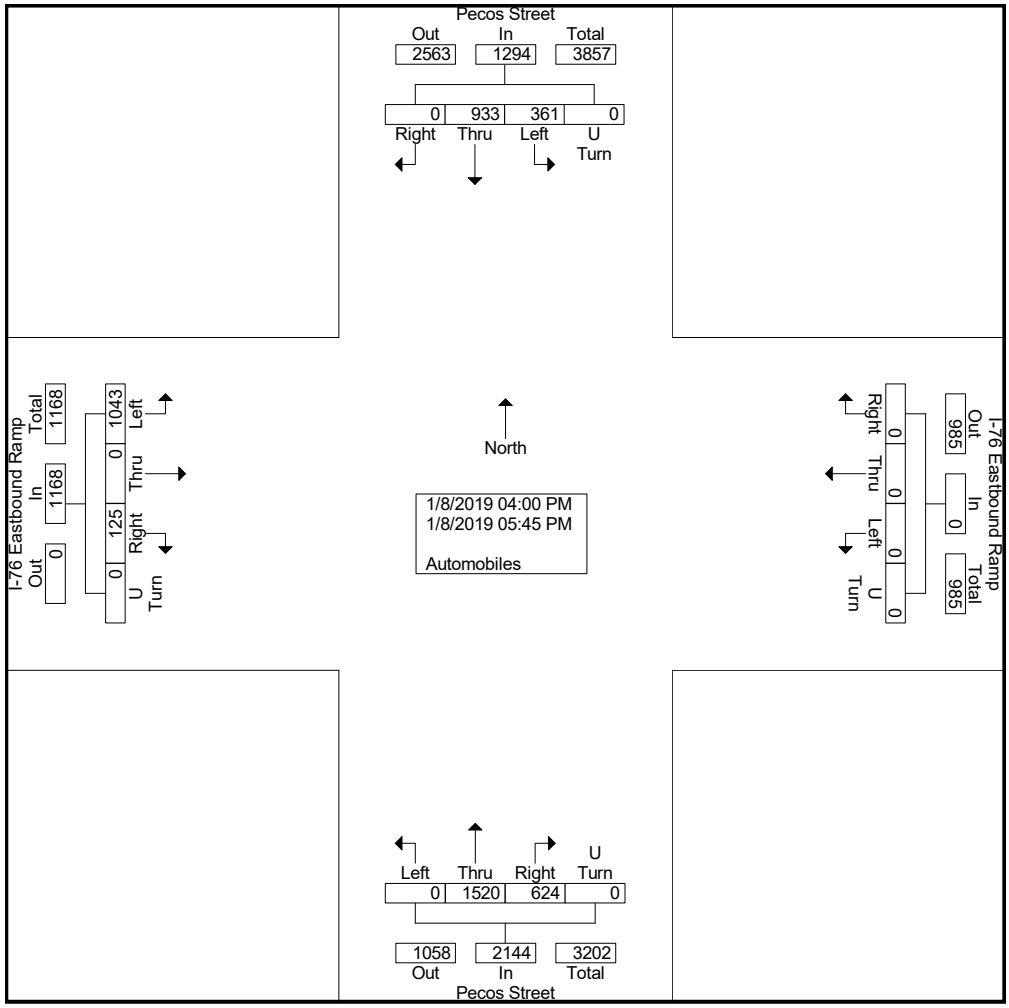
Groups Printed- Automobiles

	I-76 Eastbound Ramp Eastbound					I-76 Eastbound Ramp Westbound					Pecos Street Northbound					Pecos Street Southbound					
Start Time	Left	Thru	Right	U Turn	App. Total	Left	Thru	Right	U Turn	App. Total	Left	Thru	Right	U Turn	App. Total	Left	Thru	Right	U Turn	App. Total	Int. Total
04:00 PM	137	0	16	0	153	0	0	0	0	0	0	178	102	0	280	55	102	0	0	157	590
04:15 PM	120	0	31	0	151	0	0	0	0	0	0	176	81	0	257	48	138	0	0	186	594
04:30 PM	131	0	24	0	155	0	0	0	0	0	0	196	90	0	286	43	140	0	0	183	624
04:45 PM	111	0	15	0	126	0	0	0	0	0	0	203	66	0	269	41	152	0	0	193	588
Total	499	0	86	0	585	0	0	0	0	0	0	753	339	0	1092	187	532	0	0	719	2396
05:00 PM	128	0	4	0	132	0	0	0	0	0	0	229	113	0	342	61	108	0	0	169	643
05:15 PM	139	0	10	0	149	0	0	0	0	0	0	217	76	0	293	36	111	0	0	147	589
05:30 PM	122	0	13	0	135	0	0	0	0	0	0	161	54	0	215	36	96	0	0	132	482
05:45 PM	155	0	12	0	167	0	0	0	0	0	0	160	42	0	202	41	86	0	0	127	496
Total	544	0	39	0	583	0	0	0	0	0	0	767	285	0	1052	174	401	0	0	575	2210
Grand Total	1043	0	125	0	1168	0	0	0	0	0	0	1520	624	0	2144	361	933	0	0	1294	4606
Apprch %	89.3	0	10.7	0		0	0	0	0		0	70.9	29.1	0		27.9	72.1	0	0		
Total %	22.6	0	2.7	0	25.4	0	0	0	0	0	0	33	13.5	0	46.5	7.8	20.3	0	0	28.1	

RDC
Ridgeview Data Collection

Adams County, CO
NWC 56th & Pecos Industrial
PM Peak
I-76 EB Ramp and Pecos St

File Name : I 76 EB Ramp and Pecos PM
Site Code : IPO 407
Start Date : 1/8/2019
Page No : 2

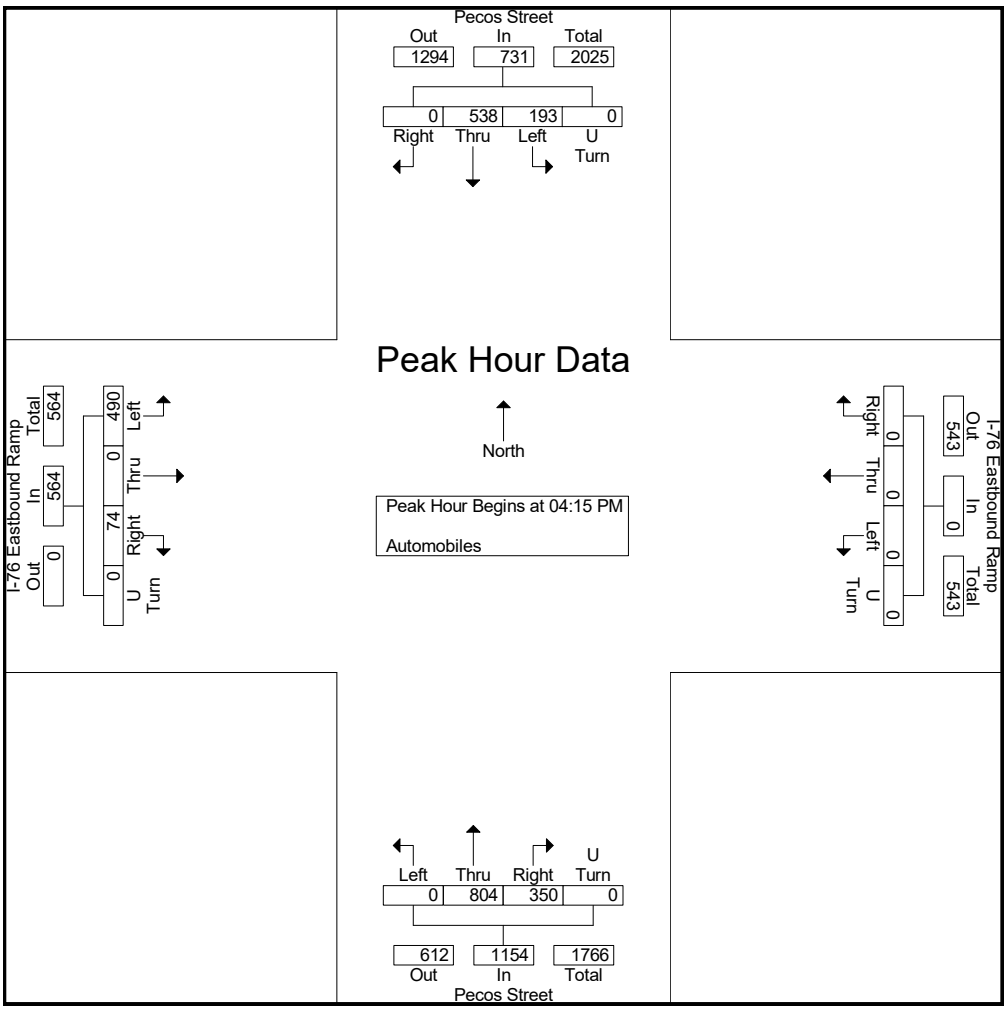


RDC
Ridgeview Data Collection

Adams County, CO
NWC 56th & Pecos Industrial
PM Peak
I-76 EB Ramp and Pecos St

File Name : I 76 EB Ramp and Pecos PM
Site Code : IPO 407
Start Date : 1/8/2019
Page No : 3

	I-76 Eastbound Ramp Eastbound					I-76 Eastbound Ramp Westbound					Pecos Street Northbound					Pecos Street Southbound					
Start Time	Left	Thru	Right	U Turn	App. Total	Left	Thru	Right	U Turn	App. Total	Left	Thru	Right	U Turn	App. Total	Left	Thru	Right	U Turn	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:15 PM																					
04:15 PM	120	0	**31**	0	151	0	0	0	0	0	0	176	81	0	257	48	138	0	0	186	594
04:30 PM	**131**	0	24	0	**155**	0	0	0	0	0	0	196	90	0	286	43	140	0	0	183	624
04:45 PM	111	0	15	0	126	0	0	0	0	0	0	203	66	0	269	41	**152**	0	0	**193**	588
05:00 PM	128	0	4	0	132	0	0	0	0	0	0	**229**	**113**	0	**342**	**61**	108	0	0	169	**643**
Total Volume	490	0	74	0	564	0	0	0	0	0	0	804	350	0	1154	193	538	0	0	731	2449
% App. Total	86.9	0	13.1	0		0	0	0	0		0	69.7	30.3	0		26.4	73.6	0	0		
PHF	.935	.000	.597	.000	.910	.000	.000	.000	.000	.000	.000	.878	.774	.000	.844	.791	.885	.000	.000	.947	.952



RDC
Ridgeview Data Collection

Adams County, CO
NWC 56th & Pecos Industrial
AM Peak
Cargill Dr and Pecos St

File Name : Cargill and Pecos AM
Site Code : IPO 405
Start Date : 12/18/2018
Page No : 1

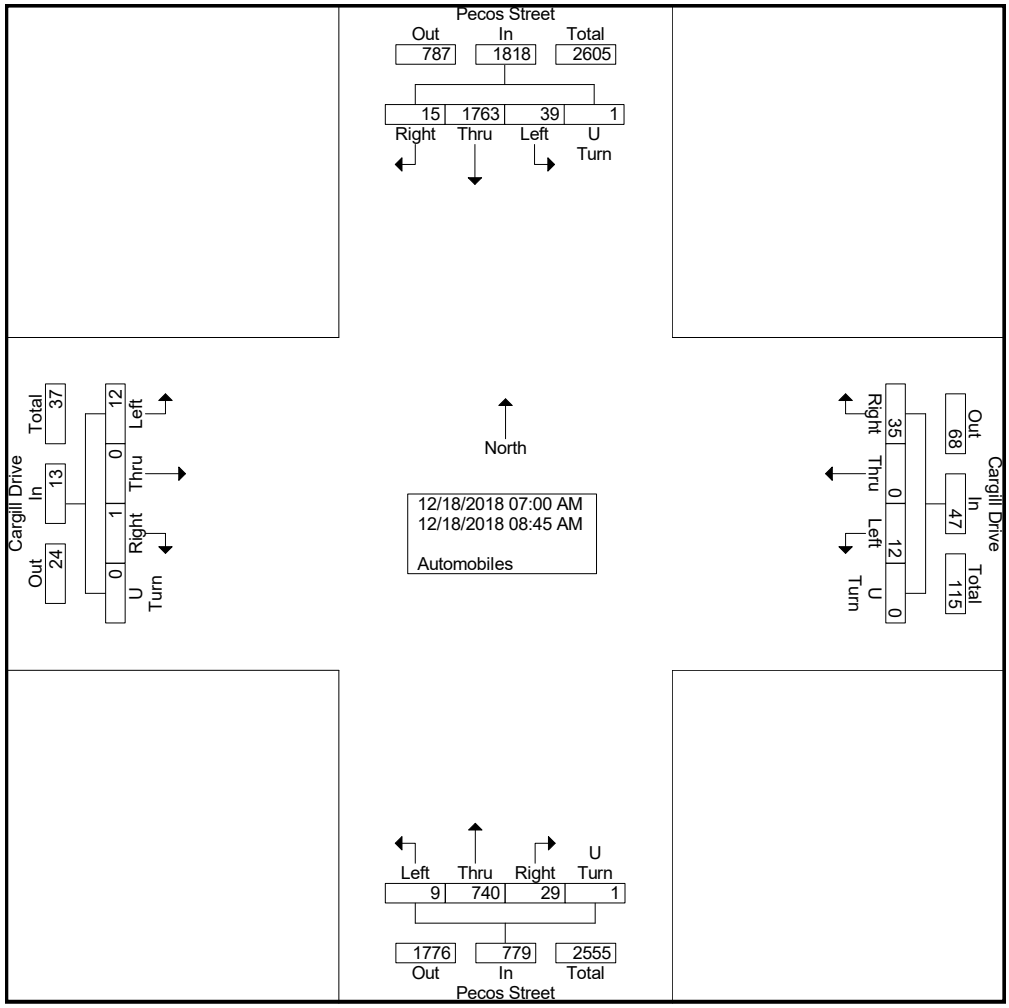
Groups Printed- Automobiles

	Cargill Drive Eastbound					Cargill Drive Westbound					Pecos Street Northbound					Pecos Street Southbound					
Start Time	Left	Thru	Right	U Turn	App. Total	Left	Thru	Right	U Turn	App. Total	Left	Thru	Right	U Turn	App. Total	Left	Thru	Right	U Turn	App. Total	Int. Total
07:00 AM	1	0	0	0	1	1	0	3	0	4	1	91	5	0	97	9	243	2	0	254	356
07:15 AM	3	0	0	0	3	0	0	5	0	5	1	89	8	0	98	4	283	1	0	288	394
07:30 AM	2	0	0	0	2	2	0	4	0	6	2	91	2	0	95	2	251	3	0	256	359
07:45 AM	1	0	0	0	1	1	0	3	0	4	2	92	3	0	97	6	289	1	0	296	398
Total	7	0	0	0	7	4	0	15	0	19	6	363	18	0	387	21	1066	7	0	1094	1507
08:00 AM	0	0	1	0	1	4	0	4	0	8	0	88	3	0	91	3	207	2	0	212	312
08:15 AM	1	0	0	0	1	1	0	3	0	4	2	91	5	0	98	12	207	1	0	220	323
08:30 AM	0	0	0	0	0	1	0	10	0	11	0	102	1	0	103	1	182	2	1	186	300
08:45 AM	4	0	0	0	4	2	0	3	0	5	1	96	2	1	100	2	101	3	0	106	215
Total	5	0	1	0	6	8	0	20	0	28	3	377	11	1	392	18	697	8	1	724	1150
Grand Total	12	0	1	0	13	12	0	35	0	47	9	740	29	1	779	39	1763	15	1	1818	2657
Apprch %	92.3	0	7.7	0		25.5	0	74.5	0		1.2	95	3.7	0.1		2.1	97	0.8	0.1		
Total %	0.5	0	0	0	0.5	0.5	0	1.3	0	1.8	0.3	27.9	1.1	0	29.3	1.5	66.4	0.6	0	68.4	

RDC
Ridgeview Data Collection

Adams County, CO
NWC 56th & Pecos Industrial
AM Peak
Cargill Dr and Pecos St

File Name : Cargill and Pecos AM
Site Code : IPO 405
Start Date : 12/18/2018
Page No : 2

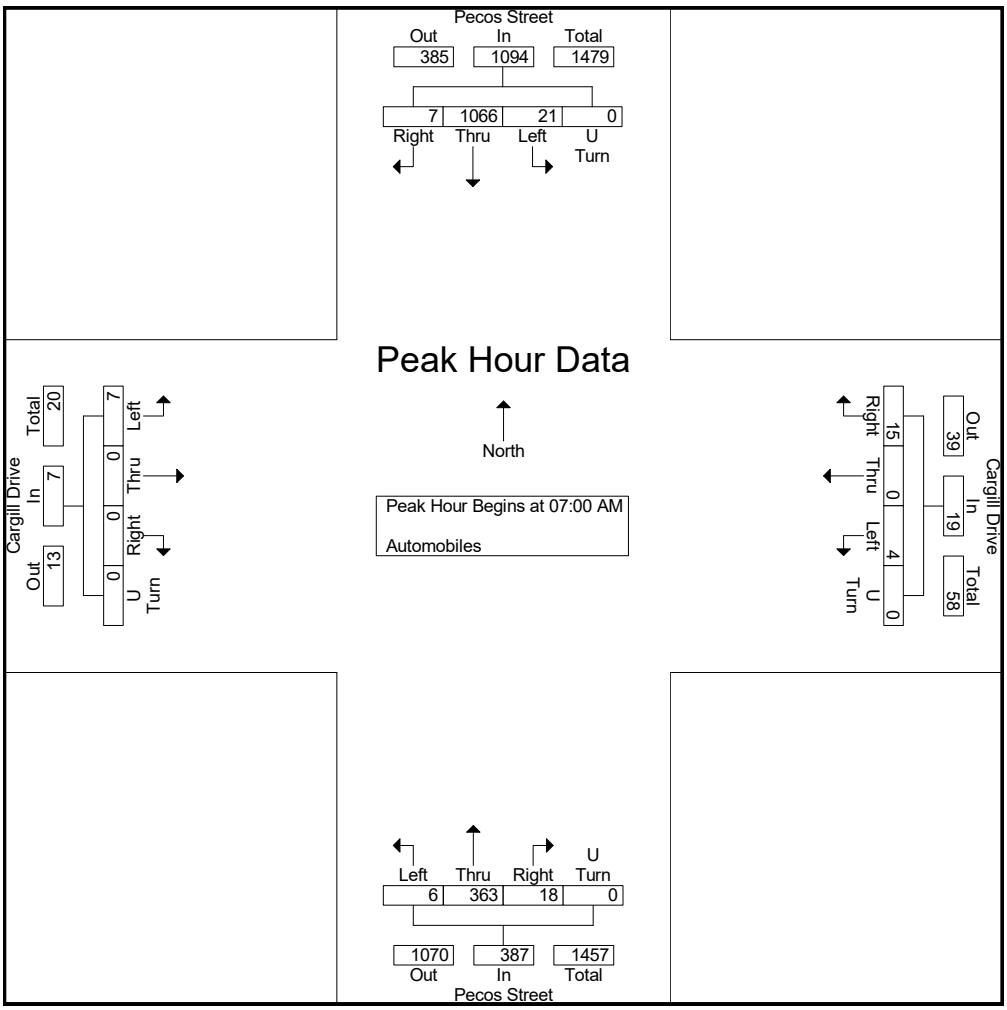


RDC
Ridgeview Data Collection

Adams County, CO
NWC 56th & Pecos Industrial
AM Peak
Cargill Dr and Pecos St

File Name : Cargill and Pecos AM
Site Code : IPO 405
Start Date : 12/18/2018
Page No : 3

	Cargill Drive Eastbound					Cargill Drive Westbound					Pecos Street Northbound					Pecos Street Southbound					
Start Time	Left	Thru	Right	U Turn	App. Total	Left	Thru	Right	U Turn	App. Total	Left	Thru	Right	U Turn	App. Total	Left	Thru	Right	U Turn	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:00 AM																					
07:00 AM	1	0	0	0	1	1	0	3	0	4	1	91	5	0	97	**9**	243	2	0	254	356
07:15 AM	**3**	0	0	0	**3**	0	0	**5**	0	5	1	89	**8**	0	**98**	4	283	1	0	288	394
07:30 AM	2	0	0	0	2	**2**	0	4	0	**6**	**2**	91	2	0	95	2	251	**3**	0	256	359
07:45 AM	1	0	0	0	1	1	0	3	0	4	2	**92**	3	0	97	6	**289**	1	0	**296**	**398**
Total Volume	7	0	0	0	7	4	0	15	0	19	6	363	18	0	387	21	1066	7	0	1094	1507
% App. Total	100	0	0	0		21.1	0	78.9	0		1.6	93.8	4.7	0		1.9	97.4	0.6	0		
PHF	.583	.000	.000	.000	.583	.500	.000	.750	.000	.792	.750	.986	.563	.000	.987	.583	.922	.583	.000	.924	.947



RDC
Ridgeview Data Collection

Adams County, CO
NWC 56th & Pecos Industrial
PM Peak
Cargill Dr and Pecos St

File Name : Cargill and Pecos PM
Site Code : IPO 405
Start Date : 12/18/2018
Page No : 1

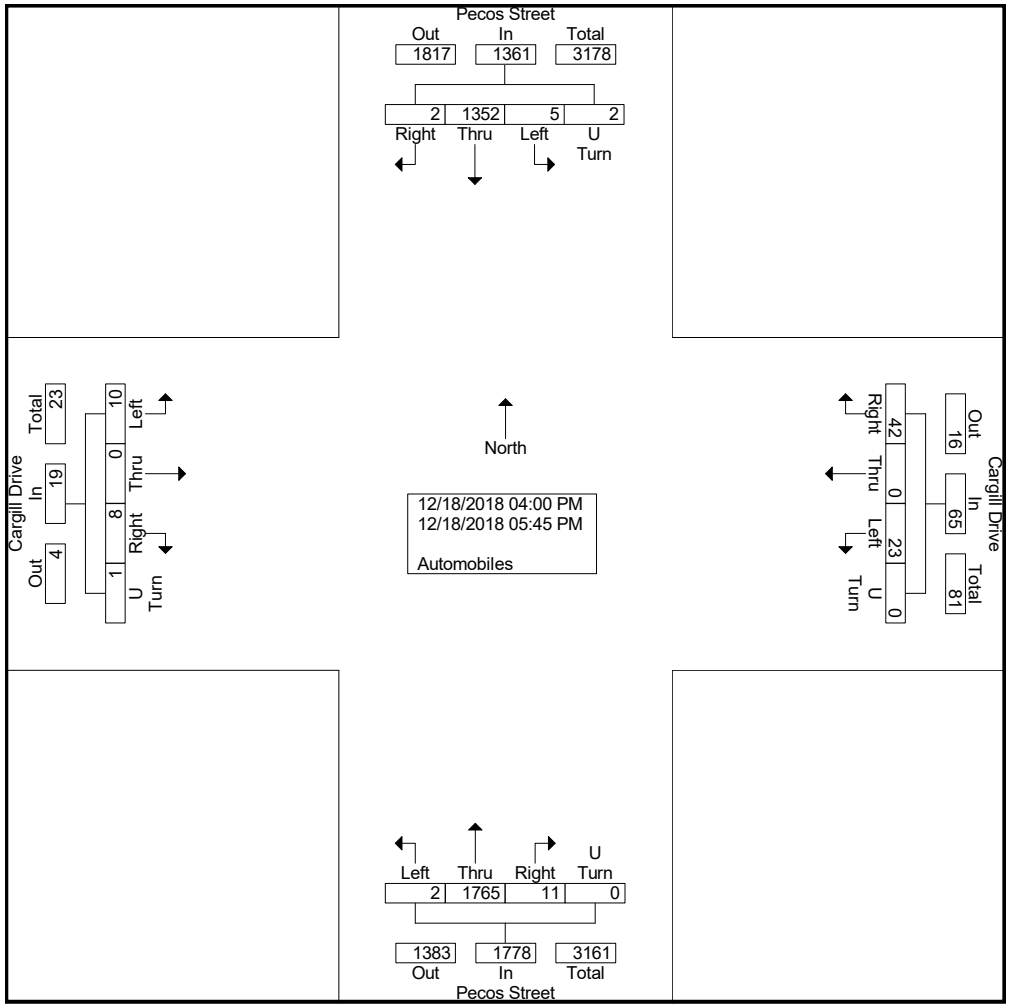
Groups Printed- Automobiles

	Cargill Drive Eastbound					Cargill Drive Westbound					Pecos Street Northbound					Pecos Street Southbound					
Start Time	Left	Thru	Right	U Turn	App. Total	Left	Thru	Right	U Turn	App. Total	Left	Thru	Right	U Turn	App. Total	Left	Thru	Right	U Turn	App. Total	Int. Total
04:00 PM	1	0	1	0	2	4	0	6	0	10	0	238	3	0	241	0	200	1	0	201	454
04:15 PM	1	0	2	0	3	2	0	5	0	7	1	252	4	0	257	0	186	1	0	187	454
04:30 PM	1	0	1	0	2	2	0	6	0	8	1	286	0	0	287	1	184	0	0	185	482
04:45 PM	1	0	0	0	1	5	0	5	0	10	0	210	0	0	210	2	177	0	0	179	400
Total	4	0	4	0	8	13	0	22	0	35	2	986	7	0	995	3	747	2	0	752	1790
05:00 PM	5	0	1	0	6	7	0	10	0	17	0	247	0	0	247	0	172	0	0	172	442
05:15 PM	0	0	2	0	2	2	0	4	0	6	0	238	1	0	239	0	151	0	0	151	398
05:30 PM	0	0	0	0	0	1	0	4	0	5	0	226	3	0	229	0	157	0	0	157	391
05:45 PM	1	0	1	1	3	0	0	2	0	2	0	68	0	0	68	2	125	0	2	129	202
Total	6	0	4	1	11	10	0	20	0	30	0	779	4	0	783	2	605	0	2	609	1433
Grand Total	10	0	8	1	19	23	0	42	0	65	2	1765	11	0	1778	5	1352	2	2	1361	3223
Apprch %	52.6	0	42.1	5.3		35.4	0	64.6	0		0.1	99.3	0.6	0		0.4	99.3	0.1	0.1		
Total %	0.3	0	0.2	0	0.6	0.7	0	1.3	0	2	0.1	54.8	0.3	0	55.2	0.2	41.9	0.1	0.1	42.2	

RDC
Ridgeview Data Collection

Adams County, CO
NWC 56th & Pecos Industrial
PM Peak
Cargill Dr and Pecos St

File Name : Cargill and Pecos PM
Site Code : IPO 405
Start Date : 12/18/2018
Page No : 2

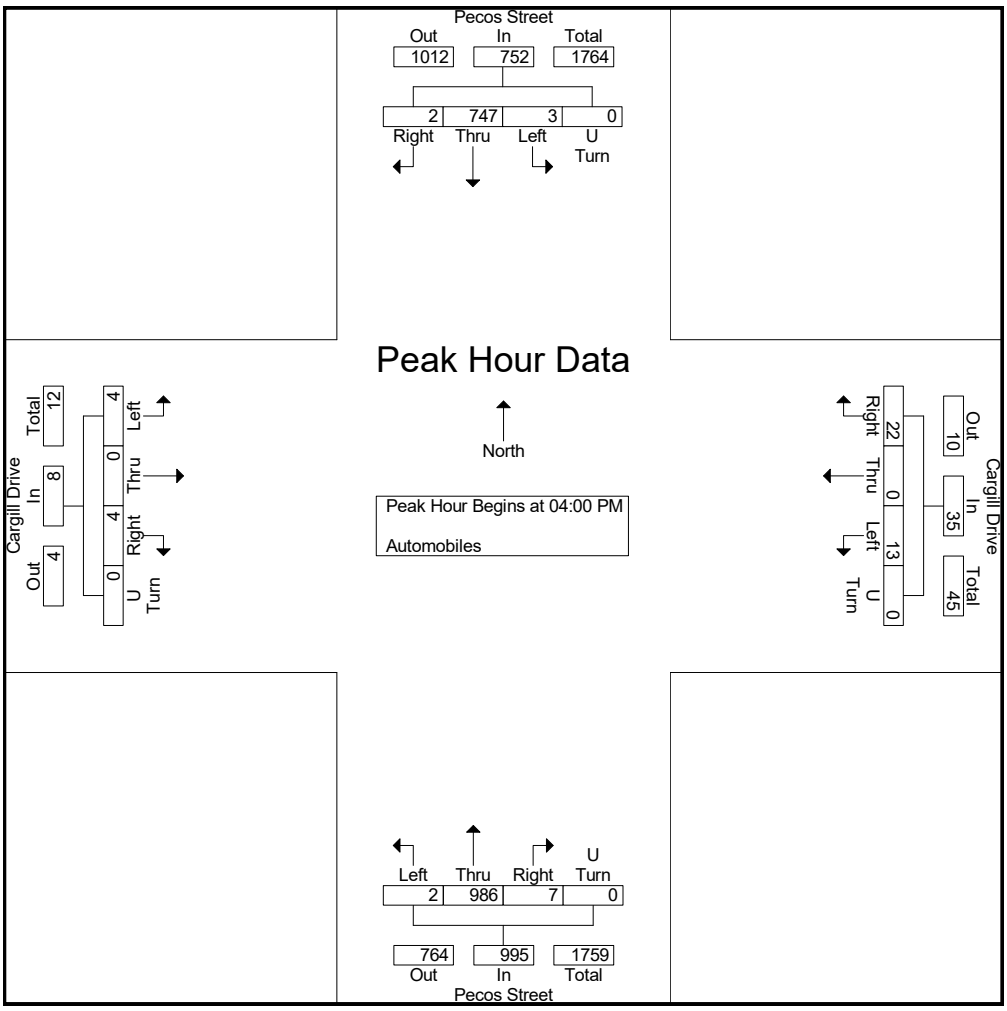


RDC
Ridgeview Data Collection

Adams County, CO
NWC 56th & Pecos Industrial
PM Peak
Cargill Dr and Pecos St

File Name : Cargill and Pecos PM
Site Code : IPO 405
Start Date : 12/18/2018
Page No : 3

	Cargill Drive Eastbound					Cargill Drive Westbound					Pecos Street Northbound					Pecos Street Southbound					
Start Time	Left	Thru	Right	U Turn	App. Total	Left	Thru	Right	U Turn	App. Total	Left	Thru	Right	U Turn	App. Total	Left	Thru	Right	U Turn	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:00 PM																					
04:00 PM	**1**	0	1	0	2	4	0	**6**	0	**10**	0	238	3	0	241	0	**200**	**1**	0	**201**	454
04:15 PM	1	0	**2**	0	**3**	2	0	5	0	7	**1**	252	**4**	0	257	0	186	1	0	187	454
04:30 PM	1	0	1	0	2	2	0	6	0	8	1	**286**	0	0	**287**	1	184	0	0	185	**482**
04:45 PM	1	0	0	0	1	**5**	0	5	0	10	0	210	0	0	210	**2**	177	0	0	179	400
Total Volume	4	0	4	0	8	13	0	22	0	35	2	986	7	0	995	3	747	2	0	752	1790
% App. Total	50	0	50	0		37.1	0	62.9	0		0.2	99.1	0.7	0		0.4	99.3	0.3	0		
PHF	1.00	.000	.500	.000	.667	.650	.000	.917	.000	.875	.500	.862	.438	.000	.867	.375	.934	.500	.000	.935	.928



RDC
Ridgeview Data Collection

Adams County, CO
NWC 56th & Pecos Industrial
AM Peak
56th Ave and Federal Blvd

File Name : 56th and Federal AM
Site Code : IPO 407
Start Date : 1/8/2019
Page No : 1

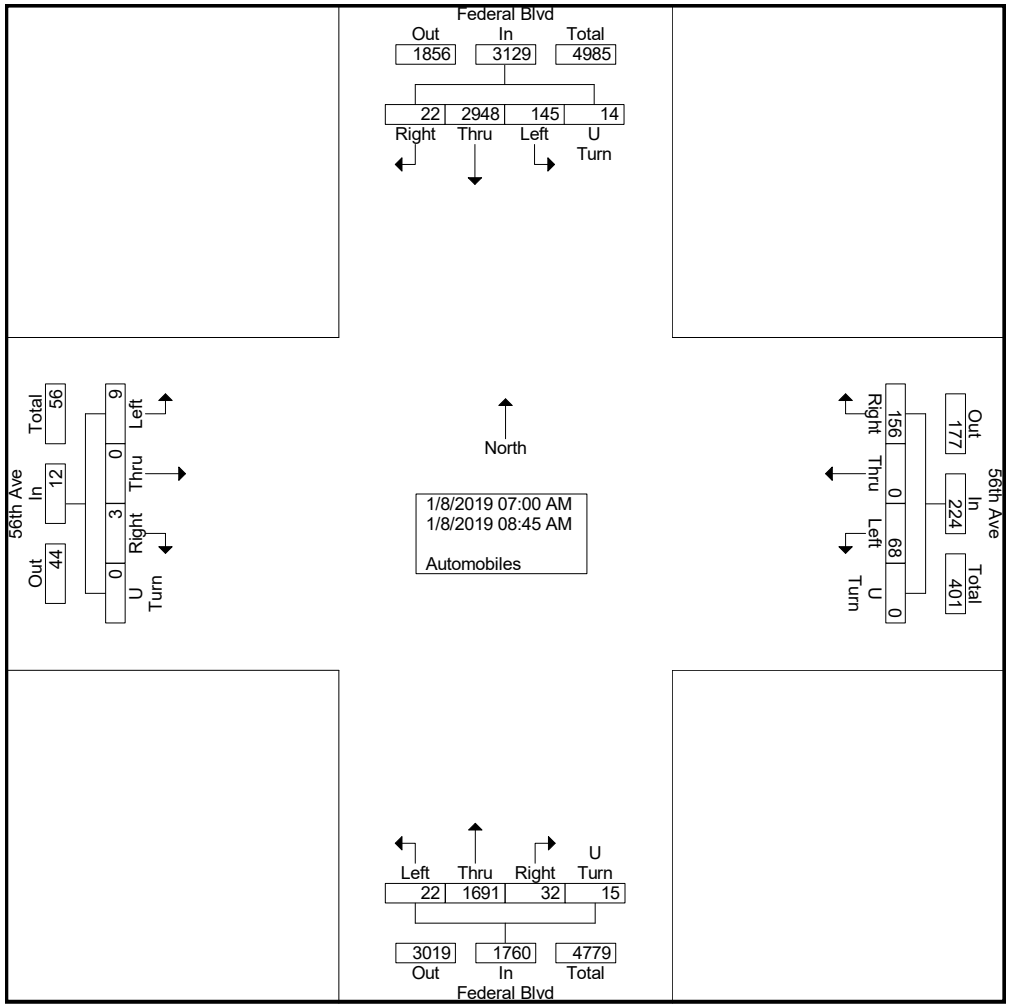
Groups Printed- Automobiles

	56th Ave Eastbound					56th Ave Westbound					Federal Blvd Northbound					Federal Blvd Southbound					
Start Time	Left	Thru	Right	U Turn	App. Total	Left	Thru	Right	U Turn	App. Total	Left	Thru	Right	U Turn	App. Total	Left	Thru	Right	U Turn	App. Total	Int. Total
07:00 AM	0	0	0	0	0	6	0	10	0	16	4	166	2	0	172	18	357	0	4	379	567
07:15 AM	1	0	0	0	1	8	0	22	0	30	2	186	5	2	195	17	377	5	1	400	626
07:30 AM	0	0	0	0	0	4	0	23	0	27	1	275	4	1	281	20	360	5	1	386	694
07:45 AM	4	0	1	0	5	15	0	32	0	47	2	235	3	1	241	17	415	3	1	436	729
Total	5	0	1	0	6	33	0	87	0	120	9	862	14	4	889	72	1509	13	7	1601	2616
08:00 AM	0	0	0	0	0	14	0	19	0	33	2	241	3	2	248	21	402	1	2	426	707
08:15 AM	1	0	1	0	2	7	0	17	0	24	4	243	9	2	258	16	402	3	1	422	706
08:30 AM	2	0	0	0	2	9	0	16	0	25	5	189	3	1	198	16	336	2	3	357	582
08:45 AM	1	0	1	0	2	5	0	17	0	22	2	156	3	6	167	20	299	3	1	323	514
Total	4	0	2	0	6	35	0	69	0	104	13	829	18	11	871	73	1439	9	7	1528	2509
Grand Total	9	0	3	0	12	68	0	156	0	224	22	1691	32	15	1760	145	2948	22	14	3129	5125
Apprch %	75	0	25	0		30.4	0	69.6	0		1.2	96.1	1.8	0.9		4.6	94.2	0.7	0.4		
Total %	0.2	0	0.1	0	0.2	1.3	0	3	0	4.4	0.4	33	0.6	0.3	34.3	2.8	57.5	0.4	0.3	61.1	

RDC
Ridgeview Data Collection

Adams County, CO
NWC 56th & Pecos Industrial
AM Peak
56th Ave and Federal Blvd

File Name : 56th and Federal AM
Site Code : IPO 407
Start Date : 1/8/2019
Page No : 2

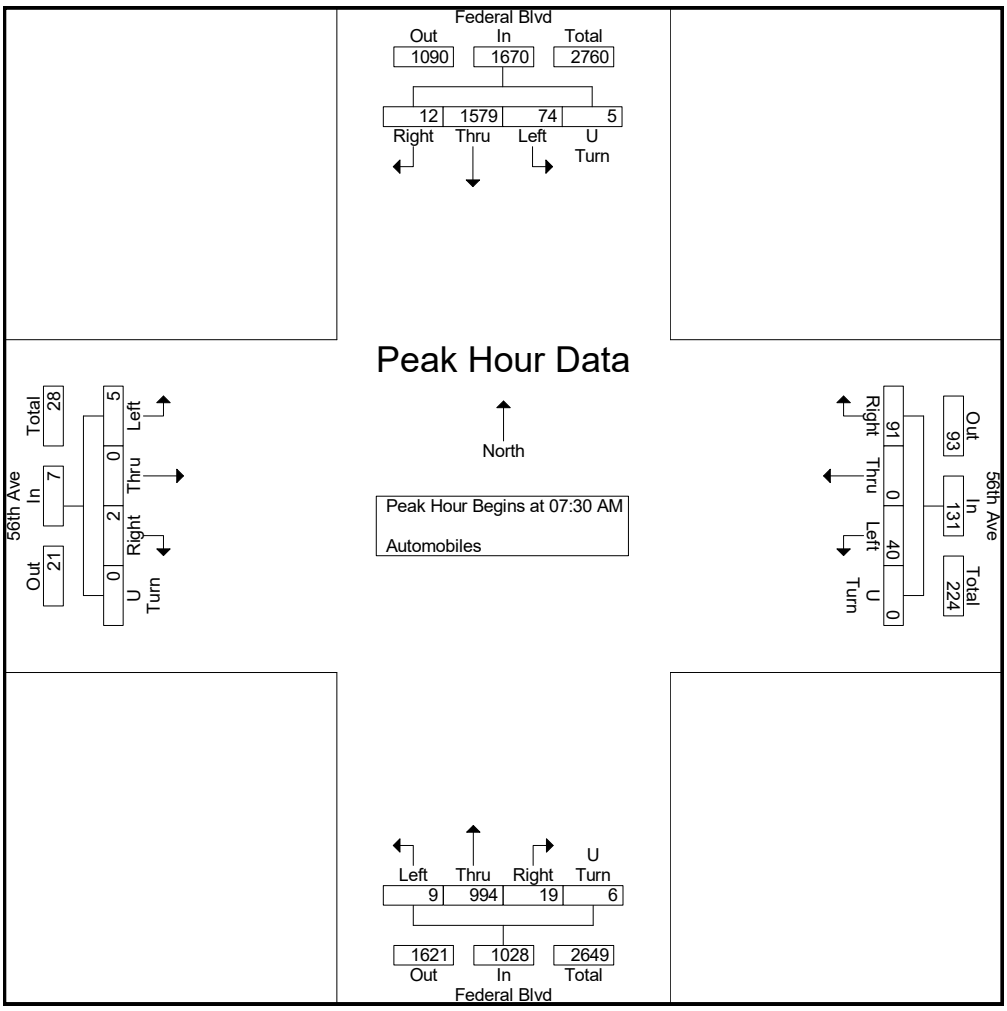


RDC
Ridgeview Data Collection

Adams County, CO
NWC 56th & Pecos Industrial
AM Peak
56th Ave and Federal Blvd

File Name : 56th and Federal AM
Site Code : IPO 407
Start Date : 1/8/2019
Page No : 3

	56th Ave Eastbound					56th Ave Westbound					Federal Blvd Northbound					Federal Blvd Southbound					
Start Time	Left	Thru	Right	U Turn	App. Total	Left	Thru	Right	U Turn	App. Total	Left	Thru	Right	U Turn	App. Total	Left	Thru	Right	U Turn	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	0	0	0	0	0	4	0	23	0	27	1	**275**	4	1	**281**	20	360	**5**	1	386	694
07:45 AM	**4**	0	**1**	0	**5**	**15**	0	**32**	0	**47**	2	235	3	1	241	17	**415**	3	1	**436**	**729**
08:00 AM	0	0	0	0	0	14	0	19	0	33	2	241	3	**2**	248	**21**	402	1	**2**	426	707
08:15 AM	1	0	1	0	2	7	0	17	0	24	**4**	243	**9**	2	258	16	402	3	1	422	706
Total Volume	5	0	2	0	7	40	0	91	0	131	9	994	19	6	1028	74	1579	12	5	1670	2836
% App. Total	71.4	0	28.6	0		30.5	0	69.5	0		0.9	96.7	1.8	0.6		4.4	94.6	0.7	0.3		
PHF	.313	.000	.500	.000	.350	.667	.000	.711	.000	.697	.563	.904	.528	.750	.915	.881	.951	.600	.625	.958	.973



RDC
Ridgeview Data Collection

Adams County, CO
NWC 56th & Pecos Industrial
PM Peak
56th Ave and Federal Blvd

File Name : 56th and Federal PM
Site Code : IPO 407
Start Date : 1/8/2019
Page No : 1

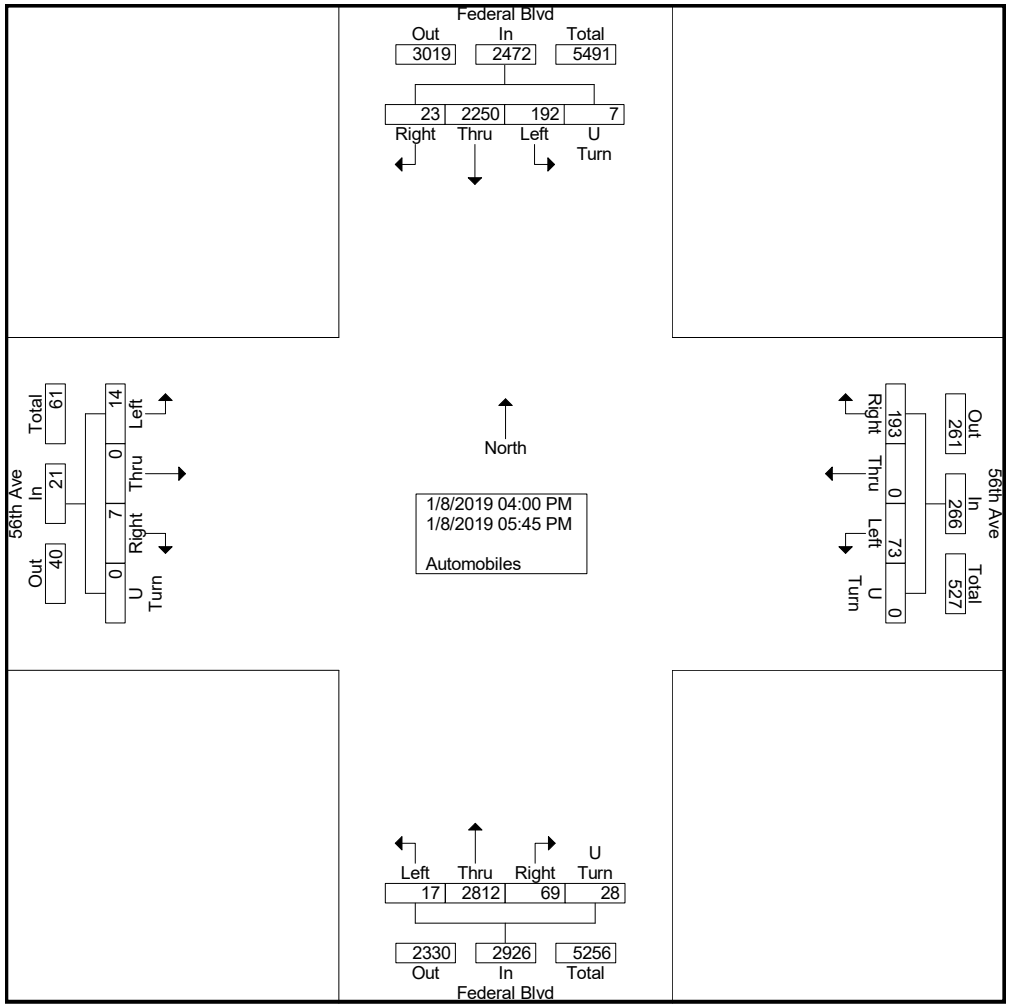
Groups Printed- Automobiles

	56th Ave Eastbound					56th Ave Westbound					Federal Blvd Northbound					Federal Blvd Southbound					
Start Time	Left	Thru	Right	U Turn	App. Total	Left	Thru	Right	U Turn	App. Total	Left	Thru	Right	U Turn	App. Total	Left	Thru	Right	U Turn	App. Total	Int. Total
04:00 PM	0	0	0	0	0	10	0	17	0	27	2	358	8	4	372	19	238	4	0	261	660
04:15 PM	2	0	1	0	3	7	0	24	0	31	0	369	8	2	379	15	268	0	1	284	697
04:30 PM	1	0	0	0	1	14	0	31	0	45	3	334	7	3	347	25	237	0	2	264	657
04:45 PM	2	0	0	0	2	10	0	27	0	37	1	355	4	4	364	27	287	6	1	321	724
Total	5	0	1	0	6	41	0	99	0	140	6	1416	27	13	1462	86	1030	10	4	1130	2738
05:00 PM	2	0	0	0	2	11	0	33	0	44	2	356	9	3	370	33	292	1	1	327	743
05:15 PM	1	0	2	0	3	5	0	26	0	31	2	354	18	3	377	32	326	1	1	360	771
05:30 PM	2	0	0	0	2	10	0	19	0	29	6	345	7	2	360	23	314	4	1	342	733
05:45 PM	4	0	4	0	8	6	0	16	0	22	1	341	8	7	357	18	288	7	0	313	700
Total	9	0	6	0	15	32	0	94	0	126	11	1396	42	15	1464	106	1220	13	3	1342	2947
Grand Total	14	0	7	0	21	73	0	193	0	266	17	2812	69	28	2926	192	2250	23	7	2472	5685
Apprch %	66.7	0	33.3	0		27.4	0	72.6	0		0.6	96.1	2.4	1		7.8	91	0.9	0.3		
Total %	0.2	0	0.1	0	0.4	1.3	0	3.4	0	4.7	0.3	49.5	1.2	0.5	51.5	3.4	39.6	0.4	0.1	43.5	

RDC
Ridgeview Data Collection

Adams County, CO
NWC 56th & Pecos Industrial
PM Peak
56th Ave and Federal Blvd

File Name : 56th and Federal PM
Site Code : IPO 407
Start Date : 1/8/2019
Page No : 2

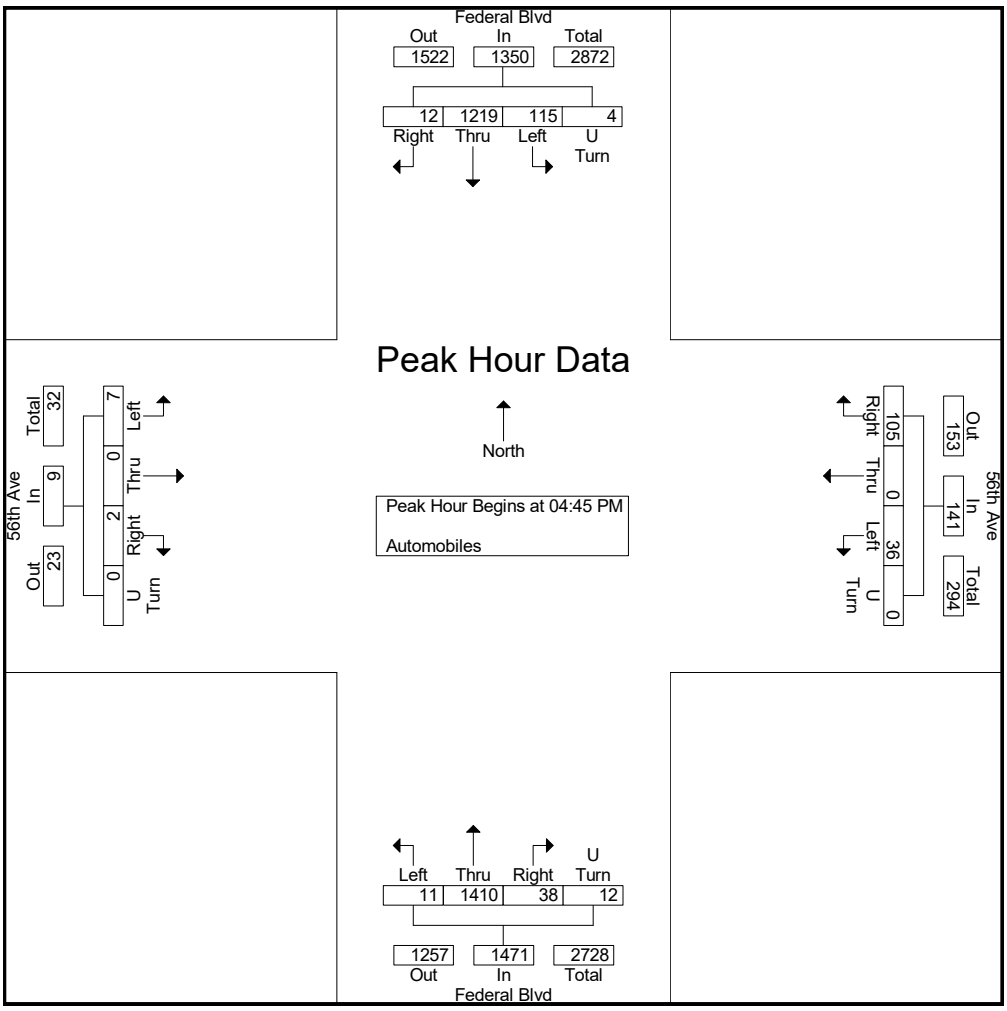


RDC
Ridgeview Data Collection

Adams County, CO
NWC 56th & Pecos Industrial
PM Peak
56th Ave and Federal Blvd

File Name : 56th and Federal PM
Site Code : IPO 407
Start Date : 1/8/2019
Page No : 3

	56th Ave Eastbound					56th Ave Westbound					Federal Blvd Northbound					Federal Blvd Southbound					
Start Time	Left	Thru	Right	U Turn	App. Total	Left	Thru	Right	U Turn	App. Total	Left	Thru	Right	U Turn	App. Total	Left	Thru	Right	U Turn	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:45 PM																					
04:45 PM	**2**	0	0	0	2	10	0	27	0	37	1	355	4	**4**	364	27	287	**6**	**1**	321	724
05:00 PM	2	0	0	0	2	**11**	0	**33**	0	**44**	2	**356**	9	3	370	**33**	292	1	1	327	743
05:15 PM	1	0	**2**	0	**3**	5	0	26	0	31	2	354	**18**	3	**377**	32	**326**	1	1	**360**	**771**
05:30 PM	2	0	0	0	2	10	0	19	0	29	**6**	345	7	2	360	23	314	4	1	342	733
Total Volume	7	0	2	0	9	36	0	105	0	141	11	1410	38	12	1471	115	1219	12	4	1350	2971
% App. Total	77.8	0	22.2	0		25.5	0	74.5	0		0.7	95.9	2.6	0.8		8.5	90.3	0.9	0.3		
PHF	.875	.000	.250	.000	.750	.818	.000	.795	.000	.801	.458	.990	.528	.750	.975	.871	.935	.500	1.00	.938	.963



RDC
Ridgeview Data Collection

Adams County, CO
NWC 56th & Pecos Industrial
AM Peak
56th Ave and Tejon St

File Name : 56th and Tejon AM
Site Code : IPO 405
Start Date : 12/18/2018
Page No : 1

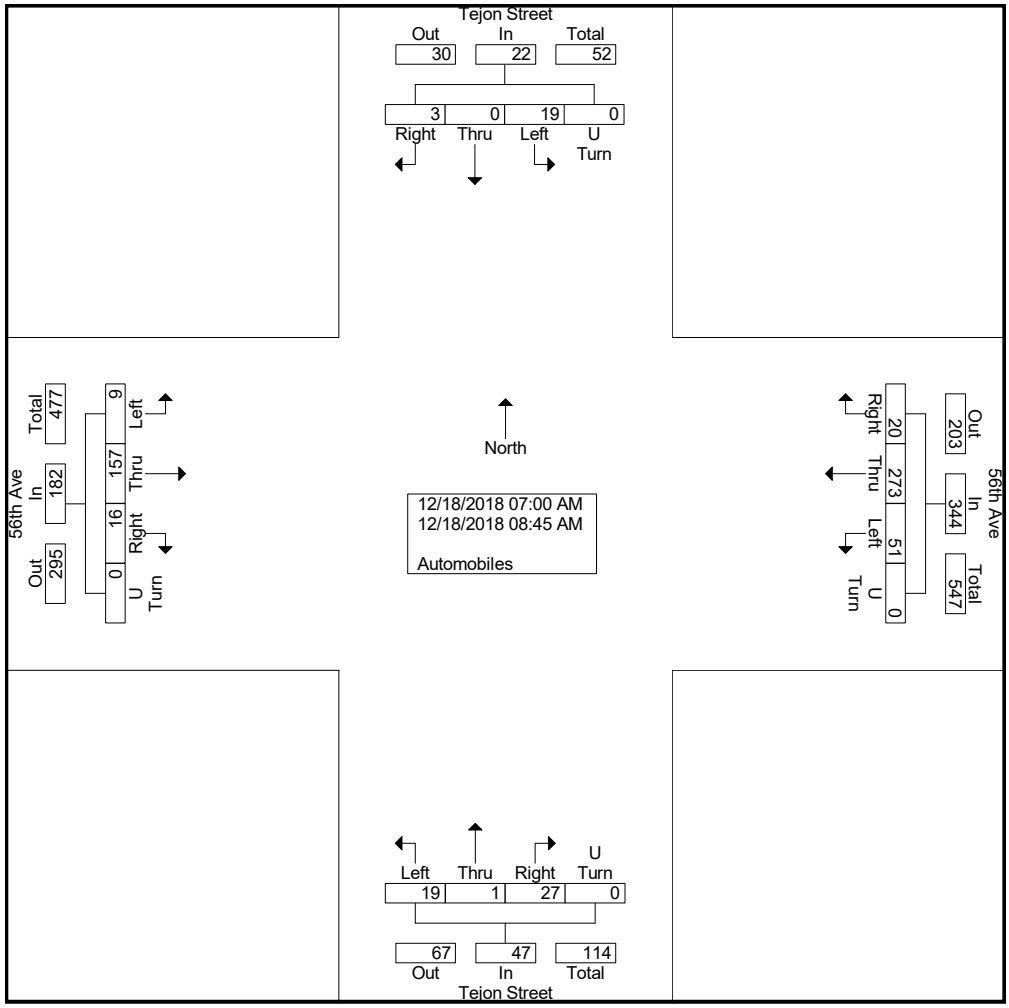
Groups Printed- Automobiles

	56th Ave Eastbound					56th Ave Westbound					Tejon Street Northbound					Tejon Street Southbound					
Start Time	Left	Thru	Right	U Turn	App. Total	Left	Thru	Right	U Turn	App. Total	Left	Thru	Right	U Turn	App. Total	Left	Thru	Right	U Turn	App. Total	Int. Total
07:00 AM	1	19	3	0	23	3	46	3	0	52	6	0	4	0	10	3	0	1	0	4	89
07:15 AM	0	22	2	0	24	10	34	2	0	46	1	0	3	0	4	4	0	0	0	4	78
07:30 AM	1	12	1	0	14	6	40	3	0	49	2	0	5	0	7	1	0	0	0	1	71
07:45 AM	1	19	1	0	21	12	55	4	0	71	6	0	4	0	10	1	0	0	0	1	103
Total	3	72	7	0	82	31	175	12	0	218	15	0	16	0	31	9	0	1	0	10	341
08:00 AM	2	20	1	0	23	8	30	3	0	41	0	0	1	0	1	3	0	1	0	4	69
08:15 AM	2	14	2	0	18	6	22	4	0	32	1	0	2	0	3	1	0	0	0	1	54
08:30 AM	1	24	4	0	29	1	24	0	0	25	3	0	4	0	7	2	0	1	0	3	64
08:45 AM	1	27	2	0	30	5	22	1	0	28	0	1	4	0	5	4	0	0	0	4	67
Total	6	85	9	0	100	20	98	8	0	126	4	1	11	0	16	10	0	2	0	12	254
Grand Total	9	157	16	0	182	51	273	20	0	344	19	1	27	0	47	19	0	3	0	22	595
Apprch %	4.9	86.3	8.8	0		14.8	79.4	5.8	0		40.4	2.1	57.4	0		86.4	0	13.6	0		
Total %	1.5	26.4	2.7	0	30.6	8.6	45.9	3.4	0	57.8	3.2	0.2	4.5	0	7.9	3.2	0	0.5	0	3.7	

RDC
Ridgeview Data Collection

Adams County, CO
NWC 56th & Pecos Industrial
AM Peak
56th Ave and Tejon St

File Name : 56th and Tejon AM
Site Code : IPO 405
Start Date : 12/18/2018
Page No : 2

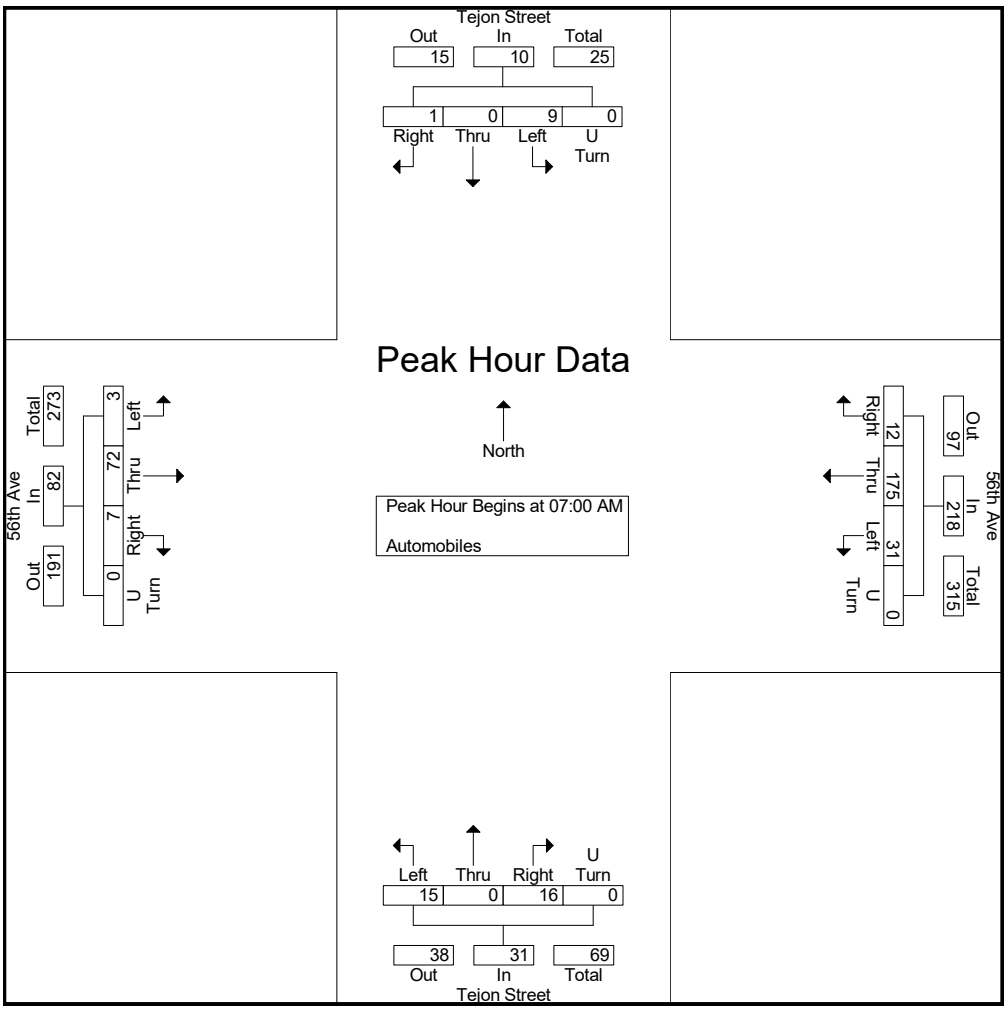


RDC
Ridgeview Data Collection

Adams County, CO
NWC 56th & Pecos Industrial
AM Peak
56th Ave and Tejon St

File Name : 56th and Tejon AM
Site Code : IPO 405
Start Date : 12/18/2018
Page No : 3

	56th Ave Eastbound					56th Ave Westbound					Tejon Street Northbound					Tejon Street Southbound					
Start Time	Left	Thru	Right	U Turn	App. Total	Left	Thru	Right	U Turn	App. Total	Left	Thru	Right	U Turn	App. Total	Left	Thru	Right	U Turn	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:00 AM																					
07:00 AM	**1**	19	**3**	0	23	3	46	3	0	52	**6**	0	4	0	**10**	3	0	**1**	0	**4**	89
07:15 AM	0	**22**	2	0	**24**	10	34	2	0	46	1	0	3	0	4	**4**	0	0	0	4	78
07:30 AM	1	12	1	0	14	6	40	3	0	49	2	0	**5**	0	7	1	0	0	0	1	71
07:45 AM	1	19	1	0	21	**12**	**55**	**4**	0	**71**	6	0	4	0	10	1	0	0	0	1	**103**
Total Volume	3	72	7	0	82	31	175	12	0	218	15	0	16	0	31	9	0	1	0	10	341
% App. Total	3.7	87.8	8.5	0		14.2	80.3	5.5	0		48.4	0	51.6	0		90	0	10	0		
PHF	.750	.818	.583	.000	.854	.646	.795	.750	.000	.768	.625	.000	.800	.000	.775	.563	.000	.250	.000	.625	.828



RDC
Ridgeview Data Collection

Adams County, CO
NWC 56th & Pecos Industrial
PM Peak
56th Ave and Tejon St

File Name : 56th and Tejon PM
Site Code : IPO 405
Start Date : 12/18/2018
Page No : 1

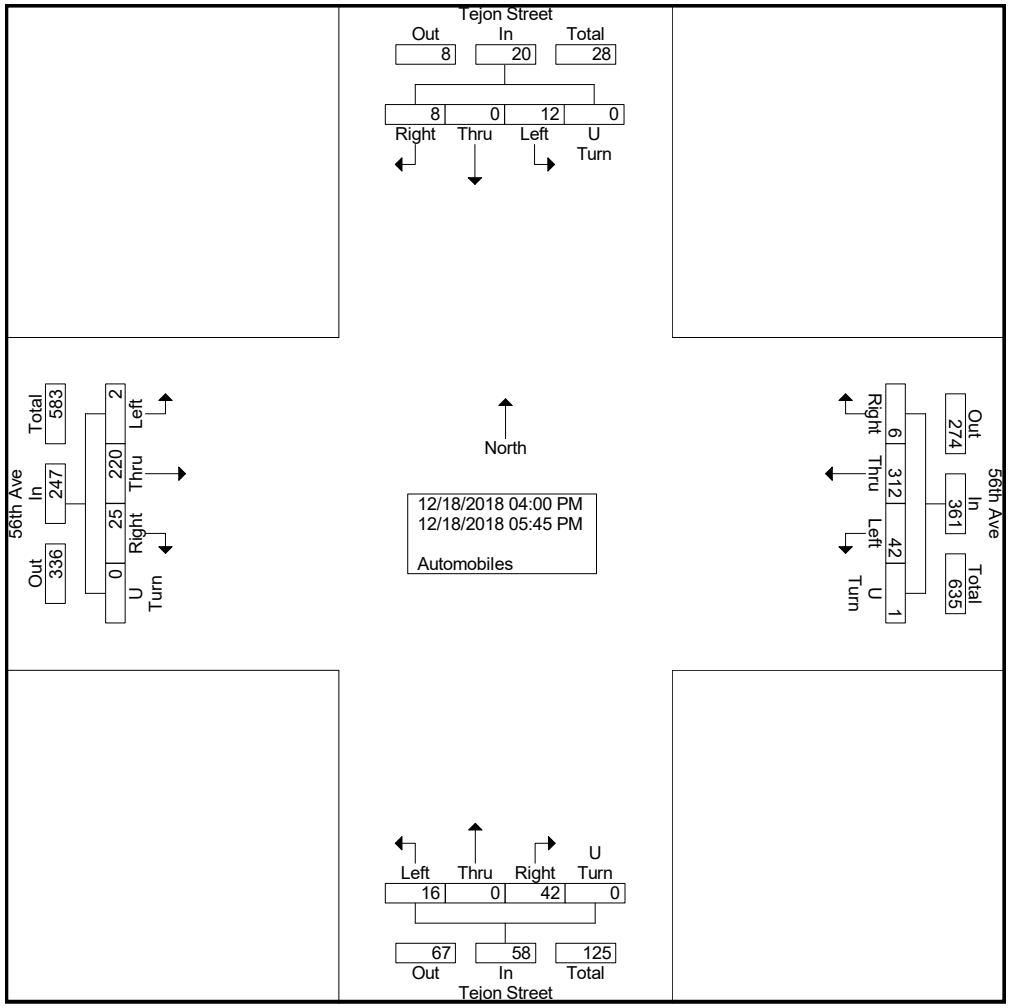
Groups Printed- Automobiles

	56th Ave Eastbound					56th Ave Westbound					Tejon Street Northbound					Tejon Street Southbound					
Start Time	Left	Thru	Right	U Turn	App. Total	Left	Thru	Right	U Turn	App. Total	Left	Thru	Right	U Turn	App. Total	Left	Thru	Right	U Turn	App. Total	Int. Total
04:00 PM	0	34	0	0	34	8	31	2	0	41	1	0	7	0	8	3	0	1	0	4	87
04:15 PM	0	39	4	0	43	6	52	0	0	58	0	0	8	0	8	2	0	0	0	2	111
04:30 PM	1	34	3	0	38	6	35	1	0	42	3	0	5	0	8	5	0	2	0	7	95
04:45 PM	0	22	3	0	25	3	40	1	0	44	4	0	7	0	11	0	0	2	0	2	82
Total	1	129	10	0	140	23	158	4	0	185	8	0	27	0	35	10	0	5	0	15	375
05:00 PM	0	27	4	0	31	4	49	1	0	54	2	0	1	0	3	2	0	1	0	3	91
05:15 PM	0	27	5	0	32	6	37	0	0	43	2	0	6	0	8	0	0	0	0	0	83
05:30 PM	1	20	3	0	24	5	32	0	1	38	2	0	5	0	7	0	0	2	0	2	71
05:45 PM	0	17	3	0	20	4	36	1	0	41	2	0	3	0	5	0	0	0	0	0	66
Total	1	91	15	0	107	19	154	2	1	176	8	0	15	0	23	2	0	3	0	5	311
Grand Total	2	220	25	0	247	42	312	6	1	361	16	0	42	0	58	12	0	8	0	20	686
Apprch %	0.8	89.1	10.1	0		11.6	86.4	1.7	0.3		27.6	0	72.4	0		60	0	40	0		
Total %	0.3	32.1	3.6	0	36	6.1	45.5	0.9	0.1	52.6	2.3	0	6.1	0	8.5	1.7	0	1.2	0	2.9	

RDC
Ridgeview Data Collection

Adams County, CO
NWC 56th & Pecos Industrial
PM Peak
56th Ave and Tejon St

File Name : 56th and Tejon PM
Site Code : IPO 405
Start Date : 12/18/2018
Page No : 2

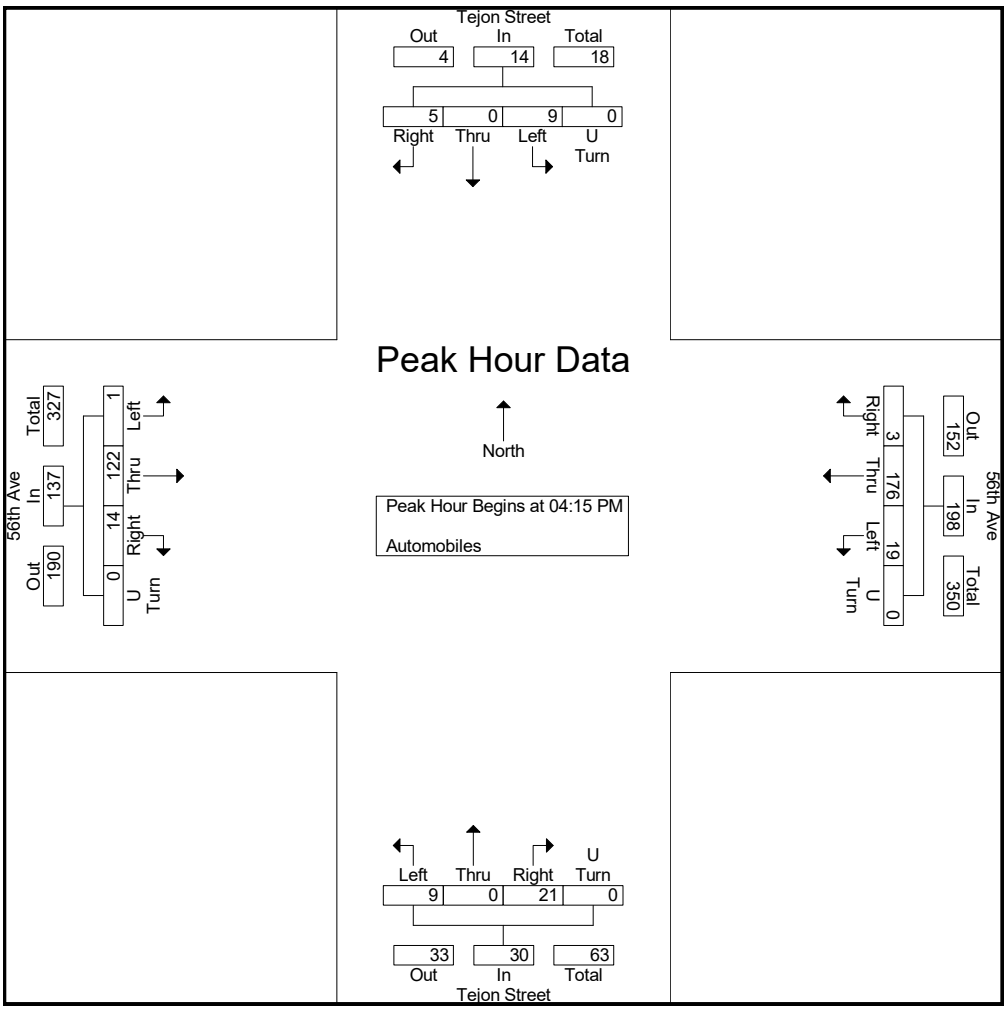


RDC
Ridgeview Data Collection

Adams County, CO
NWC 56th & Pecos Industrial
PM Peak
56th Ave and Tejon St

File Name : 56th and Tejon PM
Site Code : IPO 405
Start Date : 12/18/2018
Page No : 3

	56th Ave Eastbound					56th Ave Westbound					Tejon Street Northbound					Tejon Street Southbound					
Start Time	Left	Thru	Right	U Turn	App. Total	Left	Thru	Right	U Turn	App. Total	Left	Thru	Right	U Turn	App. Total	Left	Thru	Right	U Turn	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:15 PM																					
04:15 PM	0	**39**	**4**	0	**43**	**6**	**52**	0	0	**58**	0	0	**8**	0	8	2	0	0	0	2	**111**
04:30 PM	**1**	34	3	0	38	6	35	**1**	0	42	3	0	5	0	8	**5**	0	**2**	0	**7**	95
04:45 PM	0	22	3	0	25	3	40	1	0	44	**4**	0	7	0	**11**	0	0	2	0	2	82
05:00 PM	0	27	4	0	31	4	49	1	0	54	2	0	1	0	3	2	0	1	0	3	91
Total Volume	1	122	14	0	137	19	176	3	0	198	9	0	21	0	30	9	0	5	0	14	379
% App. Total	0.7	89.1	10.2	0		9.6	88.9	1.5	0		30	0	70	0		64.3	0	35.7	0		
PHF	.250	.782	.875	.000	.797	.792	.846	.750	.000	.853	.563	.000	.656	.000	.682	.450	.000	.625	.000	.500	.854



RDC
Ridgeview Data Collection

Adams County, CO
NWC 56th & Pecos Industrial
AM Peak
56th Ave and Pecos St

File Name : 56th and Pecos AM
Site Code : IPO 405
Start Date : 12/18/2018
Page No : 1

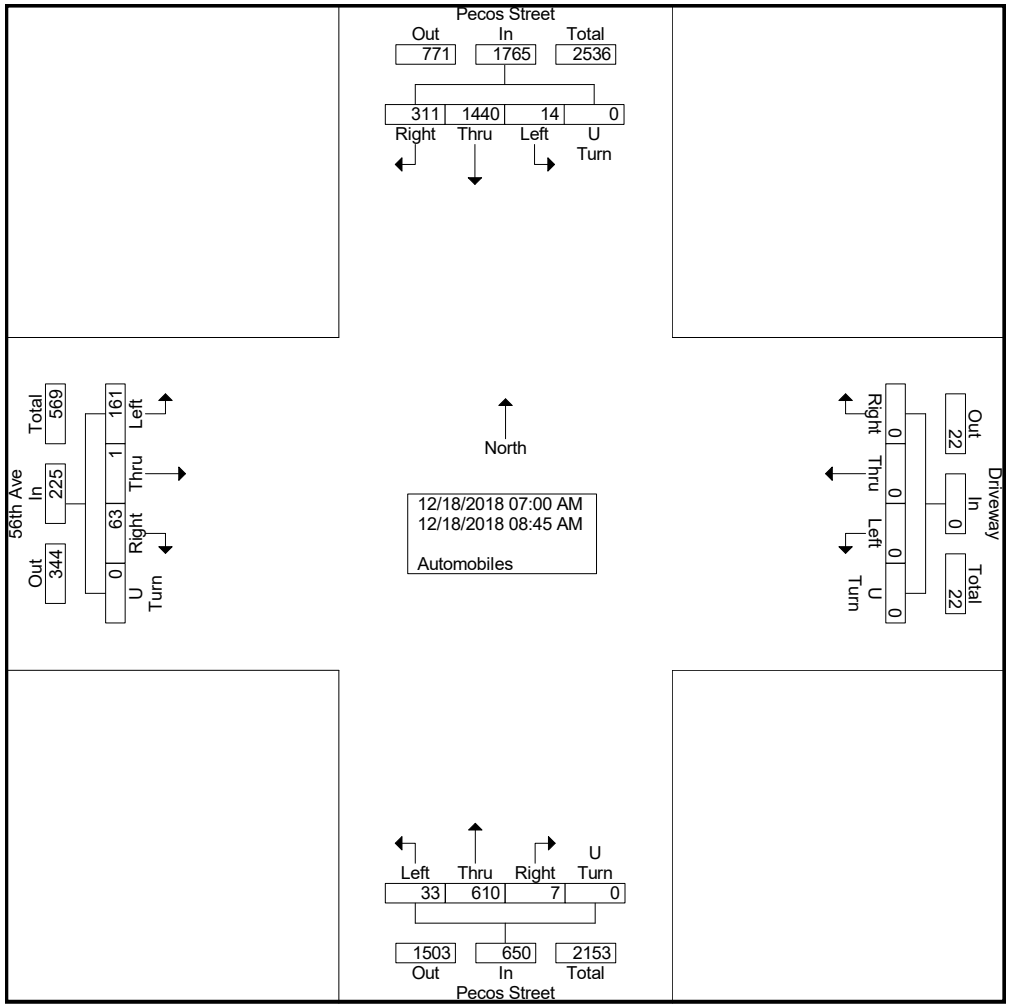
Groups Printed- Automobiles

	56th Ave Eastbound					Driveway Westbound					Pecos Street Northbound					Pecos Street Southbound					
Start Time	Left	Thru	Right	U Turn	App. Total	Left	Thru	Right	U Turn	App. Total	Left	Thru	Right	U Turn	App. Total	Left	Thru	Right	U Turn	App. Total	Int. Total
07:00 AM	20	0	9	0	29	0	0	0	0	0	5	80	2	0	87	0	189	47	0	236	352
07:15 AM	22	0	10	0	32	0	0	0	0	0	3	77	0	0	80	0	233	51	0	284	396
07:30 AM	20	0	6	0	26	0	0	0	0	0	2	74	0	0	76	1	202	42	0	245	347
07:45 AM	17	0	8	0	25	0	0	0	0	0	6	80	1	0	87	1	215	60	0	276	388
Total	79	0	33	0	112	0	0	0	0	0	16	311	3	0	330	2	839	200	0	1041	1483
08:00 AM	17	1	10	0	28	0	0	0	0	0	4	70	1	0	75	5	179	38	0	222	325
08:15 AM	15	0	1	0	16	0	0	0	0	0	5	83	0	0	88	2	175	31	0	208	312
08:30 AM	24	0	11	0	35	0	0	0	0	0	4	78	1	0	83	2	159	19	0	180	298
08:45 AM	26	0	8	0	34	0	0	0	0	0	4	68	2	0	74	3	88	23	0	114	222
Total	82	1	30	0	113	0	0	0	0	0	17	299	4	0	320	12	601	111	0	724	1157
Grand Total	161	1	63	0	225	0	0	0	0	0	33	610	7	0	650	14	1440	311	0	1765	2640
Apprch %	71.6	0.4	28	0		0	0	0	0		5.1	93.8	1.1	0		0.8	81.6	17.6	0		
Total %	6.1	0	2.4	0	8.5	0	0	0	0	0	1.2	23.1	0.3	0	24.6	0.5	54.5	11.8	0	66.9	

