APPENDIX A

TRAFFIC IMPACT STUDY FORM

CITY OF ALBUQUERQUE

TRAFFIC IMPACT STUDY (TIS) FORM

APPLICANT: Adam Miera **DATE OF REQUEST:** 3 / 5 /2020 **ZONE ATLAS PAGE(S):** J10,K10

CURRENT:

ZONING NR-BP (Nonresidential Business Park)

PARCEL SIZE (AC/SQ. FT.) 2.86, 2.56, 2.92 = (3.34)

LEGAL DESCRIPTION:

LOT OR TRACT # LT11,12,13 BLOCK #7201

SUBDIVISION NAME Meridian Business Park

REQUESTED CITY ACTION(S):

ANNEXATION [ ]

ZONE CHANGE [ ]: From_____ To_____

SECTOR, AREA, FAC, COMP PLAN [ ]

AMENDMENT (Map/Text) [ ]

SITE DEVELOPMENT PLAN:

SUBDIVISION* [ ] AMENDMENT [ ]

BUILDING PERMIT [ ] ACCESS PERMIT [X]

BUILDING PURPOSES [ ] OTHER [ ]

*includes platting actions

PROPOSED DEVELOPMENT: Shipping/Delivery Facility

GENERAL DESCRIPTION OF ACTION: **Existing building, proposed parking lot**

NO CONSTRUCTION/DEVELOPMENT [ ]

NEW CONSTRUCTION [ ]

EXPANSION OF EXISTING DEVELOPMENT [ ]

OF UNITS: _____

BUILDING SIZE: 45K (sq. ft.)

Note: changes made to development proposals / assumptions, from the information provided above, will result in a new TIS determination.

APPLICANT OR REPRESENTATIVE (WHPacific) DATE 3-5-2020

(To be signed upon completion of processing by the Traffic Engineer)

Planning Department, Development & Building Services Division, Transportation Development Section -
2ND Floor West, 600 2nd St. NW, Plaza del Sol Building, City, 87102, phone 924-3991

TRAFFIC IMPACT STUDY (TIS) REQUIRED: YES [X] NO [ ] BORDERLINE [ ]

THRESHOLDS MET? YES [X] NO [ ] MITIGATING REASONS FOR **NOT** REQUIRING TIS: PREVIOUSLY STUDIED: [ ]

Notes:

If a TIS is required: a scoping meeting (as outlined in the development process manual) must be held to define the level of analysis needed and the parameters of the study. ***Any subsequent changes to the development proposal identified above may require an update or new TIS.***

PE, PTOE 3-5-2020

TRAFFIC ENGINEER DATE

Required **TIS** **must be completed prior to applying to the EPC and/or the DRB.** Arrangements must be made prior to submittal if a variance to this procedure is requested and noted on this form, otherwise the application may not be accepted or deferred if the arrangements are not complied with.

TIS **-SUBMITTED** __/__/___ _____ _____

-FINALIZED __/__/___ TRAFFIC ENGINEER DATE

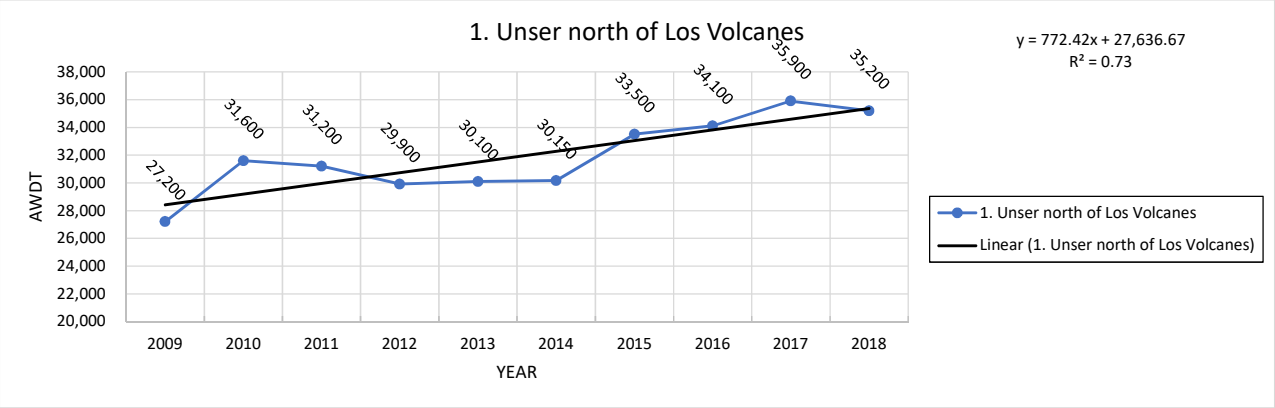
Revised January 20, 2011

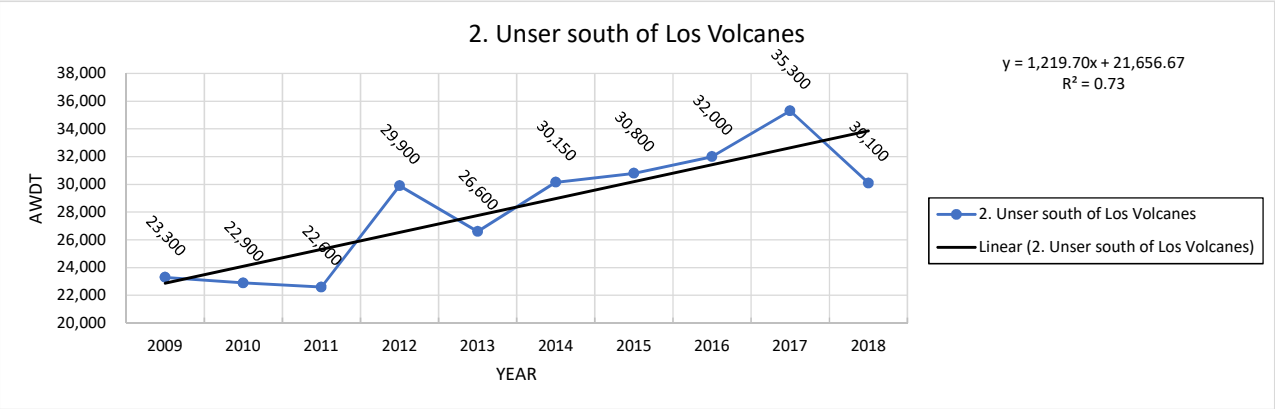
APPENDIX B

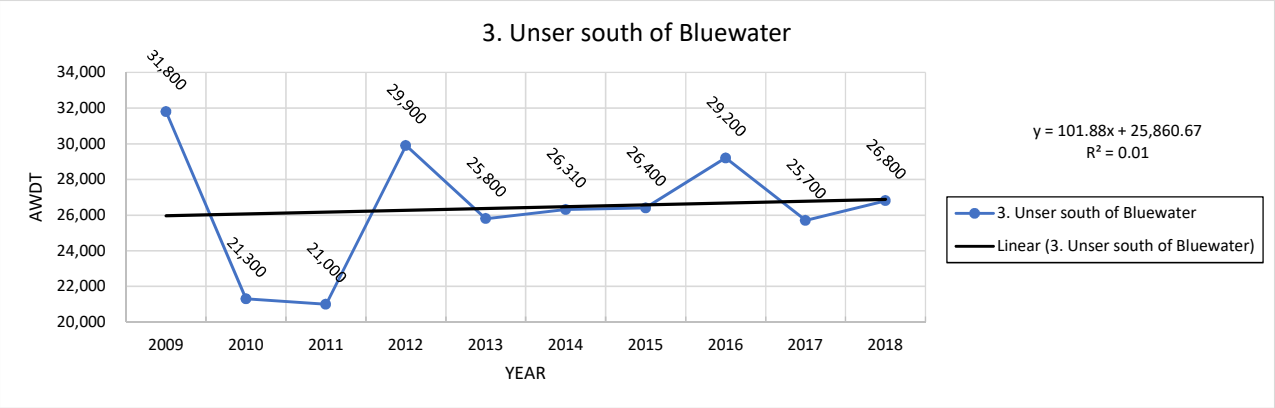
HISTORIC GROWTH CHARTS

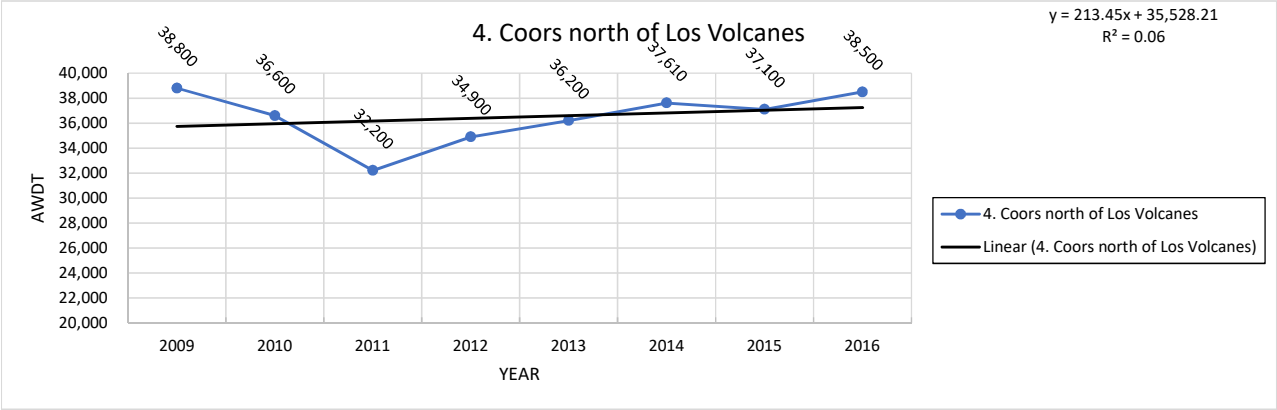
HISTORIC GROWTH RATE TABLE

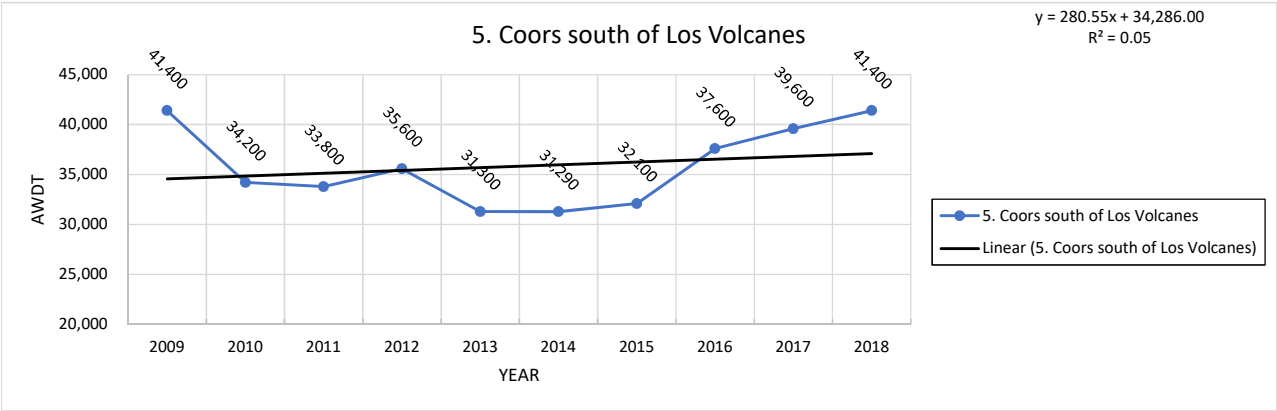
	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018 (B)	A Annual Increase (Tredline) veh/day	Growth Rate=A/B	Growth Rate %	Growth Rate USE	notes
1. Unser north of Los Volcanes	27,200	31,600	31,200	29,900	30,100	30,150	33,500	34,100	35,900	35,200	772	0.02	2.2%	**2.2%**	
2. Unser south of Los Volcanes	23,300	22,900	22,600	29,900	26,600	30,150	30,800	32,000	35,300	30,100	1,220	0.04	4.1%	**2.0%**	reviewed google earth from 2009-2012 and 2018and cant understand why such a shift if traffic volumes over those years. Will use 2% growth rate to match closer to north leg
3. Unser south of Bluewater	31,800	21,300	21,000	29,900	25,800	26,310	26,400	29,200	25,700	26,800	102	0.00	0.4%	**0.5%**	
4. Coors north of Los Volcanes	38,800	36,600	32,200	34,900	36,200	37,610	37,100	38,500	21,600	22,600	213	0.01	0.6%	**0.6%**	Removed years 2017 and 2018, analyzed 8 years instead. Those years seem to be an anomoly
5. Coors south of Los Volcanes	41,400	34,200	33,800	35,600	31,300	31,290	32,100	37,600	39,600	41,400	281	0.01	0.7%	**0.7%**	
6. Coors south of Bluewater	32,400	32,000	33,300	32,800	32,200	32,240	33,400	34,700	36,500	28,200	15	0.00	0.1%	**0.5%**	
7. Los Volcanes between Unser and Airport	6,500	6,500	6,500	6,400	6,300	6,170	6,300	6,600	9,300	9,700	294	0.03	3.0%	**3.0%**	
8. Los Volcanes between Airport and Coors	5,700	5,700	5,700	5,600	5,500	6,070	6,200	6,500	5,500	5,800	36	0.01	0.6%	**0.6%**	
9. Bluewater between Unser and Airport	4,800	4,700	4,700	5,500	5,400	5,410	4,600	4,800	4,800	6,100	62	0.01	1.0%	**1.0%**	
10. Bluewater between Airport and Coors	5,600	5,500	10,500	10,300	10,100	10,140	7,800	8,100	8,100	9,200	189	0.02	2.1%	**2.1%**	
11. Airport between Los Volcanes and Bluewater	1,100	1,100	1,100	1,100	1,100	1,100	1,100	1,100	1,100	4,000	158	0.04	4.0%	**4.0%**	
12. Airport between Bluewater and Central	2,400	2,400	2,400	2,300	2,200	2,240	2,500	2,600	2,700	2,700	39	0.01	1.4%	**1.4%**	
13. Gallatin north of Los Volcanes	2,900	2,900	2,900	2,900	2,800	3,060	3,100	3,200	4,000	4,200	132	0.03	3.1%	**3.1%**	