RDC
Ridgeview Data Collection

Adams County, CO
NWC 56th & Pecos Industrial
AM Peak
56th Ave and Pecos St

File Name : 56th and Pecos AM
Site Code : IPO 405
Start Date : 12/18/2018
Page No : 2

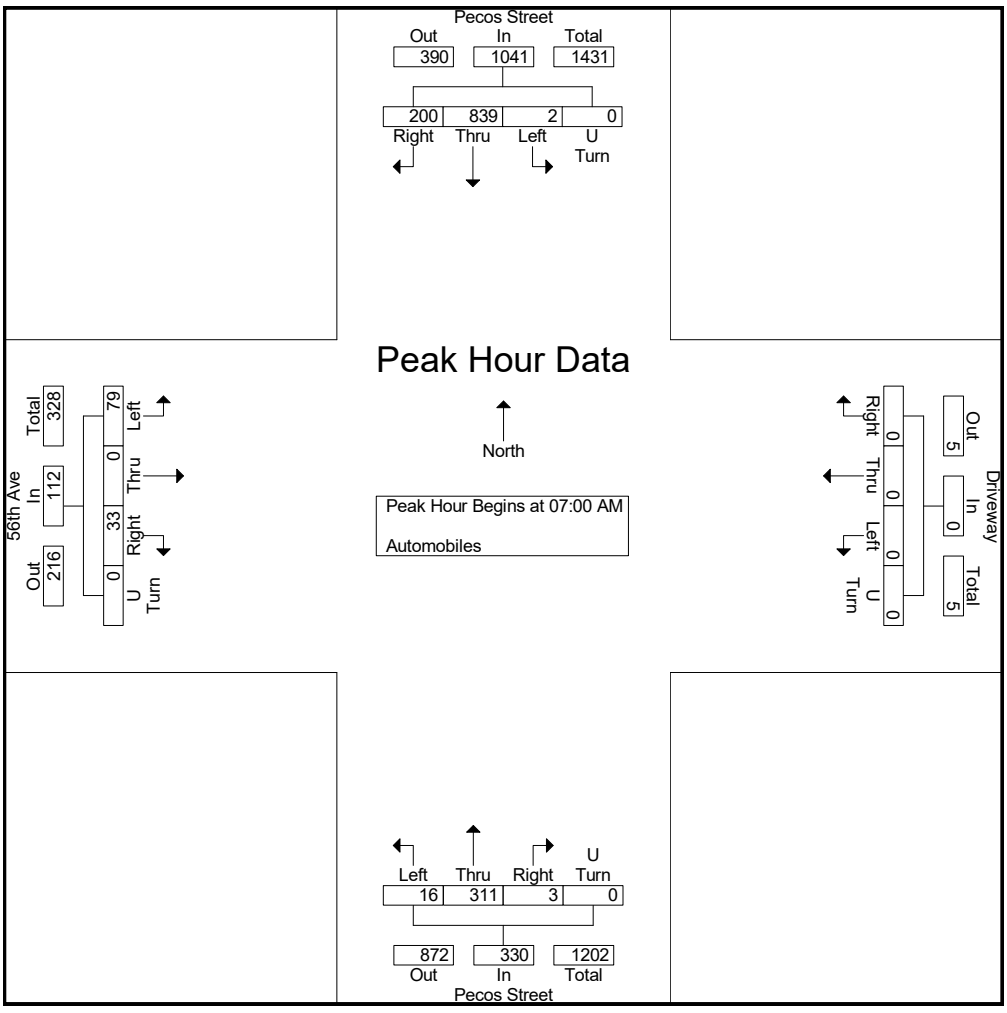


RDC
Ridgeview Data Collection

Adams County, CO
NWC 56th & Pecos Industrial
AM Peak
56th Ave and Pecos St

File Name : 56th and Pecos AM
Site Code : IPO 405
Start Date : 12/18/2018
Page No : 3

	56th Ave Eastbound					Driveway Westbound					Pecos Street Northbound					Pecos Street Southbound					
Start Time	Left	Thru	Right	U Turn	App. Total	Left	Thru	Right	U Turn	App. Total	Left	Thru	Right	U Turn	App. Total	Left	Thru	Right	U Turn	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:00 AM																					
07:00 AM	20	0	9	0	29	0	0	0	0	0	5	**80**	**2**	0	**87**	0	189	47	0	236	352
07:15 AM	**22**	0	**10**	0	**32**	0	0	0	0	0	3	77	0	0	80	0	**233**	51	0	**284**	**396**
07:30 AM	20	0	6	0	26	0	0	0	0	0	2	74	0	0	76	**1**	202	42	0	245	347
07:45 AM	17	0	8	0	25	0	0	0	0	0	**6**	80	1	0	87	1	215	**60**	0	276	388
Total Volume	79	0	33	0	112	0	0	0	0	0	16	311	3	0	330	2	839	200	0	1041	1483
% App. Total	70.5	0	29.5	0		0	0	0	0		4.8	94.2	0.9	0		0.2	80.6	19.2	0		
PHF	.898	.000	.825	.000	.875	.000	.000	.000	.000	.000	.667	.972	.375	.000	.948	.500	.900	.833	.000	.916	.936



RDC
Ridgeview Data Collection

Adams County, CO
NWC 56th & Pecos Industrial
PM Peak
56th Ave and Pecos St

File Name : 56th and Pecos PM
Site Code : IPO 405
Start Date : 12/18/2018
Page No : 1

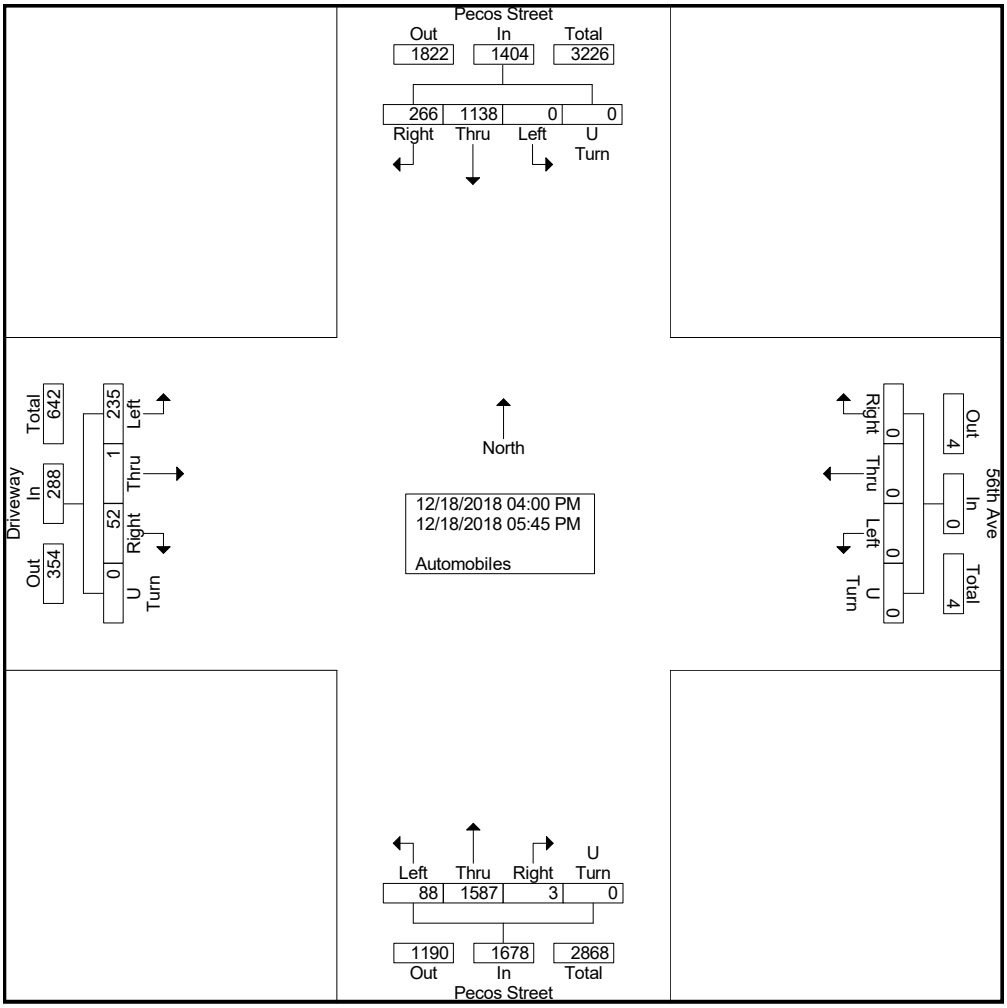
Groups Printed- Automobiles

	Driveway Eastbound					56th Ave Westbound					Pecos Street Northbound					Pecos Street Southbound					
Start Time	Left	Thru	Right	U Turn	App. Total	Left	Thru	Right	U Turn	App. Total	Left	Thru	Right	U Turn	App. Total	Left	Thru	Right	U Turn	App. Total	Int. Total
04:00 PM	37	0	7	0	44	0	0	0	0	0	12	203	0	0	215	0	181	33	0	214	473
04:15 PM	43	0	5	0	48	0	0	0	0	0	15	204	1	0	220	0	155	36	0	191	459
04:30 PM	37	0	12	0	49	0	0	0	0	0	5	232	1	0	238	0	161	34	0	195	482
04:45 PM	28	1	2	0	31	0	0	0	0	0	8	176	0	0	184	0	145	36	0	181	396
Total	145	1	26	0	172	0	0	0	0	0	40	815	2	0	857	0	642	139	0	781	1810
05:00 PM	20	0	7	0	27	0	0	0	0	0	11	226	1	0	238	0	143	42	0	185	450
05:15 PM	28	0	8	0	36	0	0	0	0	0	13	186	0	0	199	0	124	32	0	156	391
05:30 PM	21	0	6	0	27	0	0	0	0	0	11	200	0	0	211	0	122	33	0	155	393
05:45 PM	21	0	5	0	26	0	0	0	0	0	13	160	0	0	173	0	107	20	0	127	326
Total	90	0	26	0	116	0	0	0	0	0	48	772	1	0	821	0	496	127	0	623	1560
Grand Total	235	1	52	0	288	0	0	0	0	0	88	1587	3	0	1678	0	1138	266	0	1404	3370
Apprch %	81.6	0.3	18.1	0		0	0	0	0		5.2	94.6	0.2	0		0	81.1	18.9	0		
Total %	7	0	1.5	0	8.5	0	0	0	0	0	2.6	47.1	0.1	0	49.8	0	33.8	7.9	0	41.7	

RDC
Ridgeview Data Collection

Adams County, CO
NWC 56th & Pecos Industrial
PM Peak
56th Ave and Pecos St

File Name : 56th and Pecos PM
Site Code : IPO 405
Start Date : 12/18/2018
Page No : 2

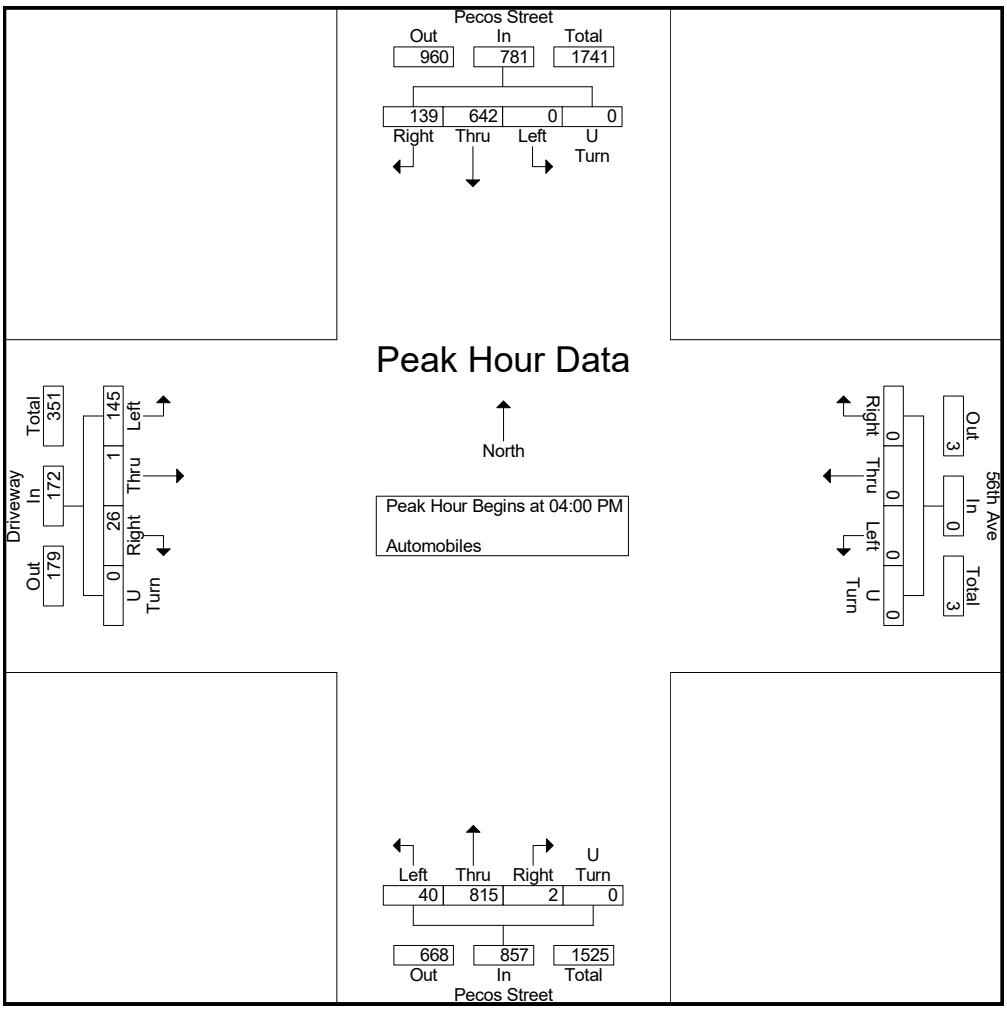


RDC
Ridgeview Data Collection

Adams County, CO
NWC 56th & Pecos Industrial
PM Peak
56th Ave and Pecos St

File Name : 56th and Pecos PM
Site Code : IPO 405
Start Date : 12/18/2018
Page No : 3

	Driveway Eastbound					56th Ave Westbound					Pecos Street Northbound					Pecos Street Southbound					
Start Time	Left	Thru	Right	U Turn	App. Total	Left	Thru	Right	U Turn	App. Total	Left	Thru	Right	U Turn	App. Total	Left	Thru	Right	U Turn	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:00 PM																					
04:00 PM	37	0	7	0	44	0	0	0	0	0	12	203	0	0	215	0	**181**	33	0	**214**	473
04:15 PM	**43**	0	5	0	48	0	0	0	0	0	**15**	204	**1**	0	220	0	155	**36**	0	191	459
04:30 PM	37	0	**12**	0	**49**	0	0	0	0	0	5	**232**	1	0	**238**	0	161	34	0	195	**482**
04:45 PM	28	**1**	2	0	31	0	0	0	0	0	8	176	0	0	184	0	145	36	0	181	396
Total Volume	145	1	26	0	172	0	0	0	0	0	40	815	2	0	857	0	642	139	0	781	1810
% App. Total	84.3	0.6	15.1	0		0	0	0	0		4.7	95.1	0.2	0		0	82.2	17.8	0		
PHF	.843	.250	.542	.000	.878	.000	.000	.000	.000	.000	.667	.878	.500	.000	.900	.000	.887	.965	.000	.912	.939



RDC
Ridgeview Data Collection

Adams County, CO
NWC 56th & Pecos Industrial
AM Peak
52nd Ave and Pecos St

File Name : 52nd and Pecos AM
Site Code : IPO 407
Start Date : 1/8/2019
Page No : 1

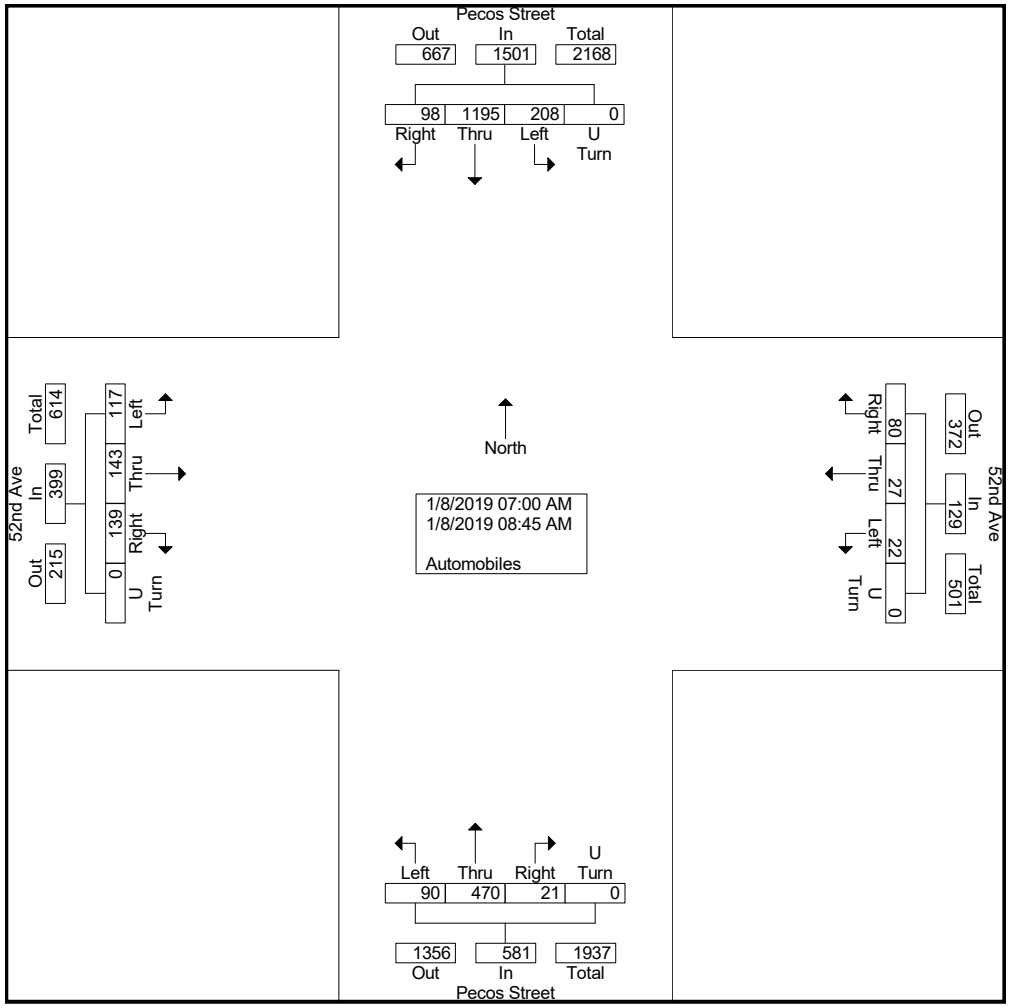
Groups Printed- Automobiles

	52nd Ave Eastbound					52nd Ave Westbound					Pecos Street Northbound					Pecos Street Southbound					
Start Time	Left	Thru	Right	U Turn	App. Total	Left	Thru	Right	U Turn	App. Total	Left	Thru	Right	U Turn	App. Total	Left	Thru	Right	U Turn	App. Total	Int. Total
07:00 AM	8	14	15	0	37	3	3	14	0	20	9	62	4	0	75	23	127	12	0	162	294
07:15 AM	10	30	27	0	67	2	2	8	0	12	4	45	3	0	52	29	167	9	0	205	336
07:30 AM	10	20	18	0	48	6	4	6	0	16	9	61	5	0	75	15	171	7	0	193	332
07:45 AM	20	32	19	0	71	2	4	7	0	13	8	66	2	0	76	43	188	8	0	239	399
Total	48	96	79	0	223	13	13	35	0	61	30	234	14	0	278	110	653	36	0	799	1361
08:00 AM	15	15	14	0	44	3	6	10	0	19	16	72	1	0	89	32	150	18	0	200	352
08:15 AM	22	18	23	0	63	2	6	16	0	24	24	55	0	0	79	24	136	29	0	189	355
08:30 AM	22	12	15	0	49	4	1	8	0	13	13	53	4	0	70	23	140	10	0	173	305
08:45 AM	10	2	8	0	20	0	1	11	0	12	7	56	2	0	65	19	116	5	0	140	237
Total	69	47	60	0	176	9	14	45	0	68	60	236	7	0	303	98	542	62	0	702	1249
Grand Total	117	143	139	0	399	22	27	80	0	129	90	470	21	0	581	208	1195	98	0	1501	2610
Apprch %	29.3	35.8	34.8	0		17.1	20.9	62	0		15.5	80.9	3.6	0		13.9	79.6	6.5	0		
Total %	4.5	5.5	5.3	0	15.3	0.8	1	3.1	0	4.9	3.4	18	0.8	0	22.3	8	45.8	3.8	0	57.5	

RDC
Ridgeview Data Collection

Adams County, CO
NWC 56th & Pecos Industrial
AM Peak
52nd Ave and Pecos St

File Name : 52nd and Pecos AM
Site Code : IPO 407
Start Date : 1/8/2019
Page No : 2

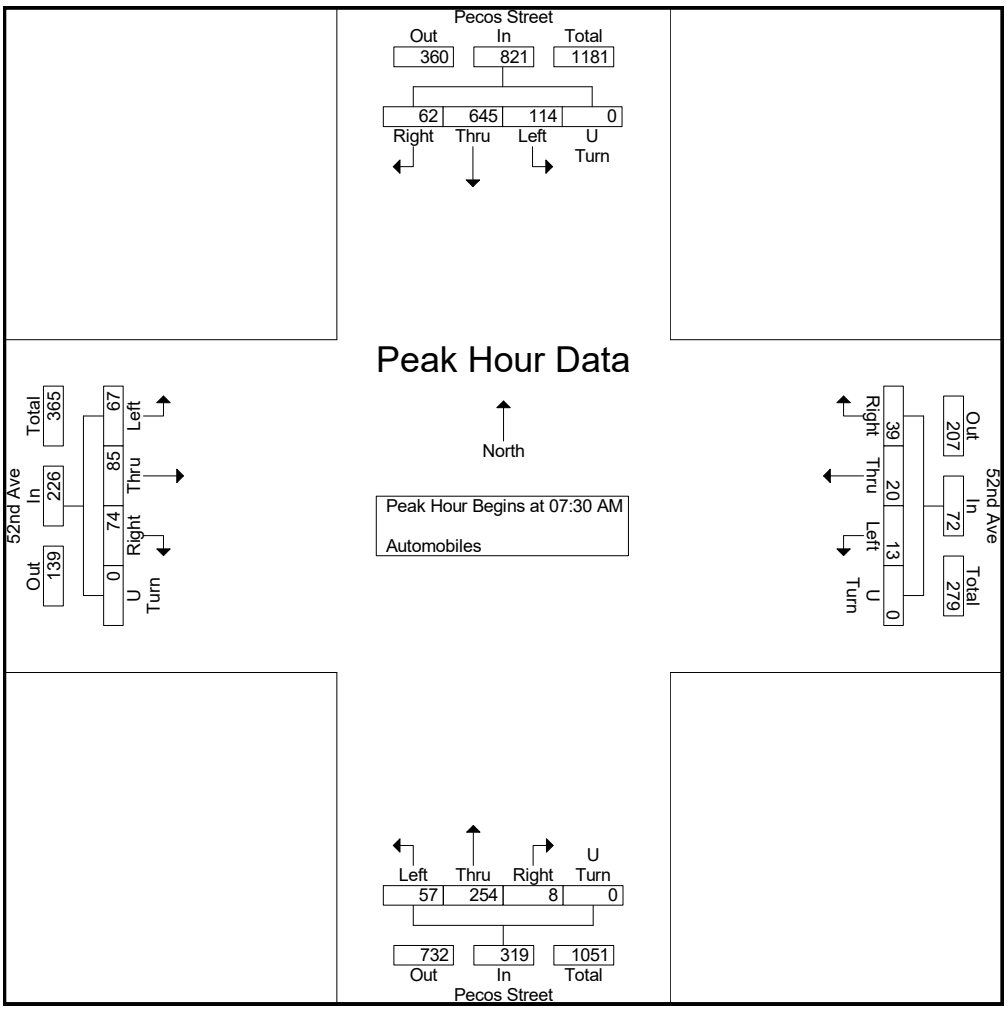


RDC
Ridgeview Data Collection

Adams County, CO
NWC 56th & Pecos Industrial
AM Peak
52nd Ave and Pecos St

File Name : 52nd and Pecos AM
Site Code : IPO 407
Start Date : 1/8/2019
Page No : 3

	52nd Ave Eastbound					52nd Ave Westbound					Pecos Street Northbound					Pecos Street Southbound					
Start Time	Left	Thru	Right	U Turn	App. Total	Left	Thru	Right	U Turn	App. Total	Left	Thru	Right	U Turn	App. Total	Left	Thru	Right	U Turn	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	10	20	18	0	48	**6**	4	6	0	16	9	61	**5**	0	75	15	171	7	0	193	332
07:45 AM	20	**32**	19	0	**71**	2	4	7	0	13	8	66	2	0	76	**43**	**188**	8	0	**239**	**399**
08:00 AM	15	15	14	0	44	3	**6**	10	0	19	16	**72**	1	0	**89**	32	150	18	0	200	352
08:15 AM	**22**	18	**23**	0	63	2	6	**16**	0	**24**	**24**	55	0	0	79	24	136	**29**	0	189	355
Total Volume	67	85	74	0	226	13	20	39	0	72	57	254	8	0	319	114	645	62	0	821	1438
% App. Total	29.6	37.6	32.7	0		18.1	27.8	54.2	0		17.9	79.6	2.5	0		13.9	78.6	7.6	0		
PHF	.761	.664	.804	.000	.796	.542	.833	.609	.000	.750	.594	.882	.400	.000	.896	.663	.858	.534	.000	.859	.901



RDC
Ridgeview Data Collection

Adams County, CO
NWC 56th & Pecos Industrial
PM Peak
52nd Ave and Pecos St

File Name : 52nd and Pecos PM
Site Code : IPO 407
Start Date : 1/8/2019
Page No : 1

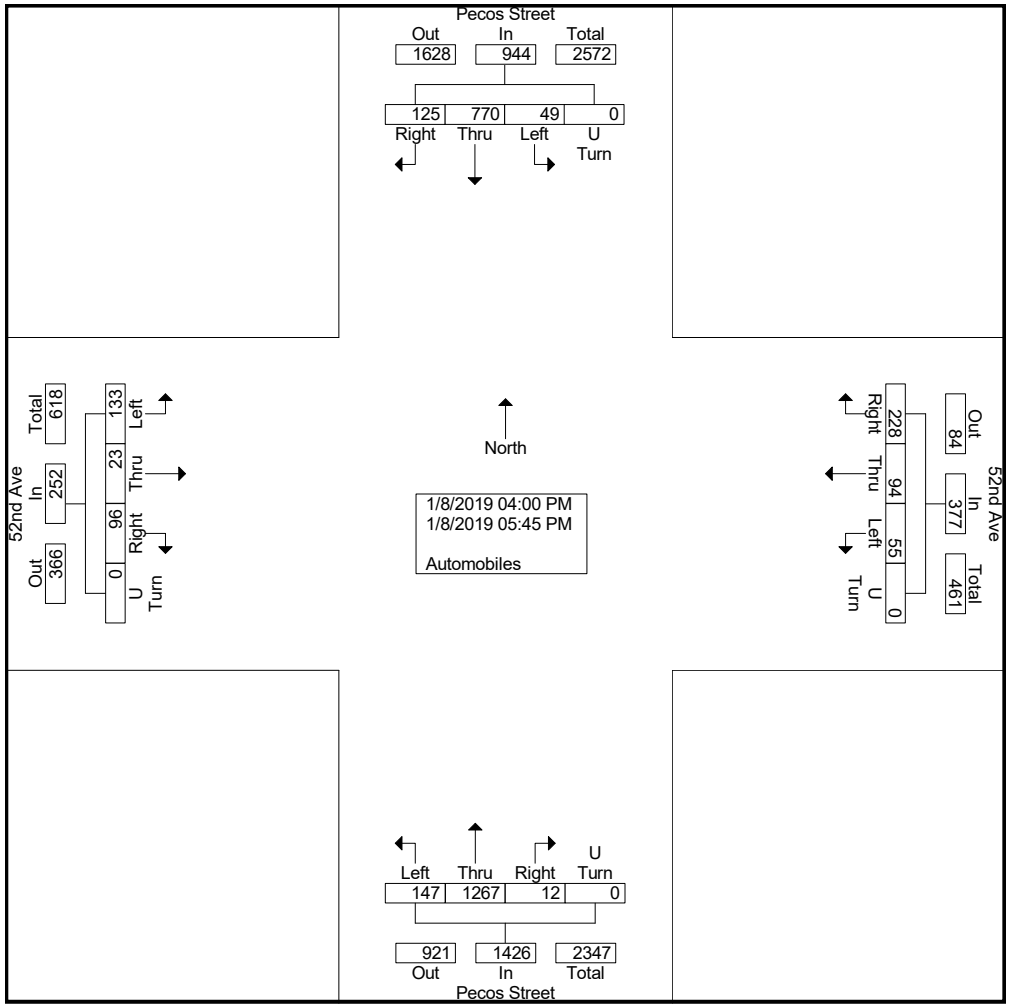
Groups Printed- Automobiles

	52nd Ave Eastbound					52nd Ave Westbound					Pecos Street Northbound					Pecos Street Southbound					
Start Time	Left	Thru	Right	U Turn	App. Total	Left	Thru	Right	U Turn	App. Total	Left	Thru	Right	U Turn	App. Total	Left	Thru	Right	U Turn	App. Total	Int. Total
04:00 PM	21	2	7	0	30	20	11	43	0	74	16	132	1	0	149	4	79	15	0	98	351
04:15 PM	20	5	16	0	41	1	9	31	0	41	20	147	4	0	171	13	100	24	0	137	390
04:30 PM	20	3	8	0	31	13	16	33	0	62	18	147	3	0	168	6	111	13	0	130	391
04:45 PM	13	5	14	0	32	2	13	31	0	46	23	183	2	0	208	6	113	20	0	139	425
Total	74	15	45	0	134	36	49	138	0	223	77	609	10	0	696	29	403	72	0	504	1557
05:00 PM	14	2	12	0	28	6	24	37	0	67	18	162	0	0	180	2	97	17	0	116	391
05:15 PM	16	1	14	0	31	5	9	28	0	42	14	193	0	0	207	8	117	12	0	137	417
05:30 PM	16	2	16	0	34	4	9	17	0	30	14	147	2	0	163	3	76	13	0	92	319
05:45 PM	13	3	9	0	25	4	3	8	0	15	24	156	0	0	180	7	77	11	0	95	315
Total	59	8	51	0	118	19	45	90	0	154	70	658	2	0	730	20	367	53	0	440	1442
Grand Total	133	23	96	0	252	55	94	228	0	377	147	1267	12	0	1426	49	770	125	0	944	2999
Apprch %	52.8	9.1	38.1	0		14.6	24.9	60.5	0		10.3	88.8	0.8	0		5.2	81.6	13.2	0		
Total %	4.4	0.8	3.2	0	8.4	1.8	3.1	7.6	0	12.6	4.9	42.2	0.4	0	47.5	1.6	25.7	4.2	0	31.5	

RDC
Ridgeview Data Collection

Adams County, CO
NWC 56th & Pecos Industrial
PM Peak
52nd Ave and Pecos St

File Name : 52nd and Pecos PM
Site Code : IPO 407
Start Date : 1/8/2019
Page No : 2

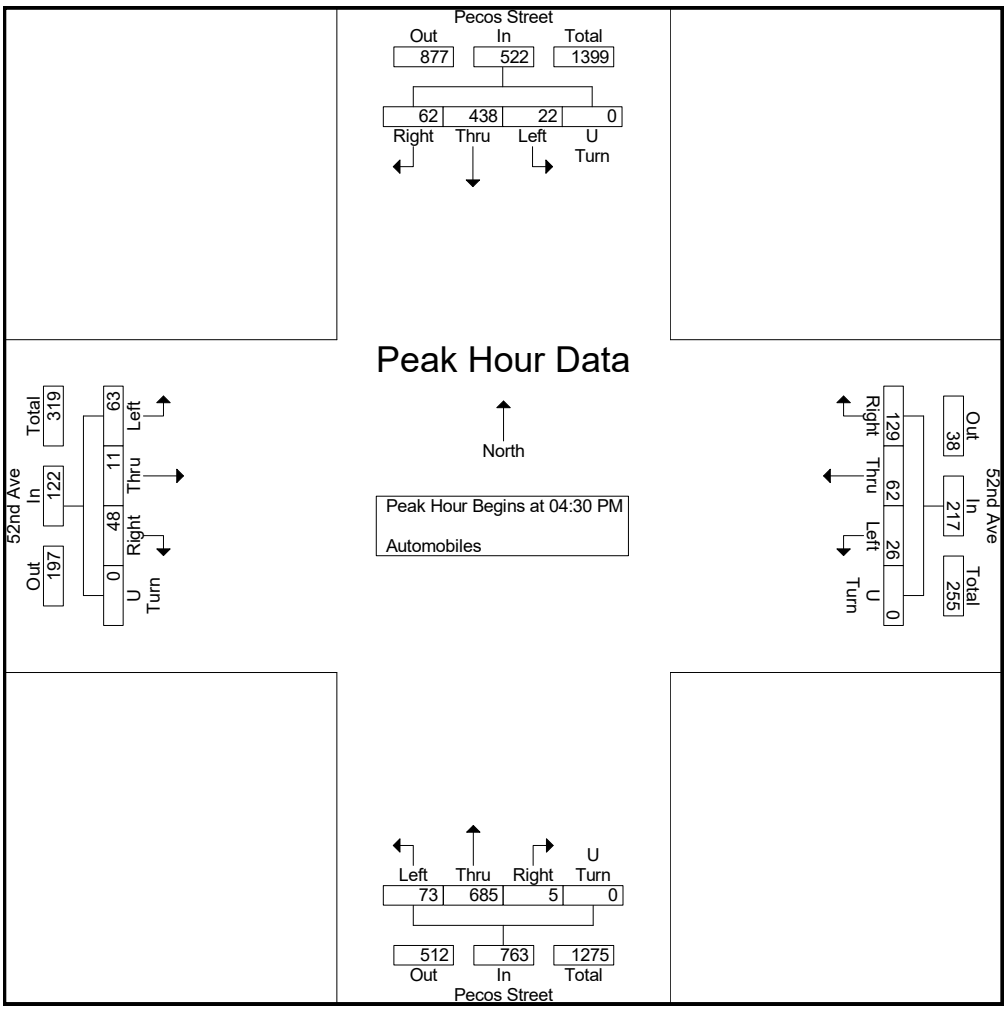


RDC
Ridgeview Data Collection

Adams County, CO
NWC 56th & Pecos Industrial
PM Peak
52nd Ave and Pecos St

File Name : 52nd and Pecos PM
Site Code : IPO 407
Start Date : 1/8/2019
Page No : 3

	52nd Ave Eastbound					52nd Ave Westbound					Pecos Street Northbound					Pecos Street Southbound					
Start Time	Left	Thru	Right	U Turn	App. Total	Left	Thru	Right	U Turn	App. Total	Left	Thru	Right	U Turn	App. Total	Left	Thru	Right	U Turn	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:30 PM																					
04:30 PM	**20**	3	8	0	31	**13**	16	33	0	62	18	147	**3**	0	168	6	111	13	0	130	391
04:45 PM	13	**5**	**14**	0	**32**	2	13	31	0	46	**23**	183	2	0	**208**	6	113	**20**	0	**139**	**425**
05:00 PM	14	2	12	0	28	6	**24**	**37**	0	**67**	18	162	0	0	180	2	97	17	0	116	391
05:15 PM	16	1	14	0	31	5	9	28	0	42	14	**193**	0	0	207	**8**	**117**	12	0	137	417
Total Volume	63	11	48	0	122	26	62	129	0	217	73	685	5	0	763	22	438	62	0	522	1624
% App. Total	51.6	9	39.3	0		12	28.6	59.4	0		9.6	89.8	0.7	0		4.2	83.9	11.9	0		
PHF	.788	.550	.857	.000	.953	.500	.646	.872	.000	.810	.793	.887	.417	.000	.917	.688	.936	.775	.000	.939	.955



APPENDIX B

CDOT Traffic Data

Pecos Logistics Park Traffic Projections:

Interstate-76:

ROUTE	REFPT	ENDREFPT	LENGTH	AADT	AADTYR	COUNTYEAR	OFFPKTRK	YR20FACTOR	DHV	AADTTRUCKS	VMT	LOCATION
076A	1.768	3.223	1.532	87000	2017	2017	8.4	1.46	8	7300	133284	ON I-76 W/O SH 287 FEDERAL BLVD
076A	3.223	4.217	0.974	83000	2017	2017	9	1.48	8	7400	80842	ON I-76 E/O SH 287 FEDERAL BLVD
076A	4.217	5.777	1.602	84000	2017	2017	13.4	1.48	8	11300	134568	ON I-76 W/O I-25

US-287 (Federal Boulevard):

ROUTE	REFPT	ENDREFPT	LENGTH	AADT	AADTYR	COUNTYEAR	OFFPKTRK	YR20FACTOR	DHV	AADTTRUCKS	VMT	LOCATION
287C	285.992	286.913	0.916	32000	2017	2017	2.7	1.06	9.5	860	29312	ON SH 287 FEDERAL BLVD S/O I-76 DENVER
287C	286.913	287.803	0.843	36000	2017	2017	3	1.08	9.5	1080	30348	ON SH 287 FEDERAL BLVD N/O I-76 DENVER

APPENDIX C

Trip Generation Worksheets

Kimley»Horn

Project	Pecos Logistics Park - Phase 1				
Subject	Trip Generation for Industrial Park				
Designed by	ACK	*Date*	January 18, 2019	*Job No.*	096799000
Checked by		*Date*		*Sheet No.*	1 *of* 1

TRIP GENERATION MANUAL TECHNIQUES

ITE Trip Generation Manual 10th Edition, Average Rate Equations

Land Use Code - Industrial Park (130)

Independant Variable - 1000 Square Feet Gross Floor Feet (X)
Gross Floor Area = 675,100
X = 675.1
T = Average Vehicle Trip Ends

Peak Hour of Adjacent Street Traffic, One Hour Between 7 and 9 a.m. (100 Series Page 22)

Directional Distribution: 81% ent. 19% exit.
T = 0.40 (X) T = 270 Average Vehicle Trip Ends
T = 0.40 * 675.1 219 entering 51 exiting

219 + 51 = 270

Peak Hour of Adjacent Street Traffic, One Hour Between 4 and 6 p.m. (100 Series Page 23)

Directional Distribution: 21% ent. 79% exit.
T = 0.40 (X) T = 271 Average Vehicle Trip Ends
T = 0.40 * 675.1 57 entering 214 exiting

57 + 214 = 271

Weekday (100 Series Page 21)

Directional Distribution: 50% entering, 50% exiting
T = 3.37 (X) T = 2276 Average Vehicle Trip Ends
T = 3.37 * 675.1 1138 entering 1138 exiting

1138 + 1138 = 2276

Kimley»Horn

Project	Pecos Logistics Park - Full Buildout				
Subject	Trip Generation for Industrial Park				
Designed by	ACK	*Date*	October 31, 2019	*Job No.*	096799000
Checked by		*Date*		*Sheet No.*	1 *of* 1

TRIP GENERATION MANUAL TECHNIQUES

ITE Trip Generation Manual 10th Edition, Average Rate Equations

Land Use Code - Industrial Park (130)

Independant Variable - 1000 Square Feet Gross Floor Feet (X)
Gross Floor Area = 1,146,100
X = 1146.1
T = Average Vehicle Trip Ends

Peak Hour of Adjacent Street Traffic, One Hour Between 7 and 9 a.m. (100 Series Page 22)

Directional Distribution: 81% ent. 19% exit.
T = 0.40 (X) T = 458 Average Vehicle Trip Ends
T = 0.40 * 1146.1 371 entering 87 exiting

371 + 87 = 458

Peak Hour of Adjacent Street Traffic, One Hour Between 4 and 6 p.m. (100 Series Page 23)

Directional Distribution: 21% ent. 79% exit.
T = 0.40 (X) T = 459 Average Vehicle Trip Ends
T = 0.40 * 1146.1 96 entering 363 exiting

96 + 363 = 459

Weekday (100 Series Page 21)

Directional Distribution: 50% entering, 50% exiting
T = 3.37 (X) T = 3864 Average Vehicle Trip Ends
T = 3.37 * 1146.1 1932 entering 1932 exiting

1932 + 1932 = 3864

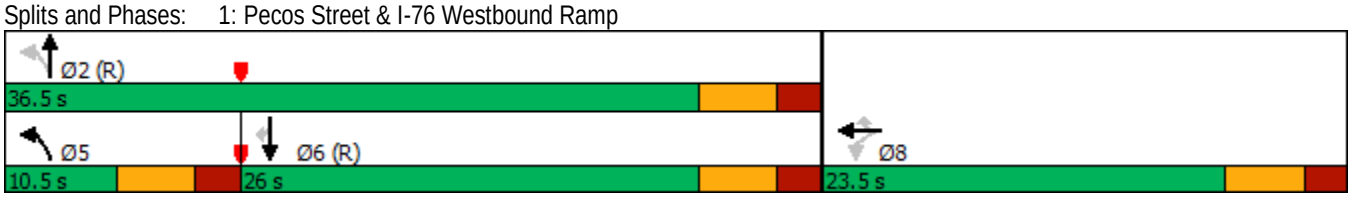
APPENDIX D

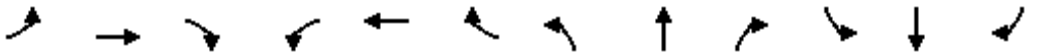
Intersection Analysis Worksheets

Lane Group	WBL	WBT	WBR	NBL	NBT	SBT	SBR
Lane Configurations							
Traffic Volume (vph)	382	21	218	62	494	949	619
Future Volume (vph)	382	21	218	62	494	949	619
Turn Type	Perm	NA	Perm	pm+pt	NA	NA	Perm
Protected Phases		8		5	2	6	
Permitted Phases	8		8	2			6
Detector Phase	8	8	8	5	2	6	6
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	23.5	23.5	23.5	10.5	23.5	23.5	23.5
Total Split (s)	23.5	23.5	23.5	10.5	36.5	26.0	26.0
Total Split (%)	39.2%	39.2%	39.2%	17.5%	60.8%	43.3%	43.3%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5	5.5	5.5	5.5	5.5	5.5	5.5
Lead/Lag				Lead		Lag	Lag
Lead-Lag Optimize?				Yes		Yes	Yes
Recall Mode	None	None	None	None	C-Max	C-Max	C-Max
Act Effct Green (s)	16.1	16.1	16.1	32.9	32.9	24.3	24.3
Actuated g/C Ratio	0.27	0.27	0.27	0.55	0.55	0.40	0.40
v/c Ratio	0.73	0.74	0.43	0.22	0.31	0.75	0.75
Control Delay	30.8	31.2	5.4	9.4	7.9	22.5	8.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	30.8	31.2	5.4	9.4	7.9	22.5	8.1
LOS	C	C	A	A	A	C	A
Approach Delay		23.8			8.2	16.3	
Approach LOS		C			A	B	

Intersection Summary	
Cycle Length: 60	
Actuated Cycle Length: 60	
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBT, Start of Green	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.75	
Intersection Signal Delay: 16.6	Intersection LOS: B
Intersection Capacity Utilization 69.6%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 1: Pecos Street & I-76 Westbound Ramp





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	382	21	218	62	494	0	0	949	619
Future Volume (veh/h)	0	0	0	382	21	218	62	494	0	0	949	619
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach					No			No			No	
Adj Sat Flow, veh/h/ln				1781	1781	1781	1781	1781	0	0	1781	1781
Adj Flow Rate, veh/h				640	0	0	113	574	0	0	1020	0
Peak Hour Factor				0.72	0.33	0.81	0.55	0.86	0.92	0.92	0.93	0.79
Percent Heavy Veh, %				8	8	8	8	8	0	0	8	8
Cap, veh/h				790	0		648	1976	0	0	1426	
Arrive On Green				0.23	0.00	0.00	0.14	1.00	0.00	0.00	0.42	0.00
Sat Flow, veh/h				3393	0	1510	3291	3474	0	0	3474	1510
Grp Volume(v), veh/h				640	0	0	113	574	0	0	1020	0
Grp Sat Flow(s),veh/h/ln				1697	0	1510	1646	1692	0	0	1692	1510
Q Serve(g_s), s				10.7	0.0	0.0	1.0	0.0	0.0	0.0	15.0	0.0
Cycle Q Clear(g_c), s				10.7	0.0	0.0	1.0	0.0	0.0	0.0	15.0	0.0
Prop In Lane				1.00		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				790	0		648	1976	0	0	1426	
V/C Ratio(X)				0.81	0.00		0.17	0.29	0.00	0.00	0.72	
Avail Cap(c_a), veh/h				1018	0		690	1976	0	0	1426	
HCM Platoon Ratio				1.00	1.00	1.00	2.00	2.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	0.00	0.96	0.96	0.00	0.00	1.00	0.00
Uniform Delay (d), s/veh				21.8	0.0	0.0	8.9	0.0	0.0	0.0	14.4	0.0
Incr Delay (d2), s/veh				3.9	0.0	0.0	0.1	0.4	0.0	0.0	3.1	0.0
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				4.3	0.0	0.0	0.3	0.1	0.0	0.0	5.6	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				25.6	0.0	0.0	9.0	0.4	0.0	0.0	17.5	0.0
LnGrp LOS				C	A		A	A	A	A	B	
Approach Vol, veh/h					640	A		687			1020	A
Approach Delay, s/veh					25.6			1.8			17.5	
Approach LOS					C			A			B	

Timer - Assigned Phs	2		5	6		8						
Phs Duration (G+Y+Rc), s	40.5		9.7	30.8		19.5						
Change Period (Y+Rc), s	5.5		5.5	5.5		5.5						
Max Green Setting (Gmax), s	31.0		5.0	20.5		18.0						
Max Q Clear Time (g_c+I1), s	2.0		3.0	17.0		12.7						
Green Ext Time (p_c), s	4.3		0.1	2.2		1.3						

Intersection Summary		
HCM 6th Ctrl Delay	15.1	
HCM 6th LOS	B	

Notes

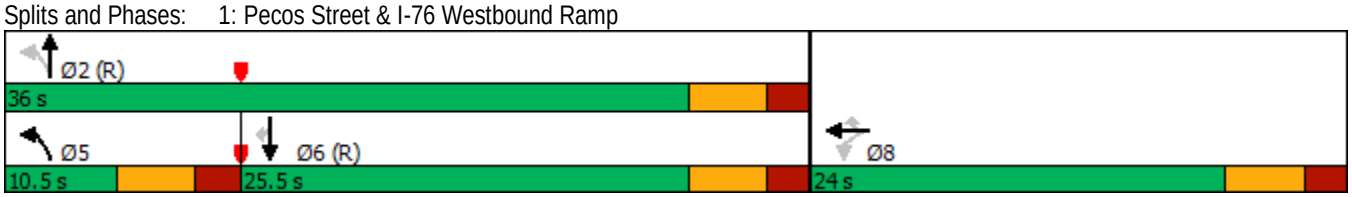
User approved volume balancing among the lanes for turning movement.

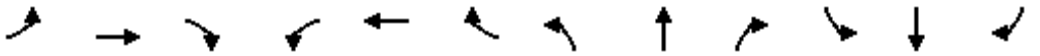
Unsignalized Delay for [WBR, SBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	WBL	WBT	WBR	NBL	NBT	SBT	SBR
Lane Configurations							
Traffic Volume (vph)	247	6	308	244	1202	526	592
Future Volume (vph)	247	6	308	244	1202	526	592
Turn Type	Perm	NA	Perm	pm+pt	NA	NA	Perm
Protected Phases		8		5	2	6	
Permitted Phases	8		8	2			6
Detector Phase	8	8	8	5	2	6	6
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	23.5	23.5	23.5	10.5	23.5	23.5	23.5
Total Split (s)	24.0	24.0	24.0	10.5	36.0	25.5	25.5
Total Split (%)	40.0%	40.0%	40.0%	17.5%	60.0%	42.5%	42.5%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5	5.5	5.5	5.5	5.5	5.5	5.5
Lead/Lag				Lead		Lag	Lag
Lead-Lag Optimize?				Yes		Yes	Yes
Recall Mode	None	None	None	None	C-Max	C-Max	C-Max
Act Effct Green (s)	15.8	15.8	15.8	33.2	33.2	21.9	21.9
Actuated g/C Ratio	0.26	0.26	0.26	0.55	0.55	0.36	0.36
v/c Ratio	0.68	0.67	0.54	0.35	0.70	0.48	0.67
Control Delay	28.0	25.3	12.4	12.2	17.2	16.9	5.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	28.0	25.3	12.4	12.2	17.2	16.9	5.7
LOS	C	C	B	B	B	B	A
Approach Delay		22.2			16.3	11.1	
Approach LOS		C			B	B	

Intersection Summary	
Cycle Length: 60	
Actuated Cycle Length: 60	
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBT, Start of Green	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.70	
Intersection Signal Delay: 15.9	Intersection LOS: B
Intersection Capacity Utilization 67.6%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 1: Pecos Street & I-76 Westbound Ramp





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	247	6	308	244	1202	0	0	526	592
Future Volume (veh/h)	0	0	0	247	6	308	244	1202	0	0	526	592
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach					No			No			No	
Adj Sat Flow, veh/h/ln				1781	1781	1781	1781	1781	0	0	1781	1781
Adj Flow Rate, veh/h				514	0	0	277	1292	0	0	584	0
Peak Hour Factor				0.68	0.33	0.72	0.88	0.93	0.92	0.92	0.90	0.94
Percent Heavy Veh, %				8	8	8	8	8	0	0	8	8
Cap, veh/h				671	0		1017	2095	0	0	1505	
Arrive On Green				0.20	0.00	0.00	0.17	1.00	0.00	0.00	0.44	0.00
Sat Flow, veh/h				3393	0	1510	3291	3474	0	0	3474	1510
Grp Volume(v), veh/h				514	0	0	277	1292	0	0	584	0
Grp Sat Flow(s),veh/h/ln				1697	0	1510	1646	1692	0	0	1692	1510
Q Serve(g_s), s				8.6	0.0	0.0	2.4	0.0	0.0	0.0	6.9	0.0
Cycle Q Clear(g_c), s				8.6	0.0	0.0	2.4	0.0	0.0	0.0	6.9	0.0
Prop In Lane				1.00		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				671	0		1017	2095	0	0	1505	
V/C Ratio(X)				0.77	0.00		0.27	0.62	0.00	0.00	0.39	
Avail Cap(c_a), veh/h				1046	0		1019	2095	0	0	1505	
HCM Platoon Ratio				1.00	1.00	1.00	2.00	2.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	0.00	0.62	0.62	0.00	0.00	1.00	0.00
Uniform Delay (d), s/veh				22.8	0.0	0.0	6.5	0.0	0.0	0.0	11.2	0.0
Incr Delay (d2), s/veh				1.9	0.0	0.0	0.1	0.9	0.0	0.0	0.8	0.0
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				3.4	0.0	0.0	0.6	0.2	0.0	0.0	2.4	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				24.6	0.0	0.0	6.6	0.9	0.0	0.0	11.9	0.0
LnGrp LOS				C	A		A	A	A	A	B	
Approach Vol, veh/h					514	A		1569			584	A
Approach Delay, s/veh					24.6			1.9			11.9	
Approach LOS					C			A			B	

Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		42.6			10.5	32.2		17.4				
Change Period (Y+Rc), s		5.5			5.5	5.5		5.5				
Max Green Setting (Gmax), s		30.5			5.0	20.0		18.5				
Max Q Clear Time (g_c+I1), s		2.0			4.4	8.9		10.6				
Green Ext Time (p_c), s		11.9			0.1	3.0		1.3				

Intersection Summary												
HCM 6th Ctrl Delay			8.5									
HCM 6th LOS			A									

Notes

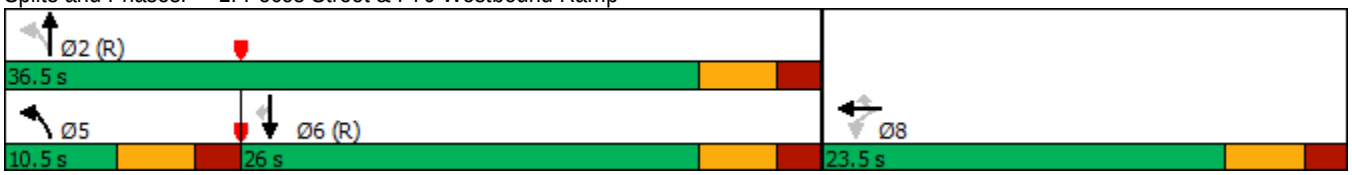
User approved volume balancing among the lanes for turning movement.

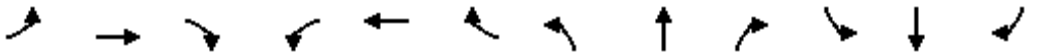
Unsignalized Delay for [WBR, SBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	WBL	WBT	WBR	NBL	NBT	SBT	SBR
Lane Configurations							
Traffic Volume (vph)	394	22	225	64	509	978	638
Future Volume (vph)	394	22	225	64	509	978	638
Turn Type	Perm	NA	Perm	pm+pt	NA	NA	Perm
Protected Phases		8		5	2	6	
Permitted Phases	8		8	2			6
Detector Phase	8	8	8	5	2	6	6
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	23.5	23.5	23.5	10.5	23.5	23.5	23.5
Total Split (s)	23.5	23.5	23.5	10.5	36.5	26.0	26.0
Total Split (%)	39.2%	39.2%	39.2%	17.5%	60.8%	43.3%	43.3%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5	5.5	5.5	5.5	5.5	5.5	5.5
Lead/Lag				Lead		Lag	Lag
Lead-Lag Optimize?				Yes		Yes	Yes
Recall Mode	None	None	None	None	C-Max	C-Max	C-Max
Act Effct Green (s)	16.3	16.3	16.3	32.7	32.7	24.1	24.1
Actuated g/C Ratio	0.27	0.27	0.27	0.54	0.54	0.40	0.40
v/c Ratio	0.75	0.76	0.44	0.23	0.32	0.78	0.78
Control Delay	31.8	32.4	5.6	9.1	7.8	23.9	9.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	31.8	32.4	5.6	9.1	7.8	23.9	9.7
LOS	C	C	A	A	A	C	A
Approach Delay		24.7			8.0	17.8	
Approach LOS		C			A	B	

Intersection Summary	
Cycle Length: 60	
Actuated Cycle Length: 60	
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBT, Start of Green	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.78	
Intersection Signal Delay: 17.5	Intersection LOS: B
Intersection Capacity Utilization 71.2%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 1: Pecos Street & I-76 Westbound Ramp





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	394	22	225	64	509	0	0	978	638
Future Volume (veh/h)	0	0	0	394	22	225	64	509	0	0	978	638
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach					No			No			No	
Adj Sat Flow, veh/h/ln				1781	1781	1781	1781	1781	0	0	1781	1781
Adj Flow Rate, veh/h				661	0	0	116	592	0	0	1052	0
Peak Hour Factor				0.72	0.33	0.81	0.55	0.86	0.92	0.92	0.93	0.79
Percent Heavy Veh, %				8	8	8	8	8	0	0	8	8
Cap, veh/h				810	0		625	1957	0	0	1405	
Arrive On Green				0.24	0.00	0.00	0.14	1.00	0.00	0.00	0.42	0.00
Sat Flow, veh/h				3393	0	1510	3291	3474	0	0	3474	1510
Grp Volume(v), veh/h				661	0	0	116	592	0	0	1052	0
Grp Sat Flow(s),veh/h/ln				1697	0	1510	1646	1692	0	0	1692	1510
Q Serve(g_s), s				11.1	0.0	0.0	1.0	0.0	0.0	0.0	15.8	0.0
Cycle Q Clear(g_c), s				11.1	0.0	0.0	1.0	0.0	0.0	0.0	15.8	0.0
Prop In Lane				1.00		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				810	0		625	1957	0	0	1405	
V/C Ratio(X)				0.82	0.00		0.19	0.30	0.00	0.00	0.75	
Avail Cap(c_a), veh/h				1018	0		664	1957	0	0	1405	
HCM Platoon Ratio				1.00	1.00	1.00	2.00	2.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	0.00	0.96	0.96	0.00	0.00	1.00	0.00
Uniform Delay (d), s/veh				21.6	0.0	0.0	9.4	0.0	0.0	0.0	14.9	0.0
Incr Delay (d2), s/veh				4.2	0.0	0.0	0.1	0.4	0.0	0.0	3.7	0.0
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				4.5	0.0	0.0	0.3	0.1	0.0	0.0	6.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				25.8	0.0	0.0	9.5	0.4	0.0	0.0	18.6	0.0
LnGrp LOS				C	A		A	A	A	A	B	
Approach Vol, veh/h					661	A		708			1052	A
Approach Delay, s/veh					25.8			1.9			18.6	
Approach LOS					C			A			B	

Timer - Assigned Phs	2		5	6		8						
Phs Duration (G+Y+Rc), s	40.2		9.8	30.4		19.8						
Change Period (Y+Rc), s	5.5		5.5	5.5		5.5						
Max Green Setting (Gmax), s	31.0		5.0	20.5		18.0						
Max Q Clear Time (g_c+I1), s	2.0		3.0	17.8		13.1						
Green Ext Time (p_c), s	4.4		0.1	1.7		1.3						

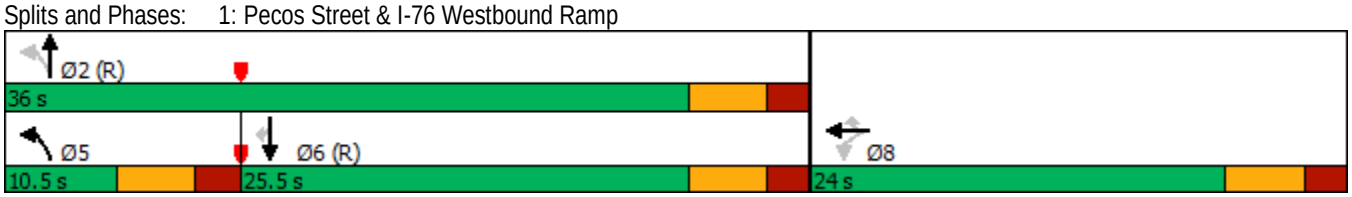
Intersection Summary		
HCM 6th Ctrl Delay	15.7	
HCM 6th LOS	B	

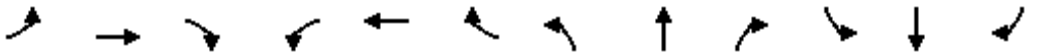
Notes
User approved volume balancing among the lanes for turning movement.
Unsignalized Delay for [WBR, SBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	WBL	WBT	WBR	NBL	NBT	SBT	SBR
Lane Configurations							
Traffic Volume (vph)	254	6	317	251	1238	542	610
Future Volume (vph)	254	6	317	251	1238	542	610
Turn Type	Perm	NA	Perm	pm+pt	NA	NA	Perm
Protected Phases		8		5	2	6	
Permitted Phases	8		8	2			6
Detector Phase	8	8	8	5	2	6	6
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	23.5	23.5	23.5	10.5	23.5	23.5	23.5
Total Split (s)	24.0	24.0	24.0	10.5	36.0	25.5	25.5
Total Split (%)	40.0%	40.0%	40.0%	17.5%	60.0%	42.5%	42.5%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5	5.5	5.5	5.5	5.5	5.5	5.5
Lead/Lag				Lead		Lag	Lag
Lead-Lag Optimize?				Yes		Yes	Yes
Recall Mode	None	None	None	None	C-Max	C-Max	C-Max
Act Effct Green (s)	15.9	15.9	15.9	33.1	33.1	21.9	21.9
Actuated g/C Ratio	0.26	0.26	0.26	0.55	0.55	0.36	0.36
v/c Ratio	0.69	0.70	0.55	0.37	0.72	0.49	0.68
Control Delay	28.3	26.9	12.8	12.5	18.0	17.2	5.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	28.3	26.9	12.8	12.5	18.0	17.2	5.8
LOS	C	C	B	B	B	B	A
Approach Delay		22.9			17.1	11.3	
Approach LOS		C			B	B	

Intersection Summary	
Cycle Length: 60	
Actuated Cycle Length: 60	
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBT, Start of Green	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.72	
Intersection Signal Delay: 16.4	Intersection LOS: B
Intersection Capacity Utilization 69.2%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 1: Pecos Street & I-76 Westbound Ramp





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	254	6	317	251	1238	0	0	542	610
Future Volume (veh/h)	0	0	0	254	6	317	251	1238	0	0	542	610
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach					No			No			No	
Adj Sat Flow, veh/h/ln				1781	1781	1781	1781	1781	0	0	1781	1781
Adj Flow Rate, veh/h				528	0	0	285	1331	0	0	602	0
Peak Hour Factor				0.68	0.33	0.72	0.88	0.93	0.92	0.92	0.90	0.94
Percent Heavy Veh, %				8	8	8	8	8	0	0	8	8
Cap, veh/h				685	0		994	2081	0	0	1491	
Arrive On Green				0.20	0.00	0.00	0.17	1.00	0.00	0.00	0.44	0.00
Sat Flow, veh/h				3393	0	1510	3291	3474	0	0	3474	1510
Grp Volume(v), veh/h				528	0	0	285	1331	0	0	602	0
Grp Sat Flow(s),veh/h/ln				1697	0	1510	1646	1692	0	0	1692	1510
Q Serve(g_s), s				8.8	0.0	0.0	2.5	0.0	0.0	0.0	7.3	0.0
Cycle Q Clear(g_c), s				8.8	0.0	0.0	2.5	0.0	0.0	0.0	7.3	0.0
Prop In Lane				1.00		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				685	0		994	2081	0	0	1491	
V/C Ratio(X)				0.77	0.00		0.29	0.64	0.00	0.00	0.40	
Avail Cap(c_a), veh/h				1046	0		997	2081	0	0	1491	
HCM Platoon Ratio				1.00	1.00	1.00	2.00	2.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	0.00	0.59	0.59	0.00	0.00	1.00	0.00
Uniform Delay (d), s/veh				22.6	0.0	0.0	6.7	0.0	0.0	0.0	11.4	0.0
Incr Delay (d2), s/veh				1.9	0.0	0.0	0.1	0.9	0.0	0.0	0.8	0.0
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				3.4	0.0	0.0	0.6	0.3	0.0	0.0	2.5	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				24.6	0.0	0.0	6.8	0.9	0.0	0.0	12.2	0.0
LnGrp LOS				C	A		A	A	A	A	B	
Approach Vol, veh/h					528	A		1616			602	A
Approach Delay, s/veh					24.6			1.9			12.2	
Approach LOS					C			A			B	

Timer - Assigned Phs	2		5	6		8						
Phs Duration (G+Y+Rc), s	42.4		10.5	31.9		17.6						
Change Period (Y+Rc), s	5.5		5.5	5.5		5.5						
Max Green Setting (Gmax), s	30.5		5.0	20.0		18.5						
Max Q Clear Time (g_c+I1), s	2.0		4.5	9.3		10.8						
Green Ext Time (p_c), s	12.3		0.1	3.0		1.3						

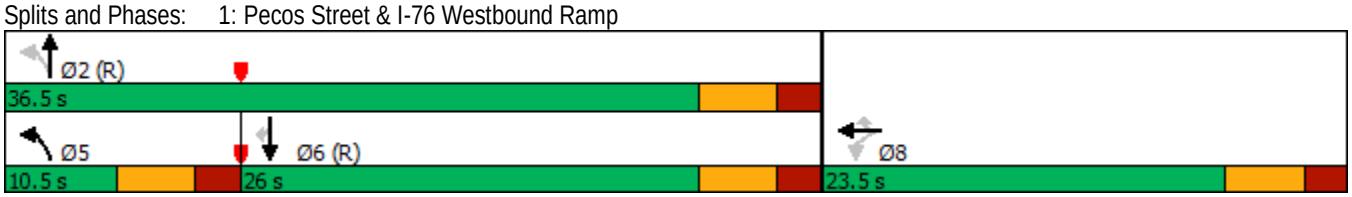
Intersection Summary		
HCM 6th Ctrl Delay		8.5
HCM 6th LOS		A

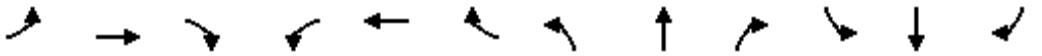
Notes
User approved volume balancing among the lanes for turning movement.
Unsignalized Delay for [WBR, SBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	WBL	WBT	WBR	NBL	NBT	SBT	SBR
Lane Configurations							
Traffic Volume (vph)	427	22	225	69	524	1044	638
Future Volume (vph)	427	22	225	69	524	1044	638
Turn Type	Perm	NA	Perm	pm+pt	NA	NA	Perm
Protected Phases		8		5	2	6	
Permitted Phases	8		8	2			6
Detector Phase	8	8	8	5	2	6	6
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	23.5	23.5	23.5	10.5	23.5	23.5	23.5
Total Split (s)	23.5	23.5	23.5	10.5	36.5	26.0	26.0
Total Split (%)	39.2%	39.2%	39.2%	17.5%	60.8%	43.3%	43.3%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5	5.5	5.5	5.5	5.5	5.5	5.5
Lead/Lag				Lead		Lag	Lag
Lead-Lag Optimize?				Yes		Yes	Yes
Recall Mode	None	None	None	None	C-Max	C-Max	C-Max
Act Effct Green (s)	16.7	16.7	16.7	32.3	32.3	23.8	23.8
Actuated g/C Ratio	0.28	0.28	0.28	0.54	0.54	0.40	0.40
v/c Ratio	0.78	0.80	0.44	0.25	0.34	0.85	0.79
Control Delay	33.8	35.3	6.1	9.7	8.1	27.4	10.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	33.8	35.3	6.1	9.7	8.1	27.4	10.1
LOS	C	D	A	A	A	C	B
Approach Delay		27.0			8.4	20.1	
Approach LOS		C			A	C	

Intersection Summary	
Cycle Length: 60	
Actuated Cycle Length: 60	
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBT, Start of Green	
Natural Cycle: 65	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.85	
Intersection Signal Delay: 19.5	Intersection LOS: B
Intersection Capacity Utilization 72.1%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 1: Pecos Street & I-76 Westbound Ramp





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	427	22	225	69	524	0	0	1044	638
Future Volume (veh/h)	0	0	0	427	22	225	69	524	0	0	1044	638
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach					No			No			No	
Adj Sat Flow, veh/h/ln				1781	1781	1781	1781	1781	0	0	1781	1781
Adj Flow Rate, veh/h				707	0	0	125	609	0	0	1123	0
Peak Hour Factor				0.72	0.33	0.81	0.55	0.86	0.92	0.92	0.93	0.79
Percent Heavy Veh, %				8	8	8	8	8	0	0	8	8
Cap, veh/h				850	0		577	1916	0	0	1359	
Arrive On Green				0.25	0.00	0.00	0.15	1.00	0.00	0.00	0.40	0.00
Sat Flow, veh/h				3393	0	1510	3291	3474	0	0	3474	1510
Grp Volume(v), veh/h				707	0	0	125	609	0	0	1123	0
Grp Sat Flow(s),veh/h/ln				1697	0	1510	1646	1692	0	0	1692	1510
Q Serve(g_s), s				11.8	0.0	0.0	1.1	0.0	0.0	0.0	17.8	0.0
Cycle Q Clear(g_c), s				11.8	0.0	0.0	1.1	0.0	0.0	0.0	17.8	0.0
Prop In Lane				1.00		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				850	0		577	1916	0	0	1359	
V/C Ratio(X)				0.83	0.00		0.22	0.32	0.00	0.00	0.83	
Avail Cap(c_a), veh/h				1018	0		611	1916	0	0	1359	
HCM Platoon Ratio				1.00	1.00	1.00	2.00	2.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	0.00	0.96	0.96	0.00	0.00	1.00	0.00
Uniform Delay (d), s/veh				21.3	0.0	0.0	10.4	0.0	0.0	0.0	16.1	0.0
Incr Delay (d2), s/veh				5.1	0.0	0.0	0.2	0.4	0.0	0.0	5.9	0.0
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				4.9	0.0	0.0	0.3	0.1	0.0	0.0	7.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				26.4	0.0	0.0	10.6	0.4	0.0	0.0	22.0	0.0
LnGrp LOS				C	A		B	A	A	A	C	
Approach Vol, veh/h					707	A		734			1123	A
Approach Delay, s/veh					26.4			2.1			22.0	
Approach LOS					C			A			C	

Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		39.5			9.9	29.6		20.5				
Change Period (Y+Rc), s		5.5			5.5	5.5		5.5				
Max Green Setting (Gmax), s		31.0			5.0	20.5		18.0				
Max Q Clear Time (g_c+I1), s		2.0			3.1	19.8		13.8				
Green Ext Time (p_c), s		4.6			0.1	0.5		1.2				

Intersection Summary		
HCM 6th Ctrl Delay	17.5	
HCM 6th LOS	B	

Notes

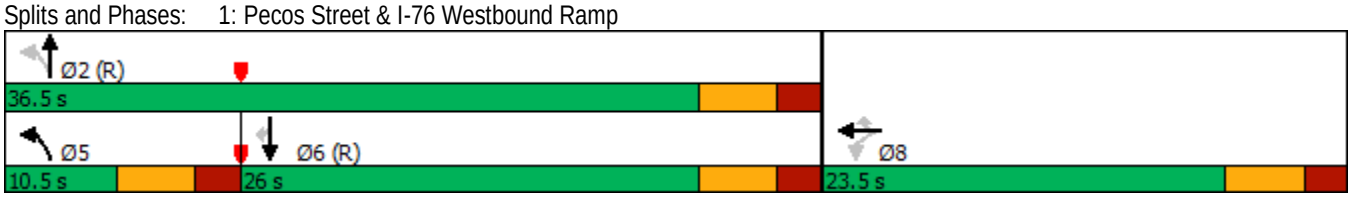
User approved volume balancing among the lanes for turning movement.

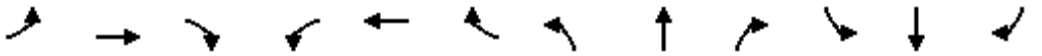
Unsignalized Delay for [WBR, SBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	WBL	WBT	WBR	NBL	NBT	SBT	SBR
Lane Configurations							
Traffic Volume (vph)	263	6	317	272	1302	559	610
Future Volume (vph)	263	6	317	272	1302	559	610
Turn Type	Perm	NA	Perm	pm+pt	NA	NA	Perm
Protected Phases		8		5	2	6	
Permitted Phases	8		8	2			6
Detector Phase	8	8	8	5	2	6	6
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	23.5	23.5	23.5	10.5	23.5	23.5	23.5
Total Split (s)	23.5	23.5	23.5	10.5	36.5	26.0	26.0
Total Split (%)	39.2%	39.2%	39.2%	17.5%	60.8%	43.3%	43.3%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5	5.5	5.5	5.5	5.5	5.5	5.5
Lead/Lag				Lead		Lag	Lag
Lead-Lag Optimize?				Yes		Yes	Yes
Recall Mode	None	None	None	None	C-Max	C-Max	C-Max
Act Effct Green (s)	15.9	15.9	15.9	33.1	33.1	21.9	21.9
Actuated g/C Ratio	0.26	0.26	0.26	0.55	0.55	0.36	0.36
v/c Ratio	0.70	0.71	0.56	0.41	0.76	0.51	0.68
Control Delay	29.1	28.0	13.3	12.9	18.8	17.2	5.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	29.1	28.0	13.3	12.9	18.8	17.2	5.8
LOS	C	C	B	B	B	B	A
Approach Delay		23.7			17.7	11.4	
Approach LOS		C			B	B	

Intersection Summary	
Cycle Length: 60	
Actuated Cycle Length: 60	
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBT, Start of Green	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.76	
Intersection Signal Delay: 16.9	Intersection LOS: B
Intersection Capacity Utilization 71.2%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 1: Pecos Street & I-76 Westbound Ramp





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	263	6	317	272	1302	0	0	559	610
Future Volume (veh/h)	0	0	0	263	6	317	272	1302	0	0	559	610
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach					No			No			No	
Adj Sat Flow, veh/h/ln				1781	1781	1781	1781	1781	0	0	1781	1781
Adj Flow Rate, veh/h				539	0	0	309	1400	0	0	621	0
Peak Hour Factor				0.68	0.33	0.72	0.88	0.93	0.92	0.92	0.90	0.94
Percent Heavy Veh, %				8	8	8	8	8	0	0	8	8
Cap, veh/h				694	0		975	2072	0	0	1482	
Arrive On Green				0.20	0.00	0.00	0.17	1.00	0.00	0.00	0.44	0.00
Sat Flow, veh/h				3393	0	1510	3291	3474	0	0	3474	1510
Grp Volume(v), veh/h				539	0	0	309	1400	0	0	621	0
Grp Sat Flow(s),veh/h/ln				1697	0	1510	1646	1692	0	0	1692	1510
Q Serve(g_s), s				9.0	0.0	0.0	2.8	0.0	0.0	0.0	7.6	0.0
Cycle Q Clear(g_c), s				9.0	0.0	0.0	2.8	0.0	0.0	0.0	7.6	0.0
Prop In Lane				1.00		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				694	0		975	2072	0	0	1482	
V/C Ratio(X)				0.78	0.00		0.32	0.68	0.00	0.00	0.42	
Avail Cap(c_a), veh/h				1018	0		976	2072	0	0	1482	
HCM Platoon Ratio				1.00	1.00	1.00	2.00	2.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	0.00	0.48	0.48	0.00	0.00	1.00	0.00
Uniform Delay (d), s/veh				22.6	0.0	0.0	6.9	0.0	0.0	0.0	11.6	0.0
Incr Delay (d2), s/veh				2.3	0.0	0.0	0.1	0.9	0.0	0.0	0.9	0.0
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				3.5	0.0	0.0	0.7	0.2	0.0	0.0	2.6	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				24.9	0.0	0.0	6.9	0.9	0.0	0.0	12.5	0.0
LnGrp LOS				C	A		A	A	A	A	B	
Approach Vol, veh/h					539	A		1709			621	A
Approach Delay, s/veh					24.9			2.0			12.5	
Approach LOS					C			A			B	

Timer - Assigned Phs	2		5	6		8						
Phs Duration (G+Y+Rc), s	42.2		10.5	31.8		17.8						
Change Period (Y+Rc), s	5.5		5.5	5.5		5.5						
Max Green Setting (Gmax), s	31.0		5.0	20.5		18.0						
Max Q Clear Time (g_c+I1), s	2.0		4.8	9.6		11.0						
Green Ext Time (p_c), s	13.3		0.0	3.2		1.3						

Intersection Summary		
HCM 6th Ctrl Delay	8.5	
HCM 6th LOS	A	

Notes

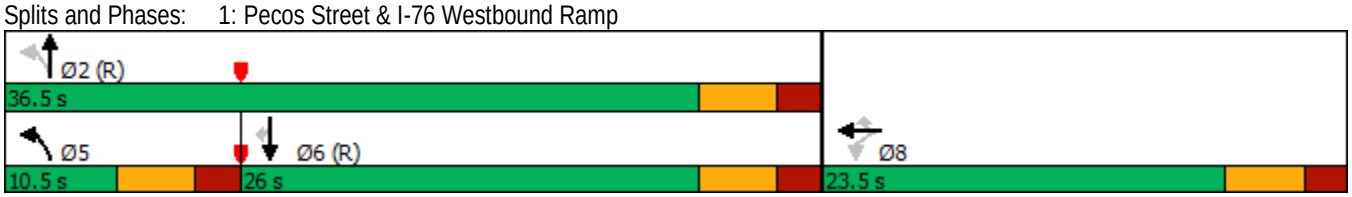
User approved volume balancing among the lanes for turning movement.

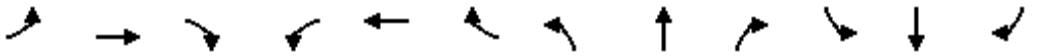
Unsignalized Delay for [WBR, SBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	WBL	WBT	WBR	NBL	NBT	SBT	SBR
Lane Configurations							
Traffic Volume (vph)	418	23	238	68	540	1038	677
Future Volume (vph)	418	23	238	68	540	1038	677
Turn Type	Perm	NA	Perm	pm+pt	NA	NA	Perm
Protected Phases		8		5	2	6	
Permitted Phases	8		8	2			6
Detector Phase	8	8	8	5	2	6	6
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	23.5	23.5	23.5	10.5	23.5	23.5	23.5
Total Split (s)	23.5	23.5	23.5	10.5	36.5	26.0	26.0
Total Split (%)	39.2%	39.2%	39.2%	17.5%	60.8%	43.3%	43.3%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5	5.5	5.5	5.5	5.5	5.5	5.5
Lead/Lag				Lead		Lag	Lag
Lead-Lag Optimize?				Yes		Yes	Yes
Recall Mode	None	None	None	None	C-Max	C-Max	C-Max
Act Effct Green (s)	16.6	16.6	16.6	32.4	32.4	23.9	23.9
Actuated g/C Ratio	0.28	0.28	0.28	0.54	0.54	0.40	0.40
v/c Ratio	0.78	0.79	0.48	0.25	0.35	0.84	0.84
Control Delay	34.1	34.5	7.5	9.2	8.1	27.0	13.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	34.1	34.5	7.5	9.2	8.1	27.0	13.5
LOS	C	C	A	A	A	C	B
Approach Delay		26.8			8.3	21.1	
Approach LOS		C			A	C	

Intersection Summary	
Cycle Length: 60	
Actuated Cycle Length: 60	
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBT, Start of Green	
Natural Cycle: 70	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.84	
Intersection Signal Delay: 19.9	Intersection LOS: B
Intersection Capacity Utilization 74.4%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 1: Pecos Street & I-76 Westbound Ramp





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	418	23	238	68	540	0	0	1038	677
Future Volume (veh/h)	0	0	0	418	23	238	68	540	0	0	1038	677
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach					No			No			No	
Adj Sat Flow, veh/h/ln				1781	1781	1781	1781	1781	0	0	1781	1781
Adj Flow Rate, veh/h				701	0	0	124	628	0	0	1116	0
Peak Hour Factor				0.72	0.33	0.81	0.55	0.86	0.92	0.92	0.93	0.79
Percent Heavy Veh, %				8	8	8	8	8	0	0	8	8
Cap, veh/h				845	0		582	1921	0	0	1365	
Arrive On Green				0.25	0.00	0.00	0.15	1.00	0.00	0.00	0.40	0.00
Sat Flow, veh/h				3393	0	1510	3291	3474	0	0	3474	1510
Grp Volume(v), veh/h				701	0	0	124	628	0	0	1116	0
Grp Sat Flow(s),veh/h/ln				1697	0	1510	1646	1692	0	0	1692	1510
Q Serve(g_s), s				11.7	0.0	0.0	1.1	0.0	0.0	0.0	17.6	0.0
Cycle Q Clear(g_c), s				11.7	0.0	0.0	1.1	0.0	0.0	0.0	17.6	0.0
Prop In Lane				1.00		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				845	0		582	1921	0	0	1365	
V/C Ratio(X)				0.83	0.00		0.21	0.33	0.00	0.00	0.82	
Avail Cap(c_a), veh/h				1018	0		617	1921	0	0	1365	
HCM Platoon Ratio				1.00	1.00	1.00	2.00	2.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	0.00	0.95	0.95	0.00	0.00	1.00	0.00
Uniform Delay (d), s/veh				21.3	0.0	0.0	10.3	0.0	0.0	0.0	15.9	0.0
Incr Delay (d2), s/veh				5.0	0.0	0.0	0.2	0.4	0.0	0.0	5.5	0.0
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				4.8	0.0	0.0	0.3	0.1	0.0	0.0	6.9	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				26.3	0.0	0.0	10.4	0.4	0.0	0.0	21.5	0.0
LnGrp LOS				C	A		B	A	A	A	C	
Approach Vol, veh/h					701	A		752			1116	A
Approach Delay, s/veh					26.3			2.1			21.5	
Approach LOS					C			A			C	

Timer - Assigned Phs	2		5	6		8				
Phs Duration (G+Y+Rc), s	39.6		9.9	29.7		20.4				
Change Period (Y+Rc), s	5.5		5.5	5.5		5.5				
Max Green Setting (Gmax), s	31.0		5.0	20.5		18.0				
Max Q Clear Time (g_c+I1), s	2.0		3.1	19.6		13.7				
Green Ext Time (p_c), s	4.8		0.1	0.6		1.2				

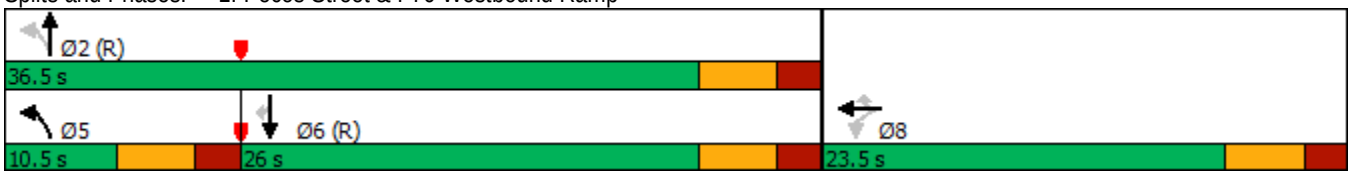
Intersection Summary		
HCM 6th Ctrl Delay	17.1	
HCM 6th LOS	B	

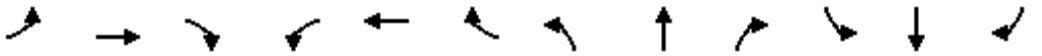
Notes
User approved volume balancing among the lanes for turning movement.
Unsignalized Delay for [WBR, SBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	WBL	WBT	WBR	NBL	NBT	SBT	SBR
Lane Configurations							
Traffic Volume (vph)	270	7	337	267	1314	575	647
Future Volume (vph)	270	7	337	267	1314	575	647
Turn Type	Perm	NA	Perm	pm+pt	NA	NA	Perm
Protected Phases		8		5	2	6	
Permitted Phases	8		8	2			6
Detector Phase	8	8	8	5	2	6	6
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	23.5	23.5	23.5	10.5	23.5	23.5	23.5
Total Split (s)	23.5	23.5	23.5	10.5	36.5	26.0	26.0
Total Split (%)	39.2%	39.2%	39.2%	17.5%	60.8%	43.3%	43.3%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5	5.5	5.5	5.5	5.5	5.5	5.5
Lead/Lag				Lead		Lag	Lag
Lead-Lag Optimize?				Yes		Yes	Yes
Recall Mode	None	None	None	None	C-Max	C-Max	C-Max
Act Effct Green (s)	16.1	16.1	16.1	32.9	32.9	21.8	21.8
Actuated g/C Ratio	0.27	0.27	0.27	0.55	0.55	0.36	0.36
v/c Ratio	0.73	0.73	0.58	0.41	0.77	0.53	0.70
Control Delay	30.6	29.8	14.0	12.7	19.1	17.5	6.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	30.6	29.8	14.0	12.7	19.1	17.5	6.1
LOS	C	C	B	B	B	B	A
Approach Delay		25.1			18.0	11.6	
Approach LOS		C			B	B	

Intersection Summary	
Cycle Length: 60	
Actuated Cycle Length: 60	
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBT, Start of Green	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.77	
Intersection Signal Delay: 17.4	Intersection LOS: B
Intersection Capacity Utilization 72.6%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 1: Pecos Street & I-76 Westbound Ramp





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	270	7	337	267	1314	0	0	575	647
Future Volume (veh/h)	0	0	0	270	7	337	267	1314	0	0	575	647
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach					No			No			No	
Adj Sat Flow, veh/h/ln				1781	1781	1781	1781	1781	0	0	1781	1781
Adj Flow Rate, veh/h				562	0	0	303	1413	0	0	639	0
Peak Hour Factor				0.68	0.33	0.72	0.88	0.93	0.92	0.92	0.90	0.94
Percent Heavy Veh, %				8	8	8	8	8	0	0	8	8
Cap, veh/h				716	0		948	2050	0	0	1459	
Arrive On Green				0.21	0.00	0.00	0.17	1.00	0.00	0.00	0.43	0.00
Sat Flow, veh/h				3393	0	1510	3291	3474	0	0	3474	1510
Grp Volume(v), veh/h				562	0	0	303	1413	0	0	639	0
Grp Sat Flow(s),veh/h/ln				1697	0	1510	1646	1692	0	0	1692	1510
Q Serve(g_s), s				9.4	0.0	0.0	2.8	0.0	0.0	0.0	7.9	0.0
Cycle Q Clear(g_c), s				9.4	0.0	0.0	2.8	0.0	0.0	0.0	7.9	0.0
Prop In Lane				1.00		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				716	0		948	2050	0	0	1459	
V/C Ratio(X)				0.78	0.00		0.32	0.69	0.00	0.00	0.44	
Avail Cap(c_a), veh/h				1018	0		950	2050	0	0	1459	
HCM Platoon Ratio				1.00	1.00	1.00	2.00	2.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	0.00	0.50	0.50	0.00	0.00	1.00	0.00
Uniform Delay (d), s/veh				22.4	0.0	0.0	7.1	0.0	0.0	0.0	12.0	0.0
Incr Delay (d2), s/veh				2.7	0.0	0.0	0.1	1.0	0.0	0.0	1.0	0.0
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				3.7	0.0	0.0	0.7	0.3	0.0	0.0	2.8	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				25.0	0.0	0.0	7.2	1.0	0.0	0.0	12.9	0.0
LnGrp LOS				C	A		A	A	A	A	B	
Approach Vol, veh/h					562	A		1716			639	A
Approach Delay, s/veh					25.0			2.1			12.9	
Approach LOS					C			A			B	

Timer - Assigned Phs	2		5	6		8						
Phs Duration (G+Y+Rc), s	41.8		10.5	31.4		18.2						
Change Period (Y+Rc), s	5.5		5.5	5.5		5.5						
Max Green Setting (Gmax), s	31.0		5.0	20.5		18.0						
Max Q Clear Time (g_c+I1), s	2.0		4.8	9.9		11.4						
Green Ext Time (p_c), s	13.5		0.0	3.2		1.3						

Intersection Summary		
HCM 6th Ctrl Delay	8.9	
HCM 6th LOS	A	

Notes

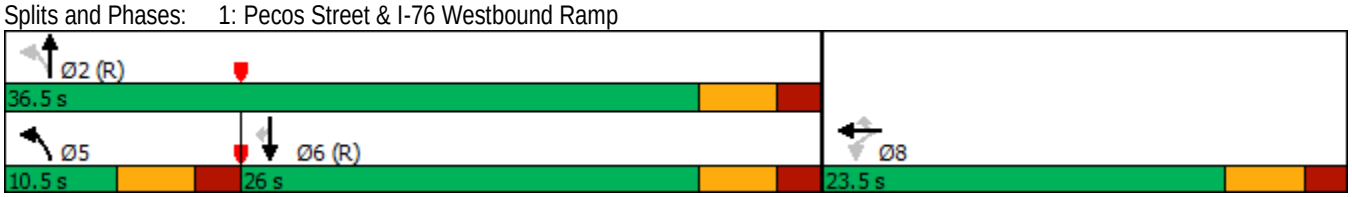
User approved volume balancing among the lanes for turning movement.

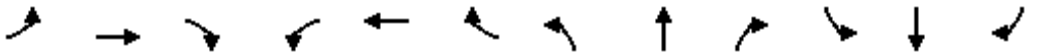
Unsignalized Delay for [WBR, SBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	WBL	WBT	WBR	NBL	NBT	SBT	SBR
Lane Configurations							
Traffic Volume (vph)	474	23	238	77	566	1149	677
Future Volume (vph)	474	23	238	77	566	1149	677
Turn Type	Perm	NA	Perm	pm+pt	NA	NA	Perm
Protected Phases		8		5	2	6	
Permitted Phases	8		8	2			6
Detector Phase	8	8	8	5	2	6	6
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	23.5	23.5	23.5	10.5	23.5	23.5	23.5
Total Split (s)	23.5	23.5	23.5	10.5	36.5	26.0	26.0
Total Split (%)	39.2%	39.2%	39.2%	17.5%	60.8%	43.3%	43.3%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5	5.5	5.5	5.5	5.5	5.5	5.5
Lead/Lag				Lead		Lag	Lag
Lead-Lag Optimize?				Yes		Yes	Yes
Recall Mode	None	None	None	None	C-Max	C-Max	C-Max
Act Effct Green (s)	17.3	17.3	17.3	31.7	31.7	23.3	23.3
Actuated g/C Ratio	0.29	0.29	0.29	0.53	0.53	0.39	0.39
v/c Ratio	0.84	0.85	0.48	0.28	0.37	0.95	0.85
Control Delay	38.6	39.6	8.2	10.6	8.8	38.4	14.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	38.6	39.6	8.2	10.6	8.8	38.4	14.4
LOS	D	D	A	B	A	D	B
Approach Delay		31.1			9.1	28.6	
Approach LOS		C			A	C	

Intersection Summary	
Cycle Length: 60	
Actuated Cycle Length: 60	
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBT, Start of Green	
Natural Cycle: 80	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.95	
Intersection Signal Delay: 25.3	Intersection LOS: C
Intersection Capacity Utilization 76.0%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 1: Pecos Street & I-76 Westbound Ramp





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	474	23	238	77	566	0	0	1149	677
Future Volume (veh/h)	0	0	0	474	23	238	77	566	0	0	1149	677
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach					No			No			No	
Adj Sat Flow, veh/h/ln				1781	1781	1781	1781	1781	0	0	1781	1781
Adj Flow Rate, veh/h				778	0	0	140	658	0	0	1235	0
Peak Hour Factor				0.72	0.33	0.81	0.55	0.86	0.92	0.92	0.93	0.79
Percent Heavy Veh, %				8	8	8	8	8	0	0	8	8
Cap, veh/h				909	0		510	1857	0	0	1292	
Arrive On Green				0.27	0.00	0.00	0.15	1.00	0.00	0.00	0.38	0.00
Sat Flow, veh/h				3393	0	1510	3291	3474	0	0	3474	1510
Grp Volume(v), veh/h				778	0	0	140	658	0	0	1235	0
Grp Sat Flow(s),veh/h/ln				1697	0	1510	1646	1692	0	0	1692	1510
Q Serve(g_s), s				13.1	0.0	0.0	1.3	0.0	0.0	0.0	21.3	0.0
Cycle Q Clear(g_c), s				13.1	0.0	0.0	1.3	0.0	0.0	0.0	21.3	0.0
Prop In Lane				1.00		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				909	0		510	1857	0	0	1292	
V/C Ratio(X)				0.86	0.00		0.27	0.35	0.00	0.00	0.96	
Avail Cap(c_a), veh/h				1018	0		536	1857	0	0	1292	
HCM Platoon Ratio				1.00	1.00	1.00	2.00	2.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	0.00	0.95	0.95	0.00	0.00	1.00	0.00
Uniform Delay (d), s/veh				20.9	0.0	0.0	12.1	0.0	0.0	0.0	18.1	0.0
Incr Delay (d2), s/veh				6.7	0.0	0.0	0.3	0.5	0.0	0.0	16.5	0.0
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				5.5	0.0	0.0	0.4	0.1	0.0	0.0	10.2	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				27.6	0.0	0.0	12.4	0.5	0.0	0.0	34.5	0.0
LnGrp LOS				C	A		B	A	A	A	C	
Approach Vol, veh/h					778	A		798			1235	A
Approach Delay, s/veh					27.6			2.6			34.5	
Approach LOS					C			A			C	

Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		38.4			10.0	28.4		21.6				
Change Period (Y+Rc), s		5.5			5.5	5.5		5.5				
Max Green Setting (Gmax), s		31.0			5.0	20.5		18.0				
Max Q Clear Time (g_c+I1), s		2.0			3.3	23.3		15.1				
Green Ext Time (p_c), s		5.0			0.1	0.0		1.0				

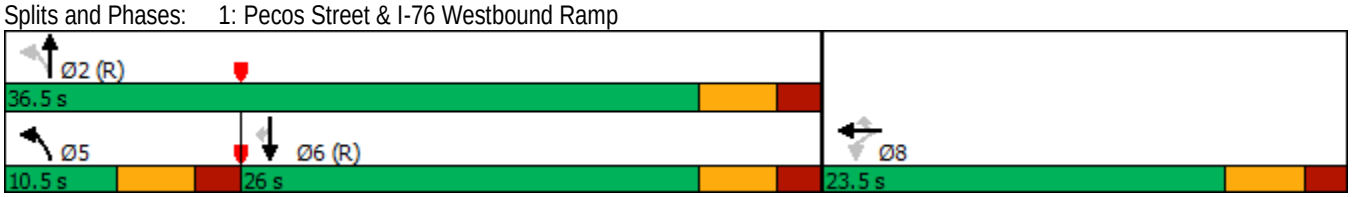
Intersection Summary		
HCM 6th Ctrl Delay	23.5	
HCM 6th LOS	C	

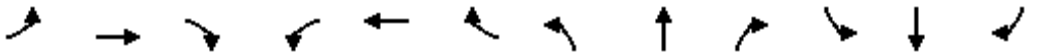
Notes
User approved volume balancing among the lanes for turning movement.
Unsignalized Delay for [WBR, SBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	WBL	WBT	WBR	NBL	NBT	SBT	SBR
Lane Configurations							
Traffic Volume (vph)	284	7	337	303	1423	604	647
Future Volume (vph)	284	7	337	303	1423	604	647
Turn Type	Perm	NA	Perm	pm+pt	NA	NA	Perm
Protected Phases		8		5	2	6	
Permitted Phases	8		8	2			6
Detector Phase	8	8	8	5	2	6	6
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	23.5	23.5	23.5	10.5	23.5	23.5	23.5
Total Split (s)	23.5	23.5	23.5	10.5	36.5	26.0	26.0
Total Split (%)	39.2%	39.2%	39.2%	17.5%	60.8%	43.3%	43.3%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	-0.5	-0.5	-0.5	-0.5	-0.5	-0.5	-0.5
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag				Lead		Lag	Lag
Lead-Lag Optimize?				Yes		Yes	Yes
Recall Mode	None	None	None	None	C-Max	C-Max	C-Max
Act Effct Green (s)	16.6	16.6	16.6	33.4	33.4	22.2	22.2
Actuated g/C Ratio	0.28	0.28	0.28	0.56	0.56	0.37	0.37
v/c Ratio	0.72	0.74	0.57	0.47	0.82	0.54	0.70
Control Delay	29.6	29.9	13.7	13.2	20.3	17.4	6.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	29.6	29.9	13.7	13.2	20.3	17.4	6.0
LOS	C	C	B	B	C	B	A
Approach Delay		24.7			19.0	11.6	
Approach LOS		C			B	B	

Intersection Summary	
Cycle Length: 60	
Actuated Cycle Length: 60	
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBT, Start of Green	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.82	
Intersection Signal Delay: 17.8	Intersection LOS: B
Intersection Capacity Utilization 74.7%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 1: Pecos Street & I-76 Westbound Ramp





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	284	7	337	303	1423	0	0	604	647
Future Volume (veh/h)	0	0	0	284	7	337	303	1423	0	0	604	647
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach					No			No			No	
Adj Sat Flow, veh/h/ln				1781	1781	1781	1781	1781	0	0	1781	1781
Adj Flow Rate, veh/h				580	0	0	344	1530	0	0	671	0
Peak Hour Factor				0.68	0.33	0.72	0.88	0.93	0.92	0.92	0.90	0.94
Percent Heavy Veh, %				8	8	8	8	8	0	0	8	8
Cap, veh/h				758	0		960	2065	0	0	1472	
Arrive On Green				0.22	0.00	0.00	0.18	1.00	0.00	0.00	0.44	0.00
Sat Flow, veh/h				3393	0	1510	3291	3474	0	0	3474	1510
Grp Volume(v), veh/h				580	0	0	344	1530	0	0	671	0
Grp Sat Flow(s),veh/h/ln				1697	0	1510	1646	1692	0	0	1692	1510
Q Serve(g_s), s				9.6	0.0	0.0	3.1	0.0	0.0	0.0	8.4	0.0
Cycle Q Clear(g_c), s				9.6	0.0	0.0	3.1	0.0	0.0	0.0	8.4	0.0
Prop In Lane				1.00		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				758	0		960	2065	0	0	1472	
V/C Ratio(X)				0.77	0.00		0.36	0.74	0.00	0.00	0.46	
Avail Cap(c_a), veh/h				1046	0		960	2065	0	0	1472	
HCM Platoon Ratio				1.00	1.00	1.00	2.00	2.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	0.00	0.34	0.34	0.00	0.00	1.00	0.00
Uniform Delay (d), s/veh				21.8	0.0	0.0	6.9	0.0	0.0	0.0	11.9	0.0
Incr Delay (d2), s/veh				2.3	0.0	0.0	0.1	0.8	0.0	0.0	1.0	0.0
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				3.8	0.0	0.0	0.8	0.2	0.0	0.0	2.9	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				24.1	0.0	0.0	7.0	0.8	0.0	0.0	13.0	0.0
LnGrp LOS				C	A		A	A	A	A	B	
Approach Vol, veh/h					580	A		1874			671	A
Approach Delay, s/veh					24.1			2.0			13.0	
Approach LOS					C			A			B	

Timer - Assigned Phs	2		5	6		8						
Phs Duration (G+Y+Rc), s	41.6		10.5	31.1		18.4						
Change Period (Y+Rc), s	5.5		5.5	5.5		5.5						
Max Green Setting (Gmax), s	31.0		5.0	20.5		18.0						
Max Q Clear Time (g_c+I1), s	2.0		5.1	10.4		11.6						
Green Ext Time (p_c), s	15.0		0.0	3.3		1.3						

Intersection Summary	
HCM 6th Ctrl Delay	8.4
HCM 6th LOS	A

Notes

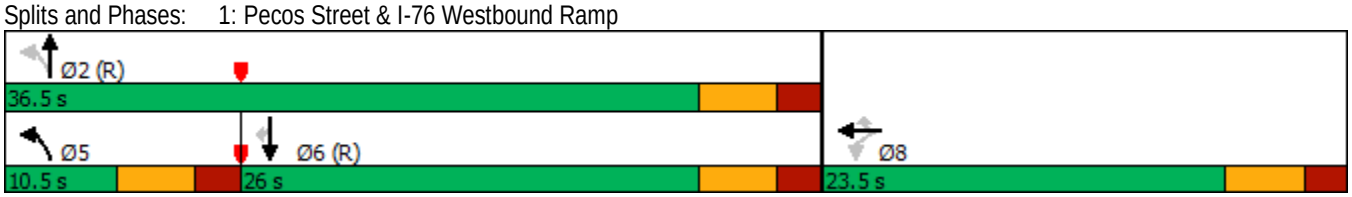
User approved volume balancing among the lanes for turning movement.

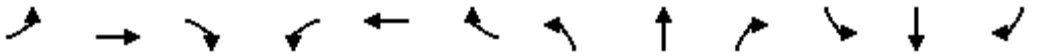
Unsignalized Delay for [WBR, SBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	WBL	WBT	WBR	NBL	NBT	SBT	SBR
Lane Configurations							
Traffic Volume (vph)	530	29	302	86	685	1317	859
Future Volume (vph)	530	29	302	86	685	1317	859
Turn Type	Perm	NA	Perm	pm+pt	NA	NA	Perm
Protected Phases		8		5	2	6	
Permitted Phases	8		8	2			6
Detector Phase	8	8	8	5	2	6	6
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	23.5	23.5	23.5	10.5	23.5	23.5	23.5
Total Split (s)	23.5	23.5	23.5	10.5	36.5	26.0	26.0
Total Split (%)	39.2%	39.2%	39.2%	17.5%	60.8%	43.3%	43.3%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5	5.5	5.5	5.5	5.5	5.5	5.5
Lead/Lag				Lead		Lag	Lag
Lead-Lag Optimize?				Yes		Yes	Yes
Recall Mode	None	None	None	None	C-Max	C-Max	C-Max
Act Effct Green (s)	16.3	16.3	16.3	32.7	32.7	24.1	24.1
Actuated g/C Ratio	0.27	0.27	0.27	0.54	0.54	0.40	0.40
v/c Ratio	0.75	0.77	0.58	0.18	0.41	1.07	0.84
Control Delay	31.7	32.7	13.1	7.8	9.2	68.9	12.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	31.7	32.7	13.1	7.8	9.2	68.9	12.0
LOS	C	C	B	A	A	E	B
Approach Delay		26.3			9.1	46.4	
Approach LOS		C			A	D	

Intersection Summary	
Cycle Length: 60	
Actuated Cycle Length: 60	
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBT, Start of Green	
Natural Cycle: 80	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.07	
Intersection Signal Delay: 34.3	Intersection LOS: C
Intersection Capacity Utilization 89.6%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 1: Pecos Street & I-76 Westbound Ramp





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	530	29	302	86	685	0	0	1317	859
Future Volume (veh/h)	0	0	0	530	29	302	86	685	0	0	1317	859
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach					No			No			No	
Adj Sat Flow, veh/h/ln				1781	1781	1781	1781	1781	0	0	1781	1781
Adj Flow Rate, veh/h				691	0	0	93	745	0	0	1432	0
Peak Hour Factor				0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %				8	8	8	8	8	0	0	8	8
Cap, veh/h				836	0		456	1930	0	0	1397	
Arrive On Green				0.25	0.00	0.00	0.13	1.00	0.00	0.00	0.41	0.00
Sat Flow, veh/h				3393	0	1510	3291	3474	0	0	3474	1510
Grp Volume(v), veh/h				691	0	0	93	745	0	0	1432	0
Grp Sat Flow(s),veh/h/ln				1697	0	1510	1646	1692	0	0	1692	1510
Q Serve(g_s), s				11.6	0.0	0.0	0.8	0.0	0.0	0.0	24.8	0.0
Cycle Q Clear(g_c), s				11.6	0.0	0.0	0.8	0.0	0.0	0.0	24.8	0.0
Prop In Lane				1.00		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				836	0		456	1930	0	0	1397	
V/C Ratio(X)				0.83	0.00		0.20	0.39	0.00	0.00	1.02	
Avail Cap(c_a), veh/h				1018	0		514	1930	0	0	1397	
HCM Platoon Ratio				1.00	1.00	1.00	2.00	2.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	0.00	0.92	0.92	0.00	0.00	1.00	0.00
Uniform Delay (d), s/veh				21.4	0.0	0.0	12.4	0.0	0.0	0.0	17.6	0.0
Incr Delay (d2), s/veh				4.8	0.0	0.0	0.2	0.5	0.0	0.0	30.6	0.0
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				4.8	0.0	0.0	0.2	0.1	0.0	0.0	14.2	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				26.2	0.0	0.0	12.6	0.5	0.0	0.0	48.2	0.0
LnGrp LOS				C	A		B	A	A	A	F	
Approach Vol, veh/h					691	A		838			1432	A
Approach Delay, s/veh					26.2			1.9			48.2	
Approach LOS					C			A			D	

Timer - Assigned Phs	2		5	6		8						
Phs Duration (G+Y+Rc), s	39.7		9.4	30.3		20.3						
Change Period (Y+Rc), s	5.5		5.5	5.5		5.5						
Max Green Setting (Gmax), s	31.0		5.0	20.5		18.0						
Max Q Clear Time (g_c+I1), s	2.0		2.8	26.8		13.6						
Green Ext Time (p_c), s	5.8		0.0	0.0		1.2						

Intersection Summary		
HCM 6th Ctrl Delay		29.9
HCM 6th LOS		C

Notes

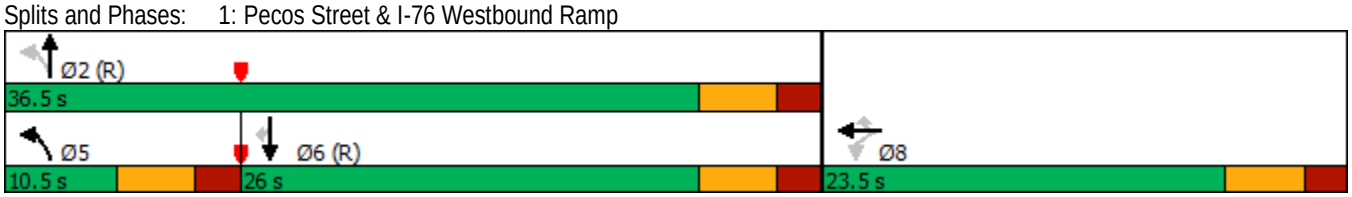
User approved volume balancing among the lanes for turning movement.

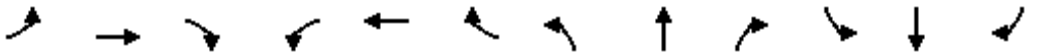
Unsignalized Delay for [WBR, SBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	WBL	WBT	WBR	NBL	NBT	SBT	SBR
Lane Configurations							
Traffic Volume (vph)	343	8	427	339	1668	730	821
Future Volume (vph)	343	8	427	339	1668	730	821
Turn Type	Perm	NA	Perm	pm+pt	NA	NA	Perm
Protected Phases		8		5	2	6	
Permitted Phases	8		8	2			6
Detector Phase	8	8	8	5	2	6	6
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	23.5	23.5	23.5	10.5	23.5	23.5	23.5
Total Split (s)	23.5	23.5	23.5	10.5	36.5	26.0	26.0
Total Split (%)	39.2%	39.2%	39.2%	17.5%	60.8%	43.3%	43.3%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5	5.5	5.5	5.5	5.5	5.5	5.5
Lead/Lag				Lead		Lag	Lag
Lead-Lag Optimize?				Yes		Yes	Yes
Recall Mode	None	None	None	None	C-Max	C-Max	C-Max
Act Effct Green (s)	16.7	16.7	16.7	32.3	32.3	21.4	21.4
Actuated g/C Ratio	0.28	0.28	0.28	0.54	0.54	0.36	0.36
v/c Ratio	0.77	0.81	0.63	0.62	1.01	0.67	0.85
Control Delay	32.9	37.3	16.0	15.9	39.0	20.0	12.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	32.9	37.3	16.0	15.9	39.0	20.0	12.4
LOS	C	D	B	B	D	B	B
Approach Delay		28.9			35.1	16.0	
Approach LOS		C			D	B	

Intersection Summary	
Cycle Length: 60	
Actuated Cycle Length: 60	
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBT, Start of Green	
Natural Cycle: 80	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.01	
Intersection Signal Delay: 27.2	Intersection LOS: C
Intersection Capacity Utilization 88.4%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 1: Pecos Street & I-76 Westbound Ramp





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	343	8	427	339	1668	0	0	730	821
Future Volume (veh/h)	0	0	0	343	8	427	339	1668	0	0	730	821
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach					No			No			No	
Adj Sat Flow, veh/h/ln				1781	1781	1781	1781	1781	0	0	1781	1781
Adj Flow Rate, veh/h				618	0	0	368	1813	0	0	793	0
Peak Hour Factor				0.80	0.50	0.80	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %				8	8	8	8	8	0	0	8	8
Cap, veh/h				770	0		812	1996	0	0	1404	
Arrive On Green				0.23	0.00	0.00	0.17	1.00	0.00	0.00	0.41	0.00
Sat Flow, veh/h				3393	0	1510	3291	3474	0	0	3474	1510
Grp Volume(v), veh/h				618	0	0	368	1813	0	0	793	0
Grp Sat Flow(s),veh/h/ln				1697	0	1510	1646	1692	0	0	1692	1510
Q Serve(g_s), s				10.3	0.0	0.0	3.7	0.0	0.0	0.0	10.7	0.0
Cycle Q Clear(g_c), s				10.3	0.0	0.0	3.7	0.0	0.0	0.0	10.7	0.0
Prop In Lane				1.00		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				770	0		812	1996	0	0	1404	
V/C Ratio(X)				0.80	0.00		0.45	0.91	0.00	0.00	0.56	
Avail Cap(c_a), veh/h				1018	0		812	1996	0	0	1404	
HCM Platoon Ratio				1.00	1.00	1.00	2.00	2.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	0.00	0.11	0.11	0.00	0.00	1.00	0.00
Uniform Delay (d), s/veh				21.9	0.0	0.0	8.4	0.0	0.0	0.0	13.4	0.0
Incr Delay (d2), s/veh				3.5	0.0	0.0	0.0	1.0	0.0	0.0	1.7	0.0
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				4.2	0.0	0.0	0.9	0.3	0.0	0.0	3.9	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				25.4	0.0	0.0	8.5	1.0	0.0	0.0	15.1	0.0
LnGrp LOS				C	A		A	A	A	A	B	
Approach Vol, veh/h					618	A		2181			793	A
Approach Delay, s/veh					25.4			2.2			15.1	
Approach LOS					C			A			B	

Timer - Assigned Phs	2		5	6		8						
Phs Duration (G+Y+Rc), s	40.9		10.5	30.4		19.1						
Change Period (Y+Rc), s	5.5		5.5	5.5		5.5						
Max Green Setting (Gmax), s	31.0		5.0	20.5		18.0						
Max Q Clear Time (g_c+I1), s	2.0		5.7	12.7		12.3						
Green Ext Time (p_c), s	18.6		0.0	3.3		1.3						

Intersection Summary	
HCM 6th Ctrl Delay	9.1
HCM 6th LOS	A

Notes

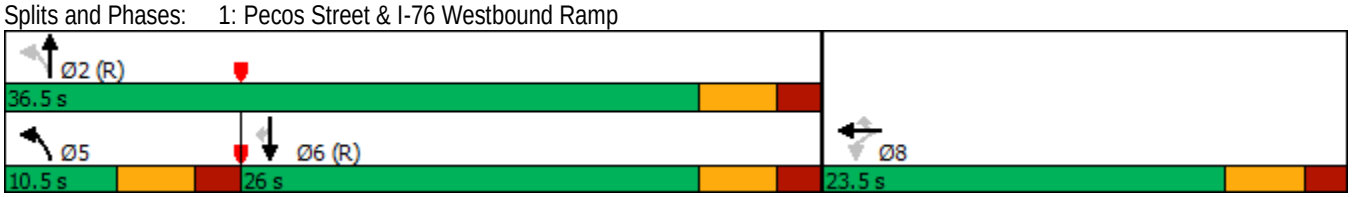
User approved volume balancing among the lanes for turning movement.

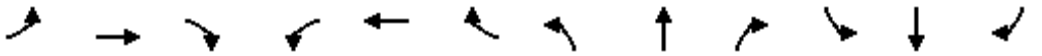
Unsignalized Delay for [WBR, SBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	WBL	WBT	WBR	NBL	NBT	SBT	SBR
Lane Configurations							
Traffic Volume (vph)	586	29	302	95	711	1428	859
Future Volume (vph)	586	29	302	95	711	1428	859
Turn Type	Perm	NA	Perm	pm+pt	NA	NA	Perm
Protected Phases		8		5	2	6	
Permitted Phases	8		8	2			6
Detector Phase	8	8	8	5	2	6	6
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	23.5	23.5	23.5	10.5	23.5	23.5	23.5
Total Split (s)	23.5	23.5	23.5	10.5	36.5	26.0	26.0
Total Split (%)	39.2%	39.2%	39.2%	17.5%	60.8%	43.3%	43.3%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5	5.5	5.5	5.5	5.5	5.5	5.5
Lead/Lag				Lead		Lag	Lag
Lead-Lag Optimize?				Yes		Yes	Yes
Recall Mode	None	None	None	None	C-Max	C-Max	C-Max
Act Effct Green (s)	16.8	16.8	16.8	32.2	32.2	23.8	23.8
Actuated g/C Ratio	0.28	0.28	0.28	0.54	0.54	0.40	0.40
v/c Ratio	0.79	0.81	0.58	0.21	0.43	1.17	0.85
Control Delay	34.3	36.7	13.9	8.3	9.6	110.2	12.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	34.3	36.7	13.9	8.3	9.6	110.2	12.5
LOS	C	D	B	A	A	F	B
Approach Delay		29.1			9.4	73.5	
Approach LOS		C			A	E	

Intersection Summary	
Cycle Length: 60	
Actuated Cycle Length: 60	
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBT, Start of Green	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.17	
Intersection Signal Delay: 50.5	Intersection LOS: D
Intersection Capacity Utilization 91.2%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 1: Pecos Street & I-76 Westbound Ramp





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	586	29	302	95	711	0	0	1428	859
Future Volume (veh/h)	0	0	0	586	29	302	95	711	0	0	1428	859
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach					No			No			No	
Adj Sat Flow, veh/h/ln				1781	1781	1781	1781	1781	0	0	1781	1781
Adj Flow Rate, veh/h				691	0	0	103	773	0	0	1552	0
Peak Hour Factor				0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %				8	8	8	8	8	0	0	8	8
Cap, veh/h				836	0		465	1930	0	0	1388	
Arrive On Green				0.25	0.00	0.00	0.14	1.00	0.00	0.00	0.41	0.00
Sat Flow, veh/h				3393	0	1510	3291	3474	0	0	3474	1510
Grp Volume(v), veh/h				691	0	0	103	773	0	0	1552	0
Grp Sat Flow(s),veh/h/ln				1697	0	1510	1646	1692	0	0	1692	1510
Q Serve(g_s), s				11.6	0.0	0.0	0.9	0.0	0.0	0.0	24.6	0.0
Cycle Q Clear(g_c), s				11.6	0.0	0.0	0.9	0.0	0.0	0.0	24.6	0.0
Prop In Lane				1.00		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				836	0		465	1930	0	0	1388	
V/C Ratio(X)				0.83	0.00		0.22	0.40	0.00	0.00	1.12	
Avail Cap(c_a), veh/h				1018	0		514	1930	0	0	1388	
HCM Platoon Ratio				1.00	1.00	1.00	2.00	2.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	0.00	0.92	0.92	0.00	0.00	1.00	0.00
Uniform Delay (d), s/veh				21.4	0.0	0.0	12.3	0.0	0.0	0.0	17.7	0.0
Incr Delay (d2), s/veh				4.8	0.0	0.0	0.2	0.6	0.0	0.0	63.4	0.0
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				4.8	0.0	0.0	0.3	0.2	0.0	0.0	20.4	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				26.2	0.0	0.0	12.5	0.6	0.0	0.0	81.0	0.0
LnGrp LOS				C	A		B	A	A	A	F	
Approach Vol, veh/h					691	A		876			1552	A
Approach Delay, s/veh					26.2			2.0			81.0	
Approach LOS					C			A			F	

Timer - Assigned Phs	2		5	6		8						
Phs Duration (G+Y+Rc), s	39.7		9.6	30.1		20.3						
Change Period (Y+Rc), s	5.5		5.5	5.5		5.5						
Max Green Setting (Gmax), s	31.0		5.0	20.5		18.0						
Max Q Clear Time (g_c+I1), s	2.0		2.9	26.6		13.6						
Green Ext Time (p_c), s	6.1		0.0	0.0		1.2						

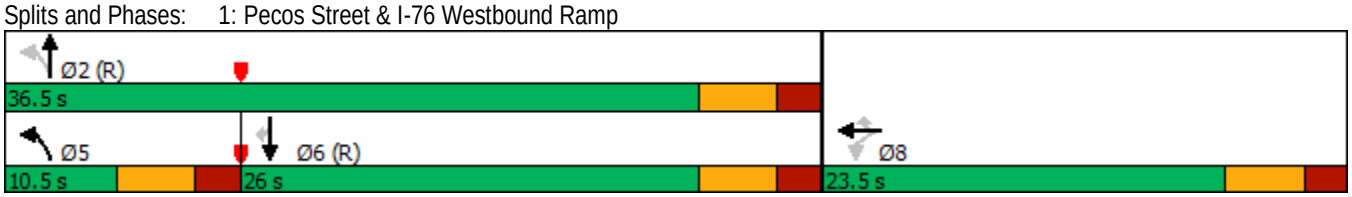
Intersection Summary		
HCM 6th Ctrl Delay	46.7	
HCM 6th LOS	D	

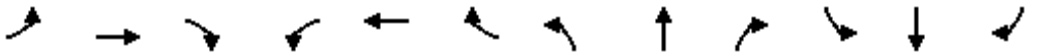
Notes
User approved volume balancing among the lanes for turning movement.
Unsignalized Delay for [WBR, SBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	WBL	WBT	WBR	NBL	NBT	SBT	SBR
Lane Configurations							
Traffic Volume (vph)	357	8	427	375	1777	759	821
Future Volume (vph)	357	8	427	375	1777	759	821
Turn Type	Perm	NA	Perm	pm+pt	NA	NA	Perm
Protected Phases		8		5	2	6	
Permitted Phases	8		8	2			6
Detector Phase	8	8	8	5	2	6	6
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	23.5	23.5	23.5	10.5	23.5	23.5	23.5
Total Split (s)	23.5	23.5	23.5	10.5	36.5	26.0	26.0
Total Split (%)	39.2%	39.2%	39.2%	17.5%	60.8%	43.3%	43.3%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5	5.5	5.5	5.5	5.5	5.5	5.5
Lead/Lag				Lead		Lag	Lag
Lead-Lag Optimize?				Yes		Yes	Yes
Recall Mode	None	None	None	None	C-Max	C-Max	C-Max
Act Effct Green (s)	17.2	17.2	17.2	31.8	31.8	20.8	20.8
Actuated g/C Ratio	0.29	0.29	0.29	0.53	0.53	0.35	0.35
v/c Ratio	0.79	0.84	0.65	0.72	1.09	0.71	0.85
Control Delay	34.1	40.3	16.8	19.6	66.8	21.2	13.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	34.1	40.3	16.8	19.6	66.8	21.2	13.0
LOS	C	D	B	B	E	C	B
Approach Delay		30.6			58.6	16.9	
Approach LOS		C			E	B	

Intersection Summary	
Cycle Length: 60	
Actuated Cycle Length: 60	
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBT, Start of Green	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.09	
Intersection Signal Delay: 38.9	Intersection LOS: D
Intersection Capacity Utilization 91.8%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 1: Pecos Street & I-76 Westbound Ramp





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	357	8	427	375	1777	0	0	759	821
Future Volume (veh/h)	0	0	0	357	8	427	375	1777	0	0	759	821
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach					No			No			No	
Adj Sat Flow, veh/h/ln				1781	1781	1781	1781	1781	0	0	1781	1781
Adj Flow Rate, veh/h				649	0	0	408	1932	0	0	825	0
Peak Hour Factor				0.80	0.50	0.75	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %				8	8	8	8	8	0	0	8	8
Cap, veh/h				799	0		778	1968	0	0	1375	
Arrive On Green				0.24	0.00	0.00	0.11	0.77	0.00	0.00	0.41	0.00
Sat Flow, veh/h				3393	0	1510	3291	3474	0	0	3474	1510
Grp Volume(v), veh/h				649	0	0	408	1932	0	0	825	0
Grp Sat Flow(s),veh/h/ln				1697	0	1510	1646	1692	0	0	1692	1510
Q Serve(g_s), s				10.9	0.0	0.0	4.1	32.3	0.0	0.0	11.5	0.0
Cycle Q Clear(g_c), s				10.9	0.0	0.0	4.1	32.3	0.0	0.0	11.5	0.0
Prop In Lane				1.00		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				799	0		778	1968	0	0	1375	
V/C Ratio(X)				0.81	0.00		0.52	0.98	0.00	0.00	0.60	
Avail Cap(c_a), veh/h				1018	0		778	1968	0	0	1375	
HCM Platoon Ratio				1.00	1.00	1.00	1.33	1.33	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	0.00	0.09	0.09	0.00	0.00	1.00	0.00
Uniform Delay (d), s/veh				21.7	0.0	0.0	9.7	6.5	0.0	0.0	14.0	0.0
Incr Delay (d2), s/veh				4.0	0.0	0.0	0.1	3.2	0.0	0.0	1.9	0.0
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				4.4	0.0	0.0	1.1	4.0	0.0	0.0	4.2	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				25.7	0.0	0.0	9.8	9.7	0.0	0.0	15.9	0.0
LnGrp LOS				C	A		A	A	A	A	B	
Approach Vol, veh/h					649	A		2340			825	A
Approach Delay, s/veh					25.7			9.7			15.9	
Approach LOS					C			A			B	

Timer - Assigned Phs	2		5	6		8				
Phs Duration (G+Y+Rc), s	40.4		10.5	29.9		19.6				
Change Period (Y+Rc), s	5.5		5.5	5.5		5.5				
Max Green Setting (Gmax), s	31.0		5.0	20.5		18.0				
Max Q Clear Time (g_c+I1), s	34.3		6.1	13.5		12.9				
Green Ext Time (p_c), s	0.0		0.0	3.2		1.3				

Intersection Summary	
HCM 6th Ctrl Delay	13.8
HCM 6th LOS	B

Notes

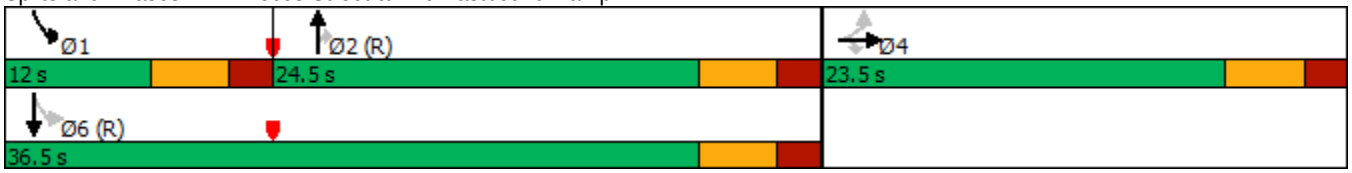
User approved volume balancing among the lanes for turning movement.

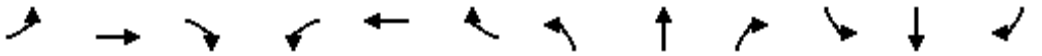
Unsignalized Delay for [WBR, SBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBL	EBT	EBR	NBT	NBR	SBL	SBT
Lane Configurations							
Traffic Volume (vph)	279	0	229	249	278	438	1005
Future Volume (vph)	279	0	229	249	278	438	1005
Turn Type	Perm	NA	Perm	NA	Perm	pm+pt	NA
Protected Phases		4		2		1	6
Permitted Phases	4		4		2	6	
Detector Phase	4	4	4	2	2	1	6
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	23.5	23.5	23.5	23.5	23.5	10.5	23.5
Total Split (s)	23.5	23.5	23.5	24.5	24.5	12.0	36.5
Total Split (%)	39.2%	39.2%	39.2%	40.8%	40.8%	20.0%	60.8%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5	5.5	5.5	5.5	5.5	5.5	5.5
Lead/Lag				Lag	Lag	Lead	
Lead-Lag Optimize?				Yes	Yes	Yes	
Recall Mode	None	None	None	C-Max	C-Max	None	C-Max
Act Effct Green (s)	12.2	12.2	12.2	23.3	23.3	36.8	36.8
Actuated g/C Ratio	0.20	0.20	0.20	0.39	0.39	0.61	0.61
v/c Ratio	0.47	0.47	0.64	0.23	0.43	0.40	0.63
Control Delay	24.6	24.7	17.0	15.9	6.2	11.1	14.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	24.6	24.7	17.0	15.9	6.2	11.1	14.9
LOS	C	C	B	B	A	B	B
Approach Delay		21.0		10.7			13.9
Approach LOS		C		B			B

Intersection Summary	
Cycle Length: 60	
Actuated Cycle Length: 60	
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBTL, Start of Green	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.64	
Intersection Signal Delay: 14.6	Intersection LOS: B
Intersection Capacity Utilization 69.6%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 2: Pecos Street & I-76 Eastbound Ramp





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	279	0	229	0	0	0	0	249	278	438	1005	0
Future Volume (veh/h)	279	0	229	0	0	0	0	249	278	438	1005	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1781	1781	1781				0	1781	1781	1781	1781	0
Adj Flow Rate, veh/h	303	0	0				0	300	0	471	1288	0
Peak Hour Factor	0.92	0.92	0.85				0.92	0.83	0.81	0.93	0.78	0.92
Percent Heavy Veh, %	8	8	8				0	8	8	8	8	0
Cap, veh/h	444	0					0	1667		1458	2321	0
Arrive On Green	0.13	0.00	0.00				0.00	0.49	0.00	0.20	1.00	0.00
Sat Flow, veh/h	3393	0	1510				0	3474	1510	3291	3474	0
Grp Volume(v), veh/h	303	0	0				0	300	0	471	1288	0
Grp Sat Flow(s),veh/h/ln	1697	0	1510				0	1692	1510	1646	1692	0
Q Serve(g_s), s	5.1	0.0	0.0				0.0	3.0	0.0	4.0	0.0	0.0
Cycle Q Clear(g_c), s	5.1	0.0	0.0				0.0	3.0	0.0	4.0	0.0	0.0
Prop In Lane	1.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	444	0					0	1667		1458	2321	0
V/C Ratio(X)	0.68	0.00					0.00	0.18		0.32	0.55	0.00
Avail Cap(c_a), veh/h	1018	0					0	1667		1480	2321	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	2.00	2.00	1.00
Upstream Filter(I)	1.00	0.00	0.00				0.00	1.00	0.00	0.58	0.58	0.00
Uniform Delay (d), s/veh	24.9	0.0	0.0				0.0	8.5	0.0	4.6	0.0	0.0
Incr Delay (d2), s/veh	1.8	0.0	0.0				0.0	0.2	0.0	0.1	0.6	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.0	0.0	0.0				0.0	1.0	0.0	0.8	0.2	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	26.7	0.0	0.0				0.0	8.7	0.0	4.7	0.6	0.0
LnGrp LOS	C	A					A	A		A	A	A
Approach Vol, veh/h		303	A					300	A		1759	
Approach Delay, s/veh		26.7						8.7			1.7	
Approach LOS		C						A			A	

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	11.6	35.1		13.4		46.6
Change Period (Y+Rc), s	5.5	5.5		5.5		5.5
Max Green Setting (Gmax), s	6.5	19.0		18.0		31.0
Max Q Clear Time (g_c+I1), s	6.0	5.0		7.1		2.0
Green Ext Time (p_c), s	0.1	1.6		0.8		11.9

Intersection Summary	
HCM 6th Ctrl Delay	5.8
HCM 6th LOS	A

Notes

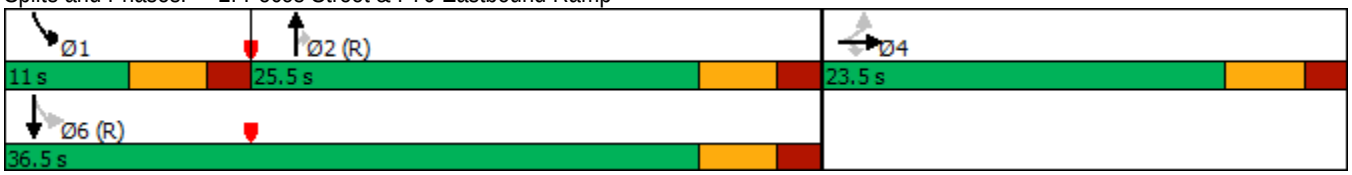
User approved volume balancing among the lanes for turning movement.

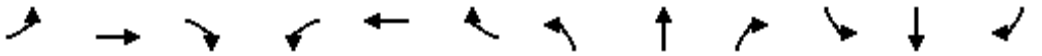
Unsignalized Delay for [NBR, EBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBL	EBT	EBR	NBT	NBR	SBL	SBT
Lane Configurations							
Traffic Volume (vph)	490	0	74	804	518	286	538
Future Volume (vph)	490	0	74	804	518	286	538
Turn Type	Perm	NA	Perm	NA	Perm	pm+pt	NA
Protected Phases		4		2		1	6
Permitted Phases	4		4		2	6	
Detector Phase	4	4	4	2	2	1	6
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	23.5	23.5	23.5	23.5	23.5	10.5	23.5
Total Split (s)	23.5	23.5	23.5	25.5	25.5	11.0	36.5
Total Split (%)	39.2%	39.2%	39.2%	42.5%	42.5%	18.3%	60.8%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5	5.5	5.5	5.5	5.5	5.5	5.5
Lead/Lag				Lag	Lag	Lead	
Lead-Lag Optimize?				Yes	Yes	Yes	
Recall Mode	None	None	None	C-Max	C-Max	None	C-Max
Act Effct Green (s)	14.9	14.9	14.9	22.1	22.1	34.1	34.1
Actuated g/C Ratio	0.25	0.25	0.25	0.37	0.37	0.57	0.57
v/c Ratio	0.66	0.66	0.26	0.74	0.69	0.61	0.32
Control Delay	28.3	28.4	4.1	22.5	7.0	20.3	10.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	28.3	28.4	4.1	22.5	7.0	20.3	10.2
LOS	C	C	A	C	A	C	B
Approach Delay		23.7		15.9			14.0
Approach LOS		C		B			B

Intersection Summary	
Cycle Length: 60	
Actuated Cycle Length: 60	
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBTL, Start of Green	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.74	
Intersection Signal Delay: 16.9	Intersection LOS: B
Intersection Capacity Utilization 67.6%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 2: Pecos Street & I-76 Eastbound Ramp





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	490	0	74	0	0	0	0	804	518	286	538	0
Future Volume (veh/h)	490	0	74	0	0	0	0	804	518	286	538	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1781	1781	1781				0	1781	1781	1781	1781	0
Adj Flow Rate, veh/h	521	0	0				0	914	0	362	604	0
Peak Hour Factor	0.94	0.92	0.60				0.92	0.88	0.77	0.79	0.89	0.92
Percent Heavy Veh, %	8	8	8				0	8	8	8	8	0
Cap, veh/h	676	0					0	1477		792	2090	0
Arrive On Green	0.20	0.00	0.00				0.00	0.44	0.00	0.18	1.00	0.00
Sat Flow, veh/h	3393	0	1510				0	3474	1510	3291	3474	0
Grp Volume(v), veh/h	521	0	0				0	914	0	362	604	0
Grp Sat Flow(s),veh/h/ln	1697	0	1510				0	1692	1510	1646	1692	0
Q Serve(g_s), s	8.7	0.0	0.0				0.0	12.5	0.0	3.4	0.0	0.0
Cycle Q Clear(g_c), s	8.7	0.0	0.0				0.0	12.5	0.0	3.4	0.0	0.0
Prop In Lane	1.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	676	0					0	1477		792	2090	0
V/C Ratio(X)	0.77	0.00					0.00	0.62		0.46	0.29	0.00
Avail Cap(c_a), veh/h	1018	0					0	1477		799	2090	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	2.00	2.00	1.00
Upstream Filter(I)	1.00	0.00	0.00				0.00	1.00	0.00	0.82	0.82	0.00
Uniform Delay (d), s/veh	22.7	0.0	0.0				0.0	13.1	0.0	8.2	0.0	0.0
Incr Delay (d2), s/veh	2.1	0.0	0.0				0.0	2.0	0.0	0.3	0.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.4	0.0	0.0				0.0	4.5	0.0	0.8	0.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	24.8	0.0	0.0				0.0	15.0	0.0	8.5	0.3	0.0
LnGrp LOS	C	A					A	B		A	A	A
Approach Vol, veh/h		521	A					914	A		966	
Approach Delay, s/veh		24.8						15.0			3.4	
Approach LOS		C						B			A	

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	10.9	31.7		17.4		42.6
Change Period (Y+Rc), s	5.5	5.5		5.5		5.5
Max Green Setting (Gmax), s	5.5	20.0		18.0		31.0
Max Q Clear Time (g_c+I1), s	5.4	14.5		10.7		2.0
Green Ext Time (p_c), s	0.0	2.9		1.2		4.5

Intersection Summary			
HCM 6th Ctrl Delay			12.4
HCM 6th LOS			B

Notes

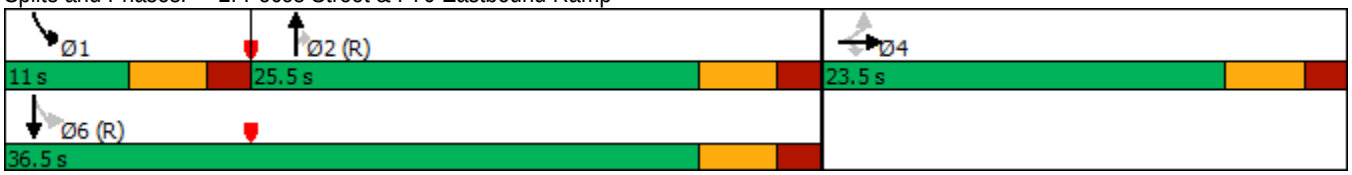
User approved volume balancing among the lanes for turning movement.

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

Lane Group	EBL	EBT	EBR	NBT	NBR	SBL	SBT
Lane Configurations							
Traffic Volume (vph)	287	0	236	257	286	451	1035
Future Volume (vph)	287	0	236	257	286	451	1035
Turn Type	Perm	NA	Perm	NA	Perm	pm+pt	NA
Protected Phases		4		2		1	6
Permitted Phases	4		4		2	6	
Detector Phase	4	4	4	2	2	1	6
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	23.5	23.5	23.5	23.5	23.5	10.5	23.5
Total Split (s)	23.5	23.5	23.5	25.5	25.5	11.0	36.5
Total Split (%)	39.2%	39.2%	39.2%	42.5%	42.5%	18.3%	60.8%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5	5.5	5.5	5.5	5.5	5.5	5.5
Lead/Lag				Lag	Lag	Lead	
Lead-Lag Optimize?				Yes	Yes	Yes	
Recall Mode	None	None	None	C-Max	C-Max	None	C-Max
Act Effct Green (s)	12.3	12.3	12.3	23.6	23.6	36.7	36.7
Actuated g/C Ratio	0.20	0.20	0.20	0.39	0.39	0.61	0.61
v/c Ratio	0.48	0.48	0.66	0.24	0.44	0.42	0.65
Control Delay	24.7	24.7	17.8	15.4	5.9	11.1	14.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	24.7	24.7	17.8	15.4	5.9	11.1	14.8
LOS	C	C	B	B	A	B	B
Approach Delay		21.4		10.4			13.8
Approach LOS		C		B			B

Intersection Summary	
Cycle Length: 60	
Actuated Cycle Length: 60	
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBTL, Start of Green	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.66	
Intersection Signal Delay: 14.5	Intersection LOS: B
Intersection Capacity Utilization 71.2%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 2: Pecos Street & I-76 Eastbound Ramp



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	287	0	236	0	0	0	0	257	286	451	1035	0
Future Volume (veh/h)	287	0	236	0	0	0	0	257	286	451	1035	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1781	1781	1781				0	1781	1781	1781	1781	0
Adj Flow Rate, veh/h	312	0	0				0	310	0	485	1327	0
Peak Hour Factor	0.92	0.92	0.85				0.92	0.83	0.81	0.93	0.78	0.92
Percent Heavy Veh, %	8	8	8				0	8	8	8	8	0
Cap, veh/h	455	0					0	1690		1429	2311	0
Arrive On Green	0.13	0.00	0.00				0.00	0.50	0.00	0.18	1.00	0.00
Sat Flow, veh/h	3393	0	1510				0	3474	1510	3291	3474	0
Grp Volume(v), veh/h	312	0	0				0	310	0	485	1327	0
Grp Sat Flow(s),veh/h/ln	1697	0	1510				0	1692	1510	1646	1692	0
Q Serve(g_s), s	5.3	0.0	0.0				0.0	3.0	0.0	4.2	0.0	0.0
Cycle Q Clear(g_c), s	5.3	0.0	0.0				0.0	3.0	0.0	4.2	0.0	0.0
Prop In Lane	1.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	455	0					0	1690		1429	2311	0
V/C Ratio(X)	0.69	0.00					0.00	0.18		0.34	0.57	0.00
Avail Cap(c_a), veh/h	1018	0					0	1690		1429	2311	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	2.00	2.00	1.00
Upstream Filter(I)	1.00	0.00	0.00				0.00	1.00	0.00	0.54	0.54	0.00
Uniform Delay (d), s/veh	24.8	0.0	0.0				0.0	8.3	0.0	4.8	0.0	0.0
Incr Delay (d2), s/veh	1.8	0.0	0.0				0.0	0.2	0.0	0.1	0.6	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.1	0.0	0.0				0.0	1.0	0.0	0.9	0.2	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	26.6	0.0	0.0				0.0	8.5	0.0	4.8	0.6	0.0
LnGrp LOS	C	A					A	A		A	A	A
Approach Vol, veh/h		312	A					310	A		1812	
Approach Delay, s/veh		26.6						8.5			1.7	
Approach LOS		C						A			A	

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	11.0	35.5		13.5		46.5
Change Period (Y+Rc), s	5.5	5.5		5.5		5.5
Max Green Setting (Gmax), s	5.5	20.0		18.0		31.0
Max Q Clear Time (g_c+I1), s	6.2	5.0		7.3		2.0
Green Ext Time (p_c), s	0.0	1.7		0.8		12.4

Intersection Summary	
HCM 6th Ctrl Delay	5.8
HCM 6th LOS	A

Notes

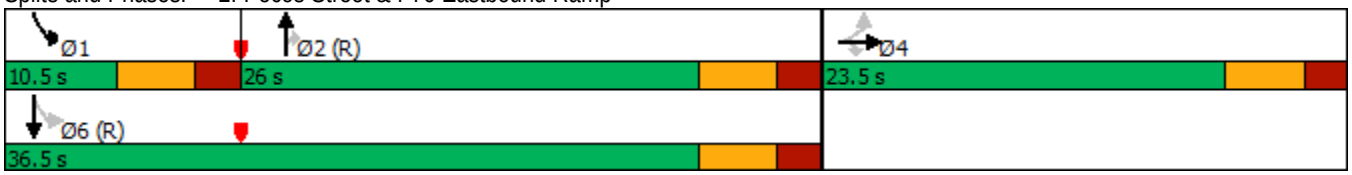
User approved volume balancing among the lanes for turning movement.

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

Lane Group	EBL	EBT	EBR	NBT	NBR	SBL	SBT
Lane Configurations							
Traffic Volume (vph)	505	0	76	828	534	295	554
Future Volume (vph)	505	0	76	828	534	295	554
Turn Type	Perm	NA	Perm	NA	Perm	pm+pt	NA
Protected Phases		4		2		1	6
Permitted Phases	4		4		2	6	
Detector Phase	4	4	4	2	2	1	6
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	23.5	23.5	23.5	23.5	23.5	10.5	23.5
Total Split (s)	23.5	23.5	23.5	26.0	26.0	10.5	36.5
Total Split (%)	39.2%	39.2%	39.2%	43.3%	43.3%	17.5%	60.8%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5	5.5	5.5	5.5	5.5	5.5	5.5
Lead/Lag				Lag	Lag	Lead	
Lead-Lag Optimize?				Yes	Yes	Yes	
Recall Mode	None	None	None	C-Max	C-Max	None	C-Max
Act Effct Green (s)	15.2	15.2	15.2	22.0	22.0	33.8	33.8
Actuated g/C Ratio	0.25	0.25	0.25	0.37	0.37	0.56	0.56
v/c Ratio	0.67	0.67	0.26	0.77	0.70	0.66	0.33
Control Delay	28.3	28.4	4.3	23.0	7.0	23.2	10.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	28.3	28.4	4.3	23.0	7.0	23.2	10.1
LOS	C	C	A	C	A	C	B
Approach Delay		23.8		16.2			15.0
Approach LOS		C		B			B

Intersection Summary	
Cycle Length: 60	
Actuated Cycle Length: 60	
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBTL, Start of Green	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.77	
Intersection Signal Delay: 17.4	Intersection LOS: B
Intersection Capacity Utilization 69.2%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 2: Pecos Street & I-76 Eastbound Ramp



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	505	0	76	0	0	0	0	828	534	295	554	0
Future Volume (veh/h)	505	0	76	0	0	0	0	828	534	295	554	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1781	1781	1781				0	1781	1781	1781	1781	0
Adj Flow Rate, veh/h	537	0	0				0	941	0	373	622	0
Peak Hour Factor	0.94	0.92	0.60				0.92	0.88	0.77	0.79	0.89	0.92
Percent Heavy Veh, %	8	8	8				0	8	8	8	8	0
Cap, veh/h	692	0					0	1482		758	2074	0
Arrive On Green	0.20	0.00	0.00				0.00	0.44	0.00	0.17	1.00	0.00
Sat Flow, veh/h	3393	0	1510				0	3474	1510	3291	3474	0
Grp Volume(v), veh/h	537	0	0				0	941	0	373	622	0
Grp Sat Flow(s),veh/h/ln	1697	0	1510				0	1692	1510	1646	1692	0
Q Serve(g_s), s	9.0	0.0	0.0				0.0	13.0	0.0	3.6	0.0	0.0
Cycle Q Clear(g_c), s	9.0	0.0	0.0				0.0	13.0	0.0	3.6	0.0	0.0
Prop In Lane	1.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	692	0					0	1482		758	2074	0
V/C Ratio(X)	0.78	0.00					0.00	0.63		0.49	0.30	0.00
Avail Cap(c_a), veh/h	1018	0					0	1482		758	2074	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	2.00	2.00	1.00
Upstream Filter(I)	1.00	0.00	0.00				0.00	1.00	0.00	0.81	0.81	0.00
Uniform Delay (d), s/veh	22.6	0.0	0.0				0.0	13.1	0.0	8.6	0.0	0.0
Incr Delay (d2), s/veh	2.3	0.0	0.0				0.0	2.1	0.0	0.4	0.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.5	0.0	0.0				0.0	4.7	0.0	0.9	0.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	24.9	0.0	0.0				0.0	15.2	0.0	9.0	0.3	0.0
LnGrp LOS	C	A					A	B		A	A	A
Approach Vol, veh/h		537	A					941	A		995	
Approach Delay, s/veh		24.9						15.2			3.6	
Approach LOS		C						B			A	

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	10.5	31.8		17.7		42.3
Change Period (Y+Rc), s	5.5	5.5		5.5		5.5
Max Green Setting (Gmax), s	5.0	20.5		18.0		31.0
Max Q Clear Time (g_c+I1), s	5.6	15.0		11.0		2.0
Green Ext Time (p_c), s	0.0	3.0		1.3		4.7

Intersection Summary	
HCM 6th Ctrl Delay	12.6
HCM 6th LOS	B

Notes

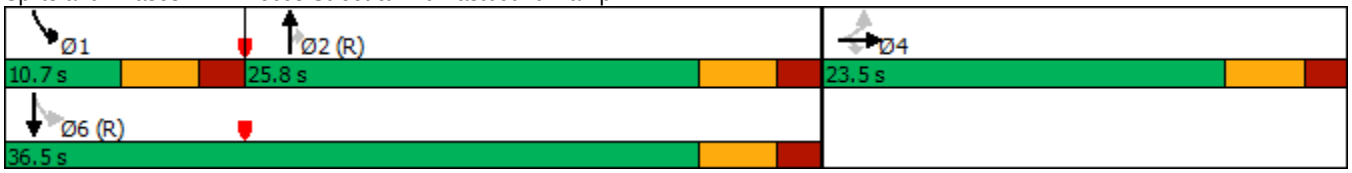
User approved volume balancing among the lanes for turning movement.

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

Lane Group	EBL	EBT	EBR	NBT	NBR	SBL	SBT
Lane Configurations							
Traffic Volume (vph)	287	0	258	277	294	451	1134
Future Volume (vph)	287	0	258	277	294	451	1134
Turn Type	Perm	NA	Perm	NA	Perm	pm+pt	NA
Protected Phases		4		2		1	6
Permitted Phases	4		4		2	6	
Detector Phase	4	4	4	2	2	1	6
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	23.5	23.5	23.5	23.5	23.5	10.5	23.5
Total Split (s)	23.5	23.5	23.5	25.8	25.8	10.7	36.5
Total Split (%)	39.2%	39.2%	39.2%	43.0%	43.0%	17.8%	60.8%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5	5.5	5.5	5.5	5.5	5.5	5.5
Lead/Lag				Lag	Lag	Lead	
Lead-Lag Optimize?				Yes	Yes	Yes	
Recall Mode	None	None	None	C-Max	C-Max	None	C-Max
Act Effct Green (s)	12.9	12.9	12.9	23.4	23.4	36.1	36.1
Actuated g/C Ratio	0.22	0.22	0.22	0.39	0.39	0.60	0.60
v/c Ratio	0.46	0.46	0.70	0.26	0.45	0.43	0.72
Control Delay	23.4	23.4	19.4	15.3	5.5	11.7	16.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	23.4	23.4	19.4	15.3	5.5	11.7	16.7
LOS	C	C	B	B	A	B	B
Approach Delay		21.4		10.2			15.4
Approach LOS		C		B			B

Intersection Summary	
Cycle Length: 60	
Actuated Cycle Length: 60	
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBTL, Start of Green	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.72	
Intersection Signal Delay: 15.4	Intersection LOS: B
Intersection Capacity Utilization 72.1%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 2: Pecos Street & I-76 Eastbound Ramp



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	287	0	258	0	0	0	0	277	294	451	1134	0
Future Volume (veh/h)	287	0	258	0	0	0	0	277	294	451	1134	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1781	1781	1781				0	1781	1781	1781	1781	0
Adj Flow Rate, veh/h	312	0	0				0	334	0	485	1454	0
Peak Hour Factor	0.92	0.92	0.85				0.92	0.83	0.81	0.93	0.78	0.92
Percent Heavy Veh, %	8	8	8				0	8	8	8	8	0
Cap, veh/h	455	0					0	1707		1464	2311	0
Arrive On Green	0.13	0.00	0.00				0.00	0.84	0.00	0.17	1.00	0.00
Sat Flow, veh/h	3393	0	1510				0	3474	1510	3291	3474	0
Grp Volume(v), veh/h	312	0	0				0	334	0	485	1454	0
Grp Sat Flow(s),veh/h/ln	1697	0	1510				0	1692	1510	1646	1692	0
Q Serve(g_s), s	5.3	0.0	0.0				0.0	1.1	0.0	4.3	0.0	0.0
Cycle Q Clear(g_c), s	5.3	0.0	0.0				0.0	1.1	0.0	4.3	0.0	0.0
Prop In Lane	1.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	455	0					0	1707		1464	2311	0
V/C Ratio(X)	0.69	0.00					0.00	0.20		0.33	0.63	0.00
Avail Cap(c_a), veh/h	1018	0					0	1707		1464	2311	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.67	1.67	2.00	2.00	1.00
Upstream Filter(I)	1.00	0.00	0.00				0.00	1.00	0.00	0.45	0.45	0.00
Uniform Delay (d), s/veh	24.8	0.0	0.0				0.0	2.4	0.0	4.7	0.0	0.0
Incr Delay (d2), s/veh	1.8	0.0	0.0				0.0	0.3	0.0	0.1	0.6	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.1	0.0	0.0				0.0	0.4	0.0	0.9	0.2	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	26.6	0.0	0.0				0.0	2.7	0.0	4.7	0.6	0.0
LnGrp LOS	C	A					A	A		A	A	A
Approach Vol, veh/h		312	A					334	A		1939	
Approach Delay, s/veh		26.6						2.7			1.6	
Approach LOS		C						A			A	

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	10.7	35.8		13.5		46.5
Change Period (Y+Rc), s	5.5	5.5		5.5		5.5
Max Green Setting (Gmax), s	5.2	20.3		18.0		31.0
Max Q Clear Time (g_c+I1), s	6.3	3.1		7.3		2.0
Green Ext Time (p_c), s	0.0	2.0		0.8		14.0

Intersection Summary	
HCM 6th Ctrl Delay	4.8
HCM 6th LOS	A

Notes

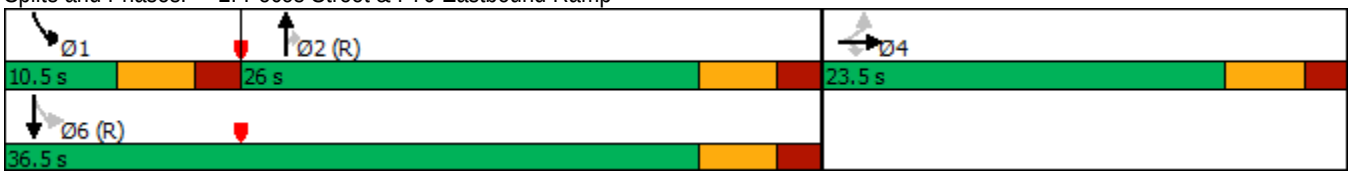
User approved volume balancing among the lanes for turning movement.

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

Lane Group	EBL	EBT	EBR	NBT	NBR	SBL	SBT
Lane Configurations							
Traffic Volume (vph)	505	0	82	914	566	295	580
Future Volume (vph)	505	0	82	914	566	295	580
Turn Type	Perm	NA	Perm	NA	Perm	pm+pt	NA
Protected Phases		4		2		1	6
Permitted Phases	4		4		2	6	
Detector Phase	4	4	4	2	2	1	6
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	23.5	23.5	23.5	23.5	23.5	10.5	23.5
Total Split (s)	23.5	23.5	23.5	26.0	26.0	10.5	36.5
Total Split (%)	39.2%	39.2%	39.2%	43.3%	43.3%	17.5%	60.8%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5	5.5	5.5	5.5	5.5	5.5	5.5
Lead/Lag				Lag	Lag	Lead	
Lead-Lag Optimize?				Yes	Yes	Yes	
Recall Mode	None	None	None	C-Max	C-Max	None	C-Max
Act Effct Green (s)	15.2	15.2	15.2	22.0	22.0	33.8	33.8
Actuated g/C Ratio	0.25	0.25	0.25	0.37	0.37	0.56	0.56
v/c Ratio	0.67	0.67	0.28	0.85	0.72	0.66	0.35
Control Delay	28.3	28.4	4.8	24.7	5.5	22.9	10.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	28.3	28.4	4.8	24.7	5.5	22.9	10.5
LOS	C	C	A	C	A	C	B
Approach Delay		23.6		16.7			15.0
Approach LOS		C		B			B

Intersection Summary	
Cycle Length: 60	
Actuated Cycle Length: 60	
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBTL, Start of Green	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.85	
Intersection Signal Delay: 17.6	Intersection LOS: B
Intersection Capacity Utilization 71.2%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 2: Pecos Street & I-76 Eastbound Ramp



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	505	0	82	0	0	0	0	914	566	295	580	0
Future Volume (veh/h)	505	0	82	0	0	0	0	914	566	295	580	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1781	1781	1781				0	1781	1781	1781	1781	0
Adj Flow Rate, veh/h	537	0	0				0	1039	0	373	652	0
Peak Hour Factor	0.94	0.92	0.60				0.92	0.88	0.77	0.79	0.89	0.92
Percent Heavy Veh, %	8	8	8				0	8	8	8	8	0
Cap, veh/h	692	0					0	1482		854	2074	0
Arrive On Green	0.20	0.00	0.00				0.00	0.88	0.00	0.17	1.00	0.00
Sat Flow, veh/h	3393	0	1510				0	3474	1510	3291	3474	0
Grp Volume(v), veh/h	537	0	0				0	1039	0	373	652	0
Grp Sat Flow(s),veh/h/ln	1697	0	1510				0	1692	1510	1646	1692	0
Q Serve(g_s), s	9.0	0.0	0.0				0.0	5.9	0.0	3.6	0.0	0.0
Cycle Q Clear(g_c), s	9.0	0.0	0.0				0.0	5.9	0.0	3.6	0.0	0.0
Prop In Lane	1.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	692	0					0	1482		854	2074	0
V/C Ratio(X)	0.78	0.00					0.00	0.70		0.44	0.31	0.00
Avail Cap(c_a), veh/h	1018	0					0	1482		854	2074	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	2.00	2.00	2.00	2.00	1.00
Upstream Filter(I)	1.00	0.00	0.00				0.00	1.00	0.00	0.80	0.80	0.00
Uniform Delay (d), s/veh	22.6	0.0	0.0				0.0	2.5	0.0	6.9	0.0	0.0
Incr Delay (d2), s/veh	2.3	0.0	0.0				0.0	2.8	0.0	0.3	0.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.5	0.0	0.0				0.0	1.4	0.0	0.9	0.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	24.9	0.0	0.0				0.0	5.3	0.0	7.1	0.3	0.0
LnGrp LOS	C	A					A	A		A	A	A
Approach Vol, veh/h		537	A					1039	A		1025	
Approach Delay, s/veh		24.9						5.3			2.8	
Approach LOS		C						A			A	

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	10.5	31.8		17.7		42.3
Change Period (Y+Rc), s	5.5	5.5		5.5		5.5
Max Green Setting (Gmax), s	5.0	20.5		18.0		31.0
Max Q Clear Time (g_c+I1), s	5.6	7.9		11.0		2.0
Green Ext Time (p_c), s	0.0	5.9		1.3		5.0

Intersection Summary	
HCM 6th Ctrl Delay	8.3
HCM 6th LOS	A

Notes

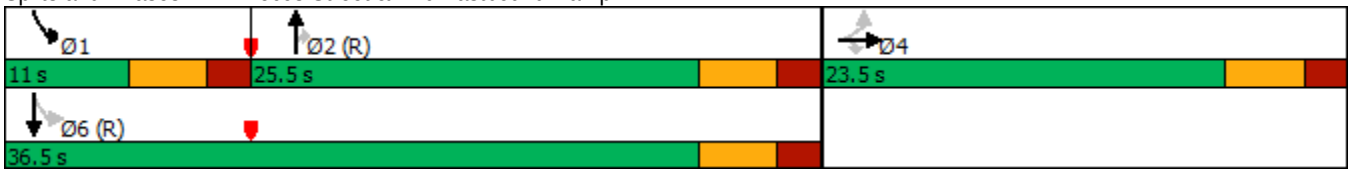
User approved volume balancing among the lanes for turning movement.