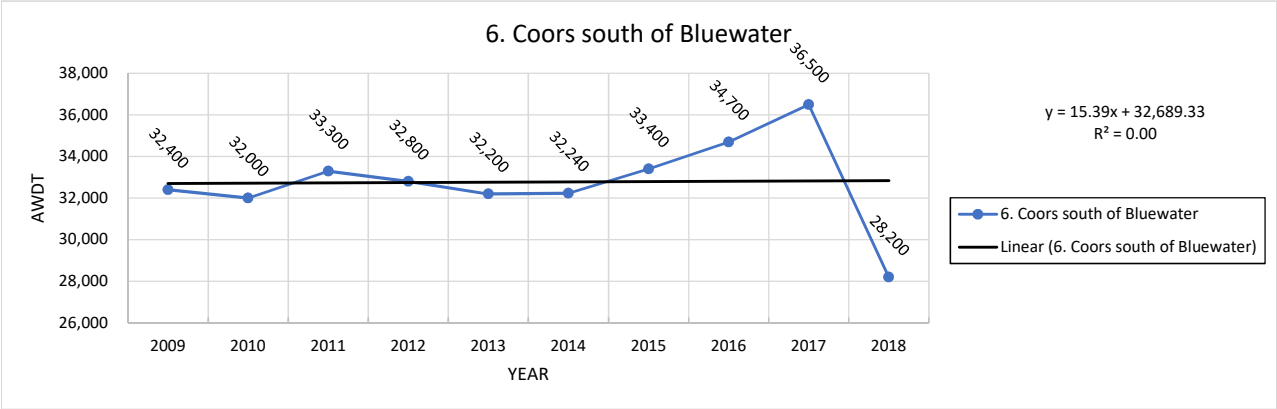

1. Unser north of Los Volcanes
y = 772.42x + 27,636.67
R² = 0.73
AWDT
YEAR
27,200
31,600
31,200
29,900
30,100
30,150
33,500
34,100
35,900
35,200
1. Unser north of Los Volcanes
Linear (1. Unser north of Los Volcanes)

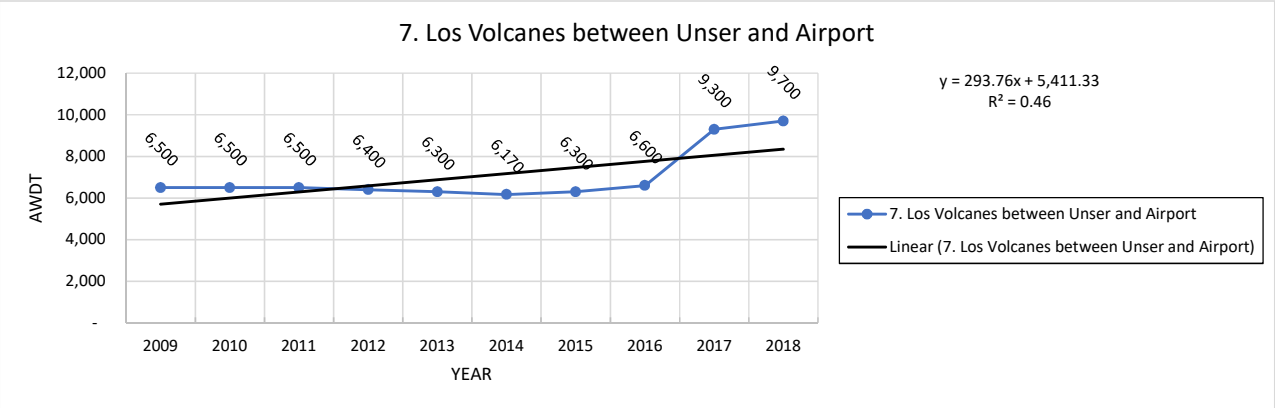

2. Unser south of Los Volcanes
y = 1,219.70x + 21,656.67
R² = 0.73
AWDT
YEAR
23,300
22,900
22,600
29,900
26,600
30,150
30,800
32,000
35,300
30,100
2. Unser south of Los Volcanes
Linear (2. Unser south of Los Volcanes)

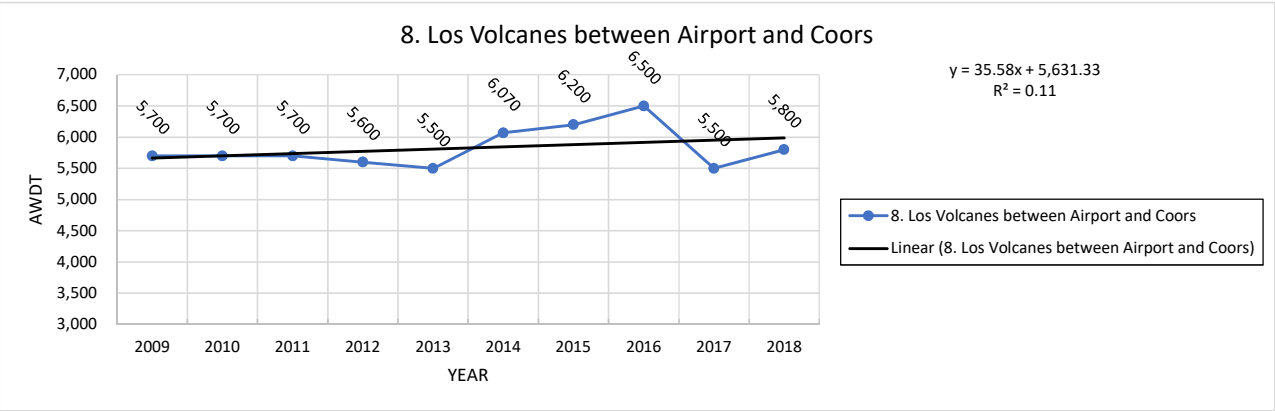

3. Unser south of Bluewater
y = 101.88x + 25,860.67
R² = 0.01
AWDT
YEAR
31,800
21,300
21,000
29,900
25,800
26,310
26,400
29,200
25,700
26,800
3. Unser south of Bluewater
Linear (3. Unser south of Bluewater)

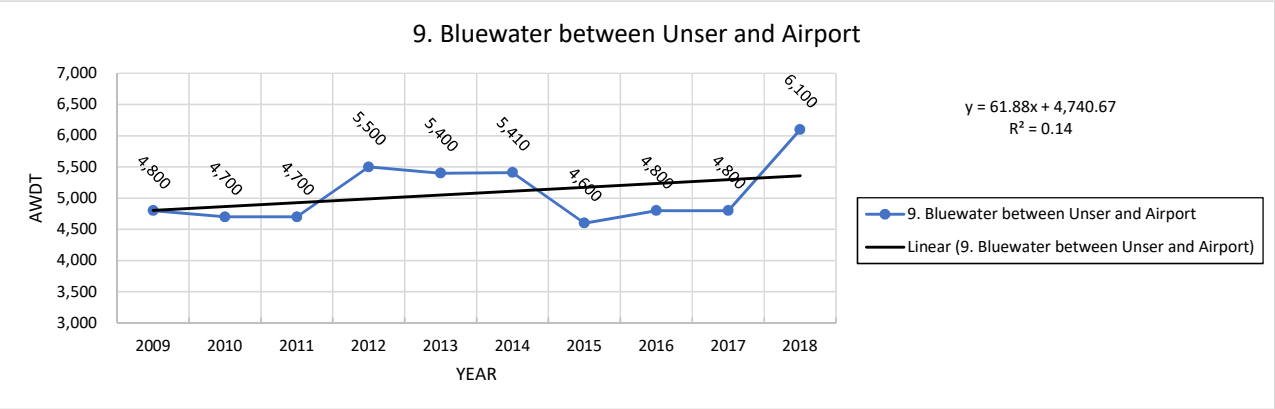

4. Coors north of Los Volcanes
y = 213.45x + 35,528.21
R² = 0.06
38,800
36,600
32,200
34,900
36,200
37,610
37,100
38,500
40,000
38,000
36,000
34,000
32,000
30,000
28,000
26,000
24,000
22,000
20,000
AWDT
2009
2010
2011
2012
2013
2014
2015
2016
YEAR
4. Coors north of Los Volcanes
Linear (4. Coors north of Los Volcanes)

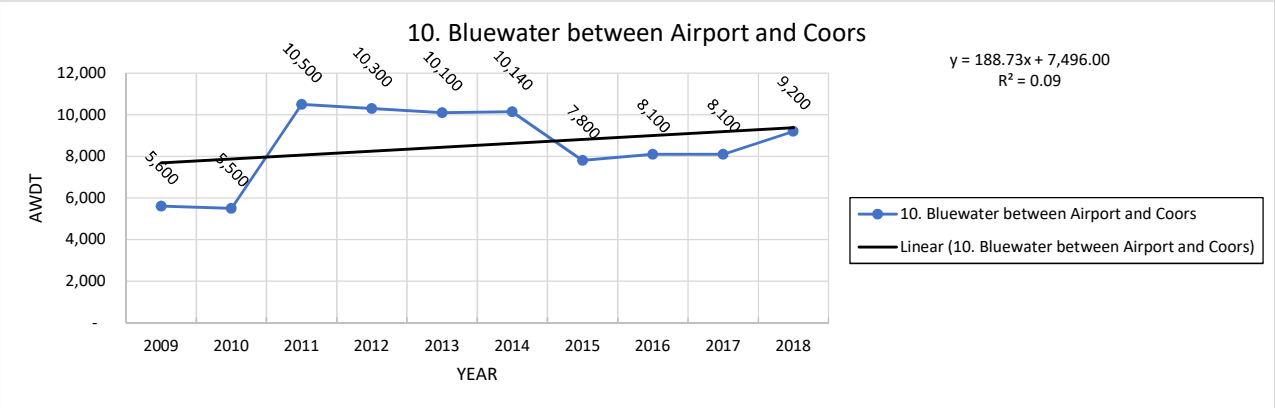

5. Coors south of Los Volcanes
y = 280.55x + 34,286.00
R² = 0.05
41,400
34,200
33,800
35,600
31,300
31,290
32,100
37,600
39,600
41,400
45,000
40,000
35,000
30,000
25,000
20,000
AWDT
2009
2010
2011
2012
2013
2014
2015
2016
2017
2018
YEAR
5. Coors south of Los Volcanes
Linear (5. Coors south of Los Volcanes)

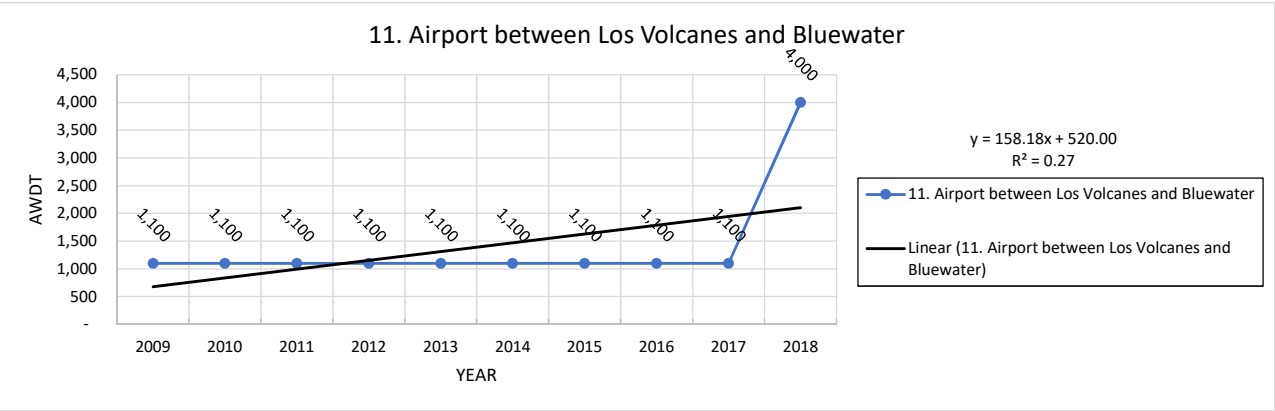

6. Coors south of Bluewater
y = 15.39x + 32,689.33
R² = 0.00
32,400
32,000
33,300
32,800
32,200
32,240
33,400
34,700
36,500
28,200
38,000
36,000
34,000
32,000
30,000
28,000
26,000
AWDT
2009
2010
2011
2012
2013
2014
2015
2016
2017
2018
YEAR
6. Coors south of Bluewater
Linear (6. Coors south of Bluewater)