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

Lane Group	EBL	EBT	EBR	NBT	NBR	SBL	SBT
Lane Configurations							
Traffic Volume (vph)	305	0	250	272	304	479	1099
Future Volume (vph)	305	0	250	272	304	479	1099
Turn Type	Perm	NA	Perm	NA	Perm	pm+pt	NA
Protected Phases		4		2		1	6
Permitted Phases	4		4		2	6	
Detector Phase	4	4	4	2	2	1	6
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	23.5	23.5	23.5	23.5	23.5	10.5	23.5
Total Split (s)	23.5	23.5	23.5	25.5	25.5	11.0	36.5
Total Split (%)	39.2%	39.2%	39.2%	42.5%	42.5%	18.3%	60.8%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5	5.5	5.5	5.5	5.5	5.5	5.5
Lead/Lag				Lag	Lag	Lead	
Lead-Lag Optimize?				Yes	Yes	Yes	
Recall Mode	None	None	None	C-Max	C-Max	None	C-Max
Act Effct Green (s)	12.9	12.9	12.9	23.2	23.2	36.1	36.1
Actuated g/C Ratio	0.22	0.22	0.22	0.39	0.39	0.60	0.60
v/c Ratio	0.49	0.49	0.68	0.25	0.46	0.45	0.70
Control Delay	24.4	24.4	18.4	16.0	6.2	11.9	16.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	24.4	24.4	18.4	16.0	6.2	11.9	16.2
LOS	C	C	B	B	A	B	B
Approach Delay		21.6		10.8			15.0
Approach LOS		C		B			B

Intersection Summary	
Cycle Length: 60	
Actuated Cycle Length: 60	
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBTL, Start of Green	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.70	
Intersection Signal Delay: 15.4	Intersection LOS: B
Intersection Capacity Utilization 74.4%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 2: Pecos Street & I-76 Eastbound Ramp



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	305	0	250	0	0	0	0	272	304	479	1099	0
Future Volume (veh/h)	305	0	250	0	0	0	0	272	304	479	1099	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1781	1781	1781				0	1781	1781	1781	1781	0
Adj Flow Rate, veh/h	332	0	0				0	328	0	515	1409	0
Peak Hour Factor	0.92	0.92	0.85				0.92	0.83	0.81	0.93	0.78	0.92
Percent Heavy Veh, %	8	8	8				0	8	8	8	8	0
Cap, veh/h	477	0					0	1668		1394	2289	0
Arrive On Green	0.14	0.00	0.00				0.00	0.49	0.00	0.18	1.00	0.00
Sat Flow, veh/h	3393	0	1510				0	3474	1510	3291	3474	0
Grp Volume(v), veh/h	332	0	0				0	328	0	515	1409	0
Grp Sat Flow(s),veh/h/ln	1697	0	1510				0	1692	1510	1646	1692	0
Q Serve(g_s), s	5.6	0.0	0.0				0.0	3.3	0.0	4.7	0.0	0.0
Cycle Q Clear(g_c), s	5.6	0.0	0.0				0.0	3.3	0.0	4.7	0.0	0.0
Prop In Lane	1.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	477	0					0	1668		1394	2289	0
V/C Ratio(X)	0.70	0.00					0.00	0.20		0.37	0.62	0.00
Avail Cap(c_a), veh/h	1018	0					0	1668		1394	2289	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	2.00	2.00	1.00
Upstream Filter(I)	1.00	0.00	0.00				0.00	1.00	0.00	0.45	0.45	0.00
Uniform Delay (d), s/veh	24.6	0.0	0.0				0.0	8.5	0.0	5.0	0.0	0.0
Incr Delay (d2), s/veh	1.8	0.0	0.0				0.0	0.3	0.0	0.1	0.6	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.2	0.0	0.0				0.0	1.1	0.0	0.9	0.2	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	26.4	0.0	0.0				0.0	8.8	0.0	5.1	0.6	0.0
LnGrp LOS	C	A					A	A		A	A	A
Approach Vol, veh/h		332	A					328	A		1924	
Approach Delay, s/veh		26.4						8.8			1.8	
Approach LOS		C						A			A	

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	11.0	35.1		13.9		46.1
Change Period (Y+Rc), s	5.5	5.5		5.5		5.5
Max Green Setting (Gmax), s	5.5	20.0		18.0		31.0
Max Q Clear Time (g_c+I1), s	6.7	5.3		7.6		2.0
Green Ext Time (p_c), s	0.0	1.8		0.9		13.4

Intersection Summary	
HCM 6th Ctrl Delay	5.8
HCM 6th LOS	A

Notes

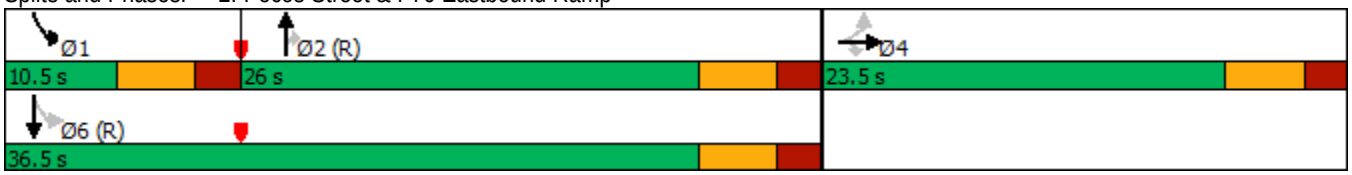
User approved volume balancing among the lanes for turning movement.

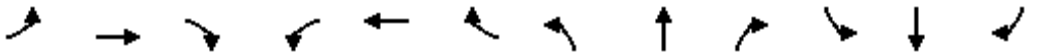
Unsignalized Delay for [NBR, EBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBL	EBT	EBR	NBT	NBR	SBL	SBT
Lane Configurations							
Traffic Volume (vph)	536	0	81	879	566	313	588
Future Volume (vph)	536	0	81	879	566	313	588
Turn Type	Perm	NA	Perm	NA	Perm	pm+pt	NA
Protected Phases		4		2		1	6
Permitted Phases	4		4		2	6	
Detector Phase	4	4	4	2	2	1	6
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	23.5	23.5	23.5	23.5	23.5	10.5	23.5
Total Split (s)	23.5	23.5	23.5	26.0	26.0	10.5	36.5
Total Split (%)	39.2%	39.2%	39.2%	43.3%	43.3%	17.5%	60.8%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5	5.5	5.5	5.5	5.5	5.5	5.5
Lead/Lag				Lag	Lag	Lead	
Lead-Lag Optimize?				Yes	Yes	Yes	
Recall Mode	None	None	None	C-Max	C-Max	None	C-Max
Act Effct Green (s)	15.5	15.5	15.5	21.7	21.7	33.5	33.5
Actuated g/C Ratio	0.26	0.26	0.26	0.36	0.36	0.56	0.56
v/c Ratio	0.70	0.70	0.27	0.83	0.73	0.70	0.35
Control Delay	29.3	29.3	4.7	25.6	7.5	24.6	10.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	29.3	29.3	4.7	25.6	7.5	24.6	10.9
LOS	C	C	A	C	A	C	B
Approach Delay		24.6		17.9			16.0
Approach LOS		C		B			B

Intersection Summary	
Cycle Length: 60	
Actuated Cycle Length: 60	
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBTL, Start of Green	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.83	
Intersection Signal Delay: 18.7	Intersection LOS: B
Intersection Capacity Utilization 72.6%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 2: Pecos Street & I-76 Eastbound Ramp





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	536	0	81	0	0	0	0	879	566	313	588	0
Future Volume (veh/h)	536	0	81	0	0	0	0	879	566	313	588	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1781	1781	1781				0	1781	1781	1781	1781	0
Adj Flow Rate, veh/h	570	0	0				0	999	0	396	661	0
Peak Hour Factor	0.94	0.92	0.60				0.92	0.88	0.77	0.79	0.89	0.92
Percent Heavy Veh, %	8	8	8				0	8	8	8	8	0
Cap, veh/h	724	0					0	1450		711	2042	0
Arrive On Green	0.21	0.00	0.00				0.00	0.43	0.00	0.17	1.00	0.00
Sat Flow, veh/h	3393	0	1510				0	3474	1510	3291	3474	0
Grp Volume(v), veh/h	570	0	0				0	999	0	396	661	0
Grp Sat Flow(s),veh/h/ln	1697	0	1510				0	1692	1510	1646	1692	0
Q Serve(g_s), s	9.5	0.0	0.0				0.0	14.4	0.0	3.9	0.0	0.0
Cycle Q Clear(g_c), s	9.5	0.0	0.0				0.0	14.4	0.0	3.9	0.0	0.0
Prop In Lane	1.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	724	0					0	1450		711	2042	0
V/C Ratio(X)	0.79	0.00					0.00	0.69		0.56	0.32	0.00
Avail Cap(c_a), veh/h	1018	0					0	1450		711	2042	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	2.00	2.00	1.00
Upstream Filter(I)	1.00	0.00	0.00				0.00	1.00	0.00	0.78	0.78	0.00
Uniform Delay (d), s/veh	22.3	0.0	0.0				0.0	13.9	0.0	9.6	0.0	0.0
Incr Delay (d2), s/veh	2.8	0.0	0.0				0.0	2.7	0.0	0.8	0.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.8	0.0	0.0				0.0	5.3	0.0	1.0	0.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	25.1	0.0	0.0				0.0	16.6	0.0	10.3	0.3	0.0
LnGrp LOS	C	A					A	B		B	A	A
Approach Vol, veh/h		570	A					999	A		1057	
Approach Delay, s/veh		25.1						16.6			4.1	
Approach LOS		C						B			A	

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	10.5	31.2		18.3		41.7
Change Period (Y+Rc), s	5.5	5.5		5.5		5.5
Max Green Setting (Gmax), s	5.0	20.5		18.0		31.0
Max Q Clear Time (g_c+I1), s	5.9	16.4		11.5		2.0
Green Ext Time (p_c), s	0.0	2.5		1.3		5.1

Intersection Summary	
HCM 6th Ctrl Delay	13.4
HCM 6th LOS	B

Notes

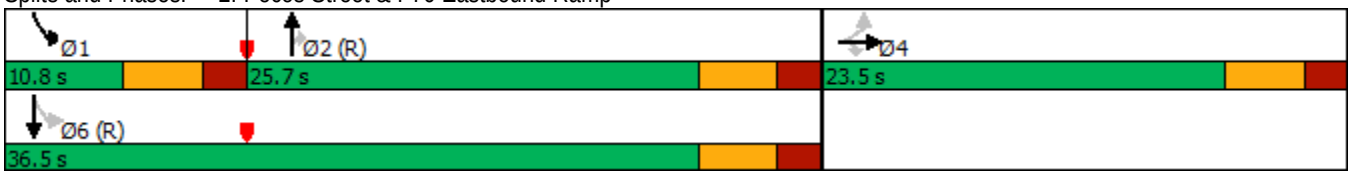
User approved volume balancing among the lanes for turning movement.

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

Lane Group	EBL	EBT	EBR	NBT	NBR	SBL	SBT
Lane Configurations							
Traffic Volume (vph)	305	0	287	307	317	479	1266
Future Volume (vph)	305	0	287	307	317	479	1266
Turn Type	Perm	NA	Perm	NA	Perm	pm+pt	NA
Protected Phases		4		2		1	6
Permitted Phases	4		4		2	6	
Detector Phase	4	4	4	2	2	1	6
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	23.5	23.5	23.5	23.5	23.5	10.5	23.5
Total Split (s)	23.5	23.5	23.5	25.7	25.7	10.8	36.5
Total Split (%)	39.2%	39.2%	39.2%	42.8%	42.8%	18.0%	60.8%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5	5.5	5.5	5.5	5.5	5.5	5.5
Lead/Lag				Lag	Lag	Lead	
Lead-Lag Optimize?				Yes	Yes	Yes	
Recall Mode	None	None	None	C-Max	C-Max	None	C-Max
Act Effct Green (s)	13.9	13.9	13.9	22.7	22.7	35.1	35.1
Actuated g/C Ratio	0.23	0.23	0.23	0.38	0.38	0.58	0.58
v/c Ratio	0.45	0.45	0.74	0.29	0.48	0.49	0.83
Control Delay	22.5	22.5	21.5	15.8	5.5	12.6	20.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	22.5	22.5	21.5	15.8	5.5	12.6	20.0
LOS	C	C	C	B	A	B	C
Approach Delay		22.0		10.5			18.2
Approach LOS		C		B			B

Intersection Summary	
Cycle Length: 60	
Actuated Cycle Length: 60	
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBTL, Start of Green	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.83	
Intersection Signal Delay: 17.3	Intersection LOS: B
Intersection Capacity Utilization 76.0%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 2: Pecos Street & I-76 Eastbound Ramp



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	305	0	287	0	0	0	0	307	317	479	1266	0
Future Volume (veh/h)	305	0	287	0	0	0	0	307	317	479	1266	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1781	1781	1781				0	1781	1781	1781	1781	0
Adj Flow Rate, veh/h	332	0	0				0	370	0	515	1623	0
Peak Hour Factor	0.92	0.92	0.85				0.92	0.83	0.81	0.93	0.78	0.92
Percent Heavy Veh, %	8	8	8				0	8	8	8	8	0
Cap, veh/h	477	0					0	1679		1377	2289	0
Arrive On Green	0.14	0.00	0.00				0.00	0.66	0.00	0.18	1.00	0.00
Sat Flow, veh/h	3393	0	1510				0	3474	1510	3291	3474	0
Grp Volume(v), veh/h	332	0	0				0	370	0	515	1623	0
Grp Sat Flow(s),veh/h/ln	1697	0	1510				0	1692	1510	1646	1692	0
Q Serve(g_s), s	5.6	0.0	0.0				0.0	2.6	0.0	4.7	0.0	0.0
Cycle Q Clear(g_c), s	5.6	0.0	0.0				0.0	2.6	0.0	4.7	0.0	0.0
Prop In Lane	1.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	477	0					0	1679		1377	2289	0
V/C Ratio(X)	0.70	0.00					0.00	0.22		0.37	0.71	0.00
Avail Cap(c_a), veh/h	1018	0					0	1679		1377	2289	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.33	1.33	2.00	2.00	1.00
Upstream Filter(I)	1.00	0.00	0.00				0.00	1.00	0.00	0.26	0.26	0.00
Uniform Delay (d), s/veh	24.6	0.0	0.0				0.0	5.6	0.0	5.0	0.0	0.0
Incr Delay (d2), s/veh	1.8	0.0	0.0				0.0	0.3	0.0	0.0	0.5	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.2	0.0	0.0				0.0	0.8	0.0	0.9	0.2	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	26.4	0.0	0.0				0.0	5.9	0.0	5.0	0.5	0.0
LnGrp LOS	C	A					A	A		A	A	A
Approach Vol, veh/h		332	A					370	A		2138	
Approach Delay, s/veh		26.4						5.9			1.6	
Approach LOS		C						A			A	

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	10.8	35.3		13.9		46.1
Change Period (Y+Rc), s	5.5	5.5		5.5		5.5
Max Green Setting (Gmax), s	5.3	20.2		18.0		31.0
Max Q Clear Time (g_c+I1), s	6.7	4.6		7.6		2.0
Green Ext Time (p_c), s	0.0	2.1		0.9		16.2

Intersection Summary		
HCM 6th Ctrl Delay		5.1
HCM 6th LOS		A

Notes

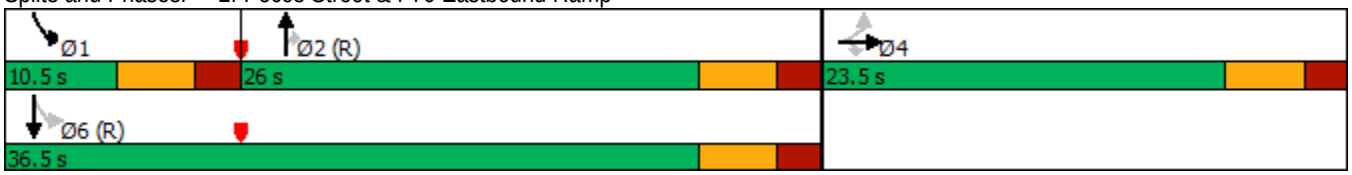
User approved volume balancing among the lanes for turning movement.

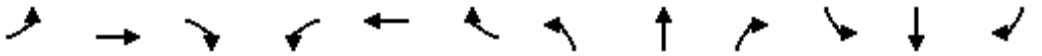
Unsignalized Delay for [NBR, EBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBL	EBT	EBR	NBT	NBR	SBL	SBT
Lane Configurations							
Traffic Volume (vph)	536	0	91	1024	620	313	631
Future Volume (vph)	536	0	91	1024	620	313	631
Turn Type	Perm	NA	Perm	NA	Perm	pm+pt	NA
Protected Phases		4		2		1	6
Permitted Phases	4		4		2	6	
Detector Phase	4	4	4	2	2	1	6
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	23.5	23.5	23.5	23.5	23.5	10.5	23.5
Total Split (s)	23.5	23.5	23.5	26.0	26.0	10.5	36.5
Total Split (%)	39.2%	39.2%	39.2%	43.3%	43.3%	17.5%	60.8%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	-0.5	-0.5	-0.5	-0.5	-0.5	-0.5	-0.5
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag				Lag	Lag	Lead	
Lead-Lag Optimize?				Yes	Yes	Yes	
Recall Mode	None	None	None	C-Max	C-Max	None	C-Max
Act Effct Green (s)	16.0	16.0	16.0	22.3	22.3	34.0	34.0
Actuated g/C Ratio	0.27	0.27	0.27	0.37	0.37	0.57	0.57
v/c Ratio	0.68	0.68	0.30	0.94	0.76	0.67	0.37
Control Delay	27.8	27.8	5.0	31.7	5.9	22.4	10.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	27.8	27.8	5.0	31.7	5.9	22.4	10.5
LOS	C	C	A	C	A	C	B
Approach Delay		23.0		21.2			14.8
Approach LOS		C		C			B

Intersection Summary	
Cycle Length: 60	
Actuated Cycle Length: 60	
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBTL, Start of Green	
Natural Cycle: 65	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.94	
Intersection Signal Delay: 19.7	Intersection LOS: B
Intersection Capacity Utilization 74.7%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 2: Pecos Street & I-76 Eastbound Ramp





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	536	0	91	0	0	0	0	1024	620	313	631	0
Future Volume (veh/h)	536	0	91	0	0	0	0	1024	620	313	631	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1781	1781	1781				0	1781	1781	1781	1781	0
Adj Flow Rate, veh/h	570	0	0				0	1164	0	396	709	0
Peak Hour Factor	0.94	0.92	0.60				0.92	0.88	0.77	0.79	0.89	0.92
Percent Heavy Veh, %	8	8	8				0	8	8	8	8	0
Cap, veh/h	748	0					0	1482		810	2074	0
Arrive On Green	0.22	0.00	0.00				0.00	0.88	0.00	0.18	1.00	0.00
Sat Flow, veh/h	3393	0	1510				0	3474	1510	3291	3474	0
Grp Volume(v), veh/h	570	0	0				0	1164	0	396	709	0
Grp Sat Flow(s),veh/h/ln	1697	0	1510				0	1692	1510	1646	1692	0
Q Serve(g_s), s	9.4	0.0	0.0				0.0	8.2	0.0	3.7	0.0	0.0
Cycle Q Clear(g_c), s	9.4	0.0	0.0				0.0	8.2	0.0	3.7	0.0	0.0
Prop In Lane	1.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	748	0					0	1482		810	2074	0
V/C Ratio(X)	0.76	0.00					0.00	0.79		0.49	0.34	0.00
Avail Cap(c_a), veh/h	1046	0					0	1482		810	2074	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	2.00	2.00	2.00	2.00	1.00
Upstream Filter(I)	1.00	0.00	0.00				0.00	1.00	0.00	0.77	0.77	0.00
Uniform Delay (d), s/veh	21.9	0.0	0.0				0.0	2.6	0.0	7.2	0.0	0.0
Incr Delay (d2), s/veh	2.2	0.0	0.0				0.0	4.3	0.0	0.4	0.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.7	0.0	0.0				0.0	1.8	0.0	0.9	0.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	24.1	0.0	0.0				0.0	6.9	0.0	7.5	0.3	0.0
LnGrp LOS	C	A					A	A		A	A	A
Approach Vol, veh/h		570	A					1164	A		1105	
Approach Delay, s/veh		24.1						6.9			2.9	
Approach LOS		C						A			A	

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	10.5	31.3		18.2		41.8
Change Period (Y+Rc), s	5.5	5.5		5.5		5.5
Max Green Setting (Gmax), s	5.0	20.5		18.0		31.0
Max Q Clear Time (g_c+I1), s	5.7	10.2		11.4		2.0
Green Ext Time (p_c), s	0.0	5.8		1.3		5.5

Intersection Summary	
HCM 6th Ctrl Delay	8.8
HCM 6th LOS	A

Notes

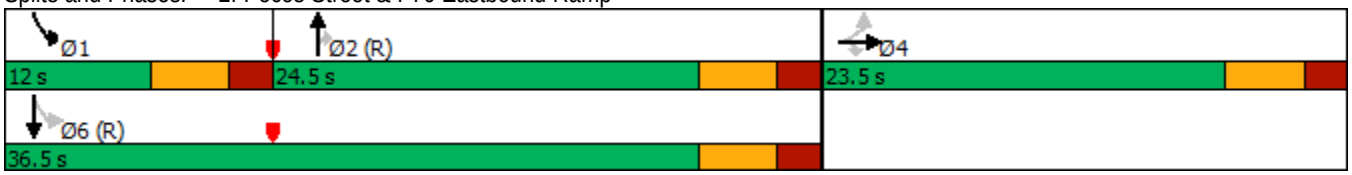
User approved volume balancing among the lanes for turning movement.

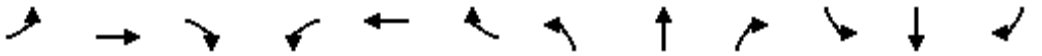
Unsignalized Delay for [NBR, EBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBL	EBT	EBR	NBT	NBR	SBL	SBT
Lane Configurations							
Traffic Volume (vph)	387	0	318	346	386	608	1395
Future Volume (vph)	387	0	318	346	386	608	1395
Turn Type	Perm	NA	Perm	NA	Perm	pm+pt	NA
Protected Phases		4		2		1	6
Permitted Phases	4		4		2	6	
Detector Phase	4	4	4	2	2	1	6
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	23.5	23.5	23.5	23.5	23.5	10.5	23.5
Total Split (s)	23.5	23.5	23.5	24.5	24.5	12.0	36.5
Total Split (%)	39.2%	39.2%	39.2%	40.8%	40.8%	20.0%	60.8%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5	5.5	5.5	5.5	5.5	5.5	5.5
Lead/Lag				Lag	Lag	Lead	
Lead-Lag Optimize?				Yes	Yes	Yes	
Recall Mode	None	None	None	C-Max	C-Max	None	C-Max
Act Effct Green (s)	14.3	14.3	14.3	21.2	21.2	34.7	34.7
Actuated g/C Ratio	0.24	0.24	0.24	0.35	0.35	0.58	0.58
v/c Ratio	0.56	0.56	0.74	0.32	0.53	0.62	0.78
Control Delay	25.0	25.1	21.7	19.2	8.3	16.0	19.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	25.0	25.1	21.7	19.2	8.3	16.0	19.7
LOS	C	C	C	B	A	B	B
Approach Delay		23.5		13.4			18.6
Approach LOS		C		B			B

Intersection Summary	
Cycle Length: 60	
Actuated Cycle Length: 60	
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBTL, Start of Green	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.78	
Intersection Signal Delay: 18.5	Intersection LOS: B
Intersection Capacity Utilization 89.6%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 2: Pecos Street & I-76 Eastbound Ramp





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	387	0	318	0	0	0	0	346	386	608	1395	0
Future Volume (veh/h)	387	0	318	0	0	0	0	346	386	608	1395	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1781	1781	1781				0	1781	1781	1781	1781	0
Adj Flow Rate, veh/h	421	0	0				0	376	0	661	1516	0
Peak Hour Factor	0.92	0.92	0.92				0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	8	8	8				0	8	8	8	8	0
Cap, veh/h	573	0					0	1516		1301	2193	0
Arrive On Green	0.17	0.00	0.00				0.00	0.45	0.00	0.22	1.00	0.00
Sat Flow, veh/h	3393	0	1510				0	3474	1510	3291	3474	0
Grp Volume(v), veh/h	421	0	0				0	376	0	661	1516	0
Grp Sat Flow(s),veh/h/ln	1697	0	1510				0	1692	1510	1646	1692	0
Q Serve(g_s), s	7.1	0.0	0.0				0.0	4.1	0.0	6.5	0.0	0.0
Cycle Q Clear(g_c), s	7.1	0.0	0.0				0.0	4.1	0.0	6.5	0.0	0.0
Prop In Lane	1.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	573	0					0	1516		1301	2193	0
V/C Ratio(X)	0.73	0.00					0.00	0.25		0.51	0.69	0.00
Avail Cap(c_a), veh/h	1018	0					0	1516		1301	2193	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	2.00	2.00	1.00
Upstream Filter(I)	1.00	0.00	0.00				0.00	1.00	0.00	0.09	0.09	0.00
Uniform Delay (d), s/veh	23.7	0.0	0.0				0.0	10.3	0.0	6.5	0.0	0.0
Incr Delay (d2), s/veh	1.9	0.0	0.0				0.0	0.4	0.0	0.0	0.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.8	0.0	0.0				0.0	1.4	0.0	1.4	0.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	25.5	0.0	0.0				0.0	10.7	0.0	6.5	0.2	0.0
LnGrp LOS	C	A					A	B		A	A	A
Approach Vol, veh/h		421	A					376	A		2177	
Approach Delay, s/veh		25.5						10.7			2.1	
Approach LOS		C						B			A	

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	12.0	32.4		15.6		44.4
Change Period (Y+Rc), s	5.5	5.5		5.5		5.5
Max Green Setting (Gmax), s	6.5	19.0		18.0		31.0
Max Q Clear Time (g_c+I1), s	8.5	6.1		9.1		2.0
Green Ext Time (p_c), s	0.0	2.0		1.1		14.8

Intersection Summary			
HCM 6th Ctrl Delay			6.5
HCM 6th LOS			A

Notes

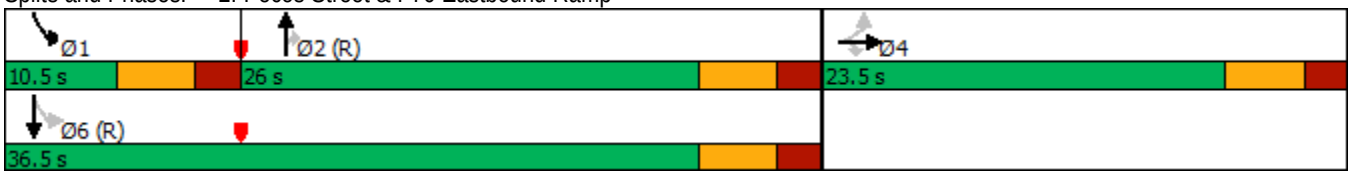
User approved volume balancing among the lanes for turning movement.

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

Lane Group	EBL	EBT	EBR	NBT	NBR	SBL	SBT
Lane Configurations							
Traffic Volume (vph)	680	0	103	1116	719	397	747
Future Volume (vph)	680	0	103	1116	719	397	747
Turn Type	Perm	NA	Perm	NA	Perm	pm+pt	NA
Protected Phases		4		2		1	6
Permitted Phases	4		4		2	6	
Detector Phase	4	4	4	2	2	1	6
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	23.5	23.5	23.5	23.5	23.5	10.5	23.5
Total Split (s)	23.5	23.5	23.5	26.0	26.0	10.5	36.5
Total Split (%)	39.2%	39.2%	39.2%	43.3%	43.3%	17.5%	60.8%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5	5.5	5.5	5.5	5.5	5.5	5.5
Lead/Lag				Lag	Lag	Lead	
Lead-Lag Optimize?				Yes	Yes	Yes	
Recall Mode	None	None	None	C-Max	C-Max	None	C-Max
Act Effct Green (s)	17.0	17.0	17.0	20.9	20.9	32.0	32.0
Actuated g/C Ratio	0.28	0.28	0.28	0.35	0.35	0.53	0.53
v/c Ratio	0.82	0.83	0.21	1.04	0.76	0.81	0.45
Control Delay	37.4	37.6	3.2	57.1	7.5	30.5	13.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	37.4	37.6	3.2	57.1	7.5	30.5	13.8
LOS	D	D	A	E	A	C	B
Approach Delay		33.0		37.7			19.6
Approach LOS		C		D			B

Intersection Summary	
Cycle Length: 60	
Actuated Cycle Length: 60	
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBTL, Start of Green	
Natural Cycle: 70	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.04	
Intersection Signal Delay: 31.2	Intersection LOS: C
Intersection Capacity Utilization 88.4%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 2: Pecos Street & I-76 Eastbound Ramp



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	680	0	103	0	0	0	0	1116	719	397	747	0
Future Volume (veh/h)	680	0	103	0	0	0	0	1116	719	397	747	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1781	1781	1781				0	1781	1781	1781	1781	0
Adj Flow Rate, veh/h	739	0	0				0	1213	0	432	812	0
Peak Hour Factor	0.92	0.92	0.92				0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	8	8	8				0	8	8	8	8	0
Cap, veh/h	877	0					0	1297		547	1889	0
Arrive On Green	0.26	0.00	0.00				0.00	0.38	0.00	0.17	1.00	0.00
Sat Flow, veh/h	3393	0	1510				0	3474	1510	3291	3474	0
Grp Volume(v), veh/h	739	0	0				0	1213	0	432	812	0
Grp Sat Flow(s),veh/h/ln	1697	0	1510				0	1692	1510	1646	1692	0
Q Serve(g_s), s	12.4	0.0	0.0				0.0	20.7	0.0	4.9	0.0	0.0
Cycle Q Clear(g_c), s	12.4	0.0	0.0				0.0	20.7	0.0	4.9	0.0	0.0
Prop In Lane	1.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	877	0					0	1297		547	1889	0
V/C Ratio(X)	0.84	0.00					0.00	0.94		0.79	0.43	0.00
Avail Cap(c_a), veh/h	1018	0					0	1297		547	1889	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	2.00	2.00	1.00
Upstream Filter(I)	1.00	0.00	0.00				0.00	1.00	0.00	0.66	0.66	0.00
Uniform Delay (d), s/veh	21.1	0.0	0.0				0.0	17.8	0.0	12.6	0.0	0.0
Incr Delay (d2), s/veh	5.8	0.0	0.0				0.0	13.7	0.0	5.2	0.5	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.2	0.0	0.0				0.0	9.5	0.0	1.6	0.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	26.9	0.0	0.0				0.0	31.5	0.0	17.8	0.5	0.0
LnGrp LOS	C	A					A	C		B	A	A
Approach Vol, veh/h		739	A					1213	A		1244	
Approach Delay, s/veh		26.9						31.5			6.5	
Approach LOS		C						C			A	

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	10.5	28.5		21.0		39.0
Change Period (Y+Rc), s	5.5	5.5		5.5		5.5
Max Green Setting (Gmax), s	5.0	20.5		18.0		31.0
Max Q Clear Time (g_c+I1), s	6.9	22.7		14.4		2.0
Green Ext Time (p_c), s	0.0	0.0		1.1		6.5

Intersection Summary			
HCM 6th Ctrl Delay			20.7
HCM 6th LOS			C

Notes

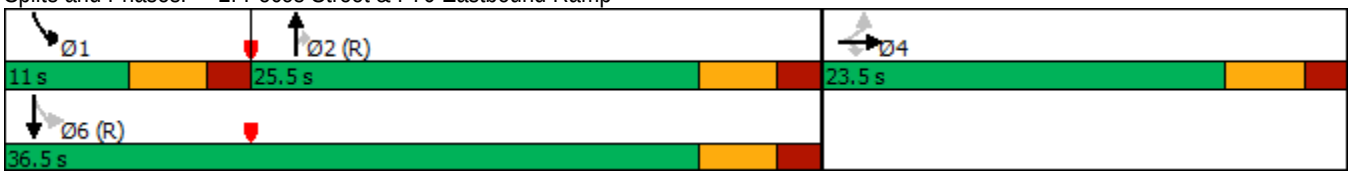
User approved volume balancing among the lanes for turning movement.

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

Lane Group	EBL	EBT	EBR	NBT	NBR	SBL	SBT
Lane Configurations							
Traffic Volume (vph)	387	0	355	381	399	608	1562
Future Volume (vph)	387	0	355	381	399	608	1562
Turn Type	Perm	NA	Perm	NA	Perm	pm+pt	NA
Protected Phases		4		2		1	6
Permitted Phases	4		4		2	6	
Detector Phase	4	4	4	2	2	1	6
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	23.5	23.5	23.5	23.5	23.5	10.5	23.5
Total Split (s)	23.5	23.5	23.5	25.5	25.5	11.0	36.5
Total Split (%)	39.2%	39.2%	39.2%	42.5%	42.5%	18.3%	60.8%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5	5.5	5.5	5.5	5.5	5.5	5.5
Lead/Lag				Lag	Lag	Lead	
Lead-Lag Optimize?				Yes	Yes	Yes	
Recall Mode	None	None	None	C-Max	C-Max	None	C-Max
Act Effct Green (s)	15.1	15.1	15.1	21.4	21.4	33.9	33.9
Actuated g/C Ratio	0.25	0.25	0.25	0.36	0.36	0.56	0.56
v/c Ratio	0.53	0.53	0.80	0.35	0.53	0.66	0.90
Control Delay	23.5	23.6	25.8	18.9	8.0	16.8	22.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	23.5	23.6	25.8	18.9	8.0	16.8	22.4
LOS	C	C	C	B	A	B	C
Approach Delay		24.6		13.3			20.9
Approach LOS		C		B			C

Intersection Summary	
Cycle Length: 60	
Actuated Cycle Length: 60	
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBTL, Start of Green	
Natural Cycle: 70	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.90	
Intersection Signal Delay: 20.0	Intersection LOS: C
Intersection Capacity Utilization 91.2%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 2: Pecos Street & I-76 Eastbound Ramp



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	387	0	355	0	0	0	0	381	399	608	1562	0
Future Volume (veh/h)	387	0	355	0	0	0	0	381	399	608	1562	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1781	1781	1781				0	1781	1781	1781	1781	0
Adj Flow Rate, veh/h	421	0	0				0	414	0	661	1698	0
Peak Hour Factor	0.92	0.92	0.92				0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	8	8	8				0	8	8	8	8	0
Cap, veh/h	573	0					0	1572		1314	2193	0
Arrive On Green	0.17	0.00	0.00				0.00	0.78	0.00	0.18	1.00	0.00
Sat Flow, veh/h	3393	0	1510				0	3474	1510	3291	3474	0
Grp Volume(v), veh/h	421	0	0				0	414	0	661	1698	0
Grp Sat Flow(s),veh/h/ln	1697	0	1510				0	1692	1510	1646	1692	0
Q Serve(g_s), s	7.1	0.0	0.0				0.0	2.1	0.0	5.5	0.0	0.0
Cycle Q Clear(g_c), s	7.1	0.0	0.0				0.0	2.1	0.0	5.5	0.0	0.0
Prop In Lane	1.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	573	0					0	1572		1314	2193	0
V/C Ratio(X)	0.73	0.00					0.00	0.26		0.50	0.77	0.00
Avail Cap(c_a), veh/h	1018	0					0	1572		1314	2193	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.67	1.67	2.00	2.00	1.00
Upstream Filter(I)	1.00	0.00	0.00				0.00	1.00	0.00	0.09	0.09	0.00
Uniform Delay (d), s/veh	23.7	0.0	0.0				0.0	3.8	0.0	6.7	0.0	0.0
Incr Delay (d2), s/veh	1.9	0.0	0.0				0.0	0.4	0.0	0.0	0.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.8	0.0	0.0				0.0	0.6	0.0	1.4	0.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	25.5	0.0	0.0				0.0	4.2	0.0	6.8	0.3	0.0
LnGrp LOS	C	A					A	A		A	A	A
Approach Vol, veh/h		421	A					414	A		2359	
Approach Delay, s/veh		25.5						4.2			2.1	
Approach LOS		C						A			A	

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	11.0	33.4		15.6		44.4
Change Period (Y+Rc), s	5.5	5.5		5.5		5.5
Max Green Setting (Gmax), s	5.5	20.0		18.0		31.0
Max Q Clear Time (g_c+I1), s	7.5	4.1		9.1		2.0
Green Ext Time (p_c), s	0.0	2.4		1.1		17.1

Intersection Summary	
HCM 6th Ctrl Delay	5.4
HCM 6th LOS	A

Notes

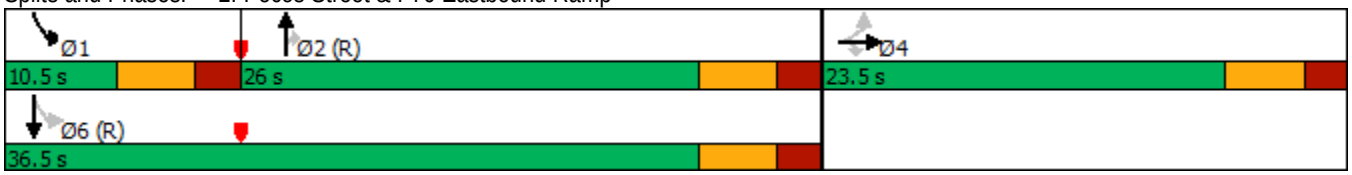
User approved volume balancing among the lanes for turning movement.

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

Lane Group	EBL	EBT	EBR	NBT	NBR	SBL	SBT
Lane Configurations							
Traffic Volume (vph)	680	0	113	1261	773	397	790
Future Volume (vph)	680	0	113	1261	773	397	790
Turn Type	Perm	NA	Perm	NA	Perm	pm+pt	NA
Protected Phases		4		2		1	6
Permitted Phases	4		4		2	6	
Detector Phase	4	4	4	2	2	1	6
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	23.5	23.5	23.5	23.5	23.5	10.5	23.5
Total Split (s)	23.5	23.5	23.5	26.0	26.0	10.5	36.5
Total Split (%)	39.2%	39.2%	39.2%	43.3%	43.3%	17.5%	60.8%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5	5.5	5.5	5.5	5.5	5.5	5.5
Lead/Lag				Lag	Lag	Lead	
Lead-Lag Optimize?				Yes	Yes	Yes	
Recall Mode	None	None	None	C-Max	C-Max	None	C-Max
Act Effct Green (s)	17.0	17.0	17.0	20.9	20.9	32.0	32.0
Actuated g/C Ratio	0.28	0.28	0.28	0.35	0.35	0.53	0.53
v/c Ratio	0.82	0.83	0.23	1.18	0.79	0.81	0.48
Control Delay	37.4	37.6	3.8	109.6	7.2	30.0	14.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	37.4	37.6	3.8	109.6	7.2	30.0	14.2
LOS	D	D	A	F	A	C	B
Approach Delay		32.7		70.7			19.5
Approach LOS		C		E			B

Intersection Summary	
Cycle Length: 60	
Actuated Cycle Length: 60	
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBTL, Start of Green	
Natural Cycle: 80	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.18	
Intersection Signal Delay: 48.1	Intersection LOS: D
Intersection Capacity Utilization 91.8%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 2: Pecos Street & I-76 Eastbound Ramp



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	680	0	113	0	0	0	0	1261	773	397	790	0
Future Volume (veh/h)	680	0	113	0	0	0	0	1261	773	397	790	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1781	1781	1781				0	1781	1781	1781	1781	0
Adj Flow Rate, veh/h	739	0	0				0	1371	0	432	859	0
Peak Hour Factor	0.92	0.92	0.92				0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	8	8	8				0	8	8	8	8	0
Cap, veh/h	877	0					0	1297		514	1889	0
Arrive On Green	0.26	0.00	0.00				0.00	0.38	0.00	0.17	1.00	0.00
Sat Flow, veh/h	3393	0	1510				0	3474	1510	3291	3474	0
Grp Volume(v), veh/h	739	0	0				0	1371	0	432	859	0
Grp Sat Flow(s),veh/h/ln	1697	0	1510				0	1692	1510	1646	1692	0
Q Serve(g_s), s	12.4	0.0	0.0				0.0	23.0	0.0	4.9	0.0	0.0
Cycle Q Clear(g_c), s	12.4	0.0	0.0				0.0	23.0	0.0	4.9	0.0	0.0
Prop In Lane	1.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	877	0					0	1297		514	1889	0
V/C Ratio(X)	0.84	0.00					0.00	1.06		0.84	0.45	0.00
Avail Cap(c_a), veh/h	1018	0					0	1297		514	1889	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	2.00	2.00	1.00
Upstream Filter(I)	1.00	0.00	0.00				0.00	1.00	0.00	0.60	0.60	0.00
Uniform Delay (d), s/veh	21.1	0.0	0.0				0.0	18.5	0.0	12.7	0.0	0.0
Incr Delay (d2), s/veh	5.8	0.0	0.0				0.0	41.7	0.0	7.5	0.5	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.2	0.0	0.0				0.0	15.3	0.0	1.7	0.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	26.9	0.0	0.0				0.0	60.2	0.0	20.1	0.5	0.0
LnGrp LOS	C	A					A	F		C	A	A
Approach Vol, veh/h		739	A					1371	A		1291	
Approach Delay, s/veh		26.9						60.2			7.1	
Approach LOS		C						E			A	

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	10.5	28.5		21.0		39.0
Change Period (Y+Rc), s	5.5	5.5		5.5		5.5
Max Green Setting (Gmax), s	5.0	20.5		18.0		31.0
Max Q Clear Time (g_c+I1), s	6.9	25.0		14.4		2.0
Green Ext Time (p_c), s	0.0	0.0		1.1		7.0

Intersection Summary			
HCM 6th Ctrl Delay			32.8
HCM 6th LOS			C

Notes

User approved volume balancing among the lanes for turning movement.

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

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	7	0	0	4	0	15	6	363	18	21	1066	7
Future Vol, veh/h	7	0	0	4	0	15	6	363	18	21	1066	7
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	58	92	92	50	92	75	75	99	56	58	92	58
Heavy Vehicles, %	8	8	8	8	8	8	8	8	8	8	8	8
Mvmt Flow	12	0	0	8	0	20	8	367	32	36	1159	12

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1646	1652	586	1051	1642	383	1171	0	0	399	0	0
Stage 1	1237	1237	-	399	399	-	-	-	-	-	-	-
Stage 2	409	415	-	652	1243	-	-	-	-	-	-	-
Critical Hdwy	7.42	6.62	7.02	7.42	6.62	6.32	4.22	-	-	4.22	-	-
Critical Hdwy Stg 1	6.62	5.62	-	6.22	5.62	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.22	5.62	-	6.62	5.62	-	-	-	-	-	-	-
Follow-up Hdwy	3.576	4.076	3.376	3.576	4.076	3.376	2.276	-	-	2.276	-	-
Pot Cap-1 Maneuver	*391	*343	*640	*391	*343	*794	*950	-	-	*1178	-	-
Stage 1	*553	*497	-	*749	*658	-	-	-	-	-	-	-
Stage 2	*749	*658	-	*604	*491	-	-	-	-	-	-	-
Platoon blocked, %	1	1	1	1	1	1	1	-	-	1	-	-
Mov Cap-1 Maneuver	*353	*310	*640	*362	*310	*794	*950	-	-	*1178	-	-
Mov Cap-2 Maneuver	*353	*310	-	*362	*310	-	-	-	-	-	-	-
Stage 1	*546	*453	-	*741	*650	-	-	-	-	-	-	-
Stage 2	*722	*650	-	*551	*448	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	15.6	11.4	0.2	0.5
HCM LOS	C	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	* 950	-	-	353	592	* 1178	-	-
HCM Lane V/C Ratio	0.008	-	-	0.034	0.047	0.031	-	-
HCM Control Delay (s)	8.8	0	-	15.6	11.4	8.2	0.3	-
HCM Lane LOS	A	A	-	C	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.1	0.1	-	-

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

Intersection	
Int Delay, s/veh	1.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↕↔	
Traffic Vol, veh/h	4	0	4	13	0	22	2	986	7	3	747	2
Future Vol, veh/h	4	0	4	13	0	22	2	986	7	3	747	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	92	50	65	92	92	50	86	44	38	93	50
Heavy Vehicles, %	8	8	8	8	8	8	8	8	8	8	8	8
Mvmt Flow	4	0	8	20	0	24	4	1147	16	8	803	4

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1996	1992	404	1581	1986	1155	807	0	0	1163	0	0
Stage 1	821	821	-	1163	1163	-	-	-	-	-	-	-
Stage 2	1175	1171	-	418	823	-	-	-	-	-	-	-
Critical Hdwy	7.42	6.62	7.02	7.42	6.62	6.32	4.22	-	-	4.22	-	-
Critical Hdwy Stg 1	6.62	5.62	-	6.22	5.62	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.22	5.62	-	6.62	5.62	-	-	-	-	-	-	-
Follow-up Hdwy	3.576	4.076	3.376	3.576	4.076	3.376	2.276	-	-	2.276	-	-
Pot Cap-1 Maneuver	*102	*90	*794	*102	*90	*282	1121	-	-	*418	-	-
Stage 1	*676	*610	-	*266	*233	-	-	-	-	-	-	-
Stage 2	*266	*233	-	*749	*608	-	-	-	-	-	-	-
Platoon blocked, %	1	1	1	1	1	1	1	-	-	1	-	-
Mov Cap-1 Maneuver	*90	*86	*794	*98	*86	*282	1121	-	-	*418	-	-
Mov Cap-2 Maneuver	*90	*86	-	*98	*86	-	-	-	-	-	-	-
Stage 1	*669	*589	-	*263	*231	-	-	-	-	-	-	-
Stage 2	*241	*231	-	*716	*586	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	22.3	38	0	0.3
HCM LOS	C	E		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1121	-	-	220	152	* 418	-	-
HCM Lane V/C Ratio	0.004	-	-	0.055	0.289	0.019	-	-
HCM Control Delay (s)	8.2	0	-	22.3	38	13.8	0.2	-
HCM Lane LOS	A	A	-	C	E	B	A	-
HCM 95th %tile Q(veh)	0	-	-	0.2	1.1	0.1	-	-

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

Intersection	
Int Delay, s/veh	0.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↕	
Traffic Vol, veh/h	7	0	0	4	0	15	6	374	19	22	1098	7
Future Vol, veh/h	7	0	0	4	0	15	6	374	19	22	1098	7
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	58	92	92	50	92	75	75	99	56	58	92	58
Heavy Vehicles, %	8	8	8	8	8	8	8	8	8	8	8	8
Mvmt Flow	12	0	0	8	0	20	8	378	34	38	1193	12

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1696	1703	603	1084	1692	395	1205	0	0	412	0	0
Stage 1	1275	1275	-	411	411	-	-	-	-	-	-	-
Stage 2	421	428	-	673	1281	-	-	-	-	-	-	-
Critical Hdwy	7.42	6.62	7.02	7.42	6.62	6.32	4.22	-	-	4.22	-	-
Critical Hdwy Stg 1	6.62	5.62	-	6.22	5.62	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.22	5.62	-	6.62	5.62	-	-	-	-	-	-	-
Follow-up Hdwy	3.576	4.076	3.376	3.576	4.076	3.376	2.276	-	-	2.276	-	-
Pot Cap-1 Maneuver	*391	*343	*640	*391	*343	*794	939	-	-	*1178	-	-
Stage 1	*507	*466	-	*749	*658	-	-	-	-	-	-	-
Stage 2	*749	*658	-	*604	*461	-	-	-	-	-	-	-
Platoon blocked, %	1	1	1	1	1	1	1	-	-	1	-	-
Mov Cap-1 Maneuver	*350	*306	*640	*359	*306	*794	939	-	-	*1178	-	-
Mov Cap-2 Maneuver	*350	*306	-	*359	*306	-	-	-	-	-	-	-
Stage 1	*502	*420	-	*741	*650	-	-	-	-	-	-	-
Stage 2	*722	*650	-	*545	*416	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	15.7	11.4	0.2	0.6
HCM LOS	C	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	939	-	-	350	590	* 1178	-	-
HCM Lane V/C Ratio	0.009	-	-	0.034	0.047	0.032	-	-
HCM Control Delay (s)	8.9	0	-	15.7	11.4	8.2	0.4	-
HCM Lane LOS	A	A	-	C	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.1	0.1	-	-

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

Intersection	
Int Delay, s/veh	1.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↕↔	
Traffic Vol, veh/h	4	0	4	13	0	23	2	1016	7	3	770	2
Future Vol, veh/h	4	0	4	13	0	23	2	1016	7	3	770	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	92	50	65	92	92	50	86	44	38	93	50
Heavy Vehicles, %	8	8	8	8	8	8	8	8	8	8	8	8
Mvmt Flow	4	0	8	20	0	25	4	1181	16	8	828	4

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2056	2051	416	1627	2045	1189	832	0	0	1197	0	0
Stage 1	846	846	-	1197	1197	-	-	-	-	-	-	-
Stage 2	1210	1205	-	430	848	-	-	-	-	-	-	-
Critical Hdwy	7.42	6.62	7.02	7.42	6.62	6.32	4.22	-	-	4.22	-	-
Critical Hdwy Stg 1	6.62	5.62	-	6.22	5.62	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.22	5.62	-	6.62	5.62	-	-	-	-	-	-	-
Follow-up Hdwy	3.576	4.076	3.376	3.576	4.076	3.376	2.276	-	-	2.276	-	-
Pot Cap-1 Maneuver	*102	*90	*794	*102	*90	*230	1090	-	-	*342	-	-
Stage 1	*646	*589	-	*217	*191	-	-	-	-	-	-	-
Stage 2	*217	*191	-	*749	*587	-	-	-	-	-	-	-
Platoon blocked, %	1	1	1	1	1	1	1	-	-	1	-	-
Mov Cap-1 Maneuver	*87	*85	*794	*97	*85	*230	1090	-	-	*342	-	-
Mov Cap-2 Maneuver	*87	*85	-	*97	*85	-	-	-	-	-	-	-
Stage 1	*639	*563	-	*215	*189	-	-	-	-	-	-	-
Stage 2	*192	*189	-	*709	*562	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	22.8	41.3	0	0.4
HCM LOS	C	E		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1090	-	-	214	143	* 342	-	-
HCM Lane V/C Ratio	0.004	-	-	0.056	0.315	0.023	-	-
HCM Control Delay (s)	8.3	0	-	22.8	41.3	15.8	0.3	-
HCM Lane LOS	A	A	-	C	E	C	A	-
HCM 95th %tile Q(veh)	0	-	-	0.2	1.2	0.1	-	-

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

Intersection	
Int Delay, s/veh	0.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	3	4	0	15	0	402	19	22	1186	40
Future Vol, veh/h	0	0	3	4	0	15	0	402	19	22	1186	40
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	-	-	0	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	58	92	92	50	92	75	75	99	56	58	92	58
Heavy Vehicles, %	8	8	8	8	8	8	8	8	8	8	8	8
Mvmt Flow	0	0	3	8	0	20	0	406	34	38	1289	69

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	-	-	679	1144	1857	423	-	0	0	440	0	0
Stage 1	-	-	-	423	423	-	-	-	-	-	-	-
Stage 2	-	-	-	721	1434	-	-	-	-	-	-	-
Critical Hdwy	-	-	7.02	7.42	6.62	6.32	-	-	-	4.22	-	-
Critical Hdwy Stg 1	-	-	-	6.22	5.62	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	6.62	5.62	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.376	3.576	4.076	3.376	-	-	-	2.276	-	-
Pot Cap-1 Maneuver	0	0	*589	*252	*221	*743	0	-	-	*1102	-	-
Stage 1	0	0	-	*701	*615	-	0	-	-	-	-	-
Stage 2	0	0	-	*556	*413	-	0	-	-	-	-	-
Platoon blocked, %			1	1	1	1		-	-	1	-	-
Mov Cap-1 Maneuver	-	-	*589	*223	*189	*743	-	-	-	*1102	-	-
Mov Cap-2 Maneuver	-	-	-	*223	*189	-	-	-	-	-	-	-
Stage 1	-	-	-	*701	*615	-	-	-	-	-	-	-
Stage 2	-	-	-	*473	*353	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	11.1	13.6	0	0.8
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	-	-	589	446	* 1102	-	-
HCM Lane V/C Ratio	-	-	0.006	0.063	0.034	-	-
HCM Control Delay (s)	-	-	11.1	13.6	8.4	0.6	-
HCM Lane LOS	-	-	B	B	A	A	-
HCM 95th %tile Q(veh)	-	-	0	0.2	0.1	-	-

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

Intersection	
Int Delay, s/veh	2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	15	13	0	23	0	1134	7	3	793	11
Future Vol, veh/h	0	0	15	13	0	23	0	1134	7	3	793	11
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	92	50	65	92	92	50	86	44	38	93	50
Heavy Vehicles, %	8	8	8	8	8	8	8	8	8	8	8	8
Mvmt Flow	0	0	30	20	0	25	0	1319	16	8	853	22

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	-	-	438	1770	2218	1327	-	0	0	1335	0	0
Stage 1	-	-	-	1327	1327	-	-	-	-	-	-	-
Stage 2	-	-	-	443	891	-	-	-	-	-	-	-
Critical Hdwy	-	-	7.02	7.42	6.62	6.32	-	-	-	4.22	-	-
Critical Hdwy Stg 1	-	-	-	6.22	5.62	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	6.62	5.62	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.376	3.576	4.076	3.376	-	-	-	2.276	-	-
Pot Cap-1 Maneuver	0	0	553	56	41	181	0	-	-	490	-	-
Stage 1	0	0	-	183	215	-	0	-	-	-	-	-
Stage 2	0	0	-	551	349	-	0	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	-	-	553	52	40	181	-	-	-	490	-	-
Mov Cap-2 Maneuver	-	-	-	52	40	-	-	-	-	-	-	-
Stage 1	-	-	-	183	215	-	-	-	-	-	-	-
Stage 2	-	-	-	504	338	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	11.9	85.8	0	0.3
HCM LOS	B	F		

Minor Lane/Major Mvmt	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	-	-	553	86	490	-	-
HCM Lane V/C Ratio	-	-	0.054	0.523	0.016	-	-
HCM Control Delay (s)	-	-	11.9	85.8	12.5	0.2	-
HCM Lane LOS	-	-	B	F	B	A	-
HCM 95th %tile Q(veh)	-	-	0.2	2.3	0	-	-

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	8	0	0	4	0	16	7	397	20	23	1166	8
Future Vol, veh/h	8	0	0	4	0	16	7	397	20	23	1166	8
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	58	92	92	50	92	75	75	99	56	58	92	58
Heavy Vehicles, %	8	8	8	8	8	8	8	8	8	8	8	8
Mvmt Flow	14	0	0	8	0	21	9	401	36	40	1267	14

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1802	1809	641	1151	1798	419	1281	0	0	437	0	0
Stage 1	1354	1354	-	437	437	-	-	-	-	-	-	-
Stage 2	448	455	-	714	1361	-	-	-	-	-	-	-
Critical Hdwy	7.42	6.62	7.02	7.42	6.62	6.32	4.22	-	-	4.22	-	-
Critical Hdwy Stg 1	6.62	5.62	-	6.22	5.62	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.22	5.62	-	6.62	5.62	-	-	-	-	-	-	-
Follow-up Hdwy	3.576	4.076	3.376	3.576	4.076	3.376	2.276	-	-	2.276	-	-
Pot Cap-1 Maneuver	*343	*301	*589	*343	*301	*743	*874	-	-	*1102	-	-
Stage 1	*539	*477	-	*701	*615	-	-	-	-	-	-	-
Stage 2	*701	*615	-	*556	*471	-	-	-	-	-	-	-
Platoon blocked, %	1	1	1	1	1	1	1	-	-	1	-	-
Mov Cap-1 Maneuver	*298	*259	*589	*306	*259	*743	*874	-	-	*1102	-	-
Mov Cap-2 Maneuver	*298	*259	-	*306	*259	-	-	-	-	-	-	-
Stage 1	*532	*416	-	*691	*607	-	-	-	-	-	-	-
Stage 2	*671	*607	-	*485	*411	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	17.7	12.1	0.2	0.7
HCM LOS	C	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	* 874	-	-	298	535	* 1102	-	-
HCM Lane V/C Ratio	0.011	-	-	0.046	0.055	0.036	-	-
HCM Control Delay (s)	9.2	0	-	17.7	12.1	8.4	0.5	-
HCM Lane LOS	A	A	-	C	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.2	0.1	-	-

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

Intersection	
Int Delay, s/veh	2.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↕↔	
Traffic Vol, veh/h	4	0	4	14	0	24	2	1078	8	3	817	2
Future Vol, veh/h	4	0	4	14	0	24	2	1078	8	3	817	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	92	50	65	92	92	50	86	44	38	93	50
Heavy Vehicles, %	8	8	8	8	8	8	8	8	8	8	8	8
Mvmt Flow	4	0	8	22	0	26	4	1253	18	8	878	4

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2179	2175	441	1725	2168	1262	882	0	0	1271	0	0
Stage 1	896	896	-	1270	1270	-	-	-	-	-	-	-
Stage 2	1283	1279	-	455	898	-	-	-	-	-	-	-
Critical Hdwy	7.42	6.62	7.02	7.42	6.62	6.32	4.22	-	-	4.22	-	-
Critical Hdwy Stg 1	6.62	5.62	-	6.22	5.62	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.22	5.62	-	6.62	5.62	-	-	-	-	-	-	-
Follow-up Hdwy	3.576	4.076	3.376	3.576	4.076	3.376	2.276	-	-	2.276	-	-
Pot Cap-1 Maneuver	*54	*47	*743	*54	*47	*179	*1102	-	-	*266	-	-
Stage 1	*701	*615	-	*169	*148	-	-	-	-	-	-	-
Stage 2	*169	*148	-	*701	*615	-	-	-	-	-	-	-
Platoon blocked, %	1	1	1	1	1	1	1	-	-	1	-	-
Mov Cap-1 Maneuver	*43	*44	*743	*50	*44	*179	*1102	-	-	*266	-	-
Mov Cap-2 Maneuver	*43	*44	-	*50	*44	-	-	-	-	-	-	-
Stage 1	*693	*579	-	*167	*147	-	-	-	-	-	-	-
Stage 2	*143	*147	-	*652	*579	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	39.6	95.3	0	0.7
HCM LOS	E	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	* 1102	-	-	116	83	* 266	-	-
HCM Lane V/C Ratio	0.004	-	-	0.103	0.574	0.03	-	-
HCM Control Delay (s)	8.3	0	-	39.6	95.3	18.9	0.5	-
HCM Lane LOS	A	A	-	E	F	C	A	-
HCM 95th %tile Q(veh)	0	-	-	0.3	2.6	0.1	-	-

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

Intersection	
Int Delay, s/veh	1.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	4	4	0	16	0	445	20	23	1314	64
Future Vol, veh/h	0	0	4	4	0	16	0	445	20	23	1314	64
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	-	-	0	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	58	92	92	50	92	75	75	99	56	58	92	58
Heavy Vehicles, %	8	8	8	8	8	8	8	8	8	8	8	8
Mvmt Flow	0	0	4	8	0	21	0	449	36	40	1428	110

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	-	-	769	1261	2085	467	-	0	0	485	0	0
Stage 1	-	-	-	467	467	-	-	-	-	-	-	-
Stage 2	-	-	-	794	1618	-	-	-	-	-	-	-
Critical Hdwy	-	-	7.02	7.42	6.62	6.32	-	-	-	4.22	-	-
Critical Hdwy Stg 1	-	-	-	6.22	5.62	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	6.62	5.62	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.376	3.576	4.076	3.376	-	-	-	2.276	-	-
Pot Cap-1 Maneuver	0	0	*538	*203	*179	*743	0	-	-	*1102	-	-
Stage 1	0	0	-	*701	*615	-	0	-	-	-	-	-
Stage 2	0	0	-	*508	*342	-	0	-	-	-	-	-
Platoon blocked, %			1	1	1	1		-	-	1	-	-
Mov Cap-1 Maneuver	-	-	*538	*159	*130	*743	-	-	-	*1102	-	-
Mov Cap-2 Maneuver	-	-	-	*159	*130	-	-	-	-	-	-	-
Stage 1	-	-	-	*701	*615	-	-	-	-	-	-	-
Stage 2	-	-	-	*366	*249	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	11.7	15.5	0	1.2
HCM LOS	B	C		

Minor Lane/Major Mvmt	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	-	-	538	371	* 1102	-	-
HCM Lane V/C Ratio	-	-	0.008	0.079	0.036	-	-
HCM Control Delay (s)	-	-	11.7	15.5	8.4	1.1	-
HCM Lane LOS	-	-	B	C	A	A	-
HCM 95th %tile Q(veh)	-	-	0	0.3	0.1	-	-

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

Intersection	
Int Delay, s/veh	3.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	22	14	0	24	0	1278	8	3	855	16
Future Vol, veh/h	0	0	22	14	0	24	0	1278	8	3	855	16
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	-	-	0	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	92	50	65	92	92	50	86	44	38	93	50
Heavy Vehicles, %	8	8	8	8	8	8	8	8	8	8	8	8
Mvmt Flow	0	0	44	22	0	26	0	1486	18	8	919	32

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	-	-	476	1971	2462	1495	-	0	0	1504	0	0
Stage 1	-	-	-	1495	1495	-	-	-	-	-	-	-
Stage 2	-	-	-	476	967	-	-	-	-	-	-	-
Critical Hdwy	-	-	7.02	7.42	6.62	6.32	-	-	-	4.22	-	-
Critical Hdwy Stg 1	-	-	-	6.22	5.62	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	6.62	5.62	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.376	3.576	4.076	3.376	-	-	-	2.276	-	-
Pot Cap-1 Maneuver	0	0	523	39	28	144	0	-	-	420	-	-
Stage 1	0	0	-	146	178	-	0	-	-	-	-	-
Stage 2	0	0	-	526	321	-	0	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	-	-	523	35	27	144	-	-	-	420	-	-
Mov Cap-2 Maneuver	-	-	-	35	27	-	-	-	-	-	-	-
Stage 1	-	-	-	146	178	-	-	-	-	-	-	-
Stage 2	-	-	-	462	308	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	12.5	172.2	0	0.4
HCM LOS	B	F		

Minor Lane/Major Mvmt	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	-	-	523	60	420	-	-
HCM Lane V/C Ratio	-	-	0.084	0.794	0.019	-	-
HCM Control Delay (s)	-	-	12.5	172.2	13.7	0.3	-
HCM Lane LOS	-	-	B	F	B	A	-
HCM 95th %tile Q(veh)	-	-	0.3	3.5	0.1	-	-

Intersection	
Int Delay, s/veh	1.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	10	0	0	6	0	21	8	504	25	29	1479	10
Future Vol, veh/h	10	0	0	6	0	21	8	504	25	29	1479	10
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
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, %	8	8	8	8	8	8	8	8	8	8	8	8
Mvmt Flow	11	0	0	7	0	23	9	548	27	32	1608	11

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1970	2271	810	1448	2263	288	1619	0	0	575	0	0
Stage 1	1678	1678	-	580	580	-	-	-	-	-	-	-
Stage 2	292	593	-	868	1683	-	-	-	-	-	-	-
Critical Hdwy	7.66	6.66	7.06	7.66	6.66	7.06	4.26	-	-	4.26	-	-
Critical Hdwy Stg 1	6.66	5.66	-	6.66	5.66	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.66	5.66	-	6.66	5.66	-	-	-	-	-	-	-
Follow-up Hdwy	3.58	4.08	3.38	3.58	4.08	3.38	2.28	-	-	2.28	-	-
Pot Cap-1 Maneuver	*113	56	*486	*488	57	*896	*721	-	-	1199	-	-
Stage 1	*397	362	-	*714	654	-	-	-	-	-	-	-
Stage 2	*845	644	-	*459	358	-	-	-	-	-	-	-
Platoon blocked, %	1	1	1	1	1	1	1	-	-	1	-	-
Mov Cap-1 Maneuver	*86	40	*486	*382	41	*896	*721	-	-	1199	-	-
Mov Cap-2 Maneuver	*86	40	-	*382	41	-	-	-	-	-	-	-
Stage 1	*390	265	-	*701	642	-	-	-	-	-	-	-
Stage 2	*809	632	-	*336	262	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	52.8	10.4	0.2	1.1
HCM LOS	F	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	* 721	-	-	86	690	1199	-	-
HCM Lane V/C Ratio	0.012	-	-	0.126	0.043	0.026	-	-
HCM Control Delay (s)	10.1	0.1	-	52.8	10.4	8.1	1	-
HCM Lane LOS	B	A	-	F	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.4	0.1	0.1	-	-

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

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	6	0	6	18	0	31	3	1368	10	4	1037	3
Future Vol, veh/h	6	0	6	18	0	31	3	1368	10	4	1037	3
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, %	8	8	8	8	8	8	8	8	8	8	8	8
Mvmt Flow	7	0	7	20	0	34	3	1487	11	4	1127	3

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1887	2641	565	2071	2637	749	1130	0	0	1498	0	0
Stage 1	1137	1137	-	1499	1499	-	-	-	-	-	-	-
Stage 2	750	1504	-	572	1138	-	-	-	-	-	-	-
Critical Hdwy	7.66	6.66	7.06	7.66	6.66	7.06	4.26	-	-	4.26	-	-
Critical Hdwy Stg 1	6.66	5.66	-	6.66	5.66	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.66	5.66	-	6.66	5.66	-	-	-	-	-	-	-
Follow-up Hdwy	3.58	4.08	3.38	3.58	4.08	3.38	2.28	-	-	2.28	-	-
Pot Cap-1 Maneuver	*149	*61	*640	*149	*63	*537	*949	-	-	780	-	-
Stage 1	*604	*530	-	*489	*433	-	-	-	-	-	-	-
Stage 2	*507	*429	-	*604	*530	-	-	-	-	-	-	-
Platoon blocked, %	1	1	1	1	1	1	1	-	-	1	-	-
Mov Cap-1 Maneuver	*137	*59	*640	*144	*61	*537	*949	-	-	780	-	-
Mov Cap-2 Maneuver	*137	*59	-	*144	*61	-	-	-	-	-	-	-
Stage 1	*592	*522	-	*480	*425	-	-	-	-	-	-	-
Stage 2	*466	*421	-	*589	*522	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	21.9	21.7	0.1	0.1
HCM LOS	C	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	* 949	-	-	226	268	780	-	-
HCM Lane V/C Ratio	0.003	-	-	0.058	0.199	0.006	-	-
HCM Control Delay (s)	8.8	0.1	-	21.9	21.7	9.6	0.1	-
HCM Lane LOS	A	A	-	C	C	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.2	0.7	0	-	-

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

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	4	6	0	21	0	552	25	29	1627	66
Future Vol, veh/h	0	0	4	6	0	21	0	552	25	29	1627	66
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	-	-	0	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	8	8	8	8	8	8	8	8	8	8	8	8
Mvmt Flow	0	0	4	7	0	23	0	600	27	32	1768	72

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	-	-	920	1562	2518	314	-	0	0	627	0	0
Stage 1	-	-	-	614	614	-	-	-	-	-	-	-
Stage 2	-	-	-	948	1904	-	-	-	-	-	-	-
Critical Hdwy	-	-	7.06	7.66	6.66	7.06	-	-	-	4.26	-	-
Critical Hdwy Stg 1	-	-	-	6.66	5.66	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	6.66	5.66	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.38	3.58	4.08	3.38	-	-	-	2.28	-	-
Pot Cap-1 Maneuver	0	0	*384	*155	*136	*844	0	-	-	1242	-	-
Stage 1	0	0	-	*797	*699	-	0	-	-	-	-	-
Stage 2	0	0	-	*362	*318	-	0	-	-	-	-	-
Platoon blocked, %			1	1	1	1		-	-	1	-	-
Mov Cap-1 Maneuver	-	-	*384	*153	*136	*844	-	-	-	1242	-	-
Mov Cap-2 Maneuver	-	-	-	*153	*136	-	-	-	-	-	-	-
Stage 1	-	-	-	*797	*699	-	-	-	-	-	-	-
Stage 2	-	-	-	*358	*318	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	14.5	14.2	0	0.1
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	-	-	384	421	1242	-	-
HCM Lane V/C Ratio	-	-	0.011	0.07	0.025	-	-
HCM Control Delay (s)	-	-	14.5	14.2	8	0	-
HCM Lane LOS	-	-	B	B	A	A	-
HCM 95th %tile Q(veh)	-	-	0	0.2	0.1	-	-

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

Intersection	
Int Delay, s/veh	1.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	24	18	0	31	0	1568	10	4	1075	17
Future Vol, veh/h	0	0	24	18	0	31	0	1568	10	4	1075	17
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	-	-	0	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	8	8	8	8	8	8	8	8	8	8	8	8
Mvmt Flow	0	0	26	20	0	34	0	1704	11	4	1168	18

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	-	-	593	2302	2904	858	-	0	0	1715	0	0
Stage 1	-	-	-	1710	1710	-	-	-	-	-	-	-
Stage 2	-	-	-	592	1194	-	-	-	-	-	-	-
Critical Hdwy	-	-	7.06	7.66	6.66	7.06	-	-	-	4.26	-	-
Critical Hdwy Stg 1	-	-	-	6.66	5.66	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	6.66	5.66	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.38	3.58	4.08	3.38	-	-	-	2.28	-	-
Pot Cap-1 Maneuver	0	0	434	*47	*7	*435	0	-	-	*645	-	-
Stage 1	0	0	-	*410	*360	-	0	-	-	-	-	-
Stage 2	0	0	-	*445	*246	-	0	-	-	-	-	-
Platoon blocked, %				1	1	1		-	-	1	-	-
Mov Cap-1 Maneuver	-	-	434	*43	*7	*435	-	-	-	*645	-	-
Mov Cap-2 Maneuver	-	-	-	*43	*7	-	-	-	-	-	-	-
Stage 1	-	-	-	*410	*360	-	-	-	-	-	-	-
Stage 2	-	-	-	*411	*242	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	13.8	76.1	0	0.1
HCM LOS	B	F		

Minor Lane/Major Mvmt	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	-	-	434	100	* 645	-	-
HCM Lane V/C Ratio	-	-	0.06	0.533	0.007	-	-
HCM Control Delay (s)	-	-	13.8	76.1	10.6	0.1	-
HCM Lane LOS	-	-	B	F	B	A	-
HCM 95th %tile Q(veh)	-	-	0.2	2.4	0	-	-

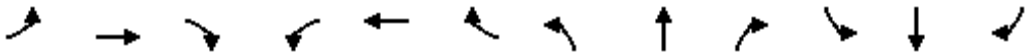
Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	5	0	40	0	91	9	994	19	74	1579
Future Volume (vph)	5	0	40	0	91	9	994	19	74	1579
Turn Type	Perm	NA	Perm	NA	Perm	Perm	NA	Perm	pm+pt	NA
Protected Phases		4		8			2		1	6
Permitted Phases	4		8		8	2		2	6	
Detector Phase	4	4	8	8	8	2	2	2	1	6
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	24.5	24.5	24.5	24.5	24.5	24.5	24.5	24.5	11.5	24.5
Total Split (s)	25.0	25.0	25.0	25.0	25.0	83.0	83.0	83.0	12.0	95.0
Total Split (%)	20.8%	20.8%	20.8%	20.8%	20.8%	69.2%	69.2%	69.2%	10.0%	79.2%
Yellow Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		6.5		6.5	6.5	6.5	6.5	6.5	6.5	6.5
Lead/Lag						Lag	Lag	Lag	Lead	
Lead-Lag Optimize?						Yes	Yes	Yes	Yes	
Recall Mode	None	None	None	None	None	C-Max	C-Max	C-Max	None	C-Max
Act Effct Green (s)		10.5		10.5	10.5	85.7	85.7	85.7	96.5	96.5
Actuated g/C Ratio		0.09		0.09	0.09	0.71	0.71	0.71	0.80	0.80
v/c Ratio		0.10		0.50	0.50	0.09	0.46	0.03	0.21	0.63
Control Delay		1.0		64.9	15.4	8.8	9.1	0.1	4.1	6.3
Queue Delay		0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay		1.0		64.9	15.4	8.8	9.1	0.1	4.1	6.3
LOS		A		E	B	A	A	A	A	A
Approach Delay		1.0		31.2			8.8			6.2
Approach LOS		A		C			A			A

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green	
Natural Cycle: 70	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.63	
Intersection Signal Delay: 8.6	Intersection LOS: A
Intersection Capacity Utilization 69.1%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 6: Federal Boulevard & 56th Avenue





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	5	0	2	40	0	91	9	994	19	74	1579	12
Future Volume (veh/h)	5	0	2	40	0	91	9	994	19	74	1579	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
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	1781	1870	1870	1781	1781
Adj Flow Rate, veh/h	16	0	4	60	0	128	16	1104	36	84	1662	20
Peak Hour Factor	0.31	0.92	0.50	0.67	0.92	0.71	0.56	0.90	0.53	0.88	0.95	0.60
Percent Heavy Veh, %	2	2	2	2	2	2	2	8	2	2	8	8
Cap, veh/h	123	6	19	210	0	157	235	2368	1109	403	2716	33
Arrive On Green	0.10	0.00	0.10	0.10	0.00	0.10	0.70	0.70	0.70	0.04	0.79	0.79
Sat Flow, veh/h	695	61	189	1522	0	1585	294	3385	1585	1781	3425	41
Grp Volume(v), veh/h	20	0	0	60	0	128	16	1104	36	84	820	862
Grp Sat Flow(s),veh/h/ln	945	0	0	1522	0	1585	294	1692	1585	1781	1692	1774
Q Serve(g_s), s	1.0	0.0	0.0	0.0	0.0	9.5	2.8	17.5	0.8	1.5	23.4	23.5
Cycle Q Clear(g_c), s	5.1	0.0	0.0	4.0	0.0	9.5	15.1	17.5	0.8	1.5	23.4	23.5
Prop In Lane	0.80		0.20	1.00		1.00	1.00		1.00	1.00		0.02
Lane Grp Cap(c), veh/h	147	0	0	210	0	157	235	2368	1109	403	1342	1407
V/C Ratio(X)	0.14	0.00	0.00	0.29	0.00	0.82	0.07	0.47	0.03	0.21	0.61	0.61
Avail Cap(c_a), veh/h	220	0	0	289	0	244	235	2368	1109	415	1342	1407
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	51.3	0.0	0.0	50.5	0.0	53.0	10.3	8.0	5.5	5.7	5.0	5.0
Incr Delay (d2), s/veh	0.4	0.0	0.0	0.7	0.0	11.4	0.6	0.7	0.1	0.3	2.1	2.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	0.0	0.0	1.7	0.0	4.3	0.2	6.1	0.3	0.5	7.2	7.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	51.7	0.0	0.0	51.3	0.0	64.5	10.9	8.7	5.6	5.9	7.1	7.0
LnGrp LOS	D	A	A	D	A	E	B	A	A	A	A	A
Approach Vol, veh/h		20			188			1156			1766	
Approach Delay, s/veh		51.7			60.3			8.6			7.0	
Approach LOS		D			E			A			A	

Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	11.2	90.4		18.4		101.6		18.4				
Change Period (Y+Rc), s	6.5	6.5		6.5		6.5		6.5				
Max Green Setting (Gmax), s	5.5	76.5		18.5		88.5		18.5				
Max Q Clear Time (g_c+I1), s	3.5	19.5		7.1		25.5		11.5				
Green Ext Time (p_c), s	0.0	12.1		0.0		22.5		0.4				

Intersection Summary												
HCM 6th Ctrl Delay			11.1									
HCM 6th LOS			B									

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	7	0	36	0	105	11	1410	38	115	1219
Future Volume (vph)	7	0	36	0	105	11	1410	38	115	1219
Turn Type	Perm	NA	Perm	NA	Perm	Perm	NA	Perm	pm+pt	NA
Protected Phases		4		8			2		1	6
Permitted Phases	4		8		8	2		2	6	
Detector Phase	4	4	8	8	8	2	2	2	1	6
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	24.5	24.5	24.5	24.5	24.5	24.5	24.5	24.5	11.5	24.5
Total Split (s)	25.0	25.0	25.0	25.0	25.0	78.0	78.0	78.0	17.0	95.0
Total Split (%)	20.8%	20.8%	20.8%	20.8%	20.8%	65.0%	65.0%	65.0%	14.2%	79.2%
Yellow Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		6.5		6.5	6.5	6.5	6.5	6.5	6.5	6.5
Lead/Lag						Lag	Lag	Lag	Lead	
Lead-Lag Optimize?						Yes	Yes	Yes	Yes	
Recall Mode	None	None	None	None	None	C-Max	C-Max	C-Max	None	C-Max
Act Effct Green (s)		9.2		9.2	9.2	83.7	83.7	83.7	97.8	97.8
Actuated g/C Ratio		0.08		0.08	0.08	0.70	0.70	0.70	0.82	0.82
v/c Ratio		0.08		0.41	0.54	0.09	0.61	0.06	0.44	0.49
Control Delay		0.9		63.3	17.1	8.0	11.6	1.1	7.2	4.3
Queue Delay		0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay		0.9		63.3	17.1	8.0	11.6	1.1	7.2	4.3
LOS		A		E	B	A	B	A	A	A
Approach Delay		0.9		28.7			11.0			4.6
Approach LOS		A		C			B			A

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green	
Natural Cycle: 80	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.61	
Intersection Signal Delay: 9.0	Intersection LOS: A
Intersection Capacity Utilization 68.0%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 6: Federal Boulevard & 56th Avenue



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	7	0	2	36	0	105	11	1410	38	115	1219	12
Future Volume (veh/h)	7	0	2	36	0	105	11	1410	38	115	1219	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
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	1781	1870	1870	1781	1781
Adj Flow Rate, veh/h	8	0	8	44	0	131	24	1424	72	132	1297	24
Peak Hour Factor	0.88	0.92	0.25	0.82	0.92	0.80	0.46	0.99	0.53	0.87	0.94	0.50
Percent Heavy Veh, %	2	2	2	2	2	2	2	8	2	2	8	8
Cap, veh/h	99	14	68	210	0	159	335	2356	1103	300	2691	50
Arrive On Green	0.10	0.00	0.10	0.10	0.00	0.10	0.70	0.70	0.70	0.04	0.79	0.79
Sat Flow, veh/h	542	141	683	1493	0	1585	415	3385	1585	1781	3400	63
Grp Volume(v), veh/h	16	0	0	44	0	131	24	1424	72	132	645	676
Grp Sat Flow(s),veh/h/ln	1365	0	0	1493	0	1585	415	1692	1585	1781	1692	1770
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	9.7	2.5	26.5	1.7	2.4	15.4	15.4
Cycle Q Clear(g_c), s	2.7	0.0	0.0	2.7	0.0	9.7	6.5	26.5	1.7	2.4	15.4	15.4
Prop In Lane	0.50		0.50	1.00		1.00	1.00		1.00	1.00		0.04
Lane Grp Cap(c), veh/h	182	0	0	210	0	159	335	2356	1103	300	1339	1401
V/C Ratio(X)	0.09	0.00	0.00	0.21	0.00	0.83	0.07	0.60	0.07	0.44	0.48	0.48
Avail Cap(c_a), veh/h	258	0	0	286	0	244	335	2356	1103	383	1339	1401
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	49.0	0.0	0.0	49.8	0.0	53.0	7.2	9.6	5.8	9.3	4.2	4.2
Incr Delay (d2), s/veh	0.2	0.0	0.0	0.5	0.0	12.6	0.4	1.2	0.1	1.0	1.2	1.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.0	0.0	1.3	0.0	4.4	0.3	9.3	0.6	1.1	4.7	4.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	49.2	0.0	0.0	50.3	0.0	65.5	7.7	10.7	5.9	10.3	5.5	5.4
LnGrp LOS	D	A	A	D	A	E	A	B	A	B	A	A
Approach Vol, veh/h		16			175			1520			1453	
Approach Delay, s/veh		49.2			61.7			10.4			5.9	
Approach LOS		D			E			B			A	

Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	11.4	90.0		18.5		101.5		18.5				
Change Period (Y+Rc), s	6.5	6.5		6.5		6.5		6.5				
Max Green Setting (Gmax), s	10.5	71.5		18.5		88.5		18.5				
Max Q Clear Time (g_c+I1), s	4.4	28.5		4.7		17.4		11.7				
Green Ext Time (p_c), s	0.2	17.1		0.0		13.8		0.3				

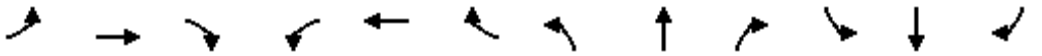
Intersection Summary			
HCM 6th Ctrl Delay		11.4	
HCM 6th LOS		B	

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	5	0	41	0	94	9	1024	20	76	1627
Future Volume (vph)	5	0	41	0	94	9	1024	20	76	1627
Turn Type	Perm	NA	Perm	NA	Perm	Perm	NA	Perm	pm+pt	NA
Protected Phases		4		8			2		1	6
Permitted Phases	4		8		8	2		2	6	
Detector Phase	4	4	8	8	8	2	2	2	1	6
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	24.5	24.5	24.5	24.5	24.5	24.5	24.5	24.5	11.5	24.5
Total Split (s)	25.0	25.0	25.0	25.0	25.0	83.0	83.0	83.0	12.0	95.0
Total Split (%)	20.8%	20.8%	20.8%	20.8%	20.8%	69.2%	69.2%	69.2%	10.0%	79.2%
Yellow Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		6.5		6.5	6.5	6.5	6.5	6.5	6.5	6.5
Lead/Lag						Lag	Lag	Lag	Lead	
Lead-Lag Optimize?						Yes	Yes	Yes	Yes	
Recall Mode	None	None	None	None	None	C-Max	C-Max	C-Max	None	C-Max
Act Effct Green (s)		10.6		10.6	10.6	85.5	85.5	85.5	96.4	96.4
Actuated g/C Ratio		0.09		0.09	0.09	0.71	0.71	0.71	0.80	0.80
v/c Ratio		0.10		0.50	0.51	0.09	0.48	0.03	0.23	0.65
Control Delay		1.0		64.9	15.3	9.1	9.4	0.1	4.3	6.6
Queue Delay		0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay		1.0		64.9	15.3	9.1	9.4	0.1	4.3	6.6
LOS		A		E	B	A	A	A	A	A
Approach Delay		1.0		31.0			9.1			6.5
Approach LOS		A		C			A			A

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green	
Natural Cycle: 70	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.65	
Intersection Signal Delay: 8.9	Intersection LOS: A
Intersection Capacity Utilization 70.5%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 6: Federal Boulevard & 56th Avenue





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	5	0	2	41	0	94	9	1024	20	76	1627	12
Future Volume (veh/h)	5	0	2	41	0	94	9	1024	20	76	1627	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
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	1781	1870	1870	1781	1781
Adj Flow Rate, veh/h	16	0	4	61	0	132	16	1138	38	86	1713	20
Peak Hour Factor	0.31	0.92	0.50	0.67	0.92	0.71	0.56	0.90	0.53	0.88	0.95	0.60
Percent Heavy Veh, %	2	2	2	2	2	2	2	8	2	2	8	8
Cap, veh/h	124	6	19	214	0	161	222	2359	1105	389	2708	32
Arrive On Green	0.10	0.00	0.10	0.10	0.00	0.10	0.70	0.70	0.70	0.04	0.79	0.79
Sat Flow, veh/h	695	59	189	1519	0	1585	279	3385	1585	1781	3427	40
Grp Volume(v), veh/h	20	0	0	61	0	132	16	1138	38	86	845	888
Grp Sat Flow(s),veh/h/ln	943	0	0	1519	0	1585	279	1692	1585	1781	1692	1774
Q Serve(g_s), s	1.0	0.0	0.0	0.0	0.0	9.8	3.1	18.4	0.9	1.5	25.1	25.2
Cycle Q Clear(g_c), s	5.1	0.0	0.0	4.1	0.0	9.8	17.0	18.4	0.9	1.5	25.1	25.2
Prop In Lane	0.80		0.20	1.00		1.00	1.00		1.00	1.00		0.02
Lane Grp Cap(c), veh/h	150	0	0	214	0	161	222	2359	1105	389	1338	1402
V/C Ratio(X)	0.13	0.00	0.00	0.29	0.00	0.82	0.07	0.48	0.03	0.22	0.63	0.63
Avail Cap(c_a), veh/h	219	0	0	288	0	244	222	2359	1105	401	1338	1402
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	51.1	0.0	0.0	50.3	0.0	52.9	11.2	8.3	5.6	6.0	5.3	5.3
Incr Delay (d2), s/veh	0.4	0.0	0.0	0.7	0.0	12.5	0.6	0.7	0.1	0.3	2.3	2.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	0.0	0.0	1.8	0.0	4.5	0.2	6.4	0.3	0.5	7.8	8.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	51.5	0.0	0.0	51.0	0.0	65.4	11.8	9.0	5.7	6.3	7.5	7.5
LnGrp LOS	D	A	A	D	A	E	B	A	A	A	A	A
Approach Vol, veh/h		20			193			1192			1819	
Approach Delay, s/veh		51.5			60.8			8.9			7.4	
Approach LOS		D			E			A			A	

Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	11.2	90.1		18.7		101.3		18.7				
Change Period (Y+Rc), s	6.5	6.5		6.5		6.5		6.5				
Max Green Setting (Gmax), s	5.5	76.5		18.5		88.5		18.5				
Max Q Clear Time (g_c+I1), s	3.5	20.4		7.1		27.2		11.8				
Green Ext Time (p_c), s	0.0	12.7		0.0		23.8		0.4				

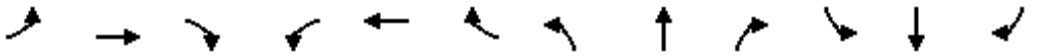
Intersection Summary												
HCM 6th Ctrl Delay			11.5									
HCM 6th LOS			B									

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	7	0	37	0	108	11	1453	39	118	1256
Future Volume (vph)	7	0	37	0	108	11	1453	39	118	1256
Turn Type	Perm	NA	Perm	NA	Perm	Perm	NA	Perm	pm+pt	NA
Protected Phases		4		8			2		1	6
Permitted Phases	4		8		8	2		2	6	
Detector Phase	4	4	8	8	8	2	2	2	1	6
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	24.5	24.5	24.5	24.5	24.5	24.5	24.5	24.5	11.5	24.5
Total Split (s)	25.0	25.0	25.0	25.0	25.0	76.4	76.4	76.4	18.6	95.0
Total Split (%)	20.8%	20.8%	20.8%	20.8%	20.8%	63.7%	63.7%	63.7%	15.5%	79.2%
Yellow Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		6.5		6.5	6.5	6.5	6.5	6.5	6.5	6.5
Lead/Lag						Lag	Lag	Lag	Lead	
Lead-Lag Optimize?						Yes	Yes	Yes	Yes	
Recall Mode	None	None	None	None	None	C-Max	C-Max	C-Max	None	C-Max
Act Effct Green (s)		9.3		9.3	9.3	83.2	83.2	83.2	97.7	97.7
Actuated g/C Ratio		0.08		0.08	0.08	0.69	0.69	0.69	0.81	0.81
v/c Ratio		0.08		0.42	0.55	0.09	0.63	0.07	0.47	0.50
Control Delay		0.9		63.5	17.1	8.5	12.3	1.2	7.9	4.4
Queue Delay		0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay		0.9		63.5	17.1	8.5	12.3	1.2	7.9	4.4
LOS		A		E	B	A	B	A	A	A
Approach Delay		0.9		28.7			11.7			4.8
Approach LOS		A		C			B			A

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green	
Natural Cycle: 80	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.63	
Intersection Signal Delay: 9.4	Intersection LOS: A
Intersection Capacity Utilization 69.4%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 6: Federal Boulevard & 56th Avenue





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	7	0	2	37	0	108	11	1453	39	118	1256	12
Future Volume (veh/h)	7	0	2	37	0	108	11	1453	39	118	1256	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
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	1781	1870	1870	1781	1781
Adj Flow Rate, veh/h	8	0	8	45	0	135	24	1468	74	136	1336	24
Peak Hour Factor	0.88	0.92	0.25	0.82	0.92	0.80	0.46	0.99	0.53	0.87	0.94	0.50
Percent Heavy Veh, %	2	2	2	2	2	2	2	8	2	2	8	8
Cap, veh/h	101	14	70	213	0	163	321	2348	1099	288	2684	48
Arrive On Green	0.10	0.00	0.10	0.10	0.00	0.10	0.69	0.69	0.69	0.04	0.79	0.79
Sat Flow, veh/h	542	137	679	1492	0	1585	400	3385	1585	1781	3402	61
Grp Volume(v), veh/h	16	0	0	45	0	135	24	1468	74	136	664	696
Grp Sat Flow(s),veh/h/ln	1358	0	0	1492	0	1585	400	1692	1585	1781	1692	1770
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	10.0	2.7	28.2	1.8	2.5	16.4	16.4
Cycle Q Clear(g_c), s	2.8	0.0	0.0	2.8	0.0	10.0	7.6	28.2	1.8	2.5	16.4	16.4
Prop In Lane	0.50		0.50	1.00		1.00	1.00		1.00	1.00		0.03
Lane Grp Cap(c), veh/h	184	0	0	213	0	163	321	2348	1099	288	1335	1397
V/C Ratio(X)	0.09	0.00	0.00	0.21	0.00	0.83	0.07	0.63	0.07	0.47	0.50	0.50
Avail Cap(c_a), veh/h	257	0	0	286	0	244	321	2348	1099	394	1335	1397
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	48.8	0.0	0.0	49.6	0.0	52.8	7.7	9.9	5.9	10.4	4.4	4.4
Incr Delay (d2), s/veh	0.2	0.0	0.0	0.5	0.0	13.6	0.5	1.3	0.1	1.2	1.3	1.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.0	0.0	1.3	0.0	4.6	0.3	9.9	0.6	1.4	5.0	5.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	49.0	0.0	0.0	50.1	0.0	66.4	8.2	11.2	6.0	11.6	5.7	5.7
LnGrp LOS	D	A	A	D	A	E	A	B	A	B	A	A
Approach Vol, veh/h		16			180			1566			1496	
Approach Delay, s/veh		49.0			62.3			10.9			6.2	
Approach LOS		D			E			B			A	

Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	11.4	89.7		18.8		101.2		18.8				
Change Period (Y+Rc), s	6.5	6.5		6.5		6.5		6.5				
Max Green Setting (Gmax), s	12.1	69.9		18.5		88.5		18.5				
Max Q Clear Time (g_c+I1), s	4.5	30.2		4.8		18.4		12.0				
Green Ext Time (p_c), s	0.2	17.5		0.0		14.6		0.3				

Intersection Summary												
HCM 6th Ctrl Delay			11.8									
HCM 6th LOS			B									

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	5	0	44	0	99	9	1024	31	98	1627
Future Volume (vph)	5	0	44	0	99	9	1024	31	98	1627
Turn Type	Perm	NA	Perm	NA	Perm	Perm	NA	Perm	pm+pt	NA
Protected Phases		4		8			2		1	6
Permitted Phases	4		8		8	2		2	6	
Detector Phase	4	4	8	8	8	2	2	2	1	6
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	24.5	24.5	24.5	24.5	24.5	24.5	24.5	24.5	11.5	24.5
Total Split (s)	25.0	25.0	25.0	25.0	25.0	80.0	80.0	80.0	15.0	95.0
Total Split (%)	20.8%	20.8%	20.8%	20.8%	20.8%	66.7%	66.7%	66.7%	12.5%	79.2%
Yellow Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		6.5		6.5	6.5	6.5	6.5	6.5	6.5	6.5
Lead/Lag						Lag	Lag	Lag	Lead	
Lead-Lag Optimize?						Yes	Yes	Yes	Yes	
Recall Mode	None	None	None	None	None	C-Max	C-Max	C-Max	None	C-Max
Act Effct Green (s)		11.0		11.0	11.0	82.3	82.3	82.3	96.0	96.0
Actuated g/C Ratio		0.09		0.09	0.09	0.69	0.69	0.69	0.80	0.80
v/c Ratio		0.10		0.52	0.51	0.10	0.50	0.05	0.29	0.65
Control Delay		1.0		65.3	14.9	9.6	10.5	0.6	5.0	6.8
Queue Delay		0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay		1.0		65.3	14.9	9.6	10.5	0.6	5.0	6.8
LOS		A		E	B	A	B	A	A	A
Approach Delay		1.0		31.1			10.0			6.7
Approach LOS		A		C			A			A

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green	
Natural Cycle: 70	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.65	
Intersection Signal Delay: 9.4	Intersection LOS: A
Intersection Capacity Utilization 70.5%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 6: Federal Boulevard & 56th Avenue



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	5	0	2	44	0	99	9	1024	31	98	1627	12
Future Volume (veh/h)	5	0	2	44	0	99	9	1024	31	98	1627	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
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	1781	1870	1870	1781	1781
Adj Flow Rate, veh/h	16	0	4	66	0	139	16	1138	58	111	1713	20
Peak Hour Factor	0.31	0.92	0.50	0.67	0.92	0.71	0.56	0.90	0.53	0.88	0.95	0.60
Percent Heavy Veh, %	2	2	2	2	2	2	2	8	2	2	8	8
Cap, veh/h	125	6	19	219	0	168	220	2339	1096	383	2693	31
Arrive On Green	0.11	0.00	0.11	0.11	0.00	0.11	0.69	0.69	0.69	0.04	0.79	0.79
Sat Flow, veh/h	672	57	182	1509	0	1585	279	3385	1585	1781	3427	40
Grp Volume(v), veh/h	20	0	0	66	0	139	16	1138	58	111	845	888
Grp Sat Flow(s),veh/h/ln	911	0	0	1509	0	1585	279	1692	1585	1781	1692	1774
Q Serve(g_s), s	1.0	0.0	0.0	0.0	0.0	10.3	3.1	18.8	1.4	2.0	25.6	25.7
Cycle Q Clear(g_c), s	5.6	0.0	0.0	4.5	0.0	10.3	17.5	18.8	1.4	2.0	25.6	25.7
Prop In Lane	0.80		0.20	1.00		1.00	1.00		1.00	1.00		0.02
Lane Grp Cap(c), veh/h	150	0	0	219	0	168	220	2339	1096	383	1330	1394
V/C Ratio(X)	0.13	0.00	0.00	0.30	0.00	0.83	0.07	0.49	0.05	0.29	0.64	0.64
Avail Cap(c_a), veh/h	214	0	0	288	0	244	220	2339	1096	436	1330	1394
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	50.8	0.0	0.0	50.0	0.0	52.6	11.7	8.6	5.9	6.4	5.5	5.5
Incr Delay (d2), s/veh	0.4	0.0	0.0	0.8	0.0	14.3	0.6	0.7	0.1	0.4	2.3	2.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	0.0	0.0	1.9	0.0	4.8	0.2	6.6	0.5	0.7	8.0	8.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	51.2	0.0	0.0	50.8	0.0	66.9	12.3	9.3	6.0	6.8	7.8	7.7
LnGrp LOS	D	A	A	D	A	E	B	A	A	A	A	A
Approach Vol, veh/h		20			205			1212			1844	
Approach Delay, s/veh		51.2			61.7			9.2			7.7	
Approach LOS		D			E			A			A	

Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	11.4	89.4		19.2		100.8		19.2				
Change Period (Y+Rc), s	6.5	6.5		6.5		6.5		6.5				
Max Green Setting (Gmax), s	8.5	73.5		18.5		88.5		18.5				
Max Q Clear Time (g_c+I1), s	4.0	20.8		7.6		27.7		12.3				
Green Ext Time (p_c), s	0.1	12.7		0.0		23.8		0.4				

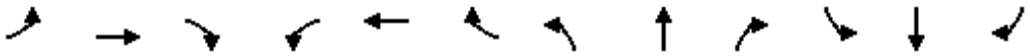
Intersection Summary												
HCM 6th Ctrl Delay			11.9									
HCM 6th LOS			B									

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	7	0	48	0	129	11	1453	42	124	1256
Future Volume (vph)	7	0	48	0	129	11	1453	42	124	1256
Turn Type	Perm	NA	Perm	NA	Perm	Perm	NA	Perm	pm+pt	NA
Protected Phases		4		8			2		1	6
Permitted Phases	4		8		8	2		2	6	
Detector Phase	4	4	8	8	8	2	2	2	1	6
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	24.5	24.5	24.5	24.5	24.5	24.5	24.5	24.5	11.5	24.5
Total Split (s)	25.0	25.0	25.0	25.0	25.0	75.9	75.9	75.9	19.1	95.0
Total Split (%)	20.8%	20.8%	20.8%	20.8%	20.8%	63.3%	63.3%	63.3%	15.9%	79.2%
Yellow Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		6.5		6.5	6.5	6.5	6.5	6.5	6.5	6.5
Lead/Lag						Lag	Lag	Lag	Lead	
Lead-Lag Optimize?						Yes	Yes	Yes	Yes	
Recall Mode	None	None	None	None	None	C-Max	C-Max	C-Max	None	C-Max
Act Effct Green (s)		10.4		10.4	10.4	81.6	81.6	81.6	96.6	96.6
Actuated g/C Ratio		0.09		0.09	0.09	0.68	0.68	0.68	0.80	0.80
v/c Ratio		0.08		0.49	0.57	0.09	0.65	0.07	0.49	0.51
Control Delay		0.8		64.8	15.6	9.5	13.5	1.6	8.9	4.9
Queue Delay		0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay		0.8		64.8	15.6	9.5	13.5	1.6	8.9	4.9
LOS		A		E	B	A	B	A	A	A
Approach Delay		0.8		28.8			12.9			5.3
Approach LOS		A		C			B			A

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green	
Natural Cycle: 80	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.65	
Intersection Signal Delay: 10.4	Intersection LOS: B
Intersection Capacity Utilization 69.7%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 6: Federal Boulevard & 56th Avenue





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	7	0	2	48	0	129	11	1453	42	124	1256	12
Future Volume (veh/h)	7	0	2	48	0	129	11	1453	42	124	1256	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
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	1781	1870	1870	1781	1781
Adj Flow Rate, veh/h	8	0	8	59	0	161	24	1468	79	143	1336	24
Peak Hour Factor	0.88	0.92	0.25	0.82	0.92	0.80	0.46	0.99	0.53	0.87	0.94	0.50
Percent Heavy Veh, %	2	2	2	2	2	2	2	8	2	2	8	8
Cap, veh/h	106	14	76	239	0	188	310	2292	1074	277	2629	47
Arrive On Green	0.12	0.00	0.12	0.12	0.00	0.12	0.68	0.68	0.68	0.04	0.77	0.77
Sat Flow, veh/h	516	119	635	1503	0	1585	400	3385	1585	1781	3402	61
Grp Volume(v), veh/h	16	0	0	59	0	161	24	1468	79	143	664	696
Grp Sat Flow(s),veh/h/ln	1270	0	0	1503	0	1585	400	1692	1585	1781	1692	1770
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	12.0	2.9	29.7	2.0	2.8	17.6	17.6
Cycle Q Clear(g_c), s	3.6	0.0	0.0	3.6	0.0	12.0	9.1	29.7	2.0	2.8	17.6	17.6
Prop In Lane	0.50		0.50	1.00		1.00	1.00		1.00	1.00		0.03
Lane Grp Cap(c), veh/h	196	0	0	239	0	188	310	2292	1074	277	1308	1368
V/C Ratio(X)	0.08	0.00	0.00	0.25	0.00	0.85	0.08	0.64	0.07	0.52	0.51	0.51
Avail Cap(c_a), veh/h	245	0	0	288	0	244	310	2292	1074	391	1308	1368
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	47.0	0.0	0.0	48.2	0.0	51.8	8.9	11.0	6.6	11.9	5.1	5.1
Incr Delay (d2), s/veh	0.2	0.0	0.0	0.5	0.0	20.0	0.5	1.4	0.1	1.5	1.4	1.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.0	0.0	1.7	0.0	5.8	0.3	10.7	0.7	1.6	5.6	5.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	47.2	0.0	0.0	48.7	0.0	71.8	9.4	12.4	6.7	13.3	6.5	6.5
LnGrp LOS	D	A	A	D	A	E	A	B	A	B	A	A
Approach Vol, veh/h		16			220			1571			1503	
Approach Delay, s/veh		47.2			65.6			12.1			7.1	
Approach LOS		D			E			B			A	

Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	11.5	87.8		20.8		99.2		20.8				
Change Period (Y+Rc), s	6.5	6.5		6.5		6.5		6.5				
Max Green Setting (Gmax), s	12.6	69.4		18.5		88.5		18.5				
Max Q Clear Time (g_c+I1), s	4.8	31.7		5.6		19.6		14.0				
Green Ext Time (p_c), s	0.2	17.1		0.0		14.6		0.3				

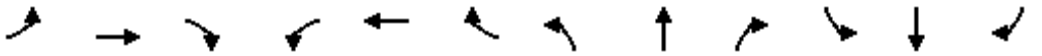
Intersection Summary												
HCM 6th Ctrl Delay			13.6									
HCM 6th LOS			B									

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	5	0	44	0	100	10	1087	21	81	1727
Future Volume (vph)	5	0	44	0	100	10	1087	21	81	1727
Turn Type	Perm	NA	Perm	NA	Perm	Perm	NA	Perm	pm+pt	NA
Protected Phases		4		8			2		1	6
Permitted Phases	4		8		8	2		2	6	
Detector Phase	4	4	8	8	8	2	2	2	1	6
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	24.5	24.5	24.5	24.5	24.5	24.5	24.5	24.5	11.5	24.5
Total Split (s)	25.0	25.0	25.0	25.0	25.0	81.0	81.0	81.0	14.0	95.0
Total Split (%)	20.8%	20.8%	20.8%	20.8%	20.8%	67.5%	67.5%	67.5%	11.7%	79.2%
Yellow Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		6.5		6.5	6.5	6.5	6.5	6.5	6.5	6.5
Lead/Lag						Lag	Lag	Lag	Lead	
Lead-Lag Optimize?						Yes	Yes	Yes	Yes	
Recall Mode	None	None	None	None	None	C-Max	C-Max	C-Max	None	C-Max
Act Effct Green (s)		11.0		11.0	11.0	82.6	82.6	82.6	96.0	96.0
Actuated g/C Ratio		0.09		0.09	0.09	0.69	0.69	0.69	0.80	0.80
v/c Ratio		0.10		0.52	0.52	0.13	0.53	0.04	0.26	0.69
Control Delay		1.0		65.3	14.8	10.4	10.7	0.0	4.8	7.5
Queue Delay		0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay		1.0		65.3	14.8	10.4	10.7	0.0	4.8	7.5
LOS		A		E	B	B	B	A	A	A
Approach Delay		1.0		30.9			10.4			7.4
Approach LOS		A		C			B			A

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green	
Natural Cycle: 80	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.69	
Intersection Signal Delay: 9.9	Intersection LOS: A
Intersection Capacity Utilization 73.3%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 6: Federal Boulevard & 56th Avenue





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	5	0	2	44	0	100	10	1087	21	81	1727	13
Future Volume (veh/h)	5	0	2	44	0	100	10	1087	21	81	1727	13
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
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	1781	1870	1870	1781	1781
Adj Flow Rate, veh/h	16	0	4	66	0	141	18	1208	40	92	1818	22
Peak Hour Factor	0.31	0.92	0.50	0.67	0.92	0.71	0.56	0.90	0.53	0.88	0.95	0.60
Percent Heavy Veh, %	2	2	2	2	2	2	2	8	2	2	8	8
Cap, veh/h	126	6	20	221	0	169	196	2338	1095	362	2688	32
Arrive On Green	0.11	0.00	0.11	0.11	0.00	0.11	0.69	0.69	0.69	0.04	0.78	0.78
Sat Flow, veh/h	676	56	183	1508	0	1585	252	3385	1585	1781	3425	41
Grp Volume(v), veh/h	20	0	0	66	0	141	18	1208	40	92	897	943
Grp Sat Flow(s),veh/h/ln	915	0	0	1508	0	1585	252	1692	1585	1781	1692	1774
Q Serve(g_s), s	1.0	0.0	0.0	0.0	0.0	10.5	4.2	20.6	1.0	1.7	29.1	29.3
Cycle Q Clear(g_c), s	5.6	0.0	0.0	4.5	0.0	10.5	22.3	20.6	1.0	1.7	29.1	29.3
Prop In Lane	0.80		0.20	1.00		1.00	1.00		1.00	1.00		0.02
Lane Grp Cap(c), veh/h	152	0	0	221	0	169	196	2338	1095	362	1328	1392
V/C Ratio(X)	0.13	0.00	0.00	0.30	0.00	0.83	0.09	0.52	0.04	0.25	0.68	0.68
Avail Cap(c_a), veh/h	213	0	0	288	0	244	196	2338	1095	403	1328	1392
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	50.7	0.0	0.0	49.9	0.0	52.5	13.7	8.9	5.9	6.7	5.9	5.9
Incr Delay (d2), s/veh	0.4	0.0	0.0	0.7	0.0	14.8	0.9	0.8	0.1	0.4	2.8	2.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	0.0	0.0	1.9	0.0	4.9	0.3	7.2	0.3	0.6	9.2	9.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	51.0	0.0	0.0	50.6	0.0	67.3	14.6	9.7	5.9	7.1	8.7	8.6
LnGrp LOS	D	A	A	D	A	E	B	A	A	A	A	A
Approach Vol, veh/h		20			207			1266			1932	
Approach Delay, s/veh		51.0			62.0			9.7			8.6	
Approach LOS		D			E			A			A	

Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	11.3	89.4		19.3		100.7		19.3				
Change Period (Y+Rc), s	6.5	6.5		6.5		6.5		6.5				
Max Green Setting (Gmax), s	7.5	74.5		18.5		88.5		18.5				
Max Q Clear Time (g_c+I1), s	3.7	24.3		7.6		31.3		12.5				
Green Ext Time (p_c), s	0.1	13.9		0.0		26.4		0.4				

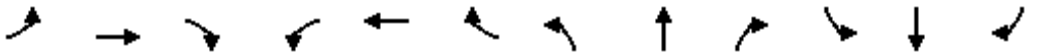
Intersection Summary												
HCM 6th Ctrl Delay			12.5									
HCM 6th LOS			B									

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	8	0	39	0	115	12	1542	42	126	1333
Future Volume (vph)	8	0	39	0	115	12	1542	42	126	1333
Turn Type	Perm	NA	Perm	NA	Perm	Perm	NA	Perm	pm+pt	NA
Protected Phases		4		8			2		1	6
Permitted Phases	4		8		8	2		2	6	
Detector Phase	4	4	8	8	8	2	2	2	1	6
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	24.5	24.5	24.5	24.5	24.5	24.5	24.5	24.5	11.5	24.5
Total Split (s)	24.5	24.5	24.5	24.5	24.5	76.0	76.0	76.0	19.5	95.5
Total Split (%)	20.4%	20.4%	20.4%	20.4%	20.4%	63.3%	63.3%	63.3%	16.3%	79.6%
Yellow Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		6.5		6.5	6.5	6.5	6.5	6.5	6.5	6.5
Lead/Lag						Lag	Lag	Lag	Lead	
Lead-Lag Optimize?						Yes	Yes	Yes	Yes	
Recall Mode	None	None	None	None	None	C-Max	C-Max	C-Max	None	C-Max
Act Effct Green (s)		9.5		9.5	9.5	81.8	81.8	81.8	97.5	97.5
Actuated g/C Ratio		0.08		0.08	0.08	0.68	0.68	0.68	0.81	0.81
v/c Ratio		0.09		0.44	0.56	0.11	0.68	0.07	0.52	0.53
Control Delay		0.9		63.9	16.8	9.9	14.5	1.6	11.8	4.8
Queue Delay		0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay		0.9		63.9	16.8	9.9	14.5	1.6	11.8	4.8
LOS		A		E	B	A	B	A	B	A
Approach Delay		0.9		28.6			13.8			5.4
Approach LOS		A		C			B			A

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.68	
Intersection Signal Delay: 10.7	Intersection LOS: B
Intersection Capacity Utilization 73.1%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 6: Federal Boulevard & 56th Avenue





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	8	0	2	39	0	115	12	1542	42	126	1333	13
Future Volume (veh/h)	8	0	2	39	0	115	12	1542	42	126	1333	13
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
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	1781	1870	1870	1781	1781
Adj Flow Rate, veh/h	9	0	8	48	0	144	26	1558	79	145	1418	26
Peak Hour Factor	0.88	0.92	0.25	0.82	0.92	0.80	0.46	0.99	0.53	0.87	0.94	0.50
Percent Heavy Veh, %	2	2	2	2	2	2	2	8	2	2	8	8
Cap, veh/h	107	13	66	221	0	171	292	2329	1091	263	2664	49
Arrive On Green	0.11	0.00	0.11	0.11	0.00	0.11	0.69	0.69	0.69	0.04	0.78	0.78
Sat Flow, veh/h	566	124	613	1493	0	1585	369	3385	1585	1781	3400	62
Grp Volume(v), veh/h	17	0	0	48	0	144	26	1558	79	145	705	739
Grp Sat Flow(s),veh/h/ln	1303	0	0	1493	0	1585	369	1692	1585	1781	1692	1770
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	10.7	3.4	31.9	2.0	2.7	18.6	18.6
Cycle Q Clear(g_c), s	3.0	0.0	0.0	3.0	0.0	10.7	10.5	31.9	2.0	2.7	18.6	18.6
Prop In Lane	0.53		0.47	1.00		1.00	1.00		1.00	1.00		0.04
Lane Grp Cap(c), veh/h	187	0	0	221	0	171	292	2329	1091	263	1326	1387
V/C Ratio(X)	0.09	0.00	0.00	0.22	0.00	0.84	0.09	0.67	0.07	0.55	0.53	0.53
Avail Cap(c_a), veh/h	245	0	0	280	0	238	292	2329	1091	382	1326	1387
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	48.2	0.0	0.0	49.0	0.0	52.5	8.9	10.8	6.1	13.3	4.8	4.8
Incr Delay (d2), s/veh	0.2	0.0	0.0	0.5	0.0	17.0	0.6	1.5	0.1	1.8	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	0.5	0.0	0.0	1.4	0.0	5.1	0.3	11.4	0.7	1.9	5.8	6.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	48.4	0.0	0.0	49.5	0.0	69.5	9.5	12.4	6.3	15.1	6.4	6.3
LnGrp LOS	D	A	A	D	A	E	A	B	A	B	A	A
Approach Vol, veh/h		17			192			1663			1589	
Approach Delay, s/veh		48.4			64.5			12.0			7.1	
Approach LOS		D			E			B			A	

Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	11.5	89.1		19.5		100.5		19.5				
Change Period (Y+Rc), s	6.5	6.5		6.5		6.5		6.5				
Max Green Setting (Gmax), s	13.0	69.5		18.0		89.0		18.0				
Max Q Clear Time (g_c+I1), s	4.7	33.9		5.0		20.6		12.7				
Green Ext Time (p_c), s	0.2	18.2		0.0		16.5		0.3				

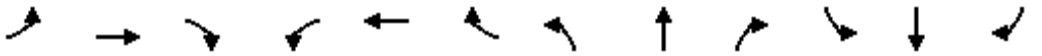
Intersection Summary												
HCM 6th Ctrl Delay			12.9									
HCM 6th LOS			B									

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	5	0	48	0	109	10	1087	40	118	1727
Future Volume (vph)	5	0	48	0	109	10	1087	40	118	1727
Turn Type	Perm	NA	Perm	NA	Perm	Perm	NA	Perm	pm+pt	NA
Protected Phases		4		8			2		1	6
Permitted Phases	4		8		8	2		2	6	
Detector Phase	4	4	8	8	8	2	2	2	1	6
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	24.5	24.5	24.5	24.5	24.5	24.5	24.5	24.5	11.5	24.5
Total Split (s)	25.0	25.0	25.0	25.0	25.0	78.0	78.0	78.0	17.0	95.0
Total Split (%)	20.8%	20.8%	20.8%	20.8%	20.8%	65.0%	65.0%	65.0%	14.2%	79.2%
Yellow Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		6.5		6.5	6.5	6.5	6.5	6.5	6.5	6.5
Lead/Lag						Lag	Lag	Lag	Lead	
Lead-Lag Optimize?						Yes	Yes	Yes	Yes	
Recall Mode	None	None	None	None	None	C-Max	C-Max	C-Max	None	C-Max
Act Effct Green (s)		11.6		11.6	11.6	81.3	81.3	81.3	95.4	95.4
Actuated g/C Ratio		0.10		0.10	0.10	0.68	0.68	0.68	0.80	0.80
v/c Ratio		0.10		0.54	0.53	0.13	0.53	0.07	0.38	0.69
Control Delay		0.9		65.6	14.3	11.2	11.5	1.4	6.2	7.8
Queue Delay		0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay		0.9		65.6	14.3	11.2	11.5	1.4	6.2	7.8
LOS		A		E	B	B	B	A	A	A
Approach Delay		0.9		30.7			10.9			7.7
Approach LOS		A		C			B			A

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green	
Natural Cycle: 80	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.69	
Intersection Signal Delay: 10.3	Intersection LOS: B
Intersection Capacity Utilization 73.3%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 6: Federal Boulevard & 56th Avenue





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	5	0	2	48	0	109	10	1087	40	118	1727	13
Future Volume (veh/h)	5	0	2	48	0	109	10	1087	40	118	1727	13
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
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	1781	1870	1870	1781	1781
Adj Flow Rate, veh/h	16	0	4	72	0	154	18	1208	75	134	1818	22
Peak Hour Factor	0.31	0.92	0.50	0.67	0.92	0.71	0.56	0.90	0.53	0.88	0.95	0.60
Percent Heavy Veh, %	2	2	2	2	2	2	2	8	2	2	8	8
Cap, veh/h	130	6	20	232	0	182	192	2306	1080	351	2660	32
Arrive On Green	0.11	0.00	0.11	0.11	0.00	0.11	0.68	0.68	0.68	0.04	0.78	0.78
Sat Flow, veh/h	659	52	178	1496	0	1585	252	3385	1585	1781	3425	41
Grp Volume(v), veh/h	20	0	0	72	0	154	18	1208	75	134	897	943
Grp Sat Flow(s),veh/h/ln	889	0	0	1496	0	1585	252	1692	1585	1781	1692	1774
Q Serve(g_s), s	1.0	0.0	0.0	0.0	0.0	11.4	4.4	21.2	1.9	2.5	30.2	30.4
Cycle Q Clear(g_c), s	6.0	0.0	0.0	5.0	0.0	11.4	23.4	21.2	1.9	2.5	30.2	30.4
Prop In Lane	0.80		0.20	1.00		1.00	1.00		1.00	1.00		0.02
Lane Grp Cap(c), veh/h	156	0	0	232	0	182	192	2306	1080	351	1314	1378
V/C Ratio(X)	0.13	0.00	0.00	0.31	0.00	0.85	0.09	0.52	0.07	0.38	0.68	0.68
Avail Cap(c_a), veh/h	207	0	0	287	0	244	192	2306	1080	433	1314	1378
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	50.0	0.0	0.0	49.2	0.0	52.1	14.7	9.5	6.4	7.7	6.4	6.4
Incr Delay (d2), s/veh	0.4	0.0	0.0	0.8	0.0	18.0	1.0	0.9	0.1	0.7	2.9	2.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	0.0	0.0	2.1	0.0	5.5	0.3	7.5	0.6	0.9	9.7	10.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	50.4	0.0	0.0	50.0	0.0	70.1	15.7	10.3	6.5	8.4	9.2	9.2
LnGrp LOS	D	A	A	D	A	E	B	B	A	A	A	A
Approach Vol, veh/h		20			226			1301			1974	
Approach Delay, s/veh		50.4			63.7			10.2			9.1	
Approach LOS		D			E			B			A	

Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	11.4	88.3		20.3		99.7		20.3				
Change Period (Y+Rc), s	6.5	6.5		6.5		6.5		6.5				
Max Green Setting (Gmax), s	10.5	71.5		18.5		88.5		18.5				
Max Q Clear Time (g_c+I1), s	4.5	25.4		8.0		32.4		13.4				
Green Ext Time (p_c), s	0.2	13.9		0.0		26.2		0.4				

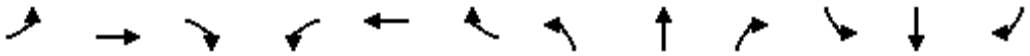
Intersection Summary			
HCM 6th Ctrl Delay		13.3	
HCM 6th LOS		B	

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	8	0	57	0	151	12	1542	47	136	1333
Future Volume (vph)	8	0	57	0	151	12	1542	47	136	1333
Turn Type	Perm	NA	Perm	NA	Perm	Perm	NA	Perm	pm+pt	NA
Protected Phases		4		8			2		1	6
Permitted Phases	4		8		8	2		2	6	
Detector Phase	4	4	8	8	8	2	2	2	1	6
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	24.5	24.5	24.5	24.5	24.5	24.5	24.5	24.5	11.5	24.5
Total Split (s)	24.5	24.5	24.5	24.5	24.5	76.5	76.5	76.5	19.0	95.5
Total Split (%)	20.4%	20.4%	20.4%	20.4%	20.4%	63.8%	63.8%	63.8%	15.8%	79.6%
Yellow Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		-0.5		-0.5	-0.5	-0.5	-0.5	-0.5	-0.5	-0.5
Total Lost Time (s)		6.0		6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag						Lag	Lag	Lag	Lead	
Lead-Lag Optimize?						Yes	Yes	Yes	Yes	
Recall Mode	None	None	None	None	None	C-Max	C-Max	C-Max	None	C-Max
Act Effct Green (s)		11.9		11.9	11.9	80.1	80.1	80.1	96.1	96.1
Actuated g/C Ratio		0.10		0.10	0.10	0.67	0.67	0.67	0.80	0.80
v/c Ratio		0.08		0.51	0.58	0.11	0.70	0.08	0.56	0.54
Control Delay		0.7		63.4	14.2	10.9	15.8	2.1	14.6	5.4
Queue Delay		0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay		0.7		63.4	14.2	10.9	15.8	2.1	14.6	5.4
LOS		A		E	B	B	B	A	B	A
Approach Delay		0.7		27.5			15.0			6.3
Approach LOS		A		C			B			A

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.70	
Intersection Signal Delay: 11.9	Intersection LOS: B
Intersection Capacity Utilization 72.4%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 6: Federal Boulevard & 56th Avenue





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	8	0	2	57	0	151	12	1542	47	136	1333	13
Future Volume (veh/h)	8	0	2	57	0	151	12	1542	47	136	1333	13
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
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	1781	1870	1870	1781	1781
Adj Flow Rate, veh/h	9	0	8	70	0	189	26	1558	89	156	1418	26
Peak Hour Factor	0.88	0.92	0.25	0.82	0.92	0.80	0.46	0.99	0.53	0.87	0.94	0.50
Percent Heavy Veh, %	2	2	2	2	2	2	2	8	2	2	8	8
Cap, veh/h	116	13	74	261	0	220	278	2242	1050	260	2587	47
Arrive On Green	0.14	0.00	0.13	0.14	0.00	0.14	0.66	0.66	0.66	0.05	0.76	0.76
Sat Flow, veh/h	503	97	533	1443	0	1585	369	3385	1585	1781	3400	62
Grp Volume(v), veh/h	17	0	0	70	0	189	26	1558	89	156	705	739
Grp Sat Flow(s),veh/h/ln	1133	0	0	1443	0	1585	369	1692	1585	1781	1692	1770
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	14.0	3.7	34.6	2.4	3.1	20.5	20.6
Cycle Q Clear(g_c), s	5.0	0.0	0.0	5.0	0.0	14.0	12.5	34.6	2.4	3.1	20.5	20.6
Prop In Lane	0.53		0.47	1.00		1.00	1.00		1.00	1.00		0.04
Lane Grp Cap(c), veh/h	203	0	0	261	0	220	278	2242	1050	260	1288	1347
V/C Ratio(X)	0.08	0.00	0.00	0.27	0.00	0.86	0.09	0.69	0.08	0.60	0.55	0.55
Avail Cap(c_a), veh/h	224	0	0	282	0	244	278	2242	1050	367	1288	1347
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	45.1	0.0	0.0	46.6	0.0	50.5	10.9	12.7	7.2	16.3	5.9	5.9
Incr Delay (d2), s/veh	0.2	0.0	0.0	0.5	0.0	23.3	0.7	1.8	0.2	2.2	1.7	1.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	0.0	0.0	1.9	0.0	7.0	0.4	12.7	0.8	2.5	6.7	7.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	45.2	0.0	0.0	47.2	0.0	73.8	11.5	14.5	7.4	18.5	7.6	7.5
LnGrp LOS	D	A	A	D	A	E	B	B	A	B	A	A
Approach Vol, veh/h		17			259			1673			1600	
Approach Delay, s/veh		45.2			66.6			14.1			8.6	
Approach LOS		D			E			B			A	

Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	11.8	85.5		22.7		97.3		22.7				
Change Period (Y+Rc), s	6.5	6.5		6.5		6.5		6.5				
Max Green Setting (Gmax), s	12.5	70.0		18.0		89.0		18.0				
Max Q Clear Time (g_c+I1), s	5.1	36.6		7.0		22.6		16.0				
Green Ext Time (p_c), s	0.2	17.7		0.0		16.4		0.2				

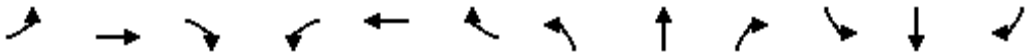
Intersection Summary												
HCM 6th Ctrl Delay			15.6									
HCM 6th LOS			B									

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	7	0	56	0	126	12	1379	26	103	2191
Future Volume (vph)	7	0	56	0	126	12	1379	26	103	2191
Turn Type	Perm	NA	Perm	NA	Perm	Perm	NA	Perm	pm+pt	NA
Protected Phases		4		8			2		1	6
Permitted Phases	4		8		8	2		2	6	
Detector Phase	4	4	8	8	8	2	2	2	1	6
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	24.5	24.5	24.5	24.5	24.5	24.5	24.5	24.5	11.5	24.5
Total Split (s)	24.6	24.6	24.6	24.6	24.6	79.2	79.2	79.2	16.2	95.4
Total Split (%)	20.5%	20.5%	20.5%	20.5%	20.5%	66.0%	66.0%	66.0%	13.5%	79.5%
Yellow Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		6.5		6.5	6.5	6.5	6.5	6.5	6.5	6.5
Lead/Lag						Lag	Lag	Lag	Lead	
Lead-Lag Optimize?						Yes	Yes	Yes	Yes	
Recall Mode	None	None	None	None	None	C-Max	C-Max	C-Max	None	C-Max
Act Effct Green (s)		10.6		10.6	10.6	82.6	82.6	82.6	96.4	96.4
Actuated g/C Ratio		0.09		0.09	0.09	0.69	0.69	0.69	0.80	0.80
v/c Ratio		0.05		0.50	0.52	0.21	0.65	0.03	0.42	0.89
Control Delay		0.5		64.9	15.4	18.8	13.0	0.0	7.5	14.9
Queue Delay		0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay		0.5		64.9	15.4	18.8	13.0	0.0	7.5	14.9
LOS		A		E	B	B	B	A	A	B
Approach Delay		0.5		30.6			12.8			14.5
Approach LOS		A		C			B			B

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green	
Natural Cycle: 110	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.89	
Intersection Signal Delay: 14.6	Intersection LOS: B
Intersection Capacity Utilization 88.1%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 6: Federal Boulevard & 56th Avenue





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	7	0	3	56	0	126	12	1379	26	103	2191	17
Future Volume (veh/h)	7	0	3	56	0	126	12	1379	26	103	2191	17
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
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	1781	1870	1870	1781	1781
Adj Flow Rate, veh/h	8	0	3	61	0	137	13	1499	28	112	2382	18
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	8	2	2	8	8
Cap, veh/h	122	8	29	219	0	165	105	2344	1098	285	2711	20
Arrive On Green	0.10	0.00	0.10	0.10	0.00	0.10	0.69	0.69	0.69	0.04	0.79	0.79
Sat Flow, veh/h	672	78	281	1527	0	1585	145	3385	1585	1781	3443	26
Grp Volume(v), veh/h	11	0	0	61	0	137	13	1499	28	112	1169	1231
Grp Sat Flow(s),veh/h/ln	1030	0	0	1527	0	1585	145	1692	1585	1781	1692	1777
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	10.2	8.2	29.3	0.7	2.0	57.0	57.5
Cycle Q Clear(g_c), s	3.8	0.0	0.0	3.8	0.0	10.2	54.3	29.3	0.7	2.0	57.0	57.5
Prop In Lane	0.73		0.27	1.00		1.00	1.00		1.00	1.00		0.01
Lane Grp Cap(c), veh/h	159	0	0	219	0	165	105	2344	1098	285	1333	1399
V/C Ratio(X)	0.07	0.00	0.00	0.28	0.00	0.83	0.12	0.64	0.03	0.39	0.88	0.88
Avail Cap(c_a), veh/h	221	0	0	285	0	239	105	2344	1098	357	1333	1399
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	48.5	0.0	0.0	49.9	0.0	52.7	31.5	10.2	5.8	10.1	8.8	8.8
Incr Delay (d2), s/veh	0.2	0.0	0.0	0.7	0.0	14.7	2.4	1.4	0.0	0.9	8.4	8.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.0	0.0	1.7	0.0	4.7	0.4	10.3	0.2	1.0	19.1	20.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	48.7	0.0	0.0	50.5	0.0	67.4	33.9	11.5	5.8	11.0	17.2	17.0
LnGrp LOS	D	A	A	D	A	E	C	B	A	B	B	B
Approach Vol, veh/h		11			198			1540			2512	
Approach Delay, s/veh		48.7			62.2			11.6			16.8	
Approach LOS		D			E			B			B	

Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	11.4	89.6		19.0		101.0		19.0				
Change Period (Y+Rc), s	6.5	6.5		6.5		6.5		6.5				
Max Green Setting (Gmax), s	9.7	72.7		18.1		88.9		18.1				
Max Q Clear Time (g_c+I1), s	4.0	56.3		5.8		59.5		12.2				
Green Ext Time (p_c), s	0.1	10.8		0.0		25.4		0.3				

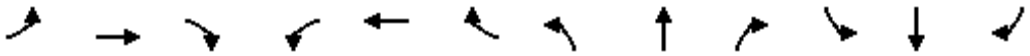
Intersection Summary			
HCM 6th Ctrl Delay		17.1	
HCM 6th LOS		B	

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	10	0	50	0	146	15	1956	53	160	1691
Future Volume (vph)	10	0	50	0	146	15	1956	53	160	1691
Turn Type	Perm	NA	Perm	NA	Perm	Perm	NA	Perm	pm+pt	NA
Protected Phases		4		8			2		1	6
Permitted Phases	4		8		8	2		2	6	
Detector Phase	4	4	8	8	8	2	2	2	1	6
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	24.5	24.5	24.5	24.5	24.5	24.5	24.5	24.5	11.5	24.5
Total Split (s)	24.5	24.5	24.5	24.5	24.5	80.9	80.9	80.9	14.6	95.5
Total Split (%)	20.4%	20.4%	20.4%	20.4%	20.4%	67.4%	67.4%	67.4%	12.2%	79.6%
Yellow Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		6.5		6.5	6.5	6.5	6.5	6.5	6.5	6.5
Lead/Lag						Lag	Lag	Lag	Lead	
Lead-Lag Optimize?						Yes	Yes	Yes	Yes	
Recall Mode	None	None	None	None	None	C-Max	C-Max	C-Max	None	C-Max
Act Effct Green (s)		10.3		10.3	10.3	77.2	77.2	77.2	96.7	96.7
Actuated g/C Ratio		0.09		0.09	0.09	0.64	0.64	0.64	0.81	0.81
v/c Ratio		0.07		0.45	0.66	0.11	0.99	0.06	0.69	0.69
Control Delay		0.7		62.7	29.8	11.7	38.9	0.7	42.0	7.3
Queue Delay		0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay		0.7		62.7	29.8	11.7	38.9	0.7	42.0	7.3
LOS		A		E	C	B	D	A	D	A
Approach Delay		0.7		38.1			37.7			10.2
Approach LOS		A		D			D			B

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green	
Natural Cycle: 130	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.99	
Intersection Signal Delay: 25.1	Intersection LOS: C
Intersection Capacity Utilization 86.6%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 6: Federal Boulevard & 56th Avenue





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	10	0	3	50	0	146	15	1956	53	160	1691	17
Future Volume (veh/h)	10	0	3	50	0	146	15	1956	53	160	1691	17
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
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	1781	1870	1870	1781	1781
Adj Flow Rate, veh/h	11	0	3	54	0	159	16	2126	58	174	1838	18
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	8	2	2	8	8
Cap, veh/h	145	6	27	237	0	186	187	2209	1034	192	2659	26
Arrive On Green	0.12	0.00	0.12	0.12	0.00	0.12	0.65	0.65	0.65	0.07	0.77	0.77
Sat Flow, veh/h	775	55	226	1511	0	1585	248	3385	1585	1781	3434	34
Grp Volume(v), veh/h	14	0	0	54	0	159	16	2126	58	174	904	952
Grp Sat Flow(s),veh/h/ln	1056	0	0	1511	0	1585	248	1692	1585	1781	1692	1775
Q Serve(g_s), s	0.4	0.0	0.0	0.0	0.0	11.8	4.0	70.4	1.6	6.8	31.1	31.3
Cycle Q Clear(g_c), s	3.7	0.0	0.0	3.3	0.0	11.8	20.7	70.4	1.6	6.8	31.1	31.3
Prop In Lane	0.79		0.21	1.00		1.00	1.00		1.00	1.00		0.02
Lane Grp Cap(c), veh/h	178	0	0	237	0	186	187	2209	1034	192	1310	1375
V/C Ratio(X)	0.08	0.00	0.00	0.23	0.00	0.85	0.09	0.96	0.06	0.91	0.69	0.69
Avail Cap(c_a), veh/h	220	0	0	284	0	238	187	2209	1034	192	1310	1375
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	48.0	0.0	0.0	48.2	0.0	52.0	15.2	19.5	7.5	40.6	6.6	6.6
Incr Delay (d2), s/veh	0.2	0.0	0.0	0.5	0.0	20.7	0.9	12.1	0.1	39.7	3.0	2.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.0	0.0	1.5	0.0	5.8	0.3	28.6	0.6	7.3	10.1	10.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	48.2	0.0	0.0	48.7	0.0	72.7	16.1	31.6	7.6	80.3	9.6	9.5
LnGrp LOS	D	A	A	D	A	E	B	C	A	F	A	A
Approach Vol, veh/h		14			213			2200			2030	
Approach Delay, s/veh		48.2			66.6			30.9			15.6	
Approach LOS		D			E			C			B	

Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	14.6	84.8		20.6		99.4		20.6				
Change Period (Y+Rc), s	6.5	6.5		6.5		6.5		6.5				
Max Green Setting (Gmax), s	8.1	74.4		18.0		89.0		18.0				
Max Q Clear Time (g_c+I1), s	8.8	72.4		5.7		33.3		13.8				
Green Ext Time (p_c), s	0.0	1.9		0.0		26.6		0.3				

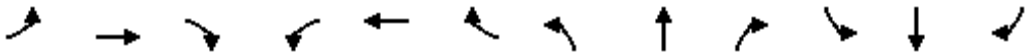
Intersection Summary												
HCM 6th Ctrl Delay			25.7									
HCM 6th LOS			C									

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	7	0	60	0	135	12	1379	45	140	2191
Future Volume (vph)	7	0	60	0	135	12	1379	45	140	2191
Turn Type	Perm	NA	Perm	NA	Perm	Perm	NA	Perm	pm+pt	NA
Protected Phases		4		8			2		1	6
Permitted Phases	4		8		8	2		2	6	
Detector Phase	4	4	8	8	8	2	2	2	1	6
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	24.5	24.5	24.5	24.5	24.5	24.5	24.5	24.5	11.5	24.5
Total Split (s)	24.6	24.6	24.6	24.6	24.6	75.8	75.8	75.8	19.6	95.4
Total Split (%)	20.5%	20.5%	20.5%	20.5%	20.5%	63.2%	63.2%	63.2%	16.3%	79.5%
Yellow Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		6.5		6.5	6.5	6.5	6.5	6.5	6.5	6.5
Lead/Lag						Lag	Lag	Lag	Lead	
Lead-Lag Optimize?						Yes	Yes	Yes	Yes	
Recall Mode	None	None	None	None	None	C-Max	C-Max	C-Max	None	C-Max
Act Effct Green (s)		10.9		10.9	10.9	80.5	80.5	80.5	96.1	96.1
Actuated g/C Ratio		0.09		0.09	0.09	0.67	0.67	0.67	0.80	0.80
v/c Ratio		0.05		0.52	0.53	0.21	0.67	0.04	0.53	0.90
Control Delay		0.5		65.2	15.0	20.4	14.8	0.4	11.8	15.3
Queue Delay		0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay		0.5		65.2	15.0	20.4	14.8	0.4	11.8	15.3
LOS		A		E	B	C	B	A	B	B
Approach Delay		0.5		30.4			14.4			15.1
Approach LOS		A		C			B			B

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green	
Natural Cycle: 110	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.90	
Intersection Signal Delay: 15.5	Intersection LOS: B
Intersection Capacity Utilization 88.1%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 6: Federal Boulevard & 56th Avenue





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	7	0	3	60	0	135	12	1379	45	140	2191	17
Future Volume (veh/h)	7	0	3	60	0	135	12	1379	45	140	2191	17
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
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	1781	1870	1870	1781	1781
Adj Flow Rate, veh/h	8	0	3	65	0	147	13	1499	49	152	2382	18
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	8	2	2	8	8
Cap, veh/h	125	8	30	228	0	175	102	2318	1086	280	2690	20
Arrive On Green	0.11	0.00	0.11	0.11	0.00	0.11	0.68	0.68	0.68	0.04	0.78	0.78
Sat Flow, veh/h	662	73	276	1520	0	1585	145	3385	1585	1781	3443	26
Grp Volume(v), veh/h	11	0	0	65	0	147	13	1499	49	152	1169	1231
Grp Sat Flow(s),veh/h/ln	1011	0	0	1520	0	1585	145	1692	1585	1781	1692	1777
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	10.9	8.4	30.1	1.2	2.9	58.7	59.2
Cycle Q Clear(g_c), s	4.1	0.0	0.0	4.1	0.0	10.9	56.0	30.1	1.2	2.9	58.7	59.2
Prop In Lane	0.73		0.27	1.00		1.00	1.00		1.00	1.00		0.01
Lane Grp Cap(c), veh/h	163	0	0	228	0	175	102	2318	1086	280	1322	1388
V/C Ratio(X)	0.07	0.00	0.00	0.29	0.00	0.84	0.13	0.65	0.05	0.54	0.88	0.89
Avail Cap(c_a), veh/h	217	0	0	285	0	239	102	2318	1086	400	1322	1388
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	47.8	0.0	0.0	49.3	0.0	52.3	33.4	10.7	6.1	12.2	9.3	9.3
Incr Delay (d2), s/veh	0.2	0.0	0.0	0.7	0.0	17.3	2.6	1.4	0.1	1.6	8.9	8.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.0	0.0	1.9	0.0	5.2	0.4	10.7	0.4	1.8	20.0	21.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	48.0	0.0	0.0	50.0	0.0	69.6	36.0	12.1	6.2	13.8	18.2	18.0
LnGrp LOS	D	A	A	D	A	E	D	B	A	B	B	B
Approach Vol, veh/h		11			212			1561			2552	
Approach Delay, s/veh		48.0			63.6			12.1			17.8	
Approach LOS		D			E			B			B	

Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	11.6	88.7		19.7		100.3		19.7				
Change Period (Y+Rc), s	6.5	6.5		6.5		6.5		6.5				
Max Green Setting (Gmax), s	13.1	69.3		18.1		88.9		18.1				
Max Q Clear Time (g_c+I1), s	4.9	58.0		6.1		61.2		12.9				
Green Ext Time (p_c), s	0.2	8.1		0.0		24.1		0.3				

Intersection Summary			
HCM 6th Ctrl Delay		18.1	
HCM 6th LOS		B	

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	10	0	68	0	182	15	1956	58	170	1691
Future Volume (vph)	10	0	68	0	182	15	1956	58	170	1691
Turn Type	Perm	NA	Perm	NA	Perm	Perm	NA	Perm	pm+pt	NA
Protected Phases		4		8			2		1	6
Permitted Phases	4		8		8	2		2	6	
Detector Phase	4	4	8	8	8	2	2	2	1	6
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	24.5	24.5	24.5	24.5	24.5	24.5	24.5	24.5	11.5	24.5
Total Split (s)	24.5	24.5	24.5	24.5	24.5	80.3	80.3	80.3	15.2	95.5
Total Split (%)	20.4%	20.4%	20.4%	20.4%	20.4%	66.9%	66.9%	66.9%	12.7%	79.6%
Yellow Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		6.5		6.5	6.5	6.5	6.5	6.5	6.5	6.5
Lead/Lag						Lag	Lag	Lag	Lead	
Lead-Lag Optimize?						Yes	Yes	Yes	Yes	
Recall Mode	None	None	None	None	None	C-Max	C-Max	C-Max	None	C-Max
Act Effct Green (s)		12.1		12.1	12.1	75.9	75.9	75.9	94.9	94.9
Actuated g/C Ratio		0.10		0.10	0.10	0.63	0.63	0.63	0.79	0.79
v/c Ratio		0.06		0.53	0.73	0.12	1.01	0.06	0.75	0.70
Control Delay		0.5		63.5	36.4	12.3	43.9	0.9	48.1	8.4
Queue Delay		0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay		0.5		63.5	36.4	12.3	43.9	0.9	48.1	8.4
LOS		A		E	D	B	D	A	D	A
Approach Delay		0.5		43.8			42.4			12.0
Approach LOS		A		D			D			B

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green	
Natural Cycle: 130	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.01	
Intersection Signal Delay: 28.7	Intersection LOS: C
Intersection Capacity Utilization 87.1%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 6: Federal Boulevard & 56th Avenue



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	10	0	3	68	0	182	15	1956	58	170	1691	17
Future Volume (veh/h)	10	0	3	68	0	182	15	1956	58	170	1691	17
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
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	1781	1870	1870	1781	1781
Adj Flow Rate, veh/h	11	0	3	74	0	198	16	2126	63	185	1838	18
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	8	2	2	8	8
Cap, veh/h	152	6	29	269	0	223	175	2114	990	189	2580	25
Arrive On Green	0.14	0.00	0.14	0.14	0.00	0.14	0.62	0.62	0.62	0.07	0.75	0.75
Sat Flow, veh/h	699	46	203	1485	0	1585	248	3385	1585	1781	3434	34
Grp Volume(v), veh/h	14	0	0	74	0	198	16	2126	63	185	904	952
Grp Sat Flow(s),veh/h/ln	948	0	0	1485	0	1585	248	1692	1585	1781	1692	1775
Q Serve(g_s), s	0.4	0.0	0.0	0.0	0.0	14.7	4.4	74.9	1.9	8.4	34.3	34.5
Cycle Q Clear(g_c), s	5.3	0.0	0.0	4.9	0.0	14.7	23.7	74.9	1.9	8.4	34.3	34.5
Prop In Lane	0.79		0.21	1.00		1.00	1.00		1.00	1.00		0.02
Lane Grp Cap(c), veh/h	187	0	0	269	0	223	175	2114	990	189	1271	1334
V/C Ratio(X)	0.07	0.00	0.00	0.28	0.00	0.89	0.09	1.01	0.06	0.98	0.71	0.71
Avail Cap(c_a), veh/h	199	0	0	282	0	238	175	2114	990	189	1271	1334
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	46.0	0.0	0.0	46.4	0.0	50.6	18.4	22.5	8.8	43.0	8.0	8.0
Incr Delay (d2), s/veh	0.2	0.0	0.0	0.5	0.0	29.9	1.0	21.0	0.1	58.9	3.4	3.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.0	0.0	2.0	0.0	7.7	0.3	33.3	0.7	8.6	11.7	12.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	46.2	0.0	0.0	47.0	0.0	80.5	19.5	43.5	8.9	101.9	11.4	11.3
LnGrp LOS	D	A	A	D	A	F	B	F	A	F	B	B
Approach Vol, veh/h		14			272			2205			2041	
Approach Delay, s/veh		46.2			71.4			42.4			19.5	
Approach LOS		D			E			D			B	

Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	15.2	81.4		23.4		96.6		23.4				
Change Period (Y+Rc), s	6.5	6.5		6.5		6.5		6.5				
Max Green Setting (Gmax), s	8.7	73.8		18.0		89.0		18.0				
Max Q Clear Time (g_c+I1), s	10.4	76.9		7.3		36.5		16.7				
Green Ext Time (p_c), s	0.0	0.0		0.0		25.9		0.1				

Intersection Summary			
HCM 6th Ctrl Delay		33.8	
HCM 6th LOS		C	

Intersection	
Intersection Delay, s/veh	8.7
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	3	72	7	31	175	12	15	0	16	9	0	1
Future Vol, veh/h	3	72	7	31	175	12	15	0	16	9	0	1
Peak Hour Factor	0.75	0.82	0.58	0.65	0.80	0.75	0.62	0.92	0.80	0.56	0.92	0.25
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	4	88	12	48	219	16	24	0	20	16	0	4
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	8	9.2	7.9	8.1
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	48%	4%	14%	90%
Vol Thru, %	0%	88%	80%	0%
Vol Right, %	52%	9%	6%	10%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	31	82	218	10
LT Vol	15	3	31	9
Through Vol	0	72	175	0
RT Vol	16	7	12	1
Lane Flow Rate	44	104	282	20
Geometry Grp	1	1	1	1
Degree of Util (X)	0.056	0.125	0.323	0.028
Departure Headway (Hd)	4.592	4.326	4.12	4.958
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	783	832	861	725
Service Time	2.6	2.335	2.202	2.965
HCM Lane V/C Ratio	0.056	0.125	0.328	0.028
HCM Control Delay	7.9	8	9.2	8.1
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.2	0.4	1.4	0.1

Intersection	
Intersection Delay, s/veh	8.6
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	122	14	19	176	3	9	0	21	9	0	5
Future Vol, veh/h	1	122	14	19	176	3	9	0	21	9	0	5
Peak Hour Factor	0.25	0.78	0.88	0.79	0.85	0.75	0.56	0.92	0.66	0.45	0.92	0.62
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	4	156	16	24	207	4	16	0	32	20	0	8
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	8.5	9	7.8	8
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	30%	1%	10%	64%
Vol Thru, %	0%	89%	89%	0%
Vol Right, %	70%	10%	2%	36%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	30	137	198	14
LT Vol	9	1	19	9
Through Vol	0	122	176	0
RT Vol	21	14	3	5
Lane Flow Rate	48	176	235	28
Geometry Grp	1	1	1	1
Degree of Util (X)	0.06	0.21	0.282	0.038
Departure Headway (Hd)	4.513	4.296	4.319	4.812
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	794	838	837	745
Service Time	2.537	2.312	2.319	2.837
HCM Lane V/C Ratio	0.06	0.21	0.281	0.038
HCM Control Delay	7.8	8.5	9	8
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.2	0.8	1.2	0.1

Intersection	
Intersection Delay, s/veh	8.8
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	3	74	7	32	180	12	15	0	16	9	0	1
Future Vol, veh/h	3	74	7	32	180	12	15	0	16	9	0	1
Peak Hour Factor	0.75	0.82	0.58	0.65	0.80	0.75	0.62	0.92	0.80	0.56	0.92	0.25
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	4	90	12	49	225	16	24	0	20	16	0	4
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	8	9.3	7.9	8.1
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	48%	4%	14%	90%
Vol Thru, %	0%	88%	80%	0%
Vol Right, %	52%	8%	5%	10%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	31	84	224	10
LT Vol	15	3	32	9
Through Vol	0	74	180	0
RT Vol	16	7	12	1
Lane Flow Rate	44	106	290	20
Geometry Grp	1	1	1	1
Degree of Util (X)	0.057	0.128	0.332	0.028
Departure Headway (Hd)	4.616	4.337	4.123	4.98
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	780	830	859	722
Service Time	2.622	2.346	2.207	2.989
HCM Lane V/C Ratio	0.056	0.128	0.338	0.028
HCM Control Delay	7.9	8	9.3	8.1
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.2	0.4	1.5	0.1

Intersection	
Intersection Delay, s/veh	8.7
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	126	14	20	181	3	9	0	22	9	0	5
Future Vol, veh/h	1	126	14	20	181	3	9	0	22	9	0	5
Peak Hour Factor	0.25	0.78	0.88	0.79	0.85	0.75	0.56	0.92	0.66	0.45	0.92	0.62
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	4	162	16	25	213	4	16	0	33	20	0	8
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	8.5	9.1	7.9	8.1
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	29%	1%	10%	64%
Vol Thru, %	0%	89%	89%	0%
Vol Right, %	71%	10%	1%	36%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	31	141	204	14
LT Vol	9	1	20	9
Through Vol	0	126	181	0
RT Vol	22	14	3	5
Lane Flow Rate	49	181	242	28
Geometry Grp	1	1	1	1
Degree of Util (X)	0.062	0.217	0.291	0.038
Departure Headway (Hd)	4.532	4.309	4.33	4.842
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	790	835	836	740
Service Time	2.558	2.326	2.33	2.869
HCM Lane V/C Ratio	0.062	0.217	0.289	0.038
HCM Control Delay	7.9	8.5	9.1	8.1
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.2	0.8	1.2	0.1

Intersection	
Intersection Delay, s/veh	9.2
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	14	96	7	32	185	23	15	4	16	12	1	4
Future Vol, veh/h	14	96	7	32	185	23	15	4	16	12	1	4
Peak Hour Factor	0.75	0.82	0.58	0.65	0.80	0.75	0.62	0.92	0.80	0.56	0.92	0.25
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	19	117	12	49	231	31	24	4	20	21	1	16
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	8.5	9.8	8.2	8.3
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	43%	12%	13%	71%
Vol Thru, %	11%	82%	77%	6%
Vol Right, %	46%	6%	10%	24%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	35	117	240	17
LT Vol	15	14	32	12
Through Vol	4	96	185	1
RT Vol	16	7	23	4
Lane Flow Rate	49	148	311	39
Geometry Grp	1	1	1	1
Degree of Util (X)	0.065	0.183	0.37	0.054
Departure Headway (Hd)	4.81	4.458	4.277	5.012
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	744	806	843	714
Service Time	2.842	2.481	2.296	3.045
HCM Lane V/C Ratio	0.066	0.184	0.369	0.055
HCM Control Delay	8.2	8.5	9.8	8.3
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.2	0.7	1.7	0.2

Intersection	
Intersection Delay, s/veh	9.2
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	4	132	14	20	202	6	9	1	22	20	4	16
Future Vol, veh/h	4	132	14	20	202	6	9	1	22	20	4	16
Peak Hour Factor	0.25	0.78	0.88	0.79	0.85	0.75	0.56	0.92	0.66	0.45	0.92	0.62
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	16	169	16	25	238	8	16	1	33	44	4	26
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	9	9.7	8.1	8.5
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	28%	3%	9%	50%
Vol Thru, %	3%	88%	89%	10%
Vol Right, %	69%	9%	3%	40%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	32	150	228	40
LT Vol	9	4	20	20
Through Vol	1	132	202	4
RT Vol	22	14	6	16
Lane Flow Rate	50	201	271	75
Geometry Grp	1	1	1	1
Degree of Util (X)	0.066	0.25	0.336	0.102
Departure Headway (Hd)	4.739	4.483	4.46	4.918
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	753	801	805	727
Service Time	2.784	2.514	2.489	2.961
HCM Lane V/C Ratio	0.066	0.251	0.337	0.103
HCM Control Delay	8.1	9	9.7	8.5
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.2	1	1.5	0.3

Intersection	
Intersection Delay, s/veh	9
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	3	79	8	34	191	13	16	0	17	10	0	1
Future Vol, veh/h	3	79	8	34	191	13	16	0	17	10	0	1
Peak Hour Factor	0.75	0.82	0.58	0.65	0.80	0.75	0.62	0.92	0.80	0.56	0.92	0.25
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	4	96	14	52	239	17	26	0	21	18	0	4
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	8.1	9.5	8	8.2
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	48%	3%	14%	91%
Vol Thru, %	0%	88%	80%	0%
Vol Right, %	52%	9%	5%	9%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	33	90	238	11
LT Vol	16	3	34	10
Through Vol	0	79	191	0
RT Vol	17	8	13	1
Lane Flow Rate	47	114	308	22
Geometry Grp	1	1	1	1
Degree of Util (X)	0.061	0.138	0.354	0.031
Departure Headway (Hd)	4.676	4.365	4.136	5.05
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	769	824	854	712
Service Time	2.685	2.376	2.23	3.06
HCM Lane V/C Ratio	0.061	0.138	0.361	0.031
HCM Control Delay	8	8.1	9.5	8.2
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.2	0.5	1.6	0.1

Intersection	
Intersection Delay, s/veh	8.9
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	133	15	21	192	3	10	0	23	10	0	5
Future Vol, veh/h	1	133	15	21	192	3	10	0	23	10	0	5
Peak Hour Factor	0.25	0.78	0.88	0.79	0.85	0.75	0.56	0.92	0.66	0.45	0.92	0.62
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	4	171	17	27	226	4	18	0	35	22	0	8
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	8.7	9.3	8	8.2
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	30%	1%	10%	67%
Vol Thru, %	0%	89%	89%	0%
Vol Right, %	70%	10%	1%	33%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	33	149	216	15
LT Vol	10	1	21	10
Through Vol	0	133	192	0
RT Vol	23	15	3	5
Lane Flow Rate	53	192	256	30
Geometry Grp	1	1	1	1
Degree of Util (X)	0.067	0.231	0.309	0.041
Departure Headway (Hd)	4.602	4.341	4.342	4.923
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	778	829	831	727
Service Time	2.629	2.357	2.359	2.952
HCM Lane V/C Ratio	0.068	0.232	0.308	0.041
HCM Control Delay	8	8.7	9.3	8.2
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.2	0.9	1.3	0.1

Intersection	
Intersection Delay, s/veh	9.7
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	22	116	8	34	200	32	16	7	17	14	2	5
Future Vol, veh/h	22	116	8	34	200	32	16	7	17	14	2	5
Peak Hour Factor	0.75	0.82	0.58	0.65	0.80	0.75	0.62	0.92	0.80	0.56	0.92	0.25
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	29	141	14	52	250	43	26	8	21	25	2	20
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	9	10.5	8.5	8.6
HCM LOS	A	B	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	40%	15%	13%	67%
Vol Thru, %	18%	79%	75%	10%
Vol Right, %	42%	5%	12%	24%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	40	146	266	21
LT Vol	16	22	34	14
Through Vol	7	116	200	2
RT Vol	17	8	32	5
Lane Flow Rate	55	185	345	47
Geometry Grp	1	1	1	1
Degree of Util (X)	0.076	0.234	0.417	0.068
Departure Headway (Hd)	5	4.554	4.349	5.176
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	714	788	828	690
Service Time	3.048	2.586	2.377	3.225
HCM Lane V/C Ratio	0.077	0.235	0.417	0.068
HCM Control Delay	8.5	9	10.5	8.6
HCM Lane LOS	A	A	B	A
HCM 95th-tile Q	0.2	0.9	2.1	0.2

Intersection	
Intersection Delay, s/veh	9.9
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	6	143	15	21	228	8	10	2	23	28	7	23
Future Vol, veh/h	6	143	15	21	228	8	10	2	23	28	7	23
Peak Hour Factor	0.25	0.78	0.88	0.79	0.85	0.75	0.56	0.92	0.66	0.45	0.92	0.62
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	24	183	17	27	268	11	18	2	35	62	8	37
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	9.6	10.6	8.4	9
HCM LOS	A	B	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	29%	4%	8%	48%
Vol Thru, %	6%	87%	89%	12%
Vol Right, %	66%	9%	3%	40%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	35	164	257	58
LT Vol	10	6	21	28
Through Vol	2	143	228	7
RT Vol	23	15	8	23
Lane Flow Rate	55	224	305	107
Geometry Grp	1	1	1	1
Degree of Util (X)	0.076	0.289	0.39	0.151
Departure Headway (Hd)	4.963	4.641	4.595	5.076
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	716	772	779	703
Service Time	3.033	2.691	2.641	3.138
HCM Lane V/C Ratio	0.077	0.29	0.392	0.152
HCM Control Delay	8.4	9.6	10.6	9
HCM Lane LOS	A	A	B	A
HCM 95th-tile Q	0.2	1.2	1.9	0.5

Intersection	
Intersection Delay, s/veh	10.1
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	4	100	10	43	243	17	21	0	22	12	0	1
Future Vol, veh/h	4	100	10	43	243	17	21	0	22	12	0	1
Peak Hour Factor	0.75	0.82	0.58	0.65	0.80	0.75	0.62	0.92	0.80	0.56	0.92	0.25
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	5	122	17	66	304	23	34	0	28	21	0	4
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	8.5	11.1	8.4	8.6
HCM LOS	A	B	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	49%	4%	14%	92%
Vol Thru, %	0%	88%	80%	0%
Vol Right, %	51%	9%	6%	8%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	43	114	303	13
LT Vol	21	4	43	12
Through Vol	0	100	243	0
RT Vol	22	10	17	1
Lane Flow Rate	61	145	393	25
Geometry Grp	1	1	1	1
Degree of Util (X)	0.084	0.181	0.47	0.038
Departure Headway (Hd)	4.947	4.516	4.306	5.35
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	723	795	836	668
Service Time	2.985	2.543	2.327	3.392
HCM Lane V/C Ratio	0.084	0.182	0.47	0.037
HCM Control Delay	8.4	8.5	11.1	8.6
HCM Lane LOS	A	A	B	A
HCM 95th-tile Q	0.3	0.7	2.5	0.1

Intersection	
Intersection Delay, s/veh	9.7
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	169	19	26	244	4	12	0	29	12	0	7
Future Vol, veh/h	1	169	19	26	244	4	12	0	29	12	0	7
Peak Hour Factor	0.50	0.78	0.88	0.85	0.85	0.85	0.56	0.92	0.66	0.45	0.92	0.62
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	2	217	22	31	287	5	21	0	44	27	0	11
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	9.4	10.4	8.4	8.5
HCM LOS	A	B	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	29%	1%	9%	63%
Vol Thru, %	0%	89%	89%	0%
Vol Right, %	71%	10%	1%	37%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	41	189	274	19
LT Vol	12	1	26	12
Through Vol	0	169	244	0
RT Vol	29	19	4	7
Lane Flow Rate	65	240	322	38
Geometry Grp	1	1	1	1
Degree of Util (X)	0.088	0.299	0.399	0.055
Departure Headway (Hd)	4.87	4.478	4.459	5.182
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	733	802	806	689
Service Time	2.919	2.51	2.49	3.234
HCM Lane V/C Ratio	0.089	0.299	0.4	0.055
HCM Control Delay	8.4	9.4	10.4	8.5
HCM Lane LOS	A	A	B	A
HCM 95th-tile Q	0.3	1.3	1.9	0.2

Intersection	
Intersection Delay, s/veh	11.1
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	23	137	10	43	252	36	21	7	22	16	2	5
Future Vol, veh/h	23	137	10	43	252	36	21	7	22	16	2	5
Peak Hour Factor	0.75	0.82	0.58	0.65	0.80	0.75	0.62	0.92	0.80	0.56	0.92	0.25
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	31	167	17	66	315	48	34	8	28	29	2	20
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	9.6	12.5	8.9	9
HCM LOS	A	B	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	42%	14%	13%	70%
Vol Thru, %	14%	81%	76%	9%
Vol Right, %	44%	6%	11%	22%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	50	170	331	23
LT Vol	21	23	43	16
Through Vol	7	137	252	2
RT Vol	22	10	36	5
Lane Flow Rate	69	215	429	51
Geometry Grp	1	1	1	1
Degree of Util (X)	0.101	0.281	0.531	0.077
Departure Headway (Hd)	5.273	4.708	4.457	5.491
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	675	761	807	648
Service Time	3.343	2.757	2.496	3.566
HCM Lane V/C Ratio	0.102	0.283	0.532	0.079
HCM Control Delay	8.9	9.6	12.5	9
HCM Lane LOS	A	A	B	A
HCM 95th-tile Q	0.3	1.2	3.2	0.2

Intersection	
Intersection Delay, s/veh	11.2
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	6	179	19	26	280	9	12	2	29	30	7	25
Future Vol, veh/h	6	179	19	26	280	9	12	2	29	30	7	25
Peak Hour Factor	0.25	0.78	0.88	0.79	0.85	0.75	0.56	0.92	0.66	0.45	0.92	0.62
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	24	229	22	33	329	12	21	2	44	67	8	40
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	10.7	12.4	9	9.6
HCM LOS	B	B	A	A

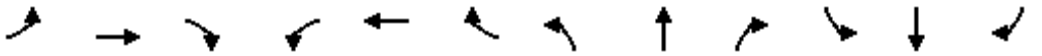
Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	28%	3%	8%	48%
Vol Thru, %	5%	88%	89%	11%
Vol Right, %	67%	9%	3%	40%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	43	204	315	62
LT Vol	12	6	26	30
Through Vol	2	179	280	7
RT Vol	29	19	9	25
Lane Flow Rate	68	275	374	115
Geometry Grp	1	1	1	1
Degree of Util (X)	0.101	0.367	0.492	0.175
Departure Headway (Hd)	5.375	4.802	4.736	5.486
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	670	740	752	658
Service Time	3.38	2.89	2.818	3.486
HCM Lane V/C Ratio	0.101	0.372	0.497	0.175
HCM Control Delay	9	10.7	12.4	9.6
HCM Lane LOS	A	B	B	A
HCM 95th-tile Q	0.3	1.7	2.7	0.6