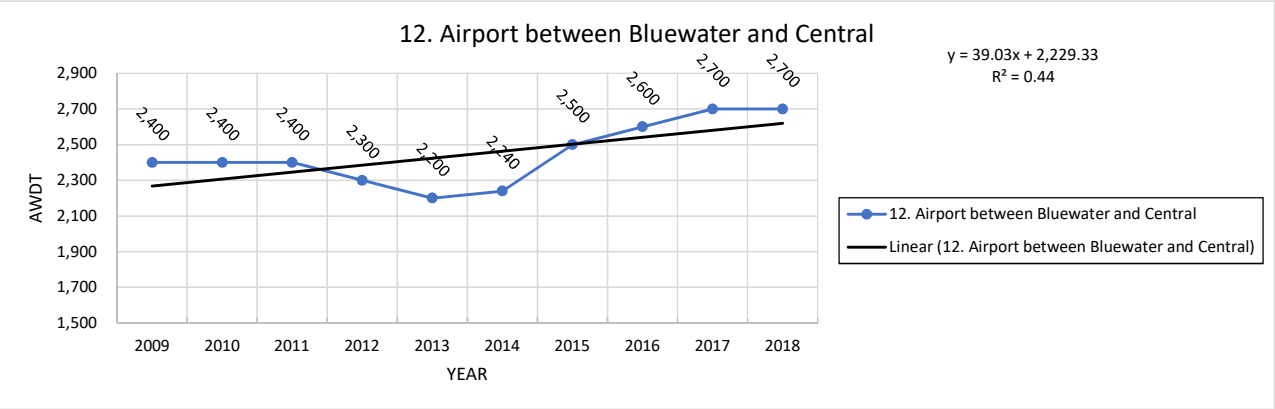

7. Los Volcanes between Unser and Airport
y = 293.76x + 5,411.33
R² = 0.46
AWDT
YEAR
6,500
6,500
6,500
6,400
6,300
6,170
6,300
6,600
9,300
9,700
7. Los Volcanes between Unser and Airport
Linear (7. Los Volcanes between Unser and Airport)

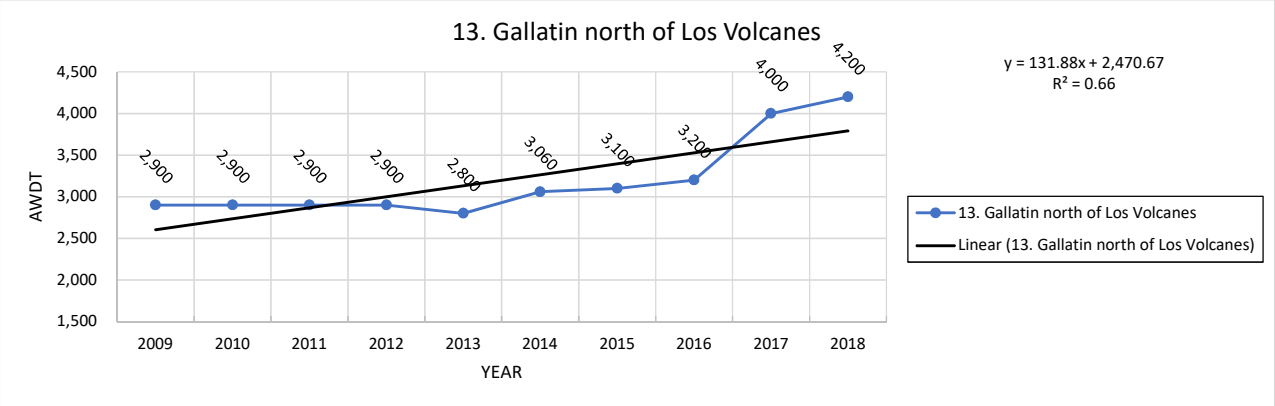

8. Los Volcanes between Airport and Coors
y = 35.58x + 5,631.33
R² = 0.11
AWDT
YEAR
5,700
5,700
5,700
5,600
5,500
6,070
6,200
6,500
5,500
5,800
8. Los Volcanes between Airport and Coors
Linear (8. Los Volcanes between Airport and Coors)


9. Bluewater between Unser and Airport
y = 61.88x + 4,740.67
R² = 0.14
AWDT
YEAR
4,800
4,700
4,700
5,500
5,400
5,410
4,600
4,800
4,800
6,100
9. Bluewater between Unser and Airport
Linear (9. Bluewater between Unser and Airport)


10. Bluewater between Airport and Coors
y = 188.73x + 7,496.00
R² = 0.09
AWDT
YEAR
5,600
5,500
10,500
10,300
10,100
10,140
7,800
8,100
8,100
9,200
10. Bluewater between Airport and Coors
Linear (10. Bluewater between Airport and Coors)


11. Airport between Los Volcanes and Bluewater
y = 158.18x + 520.00
R² = 0.27
AWDT
YEAR
1,100
1,100
1,100
1,100
1,100
1,100
1,100
1,100
1,100
4,000
11. Airport between Los Volcanes and Bluewater
Linear (11. Airport between Los Volcanes and Bluewater)


12. Airport between Bluewater and Central
y = 39.03x + 2,229.33
R² = 0.44
AWDT
YEAR
2,400
2,400
2,400
2,300
2,200
2,240
2,500
2,600
2,700
2,700
12. Airport between Bluewater and Central
Linear (12. Airport between Bluewater and Central)


13. Gallatin north of Los Volcanes
y = 131.88x + 2,470.67
R² = 0.66
AWDT
YEAR
2,900
2,900
2,900
2,900
2,800
3,060
3,100
3,200
4,000
4,200
13. Gallatin north of Los Volcanes
Linear (13. Gallatin north of Los Volcanes)

APPENDIX C

TURNING MOVEMENT COUNTS/TRAFFIC PROJECTION

AM No-Build

P_{20}= Projected volume
P_0= Current Volume
e= Constant
r= Growth Rate=
t= Time= 10 Years 2 Years

$$P_{20}=P_o e^{rt}$$

	growth rate	0.5%			3.0%			2.0%			2.2%	
Intersection 1	**Eastbound**			**Westbound**			**Northbound**			**Southbound**		
	Left	**Thru**	**Right**	**Left**	**Thru**	**Right**	**Left**	**Thru**	**Right**	**Left**	**Thru**	**Right**
Year 2018	283	81	13	88	76	193	29	1606	209	285	776	109
Projected to 2020	286	82	13	93	81	205	30	1672	218	298	811	114
BEK				2		4			13	28		
Total Year 2020	**286**	**82**	**13**	**95**	**81**	**209**	**30**	**1672**	**231**	**326**	**811**	**114**
Year 2030	**300**	**86**	**14**	**129**	**109**	**282**	**37**	**2042**	**282**	**406**	**1010**	**142**

	growth rate	0.5%			1.0%			0.5%			2.0%	
Intersection 2	**Eastbound**			**Westbound**			**Northbound**			**Southbound**		
	Left	**Thru**	**Right**	**Left**	**Thru**	**Right**	**Left**	**Thru**	**Right**	**Left**	**Thru**	**Right**
Year 2018	90	40	37	29	19	48	21	1375	79	105	622	52
Projected to 2020	91	40	37	30	19	49	21	1389	80	109	647	54
BEK								12			2	
Total Year 2020	**91**	**40**	**37**	**30**	**19**	**49**	**21**	**1401**	**80**	**109**	**649**	**54**
Year 2030	**96**	**42**	**39**	**33**	**21**	**54**	**22**	**1473**	**84**	**133**	**793**	**66**

	growth rate	2.1%			0.5%			0.5%			0.7%	
Intersection 3	**Eastbound**			**Westbound**			**Northbound**			**Southbound**		
	Left	**Thru**	**Right**	**Left**	**Thru**	**Right**	**Left**	**Thru**	**Right**	**Left**	**Thru**	**Right**
Year 2018	259	97	53	35	59	87	69	1204	16	33	840	119
Projected to 2020	270	101	55	35	60	88	70	1216	16	33	852	121
BEK								7			1	
Total Year 2020	**270**	**101**	**55**	**35**	**60**	**88**	**70**	**1223**	**16**	**33**	**853**	**121**
Year 2030	**333**	**125**	**68**	**37**	**63**	**92**	**73**	**1286**	**17**	**36**	**915**	**129**

	growth rate	0.6%						0.7%			0.6%	
Intersection 4	**Eastbound**			**Westbound**			**Northbound**			**Southbound**		
	Left	**Thru**	**Right**	**Left**	**Thru**	**Right**	**Left**	**Thru**	**Right**	**Left**	**Thru**	**Right**
Year 2018	131	-	44		-		59	1039	-	-	692	122
Projected to 2020	133		45				60	1054			700	123
Coors Park/Sell	9							25			16	6
BEK			1				7					
Total Year 2020	**142**		**46**				**67**	**1079**			**716**	**129**
Year 2030	**150**		**48**				**72**	**1157**			**761**	**137**

	growth rate	1.0%			2.1%						4.0%	
Intersection 5	**Eastbound**			**Westbound**			**Northbound**			**Southbound**		
	Left	**Thru**	**Right**	**Left**	**Thru**	**Right**	**Left**	**Thru**	**Right**	**Left**	**Thru**	**Right**
Year 2020	**103**	**212**	**-**	**-**	**184**	**125**		**-**		**123**	**-**	**60**
Year 2030	**114**	**234**	**-**	**-**	**227**	**154**		**-**		**183**	**-**	**90**

	growth rate	0.5%						4.0%			4.0%	
Intersection 6	**Eastbound**			**Westbound**			**Northbound**			**Southbound**		
	Left	**Thru**	**Right**	**Left**	**Thru**	**Right**	**Left**	**Thru**	**Right**	**Left**	**Thru**	**Right**
Year 2020	**20**	**-**	**15**		**-**		**21**	**101**	**-**	**-**	**135**	**14**
Year 2030	**21**	**-**	**16**		**-**		**31**	**151**	**-**	**-**	**201**	**21**

	growth rate	3.0%			0.6%			4.0%				
Intersection 7	**Eastbound**			**Westbound**			**Northbound**			**Southbound**		
	Left	**Thru**	**Right**	**Left**	**Thru**	**Right**	**Left**	**Thru**	**Right**	**Left**	**Thru**	**Right**
Year 2020	-	190	67	64	183	-	55	-	108		-	
BEK		1			7							
Total Year 2020		**191**	**67**	**64**	**190**		**55**		**108**			
Year 2030	**-**	**258**	**90**	**68**	**202**	**-**	**82**	**-**	**161**		**-**	

	growth rate	3.0%			0.6%			0.5%			3.1%	
Intersection 8	**Eastbound**			**Westbound**			**Northbound**			**Southbound**		
	Left	**Thru**	**Right**	**Left**	**Thru**	**Right**	**Left**	**Thru**	**Right**	**Left**	**Thru**	**Right**
Year 2018	290	237	22	17	214	27	7	4	75	5	5	216
Projected to 2020	308	252	23	17	217	27	7	4	76	5	5	230
BEK	41					7				1		6
Total Year 2020	**349**	**252**	**23**	**17**	**217**	**34**	**7**	**4**	**76**	**6**	**5**	**236**
Year 2030	**471**	**340**	**32**	**18**	**230**	**36**	**7**	**4**	**80**	**9**	**7**	**322**

	growth rate	3.0%			3.0%			0.5%				
Intersection 9	**Eastbound**			**Westbound**			**Northbound**			**Southbound**		
	Left	**Thru**	**Right**	**Left**	**Thru**	**Right**	**Left**	**Thru**	**Right**	**Left**	**Thru**	**Right**
Year 2020	**-**	**411**	**28**	**12**	**809**	**-**	**35**	**-**	**24**		**-**	
Year 2030	**-**	**555**	**38**	**16**	**1092**	**-**	**37**	**-**	**25**		**-**	

	growth rate	1.0%			2.1%			1.4%				
Intersection 10	**Eastbound**			**Westbound**			**Northbound**			**Southbound**		
	Left	**Thru**	**Right**	**Left**	**Thru**	**Right**	**Left**	**Thru**	**Right**	**Left**	**Thru**	**Right**
Year 2020	**-**	**374**	**49**	**43**	**290**	**-**	**84**	**-**	**100**		**-**	
Year 2030	**-**	**413**	**54**	**53**	**358**	**-**	**97**	**-**	**115**		**-**	

PM No-Build

P_{20}= Projected volume
P_0= Current Volume
e= Constant
r= Growth Rate=
t= Time=

$P_{20}=P_0e^{rt}$

10 Years 2 Years

Intersection 1	Eastbound			Westbound			Northbound			Southbound		
growth rate	0.5%			3.0%			2.0%			2.2%		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Year 2018	159	51	30	132	71	221	21	1072	114	192	1231	108
Year 2020	161	52	30	140	75	235	22	1116	119	201	1286	113
BEK				15		33			6	15		
Total Year 2020	**161**	**52**	**30**	**155**	**75**	**268**	**22**	**1116**	**125**	**216**	**1286**	**113**
Year 2030	**169**	**54**	**32**	**209**	**102**	**361**	**27**	**1363**	**152**	**269**	**1603**	**141**

Intersection 2	Eastbound			Westbound			Northbound			Southbound		
growth rate	0.5%			1.0%			0.5%			2.0%		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Year 2018	92	50	39	87	92	156	35	918	89	61	1271	104
Projected to 2020	93	51	39	89	94	159	35	927	90	63	1323	108
BEK								6		1	14	
Total Year 2020	**93**	**51**	**39**	**89**	**94**	**159**	**35**	**933**	**90**	**64**	**1337**	**108**
Year 2030	**98**	**53**	**41**	**98**	**104**	**176**	**37**	**981**	**95**	**79**	**1633**	**132**

Intersection 3	Eastbound			Westbound			Northbound			Southbound		
growth rate	2.1%			0.5%			0.5%			0.7%		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Year 2018	252	101	89	46	55	72	98	1039	22	102	1325	176
Projected to 2020	263	105	93	46	56	73	99	1049	22	103	1344	178
BEK								4			9	
Total Year 2020	**263**	**105**	**93**	**46**	**56**	**73**	**99**	**1053**	**22**	**103**	**1353**	**178**
Year 2030	**324**	**130**	**115**	**49**	**58**	**76**	**104**	**1107**	**23**	**111**	**1451**	**191**
								68				

Intersection 4	Eastbound			Westbound			Northbound			Southbound		
growth rate	0.6%						0.7%			0.6%		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Year 2018	160	-	89		-		60	1081	-	-	1590	131
Projected to 2020	162		90				61	1096			1609	133
Coors Park/Sell	26							72			78	28
BEK			9				4					
Total Year 2020	**188**		**99**				**65**	**1168**			**1687**	**161**
Year 2030	**200**		**105**				**70**	**1253**			**1792**	**171**

Intersection 5	Eastbound			Westbound			Northbound			Southbound		
growth rate	1.0%			2.1%						4.0%		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Year 2020	**21**	**225**	**-**	**-**	**310**	**86**		**-**		**86**	**-**	**25**
Year 2030	**23**	**249**	**-**	**-**	**382**	**106**		**-**		**128**	**-**	**37**

Intersection 6	Eastbound			Westbound			Northbound			Southbound		
growth rate	0.5%						4.0%			4.0%		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Year 2020	**10**	**-**	**15**		**-**		**10**	**97**	**-**	**-**	**34**	**15**
Year 2030	**11**	**-**	**16**		**-**		**15**	**145**	**-**	**-**	**51**	**22**

Intersection 7	Eastbound			Westbound			Northbound			Southbound		
growth rate	3.0%			0.6%			4.0%					
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Year 2020	-	211	12	39	146	-	50	-	79	-		
BEK		9			4							
Total Year 2020		**220**	**12**	**39**	**150**		**50**		**79**			
Year 2030	**-**	**297**	**16**	**41**	**159**	**-**	**75**	**-**	**118**		**-**	

Intersection 8	Eastbound			Westbound			Northbound			Southbound		
growth rate	3.0%			0.6%			0.5%			3.1%		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Year 2018	133	161	10	4	231	23	34	3	6	12	1	147
Projected to 2020	141	171	11	4	234	23	34	3	6	13	1	156
BEK	21					4				9		48
Total Year 2020	**162**	**171**	**11**	**4**	**234**	**27**	**34**	**3**	**6**	**22**	**1**	**204**
Year 2030	**219**	**231**	**14**	**4**	**248**	**29**	**36**	**3**	**6**	**30**	**1**	**279**

Intersection 9	Eastbound			Westbound			Northbound			Southbound		
growth rate	3.0%			3.0%			0.5%					
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Year 2020	**-**	**307**	**8**	**7**	**513**	**-**	**23**	**-**	**12**		**-**	
Year 2030	**-**	**414**	**11**	**9**	**692**	**-**	**24**	**-**	**13**		**-**	

Intersection 10	Eastbound			Westbound			Northbound			Southbound		
growth rate	1.0%			2.1%			1.4%					
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Year 2020	**-**	**427**	**31**	**21**	**268**	**-**	**44**	**-**	**67**		**-**	
Year 2030	**-**	**472**	**34**	**26**	**331**	**-**	**51**	**-**	**77**		**-**	

AM Build

P_{20}= Projected volume
P_0= Current Volume
e= Constant
r= Growth Rate=
t= Time= 10 Years

$$P_{20}=P_o e^{rt}$$

Intersection 1	Eastbound			Westbound			Northbound			Southbound		
growth rate	0.5%			3.0%			2.0%			2.2%		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Year 2020	286	82	13	100	81	233	30	1686	231	361	832	114
Year 2030	300	86	14	136	109	314	37	2059	282	450	1037	142

Intersection 2	Eastbound			Westbound			Northbound			Southbound		
growth rate	0.5%			1.0%			0.5%			2.0%		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Year 2020	91	40	37	44	19	63	21	1401	108	130	654	54
Year 2030	96	42	39	48	21	70	22	1473	113	159	799	66

Intersection 3	Eastbound			Westbound			Northbound			Southbound		
growth rate	2.1%			0.5%			0.5%			0.7%		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Year 2020	279	101	64	35	60	88	91	1223	16	33	858	135
Year 2030	344	125	79	37	63	92	95	1286	17	36	920	144

Intersection 4	Eastbound			Westbound			Northbound			Southbound		
growth rate	0.6%						0.7%			0.6%		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Year 2020	151		51				67	1088			730	143
Year 2030	160	-	54	-			72	1167	-	-	776	152

Intersection 5	Eastbound			Westbound			Northbound			Southbound		
growth rate	1.0%			2.1%						4.0%		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Year 2020	131	217	-	-	198	153	-			142	-	74
Year 2030	145	240	-	-	244	189	-			212	-	110

Intersection 6	Eastbound			Westbound			Northbound			Southbound		
growth rate	0.5%						4.0%			4.0%		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Year 2020	25	-	25	-			21	115	-	-	149	28
Year 2030	26	-	26	-			31	172	-	-	222	42

Intersection 7	Eastbound			Westbound			Northbound			Southbound		
growth rate	3.0%			0.6%			4.0%					
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Year 2020	0	196	81	78	190	0	64	0	117	0	0	0
Year 2030	-	265	109	83	202	-	95	-	175	-		

Intersection 8	Eastbound			Westbound			Northbound			Southbound		
growth rate	3.0%			0.6%			0.5%			3.1%		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Year 2020	349	266	44	24	226	34	16	4	81	6	5	236
Year 2030	471	359	60	26	240	36	17	4	85	9	7	322

	growth rate	3.0%			3.0%			0.5%				
Intersection 9	**Eastbound**			**Westbound**			**Northbound**			**Southbound**		
	Left	**Thru**	**Right**	**Left**	**Thru**	**Right**	**Left**	**Thru**	**Right**	**Left**	**Thru**	**Right**
Year 2020	-	446	28	12	828	-	44	-	24		-	
Year 2030	-	602	38	16	1118	-	46	-	25		-	

	growth rate	1.0%			2.1%			1.4%				
Intersection 10	**Eastbound**			**Westbound**			**Northbound**			**Southbound**		
	Left	**Thru**	**Right**	**Left**	**Thru**	**Right**	**Left**	**Thru**	**Right**	**Left**	**Thru**	**Right**
Year 2020	-	393	54	43	325	-	91	-	100		-	
Year 2030	-	434	60	53	401	-	105	-	115		-	

	growth rate	0.5%						4.0%			4.0%	
DRIVEWAY A	**Eastbound**			**Westbound**			**Northbound**			**Southbound**		
	Left	**Thru**	**Right**	**Left**	**Thru**	**Right**	**Left**	**Thru**	**Right**	**Left**	**Thru**	**Right**
Year 2020	14	-	24		-		56	242	-	-	155	14
Year 2030	15	-	25		-		84	361	-	-	231	21

	growth rate	0.5%			0.5%			0.5%				
DRIVEWAY B	**Eastbound**			**Westbound**			**Northbound**			**Southbound**		
	Left	**Thru**	**Right**	**Left**	**Thru**	**Right**	**Left**	**Thru**	**Right**	**Left**	**Thru**	**Right**
Year 2020	-	35	0		35	-			5		-	
Year 2030	-	37	0		37	-			5		-	

	growth rate	0.5%			0.5%			0.5%			0.5%	
DRIVEWAY C	**Eastbound**			**Westbound**			**Northbound**			**Southbound**		
	Left	**Thru**	**Right**	**Left**	**Thru**	**Right**	**Left**	**Thru**	**Right**	**Left**	**Thru**	**Right**
Year 2020	0	35		14	21	0	9	14	9	0	21	0
Year 2030	0	37	0	15	22	0	9	15	9	0	22	0

	growth rate	0.5%			0.5%			0.5%			0.5%	
DRIVEWAY D	**Eastbound**			**Westbound**			**Northbound**			**Southbound**		
	Left	**Thru**	**Right**	**Left**	**Thru**	**Right**	**Left**	**Thru**	**Right**	**Left**	**Thru**	**Right**
Year 2020	21	226			244	14				5		9
Year 2030	22	238			257	15				5		9

	growth rate	0.5%			0.5%			0.5%			0.5%	
DRIVEWAY E	**Eastbound**			**Westbound**			**Northbound**			**Southbound**		
	Left	**Thru**	**Right**	**Left**	**Thru**	**Right**	**Left**	**Thru**	**Right**	**Left**	**Thru**	**Right**
Year 2020		226			244							5
Year 2030		238			257							5

PM Build

P_{20}= Projected volume
P_0= Current Volume
e= Constant
r= Growth Rate=
t= Time= 10 Years

$$P_{20}=P_o e^{rt}$$

Intersection 1	Eastbound			Westbound			Northbound			Southbound		
growth rate	0.5%			3.0%			2.0%			2.2%		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Year 2020	161	52	30	156	75	273	22	1119	125	221	1289	113
Year 2030	169	54	32	211	102	368	27	1366	152	275	1607	141

Intersection 2	Eastbound			Westbound			Northbound			Southbound		
growth rate	0.5%			1.0%			0.5%			2.0%		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Year 2020	93	51	39	92	94	162	35	933	94	67	1338	108
Year 2030	98	53	41	101	104	179	37	981	99	82	1634	132

Intersection 3	Eastbound			Westbound			Northbound			Southbound		
growth rate	2.1%			0.5%			0.5%			0.7%		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Year 2020	265	105	95	46	56	73	102	1053	22	103	1354	180
Year 2030	327	130	117	49	58	76	107	1107	23	111	1452	194

Intersection 4	Eastbound			Westbound			Northbound			Southbound		
growth rate	0.6%						0.7%			0.6%		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Year 2020	190		100				65	1170			1689	163
Year 2030	202	-	106	-			70	1255	-	-	1794	173

Intersection 5	Eastbound			Westbound			Northbound			Southbound		
growth rate	1.0%			2.1%						4.0%		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Year 2020	25	226	-	-	312	90	-			90	-	28
Year 2030	28	250	-	-	385	111	-			134	-	42

Intersection 6	Eastbound			Westbound			Northbound			Southbound		
growth rate	0.5%						4.0%			4.0%		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Year 2020	11	-	17	-			12	100	-	-	36	17
Year 2030	12	-	18	-			18	149	-	-	54	25

Intersection 7	Eastbound			Westbound			Northbound			Southbound		
growth rate	3.0%			0.6%			4.0%					
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Year 2020		221	14	41	150		52		81			
Year 2030	-	298	19	44	159	-	78	-	121	-		

Intersection 8	Eastbound			Westbound			Northbound			Southbound		
growth rate	3.0%			0.6%			0.5%			3.1%		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Year 2020	162	173	14	5	236	27	36	3	7	22	1	204
Year 2030	219	233	18	5	250	29	38	3	7	30	1	279

	growth rate	3.0%			3.0%			0.5%				
Intersection 9	**Eastbound**			**Westbound**			**Northbound**			**Southbound**		
	Left	**Thru**	**Right**	**Left**	**Thru**	**Right**	**Left**	**Thru**	**Right**	**Left**	**Thru**	**Right**
Year 2020	-	312	9	7	517	-	25	-	12	-		
Year 2030	-	421	12	9	698	-	26	-	13	-		

	growth rate	1.0%			2.1%			1.4%				
Intersection 10	**Eastbound**			**Westbound**			**Northbound**			**Southbound**		
	Left	**Thru**	**Right**	**Left**	**Thru**	**Right**	**Left**	**Thru**	**Right**	**Left**	**Thru**	**Right**
Year 2020	-	431	32	21	273	-	45	-	67	-		
Year 2030	-	476	35	26	337	-	52	-	77	-		

	growth rate	0.5%						4.0%			4.0%	
DRIVEWAY A	**Eastbound**			**Westbound**			**Northbound**			**Southbound**		
	Left	**Thru**	**Right**	**Left**	**Thru**	**Right**	**Left**	**Thru**	**Right**	**Left**	**Thru**	**Right**
Year 2020	3	-	5		-		7	109	-	-	112	2
Year 2030	3	-	5		-		10	163	-	-	167	3

	growth rate	0.5%			0.5%			0.5%				
DRIVEWAY B	**Eastbound**			**Westbound**			**Northbound**			**Southbound**		
	Left	**Thru**	**Right**	**Left**	**Thru**	**Right**	**Left**	**Thru**	**Right**	**Left**	**Thru**	**Right**
Year 2020	-	25			25	-	0	0	1	-		
Year 2030	-	26			26	-	0	0	1	-		

	growth rate	0.5%			0.5%			0.5%			0.5%	
DRIVEWAY C	**Eastbound**			**Westbound**			**Northbound**			**Southbound**		
	Left	**Thru**	**Right**	**Left**	**Thru**	**Right**	**Left**	**Thru**	**Right**	**Left**	**Thru**	**Right**
Year 2020		25		3	22		2	3	2		3	
Year 2030		26		3	23		2	3	2		3	

	growth rate	0.5%			0.5%			0.5%			0.5%	
DRIVEWAY D	**Eastbound**			**Westbound**			**Northbound**			**Southbound**		
	Left	**Thru**	**Right**	**Left**	**Thru**	**Right**	**Left**	**Thru**	**Right**	**Left**	**Thru**	**Right**
Year 2020	3	128			335	2				1		2
Year 2030	3	135			352	2				1		2

	growth rate	0.5%			0.5%			0.5%			0.5%	
DRIVEWAY E	**Eastbound**			**Westbound**			**Northbound**			**Southbound**		
	Left	**Thru**	**Right**	**Left**	**Thru**	**Right**	**Left**	**Thru**	**Right**	**Left**	**Thru**	**Right**
Year 2020		128			335							1
Year 2030		135			352							1