Lane Group	EBL	EBT	EBR	NBL	NBT	SBL	SBT	SBR	Ø8
Lane Configurations									
Traffic Volume (vph)	79	0	33	16	311	2	839	200	
Future Volume (vph)	79	0	33	16	311	2	839	200	
Turn Type	Perm	NA	Perm	pm+pt	NA	pm+pt	NA	Perm	
Protected Phases		4		5	2	1	6		8
Permitted Phases	4		4	2		6		6	
Detector Phase	4	4	4	5	2	1	6	6	
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	9.5	22.5	9.5	22.5	22.5	22.5
Total Split (s)	22.5	22.5	22.5	9.5	28.0	9.5	28.0	28.0	22.5
Total Split (%)	37.5%	37.5%	37.5%	15.8%	46.7%	15.8%	46.7%	46.7%	38%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)		4.5	4.5	4.5	4.5	4.5	4.5	4.5	
Lead/Lag				Lead	Lag	Lead	Lag	Lag	
Lead-Lag Optimize?				Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	None	None	None	C-Max	None	C-Max	C-Max	None
Act Effct Green (s)		9.1	9.1	43.1	42.7	42.9	42.6	42.6	
Actuated g/C Ratio		0.15	0.15	0.72	0.71	0.72	0.71	0.71	
v/c Ratio		0.41	0.12	0.07	0.26	0.01	0.75	0.20	
Control Delay		27.9	0.7	3.0	4.7	4.5	14.9	2.3	
Queue Delay		0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay		27.9	0.7	3.0	4.7	4.5	14.9	2.3	
LOS		C	A	A	A	A	B	A	
Approach Delay		19.4			4.6		12.3		
Approach LOS		B			A		B		

Intersection Summary	
Cycle Length: 60	
Actuated Cycle Length: 60	
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.75	
Intersection Signal Delay: 11.2	Intersection LOS: B
Intersection Capacity Utilization 56.0%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 8: Pecos Street & 56th Avenue





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	79	0	33	0	0	0	16	311	3	2	839	200
Future Volume (veh/h)	79	0	33	0	0	0	16	311	3	2	839	200
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
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	1781	1781	1781	1781	1870
Adj Flow Rate, veh/h	88	0	40	0	0	0	24	321	8	4	932	0
Peak Hour Factor	0.90	0.92	0.82	0.92	0.92	0.92	0.67	0.97	0.38	0.50	0.90	0.83
Percent Heavy Veh, %	2	2	2	2	2	2	2	8	8	8	8	2
Cap, veh/h	245	0	140	0	165	0	340	1179	29	739	1175	
Arrive On Green	0.09	0.00	0.09	0.00	0.00	0.00	0.03	0.68	0.68	0.01	0.66	0.00
Sat Flow, veh/h	1418	0	1585	0	1870	0	1781	1731	43	1697	1781	1585
Grp Volume(v), veh/h	88	0	40	0	0	0	24	0	329	4	932	0
Grp Sat Flow(s),veh/h/ln	1418	0	1585	0	1870	0	1781	0	1774	1697	1781	1585
Q Serve(g_s), s	3.6	0.0	1.4	0.0	0.0	0.0	0.3	0.0	4.4	0.0	22.4	0.0
Cycle Q Clear(g_c), s	3.6	0.0	1.4	0.0	0.0	0.0	0.3	0.0	4.4	0.0	22.4	0.0
Prop In Lane	1.00		1.00	0.00		0.00	1.00		0.02	1.00		1.00
Lane Grp Cap(c), veh/h	245	0	140	0	165	0	340	0	1209	739	1175	
V/C Ratio(X)	0.36	0.00	0.29	0.00	0.00	0.00	0.07	0.00	0.27	0.01	0.79	
Avail Cap(c_a), veh/h	545	0	476	0	561	0	440	0	1209	871	1175	
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	0.00	0.00	0.00	0.97	0.00	0.97	1.00	1.00	0.00
Uniform Delay (d), s/veh	26.6	0.0	25.6	0.0	0.0	0.0	7.3	0.0	3.7	3.5	7.3	0.0
Incr Delay (d2), s/veh	0.9	0.0	1.1	0.0	0.0	0.0	0.1	0.0	0.5	0.0	5.6	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	0.0	0.5	0.0	0.0	0.0	0.1	0.0	1.2	0.0	7.3	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	27.5	0.0	26.7	0.0	0.0	0.0	7.4	0.0	4.3	3.5	12.9	0.0
LnGrp LOS	C	A	C	A	A	A	A	A	A	A	B	
Approach Vol, veh/h		128			0			353			936	A
Approach Delay, s/veh		27.2			0.0			4.5			12.8	
Approach LOS		C						A			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	4.8	45.4		9.8	6.1	44.1		9.8				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	5.0	23.5		18.0	5.0	23.5		18.0				
Max Q Clear Time (g_c+I1), s	2.0	6.4		5.6	2.3	24.4		0.0				
Green Ext Time (p_c), s	0.0	1.8		0.4	0.0	0.0		0.0				

Intersection Summary			
HCM 6th Ctrl Delay		12.0	
HCM 6th LOS		B	

Notes

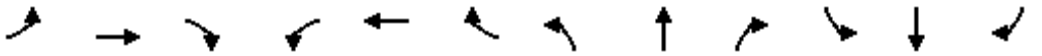
Unsignalized Delay for [SBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBL	EBT	EBR	NBL	NBT	SBT	SBR	Ø1	Ø8
Lane Configurations									
Traffic Volume (vph)	145	1	26	40	815	642	139		
Future Volume (vph)	145	1	26	40	815	642	139		
Turn Type	Perm	NA	Perm	pm+pt	NA	NA	Perm		
Protected Phases		4		5	2	6		1	8
Permitted Phases	4		4	2			6		
Detector Phase	4	4	4	5	2	6	6		
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	9.5	22.5	22.5	22.5	9.5	22.5
Total Split (s)	22.5	22.5	22.5	9.5	28.0	28.0	28.0	9.5	22.5
Total Split (%)	37.5%	37.5%	37.5%	15.8%	46.7%	46.7%	46.7%	16%	38%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0	0.0	0.0	0.0	0.0	0.0		
Total Lost Time (s)		4.5	4.5	4.5	4.5	4.5	4.5		
Lead/Lag				Lead	Lag	Lag	Lag	Lead	
Lead-Lag Optimize?				Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	None	None	None	C-Max	C-Max	C-Max	None	None
Act Effct Green (s)		12.9	12.9	38.1	38.1	31.8	31.8		
Actuated g/C Ratio		0.22	0.22	0.64	0.64	0.53	0.53		
v/c Ratio		0.61	0.11	0.18	0.83	0.77	0.16		
Control Delay		29.5	1.0	5.8	14.7	22.5	3.5		
Queue Delay		0.0	0.0	0.0	0.0	0.0	0.0		
Total Delay		29.5	1.0	5.8	14.7	22.5	3.5		
LOS		C	A	A	B	C	A		
Approach Delay		23.4			14.2	19.3			
Approach LOS		C			B	B			

Intersection Summary	
Cycle Length: 60	
Actuated Cycle Length: 60	
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.83	
Intersection Signal Delay: 17.3	Intersection LOS: B
Intersection Capacity Utilization 58.6%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 8: Pecos Street & 56th Avenue





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	145	1	26	0	0	0	40	815	2	0	642	139
Future Volume (veh/h)	145	1	26	0	0	0	40	815	2	0	642	139
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
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	1781	1781	1870	1781	1870
Adj Flow Rate, veh/h	173	4	48	0	0	0	60	926	4	0	721	0
Peak Hour Factor	0.84	0.25	0.54	0.92	0.92	0.92	0.67	0.88	0.50	0.92	0.89	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	8	8	2	8	2
Cap, veh/h	342	5	254	0	299	0	408	1223	5	453	1002	
Arrive On Green	0.16	0.16	0.16	0.00	0.00	0.00	0.07	0.92	0.92	0.00	0.56	0.00
Sat Flow, veh/h	1393	32	1585	0	1870	0	1781	1772	8	1781	1781	1585
Grp Volume(v), veh/h	177	0	48	0	0	0	60	0	930	0	721	0
Grp Sat Flow(s),veh/h/ln	1425	0	1585	0	1870	0	1781	0	1780	1781	1781	1585
Q Serve(g_s), s	7.1	0.0	1.6	0.0	0.0	0.0	0.7	0.0	8.5	0.0	17.9	0.0
Cycle Q Clear(g_c), s	7.1	0.0	1.6	0.0	0.0	0.0	0.7	0.0	8.5	0.0	17.9	0.0
Prop In Lane	0.98		1.00	0.00		0.00	1.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	347	0	254	0	299	0	408	0	1228	453	1002	
V/C Ratio(X)	0.51	0.00	0.19	0.00	0.00	0.00	0.15	0.00	0.76	0.00	0.72	
Avail Cap(c_a), veh/h	546	0	476	0	561	0	462	0	1228	599	1002	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	0.00	0.65	0.00	0.65	0.00	1.00	0.00
Uniform Delay (d), s/veh	24.2	0.0	21.8	0.0	0.0	0.0	7.3	0.0	1.1	0.0	9.7	0.0
Incr Delay (d2), s/veh	1.2	0.0	0.4	0.0	0.0	0.0	0.1	0.0	2.9	0.0	4.5	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.4	0.0	0.6	0.0	0.0	0.0	0.2	0.0	1.6	0.0	6.6	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	25.3	0.0	22.2	0.0	0.0	0.0	7.4	0.0	4.0	0.0	14.1	0.0
LnGrp LOS	C	A	C	A	A	A	A	A	A	A	B	
Approach Vol, veh/h		225			0			990			721	A
Approach Delay, s/veh		24.7			0.0			4.2			14.1	
Approach LOS		C						A			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	0.0	45.9		14.1	7.7	38.2		14.1				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	5.0	23.5		18.0	5.0	23.5		18.0				
Max Q Clear Time (g_c+I1), s	0.0	10.5		9.1	2.7	19.9		0.0				
Green Ext Time (p_c), s	0.0	6.0		0.7	0.0	1.7		0.0				

Intersection Summary			
HCM 6th Ctrl Delay		10.3	
HCM 6th LOS		B	

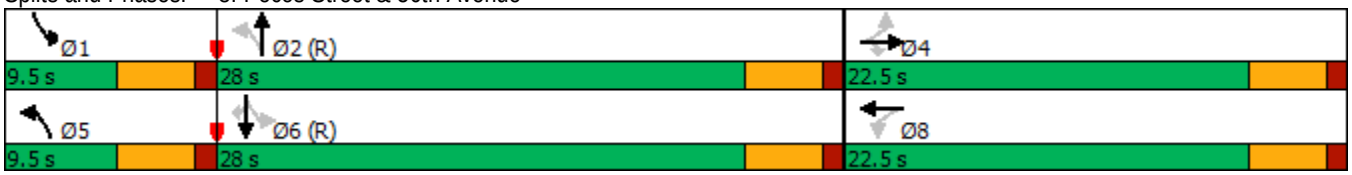
Notes

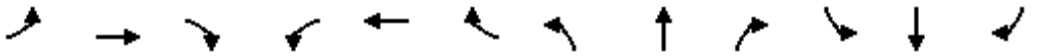
Unsignalized Delay for [SBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBL	EBT	EBR	NBL	NBT	SBL	SBT	SBR	Ø8
Lane Configurations									
Traffic Volume (vph)	81	0	34	16	320	2	864	206	
Future Volume (vph)	81	0	34	16	320	2	864	206	
Turn Type	Perm	NA	Perm	pm+pt	NA	pm+pt	NA	Perm	
Protected Phases		4		5	2	1	6		8
Permitted Phases	4		4	2		6		6	
Detector Phase	4	4	4	5	2	1	6	6	
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	9.5	22.5	9.5	22.5	22.5	22.5
Total Split (s)	22.5	22.5	22.5	9.5	28.0	9.5	28.0	28.0	22.5
Total Split (%)	37.5%	37.5%	37.5%	15.8%	46.7%	15.8%	46.7%	46.7%	38%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)		4.5	4.5	4.5	4.5	4.5	4.5	4.5	
Lead/Lag				Lead	Lag	Lead	Lag	Lag	
Lead-Lag Optimize?				Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	None	None	None	C-Max	None	C-Max	C-Max	None
Act Effct Green (s)		9.2	9.2	43.1	42.7	42.8	42.6	42.6	
Actuated g/C Ratio		0.15	0.15	0.72	0.71	0.71	0.71	0.71	
v/c Ratio		0.42	0.12	0.07	0.27	0.01	0.77	0.21	
Control Delay		28.0	0.8	3.1	4.7	5.0	15.7	2.4	
Queue Delay		0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay		28.0	0.8	3.1	4.7	5.0	15.7	2.4	
LOS		C	A	A	A	A	B	A	
Approach Delay		19.5			4.6		12.9		
Approach LOS		B			A		B		

Intersection Summary	
Cycle Length: 60	
Actuated Cycle Length: 60	
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.77	
Intersection Signal Delay: 11.7	Intersection LOS: B
Intersection Capacity Utilization 57.5%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 8: Pecos Street & 56th Avenue





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	81	0	34	0	0	0	16	320	3	2	864	206
Future Volume (veh/h)	81	0	34	0	0	0	16	320	3	2	864	206
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
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	1781	1781	1870	1781	1870
Adj Flow Rate, veh/h	90	0	41	0	0	0	24	330	8	4	960	0
Peak Hour Factor	0.90	0.92	0.82	0.92	0.92	0.92	0.67	0.97	0.38	0.50	0.90	0.83
Percent Heavy Veh, %	2	2	2	2	2	2	2	8	8	2	8	2
Cap, veh/h	248	0	143	0	169	0	319	1177	29	759	1171	
Arrive On Green	0.09	0.00	0.09	0.00	0.00	0.00	0.03	0.68	0.68	0.01	0.66	0.00
Sat Flow, veh/h	1418	0	1585	0	1870	0	1781	1732	42	1781	1781	1585
Grp Volume(v), veh/h	90	0	41	0	0	0	24	0	338	4	960	0
Grp Sat Flow(s),veh/h/ln	1418	0	1585	0	1870	0	1781	0	1774	1781	1781	1585
Q Serve(g_s), s	3.7	0.0	1.4	0.0	0.0	0.0	0.3	0.0	4.5	0.0	24.0	0.0
Cycle Q Clear(g_c), s	3.7	0.0	1.4	0.0	0.0	0.0	0.3	0.0	4.5	0.0	24.0	0.0
Prop In Lane	1.00		1.00	0.00		0.00	1.00		0.02	1.00		1.00
Lane Grp Cap(c), veh/h	248	0	143	0	169	0	319	0	1205	759	1171	
V/C Ratio(X)	0.36	0.00	0.29	0.00	0.00	0.00	0.08	0.00	0.28	0.01	0.82	
Avail Cap(c_a), veh/h	545	0	476	0	561	0	419	0	1205	898	1171	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	0.00	0.96	0.00	0.96	1.00	1.00	0.00
Uniform Delay (d), s/veh	26.5	0.0	25.5	0.0	0.0	0.0	8.0	0.0	3.8	3.5	7.6	0.0
Incr Delay (d2), s/veh	0.9	0.0	1.1	0.0	0.0	0.0	0.1	0.0	0.6	0.0	6.5	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	0.0	0.6	0.0	0.0	0.0	0.1	0.0	1.2	0.0	8.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	27.4	0.0	26.6	0.0	0.0	0.0	8.1	0.0	4.4	3.5	14.1	0.0
LnGrp LOS	C	A	C	A	A	A	A	A	A	A	B	
Approach Vol, veh/h		131			0			362			964	A
Approach Delay, s/veh		27.2			0.0			4.6			14.1	
Approach LOS		C						A			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	4.8	45.3		9.9	6.1	43.9		9.9				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	5.0	23.5		18.0	5.0	23.5		18.0				
Max Q Clear Time (g_c+I1), s	2.0	6.5		5.7	2.3	26.0		0.0				
Green Ext Time (p_c), s	0.0	1.8		0.4	0.0	0.0		0.0				

Intersection Summary			
HCM 6th Ctrl Delay		12.9	
HCM 6th LOS		B	

Notes

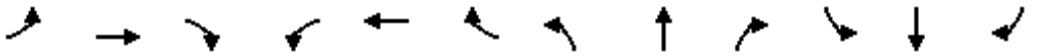
Unsignalized Delay for [SBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBL	EBT	EBR	NBL	NBT	SBT	SBR	Ø1	Ø8
Lane Configurations									
Traffic Volume (vph)	159	1	28	44	891	702	152		
Future Volume (vph)	159	1	28	44	891	702	152		
Turn Type	Perm	NA	Perm	pm+pt	NA	NA	Perm		
Protected Phases		4		5	2	6		1	8
Permitted Phases	4		4	2			6		
Detector Phase	4	4	4	5	2	6	6		
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	9.5	22.5	22.5	22.5	9.5	22.5
Total Split (s)	22.5	22.5	22.5	9.5	28.0	28.0	28.0	9.5	22.5
Total Split (%)	37.5%	37.5%	37.5%	15.8%	46.7%	46.7%	46.7%	16%	38%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0	0.0	0.0	0.0	0.0	0.0		
Total Lost Time (s)		4.5	4.5	4.5	4.5	4.5	4.5		
Lead/Lag				Lead	Lag	Lag	Lag	Lead	
Lead-Lag Optimize?				Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	None	None	None	C-Max	C-Max	C-Max	None	None
Act Effct Green (s)		13.4	13.4	37.6	37.6	31.3	31.3		
Actuated g/C Ratio		0.22	0.22	0.63	0.63	0.52	0.52		
v/c Ratio		0.64	0.12	0.23	0.92	0.86	0.18		
Control Delay		30.2	1.4	6.6	21.8	27.9	2.8		
Queue Delay		0.0	0.0	0.0	0.0	0.0	0.0		
Total Delay		30.2	1.4	6.6	21.8	27.9	2.8		
LOS		C	A	A	C	C	A		
Approach Delay		24.1			20.9	23.7			
Approach LOS		C			C	C			

Intersection Summary	
Cycle Length: 60	
Actuated Cycle Length: 60	
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.92	
Intersection Signal Delay: 22.4	Intersection LOS: C
Intersection Capacity Utilization 63.4%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 8: Pecos Street & 56th Avenue





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	159	1	28	0	0	0	44	891	2	0	702	152
Future Volume (veh/h)	159	1	28	0	0	0	44	891	2	0	702	152
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
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	1781	1781	1870	1781	1870
Adj Flow Rate, veh/h	189	4	52	0	0	0	66	1012	4	0	789	0
Peak Hour Factor	0.84	0.25	0.54	0.92	0.92	0.92	0.67	0.88	0.50	0.92	0.89	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	8	8	2	8	2
Cap, veh/h	359	5	273	0	322	0	348	1202	5	369	975	
Arrive On Green	0.17	0.17	0.17	0.00	0.00	0.00	0.07	0.90	0.90	0.00	0.55	0.00
Sat Flow, veh/h	1395	30	1585	0	1870	0	1781	1773	7	1781	1781	1585
Grp Volume(v), veh/h	193	0	52	0	0	0	66	0	1016	0	789	0
Grp Sat Flow(s),veh/h/ln	1425	0	1585	0	1870	0	1781	0	1780	1781	1781	1585
Q Serve(g_s), s	7.8	0.0	1.7	0.0	0.0	0.0	0.8	0.0	14.0	0.0	21.6	0.0
Cycle Q Clear(g_c), s	7.8	0.0	1.7	0.0	0.0	0.0	0.8	0.0	14.0	0.0	21.6	0.0
Prop In Lane	0.98		1.00	0.00		0.00	1.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	364	0	273	0	322	0	348	0	1207	369	975	
V/C Ratio(X)	0.53	0.00	0.19	0.00	0.00	0.00	0.19	0.00	0.84	0.00	0.81	
Avail Cap(c_a), veh/h	546	0	476	0	561	0	397	0	1207	515	975	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	0.00	0.52	0.00	0.52	0.00	1.00	0.00
Uniform Delay (d), s/veh	23.8	0.0	21.3	0.0	0.0	0.0	9.1	0.0	1.6	0.0	11.0	0.0
Incr Delay (d2), s/veh	1.2	0.0	0.3	0.0	0.0	0.0	0.1	0.0	3.9	0.0	7.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.6	0.0	0.6	0.0	0.0	0.0	0.3	0.0	2.3	0.0	8.6	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	25.0	0.0	21.6	0.0	0.0	0.0	9.2	0.0	5.6	0.0	18.3	0.0
LnGrp LOS	C	A	C	A	A	A	A	A	A	A	B	
Approach Vol, veh/h		245			0			1082			789	A
Approach Delay, s/veh		24.3			0.0			5.8			18.3	
Approach LOS		C						A			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	0.0	45.2		14.8	7.8	37.3		14.8				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	5.0	23.5		18.0	5.0	23.5		18.0				
Max Q Clear Time (g_c+I1), s	0.0	16.0		9.8	2.8	23.6		0.0				
Green Ext Time (p_c), s	0.0	4.5		0.7	0.0	0.0		0.0				

Intersection Summary			
HCM 6th Ctrl Delay		12.6	
HCM 6th LOS		B	

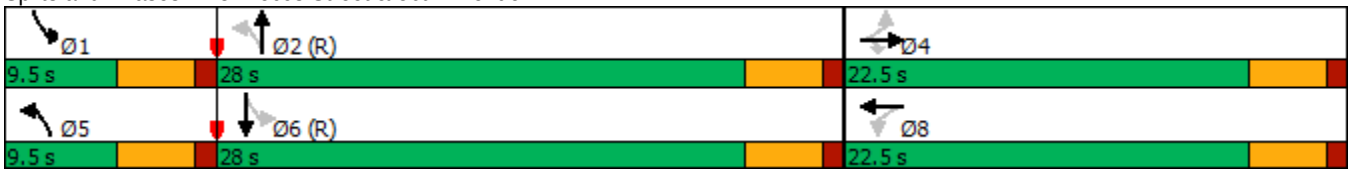
Notes

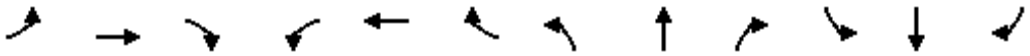
Unsignalized Delay for [SBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBL	EBT	EBR	NBL	NBT	SBL	SBT	Ø8
Lane Configurations								
Traffic Volume (vph)	103	0	37	27	370	2	876	
Future Volume (vph)	103	0	37	27	370	2	876	
Turn Type	Perm	NA	Perm	pm+pt	NA	pm+pt	NA	
Protected Phases		4		5	2	1	6	8
Permitted Phases	4		4	2		6		
Detector Phase	4	4	4	5	2	1	6	
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	9.5	22.5	9.5	22.5	22.5
Total Split (s)	22.5	22.5	22.5	9.5	28.0	9.5	28.0	22.5
Total Split (%)	37.5%	37.5%	37.5%	15.8%	46.7%	15.8%	46.7%	38%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)		4.5	4.5	4.5	4.5	4.5	4.5	
Lead/Lag				Lead	Lag	Lead	Lag	
Lead-Lag Optimize?				Yes	Yes	Yes	Yes	
Recall Mode	None	None	None	None	C-Max	None	C-Max	None
Act Effct Green (s)		10.1	10.1	42.2	41.8	40.8	39.4	
Actuated g/C Ratio		0.17	0.17	0.70	0.70	0.68	0.66	
v/c Ratio		0.48	0.13	0.11	0.32	0.01	0.56	
Control Delay		28.4	0.9	3.6	5.6	6.5	9.9	
Queue Delay		0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay		28.4	0.9	3.6	5.6	6.5	9.9	
LOS		C	A	A	A	A	A	
Approach Delay		20.6			5.4		9.9	
Approach LOS		C			A		A	

Intersection Summary	
Cycle Length: 60	
Actuated Cycle Length: 60	
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.56	
Intersection Signal Delay: 9.8	Intersection LOS: A
Intersection Capacity Utilization 44.2%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 8: Pecos Street & 56th Avenue





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	103	0	37	0	0	0	27	370	3	2	876	211
Future Volume (veh/h)	103	0	37	0	0	0	27	370	3	2	876	211
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
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	1781	1781	1870	1781	1781
Adj Flow Rate, veh/h	114	0	45	0	0	0	40	381	8	4	973	254
Peak Hour Factor	0.90	0.92	0.82	0.92	0.92	0.92	0.67	0.97	0.38	0.50	0.90	0.83
Percent Heavy Veh, %	2	2	2	2	2	2	2	8	8	2	8	8
Cap, veh/h	277	0	176	0	207	0	476	1145	24	690	1657	431
Arrive On Green	0.11	0.00	0.11	0.00	0.00	0.00	0.04	0.66	0.66	0.01	1.00	1.00
Sat Flow, veh/h	1418	0	1585	0	1870	0	1781	1738	37	1781	2658	692
Grp Volume(v), veh/h	114	0	45	0	0	0	40	0	389	4	619	608
Grp Sat Flow(s),veh/h/ln	1418	0	1585	0	1870	0	1781	0	1775	1781	1692	1657
Q Serve(g_s), s	4.7	0.0	1.6	0.0	0.0	0.0	0.5	0.0	5.7	0.0	0.0	0.0
Cycle Q Clear(g_c), s	4.7	0.0	1.6	0.0	0.0	0.0	0.5	0.0	5.7	0.0	0.0	0.0
Prop In Lane	1.00		1.00	0.00		0.00	1.00		0.02	1.00		0.42
Lane Grp Cap(c), veh/h	277	0	176	0	207	0	476	0	1169	690	1055	1033
V/C Ratio(X)	0.41	0.00	0.26	0.00	0.00	0.00	0.08	0.00	0.33	0.01	0.59	0.59
Avail Cap(c_a), veh/h	545	0	476	0	561	0	552	0	1169	828	1055	1033
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	0.00	0.94	0.00	0.94	1.00	1.00	1.00
Uniform Delay (d), s/veh	25.8	0.0	24.4	0.0	0.0	0.0	3.5	0.0	4.5	4.2	0.0	0.0
Incr Delay (d2), s/veh	1.0	0.0	0.8	0.0	0.0	0.0	0.1	0.0	0.7	0.0	2.4	2.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	0.0	0.6	0.0	0.0	0.0	0.1	0.0	1.6	0.0	0.7	0.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	26.8	0.0	25.2	0.0	0.0	0.0	3.5	0.0	5.2	4.2	2.4	2.5
LnGrp LOS	C	A	C	A	A	A	A	A	A	A	A	A
Approach Vol, veh/h		159			0			429			1231	
Approach Delay, s/veh		26.3			0.0			5.0			2.4	
Approach LOS		C						A			A	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	4.8	44.0		11.2	6.9	41.9		11.2				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	5.0	23.5		18.0	5.0	23.5		18.0				
Max Q Clear Time (g_c+I1), s	2.0	7.7		6.7	2.5	2.0		0.0				
Green Ext Time (p_c), s	0.0	2.1		0.5	0.0	9.2		0.0				

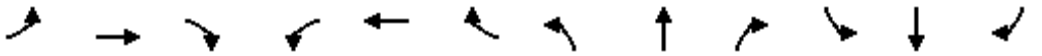
Intersection Summary		
HCM 6th Ctrl Delay		5.1
HCM 6th LOS		A

Lane Group	EBL	EBT	EBR	NBL	NBT	SBT	Ø1	Ø8
Lane Configurations								
Traffic Volume (vph)	155	1	38	44	853	710		
Future Volume (vph)	155	1	38	44	853	710		
Turn Type	Perm	NA	Perm	pm+pt	NA	NA		
Protected Phases		4		5	2	6	1	8
Permitted Phases	4		4	2				
Detector Phase	4	4	4	5	2	6		
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5
Total Split (s)	22.5	22.5	22.5	9.5	28.0	28.0	9.5	22.5
Total Split (%)	37.5%	37.5%	37.5%	15.8%	46.7%	46.7%	16%	38%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0	0.0	0.0	0.0	0.0		
Total Lost Time (s)		4.5	4.5	4.5	4.5	4.5		
Lead/Lag				Lead	Lag	Lag	Lead	
Lead-Lag Optimize?				Yes	Yes	Yes	Yes	
Recall Mode	None	None	None	None	C-Max	C-Max	None	None
Act Effct Green (s)		13.2	13.2	37.8	37.8	31.5		
Actuated g/C Ratio		0.22	0.22	0.63	0.63	0.52		
v/c Ratio		0.63	0.16	0.18	0.88	0.55		
Control Delay		30.2	2.6	6.0	18.0	12.7		
Queue Delay		0.0	0.0	0.0	0.0	0.0		
Total Delay		30.2	2.6	6.0	18.0	12.7		
LOS		C	A	A	B	B		
Approach Delay		22.7			17.3	12.7		
Approach LOS		C			B	B		

Intersection Summary	
Cycle Length: 60	
Actuated Cycle Length: 60	
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.88	
Intersection Signal Delay: 15.9	Intersection LOS: B
Intersection Capacity Utilization 61.2%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 8: Pecos Street & 56th Avenue





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	155	1	38	0	0	0	44	853	2	0	710	164
Future Volume (veh/h)	155	1	38	0	0	0	44	853	2	0	710	164
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
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	1781	1781	1870	1781	1781
Adj Flow Rate, veh/h	185	4	70	0	0	0	66	969	4	0	798	171
Peak Hour Factor	0.84	0.25	0.54	0.92	0.92	0.92	0.67	0.88	0.50	0.92	0.89	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	8	8	2	8	8
Cap, veh/h	357	5	271	0	319	0	537	1204	5	404	1521	326
Arrive On Green	0.17	0.17	0.17	0.00	0.00	0.00	0.07	0.90	0.90	0.00	1.00	1.00
Sat Flow, veh/h	1395	30	1585	0	1870	0	1781	1773	7	1781	2773	594
Grp Volume(v), veh/h	189	0	70	0	0	0	66	0	973	0	487	482
Grp Sat Flow(s),veh/h/ln	1425	0	1585	0	1870	0	1781	0	1780	1781	1692	1674
Q Serve(g_s), s	7.6	0.0	2.3	0.0	0.0	0.0	0.8	0.0	11.6	0.0	0.0	0.0
Cycle Q Clear(g_c), s	7.6	0.0	2.3	0.0	0.0	0.0	0.8	0.0	11.6	0.0	0.0	0.0
Prop In Lane	0.98		1.00	0.00		0.00	1.00		0.00	1.00		0.35
Lane Grp Cap(c), veh/h	362	0	271	0	319	0	537	0	1209	404	929	919
V/C Ratio(X)	0.52	0.00	0.26	0.00	0.00	0.00	0.12	0.00	0.80	0.00	0.52	0.52
Avail Cap(c_a), veh/h	546	0	476	0	561	0	587	0	1209	549	929	919
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	0.00	0.59	0.00	0.59	0.00	1.00	1.00
Uniform Delay (d), s/veh	23.8	0.0	21.6	0.0	0.0	0.0	4.0	0.0	1.5	0.0	0.0	0.0
Incr Delay (d2), s/veh	1.2	0.0	0.5	0.0	0.0	0.0	0.1	0.0	3.5	0.0	2.1	2.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.5	0.0	0.8	0.0	0.0	0.0	0.2	0.0	2.0	0.0	0.5	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	25.0	0.0	22.1	0.0	0.0	0.0	4.1	0.0	5.0	0.0	2.1	2.1
LnGrp LOS	C	A	C	A	A	A	A	A	A	A	A	A
Approach Vol, veh/h		259			0			1039			969	
Approach Delay, s/veh		24.2			0.0			4.9			2.1	
Approach LOS		C						A			A	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	0.0	45.3		14.7	7.8	37.4		14.7				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	5.0	23.5		18.0	5.0	23.5		18.0				
Max Q Clear Time (g_c+I1), s	0.0	13.6		9.6	2.8	2.0		0.0				
Green Ext Time (p_c), s	0.0	5.2		0.8	0.0	6.8		0.0				

Intersection Summary	
HCM 6th Ctrl Delay	5.9
HCM 6th LOS	A

Lane Group	EBL	EBT	EBR	NBL	NBT	SBL	SBT	SBR	Ø8
Lane Configurations									
Traffic Volume (vph)	86	0	36	17	340	2	917	219	
Future Volume (vph)	86	0	36	17	340	2	917	219	
Turn Type	Perm	NA	Perm	pm+pt	NA	pm+pt	NA	Perm	
Protected Phases		4		5	2	1	6		8
Permitted Phases	4		4	2		6		6	
Detector Phase	4	4	4	5	2	1	6	6	
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	9.5	22.5	9.5	22.5	22.5	22.5
Total Split (s)	22.5	22.5	22.5	9.5	28.0	9.5	28.0	28.0	22.5
Total Split (%)	37.5%	37.5%	37.5%	15.8%	46.7%	15.8%	46.7%	46.7%	38%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)		4.5	4.5	4.5	4.5	4.5	4.5	4.5	
Lead/Lag				Lead	Lag	Lead	Lag	Lag	
Lead-Lag Optimize?				Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	None	None	None	C-Max	None	C-Max	C-Max	None
Act Effct Green (s)		9.4	9.4	42.8	42.4	42.6	42.3	42.3	
Actuated g/C Ratio		0.16	0.16	0.71	0.71	0.71	0.70	0.70	
v/c Ratio		0.44	0.13	0.08	0.29	0.01	0.82	0.22	
Control Delay		28.2	0.9	3.3	5.0	5.0	18.0	2.6	
Queue Delay		0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay		28.2	0.9	3.3	5.0	5.0	18.0	2.6	
LOS		C	A	A	A	A	B	A	
Approach Delay		19.6			4.9		14.8		
Approach LOS		B			A		B		

Intersection Summary	
Cycle Length: 60	
Actuated Cycle Length: 60	
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.82	
Intersection Signal Delay: 13.1	Intersection LOS: B
Intersection Capacity Utilization 60.5%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 8: Pecos Street & 56th Avenue



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	86	0	36	0	0	0	17	340	3	2	917	219
Future Volume (veh/h)	86	0	36	0	0	0	17	340	3	2	917	219
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
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	1781	1781	1870	1781	1870
Adj Flow Rate, veh/h	96	0	44	0	0	0	25	351	8	4	1019	0
Peak Hour Factor	0.90	0.92	0.82	0.92	0.92	0.92	0.67	0.97	0.38	0.50	0.90	0.83
Percent Heavy Veh, %	2	2	2	2	2	2	2	8	8	2	8	2
Cap, veh/h	256	0	152	0	179	0	272	1169	27	734	1159	
Arrive On Green	0.10	0.00	0.10	0.00	0.00	0.00	0.03	0.67	0.67	0.01	0.65	0.00
Sat Flow, veh/h	1418	0	1585	0	1870	0	1781	1735	40	1781	1781	1585
Grp Volume(v), veh/h	96	0	44	0	0	0	25	0	359	4	1019	0
Grp Sat Flow(s),veh/h/ln	1418	0	1585	0	1870	0	1781	0	1774	1781	1781	1585
Q Serve(g_s), s	3.9	0.0	1.5	0.0	0.0	0.0	0.3	0.0	5.0	0.0	28.0	0.0
Cycle Q Clear(g_c), s	3.9	0.0	1.5	0.0	0.0	0.0	0.3	0.0	5.0	0.0	28.0	0.0
Prop In Lane	1.00		1.00	0.00		0.00	1.00		0.02	1.00		1.00
Lane Grp Cap(c), veh/h	256	0	152	0	179	0	272	0	1196	734	1159	
V/C Ratio(X)	0.38	0.00	0.29	0.00	0.00	0.00	0.09	0.00	0.30	0.01	0.88	
Avail Cap(c_a), veh/h	545	0	476	0	561	0	370	0	1196	873	1159	
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	0.00	0.00	0.00	0.95	0.00	0.95	1.00	1.00	0.00
Uniform Delay (d), s/veh	26.3	0.0	25.2	0.0	0.0	0.0	10.0	0.0	4.0	3.7	8.5	0.0
Incr Delay (d2), s/veh	0.9	0.0	1.0	0.0	0.0	0.0	0.1	0.0	0.6	0.0	9.6	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	0.0	0.6	0.0	0.0	0.0	0.1	0.0	1.4	0.0	10.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	27.2	0.0	26.3	0.0	0.0	0.0	10.1	0.0	4.6	3.7	18.1	0.0
LnGrp LOS	C	A	C	A	A	A	B	A	A	A	B	
Approach Vol, veh/h		140			0			384			1023	A
Approach Delay, s/veh		26.9			0.0			5.0			18.1	
Approach LOS		C						A			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	4.8	44.9		10.2	6.2	43.5		10.2				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	5.0	23.5		18.0	5.0	23.5		18.0				
Max Q Clear Time (g_c+I1), s	2.0	7.0		5.9	2.3	30.0		0.0				
Green Ext Time (p_c), s	0.0	2.0		0.4	0.0	0.0		0.0				

Intersection Summary	
HCM 6th Ctrl Delay	15.6
HCM 6th LOS	B

Notes

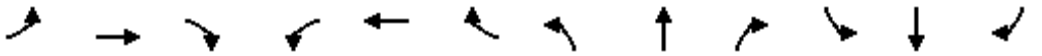
Unsignalized Delay for [SBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBL	EBT	EBR	NBL	NBT	SBT	SBR	Ø1	Ø8
Lane Configurations									
Traffic Volume (vph)	159	1	28	44	891	702	152		
Future Volume (vph)	159	1	28	44	891	702	152		
Turn Type	Perm	NA	Perm	pm+pt	NA	NA	Perm		
Protected Phases		4		5	2	6		1	8
Permitted Phases	4		4	2			6		
Detector Phase	4	4	4	5	2	6	6		
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	9.5	22.5	22.5	22.5	9.5	22.5
Total Split (s)	22.5	22.5	22.5	9.5	28.0	28.0	28.0	9.5	22.5
Total Split (%)	37.5%	37.5%	37.5%	15.8%	46.7%	46.7%	46.7%	16%	38%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0	0.0	0.0	0.0	0.0	0.0		
Total Lost Time (s)		4.5	4.5	4.5	4.5	4.5	4.5		
Lead/Lag				Lead	Lag	Lag	Lag	Lead	
Lead-Lag Optimize?				Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	None	None	None	C-Max	C-Max	C-Max	None	None
Act Effct Green (s)		13.4	13.4	37.6	37.6	31.3	31.3		
Actuated g/C Ratio		0.22	0.22	0.63	0.63	0.52	0.52		
v/c Ratio		0.64	0.12	0.23	0.92	0.86	0.18		
Control Delay		30.2	1.4	6.6	21.8	27.9	2.8		
Queue Delay		0.0	0.0	0.0	0.0	0.0	0.0		
Total Delay		30.2	1.4	6.6	21.8	27.9	2.8		
LOS		C	A	A	C	C	A		
Approach Delay		24.1			20.9	23.7			
Approach LOS		C			C	C			

Intersection Summary	
Cycle Length: 60	
Actuated Cycle Length: 60	
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.92	
Intersection Signal Delay: 22.4	Intersection LOS: C
Intersection Capacity Utilization 63.4%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 8: Pecos Street & 56th Avenue





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	159	1	28	0	0	0	44	891	2	0	702	152
Future Volume (veh/h)	159	1	28	0	0	0	44	891	2	0	702	152
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
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	1781	1781	1870	1781	1870
Adj Flow Rate, veh/h	189	4	52	0	0	0	66	1012	4	0	789	0
Peak Hour Factor	0.84	0.25	0.54	0.92	0.92	0.92	0.67	0.88	0.50	0.92	0.89	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	8	8	2	8	2
Cap, veh/h	359	5	273	0	322	0	348	1202	5	369	975	
Arrive On Green	0.17	0.17	0.17	0.00	0.00	0.00	0.07	0.90	0.90	0.00	0.55	0.00
Sat Flow, veh/h	1395	30	1585	0	1870	0	1781	1773	7	1781	1781	1585
Grp Volume(v), veh/h	193	0	52	0	0	0	66	0	1016	0	789	0
Grp Sat Flow(s),veh/h/ln	1425	0	1585	0	1870	0	1781	0	1780	1781	1781	1585
Q Serve(g_s), s	7.8	0.0	1.7	0.0	0.0	0.0	0.8	0.0	14.0	0.0	21.6	0.0
Cycle Q Clear(g_c), s	7.8	0.0	1.7	0.0	0.0	0.0	0.8	0.0	14.0	0.0	21.6	0.0
Prop In Lane	0.98		1.00	0.00		0.00	1.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	364	0	273	0	322	0	348	0	1207	369	975	
V/C Ratio(X)	0.53	0.00	0.19	0.00	0.00	0.00	0.19	0.00	0.84	0.00	0.81	
Avail Cap(c_a), veh/h	546	0	476	0	561	0	397	0	1207	515	975	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	0.00	0.52	0.00	0.52	0.00	1.00	0.00
Uniform Delay (d), s/veh	23.8	0.0	21.3	0.0	0.0	0.0	9.1	0.0	1.6	0.0	11.0	0.0
Incr Delay (d2), s/veh	1.2	0.0	0.3	0.0	0.0	0.0	0.1	0.0	3.9	0.0	7.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.6	0.0	0.6	0.0	0.0	0.0	0.3	0.0	2.3	0.0	8.6	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	25.0	0.0	21.6	0.0	0.0	0.0	9.2	0.0	5.6	0.0	18.3	0.0
LnGrp LOS	C	A	C	A	A	A	A	A	A	A	B	
Approach Vol, veh/h		245			0			1082			789	A
Approach Delay, s/veh		24.3			0.0			5.8			18.3	
Approach LOS		C						A			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	0.0	45.2		14.8	7.8	37.3		14.8				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	5.0	23.5		18.0	5.0	23.5		18.0				
Max Q Clear Time (g_c+I1), s	0.0	16.0		9.8	2.8	23.6		0.0				
Green Ext Time (p_c), s	0.0	4.5		0.7	0.0	0.0		0.0				

Intersection Summary			
HCM 6th Ctrl Delay		12.6	
HCM 6th LOS		B	

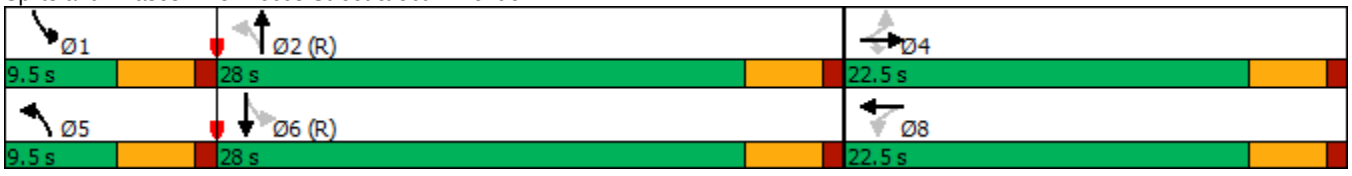
Notes

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

Lane Group	EBL	EBT	EBR	NBL	NBT	SBL	SBT	Ø8
Lane Configurations								
Traffic Volume (vph)	123	0	40	36	425	2	937	
Future Volume (vph)	123	0	40	36	425	2	937	
Turn Type	Perm	NA	Perm	pm+pt	NA	pm+pt	NA	
Protected Phases		4		5	2	1	6	8
Permitted Phases	4		4	2		6		
Detector Phase	4	4	4	5	2	1	6	
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	9.5	22.5	9.5	22.5	22.5
Total Split (s)	22.5	22.5	22.5	9.5	28.0	9.5	28.0	22.5
Total Split (%)	37.5%	37.5%	37.5%	15.8%	46.7%	15.8%	46.7%	38%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)		4.5	4.5	4.5	4.5	4.5	4.5	
Lead/Lag				Lead	Lag	Lead	Lag	
Lead-Lag Optimize?				Yes	Yes	Yes	Yes	
Recall Mode	None	None	None	None	C-Max	None	C-Max	None
Act Effct Green (s)		11.1	11.1	41.5	40.9	38.8	36.3	
Actuated g/C Ratio		0.18	0.18	0.69	0.68	0.65	0.60	
v/c Ratio		0.53	0.13	0.17	0.37	0.01	0.65	
Control Delay		28.7	1.3	4.5	6.4	8.0	14.7	
Queue Delay		0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay		28.7	1.3	4.5	6.4	8.0	14.7	
LOS		C	A	A	A	A	B	
Approach Delay		21.5			6.2		14.7	
Approach LOS		C			A		B	

Intersection Summary	
Cycle Length: 60	
Actuated Cycle Length: 60	
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green	
Natural Cycle: 65	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.65	
Intersection Signal Delay: 13.2	Intersection LOS: B
Intersection Capacity Utilization 47.5%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 8: Pecos Street & 56th Avenue



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	123	0	40	0	0	0	36	425	3	2	937	228
Future Volume (veh/h)	123	0	40	0	0	0	36	425	3	2	937	228
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
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	1781	1781	1870	1781	1781
Adj Flow Rate, veh/h	137	0	49	0	0	0	54	438	8	4	1041	275
Peak Hour Factor	0.90	0.92	0.82	0.92	0.92	0.92	0.67	0.97	0.38	0.50	0.90	0.83
Percent Heavy Veh, %	2	2	2	2	2	2	2	8	8	2	8	8
Cap, veh/h	304	0	206	0	243	0	457	1116	20	680	1579	415
Arrive On Green	0.13	0.00	0.13	0.00	0.00	0.00	0.07	0.85	0.85	0.01	1.00	1.00
Sat Flow, veh/h	1418	0	1585	0	1870	0	1781	1744	32	1781	2652	697
Grp Volume(v), veh/h	137	0	49	0	0	0	54	0	446	4	662	654
Grp Sat Flow(s),veh/h/ln	1418	0	1585	0	1870	0	1781	0	1776	1781	1692	1656
Q Serve(g_s), s	5.6	0.0	1.7	0.0	0.0	0.0	0.7	0.0	3.4	0.1	0.0	0.0
Cycle Q Clear(g_c), s	5.6	0.0	1.7	0.0	0.0	0.0	0.7	0.0	3.4	0.1	0.0	0.0
Prop In Lane	1.00		1.00	0.00		0.00	1.00		0.02	1.00		0.42
Lane Grp Cap(c), veh/h	304	0	206	0	243	0	457	0	1136	680	1008	986
V/C Ratio(X)	0.45	0.00	0.24	0.00	0.00	0.00	0.12	0.00	0.39	0.01	0.66	0.66
Avail Cap(c_a), veh/h	545	0	476	0	561	0	517	0	1136	819	1008	986
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	0.00	0.91	0.00	0.91	1.00	1.00	1.00
Uniform Delay (d), s/veh	25.1	0.0	23.4	0.0	0.0	0.0	3.8	0.0	1.9	4.8	0.0	0.0
Incr Delay (d2), s/veh	1.0	0.0	0.6	0.0	0.0	0.0	0.1	0.0	0.9	0.0	3.3	3.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.9	0.0	0.6	0.0	0.0	0.0	0.2	0.0	0.9	0.0	0.9	1.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	26.2	0.0	24.0	0.0	0.0	0.0	3.9	0.0	2.8	4.8	3.3	3.5
LnGrp LOS	C	A	C	A	A	A	A	A	A	A	A	A
Approach Vol, veh/h		186			0			500			1320	
Approach Delay, s/veh		25.6			0.0			2.9			3.4	
Approach LOS		C						A			A	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	4.8	42.9		12.3	7.5	40.2		12.3				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	5.0	23.5		18.0	5.0	23.5		18.0				
Max Q Clear Time (g_c+I1), s	2.1	5.4		7.6	2.7	2.0		0.0				
Green Ext Time (p_c), s	0.0	2.7		0.6	0.0	10.0		0.0				

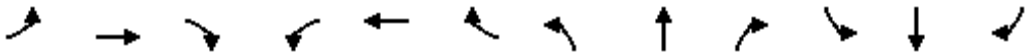
Intersection Summary	
HCM 6th Ctrl Delay	5.4
HCM 6th LOS	A

Lane Group	EBL	EBT	EBR	NBL	NBT	SBT	Ø1	Ø8
Lane Configurations								
Traffic Volume (vph)	169	1	46	49	913	785		
Future Volume (vph)	169	1	46	49	913	785		
Turn Type	Perm	NA	Perm	pm+pt	NA	NA		
Protected Phases		4		5	2	6	1	8
Permitted Phases	4		4	2				
Detector Phase	4	4	4	5	2	6		
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5
Total Split (s)	22.5	22.5	22.5	9.5	28.0	28.0	9.5	22.5
Total Split (%)	37.5%	37.5%	37.5%	15.8%	46.7%	46.7%	16%	38%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		-0.5	-0.5	-0.5	-0.5	-0.5		
Total Lost Time (s)		4.0	4.0	4.0	4.0	4.0		
Lead/Lag				Lead	Lag	Lag	Lead	
Lead-Lag Optimize?				Yes	Yes	Yes	Yes	
Recall Mode	None	None	None	None	C-Max	C-Max	None	None
Act Effct Green (s)		14.2	14.2	37.8	37.8	31.5		
Actuated g/C Ratio		0.24	0.24	0.63	0.63	0.52		
v/c Ratio		0.64	0.19	0.22	0.94	0.62		
Control Delay		29.2	3.7	6.3	24.2	16.3		
Queue Delay		0.0	0.0	0.0	0.0	0.0		
Total Delay		29.2	3.7	6.3	24.2	16.3		
LOS		C	A	A	C	B		
Approach Delay		21.7			23.0	16.3		
Approach LOS		C			C	B		

Intersection Summary	
Cycle Length: 60	
Actuated Cycle Length: 60	
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.94	
Intersection Signal Delay: 19.9	Intersection LOS: B
Intersection Capacity Utilization 64.3%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 8: Pecos Street & 56th Avenue





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	169	1	46	0	0	0	49	913	2	0	785	188
Future Volume (veh/h)	169	1	46	0	0	0	49	913	2	0	785	188
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
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	1781	1781	1870	1781	1781
Adj Flow Rate, veh/h	201	4	85	0	0	0	73	1038	4	0	882	196
Peak Hour Factor	0.84	0.25	0.54	0.92	0.92	0.92	0.67	0.88	0.50	0.92	0.89	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	8	8	2	8	8
Cap, veh/h	385	5	302	0	356	0	523	1199	5	345	1494	332
Arrive On Green	0.19	0.19	0.19	0.00	0.00	0.00	0.09	0.90	0.89	0.00	1.00	1.00
Sat Flow, veh/h	1396	28	1585	0	1870	0	1781	1773	7	1781	2752	611
Grp Volume(v), veh/h	205	0	85	0	0	0	73	0	1042	0	542	536
Grp Sat Flow(s),veh/h/ln	1424	0	1585	0	1870	0	1781	0	1780	1781	1692	1671
Q Serve(g_s), s	8.2	0.0	2.8	0.0	0.0	0.0	0.9	0.0	15.9	0.0	0.0	0.0
Cycle Q Clear(g_c), s	8.2	0.0	2.8	0.0	0.0	0.0	0.9	0.0	15.9	0.0	0.0	0.0
Prop In Lane	0.98		1.00	0.00		0.00	1.00		0.00	1.00		0.37
Lane Grp Cap(c), veh/h	390	0	302	0	356	0	523	0	1204	345	918	907
V/C Ratio(X)	0.53	0.00	0.28	0.00	0.00	0.00	0.14	0.00	0.87	0.00	0.59	0.59
Avail Cap(c_a), veh/h	558	0	489	0	577	0	567	0	1204	506	918	907
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	0.00	0.50	0.00	0.50	0.00	1.00	1.00
Uniform Delay (d), s/veh	23.0	0.0	20.8	0.0	0.0	0.0	3.9	0.0	1.8	0.0	0.0	0.0
Incr Delay (d2), s/veh	1.1	0.0	0.5	0.0	0.0	0.0	0.1	0.0	4.5	0.0	2.8	2.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.7	0.0	1.0	0.0	0.0	0.0	0.2	0.0	2.5	0.0	0.7	0.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	24.1	0.0	21.3	0.0	0.0	0.0	4.0	0.0	6.3	0.0	2.8	2.8
LnGrp LOS	C	A	C	A	A	A	A	A	A	A	A	A
Approach Vol, veh/h		290			0			1115			1078	
Approach Delay, s/veh		23.3			0.0			6.1			2.8	
Approach LOS		C						A			A	

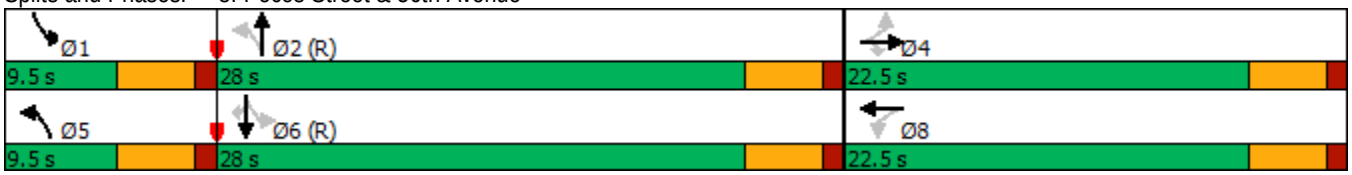
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	0.0	44.6		15.4	8.0	36.6		15.4				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	5.0	23.5		18.0	5.0	23.5		18.0				
Max Q Clear Time (g_c+I1), s	0.0	17.9		10.2	2.9	2.0		0.0				
Green Ext Time (p_c), s	0.0	3.6		0.8	0.0	7.7		0.0				

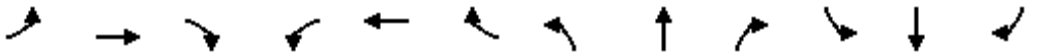
Intersection Summary	
HCM 6th Ctrl Delay	6.7
HCM 6th LOS	A

Lane Group	EBL	EBT	EBR	NBL	NBT	SBL	SBT	SBR	Ø8
Lane Configurations									
Traffic Volume (vph)	110	0	46	22	432	3	1164	278	
Future Volume (vph)	110	0	46	22	432	3	1164	278	
Turn Type	Perm	NA	Perm	pm+pt	NA	pm+pt	NA	Perm	
Protected Phases		4		5	2	1	6		8
Permitted Phases	4		4	2		6		6	
Detector Phase	4	4	4	5	2	1	6	6	
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	9.5	22.5	9.5	22.5	22.5	22.5
Total Split (s)	22.5	22.5	22.5	9.5	28.0	9.5	28.0	28.0	22.5
Total Split (%)	37.5%	37.5%	37.5%	15.8%	46.7%	15.8%	46.7%	46.7%	38%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)		4.5	4.5	4.5	4.5	4.5	4.5	4.5	
Lead/Lag				Lead	Lag	Lead	Lag	Lag	
Lead-Lag Optimize?				Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	None	None	None	C-Max	None	C-Max	C-Max	None
Act Effct Green (s)		10.4	10.4	42.0	41.6	41.7	41.4	41.4	
Actuated g/C Ratio		0.17	0.17	0.70	0.69	0.70	0.69	0.69	
v/c Ratio		0.49	0.14	0.08	0.39	0.00	1.04	0.26	
Control Delay		28.5	1.5	3.5	6.0	6.3	51.8	3.5	
Queue Delay		0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay		28.5	1.5	3.5	6.0	6.3	51.8	3.5	
LOS		C	A	A	A	A	D	A	
Approach Delay		20.6			5.9		42.4		
Approach LOS		C			A		D		

Intersection Summary	
Cycle Length: 60	
Actuated Cycle Length: 60	
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green	
Natural Cycle: 130	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.04	
Intersection Signal Delay: 32.6	Intersection LOS: C
Intersection Capacity Utilization 74.9%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 8: Pecos Street & 56th Avenue





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	110	0	46	0	0	0	22	432	4	3	1164	278
Future Volume (veh/h)	110	0	46	0	0	0	22	432	4	3	1164	278
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
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	1781	1781	1870	1781	1870
Adj Flow Rate, veh/h	120	0	50	0	0	0	24	470	4	3	1265	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	8	8	2	8	2
Cap, veh/h	285	0	185	0	218	0	169	1154	10	680	1124	
Arrive On Green	0.12	0.00	0.12	0.00	0.00	0.00	0.04	0.87	0.87	0.00	0.63	0.00
Sat Flow, veh/h	1418	0	1585	0	1870	0	1781	1764	15	1781	1781	1585
Grp Volume(v), veh/h	120	0	50	0	0	0	24	0	474	3	1265	0
Grp Sat Flow(s),veh/h/ln	1418	0	1585	0	1870	0	1781	0	1779	1781	1781	1585
Q Serve(g_s), s	4.9	0.0	1.7	0.0	0.0	0.0	0.3	0.0	3.2	0.0	37.9	0.0
Cycle Q Clear(g_c), s	4.9	0.0	1.7	0.0	0.0	0.0	0.3	0.0	3.2	0.0	37.9	0.0
Prop In Lane	1.00		1.00	0.00		0.00	1.00		0.01	1.00		1.00
Lane Grp Cap(c), veh/h	285	0	185	0	218	0	169	0	1164	680	1124	
V/C Ratio(X)	0.42	0.00	0.27	0.00	0.00	0.00	0.14	0.00	0.41	0.00	1.13	
Avail Cap(c_a), veh/h	545	0	476	0	561	0	268	0	1164	821	1124	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	0.00	0.93	0.00	0.93	1.00	1.00	0.00
Uniform Delay (d), s/veh	25.6	0.0	24.2	0.0	0.0	0.0	15.3	0.0	1.6	4.0	11.1	0.0
Incr Delay (d2), s/veh	1.0	0.0	0.8	0.0	0.0	0.0	0.4	0.0	1.0	0.0	68.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	0.0	0.6	0.0	0.0	0.0	0.2	0.0	0.9	0.0	31.3	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	26.6	0.0	25.0	0.0	0.0	0.0	15.7	0.0	2.5	4.0	79.4	0.0
LnGrp LOS	C	A	C	A	A	A	B	A	A	A	F	
Approach Vol, veh/h		170			0			498			1268	A
Approach Delay, s/veh		26.1			0.0			3.2			79.2	
Approach LOS		C						A			E	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	4.7	43.8		11.5	6.1	42.4		11.5				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	5.0	23.5		18.0	5.0	23.5		18.0				
Max Q Clear Time (g_c+I1), s	2.0	5.2		6.9	2.3	39.9		0.0				
Green Ext Time (p_c), s	0.0	2.9		0.5	0.0	0.0		0.0				

Intersection Summary			
HCM 6th Ctrl Delay		55.0	
HCM 6th LOS		D	

Notes

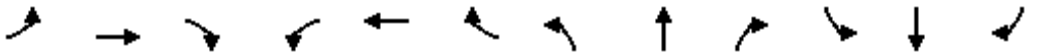
Unsignalized Delay for [SBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBL	EBT	EBR	NBL	NBT	SBT	SBR	Ø1	Ø8
Lane Configurations									
Traffic Volume (vph)	201	1	36	56	1131	891	193		
Future Volume (vph)	201	1	36	56	1131	891	193		
Turn Type	Perm	NA	Perm	pm+pt	NA	NA	Perm		
Protected Phases		4		5	2	6		1	8
Permitted Phases	4		4	2			6		
Detector Phase	4	4	4	5	2	6	6		
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	9.5	22.5	22.5	22.5	9.5	22.5
Total Split (s)	22.5	22.5	22.5	9.5	28.0	28.0	28.0	9.5	22.5
Total Split (%)	37.5%	37.5%	37.5%	15.8%	46.7%	46.7%	46.7%	16%	38%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0	0.0	0.0	0.0	0.0	0.0		
Total Lost Time (s)		4.5	4.5	4.5	4.5	4.5	4.5		
Lead/Lag				Lead	Lag	Lag	Lag	Lead	
Lead-Lag Optimize?				Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	None	None	None	C-Max	C-Max	C-Max	None	None
Act Effct Green (s)		14.2	14.2	36.8	36.8	30.7	30.7		
Actuated g/C Ratio		0.24	0.24	0.61	0.61	0.51	0.51		
v/c Ratio		0.69	0.09	0.22	1.14	1.08	0.23		
Control Delay		31.7	0.4	6.8	84.8	72.8	2.7		
Queue Delay		0.0	0.0	0.0	0.0	0.0	0.0		
Total Delay		31.7	0.4	6.8	84.8	72.8	2.7		
LOS		C	A	A	F	E	A		
Approach Delay		27.0			81.1	60.3			
Approach LOS		C			F	E			

Intersection Summary	
Cycle Length: 60	
Actuated Cycle Length: 60	
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green	
Natural Cycle: 140	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.14	
Intersection Signal Delay: 67.0	Intersection LOS: E
Intersection Capacity Utilization 78.4%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 8: Pecos Street & 56th Avenue





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	201	1	36	0	0	0	56	1131	3	0	891	193
Future Volume (veh/h)	201	1	36	0	0	0	56	1131	3	0	891	193
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
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	1781	1781	1870	1781	1870
Adj Flow Rate, veh/h	218	1	39	0	0	0	61	1229	3	0	968	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	8	8	2	8	2
Cap, veh/h	389	1	302	0	356	0	215	1171	3	123	946	
Arrive On Green	0.19	0.19	0.19	0.00	0.00	0.00	0.07	0.88	0.88	0.00	0.53	0.00
Sat Flow, veh/h	1413	6	1585	0	1870	0	1781	1776	4	1781	1781	1585
Grp Volume(v), veh/h	219	0	39	0	0	0	61	0	1232	0	968	0
Grp Sat Flow(s),veh/h/ln	1419	0	1585	0	1870	0	1781	0	1781	1781	1781	1585
Q Serve(g_s), s	8.9	0.0	1.2	0.0	0.0	0.0	0.8	0.0	39.6	0.0	31.9	0.0
Cycle Q Clear(g_c), s	8.9	0.0	1.2	0.0	0.0	0.0	0.8	0.0	39.6	0.0	31.9	0.0
Prop In Lane	1.00		1.00	0.00		0.00	1.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	390	0	302	0	356	0	215	0	1174	123	946	
V/C Ratio(X)	0.56	0.00	0.13	0.00	0.00	0.00	0.28	0.00	1.05	0.00	1.02	
Avail Cap(c_a), veh/h	545	0	476	0	561	0	268	0	1174	268	946	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	0.00	0.20	0.00	0.20	0.00	1.00	0.00
Uniform Delay (d), s/veh	23.2	0.0	20.2	0.0	0.0	0.0	13.8	0.0	3.7	0.0	14.1	0.0
Incr Delay (d2), s/veh	1.3	0.0	0.2	0.0	0.0	0.0	0.1	0.0	27.4	0.0	35.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.9	0.0	0.4	0.0	0.0	0.0	0.4	0.0	10.5	0.0	19.2	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	24.5	0.0	20.3	0.0	0.0	0.0	14.0	0.0	31.1	0.0	49.2	0.0
LnGrp LOS	C	A	C	A	A	A	B	A	F	A	F	
Approach Vol, veh/h		258			0			1293			968	A
Approach Delay, s/veh		23.9			0.0			30.3			49.2	
Approach LOS		C						C			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	0.0	44.1		15.9	7.7	36.4		15.9				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	5.0	23.5		18.0	5.0	23.5		18.0				
Max Q Clear Time (g_c+I1), s	0.0	41.6		10.9	2.8	33.9		0.0				
Green Ext Time (p_c), s	0.0	0.0		0.7	0.0	0.0		0.0				

Intersection Summary												
HCM 6th Ctrl Delay			36.9									
HCM 6th LOS			D									

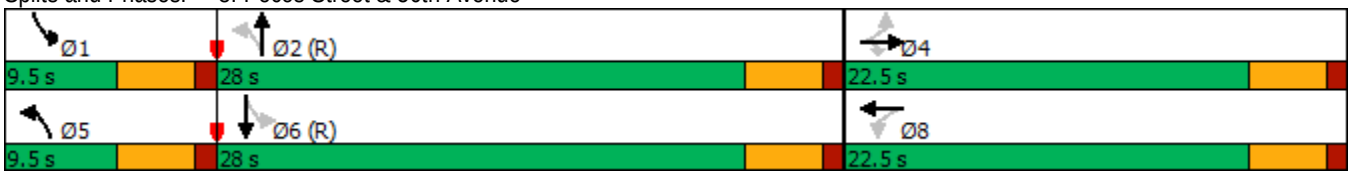
Notes

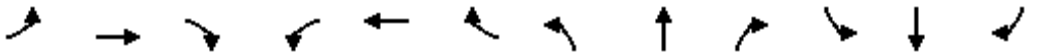
Unsignalized Delay for [SBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBL	EBT	EBR	NBL	NBT	SBL	SBT	Ø8
Lane Configurations								
Traffic Volume (vph)	147	0	50	41	517	3	1184	
Future Volume (vph)	147	0	50	41	517	3	1184	
Turn Type	Perm	NA	Perm	pm+pt	NA	pm+pt	NA	
Protected Phases		4		5	2	1	6	8
Permitted Phases	4		4	2		6		
Detector Phase	4	4	4	5	2	1	6	
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	9.5	22.5	9.5	22.5	22.5
Total Split (s)	22.5	22.5	22.5	9.5	28.0	9.5	28.0	22.5
Total Split (%)	37.5%	37.5%	37.5%	15.8%	46.7%	15.8%	46.7%	38%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)		4.5	4.5	4.5	4.5	4.5	4.5	
Lead/Lag				Lead	Lag	Lead	Lag	
Lead-Lag Optimize?				Yes	Yes	Yes	Yes	
Recall Mode	None	None	None	None	C-Max	None	C-Max	None
Act Effct Green (s)		12.0	12.0	40.4	40.1	39.3	37.9	
Actuated g/C Ratio		0.20	0.20	0.67	0.67	0.66	0.63	
v/c Ratio		0.57	0.13	0.15	0.25	0.00	0.76	
Control Delay		28.9	1.7	4.5	4.9	8.7	18.9	
Queue Delay		0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay		28.9	1.7	4.5	4.9	8.7	18.9	
LOS		C	A	A	A	A	B	
Approach Delay		22.0			4.8		18.8	
Approach LOS		C			A		B	

Intersection Summary	
Cycle Length: 60	
Actuated Cycle Length: 60	
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green	
Natural Cycle: 75	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.76	
Intersection Signal Delay: 15.6	Intersection LOS: B
Intersection Capacity Utilization 57.5%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 8: Pecos Street & 56th Avenue





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	147	0	50	0	0	0	41	517	4	3	1184	287
Future Volume (veh/h)	147	0	50	0	0	0	41	517	4	3	1184	287
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
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	1781	1781	1870	1781	1781
Adj Flow Rate, veh/h	160	0	54	0	0	0	45	562	4	3	1287	312
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	8	8	2	8	8
Cap, veh/h	330	0	235	0	278	0	384	2145	15	563	1580	377
Arrive On Green	0.15	0.00	0.15	0.00	0.00	0.00	0.03	0.42	0.42	0.01	1.00	1.00
Sat Flow, veh/h	1418	0	1585	0	1870	0	1781	3445	25	1781	2711	646
Grp Volume(v), veh/h	160	0	54	0	0	0	45	276	290	3	795	804
Grp Sat Flow(s),veh/h/ln	1418	0	1585	0	1870	0	1781	1692	1777	1781	1692	1665
Q Serve(g_s), s	6.5	0.0	1.8	0.0	0.0	0.0	0.6	6.4	6.4	0.0	0.0	0.0
Cycle Q Clear(g_c), s	6.5	0.0	1.8	0.0	0.0	0.0	0.6	6.4	6.4	0.0	0.0	0.0
Prop In Lane	1.00		1.00	0.00		0.00	1.00		0.01	1.00		0.39
Lane Grp Cap(c), veh/h	330	0	235	0	278	0	384	1054	1106	563	986	970
V/C Ratio(X)	0.48	0.00	0.23	0.00	0.00	0.00	0.12	0.26	0.26	0.01	0.81	0.83
Avail Cap(c_a), veh/h	545	0	476	0	561	0	454	1054	1106	704	986	970
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.67	0.67	0.67	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	0.00	0.88	0.88	0.88	1.00	1.00	1.00
Uniform Delay (d), s/veh	24.5	0.0	22.5	0.0	0.0	0.0	4.4	8.5	8.5	5.2	0.0	0.0
Incr Delay (d2), s/veh	1.1	0.0	0.5	0.0	0.0	0.0	0.1	0.5	0.5	0.0	7.0	8.1
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	2.1	0.0	0.7	0.0	0.0	0.0	0.2	2.1	2.2	0.0	1.9	2.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	25.6	0.0	23.0	0.0	0.0	0.0	4.5	9.0	9.0	5.2	7.0	8.1
LnGrp LOS	C	A	C	A	A	A	A	A	A	A	A	A
Approach Vol, veh/h		214			0			611			1602	
Approach Delay, s/veh		25.0			0.0			8.7			7.6	
Approach LOS		C						A			A	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	4.7	41.9		13.4	7.1	39.5		13.4				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	5.0	23.5		18.0	5.0	23.5		18.0				
Max Q Clear Time (g_c+I1), s	2.0	8.4		8.5	2.6	2.0		0.0				
Green Ext Time (p_c), s	0.0	3.0		0.7	0.0	12.8		0.0				

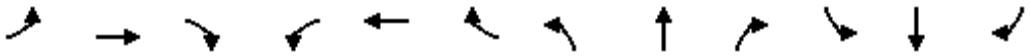
Intersection Summary												
HCM 6th Ctrl Delay			9.4									
HCM 6th LOS			A									

Lane Group	EBL	EBT	EBR	NBL	NBT	SBT	Ø1	Ø8
Lane Configurations								
Traffic Volume (vph)	211	1	54	61	1153	974		
Future Volume (vph)	211	1	54	61	1153	974		
Turn Type	Perm	NA	Perm	pm+pt	NA	NA		
Protected Phases		4		5	2	6	1	8
Permitted Phases	4		4	2				
Detector Phase	4	4	4	5	2	6		
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5
Total Split (s)	22.5	22.5	22.5	9.5	28.0	28.0	9.5	22.5
Total Split (%)	37.5%	37.5%	37.5%	15.8%	46.7%	46.7%	16%	38%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0	0.0	0.0	0.0	0.0		
Total Lost Time (s)		4.5	4.5	4.5	4.5	4.5		
Lead/Lag				Lead	Lag	Lag	Lead	
Lead-Lag Optimize?				Yes	Yes	Yes	Yes	
Recall Mode	None	None	None	None	C-Max	C-Max	None	None
Act Effct Green (s)		14.5	14.5	36.5	36.5	30.5		
Actuated g/C Ratio		0.24	0.24	0.61	0.61	0.51		
v/c Ratio		0.70	0.13	0.24	0.62	0.77		
Control Delay		32.3	1.8	6.9	7.4	24.8		
Queue Delay		0.0	0.0	0.0	0.0	0.0		
Total Delay		32.3	1.8	6.9	7.4	24.8		
LOS		C	A	A	A	C		
Approach Delay		26.1			7.4	24.8		
Approach LOS		C			A	C		

Intersection Summary	
Cycle Length: 60	
Actuated Cycle Length: 60	
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green	
Natural Cycle: 65	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.77	
Intersection Signal Delay: 17.0	Intersection LOS: B
Intersection Capacity Utilization 61.4%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 8: Pecos Street & 56th Avenue





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	211	1	54	0	0	0	61	1153	3	0	974	229
Future Volume (veh/h)	211	1	54	0	0	0	61	1153	3	0	974	229
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
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	1781	1781	1870	1781	1781
Adj Flow Rate, veh/h	229	1	59	0	0	0	66	1253	3	0	1059	249
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	8	8	2	8	8
Cap, veh/h	402	1	316	0	373	0	438	2253	5	353	1415	331
Arrive On Green	0.20	0.20	0.20	0.00	0.00	0.00	0.07	0.86	0.86	0.00	1.00	1.00
Sat Flow, veh/h	1413	6	1585	0	1870	0	1781	3464	8	1781	2722	637
Grp Volume(v), veh/h	230	0	59	0	0	0	66	612	644	0	656	652
Grp Sat Flow(s),veh/h/ln	1419	0	1585	0	1870	0	1781	1692	1780	1781	1692	1667
Q Serve(g_s), s	9.3	0.0	1.9	0.0	0.0	0.0	0.9	5.6	5.6	0.0	0.0	0.0
Cycle Q Clear(g_c), s	9.3	0.0	1.9	0.0	0.0	0.0	0.9	5.6	5.6	0.0	0.0	0.0
Prop In Lane	1.00		1.00	0.00		0.00	1.00		0.00	1.00		0.38
Lane Grp Cap(c), veh/h	403	0	316	0	373	0	438	1101	1158	353	880	866
V/C Ratio(X)	0.57	0.00	0.19	0.00	0.00	0.00	0.15	0.56	0.56	0.00	0.75	0.75
Avail Cap(c_a), veh/h	545	0	476	0	561	0	487	1101	1158	498	880	866
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	0.00	0.12	0.12	0.12	0.00	1.00	1.00
Uniform Delay (d), s/veh	22.9	0.0	20.0	0.0	0.0	0.0	4.7	1.8	1.8	0.0	0.0	0.0
Incr Delay (d2), s/veh	1.3	0.0	0.3	0.0	0.0	0.0	0.0	0.2	0.2	0.0	5.7	6.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.0	0.0	0.7	0.0	0.0	0.0	0.2	0.9	0.9	0.0	1.4	1.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	24.2	0.0	20.2	0.0	0.0	0.0	4.7	2.0	2.0	0.0	5.7	6.0
LnGrp LOS	C	A	C	A	A	A	A	A	A	A	A	A
Approach Vol, veh/h		289			0			1322			1308	
Approach Delay, s/veh		23.4			0.0			2.2			5.9	
Approach LOS		C						A			A	

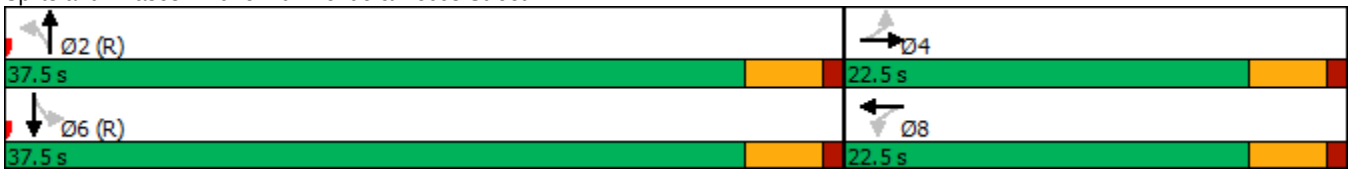
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	0.0	43.5		16.5	7.8	35.7		16.5				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	5.0	23.5		18.0	5.0	23.5		18.0				
Max Q Clear Time (g_c+I1), s	0.0	7.6		11.3	2.9	2.0		0.0				
Green Ext Time (p_c), s	0.0	7.8		0.8	0.0	9.9		0.0				

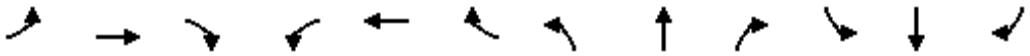
Intersection Summary	
HCM 6th Ctrl Delay	5.9
HCM 6th LOS	A

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	67	85	13	20	57	254	114	645
Future Volume (vph)	67	85	13	20	57	254	114	645
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA
Protected Phases		4		8		2		6
Permitted Phases	4		8		2		6	
Detector Phase	4	4	8	8	2	2	6	6
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	22.5	22.5	22.5	22.5	22.5
Total Split (s)	22.5	22.5	22.5	22.5	37.5	37.5	37.5	37.5
Total Split (%)	37.5%	37.5%	37.5%	37.5%	62.5%	62.5%	62.5%	62.5%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0		0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		4.5		4.5	4.5	4.5	4.5	4.5
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	None	None	None	None	C-Max	C-Max	C-Max	C-Max
Act Effct Green (s)		14.8		14.8	36.2	36.2	36.2	36.2
Actuated g/C Ratio		0.25		0.25	0.60	0.60	0.60	0.60
v/c Ratio		0.74		0.26	0.49	0.29	0.27	0.82
Control Delay		29.1		10.1	20.5	7.2	4.2	15.9
Queue Delay		0.0		0.0	0.0	0.0	0.0	0.0
Total Delay		29.1		10.1	20.5	7.2	4.2	15.9
LOS		C		B	C	A	A	B
Approach Delay		29.1		10.1		10.4		14.0
Approach LOS		C		B		B		B

Intersection Summary	
Cycle Length: 60	
Actuated Cycle Length: 60	
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green	
Natural Cycle: 65	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.82	
Intersection Signal Delay: 15.5	Intersection LOS: B
Intersection Capacity Utilization 72.5%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 9: 52nd Avenue & Pecos Street