1: Unser and Los Volcanes

Raw Count Date:

Unser

1112 target	963 ↓	982 ↓

0	0 imbal	
↑ 1529	↑ 1809	target 1529

RNSE	0.5	1.5	0.6	-
%	17%	56%	27%	0%
bal	166	537	260	0
%	16%	58%	25%	0%
raw	160	572	250	0

imbal	target	346
0	←	409
0	←	346

raw	%	bal	%	RNSE
305	63%	432	60%	7.3
18	4%	31	4%	3.1
163	34%	258	36%	7.4
0	0%	0	0%	-

Local OD Raw

local_od	1	2	3	4	est	tgt	err
1	0	165	1072	168	1405	1748	0.20
2	163	0	305	18	486	833	0.42
3	572	250	0	160	982	1112	0.12
4	81	21	152	0	254	579	0.56
est	816	436	1529	346			
tgt	816	437	1529	346			
err	0.00	0.00	0.00	0.00			1.29

target	833	
	←	721
	←	486

1

Los Volcanes

254 →	-	0%	0	0% 0
502 →	10.7	57%	284	60% 152
579 target	6.1	10%	49	8% 21
	9.8	34%	169	32% 81
	RNSE	%	bal	% raw

0	168	1072	165	raw
0%	12%	76%	12%	%
0	212	1093	209	bal
0%	14%	72%	14%	%
-	3.4	0.6	3.4	RNSE

436 →	0	
518 →	0	
437 target	imbal	

Local OD Estimated

local_od	1	2	3	4	est	tgt	err
1	0	209	1093	212	1514	1748	0.13
2	258	0	432	31	721	833	0.13
3	537	260	0	166	963	1112	0.13
4	169	49	284	0	502	579	0.13
est	964	518	1809	409			
tgt	816	437	1529	346			
err	0.18	0.19	0.18	0.18			1.27

816 target	964 ↓	816 ↓
imbal	0	0

↑ 1405	↑ 1514	target 1748

2: Unser & Bluewater

Raw Count Date:

Unser

724 target	840 ↓	1005 ↓	
1835 ↑	1611 ↑	0 target	0 imbal

RNSE	1.1	5.9	1.0	-
%	41%	43%	16%	0%
bal	346 ↵	361 ↓	133 ↳	0 ↺
%	37%	49%	14%	0%
raw	367 ↵	493 ↓	145 ↳	0 ↺

raw	40 ↰	30 ←	71 ↱	0 ↳
%	28%	21%	50%	0%
bal	53 ↰	38 ←	69 ↱	0 ↳
%	33%	24%	43%	0%
RNSE	2.1	1.5	0.2	-

imbal 0 ← target 537 ← 612 (target 612, imbal 0)

Local OD Raw

local_od	1	2	3	4	est	tgt	err
1	0	98	1612	215	1925	1242	0.55
2	71	0	40	30	141	138	0.02
3	493	145	0	367	1005	724	0.39
4	141	15	183	0	339	476	0.29
est	705	258	1835	612			
tgt	706	258	1835	612			
err	0.00	0.00	0.00	0.00			1.25

target 138 ← 160 ← 141

Bluewater

339 → 552 → 476 target

-	11.4	2.6	4.1	RNSE
0%	61%	5%	34%	%
0 ↺	337 ↰	25 →	190 ↳	bal

0 ↺	183 ↰	15 →	141 ↳	raw
0%	54%	4%	42%	%

↶	↰	↑	↱	
0	215	1612	98	raw
0%	11%	84%	5%	%
↶	↰	↑	↱	
0	153	1221	68	bal
0%	11%	85%	5%	%
-	4.2	9.7	3.0	RNSE

706 target	620 ↓	705 ↓	
imbal 0	0		
1925 ↑	1442 ↑	target 1242	

258 → 0; 226 → 0; 258 target imbal

Local OD Estimated

local_od	1	2	3	4	est	tgt	err
1	0	68	1221	153	1442	1242	0.16
2	69	0	53	38	160	138	0.16
3	361	133	0	346	840	724	0.16
4	190	25	337	0	552	476	0.16
est	620	226	1611	537			
tgt	706	258	1835	612			
err	0.12	0.12	0.12	0.12			1.13

9: Los Volcanes & Silver Creek

Raw Count Date:

Local OD Raw

local_od	1	2	4	est	tgt	err
1	0	18	42	60	60	0.00
2	8	0	791	799	833	0.04
4	30	419	0	449	437	0.03
est	38	437	833			
tgt	40	437	833			
err	0.05	0.00	0.00			0.12

			raw	%	bal	%	RNSE
imbal	target	833	← 791	99%	← 809	99%	0.6
0	←	844	↱ 8	1%	↱ 12	1%	1.4
0	←	833	↳ 0	0%	↳ 0	0%	-

target 833
← 821
← 799

9

449 →
439 →
437 target

Los Volcanes

-	0%	0 ↰	0%	0 ↰	
0.4	94%	411 →	93%	419 →	
0.4	6%	28 ↴	7%	30 ↴	
RNSE	%	bal	%	raw	

↶	↰	↱	
0	42	18	raw
0%	70%	30%	%
↶	↰	↱	
0	35	24	bal
0%	59%	41%	%
-	1.1	1.4	RNSE

437 → 0
435 → 0
437 target imbal

Local OD Estimated

local_od	1	2	4	est	tgt	err
1	0	24	35	59	60	0.02
2	12	0	809	821	833	0.01
4	28	411	0	439	437	0.00
est	40	435	844			
tgt	40	437	833			
err	0.00	0.00	0.01			0.05

Silver Creek

40	40	38
target	↓	↓
imbal	0	0

↑	↑	target
60	59	60

8: Los Volcanes & Gallatin

Raw Count Date:

Gallatin

248 target	310 ↓	248 ↓

0	0 imbal	
↑	↑ target	
351	308	351

RNSE	12.1	2.3	8.2	-
%	95%	0%	5%	0%
bal	295	1	14	0
	↵	↓	↳	↺
%	60%	3%	38%	0%
raw	148	7	93	0
	↵	↓	↳	↺

	raw	%		bal	%	RNSE
↳	136	17%	↳	4	1%	11.3
←	649	81%	←	327	98%	12.6
↱	17	2%	↱	1	0%	3.9
↳	0	0%	↳	0	0%	-

Local OD Raw

local_od	1	2	3	4	est	tgt	err
1	0	19	5	36	60	60	0.00
2	17	0	136	649	802	265	2.03
3	7	93	0	148	248	248	0.00
4	16	106	210	0	332	437	0.24
est	40	218	351	833			
tgt	40	218	351	833			
err	0.00	0.00	0.00	0.00			2.27

imbal	target	833
0	←	694
0	←	833

target	265	
	←	332
	←	802

8

Los Volcanes

332 →				
510 →				
437 target				
	-	0%	0 ↺	0% 0 ↺
	6.4	59%	303 ↱	63% 210 ↱
	6.6	34%	174 →	32% 106 →
	4.3	6%	33 ↳	5% 16 ↳
	RNSE	%	bal	% raw

↶	↰	↑	↱	
0	36	5	19	raw
0%	60%	8%	32%	%
↶	↰	↑	↱	
0	72	1	3	bal
0%	95%	1%	4%	%
-	6.0	1.8	3.7	RNSE

218 →	0	
191 →	0	
218 target	imbal	

Local OD Estimated

local_od	1	2	3	4	est	tgt	err
1	0	3	1	72	76	60	0.27
2	1	0	4	327	332	265	0.25
3	1	14	0	295	310	248	0.25
4	33	174	303	0	510	437	0.17
est	35	191	308	694			
tgt	40	218	351	833			
err	0.13	0.12	0.12	0.17			1.47

40 target	35 ↓	40 ↓
imbal	0	0

↑	↑	target
60	76	60

7: Los Volcanes & Airport

Raw Count Date:

Local OD Raw

local_od	1	2	4	est	tgt	err
1	0	60	61	121	121	0.00
2	40	0	164	204	204	0.00
4	60	158	0	218	218	0.00
est	100	218	225			
tgt	150	318	265			
err	0.33	0.31	0.15			0.80

	raw	%		bal	%	RNSE
←	164	80%	←	176	73%	0.9
↱	40	20%	↱	64	27%	3.8
↳	0	0%	↳	0	0%	-

imbal target 265
0 ← 231
0 ← 225

target 204
← 240
← 204

7

Los Volcanes

218 →
257 →
218 target

-	0%	0	↰	0%	0 ↰
2.5	74%	190	→	72%	158 →
0.9	26%	67	↱	28%	60 ↱
RNSE	%	bal		%	raw

↰	↰	↱	
0	61	60	raw
0%	50%	50%	%
↰	↰	↱	
0	55	87	bal
0%	39%	61%	%
-	0.8	3.5	RNSE

218 → 0
277 → 0
318 target imbal

Local OD Estimated

local_od	1	2	4	est	tgt	err
1	0	87	55	142	121	0.17
2	64	0	176	240	204	0.18
4	67	190	0	257	218	0.18
est	131	277	231			
tgt	150	318	265			
err	0.13	0.13	0.13			0.91

Airport

150 131 100
target ↓ ↓
imbal 0 0

↑ ↑ target
121 142 121

6: Main Ave & Default St

Raw Count Date:

Default St

150 target	149 ↓	143 ↓

0	0	imbal
↑	↑	target
121	121	121

RNSE	0.9	0.3	-
%	9%	91%	0%
bal	14 ↵	135 ↓	0 ↺
%	8%	92%	0%
raw	11 ↵	132 ↓	0 ↺

imbal	target	35
0	←	35
0	←	35

Main Ave

35 →	-	0%	0 ↺	0%	0 ↺
35 →	0.7	57%	20 ↱	49%	17 ↱
35 target	0.7	43%	15 ↳	51%	18 ↳
	RNSE	%	bal	%	raw

6

↶	↰	↑	
0	24	104	raw
0%	19%	81%	%
↶	↰	↑	
0	21	101	bal
0%	17%	83%	%
-	0.6	0.3	RNSE

150 target	150 ↓	150 ↓
imbal	0	0

↑	↑	target
128	122	121

Local OD Raw

local_od	1	3	4	est	tgt	err
1	0	104	24	128	121	0.06
3	132	0	11	143	150	0.05
4	18	17	0	35	35	0.00
est	150	121	35			
tgt	150	121	35			
err	0.00	0.00	0.00			0.10

Local OD Estimated

local_od	1	3	4	est	tgt	err
1	0	101	21	122	121	0.01
3	135	0	14	149	150	0.01
4	15	20	0	35	35	0.00
est	150	121	35			
tgt	150	121	35			
err	0.00	0.00	0.00			0.01

5: Bluewater & Airport

Raw Count Date:

Airport

150 target	183 ↓	150 ↓

0	0	imbal
↑	↑	target
208	228	121

Local OD Raw

local_od	2	3	4	est	tgt	err
2	0	105	247	352	352	0.00
3	90	0	60	150	150	0.00
4	155	103	0	258	258	0.00
est	245	208	307			
tgt	447	121	138			
err	0.45	0.72	1.22			2.40

RNSE	0.0	3.5	-
%	33%	67%	0%
bal	60 ↵	123 ↳	0 ↺
%	40%	60%	0%
raw	60 ↵	90 ↳	0 ↺

raw	%	bal	%	RNSE
↰ 105	30%	↰ 125	40%	2.0
← 247	70%	← 184	60%	4.0
↳ 0	0%	↳ 0	0%	-

imbal	target	138
0	←	244
0	←	307

target	352	
←	309	
←	352	

5

Bluewater

258	→	
315	→	
258 target		

-	0%	0 ↩	0%	0 ↩
0.0	33%	103 ↱	40%	103 ↱
4.6	67%	212 →	60%	155 →
RNSE	%	bal	%	raw

245	→	0	
335	→	0	
447 target		imbal	

Local OD Estimated

local_od	2	3	4	est	tgt	err
2	0	142	163	305	352	0.13
3	157	0	0	157	150	0.05
4	270	1	0	271	258	0.05
est	427	143	163			
tgt	447	121	138			
err	0.04	0.18	0.18			0.64

10: Bluewater & Airport

Raw Count Date:

Local OD Raw

local_od	1	2	4	est	tgt	err
1	0	77	116	193	194	0.01
2	140	0	212	352	352	0.00
4	178	169	0	347	447	0.22
est	318	246	328			
tgt	87	447	352			
err	2.66	0.45	0.07			3.40

			raw	%	bal	%	RNSE
		←	212	60%	← 290	87%	5.4
		↱	140	40%	↱ 43	13%	8.2
		↳	0	0%	↳ 0	0%	-

imbal	target	352
0	← 374	
0	← 328	

target	352	
← 333		
← 352		

10

Bluewater

347 →	-	0%	0 ↰	0%	0 ↰	
423 →	15.8	88%	374 →	49%	169 →	
447 target	9.7	12%	49 ↴	51%	178 ↴	
	RNSE	%	bal	%	raw	

↰	↰	↱		
0	116	77	raw	
0%	60%	40%	%	
↰	↰	↱		
0	84	100	bal	
0%	46%	54%	%	
-	3.0	2.6	RNSE	

246 →		0
474 →		0
447 target		imbal

Local OD Estimated

local_od	1	2	4	est	tgt	err
1	0	100	84	184	194	0.05
2	43	0	290	333	352	0.05
4	49	374	0	423	447	0.05
est	92	474	374			
tgt	87	447	352			
err	0.06	0.06	0.06			0.34

Airport

87	92	318
target	↓	↓
imbal	0	0

↑	↑	target
193	184	194

4: Coors and Los Volcanes

Raw Count Date:

Coors

	1021	950	1021
	target	↓	↓

	0	0	imbal
↑	↑	target	
1808	1349	1177	

RNSE	7.9	0.5	-
%	4%	96%	0%
bal	35	915	0
	↵	↓	↺
%	12%	88%	0%
raw	122	899	0
	↵	↓	↺

imbal	target	204
0	←	231
0	←	204

Los Volcanes

318	→
294	→
318	target

-	0%	0	↺
11.1	13%	37	↱
11.5	87%	257	↳
RNSE	%	bal	

0%	0	↺	
60%	191	↱	
40%	127	↳	
%	raw		

↶	↰	↑	
0	82	1617	raw
0%	5%	95%	%
↶	↰	↑	
0	196	1312	bal
0%	13%	87%	%
-	12.6	7.6	RNSE

1086	1172	1026	
target	↓	↓	
imbal	0	0	

↑	↑	target
1699	1508	1699

Local OD Raw

local_od	1	3	4	est	tgt	err
1	0	1617	82	1699	1699	0.00
3	899	0	122	1021	1021	0.00
4	127	191	0	318	318	0.00
est	1026	1808	204			
tgt	1086	1177	204			
err	0.06	0.54	0.00			0.59

Local OD Estimated

local_od	1	3	4	est	tgt	err
1	0	1312	196	1508	1699	0.11
3	915	0	35	950	1021	0.07
4	257	37	0	294	318	0.08
est	1172	1349	231			
tgt	1086	1177	204			
err	0.08	0.15	0.13			0.62

3: Coors & Bluewater

Raw Count Date:

Coors

	1086 target	1122 ↓	1086 ↓	
	1519 ↑	1644 ↑	1699 target	
	0 imbal	0		

RNSE	0.7	0.6	1.1	-
%	10%	81%	9%	0%
bal	112 ↵	907 ↓	103 ↳	0 ↺
%	10%	82%	8%	0%
raw	105 ↵	889 ↓	92 ↳	0 ↺

	raw	%	bal	%	RNSE
↰	52	22%	↰ 64	26%	1.7
←	140	60%	← 138	57%	0.2
↱	42	18%	↱ 40	17%	0.3
↳	0	0%	↳ 0	0%	-

imbal	target	352
0	←	340
0	←	351

Local OD Raw

local_od	1	2	3	4	est	tgt	err
1	0	122	1199	106	1427	1427	0.00
2	42	0	52	140	234	234	0.00
3	889	92	0	105	1086	1086	0.00
4	88	91	268	0	447	447	0.00
est	1019	305	1519	351			
tgt	1054	306	1699	352			
err	0.03	0.00	0.11	0.00			0.15

target		234
	←	242
	←	234

3

Bluewater

447 →					
462 →					
447 target					
	-	0%	0 ↺	0%	0 ↺
	2.1	65%	302 ↱	60%	268 ↱
	0.6	18%	85 →	20%	91 →
	1.4	16%	75 ↳	20%	88 ↳
	RNSE	%	bal	%	raw

↶	↰	↑	↱	
0	106	1199	122	raw
0%	7%	84%	9%	%
↶	↰	↑	↱	
0	90	1278	108	bal
0%	6%	87%	7%	%
-	1.6	2.3	1.3	RNSE

305 →		0
296 →		0
306 target		imbal

Local OD Estimated

local_od	1	2	3	4	est	tgt	err
1	0	108	1278	90	1476	1427	0.03
2	40	0	64	138	242	234	0.03
3	907	103	0	112	1122	1086	0.03
4	75	85	302	0	462	447	0.03
est	1022	296	1644	340			
tgt	1054	306	1699	352			
err	0.03	0.03	0.03	0.03			0.26

1054 target	1022 ↓	1019 ↓
imbal	0	0
1427 ↑	1476 ↑	target 1427

1: Unser and Los Volcanes

Raw Count Date:

Unser

1687 target	1450 ↓	1687 ↓

0	0	imbal
↑	↑	target
1394	1669	1394

RNSE	2.3	4.7	3.1	-
%	8%	86%	5%	0%
bal	117	1254	79	0
	↵	↓	↳	↺
%	9%	85%	7%	0%
raw	145	1430	112	0
	↵	↓	↳	↺

imbal	target	264
0	←	315
0	←	264

	raw	%		bal	%	RNSE
↰	370	70%	↰	291	64%	4.1
←	13	2%	←	12	3%	0.3
↱	145	27%	↱	151	33%	0.5
↳	0	0%	↳	0	0%	-

Local OD Raw

local_od	1	2	3	4	est	tgt	err
1	0	190	889	106	1185	2045	0.42
2	145	0	370	13	528	528	0.00
3	1430	112	0	145	1687	1687	0.00
4	223	15	135	0	373	373	0.00
est	1798	317	1394	264			
tgt	1353	317	1394	264			
err	0.33	0.00	0.00	0.00			0.75

target	528	
←	454	
←	528	

1

Los Volcanes

373	→	-	0%	0	0%	0
320	→	3.3	30%	97	36%	135
373 target		1.0	3%	11	4%	15
		0.7	66%	212	60%	223
		RNSE	%	bal	%	raw

↰	↰	↑	↱	
0	106	889	190	raw
0%	9%	75%	16%	%
↰	↰	↑	↱	
0	186	1281	289	bal
0%	11%	73%	16%	%
-	7.8	13.1	7.2	RNSE

317	→	0
379	→	0
317 target		imbal

Local OD Estimated

local_od	1	2	3	4	est	tgt	err
1	0	289	1281	186	1756	2045	0.14
2	151	0	291	12	454	528	0.14
3	1254	79	0	117	1450	1687	0.14
4	212	11	97	0	320	373	0.14
est	1617	379	1669	315			
tgt	1353	317	1394	264			
err	0.20	0.20	0.20	0.19			1.35

1353 target	1617 ↓	1798 ↓
imbal	0	0

↑	↑	target
1185	1756	2045

2: Unser & Bluewater

Raw Count Date:

Unser

	1397 target	1526 ↓	1397 ↓	
	0 ↑	1484 ↑	0 imbal / target 1626	
	1019 ↑			

RNSE	7.8	0.1	3.7	-
%	20%	76%	4%	0%
bal	305 ↵	1155 ↓	66 ↳	0 ↺
%	14%	83%	3%	0%
raw	196 ↵	1159 ↓	42 ↳	0 ↺

imbal 0 | target 560 | ← 514 | ← 560

	raw	%	bal	%	RNSE
↰	130	34%	264	62%	11.8
←	168	44%	120	28%	3.7
↱	87	23%	40	9%	5.0
↳	0	0%	0	0%	-

Local OD Raw

local_od	1	2	3	4	est	tgt	err
1	0	42	814	196	1052	1052	0.00
2	87	0	130	168	385	385	0.00
3	1159	42	0	196	1397	1397	0.00
4	112	56	75	0	243	243	0.00
est	1358	140	1019	560			
tgt	1356	140	1626	560			
err	0.00	0.00	0.37	0.00			0.37

target 385 | ← 424 | ← 385

2

Bluewater

243 → | 267 → | 243 target

-	0%	0 ↺	0%	0 ↺
10.6	63%	167 ↱	31%	75 ↱
1.6	16%	44 →	23%	56 →
5.3	21%	56 ↴	46%	112 ↴
RNSE	%	bal	%	raw

↰	↰	↑	↱	
0	196	814	42	raw
0%	19%	77%	4%	%
↰	↰	↑	↱	
0	89	1053	19	bal
0%	8%	91%	2%	%
-	7.6	8.4	3.5	RNSE

140 → 0 | 129 → 0 | 140 target imbal

Local OD Estimated

local_od	1	2	3	4	est	tgt	err
1	0	19	1053	89	1161	1052	0.10
2	40	0	264	120	424	385	0.10
3	1155	66	0	305	1526	1397	0.09
4	56	44	167	0	267	243	0.10
est	1251	129	1484	514			
tgt	1356	140	1626	560			
err	0.08	0.08	0.09	0.08			0.72

1356 target	1251 ↓	1358 ↓	
imbal	0	0	
↑ 1052	↑ 1161	target 1052	

9: Los Volcanes & Silver Creek

Raw Count Date:

Local OD Raw

local_od	1	2	4	est	tgt	err
1	0	10	25	35	35	0.00
2	6	0	503	509	528	0.04
4	9	307	0	316	317	0.00
est	15	317	528			
tgt	15	317	528			
err	0.00	0.00	0.00			0.04

imbal	target	528
0	←	536
0	←	528

	raw	%		bal	%	RNSE
←	503	99%	←	513	99%	0.4
↱	6	1%	↱	7	1%	0.4
↳	0	0%	↳	0	0%	-

target	528
←	520
←	509

9

316	→	
315	→	
317	target	

Los Volcanes

-	0%	0	↰	0%	0 ↰
0.0	97%	307	→	97%	307 →
0.3	3%	8	↳	3%	9 ↳
RNSE	%	bal		%	raw

↰	↰	↱	
0	25	10	raw
0%	71%	29%	%
↰	↰	↱	
0	23	12	bal
0%	66%	34%	%
-	0.4	0.6	RNSE

317	→	0
319	→	0
317	target	imbal

Local OD Estimated

local_od	1	2	4	est	tgt	err
1	0	12	23	35	35	0.00
2	7	0	513	520	528	0.02
4	8	307	0	315	317	0.01
est	15	319	536			
tgt	15	317	528			
err	0.00	0.01	0.02			0.04

Silver Creek

15	15	15
target	↓	↓
imbal	0	0

↑	↑	target
35	35	35

8: Los Volcanes & Gallatin

Raw Count Date:

Gallatin

198 target	228 ↓	198 ↓

0	0	imbal
↑	↑	target
111	144	156

RNSE	5.5	0.7	5.2	-
%	94%	0%	5%	0%
bal	215	1	12	0
	↵	↓	↳	↺
%	75%	1%	24%	0%
raw	148	2	48	0
	↵	↓	↳	↺

imbal	target	528
0	←	467
0	←	528

raw	%	bal	%	RNSE
↰ 0	0%	↰ 0	0%	-
← 362	98%	← 218	100%	7.6
↱ 6	2%	↱ 1	0%	2.0
↳ 0	0%	↳ 0	0%	-

Local OD Raw

local_od	1	2	3	4	est	tgt	err
1	0	15	2	18	35	35	0.00
2	6	0	0	362	368	190	0.94
3	2	48	0	148	198	198	0.00
4	7	165	109	0	281	317	0.11
est	15	228	111	528			
tgt	15	228	156	528			
err	0.00	0.00	0.29	0.00			1.34

target	190
←	219
←	368

8

Los Volcanes

281 →		
347 →		
317 target		

-	0%	0 ↰	0%	0 ↰
3.3	41%	143 ↱	39%	109 ↱
2.1	55%	192 →	59%	165 →
1.9	3%	12 ↳	2%	7 ↳
RNSE	%	bal	%	raw

↰	↰	↑	↱	
0	18	2	15	raw
0%	51%	6%	43%	%
↰	↰	↑	↱	
0	34	1	5	bal
0%	85%	3%	13%	%
-	3.8	0.7	2.6	RNSE

228 →	0	
209 →	0	
228 target	imbal	

Local OD Estimated

local_od	1	2	3	4	est	tgt	err
1	0	5	1	34	40	35	0.14
2	1	0	0	218	219	190	0.15
3	1	12	0	215	228	198	0.15
4	12	192	143	0	347	317	0.09
est	14	209	144	467			
tgt	15	228	156	528			
err	0.07	0.08	0.08	0.12			0.88