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	67	85	74	13	20	39	57	254	8	114	645	62
Future Volume (veh/h)	67	85	74	13	20	39	57	254	8	114	645	62
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
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	1781	1781	1870	1781	1781
Adj Flow Rate, veh/h	88	129	92	24	24	64	97	289	20	173	750	117
Peak Hour Factor	0.76	0.66	0.80	0.54	0.83	0.61	0.59	0.88	0.40	0.66	0.86	0.53
Percent Heavy Veh, %	2	2	2	2	2	2	2	8	8	2	8	8
Cap, veh/h	161	176	110	118	117	217	359	1029	71	703	940	147
Arrive On Green	0.23	0.23	0.23	0.23	0.23	0.23	0.62	0.62	0.62	0.83	0.83	0.83
Sat Flow, veh/h	372	779	488	202	519	963	638	1647	114	1070	1504	235
Grp Volume(v), veh/h	309	0	0	112	0	0	97	0	309	173	0	867
Grp Sat Flow(s),veh/h/ln	1640	0	0	1685	0	0	638	0	1761	1070	0	1739
Q Serve(g_s), s	7.4	0.0	0.0	0.0	0.0	0.0	6.7	0.0	4.8	3.4	0.0	15.0
Cycle Q Clear(g_c), s	10.7	0.0	0.0	3.3	0.0	0.0	21.7	0.0	4.8	8.2	0.0	15.0
Prop In Lane	0.28		0.30	0.21		0.57	1.00		0.06	1.00		0.13
Lane Grp Cap(c), veh/h	447	0	0	452	0	0	359	0	1100	703	0	1086
V/C Ratio(X)	0.69	0.00	0.00	0.25	0.00	0.00	0.27	0.00	0.28	0.25	0.00	0.80
Avail Cap(c_a), veh/h	565	0	0	566	0	0	359	0	1100	703	0	1086
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00	0.62	0.00	0.62
Uniform Delay (d), s/veh	22.0	0.0	0.0	19.3	0.0	0.0	13.8	0.0	5.1	3.4	0.0	3.2
Incr Delay (d2), s/veh	2.6	0.0	0.0	0.3	0.0	0.0	1.8	0.0	0.6	0.5	0.0	3.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.1	0.0	0.0	1.2	0.0	0.0	1.0	0.0	1.5	0.5	0.0	2.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	24.6	0.0	0.0	19.6	0.0	0.0	15.7	0.0	5.8	4.0	0.0	7.1
LnGrp LOS	C	A	A	B	A	A	B	A	A	A	A	A
Approach Vol, veh/h		309			112			406			1040	
Approach Delay, s/veh		24.6			19.6			8.1			6.5	
Approach LOS		C			B			A			A	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		42.0		18.0		42.0		18.0				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		33.0		18.0		33.0		18.0				
Max Q Clear Time (g_c+I1), s		23.7		12.7		17.0		5.3				
Green Ext Time (p_c), s		1.8		0.8		6.9		0.4				

Intersection Summary												
HCM 6th Ctrl Delay			10.7									
HCM 6th LOS			B									

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	63	11	26	62	73	685	22	438
Future Volume (vph)	63	11	26	62	73	685	22	438
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA
Protected Phases		4		8		2		6
Permitted Phases	4		8		2		6	
Detector Phase	4	4	8	8	2	2	6	6
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	22.5	22.5	22.5	22.5	22.5
Total Split (s)	22.6	22.6	22.6	22.6	37.4	37.4	37.4	37.4
Total Split (%)	37.7%	37.7%	37.7%	37.7%	62.3%	62.3%	62.3%	62.3%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0		0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		4.5		4.5	4.5	4.5	4.5	4.5
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	None	None	None	None	C-Max	C-Max	C-Max	C-Max
Act Effct Green (s)		13.0		13.0	38.0	38.0	38.0	38.0
Actuated g/C Ratio		0.22		0.22	0.63	0.63	0.63	0.63
v/c Ratio		0.62		0.71	0.20	0.70	0.11	0.49
Control Delay		24.9		24.1	7.4	13.7	1.0	2.4
Queue Delay		0.0		0.0	0.0	0.0	0.0	0.0
Total Delay		24.9		24.1	7.4	13.7	1.0	2.4
LOS		C		C	A	B	A	A
Approach Delay		24.9		24.1		13.0		2.3
Approach LOS		C		C		B		A

Intersection Summary	
Cycle Length: 60	
Actuated Cycle Length: 60	
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.71	
Intersection Signal Delay: 12.5	Intersection LOS: B
Intersection Capacity Utilization 72.8%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 9: 52nd Avenue & Pecos Street



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	63	11	48	26	62	129	73	685	5	22	438	62
Future Volume (veh/h)	63	11	48	26	62	129	73	685	5	22	438	62
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
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	1781	1781	1870	1781	1781
Adj Flow Rate, veh/h	80	20	56	52	95	148	92	770	12	32	466	79
Peak Hour Factor	0.79	0.55	0.86	0.50	0.65	0.87	0.79	0.89	0.42	0.69	0.94	0.78
Percent Heavy Veh, %	2	2	2	2	2	2	2	8	8	2	8	8
Cap, veh/h	209	65	103	114	135	180	597	1114	17	363	945	160
Arrive On Green	0.21	0.21	0.21	0.21	0.21	0.21	0.64	0.64	0.64	0.85	0.85	0.85
Sat Flow, veh/h	554	304	481	206	631	843	862	1749	27	691	1484	252
Grp Volume(v), veh/h	156	0	0	295	0	0	92	0	782	32	0	545
Grp Sat Flow(s),veh/h/ln	1339	0	0	1680	0	0	862	0	1777	691	0	1736
Q Serve(g_s), s	0.0	0.0	0.0	4.0	0.0	0.0	3.2	0.0	17.1	1.6	0.0	5.0
Cycle Q Clear(g_c), s	5.9	0.0	0.0	9.9	0.0	0.0	8.2	0.0	17.1	18.7	0.0	5.0
Prop In Lane	0.51		0.36	0.18		0.50	1.00		0.02	1.00		0.14
Lane Grp Cap(c), veh/h	376	0	0	429	0	0	597	0	1131	363	0	1105
V/C Ratio(X)	0.41	0.00	0.00	0.69	0.00	0.00	0.15	0.00	0.69	0.09	0.00	0.49
Avail Cap(c_a), veh/h	495	0	0	571	0	0	597	0	1131	363	0	1105
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00	0.61	0.00	0.61
Uniform Delay (d), s/veh	20.7	0.0	0.0	22.4	0.0	0.0	6.7	0.0	7.1	8.0	0.0	2.1
Incr Delay (d2), s/veh	0.7	0.0	0.0	2.2	0.0	0.0	0.5	0.0	3.5	0.3	0.0	1.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.9	0.0	0.0	3.9	0.0	0.0	0.6	0.0	5.5	0.2	0.0	1.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	21.4	0.0	0.0	24.6	0.0	0.0	7.2	0.0	10.6	8.3	0.0	3.0
LnGrp LOS	C	A	A	C	A	A	A	A	B	A	A	A
Approach Vol, veh/h		156			295			874			577	
Approach Delay, s/veh		21.4			24.6			10.2			3.3	
Approach LOS		C			C			B			A	

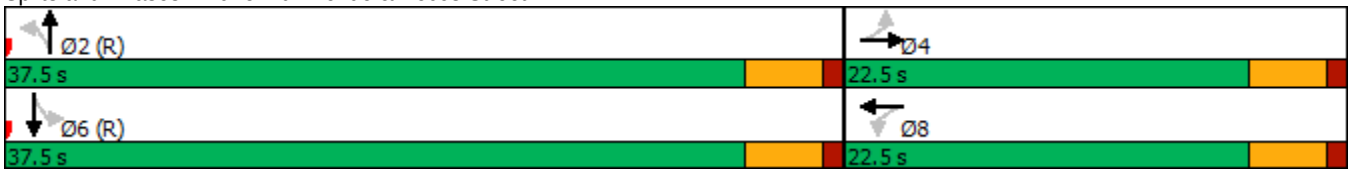
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		42.7		17.3		42.7		17.3				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		32.9		18.1		32.9		18.1				
Max Q Clear Time (g_c+I1), s		19.1		7.9		20.7		11.9				
Green Ext Time (p_c), s		5.3		0.6		3.1		0.9				

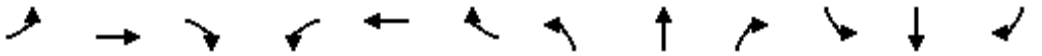
Intersection Summary												
HCM 6th Ctrl Delay			11.3									
HCM 6th LOS			B									

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	69	88	13	21	59	262	117	664
Future Volume (vph)	69	88	13	21	59	262	117	664
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA
Protected Phases		4		8		2		6
Permitted Phases	4		8		2		6	
Detector Phase	4	4	8	8	2	2	6	6
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	22.5	22.5	22.5	22.5	22.5
Total Split (s)	22.5	22.5	22.5	22.5	37.5	37.5	37.5	37.5
Total Split (%)	37.5%	37.5%	37.5%	37.5%	62.5%	62.5%	62.5%	62.5%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0		0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		4.5		4.5	4.5	4.5	4.5	4.5
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	None	None	None	None	C-Max	C-Max	C-Max	C-Max
Act Effct Green (s)		15.0		15.0	36.0	36.0	36.0	36.0
Actuated g/C Ratio		0.25		0.25	0.60	0.60	0.60	0.60
v/c Ratio		0.75		0.26	0.57	0.30	0.28	0.85
Control Delay		29.8		10.0	27.5	7.4	4.3	17.5
Queue Delay		0.0		0.0	0.0	0.0	0.0	0.0
Total Delay		29.8		10.0	27.5	7.4	4.3	17.5
LOS		C		A	C	A	A	B
Approach Delay		29.8		10.0		12.2		15.3
Approach LOS		C		A		B		B

Intersection Summary	
Cycle Length: 60	
Actuated Cycle Length: 60	
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green	
Natural Cycle: 65	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.85	
Intersection Signal Delay: 16.7	Intersection LOS: B
Intersection Capacity Utilization 74.0%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 9: 52nd Avenue & Pecos Street





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	69	88	76	13	21	40	59	262	8	117	664	64
Future Volume (veh/h)	69	88	76	13	21	40	59	262	8	117	664	64
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
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	1781	1781	1870	1781	1781
Adj Flow Rate, veh/h	91	133	95	24	25	66	100	298	20	177	772	121
Peak Hour Factor	0.76	0.66	0.80	0.54	0.83	0.61	0.59	0.88	0.40	0.66	0.86	0.53
Percent Heavy Veh, %	2	2	2	2	2	2	2	8	8	2	8	8
Cap, veh/h	164	179	113	118	120	223	327	1022	69	688	930	146
Arrive On Green	0.23	0.23	0.23	0.23	0.23	0.23	0.62	0.62	0.62	0.82	0.82	0.82
Sat Flow, veh/h	375	776	488	196	521	965	623	1651	111	1062	1503	236
Grp Volume(v), veh/h	319	0	0	115	0	0	100	0	318	177	0	893
Grp Sat Flow(s),veh/h/ln	1638	0	0	1682	0	0	623	0	1761	1062	0	1739
Q Serve(g_s), s	7.7	0.0	0.0	0.0	0.0	0.0	7.7	0.0	5.0	3.7	0.0	17.2
Cycle Q Clear(g_c), s	11.0	0.0	0.0	3.4	0.0	0.0	24.9	0.0	5.0	8.7	0.0	17.2
Prop In Lane	0.29		0.30	0.21		0.57	1.00		0.06	1.00		0.14
Lane Grp Cap(c), veh/h	456	0	0	461	0	0	327	0	1090	688	0	1076
V/C Ratio(X)	0.70	0.00	0.00	0.25	0.00	0.00	0.31	0.00	0.29	0.26	0.00	0.83
Avail Cap(c_a), veh/h	565	0	0	566	0	0	327	0	1090	688	0	1076
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00	0.59	0.00	0.59
Uniform Delay (d), s/veh	21.8	0.0	0.0	19.0	0.0	0.0	15.9	0.0	5.3	3.7	0.0	3.5
Incr Delay (d2), s/veh	2.9	0.0	0.0	0.3	0.0	0.0	2.4	0.0	0.7	0.5	0.0	4.5
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	4.3	0.0	0.0	1.3	0.0	0.0	1.2	0.0	1.5	0.5	0.0	3.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	24.7	0.0	0.0	19.3	0.0	0.0	18.3	0.0	6.0	4.3	0.0	8.1
LnGrp LOS	C	A	A	B	A	A	B	A	A	A	A	A
Approach Vol, veh/h		319			115			418			1070	
Approach Delay, s/veh		24.7			19.3			9.0			7.5	
Approach LOS		C			B			A			A	

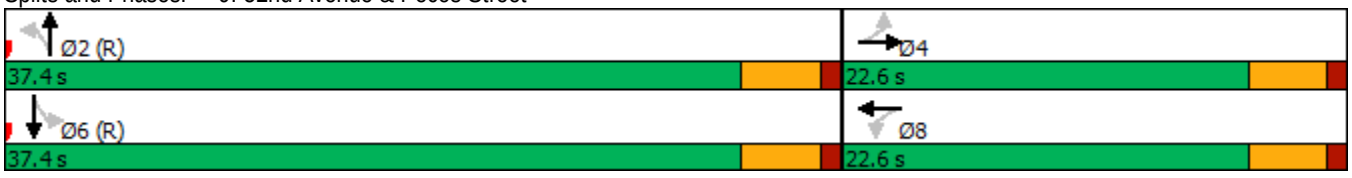
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		41.6		18.4		41.6		18.4				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		33.0		18.0		33.0		18.0				
Max Q Clear Time (g_c+I1), s		26.9		13.0		19.2		5.4				
Green Ext Time (p_c), s		1.4		0.8		6.6		0.4				

Intersection Summary												
HCM 6th Ctrl Delay			11.4									
HCM 6th LOS			B									

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	65	11	27	64	75	706	23	451
Future Volume (vph)	65	11	27	64	75	706	23	451
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA
Protected Phases		4		8		2		6
Permitted Phases	4		8		2		6	
Detector Phase	4	4	8	8	2	2	6	6
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	22.5	22.5	22.5	22.5	22.5
Total Split (s)	22.6	22.6	22.6	22.6	37.4	37.4	37.4	37.4
Total Split (%)	37.7%	37.7%	37.7%	37.7%	62.3%	62.3%	62.3%	62.3%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0		0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		4.5		4.5	4.5	4.5	4.5	4.5
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	None	None	None	None	C-Max	C-Max	C-Max	C-Max
Act Effct Green (s)		13.3		13.3	37.7	37.7	37.7	37.7
Actuated g/C Ratio		0.22		0.22	0.63	0.63	0.63	0.63
v/c Ratio		0.62		0.72	0.21	0.73	0.12	0.51
Control Delay		25.0		24.7	7.7	14.8	1.1	2.6
Queue Delay		0.0		0.0	0.0	0.0	0.0	0.0
Total Delay		25.0		24.7	7.7	14.8	1.1	2.6
LOS		C		C	A	B	A	A
Approach Delay		25.0		24.7		14.1		2.5
Approach LOS		C		C		B		A

Intersection Summary	
Cycle Length: 60	
Actuated Cycle Length: 60	
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.73	
Intersection Signal Delay: 13.1	Intersection LOS: B
Intersection Capacity Utilization 74.5%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 9: 52nd Avenue & Pecos Street



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	65	11	49	27	64	133	75	706	5	23	451	64
Future Volume (veh/h)	65	11	49	27	64	133	75	706	5	23	451	64
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
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	1781	1781	1870	1781	1781
Adj Flow Rate, veh/h	82	20	57	54	98	153	95	793	12	33	480	82
Peak Hour Factor	0.79	0.55	0.86	0.50	0.65	0.87	0.79	0.89	0.42	0.69	0.94	0.78
Percent Heavy Veh, %	2	2	2	2	2	2	2	8	8	2	8	8
Cap, veh/h	211	64	103	116	138	185	578	1105	17	340	936	160
Arrive On Green	0.22	0.22	0.22	0.22	0.22	0.22	0.63	0.63	0.63	0.84	0.84	0.84
Sat Flow, veh/h	550	294	471	208	630	843	848	1750	26	677	1483	253
Grp Volume(v), veh/h	159	0	0	305	0	0	95	0	805	33	0	562
Grp Sat Flow(s),veh/h/ln	1315	0	0	1681	0	0	848	0	1777	677	0	1736
Q Serve(g_s), s	0.0	0.0	0.0	4.1	0.0	0.0	3.5	0.0	18.3	1.8	0.0	5.5
Cycle Q Clear(g_c), s	6.1	0.0	0.0	10.2	0.0	0.0	9.0	0.0	18.3	20.1	0.0	5.5
Prop In Lane	0.52		0.36	0.18		0.50	1.00		0.01	1.00		0.15
Lane Grp Cap(c), veh/h	379	0	0	439	0	0	578	0	1121	340	0	1096
V/C Ratio(X)	0.42	0.00	0.00	0.70	0.00	0.00	0.16	0.00	0.72	0.10	0.00	0.51
Avail Cap(c_a), veh/h	489	0	0	572	0	0	578	0	1121	340	0	1096
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00	0.57	0.00	0.57
Uniform Delay (d), s/veh	20.5	0.0	0.0	22.2	0.0	0.0	7.2	0.0	7.5	8.9	0.0	2.2
Incr Delay (d2), s/veh	0.7	0.0	0.0	2.5	0.0	0.0	0.6	0.0	4.0	0.3	0.0	1.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.9	0.0	0.0	4.1	0.0	0.0	0.6	0.0	6.0	0.2	0.0	1.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	21.2	0.0	0.0	24.7	0.0	0.0	7.8	0.0	11.4	9.3	0.0	3.2
LnGrp LOS	C	A	A	C	A	A	A	A	B	A	A	A
Approach Vol, veh/h		159			305			900			595	
Approach Delay, s/veh		21.2			24.7			11.0			3.5	
Approach LOS		C			C			B			A	

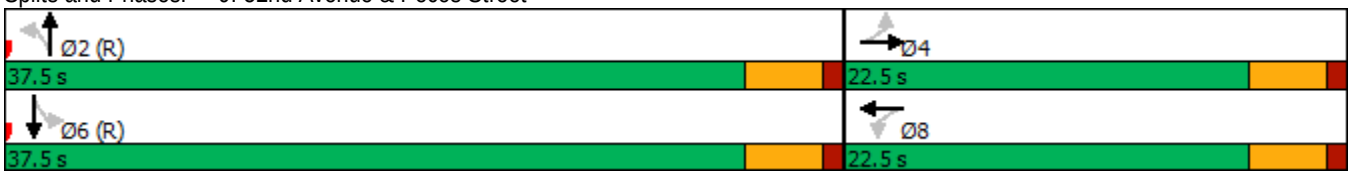
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		42.4		17.6		42.4		17.6				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		32.9		18.1		32.9		18.1				
Max Q Clear Time (g_c+I1), s		20.3		8.1		22.1		12.2				
Green Ext Time (p_c), s		5.3		0.6		3.0		0.9				

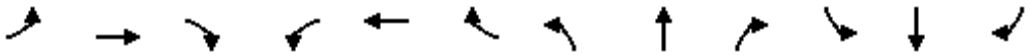
Intersection Summary												
HCM 6th Ctrl Delay			11.7									
HCM 6th LOS			B									

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	80	88	13	21	59	306	119	674
Future Volume (vph)	80	88	13	21	59	306	119	674
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA
Protected Phases		4		8		2		6
Permitted Phases	4		8		2		6	
Detector Phase	4	4	8	8	2	2	6	6
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	22.5	22.5	22.5	22.5	22.5
Total Split (s)	22.5	22.5	22.5	22.5	37.5	37.5	37.5	37.5
Total Split (%)	37.5%	37.5%	37.5%	37.5%	62.5%	62.5%	62.5%	62.5%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0		0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		4.5		4.5	4.5	4.5	4.5	4.5
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	None	None	None	None	C-Max	C-Max	C-Max	C-Max
Act Effct Green (s)		15.5		15.5	35.5	35.5	35.5	35.5
Actuated g/C Ratio		0.26		0.26	0.59	0.59	0.59	0.59
v/c Ratio		0.78		0.28	0.66	0.35	0.32	0.88
Control Delay		32.2		9.3	37.4	8.0	3.3	17.5
Queue Delay		0.0		0.0	0.0	0.0	0.0	0.0
Total Delay		32.2		9.3	37.4	8.0	3.3	17.5
LOS		C		A	D	A	A	B
Approach Delay		32.2		9.3		14.3		15.2
Approach LOS		C		A		B		B

Intersection Summary	
Cycle Length: 60	
Actuated Cycle Length: 60	
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green	
Natural Cycle: 70	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.88	
Intersection Signal Delay: 17.4	Intersection LOS: B
Intersection Capacity Utilization 75.3%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 9: 52nd Avenue & Pecos Street





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	80	88	76	13	21	49	59	306	8	119	674	67
Future Volume (veh/h)	80	88	76	13	21	49	59	306	8	119	674	67
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
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	1781	1781	1870	1781	1781
Adj Flow Rate, veh/h	105	133	95	24	25	80	100	348	20	180	784	126
Peak Hour Factor	0.76	0.66	0.80	0.54	0.83	0.61	0.59	0.88	0.40	0.66	0.86	0.53
Percent Heavy Veh, %	2	2	2	2	2	2	2	8	8	2	8	8
Cap, veh/h	181	177	111	111	114	250	295	1018	59	635	914	147
Arrive On Green	0.24	0.24	0.24	0.24	0.24	0.24	0.61	0.61	0.61	0.81	0.81	0.81
Sat Flow, veh/h	427	738	465	166	474	1045	613	1668	96	1014	1497	241
Grp Volume(v), veh/h	333	0	0	129	0	0	100	0	368	180	0	910
Grp Sat Flow(s),veh/h/ln	1630	0	0	1685	0	0	613	0	1764	1014	0	1738
Q Serve(g_s), s	7.8	0.0	0.0	0.0	0.0	0.0	8.4	0.0	6.2	4.5	0.0	19.5
Cycle Q Clear(g_c), s	11.6	0.0	0.0	3.8	0.0	0.0	27.8	0.0	6.2	10.7	0.0	19.5
Prop In Lane	0.32		0.29	0.19		0.62	1.00		0.05	1.00		0.14
Lane Grp Cap(c), veh/h	469	0	0	475	0	0	295	0	1077	635	0	1061
V/C Ratio(X)	0.71	0.00	0.00	0.27	0.00	0.00	0.34	0.00	0.34	0.28	0.00	0.86
Avail Cap(c_a), veh/h	564	0	0	567	0	0	295	0	1077	635	0	1061
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00	0.48	0.00	0.48
Uniform Delay (d), s/veh	21.6	0.0	0.0	18.8	0.0	0.0	18.3	0.0	5.8	4.5	0.0	4.0
Incr Delay (d2), s/veh	3.3	0.0	0.0	0.3	0.0	0.0	3.1	0.0	0.9	0.5	0.0	4.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.5	0.0	0.0	1.4	0.0	0.0	1.3	0.0	1.9	0.6	0.0	3.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	24.8	0.0	0.0	19.1	0.0	0.0	21.4	0.0	6.6	5.1	0.0	8.6
LnGrp LOS	C	A	A	B	A	A	C	A	A	A	A	A
Approach Vol, veh/h		333			129			468			1090	
Approach Delay, s/veh		24.8			19.1			9.8			8.0	
Approach LOS		C			B			A			A	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		41.1		18.9		41.1		18.9				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		33.0		18.0		33.0		18.0				
Max Q Clear Time (g_c+I1), s		29.8		13.6		21.5		5.8				
Green Ext Time (p_c), s		1.0		0.8		6.0		0.5				

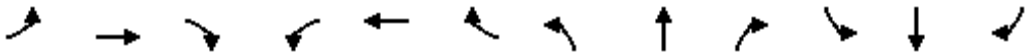
Intersection Summary												
HCM 6th Ctrl Delay			11.9									
HCM 6th LOS			B									

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	68	11	27	64	75	717	29	494
Future Volume (vph)	68	11	27	64	75	717	29	494
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA
Protected Phases		4		8		2		6
Permitted Phases	4		8		2		6	
Detector Phase	4	4	8	8	2	2	6	6
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	22.5	22.5	22.5	22.5	22.5
Total Split (s)	22.6	22.6	22.6	22.6	37.4	37.4	37.4	37.4
Total Split (%)	37.7%	37.7%	37.7%	37.7%	62.3%	62.3%	62.3%	62.3%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0		0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		4.5		4.5	4.5	4.5	4.5	4.5
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	None	None	None	None	C-Max	C-Max	C-Max	C-Max
Act Effct Green (s)		13.4		13.4	37.6	37.6	37.6	37.6
Actuated g/C Ratio		0.22		0.22	0.63	0.63	0.63	0.63
v/c Ratio		0.66		0.73	0.24	0.74	0.16	0.57
Control Delay		27.8		24.8	8.3	15.5	1.3	3.1
Queue Delay		0.0		0.0	0.0	0.0	0.0	0.0
Total Delay		27.8		24.8	8.3	15.5	1.3	3.1
LOS		C		C	A	B	A	A
Approach Delay		27.8		24.8		14.7		3.0
Approach LOS		C		C		B		A

Intersection Summary	
Cycle Length: 60	
Actuated Cycle Length: 60	
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.74	
Intersection Signal Delay: 13.5	Intersection LOS: B
Intersection Capacity Utilization 76.5%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 9: 52nd Avenue & Pecos Street





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	68	11	49	27	64	141	75	717	5	29	494	75
Future Volume (veh/h)	68	11	49	27	64	141	75	717	5	29	494	75
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
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	1781	1781	1870	1781	1781
Adj Flow Rate, veh/h	86	20	57	54	98	162	95	806	12	42	526	96
Peak Hour Factor	0.79	0.55	0.86	0.50	0.65	0.87	0.79	0.89	0.42	0.69	0.94	0.78
Percent Heavy Veh, %	2	2	2	2	2	2	2	8	8	2	8	8
Cap, veh/h	215	63	100	115	137	194	531	1097	16	326	918	168
Arrive On Green	0.22	0.22	0.22	0.22	0.22	0.22	0.63	0.63	0.63	0.83	0.83	0.83
Sat Flow, veh/h	552	280	448	202	613	869	802	1751	26	668	1466	268
Grp Volume(v), veh/h	163	0	0	314	0	0	95	0	818	42	0	622
Grp Sat Flow(s),veh/h/ln	1280	0	0	1684	0	0	802	0	1777	668	0	1733
Q Serve(g_s), s	0.0	0.0	0.0	4.0	0.0	0.0	3.9	0.0	19.1	2.4	0.0	6.9
Cycle Q Clear(g_c), s	6.5	0.0	0.0	10.5	0.0	0.0	10.8	0.0	19.1	21.6	0.0	6.9
Prop In Lane	0.53		0.35	0.17		0.52	1.00		0.01	1.00		0.15
Lane Grp Cap(c), veh/h	378	0	0	447	0	0	531	0	1113	326	0	1086
V/C Ratio(X)	0.43	0.00	0.00	0.70	0.00	0.00	0.18	0.00	0.73	0.13	0.00	0.57
Avail Cap(c_a), veh/h	481	0	0	572	0	0	531	0	1113	326	0	1086
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00	0.48	0.00	0.48
Uniform Delay (d), s/veh	20.4	0.0	0.0	22.1	0.0	0.0	8.1	0.0	7.8	9.8	0.0	2.4
Incr Delay (d2), s/veh	0.8	0.0	0.0	2.7	0.0	0.0	0.7	0.0	4.3	0.4	0.0	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	1.9	0.0	0.0	4.2	0.0	0.0	0.7	0.0	6.4	0.3	0.0	1.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	21.1	0.0	0.0	24.8	0.0	0.0	8.8	0.0	12.1	10.2	0.0	3.5
LnGrp LOS	C	A	A	C	A	A	A	A	B	B	A	A
Approach Vol, veh/h		163			314			913			664	
Approach Delay, s/veh		21.1			24.8			11.7			3.9	
Approach LOS		C			C			B			A	

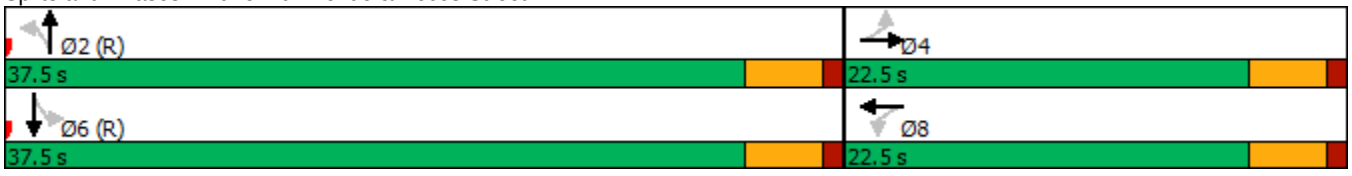
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		42.1		17.9		42.1		17.9				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		32.9		18.1		32.9		18.1				
Max Q Clear Time (g_c+I1), s		21.1		8.5		23.6		12.5				
Green Ext Time (p_c), s		5.2		0.6		3.2		0.9				

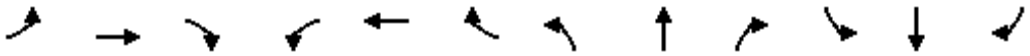
Intersection Summary												
HCM 6th Ctrl Delay			12.0									
HCM 6th LOS			B									

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	73	93	14	22	62	278	125	705
Future Volume (vph)	73	93	14	22	62	278	125	705
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA
Protected Phases		4		8		2		6
Permitted Phases	4		8		2		6	
Detector Phase	4	4	8	8	2	2	6	6
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	22.5	22.5	22.5	22.5	22.5
Total Split (s)	22.5	22.5	22.5	22.5	37.5	37.5	37.5	37.5
Total Split (%)	37.5%	37.5%	37.5%	37.5%	62.5%	62.5%	62.5%	62.5%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0		0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		4.5		4.5	4.5	4.5	4.5	4.5
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	None	None	None	None	C-Max	C-Max	C-Max	C-Max
Act Effct Green (s)		15.5		15.5	35.5	35.5	35.5	35.5
Actuated g/C Ratio		0.26		0.26	0.59	0.59	0.59	0.59
v/c Ratio		0.78		0.27	0.84	0.33	0.32	0.92
Control Delay		31.2		10.0	69.0	7.7	4.4	22.6
Queue Delay		0.0		0.0	0.0	0.0	0.0	0.0
Total Delay		31.2		10.0	69.0	7.7	4.4	22.6
LOS		C		A	E	A	A	C
Approach Delay		31.2		10.0		22.2		19.6
Approach LOS		C		A		C		B

Intersection Summary	
Cycle Length: 60	
Actuated Cycle Length: 60	
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green	
Natural Cycle: 75	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.92	
Intersection Signal Delay: 21.5	Intersection LOS: C
Intersection Capacity Utilization 77.2%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 9: 52nd Avenue & Pecos Street





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	73	93	81	14	22	43	62	278	9	125	705	68
Future Volume (veh/h)	73	93	81	14	22	43	62	278	9	125	705	68
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
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	1781	1781	1870	1781	1781
Adj Flow Rate, veh/h	96	141	101	26	27	70	105	316	22	189	820	128
Peak Hour Factor	0.76	0.66	0.80	0.54	0.83	0.61	0.59	0.88	0.40	0.66	0.86	0.53
Percent Heavy Veh, %	2	2	2	2	2	2	2	8	8	2	8	8
Cap, veh/h	168	187	118	121	125	230	256	1001	70	657	915	143
Arrive On Green	0.24	0.24	0.24	0.24	0.24	0.24	0.61	0.61	0.61	0.81	0.81	0.81
Sat Flow, veh/h	376	772	489	201	518	949	592	1646	115	1042	1504	235
Grp Volume(v), veh/h	338	0	0	123	0	0	105	0	338	189	0	948
Grp Sat Flow(s),veh/h/ln	1637	0	0	1668	0	0	592	0	1761	1042	0	1739
Q Serve(g_s), s	8.2	0.0	0.0	0.0	0.0	0.0	10.0	0.0	5.6	4.5	0.0	22.7
Cycle Q Clear(g_c), s	11.7	0.0	0.0	3.6	0.0	0.0	32.7	0.0	5.6	10.1	0.0	22.7
Prop In Lane	0.28		0.30	0.21		0.57	1.00		0.07	1.00		0.14
Lane Grp Cap(c), veh/h	473	0	0	476	0	0	256	0	1071	657	0	1058
V/C Ratio(X)	0.71	0.00	0.00	0.26	0.00	0.00	0.41	0.00	0.32	0.29	0.00	0.90
Avail Cap(c_a), veh/h	565	0	0	564	0	0	256	0	1071	657	0	1058
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00	0.51	0.00	0.51
Uniform Delay (d), s/veh	21.5	0.0	0.0	18.6	0.0	0.0	21.7	0.0	5.7	4.4	0.0	4.4
Incr Delay (d2), s/veh	3.4	0.0	0.0	0.3	0.0	0.0	4.8	0.0	0.8	0.6	0.0	6.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.6	0.0	0.0	1.3	0.0	0.0	1.6	0.0	1.8	0.6	0.0	4.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	25.0	0.0	0.0	18.9	0.0	0.0	26.5	0.0	6.5	4.9	0.0	11.0
LnGrp LOS	C	A	A	B	A	A	C	A	A	A	A	B
Approach Vol, veh/h		338			123			443			1137	
Approach Delay, s/veh		25.0			18.9			11.2			10.0	
Approach LOS		C			B			B			A	

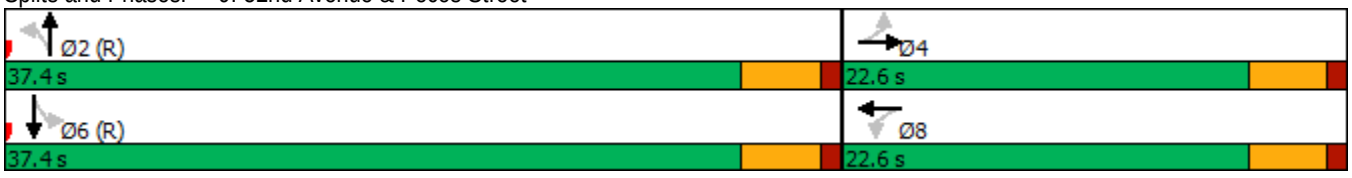
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		41.0		19.0		41.0		19.0				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		33.0		18.0		33.0		18.0				
Max Q Clear Time (g_c+I1), s		34.7		13.7		24.7		5.6				
Green Ext Time (p_c), s		0.0		0.8		4.9		0.5				

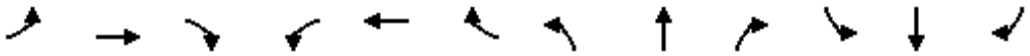
Intersection Summary												
HCM 6th Ctrl Delay			13.3									
HCM 6th LOS			B									

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	69	12	28	68	80	749	24	479
Future Volume (vph)	69	12	28	68	80	749	24	479
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA
Protected Phases		4		8		2		6
Permitted Phases	4		8		2		6	
Detector Phase	4	4	8	8	2	2	6	6
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	22.5	22.5	22.5	22.5	22.5
Total Split (s)	22.6	22.6	22.6	22.6	37.4	37.4	37.4	37.4
Total Split (%)	37.7%	37.7%	37.7%	37.7%	62.3%	62.3%	62.3%	62.3%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0		0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		4.5		4.5	4.5	4.5	4.5	4.5
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	None	None	None	None	C-Max	C-Max	C-Max	C-Max
Act Effct Green (s)		13.8		13.8	37.2	37.2	37.2	37.2
Actuated g/C Ratio		0.23		0.23	0.62	0.62	0.62	0.62
v/c Ratio		0.66		0.74	0.24	0.78	0.15	0.55
Control Delay		26.9		25.7	8.5	17.5	1.3	2.9
Queue Delay		0.0		0.0	0.0	0.0	0.0	0.0
Total Delay		26.9		25.7	8.5	17.5	1.3	2.9
LOS		C		C	A	B	A	A
Approach Delay		26.9		25.7		16.5		2.8
Approach LOS		C		C		B		A

Intersection Summary	
Cycle Length: 60	
Actuated Cycle Length: 60	
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.78	
Intersection Signal Delay: 14.6	Intersection LOS: B
Intersection Capacity Utilization 78.4%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 9: 52nd Avenue & Pecos Street





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	69	12	52	28	68	141	80	749	5	24	479	68
Future Volume (veh/h)	69	12	52	28	68	141	80	749	5	24	479	68
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
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	1781	1781	1870	1781	1781
Adj Flow Rate, veh/h	87	22	60	56	105	162	101	842	12	35	510	87
Peak Hour Factor	0.79	0.55	0.86	0.50	0.65	0.87	0.79	0.89	0.42	0.69	0.94	0.78
Percent Heavy Veh, %	2	2	2	2	2	2	2	8	8	2	8	8
Cap, veh/h	213	66	104	117	145	193	541	1090	16	296	922	157
Arrive On Green	0.23	0.23	0.23	0.23	0.23	0.23	0.62	0.62	0.62	0.83	0.83	0.83
Sat Flow, veh/h	536	291	455	206	636	847	821	1752	25	646	1483	253
Grp Volume(v), veh/h	169	0	0	323	0	0	101	0	854	35	0	597
Grp Sat Flow(s),veh/h/ln	1281	0	0	1688	0	0	821	0	1777	646	0	1736
Q Serve(g_s), s	0.0	0.0	0.0	4.1	0.0	0.0	4.1	0.0	21.0	2.2	0.0	6.6
Cycle Q Clear(g_c), s	6.7	0.0	0.0	10.8	0.0	0.0	10.7	0.0	21.0	23.2	0.0	6.6
Prop In Lane	0.51		0.36	0.17		0.50	1.00		0.01	1.00		0.15
Lane Grp Cap(c), veh/h	383	0	0	455	0	0	541	0	1105	296	0	1080
V/C Ratio(X)	0.44	0.00	0.00	0.71	0.00	0.00	0.19	0.00	0.77	0.12	0.00	0.55
Avail Cap(c_a), veh/h	480	0	0	574	0	0	541	0	1105	296	0	1080
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00	0.47	0.00	0.47
Uniform Delay (d), s/veh	20.2	0.0	0.0	22.0	0.0	0.0	8.1	0.0	8.3	11.2	0.0	2.5
Incr Delay (d2), s/veh	0.8	0.0	0.0	3.0	0.0	0.0	0.8	0.0	5.3	0.4	0.0	1.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.0	0.0	0.0	4.3	0.0	0.0	0.7	0.0	7.2	0.3	0.0	1.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	21.0	0.0	0.0	24.9	0.0	0.0	8.9	0.0	13.5	11.6	0.0	3.5
LnGrp LOS	C	A	A	C	A	A	A	A	B	B	A	A
Approach Vol, veh/h		169			323			955			632	
Approach Delay, s/veh		21.0			24.9			13.0			3.9	
Approach LOS		C			C			B			A	

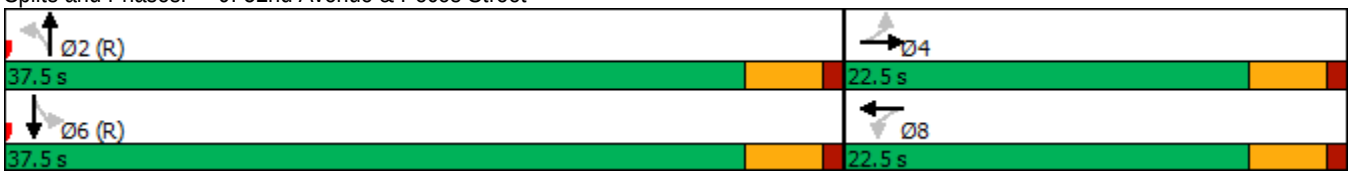
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		41.8		18.2		41.8		18.2				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		32.9		18.1		32.9		18.1				
Max Q Clear Time (g_c+I1), s		23.0		8.7		25.2		12.8				
Green Ext Time (p_c), s		4.9		0.6		2.6		0.9				

Intersection Summary												
HCM 6th Ctrl Delay			12.8									
HCM 6th LOS			B									

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	92	93	14	22	62	352	128	722
Future Volume (vph)	92	93	14	22	62	352	128	722
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA
Protected Phases		4		8		2		6
Permitted Phases	4		8		2		6	
Detector Phase	4	4	8	8	2	2	6	6
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	22.5	22.5	22.5	22.5	22.5
Total Split (s)	22.5	22.5	22.5	22.5	37.5	37.5	37.5	37.5
Total Split (%)	37.5%	37.5%	37.5%	37.5%	62.5%	62.5%	62.5%	62.5%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0		0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		4.5		4.5	4.5	4.5	4.5	4.5
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	None	None	None	None	C-Max	C-Max	C-Max	C-Max
Act Effct Green (s)		16.3		16.3	34.7	34.7	34.7	34.7
Actuated g/C Ratio		0.27		0.27	0.58	0.58	0.58	0.58
v/c Ratio		0.83		0.30	0.85	0.42	0.39	0.96
Control Delay		36.6		8.9	71.6	9.0	2.7	23.7
Queue Delay		0.0		0.0	0.0	0.0	0.0	0.0
Total Delay		36.6		8.9	71.6	9.0	2.7	23.7
LOS		D		A	E	A	A	C
Approach Delay		36.6		8.9		21.4		20.2
Approach LOS		D		A		C		C

Intersection Summary	
Cycle Length: 60	
Actuated Cycle Length: 60	
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green	
Natural Cycle: 75	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.96	
Intersection Signal Delay: 22.4	Intersection LOS: C
Intersection Capacity Utilization 79.4%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 9: 52nd Avenue & Pecos Street



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	92	93	81	14	22	57	62	352	9	128	722	72
Future Volume (veh/h)	92	93	81	14	22	57	62	352	9	128	722	72
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
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	1781	1781	1870	1781	1781
Adj Flow Rate, veh/h	121	141	101	26	27	93	105	400	22	194	840	136
Peak Hour Factor	0.76	0.66	0.80	0.54	0.83	0.61	0.59	0.88	0.40	0.66	0.86	0.53
Percent Heavy Veh, %	2	2	2	2	2	2	2	8	8	2	8	8
Cap, veh/h	199	182	116	112	115	274	192	992	55	569	887	144
Arrive On Green	0.26	0.26	0.26	0.26	0.26	0.26	0.59	0.59	0.59	0.79	0.79	0.79
Sat Flow, veh/h	462	709	451	159	449	1068	576	1673	92	965	1496	242
Grp Volume(v), veh/h	363	0	0	146	0	0	105	0	422	194	0	976
Grp Sat Flow(s),veh/h/ln	1622	0	0	1676	0	0	576	0	1765	965	0	1738
Q Serve(g_s), s	8.5	0.0	0.0	0.0	0.0	0.0	7.5	0.0	7.7	6.3	0.0	28.1
Cycle Q Clear(g_c), s	12.7	0.0	0.0	4.2	0.0	0.0	35.6	0.0	7.7	13.9	0.0	28.1
Prop In Lane	0.33		0.28	0.18		0.64	1.00		0.05	1.00		0.14
Lane Grp Cap(c), veh/h	496	0	0	501	0	0	192	0	1047	569	0	1031
V/C Ratio(X)	0.73	0.00	0.00	0.29	0.00	0.00	0.55	0.00	0.40	0.34	0.00	0.95
Avail Cap(c_a), veh/h	563	0	0	567	0	0	192	0	1047	569	0	1031
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00	0.23	0.00	0.23
Uniform Delay (d), s/veh	21.1	0.0	0.0	18.2	0.0	0.0	27.4	0.0	6.5	6.0	0.0	5.5
Incr Delay (d2), s/veh	4.2	0.0	0.0	0.3	0.0	0.0	10.8	0.0	1.2	0.4	0.0	5.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.0	0.0	0.0	1.6	0.0	0.0	2.0	0.0	2.5	0.7	0.0	4.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	25.3	0.0	0.0	18.5	0.0	0.0	38.2	0.0	7.7	6.4	0.0	11.3
LnGrp LOS	C	A	A	B	A	A	D	A	A	A	A	B
Approach Vol, veh/h		363			146			527			1170	
Approach Delay, s/veh		25.3			18.5			13.8			10.5	
Approach LOS		C			B			B			B	

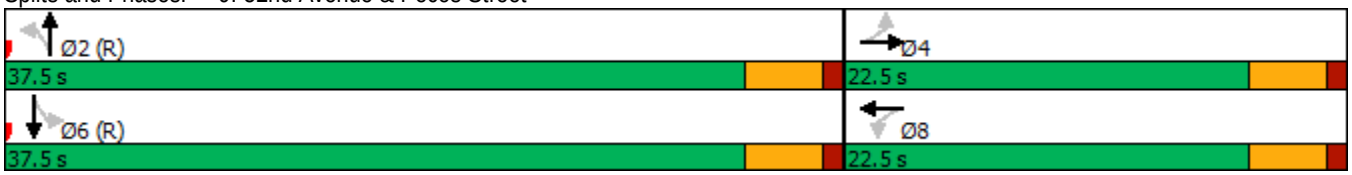
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		40.1		19.9		40.1		19.9				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		33.0		18.0		33.0		18.0				
Max Q Clear Time (g_c+I1), s		37.6		14.7		30.1		6.2				
Green Ext Time (p_c), s		0.0		0.7		2.1		0.6				

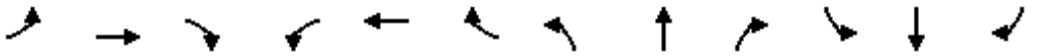
Intersection Summary												
HCM 6th Ctrl Delay			14.2									
HCM 6th LOS			B									

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	74	12	28	68	80	768	35	552
Future Volume (vph)	74	12	28	68	80	768	35	552
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA
Protected Phases		4		8		2		6
Permitted Phases	4		8		2		6	
Detector Phase	4	4	8	8	2	2	6	6
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	22.5	22.5	22.5	22.5	22.5
Total Split (s)	22.5	22.5	22.5	22.5	37.5	37.5	37.5	37.5
Total Split (%)	37.5%	37.5%	37.5%	37.5%	62.5%	62.5%	62.5%	62.5%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0		0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		4.5		4.5	4.5	4.5	4.5	4.5
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	None	None	None	None	C-Max	C-Max	C-Max	C-Max
Act Effct Green (s)		14.1		14.1	36.9	36.9	36.9	36.9
Actuated g/C Ratio		0.24		0.24	0.62	0.62	0.62	0.62
v/c Ratio		0.72		0.76	0.30	0.81	0.25	0.65
Control Delay		32.2		26.0	10.1	18.9	1.8	4.0
Queue Delay		0.0		0.0	0.0	0.0	0.0	0.0
Total Delay		32.2		26.0	10.1	18.9	1.8	4.0
LOS		C		C	B	B	A	A
Approach Delay		32.2		26.0		18.0		3.8
Approach LOS		C		C		B		A

Intersection Summary	
Cycle Length: 60	
Actuated Cycle Length: 60	
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green	
Natural Cycle: 65	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.81	
Intersection Signal Delay: 15.6	Intersection LOS: B
Intersection Capacity Utilization 81.8%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 9: 52nd Avenue & Pecos Street





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	74	12	52	28	68	155	80	768	5	35	552	86
Future Volume (veh/h)	74	12	52	28	68	155	80	768	5	35	552	86
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
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	1781	1781	1870	1781	1781
Adj Flow Rate, veh/h	94	22	60	56	105	178	101	863	12	51	587	110
Peak Hour Factor	0.79	0.55	0.86	0.50	0.65	0.87	0.79	0.89	0.42	0.69	0.94	0.78
Percent Heavy Veh, %	2	2	2	2	2	2	2	8	8	2	8	8
Cap, veh/h	219	63	98	116	144	210	461	1076	15	272	896	168
Arrive On Green	0.24	0.24	0.24	0.24	0.24	0.24	0.61	0.61	0.61	0.82	0.82	0.82
Sat Flow, veh/h	538	268	417	196	609	890	748	1753	24	634	1459	273
Grp Volume(v), veh/h	176	0	0	339	0	0	101	0	875	51	0	697
Grp Sat Flow(s),veh/h/ln	1224	0	0	1694	0	0	748	0	1777	634	0	1732
Q Serve(g_s), s	0.0	0.0	0.0	3.8	0.0	0.0	5.1	0.0	22.5	3.7	0.0	9.5
Cycle Q Clear(g_c), s	7.5	0.0	0.0	11.3	0.0	0.0	14.6	0.0	22.5	26.1	0.0	9.5
Prop In Lane	0.53		0.34	0.17		0.53	1.00		0.01	1.00		0.16
Lane Grp Cap(c), veh/h	381	0	0	470	0	0	461	0	1091	272	0	1064
V/C Ratio(X)	0.46	0.00	0.00	0.72	0.00	0.00	0.22	0.00	0.80	0.19	0.00	0.66
Avail Cap(c_a), veh/h	464	0	0	573	0	0	461	0	1091	272	0	1064
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00	0.31	0.00	0.31
Uniform Delay (d), s/veh	20.1	0.0	0.0	21.8	0.0	0.0	10.3	0.0	8.8	13.1	0.0	3.0
Incr Delay (d2), s/veh	0.9	0.0	0.0	3.5	0.0	0.0	1.1	0.0	6.2	0.5	0.0	1.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.1	0.0	0.0	4.6	0.0	0.0	0.9	0.0	8.0	0.5	0.0	1.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	20.9	0.0	0.0	25.2	0.0	0.0	11.4	0.0	15.0	13.6	0.0	4.0
LnGrp LOS	C	A	A	C	A	A	B	A	B	B	A	A
Approach Vol, veh/h		176			339			976			748	
Approach Delay, s/veh		20.9			25.2			14.7			4.6	
Approach LOS		C			C			B			A	

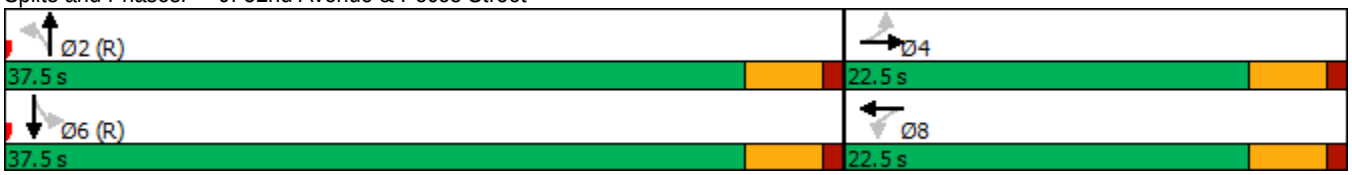
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		41.3		18.7		41.3		18.7				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		33.0		18.0		33.0		18.0				
Max Q Clear Time (g_c+I1), s		24.5		9.5		28.1		13.3				
Green Ext Time (p_c), s		4.5		0.6		2.2		0.9				

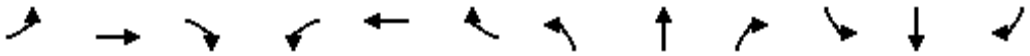
Intersection Summary												
HCM 6th Ctrl Delay			13.4									
HCM 6th LOS			B									

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	93	118	18	28	79	352	158	895
Future Volume (vph)	93	118	18	28	79	352	158	895
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA
Protected Phases		4		8		2		6
Permitted Phases	4		8		2		6	
Detector Phase	4	4	8	8	2	2	6	6
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	22.5	22.5	22.5	22.5	22.5
Total Split (s)	22.5	22.5	22.5	22.5	37.5	37.5	37.5	37.5
Total Split (%)	37.5%	37.5%	37.5%	37.5%	62.5%	62.5%	62.5%	62.5%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0		0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		4.5		4.5	4.5	4.5	4.5	4.5
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	None	None	None	None	C-Max	C-Max	C-Max	C-Max
Act Effct Green (s)		15.5		15.5	35.5	35.5	35.5	35.5
Actuated g/C Ratio		0.26		0.26	0.59	0.59	0.59	0.59
v/c Ratio		0.78		0.24	0.69	0.38	0.32	1.03
Control Delay		31.2		10.2	47.2	8.4	3.0	32.4
Queue Delay		0.0		0.0	0.0	0.0	0.0	0.0
Total Delay		31.2		10.2	47.2	8.4	3.0	32.4
LOS		C		B	D	A	A	C
Approach Delay		31.2		10.2		15.4		28.3
Approach LOS		C		B		B		C

Intersection Summary	
Cycle Length: 60	
Actuated Cycle Length: 60	
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.03	
Intersection Signal Delay: 25.0	Intersection LOS: C
Intersection Capacity Utilization 92.3%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 9: 52nd Avenue & Pecos Street





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	93	118	103	18	28	54	79	352	11	158	895	86
Future Volume (veh/h)	93	118	103	18	28	54	79	352	11	158	895	86
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
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	1781	1781	1870	1781	1781
Adj Flow Rate, veh/h	101	128	112	20	30	59	86	383	12	172	973	93
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	8	8	2	8	8
Cap, veh/h	174	171	131	111	151	225	120	1038	33	606	968	92
Arrive On Green	0.25	0.25	0.25	0.25	0.25	0.25	0.60	0.60	0.60	0.80	0.80	0.80
Sat Flow, veh/h	392	695	532	165	613	917	529	1718	54	989	1601	153
Grp Volume(v), veh/h	341	0	0	109	0	0	86	0	395	172	0	1066
Grp Sat Flow(s),veh/h/ln	1619	0	0	1695	0	0	529	0	1772	989	0	1754
Q Serve(g_s), s	8.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6.8	4.7	0.0	36.3
Cycle Q Clear(g_c), s	12.0	0.0	0.0	3.1	0.0	0.0	36.3	0.0	6.8	11.5	0.0	36.3
Prop In Lane	0.30		0.33	0.18		0.54	1.00		0.03	1.00		0.09
Lane Grp Cap(c), veh/h	476	0	0	487	0	0	120	0	1071	606	0	1060
V/C Ratio(X)	0.72	0.00	0.00	0.22	0.00	0.00	0.72	0.00	0.37	0.28	0.00	1.01
Avail Cap(c_a), veh/h	561	0	0	571	0	0	120	0	1071	606	0	1060
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00	0.09	0.00	0.09
Uniform Delay (d), s/veh	21.5	0.0	0.0	18.2	0.0	0.0	30.0	0.0	6.0	5.0	0.0	5.9
Incr Delay (d2), s/veh	3.6	0.0	0.0	0.2	0.0	0.0	30.6	0.0	1.0	0.1	0.0	9.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.6	0.0	0.0	1.2	0.0	0.0	2.2	0.0	2.2	0.5	0.0	5.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	25.0	0.0	0.0	18.5	0.0	0.0	60.6	0.0	7.0	5.1	0.0	15.6
LnGrp LOS	C	A	A	B	A	A	E	A	A	A	A	F
Approach Vol, veh/h		341			109			481			1238	
Approach Delay, s/veh		25.0			18.5			16.6			14.1	
Approach LOS		C			B			B			B	

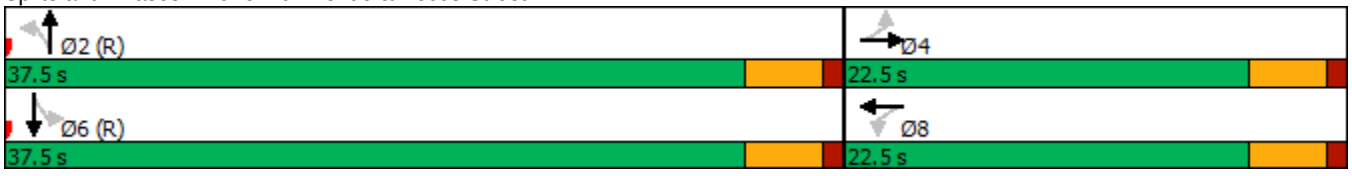
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		40.8		19.2		40.8		19.2				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		33.0		18.0		33.0		18.0				
Max Q Clear Time (g_c+I1), s		38.3		14.0		38.3		5.1				
Green Ext Time (p_c), s		0.0		0.8		0.0		0.4				

Intersection Summary												
HCM 6th Ctrl Delay			16.6									
HCM 6th LOS			B									

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	87	15	36	86	101	950	31	608
Future Volume (vph)	87	15	36	86	101	950	31	608
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA
Protected Phases		4		8		2		6
Permitted Phases	4		8		2		6	
Detector Phase	4	4	8	8	2	2	6	6
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	22.5	22.5	22.5	22.5	22.5
Total Split (s)	22.5	22.5	22.5	22.5	37.5	37.5	37.5	37.5
Total Split (%)	37.5%	37.5%	37.5%	37.5%	62.5%	62.5%	62.5%	62.5%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0		0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		4.5		4.5	4.5	4.5	4.5	4.5
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	None	None	None	None	C-Max	C-Max	C-Max	C-Max
Act Effct Green (s)		13.7		13.7	37.3	37.3	37.3	37.3
Actuated g/C Ratio		0.23		0.23	0.62	0.62	0.62	0.62
v/c Ratio		0.75		0.74	0.37	0.95	0.28	0.69
Control Delay		33.8		25.4	11.7	33.8	1.7	4.2
Queue Delay		0.0		0.0	0.0	0.0	0.0	0.0
Total Delay		33.8		25.4	11.7	33.8	1.7	4.2
LOS		C		C	B	C	A	A
Approach Delay		33.8		25.4		31.7		4.1
Approach LOS		C		C		C		A

Intersection Summary	
Cycle Length: 60	
Actuated Cycle Length: 60	
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green	
Natural Cycle: 80	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.95	
Intersection Signal Delay: 22.1	Intersection LOS: C
Intersection Capacity Utilization 95.0%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 9: 52nd Avenue & Pecos Street



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	87	15	67	36	86	179	101	950	7	31	608	86
Future Volume (veh/h)	87	15	67	36	86	179	101	950	7	31	608	86
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
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	1781	1781	1870	1781	1781
Adj Flow Rate, veh/h	95	16	73	39	93	195	110	1033	8	34	661	93
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	8	8	2	8	8
Cap, veh/h	211	53	113	96	128	232	433	1094	8	165	947	133
Arrive On Green	0.23	0.23	0.23	0.23	0.23	0.23	0.62	0.62	0.62	0.82	0.82	0.82
Sat Flow, veh/h	520	229	493	126	556	1007	710	1765	14	542	1528	215
Grp Volume(v), veh/h	184	0	0	327	0	0	110	0	1041	34	0	754
Grp Sat Flow(s),veh/h/ln	1242	0	0	1689	0	0	710	0	1779	542	0	1743
Q Serve(g_s), s	0.0	0.0	0.0	3.1	0.0	0.0	6.2	0.0	32.2	3.7	0.0	10.7
Cycle Q Clear(g_c), s	7.8	0.0	0.0	10.9	0.0	0.0	16.9	0.0	32.2	35.8	0.0	10.7
Prop In Lane	0.52		0.40	0.12		0.60	1.00		0.01	1.00		0.12
Lane Grp Cap(c), veh/h	377	0	0	456	0	0	433	0	1103	165	0	1080
V/C Ratio(X)	0.49	0.00	0.00	0.72	0.00	0.00	0.25	0.00	0.94	0.21	0.00	0.70
Avail Cap(c_a), veh/h	468	0	0	569	0	0	433	0	1103	165	0	1080
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00	0.09	0.00	0.09
Uniform Delay (d), s/veh	20.5	0.0	0.0	22.0	0.0	0.0	11.1	0.0	10.5	20.8	0.0	2.9
Incr Delay (d2), s/veh	1.0	0.0	0.0	3.3	0.0	0.0	1.4	0.0	16.6	0.3	0.0	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.2	0.0	0.0	4.4	0.0	0.0	1.0	0.0	13.8	0.4	0.0	1.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	21.5	0.0	0.0	25.2	0.0	0.0	12.5	0.0	27.1	21.0	0.0	3.3
LnGrp LOS	C	A	A	C	A	A	B	A	C	C	A	A
Approach Vol, veh/h		184			327			1151			788	
Approach Delay, s/veh		21.5			25.2			25.7			4.1	
Approach LOS		C			C			C			A	

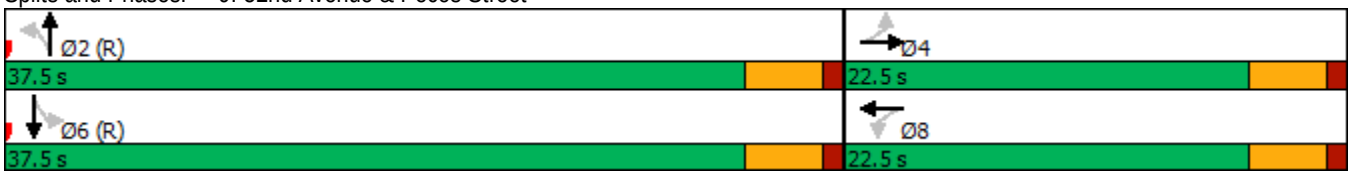
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		41.7		18.3		41.7		18.3				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		33.0		18.0		33.0		18.0				
Max Q Clear Time (g_c+I1), s		34.2		9.8		37.8		12.9				
Green Ext Time (p_c), s		0.0		0.7		0.0		0.9				

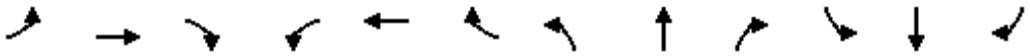
Intersection Summary												
HCM 6th Ctrl Delay			18.3									
HCM 6th LOS			B									

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	112	118	18	28	79	426	161	912
Future Volume (vph)	112	118	18	28	79	426	161	912
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA
Protected Phases		4		8		2		6
Permitted Phases	4		8		2		6	
Detector Phase	4	4	8	8	2	2	6	6
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	22.5	22.5	22.5	22.5	22.5
Total Split (s)	22.5	22.5	22.5	22.5	37.5	37.5	37.5	37.5
Total Split (%)	37.5%	37.5%	37.5%	37.5%	62.5%	62.5%	62.5%	62.5%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0		0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		4.5		4.5	4.5	4.5	4.5	4.5
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	None	None	None	None	C-Max	C-Max	C-Max	C-Max
Act Effct Green (s)		16.2		16.2	34.8	34.8	34.8	34.8
Actuated g/C Ratio		0.27		0.27	0.58	0.58	0.58	0.58
v/c Ratio		0.82		0.26	0.69	0.47	0.38	1.07
Control Delay		35.0		9.3	47.0	9.7	4.3	61.1
Queue Delay		0.0		0.0	0.0	0.0	0.0	0.0
Total Delay		35.0		9.3	47.0	9.7	4.3	61.1
LOS		C		A	D	A	A	E
Approach Delay		35.0		9.3		15.4		53.2
Approach LOS		C		A		B		D

Intersection Summary	
Cycle Length: 60	
Actuated Cycle Length: 60	
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green	
Natural Cycle: 75	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.07	
Intersection Signal Delay: 38.8	Intersection LOS: D
Intersection Capacity Utilization 94.4%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 9: 52nd Avenue & Pecos Street





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	112	118	103	18	28	68	79	426	11	161	912	90
Future Volume (veh/h)	112	118	103	18	28	68	79	426	11	161	912	90
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
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	1781	1781	1870	1781	1781
Adj Flow Rate, veh/h	122	128	112	20	30	74	86	463	12	175	991	98
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	8	8	2	8	8
Cap, veh/h	200	167	128	105	141	261	120	1023	27	526	944	93
Arrive On Green	0.26	0.26	0.26	0.26	0.26	0.26	0.59	0.59	0.59	0.79	0.79	0.79
Sat Flow, veh/h	463	647	497	137	546	1011	518	1729	45	919	1595	158
Grp Volume(v), veh/h	362	0	0	124	0	0	86	0	475	175	0	1089
Grp Sat Flow(s),veh/h/ln	1606	0	0	1695	0	0	518	0	1773	919	0	1753
Q Serve(g_s), s	9.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9.0	6.3	0.0	35.5
Cycle Q Clear(g_c), s	12.8	0.0	0.0	3.5	0.0	0.0	35.5	0.0	9.0	15.3	0.0	35.5
Prop In Lane	0.34		0.31	0.16		0.60	1.00		0.03	1.00		0.09
Lane Grp Cap(c), veh/h	495	0	0	507	0	0	120	0	1049	526	0	1037
V/C Ratio(X)	0.73	0.00	0.00	0.24	0.00	0.00	0.72	0.00	0.45	0.33	0.00	1.05
Avail Cap(c_a), veh/h	560	0	0	572	0	0	120	0	1049	526	0	1037
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00	0.78	0.00	0.78
Uniform Delay (d), s/veh	21.1	0.0	0.0	17.8	0.0	0.0	30.0	0.0	6.8	6.7	0.0	6.4
Incr Delay (d2), s/veh	4.3	0.0	0.0	0.2	0.0	0.0	30.6	0.0	1.4	1.3	0.0	38.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.0	0.0	0.0	1.3	0.0	0.0	2.2	0.0	2.9	0.9	0.0	14.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	25.3	0.0	0.0	18.1	0.0	0.0	60.6	0.0	8.2	8.0	0.0	45.3
LnGrp LOS	C	A	A	B	A	A	E	A	A	A	A	F
Approach Vol, veh/h		362			124			561			1264	
Approach Delay, s/veh		25.3			18.1			16.3			40.1	
Approach LOS		C			B			B			D	

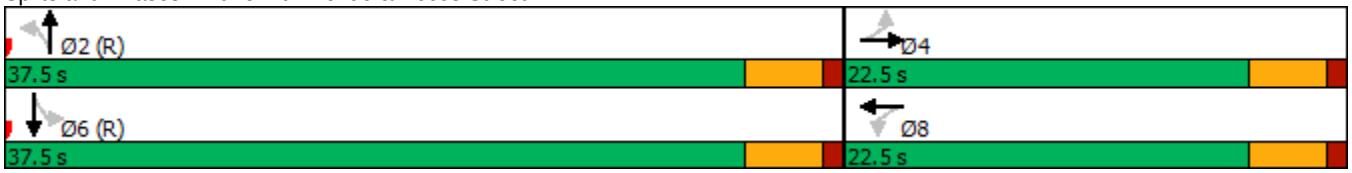
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		40.0		20.0		40.0		20.0				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		33.0		18.0		33.0		18.0				
Max Q Clear Time (g_c+I1), s		37.5		14.8		37.5		5.5				
Green Ext Time (p_c), s		0.0		0.7		0.0		0.5				

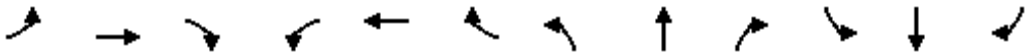
Intersection Summary												
HCM 6th Ctrl Delay			30.8									
HCM 6th LOS			C									

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	92	15	36	86	101	969	42	681
Future Volume (vph)	92	15	36	86	101	969	42	681
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA
Protected Phases		4		8		2		6
Permitted Phases	4		8		2		6	
Detector Phase	4	4	8	8	2	2	6	6
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	22.5	22.5	22.5	22.5	22.5
Total Split (s)	22.5	22.5	22.5	22.5	37.5	37.5	37.5	37.5
Total Split (%)	37.5%	37.5%	37.5%	37.5%	62.5%	62.5%	62.5%	62.5%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0		0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		4.5		4.5	4.5	4.5	4.5	4.5
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	None	None	None	None	C-Max	C-Max	C-Max	C-Max
Act Effct Green (s)		14.3		14.3	36.7	36.7	36.7	36.7
Actuated g/C Ratio		0.24		0.24	0.61	0.61	0.61	0.61
v/c Ratio		0.77		0.76	0.51	0.99	0.37	0.80
Control Delay		35.9		26.6	20.2	40.9	9.7	12.3
Queue Delay		0.0		0.0	0.0	0.0	0.0	0.0
Total Delay		35.9		26.6	20.2	40.9	9.7	12.3
LOS		D		C	C	D	A	B
Approach Delay		35.9		26.6		38.9		12.1
Approach LOS		D		C		D		B

Intersection Summary	
Cycle Length: 60	
Actuated Cycle Length: 60	
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green	
Natural Cycle: 80	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.99	
Intersection Signal Delay: 27.8	Intersection LOS: C
Intersection Capacity Utilization 98.3%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 9: 52nd Avenue & Pecos Street





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	92	15	67	36	86	193	101	969	7	42	681	104
Future Volume (veh/h)	92	15	67	36	86	193	101	969	7	42	681	104
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
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	1781	1781	1870	1781	1781
Adj Flow Rate, veh/h	100	16	73	39	93	210	110	1053	8	46	740	113
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	8	8	2	8	8
Cap, veh/h	215	51	110	95	127	247	346	1081	8	141	924	141
Arrive On Green	0.24	0.24	0.24	0.24	0.24	0.24	0.61	0.61	0.61	0.81	0.81	0.81
Sat Flow, veh/h	517	216	461	120	533	1040	647	1766	13	532	1509	230
Grp Volume(v), veh/h	189	0	0	342	0	0	110	0	1061	46	0	853
Grp Sat Flow(s),veh/h/ln	1194	0	0	1693	0	0	647	0	1779	532	0	1740
Q Serve(g_s), s	0.0	0.0	0.0	2.9	0.0	0.0	8.0	0.0	34.4	2.3	0.0	15.7
Cycle Q Clear(g_c), s	8.5	0.0	0.0	11.4	0.0	0.0	23.7	0.0	34.4	36.7	0.0	15.7
Prop In Lane	0.53		0.39	0.11		0.61	1.00		0.01	1.00		0.13
Lane Grp Cap(c), veh/h	376	0	0	470	0	0	346	0	1089	141	0	1065
V/C Ratio(X)	0.50	0.00	0.00	0.73	0.00	0.00	0.32	0.00	0.97	0.33	0.00	0.80
Avail Cap(c_a), veh/h	455	0	0	570	0	0	346	0	1089	141	0	1065
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00	0.77	0.00	0.77
Uniform Delay (d), s/veh	20.3	0.0	0.0	21.8	0.0	0.0	15.3	0.0	11.2	23.4	0.0	3.6
Incr Delay (d2), s/veh	1.0	0.0	0.0	3.7	0.0	0.0	2.4	0.0	21.8	4.7	0.0	5.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.3	0.0	0.0	4.7	0.0	0.0	1.3	0.0	16.0	0.8	0.0	3.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	21.3	0.0	0.0	25.5	0.0	0.0	17.7	0.0	33.0	28.1	0.0	8.6
LnGrp LOS	C	A	A	C	A	A	B	A	C	C	A	A
Approach Vol, veh/h		189			342			1171			899	
Approach Delay, s/veh		21.3			25.5			31.5			9.6	
Approach LOS		C			C			C			A	

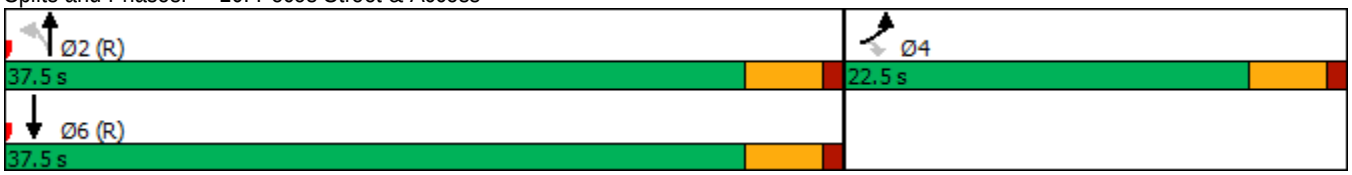
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		41.2		18.8		41.2		18.8				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		33.0		18.0		33.0		18.0				
Max Q Clear Time (g_c+I1), s		36.4		10.5		38.7		13.4				
Green Ext Time (p_c), s		0.0		0.6		0.0		0.9				

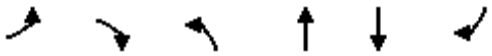
Intersection Summary												
HCM 6th Ctrl Delay			22.4									
HCM 6th LOS			C									

Lane Group	EBL	EBR	NBL	NBT	SBT
Lane Configurations					
Traffic Volume (vph)	28	14	72	395	1074
Future Volume (vph)	28	14	72	395	1074
Turn Type	Prot	Perm	Perm	NA	NA
Protected Phases	4			2	6
Permitted Phases		4	2		
Detector Phase	4	4	2	2	6
Switch Phase					
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	22.5	22.5
Total Split (s)	22.5	22.5	37.5	37.5	37.5
Total Split (%)	37.5%	37.5%	62.5%	62.5%	62.5%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5
Lead/Lag					
Lead-Lag Optimize?					
Recall Mode	None	None	C-Max	C-Max	C-Max
Act Effct Green (s)	6.7	6.7	53.2	53.2	53.2
Actuated g/C Ratio	0.11	0.11	0.89	0.89	0.89
v/c Ratio	0.17	0.09	0.26	0.28	0.43
Control Delay	25.8	13.5	4.4	1.9	1.2
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	25.8	13.5	4.4	1.9	1.2
LOS	C	B	A	A	A
Approach Delay	21.7			2.3	1.2
Approach LOS	C			A	A

Intersection Summary	
Cycle Length: 60	
Actuated Cycle Length: 60	
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBT, Start of Green	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.43	
Intersection Signal Delay: 2.0	Intersection LOS: A
Intersection Capacity Utilization 52.1%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 10: Pecos Street & Access





Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	28	14	72	395	1074	88
Future Volume (veh/h)	28	14	72	395	1074	88
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1678	1678	1678	1781	1781	1781
Adj Flow Rate, veh/h	30	15	78	429	1167	96
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	15	15	15	8	8	8
Cap, veh/h	70	63	437	1436	2553	210
Arrive On Green	0.04	0.04	1.00	1.00	1.00	1.00
Sat Flow, veh/h	1598	1422	394	1781	3256	260
Grp Volume(v), veh/h	30	15	78	429	623	640
Grp Sat Flow(s),veh/h/ln	1598	1422	394	1781	1692	1735
Q Serve(g_s), s	1.1	0.6	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	1.1	0.6	0.0	0.0	0.0	0.0
Prop In Lane	1.00	1.00	1.00			0.15
Lane Grp Cap(c), veh/h	70	63	437	1436	1364	1398
V/C Ratio(X)	0.43	0.24	0.18	0.30	0.46	0.46
Avail Cap(c_a), veh/h	479	427	437	1436	1364	1398
HCM Platoon Ratio	1.00	1.00	2.00	2.00	1.33	1.33
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	27.9	27.7	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	4.1	2.0	0.9	0.5	1.1	1.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	0.2	0.1	0.2	0.4	0.4
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	32.0	29.7	0.9	0.5	1.1	1.1
LnGrp LOS	C	C	A	A	A	A
Approach Vol, veh/h	45			507	1263	
Approach Delay, s/veh	31.2			0.6	1.1	
Approach LOS	C			A	A	

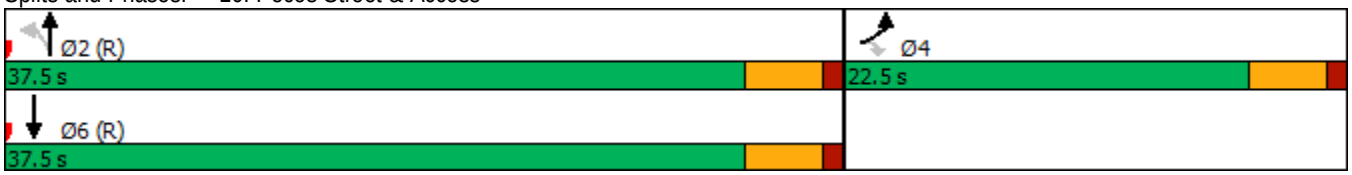
Timer - Assigned Phs		2		4		6
Phs Duration (G+Y+Rc), s		52.9		7.1		52.9
Change Period (Y+Rc), s		4.5		4.5		4.5
Max Green Setting (Gmax), s		33.0		18.0		33.0
Max Q Clear Time (g_c+I1), s		2.0		3.1		2.0
Green Ext Time (p_c), s		4.6		0.1		10.9

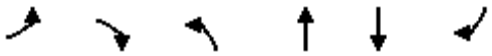
Intersection Summary	
HCM 6th Ctrl Delay	1.7
HCM 6th LOS	A

Lane Group	EBL	EBR	NBL	NBT	SBT
Lane Configurations					
Traffic Volume (vph)	118	60	19	995	794
Future Volume (vph)	118	60	19	995	794
Turn Type	Prot	Perm	Perm	NA	NA
Protected Phases	4			2	6
Permitted Phases		4	2		
Detector Phase	4	4	2	2	6
Switch Phase					
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	22.5	22.5
Total Split (s)	22.5	22.5	37.5	37.5	37.5
Total Split (%)	37.5%	37.5%	62.5%	62.5%	62.5%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5
Lead/Lag					
Lead-Lag Optimize?					
Recall Mode	None	None	C-Max	C-Max	C-Max
Act Effct Green (s)	10.2	10.2	43.8	43.8	43.8
Actuated g/C Ratio	0.17	0.17	0.73	0.73	0.73
v/c Ratio	0.48	0.22	0.06	0.84	0.37
Control Delay	27.8	8.0	5.1	13.7	3.8
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	27.8	8.0	5.1	13.7	3.8
LOS	C	A	A	B	A
Approach Delay	21.1			13.6	3.8
Approach LOS	C			B	A

Intersection Summary	
Cycle Length: 60	
Actuated Cycle Length: 60	
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBT, Start of Green	
Natural Cycle: 80	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.84	
Intersection Signal Delay: 10.3	Intersection LOS: B
Intersection Capacity Utilization 66.4%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 10: Pecos Street & Access





Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	118	60	19	995	794	23
Future Volume (veh/h)	118	60	19	995	794	23
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1678	1678	1678	1781	1781	1781
Adj Flow Rate, veh/h	128	65	21	1082	863	25
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	15	15	15	8	8	8
Cap, veh/h	180	160	530	1313	2476	72
Arrive On Green	0.11	0.11	0.98	0.98	0.98	0.98
Sat Flow, veh/h	1598	1422	561	1781	3448	97
Grp Volume(v), veh/h	128	65	21	1082	435	453
Grp Sat Flow(s),veh/h/ln	1598	1422	561	1781	1692	1764
Q Serve(g_s), s	4.6	2.6	0.1	3.7	0.5	0.5
Cycle Q Clear(g_c), s	4.6	2.6	0.5	3.7	0.5	0.5
Prop In Lane	1.00	1.00	1.00			0.06
Lane Grp Cap(c), veh/h	180	160	530	1313	1248	1300
V/C Ratio(X)	0.71	0.41	0.04	0.82	0.35	0.35
Avail Cap(c_a), veh/h	479	427	530	1313	1248	1300
HCM Platoon Ratio	1.00	1.00	1.33	1.33	1.33	1.33
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	25.7	24.7	0.2	0.2	0.2	0.2
Incr Delay (d2), s/veh	5.1	1.6	0.1	6.0	0.8	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.9	0.9	0.0	2.3	0.3	0.3
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	30.8	26.4	0.3	6.1	0.9	0.9
LnGrp LOS	C	C	A	A	A	A
Approach Vol, veh/h	193			1103	888	
Approach Delay, s/veh	29.3			6.0	0.9	
Approach LOS	C			A	A	

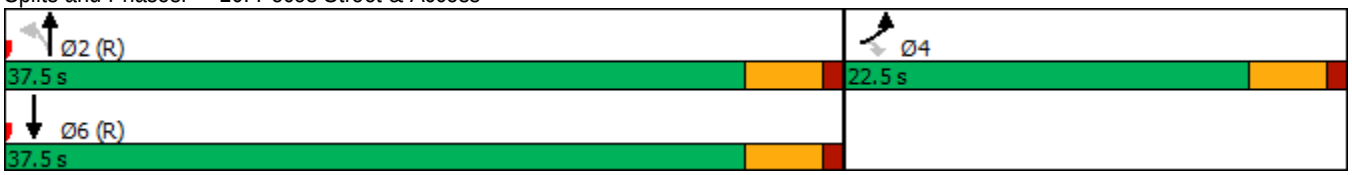
Timer - Assigned Phs		2		4		6
Phs Duration (G+Y+Rc), s		48.7		11.3		48.7
Change Period (Y+Rc), s		4.5		4.5		4.5
Max Green Setting (Gmax), s		33.0		18.0		33.0
Max Q Clear Time (g_c+I1), s		5.7		6.6		2.5
Green Ext Time (p_c), s		11.6		0.4		6.6

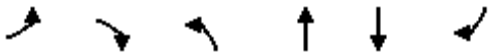
Intersection Summary	
HCM 6th Ctrl Delay	6.0
HCM 6th LOS	A

Lane Group	EBL	EBR	NBL	NBT	SBT
Lane Configurations					
Traffic Volume (vph)	48	24	122	419	1141
Future Volume (vph)	48	24	122	419	1141
Turn Type	Prot	Perm	Perm	NA	NA
Protected Phases	4			2	6
Permitted Phases		4	2		
Detector Phase	4	4	2	2	6
Switch Phase					
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	22.5	22.5
Total Split (s)	22.5	22.5	37.5	37.5	37.5
Total Split (%)	37.5%	37.5%	62.5%	62.5%	62.5%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5
Lead/Lag					
Lead-Lag Optimize?					
Recall Mode	None	None	C-Max	C-Max	C-Max
Act Effct Green (s)	7.5	7.5	49.4	49.4	49.4
Actuated g/C Ratio	0.12	0.12	0.82	0.82	0.82
v/c Ratio	0.27	0.13	0.58	0.31	0.52
Control Delay	26.5	11.5	20.9	3.3	2.4
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	26.5	11.5	20.9	3.3	2.4
LOS	C	B	C	A	A
Approach Delay	21.5			7.3	2.4
Approach LOS	C			A	A

Intersection Summary	
Cycle Length: 60	
Actuated Cycle Length: 60	
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBT, Start of Green	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.58	
Intersection Signal Delay: 4.5	Intersection LOS: A
Intersection Capacity Utilization 58.4%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 10: Pecos Street & Access





Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	48	24	122	419	1141	148
Future Volume (veh/h)	48	24	122	419	1141	148
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1678	1678	1678	1781	1781	1781
Adj Flow Rate, veh/h	52	26	133	455	1240	161
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	15	15	15	8	8	8
Cap, veh/h	97	86	392	1406	2379	308
Arrive On Green	0.06	0.06	1.00	1.00	1.00	1.00
Sat Flow, veh/h	1598	1422	345	1781	3103	390
Grp Volume(v), veh/h	52	26	133	455	694	707
Grp Sat Flow(s),veh/h/ln	1598	1422	345	1781	1692	1711
Q Serve(g_s), s	1.9	1.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	1.9	1.0	0.0	0.0	0.0	0.0
Prop In Lane	1.00	1.00	1.00			0.23
Lane Grp Cap(c), veh/h	97	86	392	1406	1336	1351
V/C Ratio(X)	0.54	0.30	0.34	0.32	0.52	0.52
Avail Cap(c_a), veh/h	479	427	392	1406	1336	1351
HCM Platoon Ratio	1.00	1.00	2.00	2.00	1.33	1.33
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	27.4	27.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	4.6	1.9	2.3	0.6	1.4	1.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	0.4	0.3	0.2	0.5	0.5
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	31.9	28.9	2.3	0.6	1.4	1.5
LnGrp LOS	C	C	A	A	A	A
Approach Vol, veh/h	78			588	1401	
Approach Delay, s/veh	30.9			1.0	1.5	
Approach LOS	C			A	A	

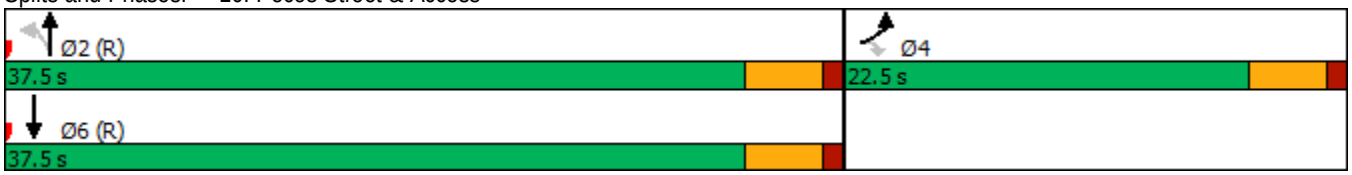
Timer - Assigned Phs		2		4		6
Phs Duration (G+Y+Rc), s		51.9		8.1		51.9
Change Period (Y+Rc), s		4.5		4.5		4.5
Max Green Setting (Gmax), s		33.0		18.0		33.0
Max Q Clear Time (g_c+I1), s		2.0		3.9		2.0
Green Ext Time (p_c), s		6.6		0.1		12.9

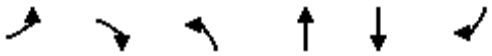
Intersection Summary	
HCM 6th Ctrl Delay	2.4
HCM 6th LOS	A

Lane Group	EBL	EBR	NBL	NBT	SBT
Lane Configurations					
Traffic Volume (vph)	200	102	32	1056	849
Future Volume (vph)	200	102	32	1056	849
Turn Type	Prot	Perm	Perm	NA	NA
Protected Phases	4			2	6
Permitted Phases		4	2		
Detector Phase	4	4	2	2	6
Switch Phase					
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	22.5	22.5
Total Split (s)	22.5	22.5	37.5	37.5	37.5
Total Split (%)	37.5%	37.5%	62.5%	62.5%	62.5%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5
Lead/Lag					
Lead-Lag Optimize?					
Recall Mode	None	None	C-Max	C-Max	C-Max
Act Effct Green (s)	13.3	13.3	37.7	37.7	37.7
Actuated g/C Ratio	0.22	0.22	0.63	0.63	0.63
v/c Ratio	0.63	0.28	0.13	1.04	0.46
Control Delay	28.6	6.1	6.8	44.5	6.0
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	28.6	6.1	6.8	44.5	6.0
LOS	C	A	A	D	A
Approach Delay	21.0			43.4	6.0
Approach LOS	C			D	A

Intersection Summary	
Cycle Length: 60	
Actuated Cycle Length: 60	
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBT, Start of Green	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.04	
Intersection Signal Delay: 25.9	Intersection LOS: C
Intersection Capacity Utilization 74.2%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 10: Pecos Street & Access





Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	200	102	32	1056	849	38
Future Volume (veh/h)	200	102	32	1056	849	38
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1678	1678	1678	1781	1781	1781
Adj Flow Rate, veh/h	217	78	35	1148	923	41
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	15	15	15	8	8	8
Cap, veh/h	275	244	452	1208	2238	99
Arrive On Green	0.17	0.17	0.90	0.90	0.90	0.90
Sat Flow, veh/h	1598	1422	523	1781	3390	147
Grp Volume(v), veh/h	217	78	35	1148	473	491
Grp Sat Flow(s),veh/h/ln	1598	1422	523	1781	1692	1755
Q Serve(g_s), s	7.8	2.9	0.7	26.6	2.6	2.6
Cycle Q Clear(g_c), s	7.8	2.9	3.3	26.6	2.6	2.6
Prop In Lane	1.00	1.00	1.00			0.08
Lane Grp Cap(c), veh/h	275	244	452	1208	1148	1190
V/C Ratio(X)	0.79	0.32	0.08	0.95	0.41	0.41
Avail Cap(c_a), veh/h	479	427	452	1208	1148	1190
HCM Platoon Ratio	1.00	1.00	1.33	1.33	1.33	1.33
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	23.8	21.8	1.3	2.3	1.1	1.1
Incr Delay (d2), s/veh	5.0	0.7	0.3	16.4	1.1	1.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.1	0.9	0.1	6.6	0.7	0.8
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	28.9	22.5	1.7	18.7	2.2	2.1
LnGrp LOS	C	C	A	B	A	A
Approach Vol, veh/h	295			1183	964	
Approach Delay, s/veh	27.2			18.2	2.2	
Approach LOS	C			B	A	

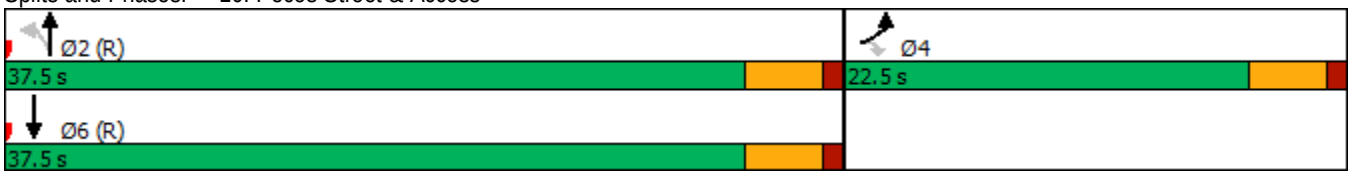
Timer - Assigned Phs		2		4		6
Phs Duration (G+Y+Rc), s		45.2		14.8		45.2
Change Period (Y+Rc), s		4.5		4.5		4.5
Max Green Setting (Gmax), s		33.0		18.0		33.0
Max Q Clear Time (g_c+I1), s		28.6		9.8		4.6
Green Ext Time (p_c), s		3.3		0.6		7.2

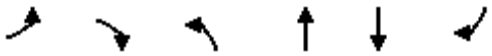
Intersection Summary	
HCM 6th Ctrl Delay	12.9
HCM 6th LOS	B

Lane Group	EBL	EBR	NBL	NBT	SBT
Lane Configurations					
Traffic Volume (vph)	48	24	122	531	1447
Future Volume (vph)	48	24	122	531	1447
Turn Type	Prot	Perm	Perm	NA	NA
Protected Phases	4			2	6
Permitted Phases		4	2		
Detector Phase	4	4	2	2	6
Switch Phase					
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	22.5	22.5
Total Split (s)	22.5	22.5	37.5	37.5	37.5
Total Split (%)	37.5%	37.5%	62.5%	62.5%	62.5%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5
Lead/Lag					
Lead-Lag Optimize?					
Recall Mode	None	None	C-Max	C-Max	C-Max
Act Effct Green (s)	7.5	7.5	49.4	49.4	49.4
Actuated g/C Ratio	0.12	0.12	0.82	0.82	0.82
v/c Ratio	0.27	0.13	0.92	0.21	0.64
Control Delay	26.5	13.3	79.8	1.7	3.8
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	26.5	13.3	79.8	1.7	3.8
LOS	C	B	E	A	A
Approach Delay	22.1			16.4	3.8
Approach LOS	C			B	A

Intersection Summary	
Cycle Length: 60	
Actuated Cycle Length: 60	
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBT, Start of Green	
Natural Cycle: 120	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.92	
Intersection Signal Delay: 7.9	Intersection LOS: A
Intersection Capacity Utilization 66.9%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 10: Pecos Street & Access





Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	48	24	122	531	1447	148
Future Volume (veh/h)	48	24	122	531	1447	148
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1678	1678	1678	1781	1781	1781
Adj Flow Rate, veh/h	52	26	133	577	1573	161
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	15	15	15	8	8	8
Cap, veh/h	97	86	318	2672	2449	248
Arrive On Green	0.06	0.06	1.00	1.00	1.00	1.00
Sat Flow, veh/h	1598	1422	250	3474	3192	314
Grp Volume(v), veh/h	52	26	133	577	850	884
Grp Sat Flow(s),veh/h/ln	1598	1422	250	1692	1692	1725
Q Serve(g_s), s	1.9	1.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	1.9	1.0	0.0	0.0	0.0	0.0
Prop In Lane	1.00	1.00	1.00			0.18
Lane Grp Cap(c), veh/h	97	86	318	2672	1336	1362
V/C Ratio(X)	0.54	0.30	0.42	0.22	0.64	0.65
Avail Cap(c_a), veh/h	479	427	318	2672	1336	1362
HCM Platoon Ratio	1.00	1.00	2.00	2.00	1.33	1.33
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	27.4	27.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	4.6	1.9	4.0	0.2	2.3	2.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	0.4	0.4	0.1	0.9	0.9
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	31.9	28.9	4.0	0.2	2.3	2.4
LnGrp LOS	C	C	A	A	A	A
Approach Vol, veh/h	78			710	1734	
Approach Delay, s/veh	30.9			0.9	2.4	
Approach LOS	C			A	A	

Timer - Assigned Phs		2		4		6
Phs Duration (G+Y+Rc), s		51.9		8.1		51.9
Change Period (Y+Rc), s		4.5		4.5		4.5
Max Green Setting (Gmax), s		33.0		18.0		33.0
Max Q Clear Time (g_c+I1), s		2.0		3.9		2.0
Green Ext Time (p_c), s		9.7		0.1		17.7

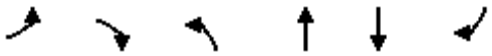
Intersection Summary	
HCM 6th Ctrl Delay	2.8
HCM 6th LOS	A

Lane Group	EBL	EBR	NBL	NBT	SBT
Lane Configurations					
Traffic Volume (vph)	200	102	32	1340	1073
Future Volume (vph)	200	102	32	1340	1073
Turn Type	Prot	Perm	Perm	NA	NA
Protected Phases	7			2	6
Permitted Phases		7	2		
Detector Phase	7	7	2	2	6
Switch Phase					
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	9.5	22.5	22.5	22.5
Total Split (s)	20.0	20.0	40.0	40.0	40.0
Total Split (%)	33.3%	33.3%	66.7%	66.7%	66.7%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5
Lead/Lag					
Lead-Lag Optimize?					
Recall Mode	None	None	C-Max	C-Max	C-Max
Act Effct Green (s)	12.7	12.7	38.3	38.3	38.3
Actuated g/C Ratio	0.21	0.21	0.64	0.64	0.64
v/c Ratio	0.65	0.31	0.18	0.68	0.57
Control Delay	30.8	10.2	6.0	6.0	7.4
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	30.8	10.2	6.0	6.0	7.4
LOS	C	B	A	A	A
Approach Delay	23.8			6.0	7.4
Approach LOS	C			A	A

Intersection Summary	
Cycle Length: 60	
Actuated Cycle Length: 60	
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBT, Start of Green	
Natural Cycle: 50	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.68	
Intersection Signal Delay: 8.5	Intersection LOS: A
Intersection Capacity Utilization 55.6%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 10: Pecos Street & Access





Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	200	102	32	1340	1073	38
Future Volume (veh/h)	200	102	32	1340	1073	38
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1678	1678	1678	1781	1781	1781
Adj Flow Rate, veh/h	217	111	35	1457	1166	41
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	15	15	15	8	8	8
Cap, veh/h	274	244	330	2296	2263	80
Arrive On Green	0.17	0.17	1.00	1.00	0.68	0.68
Sat Flow, veh/h	1598	1422	415	3474	3425	117
Grp Volume(v), veh/h	217	111	35	1457	591	616
Grp Sat Flow(s),veh/h/ln	1598	1422	415	1692	1692	1760
Q Serve(g_s), s	7.8	4.2	1.5	0.0	10.4	10.4
Cycle Q Clear(g_c), s	7.8	4.2	11.9	0.0	10.4	10.4
Prop In Lane	1.00	1.00	1.00			0.07
Lane Grp Cap(c), veh/h	274	244	330	2296	1148	1194
V/C Ratio(X)	0.79	0.45	0.11	0.63	0.52	0.52
Avail Cap(c_a), veh/h	413	367	330	2296	1148	1194
HCM Platoon Ratio	1.00	1.00	2.00	2.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	23.8	22.3	1.5	0.0	4.8	4.8
Incr Delay (d2), s/veh	6.0	1.3	0.6	1.4	1.7	1.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.2	1.4	0.1	0.4	2.8	2.9
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	29.8	23.6	2.2	1.4	6.4	6.4
LnGrp LOS	C	C	A	A	A	A
Approach Vol, veh/h	328			1492	1207	
Approach Delay, s/veh	27.7			1.4	6.4	
Approach LOS	C			A	A	

Timer - Assigned Phs		2		4		6
Phs Duration (G+Y+Rc), s		45.2		14.8		45.2
Change Period (Y+Rc), s		4.5		4.5		4.5
Max Green Setting (Gmax), s		35.5		15.5		35.5
Max Q Clear Time (g_c+I1), s		13.9		9.8		12.4
Green Ext Time (p_c), s		12.5		0.5		9.1

Intersection Summary	
HCM 6th Ctrl Delay	6.2
HCM 6th LOS	A

APPENDIX E

Queue Analysis Worksheets



Lane Group	WBL	WBT	WBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	344	344	250	125	609	1123	808
v/c Ratio	0.78	0.80	0.43	0.25	0.32	0.76	0.76
Control Delay	33.8	35.3	5.3	8.3	7.0	20.2	8.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	33.8	35.3	5.3	8.3	7.0	20.2	8.5
Queue Length 50th (ft)	115	118	0	12	68	188	19
Queue Length 95th (ft)	149	57	32	10	89	#303	50
Internal Link Dist (ft)		971			565	1002	
Turn Bay Length (ft)	250		325	250			
Base Capacity (vph)	476	463	601	498	1910	1483	1064
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.72	0.74	0.42	0.25	0.32	0.76	0.76

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	WBL	WBT	WBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	294	283	268	309	1400	621	649
v/c Ratio	0.69	0.69	0.58	0.38	0.72	0.45	0.65
Control Delay	28.1	26.3	15.9	10.3	15.0	14.8	5.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	28.1	26.3	15.9	10.3	15.0	14.8	5.0
Queue Length 50th (ft)	93	82	46	35	216	86	0
Queue Length 95th (ft)	115	39	73	m52	282	128	58
Internal Link Dist (ft)		971			565	1002	
Turn Bay Length (ft)	250		325	250			
Base Capacity (vph)	489	464	513	813	1941	1367	994
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.60	0.61	0.52	0.38	0.72	0.45	0.65

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	WBL	WBT	WBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	382	375	265	140	658	1235	857
v/c Ratio	0.84	0.85	0.46	0.28	0.35	0.85	0.82
Control Delay	38.6	39.6	7.0	8.9	7.0	24.7	12.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	38.6	39.6	7.0	8.9	7.0	24.7	12.0
Queue Length 50th (ft)	132	134	9	13	70	218	36
Queue Length 95th (ft)	167	62	45	10	91	#352	80
Internal Link Dist (ft)		971			565	1002	
Turn Bay Length (ft)	250		325	250			
Base Capacity (vph)	476	462	586	496	1879	1456	1048
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.80	0.81	0.45	0.28	0.35	0.85	0.82

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	WBL	WBT	WBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	318	304	285	344	1530	671	688
v/c Ratio	0.74	0.75	0.62	0.45	0.79	0.49	0.68
Control Delay	31.4	31.0	17.5	10.8	16.8	15.1	5.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	31.4	31.0	17.5	10.8	16.8	15.1	5.2
Queue Length 50th (ft)	105	95	52	39	241	93	0
Queue Length 95th (ft)	127	46	82	m51	m300	137	58
Internal Link Dist (ft)		971			565	1002	
Turn Bay Length (ft)	250		325	250			
Base Capacity (vph)	476	447	502	771	1938	1368	1018
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.67	0.68	0.57	0.45	0.79	0.49	0.68

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	WBL	WBT	WBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	350	352	295	103	773	1552	934
v/c Ratio	0.79	0.81	0.57	0.21	0.41	1.05	0.83
Control Delay	34.3	36.7	12.4	6.7	7.4	60.0	10.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	34.3	36.7	12.4	6.7	7.4	60.0	10.8
Queue Length 50th (ft)	117	121	35	8	83	~367	21
Queue Length 95th (ft)	#237	#257	103	18	127	#489	#289
Internal Link Dist (ft)		971			565	1002	
Turn Bay Length (ft)	250		325	250			
Base Capacity (vph)	476	461	546	493	1903	1479	1130
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.74	0.76	0.54	0.21	0.41	1.05	0.83

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	WBL	WBT	WBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	357	344	330	408	1932	825	892
v/c Ratio	0.79	0.84	0.68	0.66	1.02	0.62	0.82
Control Delay	34.3	39.8	20.6	14.6	40.6	17.1	10.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	34.3	39.8	20.6	14.6	40.6	17.1	10.7
Queue Length 50th (ft)	121	120	69	47	~344	122	18
Queue Length 95th (ft)	#181	96	110	m52	m#440	176	#269
Internal Link Dist (ft)		971			565	1002	
Turn Bay Length (ft)	250		325	250			
Base Capacity (vph)	476	431	502	622	1886	1333	1083
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.75	0.80	0.66	0.66	1.02	0.62	0.82

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	EBR	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	156	156	304	334	363	485	1454
v/c Ratio	0.44	0.44	0.72	0.24	0.44	0.40	0.70
Control Delay	22.5	22.5	23.1	14.4	5.2	9.7	14.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	22.5	22.5	23.1	14.4	5.2	9.7	14.5
Queue Length 50th (ft)	50	50	62	45	0	46	245
Queue Length 95th (ft)	91	91	114	79	48	m82	271
Internal Link Dist (ft)		751		2335			565
Turn Bay Length (ft)	90		90		500	125	
Base Capacity (vph)	476	476	524	1389	833	1220	2088
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.33	0.33	0.58	0.24	0.44	0.40	0.70

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	EBR	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	268	269	137	1039	735	373	652
v/c Ratio	0.67	0.67	0.29	0.75	0.70	0.65	0.33
Control Delay	28.3	28.4	5.3	17.7	4.4	20.3	6.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	28.3	28.4	5.3	17.7	4.4	20.3	6.7
Queue Length 50th (ft)	87	88	0	150	5	48	44
Queue Length 95th (ft)	154	154	9	m197	13	68	95
Internal Link Dist (ft)		751		2335			565
Turn Bay Length (ft)	90		90		500	125	
Base Capacity (vph)	476	476	544	1386	1050	578	1996
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.56	0.57	0.25	0.75	0.70	0.65	0.33

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	EBR	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	166	166	338	370	391	515	1623
v/c Ratio	0.43	0.43	0.76	0.28	0.47	0.45	0.80
Control Delay	21.7	21.7	25.2	14.8	5.1	10.3	17.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	21.7	21.7	25.2	14.8	5.1	10.3	17.3
Queue Length 50th (ft)	50	50	71	53	3	57	285
Queue Length 95th (ft)	95	95	133	83	35	m78	298
Internal Link Dist (ft)		751		2335			565
Turn Bay Length (ft)	90		90		500	125	
Base Capacity (vph)	476	476	524	1337	832	1157	2030
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.35	0.35	0.65	0.28	0.47	0.45	0.80

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	EBR	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	285	285	152	1164	805	396	709
v/c Ratio	0.70	0.70	0.31	0.84	0.74	0.70	0.36
Control Delay	29.3	29.3	5.2	20.8	4.6	22.9	6.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	29.3	29.3	5.2	20.8	4.6	22.9	6.9
Queue Length 50th (ft)	92	92	0	176	6	54	54
Queue Length 95th (ft)	165	165	8	m183	m11	#79	105
Internal Link Dist (ft)		751		2335			565
Turn Bay Length (ft)	90		90		500	125	
Base Capacity (vph)	476	476	554	1380	1090	566	1980
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.60	0.60	0.27	0.84	0.74	0.70	0.36

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	EBR	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	210	211	386	414	434	661	1698
v/c Ratio	0.50	0.51	0.82	0.33	0.52	0.61	0.86
Control Delay	22.7	22.7	30.2	18.0	7.5	13.4	19.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	22.7	22.7	30.2	18.0	7.5	13.4	19.9
Queue Length 50th (ft)	64	64	87	63	9	95	304
Queue Length 95th (ft)	121	121	#211	116	115	m98	m314
Internal Link Dist (ft)		751		2335			565
Turn Bay Length (ft)	90		90		500	125	
Base Capacity (vph)	476	476	524	1244	829	1083	1965
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.44	0.44	0.74	0.33	0.52	0.61	0.86

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	EBR	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	369	370	123	1371	840	432	859
v/c Ratio	0.82	0.83	0.24	1.03	0.76	0.81	0.45
Control Delay	37.4	37.6	5.1	49.6	5.8	29.1	9.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	37.4	37.6	5.1	49.6	5.8	29.1	9.7
Queue Length 50th (ft)	126	127	0	~294	0	61	96
Queue Length 95th (ft)	#257	#258	31	#407	6	m#96	m157
Internal Link Dist (ft)		751		1870			565
Turn Bay Length (ft)	90		90		500	125	
Base Capacity (vph)	476	476	534	1331	1100	532	1896
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.78	0.78	0.23	1.03	0.76	0.81	0.45

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBT	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	20	66	139	16	1138	58	111	1733
v/c Ratio	0.11	0.52	0.51	0.09	0.46	0.05	0.28	0.62
Control Delay	1.3	65.3	14.9	7.0	7.5	1.7	3.8	5.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	1.3	65.3	14.9	7.0	7.5	1.7	3.8	5.0
Queue Length 50th (ft)	0	50	0	3	160	1	12	184
Queue Length 95th (ft)	0	94	24	7	246	3	26	303
Internal Link Dist (ft)	118	3885			1470			855
Turn Bay Length (ft)			150	325		125	225	
Base Capacity (vph)	282	236	385	178	2465	1182	443	2780
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.07	0.28	0.36	0.09	0.46	0.05	0.25	0.62

Intersection Summary



Lane Group	EBT	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	16	59	161	24	1468	79	143	1360
v/c Ratio	0.09	0.49	0.57	0.09	0.60	0.07	0.47	0.49
Control Delay	1.0	64.8	15.6	6.6	9.4	2.5	7.1	3.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	1.0	64.8	15.6	6.6	9.4	2.5	7.1	3.6
Queue Length 50th (ft)	0	44	0	4	240	4	15	112
Queue Length 95th (ft)	0	86	42	8	391	7	31	184
Internal Link Dist (ft)	118	3885			1470			855
Turn Bay Length (ft)			150	325		125	225	
Base Capacity (vph)	288	226	392	274	2460	1179	366	2796
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.06	0.26	0.41	0.09	0.60	0.07	0.39	0.49

Intersection Summary



Lane Group	EBT	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	20	72	154	18	1208	75	134	1840
v/c Ratio	0.11	0.54	0.53	0.12	0.49	0.06	0.36	0.67
Control Delay	1.1	65.6	14.3	8.3	8.2	2.2	4.9	5.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	1.1	65.6	14.3	8.3	8.2	2.2	4.9	5.8
Queue Length 50th (ft)	0	54	0	4	181	3	15	219
Queue Length 95th (ft)	0	100	24	8	281	5	32	358
Internal Link Dist (ft)	118	3885			1470			855
Turn Bay Length (ft)			150	325		125	225	
Base Capacity (vph)	272	225	386	152	2441	1172	414	2766
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.07	0.32	0.40	0.12	0.49	0.06	0.32	0.67

Intersection Summary



Lane Group	EBT	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	17	70	189	26	1558	89	156	1444
v/c Ratio	0.09	0.53	0.59	0.11	0.65	0.08	0.54	0.52
Control Delay	0.9	65.5	14.7	8.2	11.6	3.3	11.4	4.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	0.9	65.5	14.7	8.2	11.6	3.3	11.4	4.1
Queue Length 50th (ft)	0	53	0	5	281	6	17	133
Queue Length 95th (ft)	0	98	43	10	494	10	52	218
Internal Link Dist (ft)	118	3885			1470			855
Turn Bay Length (ft)			150	325		125	225	
Base Capacity (vph)	275	214	403	246	2401	1152	350	2770
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.06	0.33	0.47	0.11	0.65	0.08	0.45	0.52

Intersection Summary



Lane Group	EBT	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	11	65	147	13	1499	49	152	2400
v/c Ratio	0.06	0.52	0.53	0.21	0.62	0.04	0.51	0.86
Control Delay	0.6	65.2	15.0	16.8	10.2	1.6	8.4	11.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	0.6	65.2	15.0	16.8	10.2	1.6	8.4	11.1
Queue Length 50th (ft)	0	49	0	3	255	0	16	434
Queue Length 95th (ft)	0	93	60	19	430	12	37	746
Internal Link Dist (ft)	118	3885			1470			855
Turn Bay Length (ft)			150	325		125	225	
Base Capacity (vph)	266	210	363	62	2436	1169	358	2787
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.04	0.31	0.40	0.21	0.62	0.04	0.42	0.86

Intersection Summary



Lane Group	EBT	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	14	74	198	16	2126	63	185	1856
v/c Ratio	0.07	0.53	0.72	0.11	0.93	0.06	0.76	0.67
Control Delay	0.7	63.9	34.1	9.7	26.1	2.5	49.8	6.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	0.7	63.9	34.1	9.7	26.1	2.5	49.8	6.2
Queue Length 50th (ft)	0	56	51	4	744	2	85	224
Queue Length 95th (ft)	0	101	127	15	#1006	17	#238	392
Internal Link Dist (ft)	118	3885			1470			855
Turn Bay Length (ft)			150	325		125	225	
Base Capacity (vph)	262	208	347	146	2290	1101	242	2755
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.05	0.36	0.57	0.11	0.93	0.06	0.76	0.67

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBT	EBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	114	45	40	389	4	1227
v/c Ratio	0.48	0.13	0.11	0.32	0.01	0.56
Control Delay	28.4	0.9	3.6	5.6	6.5	9.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	28.4	0.9	3.6	5.6	6.5	9.9
Queue Length 50th (ft)	38	0	2	31	0	57
Queue Length 95th (ft)	74	0	m7	m104	m2	#201
Internal Link Dist (ft)	1262			2580		379
Turn Bay Length (ft)		60	65		150	
Base Capacity (vph)	423	551	357	1222	734	2173
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.27	0.08	0.11	0.32	0.01	0.56

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBT	EBR	NBL	NBT	SBT
Lane Group Flow (vph)	189	70	66	973	969
v/c Ratio	0.63	0.16	0.18	0.88	0.55
Control Delay	30.2	2.6	6.0	18.0	12.7
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	30.2	2.6	6.0	18.0	12.7
Queue Length 50th (ft)	62	0	5	131	97
Queue Length 95th (ft)	24	0	m13	#554	175
Internal Link Dist (ft)	1262			2580	379
Turn Bay Length (ft)		60	65		
Base Capacity (vph)	408	551	364	1107	1747
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.46	0.13	0.18	0.88	0.55

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBT	EBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	137	49	54	446	4	1316
v/c Ratio	0.53	0.13	0.17	0.37	0.01	0.65
Control Delay	28.7	1.3	4.5	6.4	8.0	14.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	28.7	1.3	4.5	6.4	8.0	14.7
Queue Length 50th (ft)	45	0	3	42	1	131
Queue Length 95th (ft)	83	1	m10	m156	m2	#362
Internal Link Dist (ft)	1262			2580		379
Turn Bay Length (ft)		60	65		150	
Base Capacity (vph)	423	551	312	1198	673	2010
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.32	0.09	0.17	0.37	0.01	0.65

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBT	EBR	NBL	NBT	SBT
Lane Group Flow (vph)	205	85	73	1042	1078
v/c Ratio	0.64	0.19	0.22	0.94	0.62
Control Delay	29.2	3.7	6.3	24.2	16.3
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	29.2	3.7	6.3	24.2	16.3
Queue Length 50th (ft)	66	0	6	144	112
Queue Length 95th (ft)	26	0	m14	#610	230
Internal Link Dist (ft)	1262			2580	379
Turn Bay Length (ft)		60	65		
Base Capacity (vph)	419	563	338	1106	1751
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.49	0.15	0.22	0.94	0.62

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBT	EBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	160	54	45	566	3	1599
v/c Ratio	0.57	0.13	0.15	0.25	0.00	0.76
Control Delay	28.9	1.7	4.5	4.9	8.7	18.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	28.9	1.7	4.5	4.9	8.7	18.9
Queue Length 50th (ft)	53	0	3	25	1	181
Queue Length 95th (ft)	93	6	m10	m67	m1	#494
Internal Link Dist (ft)	1262			2580		178
Turn Bay Length (ft)		60	65		150	
Base Capacity (vph)	423	551	296	2235	623	2094
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.38	0.10	0.15	0.25	0.00	0.76

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBT	EBR	NBL	NBT	SBT
Lane Group Flow (vph)	230	59	66	1256	1308
v/c Ratio	0.70	0.13	0.24	0.62	0.77
Control Delay	32.3	1.8	6.9	7.4	24.8
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	32.3	1.8	6.9	7.4	24.8
Queue Length 50th (ft)	75	0	8	111	203
Queue Length 95th (ft)	133	8	m10	m128	#356
Internal Link Dist (ft)	1262			2580	379
Turn Bay Length (ft)		60	65		
Base Capacity (vph)	406	551	280	2033	1693
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.57	0.11	0.24	0.62	0.77

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBT	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	333	129	100	368	180	910
v/c Ratio	0.78	0.28	0.66	0.35	0.32	0.88
Control Delay	32.2	9.3	37.4	8.0	3.3	17.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	32.2	9.3	37.4	8.0	3.3	17.5
Queue Length 50th (ft)	96	13	23	63	30	332
Queue Length 95th (ft)	110	41	41	111	m3	m#495
Internal Link Dist (ft)	1281	264		578		2580
Turn Bay Length (ft)			50		50	
Base Capacity (vph)	489	522	152	1039	567	1036
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.68	0.25	0.66	0.35	0.32	0.88

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBT	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	163	314	95	818	42	622
v/c Ratio	0.66	0.73	0.24	0.74	0.16	0.57
Control Delay	27.8	24.8	8.3	15.5	1.3	3.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	27.8	24.8	8.3	15.5	1.3	3.1
Queue Length 50th (ft)	37	72	13	181	0	3
Queue Length 95th (ft)	39	78	35	#446	m1	m4
Internal Link Dist (ft)	1281	264		578		2580
Turn Bay Length (ft)			50		50	
Base Capacity (vph)	316	548	402	1100	259	1094
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.52	0.57	0.24	0.74	0.16	0.57

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBT	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	363	146	105	423	194	976
v/c Ratio	0.83	0.30	0.85	0.42	0.39	0.96
Control Delay	36.6	8.9	71.6	9.0	2.7	23.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	36.6	8.9	71.6	9.0	2.7	23.7
Queue Length 50th (ft)	107	14	30	79	3	~405
Queue Length 95th (ft)	123	43	#62	132	m3	m#441
Internal Link Dist (ft)	1281	264		578		2580
Turn Bay Length (ft)			50		50	
Base Capacity (vph)	479	528	123	1015	503	1013
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.76	0.28	0.85	0.42	0.39	0.96

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBT	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	176	339	101	875	51	697
v/c Ratio	0.72	0.76	0.30	0.81	0.25	0.65
Control Delay	32.2	26.0	10.1	18.9	1.8	4.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	32.2	26.0	10.1	18.9	1.8	4.0
Queue Length 50th (ft)	42	79	15	216	1	5
Queue Length 95th (ft)	44	85	40	#494	m1	m5
Internal Link Dist (ft)	1281	264		578		2580
Turn Bay Length (ft)			50		50	
Base Capacity (vph)	301	547	333	1082	205	1076
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.58	0.62	0.30	0.81	0.25	0.65

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBT	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	362	124	86	475	175	1089
v/c Ratio	0.82	0.26	0.69	0.47	0.38	1.07
Control Delay	35.0	9.3	47.0	9.7	4.3	61.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	35.0	9.3	47.0	9.7	4.3	61.1
Queue Length 50th (ft)	104	13	21	94	39	~502
Queue Length 95th (ft)	#224	46	#97	160	m2	#725
Internal Link Dist (ft)	1281	264		578		2580
Turn Bay Length (ft)			100			
Base Capacity (vph)	487	527	124	1019	461	1018
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.74	0.24	0.69	0.47	0.38	1.07

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBT	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	189	342	110	1061	46	853
v/c Ratio	0.77	0.76	0.51	0.99	0.37	0.80
Control Delay	35.9	26.6	20.2	40.9	9.7	12.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	35.9	26.6	20.2	40.9	9.7	12.3
Queue Length 50th (ft)	44	83	20	~346	0	85
Queue Length 95th (ft)	#125	154	#96	#667	m1	#512
Internal Link Dist (ft)	1281	264		578		2580
Turn Bay Length (ft)			100			
Base Capacity (vph)	297	547	216	1076	124	1070
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.64	0.63	0.51	0.99	0.37	0.80

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBR	NBL	NBT	SBT
Lane Group Flow (vph)	30	15	78	429	1263
v/c Ratio	0.17	0.09	0.26	0.28	0.43
Control Delay	25.8	13.5	4.4	1.9	1.2
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	25.8	13.5	4.4	1.9	1.2
Queue Length 50th (ft)	10	0	0	0	0
Queue Length 95th (ft)	30	14	29	47	25
Internal Link Dist (ft)	289			191	147
Turn Bay Length (ft)			150		
Base Capacity (vph)	471	431	305	1560	2920
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.06	0.03	0.26	0.28	0.43

Intersection Summary



Lane Group	EBL	EBR	NBL	NBT	SBT
Lane Group Flow (vph)	128	65	21	1082	888
v/c Ratio	0.48	0.22	0.06	0.84	0.37
Control Delay	27.8	8.0	5.1	13.7	3.8
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	27.8	8.0	5.1	13.7	3.8
Queue Length 50th (ft)	42	0	2	145	13
Queue Length 95th (ft)	80	25	m4	m#547	148
Internal Link Dist (ft)	203			204	134
Turn Bay Length (ft)			150		
Base Capacity (vph)	471	466	369	1284	2429
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.27	0.14	0.06	0.84	0.37

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBR	NBL	NBT	SBT
Lane Group Flow (vph)	52	26	133	455	1401
v/c Ratio	0.27	0.13	0.58	0.31	0.52
Control Delay	26.5	11.5	20.9	3.3	2.4
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	26.5	11.5	20.9	3.3	2.4
Queue Length 50th (ft)	17	0	10	23	8
Queue Length 95th (ft)	43	18	#106	120	75
Internal Link Dist (ft)	161			217	121
Turn Bay Length (ft)			150		
Base Capacity (vph)	471	439	230	1449	2693
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.11	0.06	0.58	0.31	0.52

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBL	EBR	NBL	NBT	SBT
Lane Group Flow (vph)	217	111	35	1148	964
v/c Ratio	0.63	0.28	0.13	1.04	0.46
Control Delay	28.6	6.1	6.8	44.5	6.0
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	28.6	6.1	6.8	44.5	6.0
Queue Length 50th (ft)	71	0	4	~202	103
Queue Length 95th (ft)	119	30	m7	m#586	165
Internal Link Dist (ft)	513			181	157
Turn Bay Length (ft)			150		
Base Capacity (vph)	471	498	274	1105	2087
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.46	0.22	0.13	1.04	0.46

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBR	NBL	NBT	SBT
Lane Group Flow (vph)	52	26	133	577	1734
v/c Ratio	0.27	0.13	0.92	0.21	0.64
Control Delay	26.5	13.3	79.8	1.7	3.8
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	26.5	13.3	79.8	1.7	3.8
Queue Length 50th (ft)	17	1	~37	13	22
Queue Length 95th (ft)	43	19	#143	31	m276
Internal Link Dist (ft)	341			300	162
Turn Bay Length (ft)			150		
Base Capacity (vph)	471	436	144	2754	2704
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.11	0.06	0.92	0.21	0.64

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBR	NBL	NBT	SBT
Lane Group Flow (vph)	217	111	35	1457	1207
v/c Ratio	0.65	0.31	0.18	0.68	0.57
Control Delay	30.8	10.2	6.0	6.0	7.5
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	30.8	10.2	6.0	6.0	7.5
Queue Length 50th (ft)	71	9	3	93	150
Queue Length 95th (ft)	127	42	m6	117	214
Internal Link Dist (ft)	491			186	152
Turn Bay Length (ft)			150		
Base Capacity (vph)	405	421	198	2132	2120
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.54	0.26	0.18	0.68	0.57

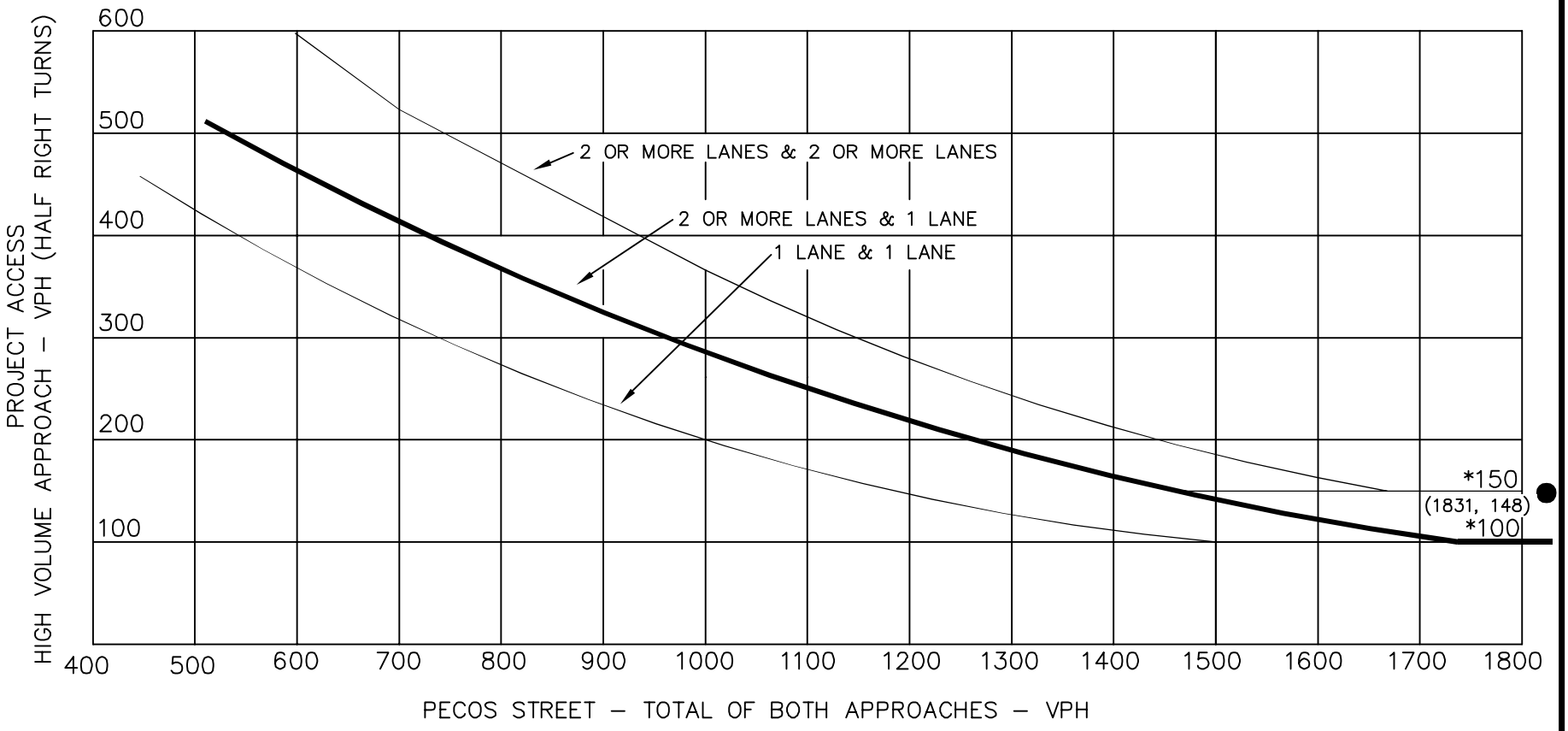
Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

APPENDIX F

Signal Warrant Analysis

WARRANT 3 - PEAK HOUR



* NOTE: 150 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACH WITH TWO OR MORE LANES AND 100 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACHING WITH ONE LANE.

● 2020 TOTAL TRAFFIC DATA POINT

PECOS STREET & PROJECT ACCESS
PEAK HOUR VOLUME TRAFFIC SIGNAL WARRANT

FIGURE A1

Source: Manual of Uniform Traffic Control Devices 2009

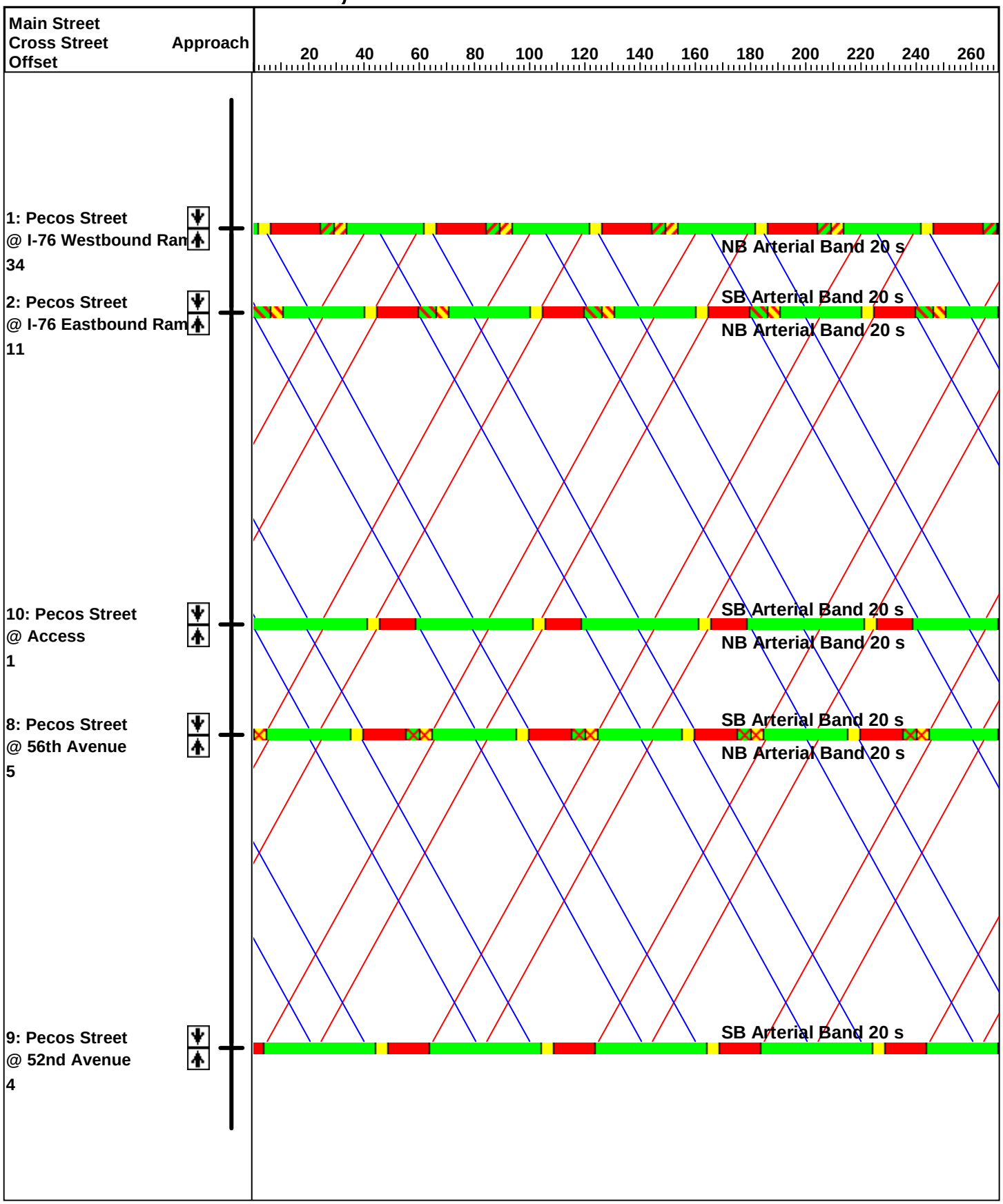
Kimley»Horn

APPENDIX G

Time Space Diagram Worksheets

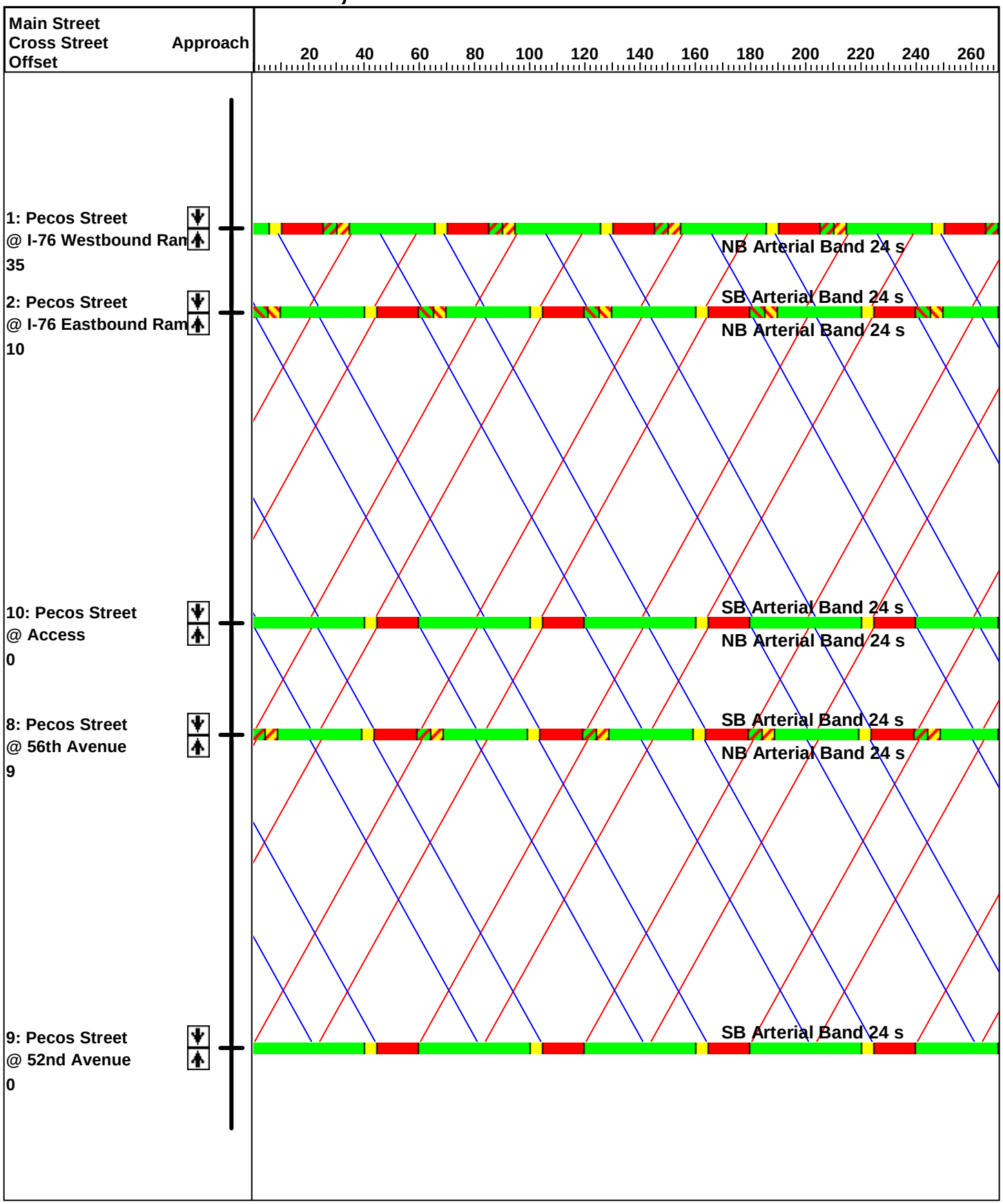
Time-Space Diagram - Pecos Street 2020 Total AM.syn

Arterial Bandwidths, 90th Percentile Green Times



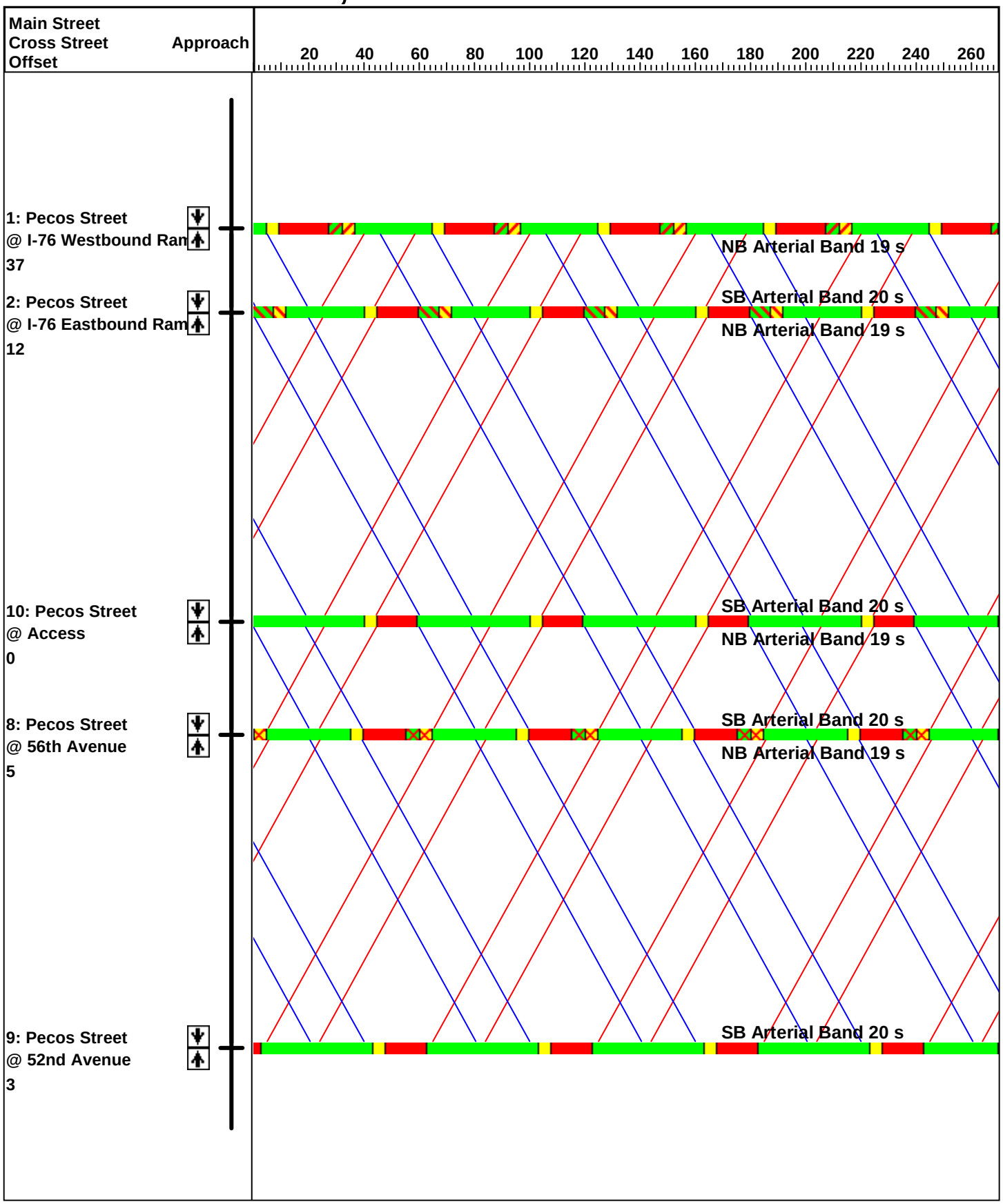
Time-Space Diagram - Pecos Street 2020 Total PM.syn

Arterial Bandwidths, 90th Percentile Green Times



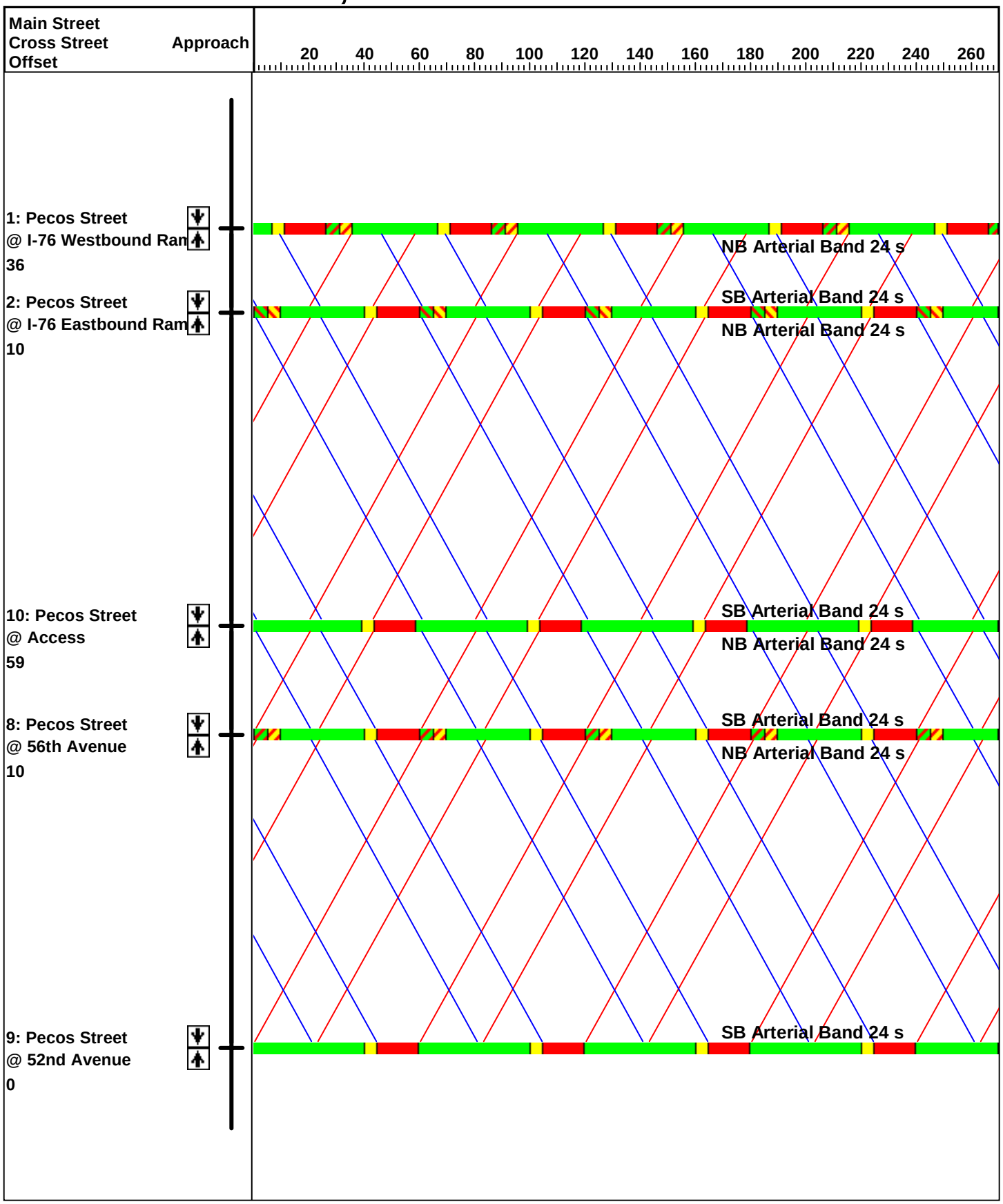
Time-Space Diagram - Pecos Street 2024 Total AM.syn

Arterial Bandwidths, 90th Percentile Green Times



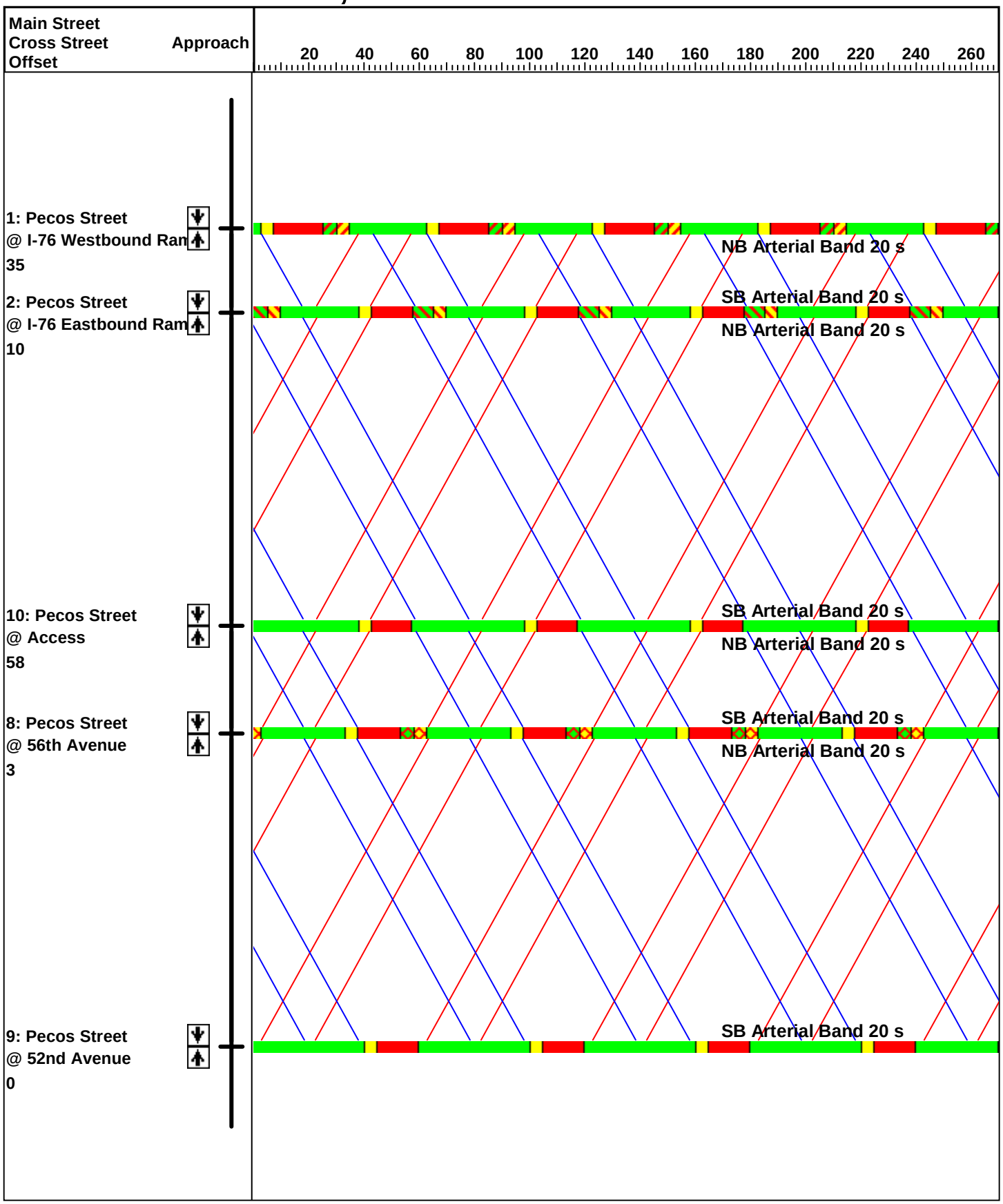
Time-Space Diagram - Pecos Street 2024 Total PM.syn

Arterial Bandwidths, 90th Percentile Green Times



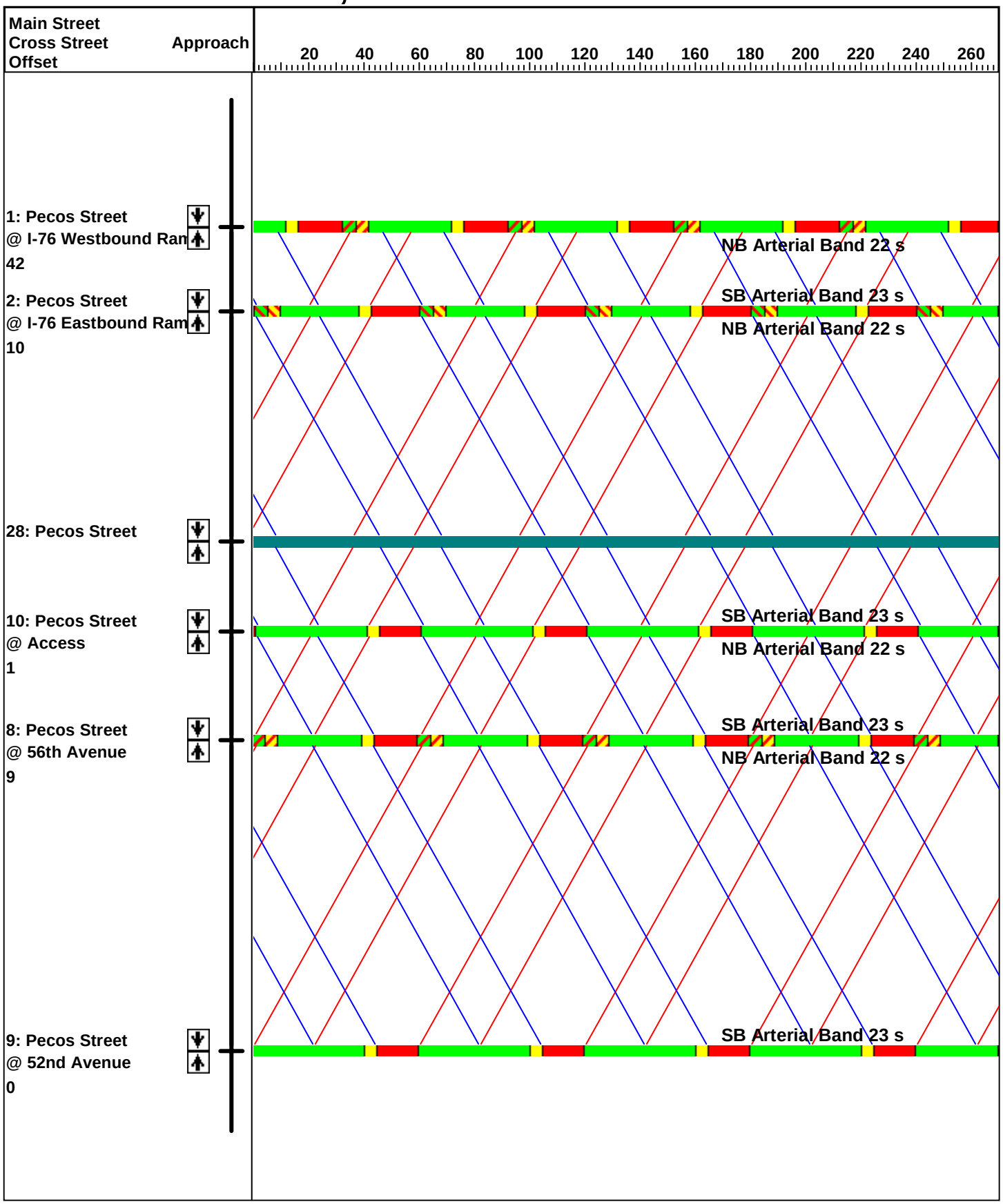
Time-Space Diagram - Pecos Street 2040 Total AM.syn

Arterial Bandwidths, 90th Percentile Green Times



Time-Space Diagram - Pecos Street 2040 Total PM.syn

Arterial Bandwidths, 90th Percentile Green Times



APPENDIX H

Conceptual Site Plan

SUBDIVISION - MAJOR/ PRELIMINARY

CASE # PLT2019-00013

PECOS LOGISTICS PARK

PART OF THE SOUTHWEST ¼ OF SECTION 9 TOWNSHIP 3 SOUTH, RANGE 68 WEST OF THE 6TH PRINCIPAL MERIDIAN AND PART OF THE SOUTH ½ OF THE NORTHWEST ¼ OF SECTION 10 TOWNSHIP 3 SOUTH, RANGE 68 WEST OF THE 6TH PRINCIPAL MERIDIAN

SHEET 1 OF 1

SITE DATA

EXISTING ZONING	R-1-C, I-1, I-2, I-3	
PROPOSED ZONING	I-2	
EXISTING LOT AREA	±2,899,197 SF = ±66.55 AC	
DEVELOPMENT AREA	±2,856,822 SF = 65.59 AC	
LOT 1	891,120 SF = 20.46 AC	
LOT 2	1,027,511 SF = 23.59 AC	
LOT 3	773,113 SF = 17.75 AC	
POND TRACT	165,078 SF	
LANDSCAPE TRACT	23,633 SF	
PECOS ROW DEDICATION	15,685 SF	
W 56TH AVE ROW DEDICATION	3,057 SF	
BUILDING AREA	1,146,100 SF	
FAR	0.40	
LANDSCAPE REQ'D	10%	
LANDSCAPE PROVIDED	13.4% (ENTIRE DEVELOPMENT)	
STANDARD PARKING W/ 2' OVERHANG PROVIDED	9x16.5	1,109
STANDARD PARKING	9x18.5	257
TOTAL		1,366
TRAILER PARKING	12x55	175

PARKING REQ'D

WAREHOUSE	1 PER 5,000	
OFFICE	1 PER 300	
WHOLESALE	1 PER 900	
MANUFACTURING	1 PER 1,000	

PARKING PROVIDED

LOT 1: (% BELOW IS PROPOSED AND MAY CHANGE W/ T.I.)

BLDG AREA	391,600 SF	
OFFICE 25%	97,900 SF	326 SPACES
WHS 65%	254,540 SF	51 SPACES
INDUST. 10%	39,160 SF	39 SPACES
TOTAL REQ'D		416 SPACES
PROVIDED		489 SPACES
		37 TRAILERS

LOT 2: (% BELOW IS PROPOSED AND MAY CHANGE W/ T.I.)

BLDG AREA	471,000 SF	
OFFICE 25%	117,750 SF	393 SPACES
WHS 65%	306,150 SF	61 SPACES
INDUST. 10%	47,100 SF	47 SPACES
TOTAL REQ'D		501 SPACES
PROVIDED		514 SPACES
		17 TRAILERS

LOT 3:

BLDG AREA	263,500 SF	
OFFICE	20,400 SF	68 SPACES
WHS	263,100 SF	53 SPACES
TOTAL REQ'D		121 SPACES
PROVIDED		363 SPACES
		115 TRAILERS

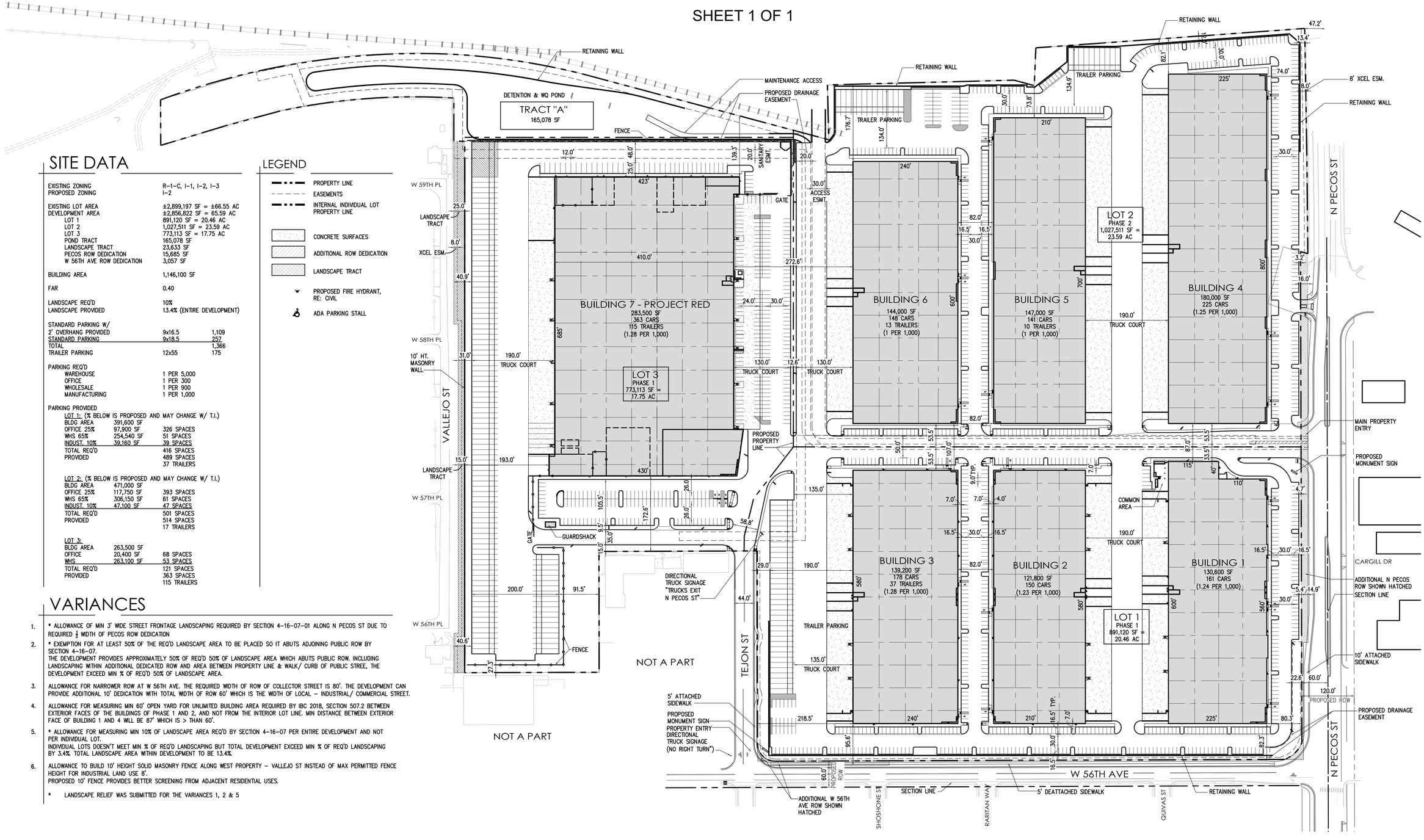
LEGEND

- PROPERTY LINE
- EASEMENTS
- INTERNAL INDIVIDUAL LOT PROPERTY LINE
- CONCRETE SURFACES
- ADDITIONAL ROW DEDICATION
- LANDSCAPE TRACT
- PROPOSED FIRE HYDRANT, RE: CIVIL
- ADA PARKING STALL

VARIANCES

1. * ALLOWANCE OF MIN 3' WIDE STREET FRONTAGE LANDSCAPING REQUIRED BY SECTION 4-16-07-01 ALONG N PECOS ST DUE TO REQUIRED ½ WIDTH OF PECOS ROW DEDICATION
2. * EXEMPTION FOR AT LEAST 50% OF THE REQ'D LANDSCAPE AREA TO BE PLACED SO IT ABUTS ADJOINING PUBLIC ROW BY SECTION 4-16-07.
   THE DEVELOPMENT PROVIDES APPROXIMATELY 50% OF REQ'D 50% OF LANDSCAPE AREA WHICH ABUTS PUBLIC ROW. INCLUDING LANDSCAPING WITHIN ADDITIONAL DEDICATED ROW AND AREA BETWEEN PROPERTY LINE & WALK/ CURB OF PUBLIC STREE, THE DEVELOPMENT EXCEED MIN % OF REQ'D 50% OF LANDSCAPE AREA.
3. ALLOWANCE FOR NARROWER ROW AT W 56TH AVE. THE REQUIRED WIDTH OF ROW OF COLLECTOR STREET IS 80'. THE DEVELOPMENT CAN PROVIDE ADDITIONAL 10' DEDICATION WITH TOTAL WIDTH OF ROW 60' WHICH IS THE WIDTH OF LOCAL – INDUSTRIAL/ COMMERCIAL STREET.
4. ALLOWANCE FOR MEASURING MIN 60' OPEN YARD FOR UNLIMITED BUILDING AREA REQUIRED BY IBC 2018, SECTION 507.2 BETWEEN EXTERIOR FACES OF THE BUILDINGS OF PHASE 1 AND 2, AND NOT FROM THE INTERIOR LOT LINE. MIN DISTANCE BETWEEN EXTERIOR FACE OF BUILDING 1 AND 4 WILL BE 87' WHICH IS > THAN 60'.
5. * ALLOWANCE FOR MEASURING MIN 10% OF LANDSCAPE AREA REQ'D BY SECTION 4-16-07 PER ENTIRE DEVELOPMENT AND NOT PER INDIVIDUAL LOT.
   INDIVIDUAL LOTS DOESN'T MEET MIN % OF REQ'D LANDSCAPING BUT TOTAL DEVELOPMENT EXCEED MIN % OF REQ'D LANDSCAPING BY 3.4%. TOTAL LANDSCAPE AREA WITHIN DEVELOPMENT TO BE 13.4%.
6. ALLOWANCE TO BUILD 10' HEIGHT SOLID MASONRY FENCE ALONG WEST PROPERTY – VALLEJO ST INSTEAD OF MAX PERMITTED FENCE HEIGHT FOR INDUSTRIAL LAND USE 8'.
   PROPOSED 10' FENCE PROVIDES BETTER SCREENING FROM ADJACENT RESIDENTIAL USES.

* LANDSCAPE RELIEF WAS SUBMITTED FOR THE VARIANCES 1, 2 & 5



1 SITE PLAN
SHT 1 | 1" = 100'-0"

0 50 100

GREY WOLF ARCHITECTURE
ARCHITECTURE PLANNING INTERIOR DESIGN
1543 CHAMPA STREET SUITE 200
DENVER, COLORADO 80202
303.292.9107 fax 303.292.4297
mail: arch@greywolfstudio.com

PECOS LOGISTICS PARK
5801 N PECOS ST
ADAMS COUNTY, CO

DATES/ REVISIONS	
04.23.19	1ST SUBMITTAL
08.30.19	2ND SUBMITTAL

1 OF 1

SITE PLAN