15 target	14 ↓	15 ↓
imbal	0	0

↑	↑	target
35	40	35

7: Los Volcanes & Airport

Raw Count Date:

Local OD Raw

local_od	1	2	4	est	tgt	err
1	0	40	67	107	107	0.00
2	29	0	123	152	190	0.20
4	20	219	0	239	228	0.05
est	49	259	190			
tgt	49	259	190			
err	0.00	0.00	0.00			0.25

		raw	%		bal	%	RNSE
	←	123	81%	←	146	79%	2.1
	↱	29	19%	↱	39	21%	1.9
	↳	0	0%	↳	0	0%	-

imbal	target	190
0	←	196
0	←	190

target	190	
←	185	
←	152	

7

Los Volcanes

-	0%	0	↰	0%	0	↰	
0.5	95%	211	→	92%	219	→	
1.8	5%	12	↴	8%	20	↴	
RNSE	%	bal		%	raw		

↰	↰	↱		
0	67	40	raw	
0%	63%	37%	%	
↰	↰	↱		
0	50	55	bal	
0%	48%	52%	%	
-	2.1	2.4	RNSE	

239	→	
223	→	
228	target	

259	→	0
266	→	0
259	target	imbal

Airport

49	51	49
target	↓	↓
imbal	0	0

↑	↑	target
107	105	107

Local OD Estimated

local_od	1	2	4	est	tgt	err
1	0	55	50	105	107	0.02
2	39	0	146	185	190	0.03
4	12	211	0	223	228	0.02
est	51	266	196			
tgt	49	259	190			
err	0.04	0.03	0.03			0.17

6: Main Ave & Default St

Raw Count Date:

Default St

	49	49	49
	target	↓	↓
RNSE	0.0	0.0	-
%	31%	69%	0%
bal	15	34	0
	↵	↓	↺
%	31%	69%	0%
raw	15	34	0
	↵	↓	↺

imbal	target	25
0	←	25
0	←	25

0	0	imbal	
↑	↑	target	
107	107	107	

6

Main Ave

25	→					
25	→					
25	target					
		-	0%	0	↺	0% 0 ↺
		0.0	40%	10	↱	40% 10 ↱
		0.0	60%	15	↳	60% 15 ↳
		RNSE	%	bal		% raw

↶	↰	↑	
0	10	97	raw
0%	9%	91%	%
↶	↰	↑	
0	10	97	bal
0%	9%	91%	%
-	0.0	0.0	RNSE

49	49	49	
target	↓	↓	
imbal	0	0	

↑	↑	target
107	107	107

Local OD Raw

local_od	1	3	4	est	tgt	err
1	0	97	10	107	107	0.00
3	34	0	15	49	49	0.00
4	15	10	0	25	25	0.00
est	49	107	25			
tgt	49	107	25			
err	0.00	0.00	0.00			0.00

Local OD Estimated

local_od	1	3	4	est	tgt	err
1	0	97	10	107	107	0.00
3	34	0	15	49	49	0.00
4	15	10	0	25	25	0.00
est	49	107	25			
tgt	49	107	25			
err	0.00	0.00	0.00			0.00

5: Bluewater & Airport

Raw Count Date:

Airport

49 target	111 ↓	49 ↓

0	0	imbal
↑	↑	target
107	107	107

RNSE	0.0	12.7	-
%	23%	77%	0%
bal	25	86	0
	↵	↳	↺
%	51%	49%	0%
raw	25	24	0
	↵	↳	↺

			raw	%	bal	%	RNSE
			↳ 64	15%	↳ 86	22%	2.8
			← 360	85%	← 310	78%	2.6
			↳ 0	0%	↳ 0	0%	-

imbal	target	385
0	←	335
0	←	385

target	300	
	←	396
	←	424

Local OD Raw

local_od	2	3	4	est	tgt	err
2	0	64	360	424	300	0.41
3	24	0	25	49	49	0.00
4	451	43	0	494	140	2.53
est	475	107	385			
tgt	475	107	385			
err	0.00	0.00	0.00			2.94

5

Bluewater

494	→						
246	→						
140 target							
		-	0%	0	↺	0%	0 ↺
		3.4	9%	21	↱	9%	43 ↱
		10.6	91%	225	→	91%	451 →
		RNSE	%	bal		%	raw

475	→		0
311	→		0
475 target			imbal

Local OD Estimated

local_od	2	3	4	est	tgt	err
2	0	86	310	396	300	0.32
3	86	0	1	87	49	0.78
4	246	0	0	246	140	0.76
est	332	86	311			
tgt	475	107	385			
err	0.30	0.20	0.19			2.54

10: Bluewater & Airport

Raw Count Date:

Local OD Raw

local_od	1	2	4	est	tgt	err
1	0	69	46	115	115	0.00
2	20	0	254	274	300	0.09
4	30	406	0	436	475	0.08
est	50	475	300			
tgt	50	475	300			
err	0.00	0.00	0.00			0.17

imbal	target	300
0	←	312
0	←	300

	raw	%	bal	%	RNSE
←	254	93%	← 268	93%	0.9
↱	20	7%	↱ 21	7%	0.2
↳	0	0%	↳ 0	0%	-

target	300
←	289
←	274

10

436	→
458	→
475	target

Bluewater

-	0%	0	↩	0%	0	↩
1.0	93%	427	→	93%	406	→
0.2	7%	31	↴	7%	30	↴
RNSE	%	bal		%	raw	

↰	↰	↱	
0	46	69	raw
0%	40%	60%	%
↰	↰	↱	
0	44	67	bal
0%	40%	60%	%
-	0.3	0.2	RNSE

475	→	0
494	→	0
475	target	imbal

Local OD Estimated

local_od	1	2	4	est	tgt	err
1	0	67	44	111	115	0.03
2	21	0	268	289	300	0.04
4	31	427	0	458	475	0.04
est	52	494	312			
tgt	50	475	300			
err	0.04	0.04	0.04			0.23

Airport

50	52	50
target	↓	↓
imbal	0	0

↑	↑	target
115	111	115

4: Coors and Los Volcanes

Raw Count Date:

Coors

1234 target	1357 ↓	1234 ↓

0	0	imbal
↑	↑	target
1264	1244	1264

RNSE	7.9	5.9	-
%	1%	99%	0%
bal	18 ↵	1339 ↓	0 ↺
%	8%	92%	0%
raw	95 ↵	1139 ↓	0 ↺

imbal	target	190
0	←	186
0	←	190

4

Los Volcanes

259 →	-	0%	0 ↺	0%	0 ↺
284 →	9.1	9%	25 ↱	49%	128 ↱
259 target	11.2	91%	259 ↰	51%	131 ↰
	RNSE	%	bal	%	raw

↶	↰	↑	
0	95	1136	raw
0%	8%	92%	%
↶	↰	↑	
0	168	1219	bal
0%	12%	88%	%
-	7.5	2.5	RNSE

1744 target	1598 ↓	1270 ↓
imbal	0	0

↑	↑	target
1231	1387	1363

Local OD Raw

local_od	1	3	4	est	tgt	err
1	0	1136	95	1231	1363	0.10
3	1139	0	95	1234	1234	0.00
4	131	128	0	259	259	0.00
est	1270	1264	190			
tgt	1744	1264	190			
err	0.27	0.00	0.00			0.37

Local OD Estimated

local_od	1	3	4	est	tgt	err
1	0	1219	168	1387	1363	0.02
3	1339	0	18	1357	1234	0.10
4	259	25	0	284	259	0.10
est	1598	1244	186			
tgt	1744	1264	190			
err	0.08	0.02	0.02			0.33

3: Coors & Bluewater

Raw Count Date:

Coors

1744 target	1769 ↓	1744 ↓

0	0	imbal
↑	↑	target
1162	1337	1363

RNSE	3.1	1.0	2.7	-
%	9%	83%	8%	0%
bal	154	1474	141	0
	↵	↓	↳	↺
%	7%	87%	6%	0%
raw	120	1512	112	0
	↵	↓	↳	↺

imbal	target	300
0	←	295
0	←	300

	raw	%		bal	%	RNSE
	37	30%		51	41%	2.3
←	60	49%	←	55	45%	0.6
	25	20%		17	14%	1.6
	0	0%		0	0%	-

Local OD Raw

local_od	1	2	3	4	est	tgt	err
1	0	112	991	120	1223	1223	0.00
2	25	0	37	60	122	122	0.00
3	1512	112	0	120	1744	1744	0.00
4	285	56	134	0	475	475	0.00
est	1822	280	1162	300			
tgt	1736	280	1363	300			
err	0.05	0.00	0.15	0.00			0.20

target		122
	←	123
	←	122

3

Bluewater

475	→				
483	→				
475 target					

-	0%	0	↺	0%	0 ↺
6.2	43%	206	↲	28%	134 ↲
0.0	12%	56	→	12%	56 →
3.8	46%	221	↳	60%	285 ↳
RNSE	%	bal		%	raw

↶	↰	↑	↱	
0	120	991	112	raw
0%	10%	81%	9%	%
↶	↰	↑	↱	
0	86	1080	79	bal
0%	7%	87%	6%	%
-	3.1	2.8	3.1	RNSE

280	→	0
276	→	0
280 target		imbal

Local OD Estimated

local_od	1	2	3	4	est	tgt	err
1	0	79	1080	86	1245	1223	0.02
2	17	0	51	55	123	122	0.01
3	1474	141	0	154	1769	1744	0.01
4	221	56	206	0	483	475	0.02
est	1712	276	1337	295			
tgt	1736	280	1363	300			
err	0.01	0.01	0.02	0.02			0.12

1736 target	1712 ↓	1822 ↓
imbal	0	0

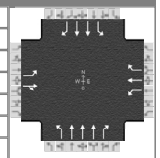
↑	↑	target
1223	1245	1223

APPENDIX D

HIGHWAY CAPACITY SOFTWARE

HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency				Duration, h	0.250
Analyst		Analysis Date	5/12/2020	Area Type	Other
Jurisdiction		Time Period		PHF	0.92
Urban Street	Unser	Analysis Year	2020	Analysis Period	1> 7:00
Intersection	#1 Unser/Los Volcanes	File Name	2020 AM No Build UNSER .xus		
Project Description	2020- AM NO BUILD				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	286	82	13	95	81	209	30	1672	231	236	811	114

Signal Information												
Cycle, s	120.0	Reference Phase	2									
Offset, s	118	Reference Point	End	Green	2.0	0.1	68.9	7.8	3.1	17.1		
Uncoordinated	No	Simult. Gap E/W	On	Yellow	4.0	3.0	3.0	3.0	0.0	3.5		
Force Mode	Fixed	Simult. Gap N/S	On	Red	0.5	0.5	1.0	0.5	0.0	2.0		

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	1.1	4.0	1.1	3.0	1.1	3.0	1.1	3.0
Phase Duration, s	14.4	25.7	11.3	22.6	6.5	72.9	10.1	76.5
Change Period, ($Y+R_c$), s	3.8	5.5	3.5	5.5	4.5	5.5	3.5	5.5
Max Allow Headway (MAH), s	3.1	3.2	3.1	3.2	3.0	0.0	3.0	0.0
Queue Clearance Time (g_s), s	12.6	7.9	7.9	16.3	2.9		6.4	
Green Extension Time (g_e), s	0.0	0.8	0.1	0.8	0.0	0.0	0.3	0.0
Phase Call Probability	1.00	1.00	0.97	1.00	0.66		0.99	
Max Out Probability	1.00	0.00	0.00	0.00	0.00		0.00	

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (v), veh/h	311	103		103	88	203	33	1817	191	158	541	71
Adjusted Saturation Flow Rate (s), veh/h/ln	1810	1854		1767	1900	1572	1810	1685	1572	1767	1766	1610
Queue Service Time (g_s), s	10.6	5.9		5.9	5.0	14.3	0.9	0.0	4.4	4.4	11.1	2.4
Cycle Queue Clearance Time (g_c), s	10.6	5.9		5.9	5.0	14.3	0.9	0.0	4.4	4.4	11.1	2.4
Green Ratio (g/C)	0.24	0.17		0.21	0.14	0.20	0.58	0.56	0.56	0.63	0.59	0.68
Capacity (c), veh/h	354	312		306	270	310	514	2840	883	301	2092	1095
Volume-to-Capacity Ratio (X)	0.879	0.331		0.338	0.326	0.655	0.063	0.640	0.217	0.524	0.259	0.065
Back of Queue (Q), ft/ln (95 th percentile)	250.4	122		118.7	106.7	242.5	15.6	13.6	66.1	68.4	203.5	87.1
Back of Queue (Q), veh/ln (95 th percentile)	10.0	4.9		4.6	4.3	9.5	0.6	0.5	2.6	2.7	7.9	3.5
Queue Storage Ratio (RQ) (95 th percentile)	1.67	0.41		0.79	0.24	1.62	0.03	0.01	0.44	0.12	0.20	0.58
Uniform Delay (d_1), s/veh	45.2	43.9		40.2	46.3	44.4	11.2	0.0	7.1	8.7	16.0	9.1
Incremental Delay (d_2), s/veh	20.8	0.2		0.2	0.3	0.9	0.0	1.1	0.6	0.5	0.3	0.1
Initial Queue Delay (d_3), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	66.0	44.2		40.4	46.5	45.3	11.2	1.1	7.7	9.2	16.3	9.2
Level of Service (LOS)	E	D		D	D	D	B	A	A	A	B	A
Approach Delay, s/veh / LOS	60.6	E		44.3	D		1.9	A		14.2	B	
Intersection Delay, s/veh / LOS	15.8						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.68	C	2.61	C	2.12	B	1.89	B
Bicycle LOS Score / LOS	1.17	A	1.14	A	1.61	B	1.52	B

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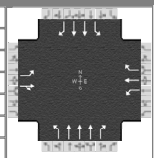
HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency				Duration, h	0.250
Analyst		Analysis Date	5/12/2020	Area Type	Other
Jurisdiction		Time Period		PHF	0.92
Urban Street	Unser	Analysis Year	2020	Analysis Period	1> 7:00
Intersection	#1 Unser/Los Volcanes	File Name	2020 PM No Build UNSER.xus		
Project Description	2020- PM NO BUILD				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	161	52	30	155	75	268	22	1116	125	216	1286	113

Signal Information												
Cycle, s	130.0	Reference Phase	2									
Offset, s	127	Reference Point	End	Green	1.7	3.2	69.8	10.5	1.3	22.2		
Uncoordinated	No	Simult. Gap E/W	On	Yellow	4.0	3.0	3.0	3.0	0.0	3.5		
Force Mode	Fixed	Simult. Gap N/S	On	Red	0.5	0.5	1.0	0.8	0.0	2.0		

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	1.1	4.0	1.1	3.0	1.1	3.0	1.1	3.0
Phase Duration, s	14.3	27.7	15.6	29.0	6.2	73.8	12.9	80.5
Change Period, ($Y+R_c$), s	3.8	5.5	3.5	5.5	4.5	5.5	3.5	5.5
Max Allow Headway (MAH), s	3.1	3.3	3.1	3.3	3.0	0.0	3.0	0.0
Queue Clearance Time (g_s), s	12.4	6.8	12.1	22.6	2.8		9.1	
Green Extension Time (g_e), s	0.0	0.9	0.0	0.9	0.0	0.0	0.4	0.0
Phase Call Probability	1.00	1.00	1.00	1.00	0.58		1.00	
Max Out Probability	1.00	0.00	1.00	0.00	0.00		0.00	

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (v), veh/h	175	77		168	82	275	24	1213	103	213	1268	105
Adjusted Saturation Flow Rate (s), veh/h/ln	1810	1813		1767	1900	1572	1810	1685	1572	1767	1766	1610
Queue Service Time (g_s), s	10.4	4.8		10.1	4.8	20.6	0.8	0.0	0.0	7.1	36.2	4.3
Cycle Queue Clearance Time (g_c), s	10.4	4.8		10.1	4.8	20.6	0.8	0.0	0.0	7.1	36.2	4.3
Green Ratio (g/C)	0.25	0.17		0.26	0.18	0.25	0.54	0.53	0.53	0.61	0.58	0.66
Capacity (c), veh/h	373	309		395	343	398	205	2656	826	424	2038	1059
Volume-to-Capacity Ratio (X)	0.469	0.249		0.427	0.238	0.691	0.116	0.457	0.125	0.503	0.622	0.100
Back of Queue (Q), ft/ln (95 th percentile)	205.3	98		200.7	102.1	325	14.3	6.4	3.3	112.4	547.5	177.4
Back of Queue (Q), veh/ln (95 th percentile)	8.2	3.9		7.8	4.1	12.7	0.6	0.3	0.1	4.4	21.4	7.1
Queue Storage Ratio (RQ) (95 th percentile)	1.37	0.33		1.34	0.23	2.17	0.02	0.01	0.02	0.19	0.55	1.18
Uniform Delay (d_1), s/veh	40.5	46.7		39.1	45.6	44.0	17.8	0.0	0.0	10.7	25.8	11.9
Incremental Delay (d_2), s/veh	0.3	0.2		0.3	0.1	0.8	0.1	0.6	0.3	0.3	1.1	0.1
Initial Queue Delay (d_3), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	40.8	46.8		39.3	45.7	44.8	17.9	0.6	0.3	11.0	26.9	12.0
Level of Service (LOS)	D	D		D	D	D	B	A	A	B	C	B
Approach Delay, s/veh / LOS	42.6	D		43.2	D		0.9	A		23.8	C	
Intersection Delay, s/veh / LOS	19.5						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.65	C	2.61	C	2.12	B	1.91	B
Bicycle LOS Score / LOS	0.90	A	1.35	A	1.22	A	1.93	B

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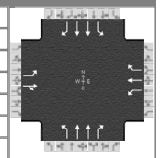
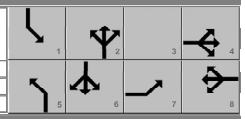
HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency				Duration, h	0.250
Analyst		Analysis Date	5/12/2020	Area Type	Other
Jurisdiction		Time Period		PHF	0.92
Urban Street	Unser	Analysis Year	2020	Analysis Period	1> 7:00
Intersection	#2 Unser/Bluewater	File Name	2020 AM No Build UNSER .xus		
Project Description	2020- AM NO BUILD				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	91	40	37	30	19	49	21	1401	80	109	649	54

Signal Information												
Cycle, s	120.0	Reference Phase	2									
Offset, s	100	Reference Point	Begin	Green	2.0	2.5	81.3	7.6	8.0	0.0		
Uncoordinated	No	Simult. Gap E/W	On	Yellow	3.0	0.0	4.0	4.0	4.0	0.0		
Force Mode	Fixed	Simult. Gap N/S	On	Red	0.5	0.0	1.0	0.5	1.5	0.0		



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4		8	5	2	1	6
Case Number	1.0	4.0		5.3	1.1	3.0	1.1	3.0
Phase Duration, s	12.1	25.6		13.5	5.5	86.3	8.0	88.9
Change Period, ($Y+R_c$), s	4.5	5.5		5.5	3.5	5.5	3.5	5.5
Max Allow Headway (MAH), s	3.1	3.2		3.2	3.0	0.0	3.0	0.0
Queue Clearance Time (g_s), s	7.9	6.3		5.7	2.7		4.4	
Green Extension Time (g_e), s	0.0	0.3		0.3	0.0	0.0	0.2	0.0
Phase Call Probability	0.96	1.00		1.00	0.67		0.98	
Max Out Probability	1.00	0.00		0.00	0.00		0.00	

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (v), veh/h	99	73		33	21	50	33	2199	119	118	705	40
Adjusted Saturation Flow Rate (s), veh/h/ln	1810	1772		1317	1900	1572	1810	1766	1572	1767	1766	1610
Queue Service Time (g_s), s	5.9	4.3		2.8	1.2	3.7	0.7	58.8	1.1	2.4	0.0	0.2
Cycle Queue Clearance Time (g_c), s	5.9	4.3		2.8	1.2	3.7	0.7	58.8	1.1	2.4	0.0	0.2
Green Ratio (g/C)	0.15	0.17		0.07	0.07	0.07	0.69	0.67	0.67	0.72	0.69	0.69
Capacity (c), veh/h	255	297		148	126	105	598	2380	1059	159	2455	1119
Volume-to-Capacity Ratio (X)	0.388	0.245		0.221	0.163	0.478	0.055	0.924	0.113	0.745	0.287	0.036
Back of Queue (Q), ft/ln (95 th percentile)	119.2	84		43.3	26.5	67.7	10.3	501.5	15.6	108.5	4.6	3.7
Back of Queue (Q), veh/ln (95 th percentile)	4.8	3.4		1.7	1.1	2.6	0.4	19.6	0.6	4.2	0.2	0.1
Queue Storage Ratio (RQ) (95 th percentile)	1.19	0.17		0.29	0.05	0.45	0.06	0.50	0.06	0.54	0.00	0.02
Uniform Delay (d_1), s/veh	46.3	43.4		53.6	52.9	54.0	5.9	10.8	2.2	29.6	0.0	1.4
Incremental Delay (d_2), s/veh	0.4	0.2		0.3	0.2	1.3	0.0	5.4	0.1	2.6	0.3	0.1
Initial Queue Delay (d_3), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	46.6	43.5		53.9	53.1	55.3	5.9	16.2	2.3	32.1	0.3	1.4
Level of Service (LOS)	D	D		D	D	E	A	B	A	C	A	A
Approach Delay, s/veh / LOS	45.3	D		54.4	D		15.3	B		4.7	A	
Intersection Delay, s/veh / LOS	15.3						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.46	B	2.49	B	2.07	B	1.88	B
Bicycle LOS Score / LOS	0.77	A	0.66	A	1.83	B	1.20	A

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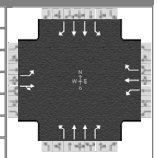
HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency				Duration, h	0.250
Analyst		Analysis Date	5/12/2020	Area Type	Other
Jurisdiction		Time Period		PHF	0.92
Urban Street	Unser	Analysis Year	2020	Analysis Period	1> 7:00
Intersection	#2 Unser/Bluewater	File Name	2020 PM No Build UNSER.xus		
Project Description	2020- PM NO BUILD				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	93	51	39	89	94	159	35	933	90	64	1337	108

Signal Information												
Cycle, s	130.0	Reference Phase	2									
Offset, s	127	Reference Point	Begin	Green	3.0	0.6	84.3	8.0	15.7	0.0		
Uncoordinated	No	Simult. Gap E/W	On	Yellow	3.0	0.0	4.0	4.0	4.0	0.0		
Force Mode	Fixed	Simult. Gap N/S	On	Red	0.5	0.0	1.0	0.5	1.5	0.0		

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4		8	5	2	1	6
Case Number	1.0	4.0		5.3	1.1	3.0	1.1	3.0
Phase Duration, s	12.5	33.6		21.2	6.5	89.3	7.0	89.9
Change Period, ($Y+R_c$), s	4.5	5.5		5.5	3.5	5.5	3.5	5.5
Max Allow Headway (MAH), s	3.1	3.2		3.2	3.0	0.0	3.0	0.0
Queue Clearance Time (g_s), s	8.2	7.8		14.8	3.4		3.8	
Green Extension Time (g_e), s	0.0	0.9		0.8	0.1	0.0	0.1	0.0
Phase Call Probability	0.97	1.00		1.00	0.87		0.92	
Max Out Probability	1.00	0.00		0.00	0.00		0.00	

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (v), veh/h	101	95		97	102	159	56	1481	141	70	1453	101
Adjusted Saturation Flow Rate (s), veh/h/ln	1810	1768		1291	1900	1572	1810	1766	1572	1767	1766	1610
Queue Service Time (g_s), s	6.2	5.8		9.3	6.5	12.8	1.4	26.7	2.8	1.8	0.0	1.2
Cycle Queue Clearance Time (g_c), s	6.2	5.8		9.3	6.5	12.8	1.4	26.7	2.8	1.8	0.0	1.2
Green Ratio (g/C)	0.20	0.22		0.12	0.12	0.12	0.67	0.64	0.64	0.67	0.65	0.65
Capacity (c), veh/h	259	383		211	229	189	332	2278	1014	259	2293	1045
Volume-to-Capacity Ratio (X)	0.390	0.247		0.459	0.446	0.838	0.167	0.650	0.139	0.269	0.634	0.097
Back of Queue (Q), ft/ln (95 th percentile)	124.6	112.8		138.4	139.6	229.2	21.7	299	41.2	27.9	19.8	18.7
Back of Queue (Q), veh/ln (95 th percentile)	5.0	4.5		5.4	5.6	9.0	0.9	11.7	1.6	1.1	0.8	0.7
Queue Storage Ratio (RQ) (95 th percentile)	1.25	0.23		0.92	0.28	1.53	0.12	0.30	0.15	0.14	0.02	0.09
Uniform Delay (d_1), s/veh	44.7	42.2		54.4	53.1	55.9	7.3	9.2	5.2	10.6	0.0	3.2
Incremental Delay (d_2), s/veh	0.4	0.1		0.6	0.5	3.7	0.1	1.3	0.2	0.2	1.3	0.2
Initial Queue Delay (d_3), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	45.0	42.3		54.9	53.6	59.7	7.4	10.4	5.4	10.8	1.3	3.3
Level of Service (LOS)	D	D		D	D	E	A	B	A	B	A	A
Approach Delay, s/veh / LOS	43.7	D		56.7	E		9.9	A		1.9	A	
Intersection Delay, s/veh / LOS	12.6						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.46	B	2.49	B	2.09	B	1.89	B
Bicycle LOS Score / LOS	0.81	A	1.08	A	1.44	A	1.83	B

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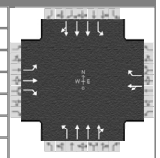
HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency				Duration, h	0.250
Analyst		Analysis Date	5/12/2020	Area Type	Other
Jurisdiction		Time Period		PHF	0.92
Urban Street	Coors	Analysis Year	2020	Analysis Period	1> 7:00
Intersection	#3 Coors/Bluewater	File Name	2020 AM No Build COORS.xus		
Project Description	2020- AM NO BUILD				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	270	101	55	35	60	88	70	1223	16	33	853	121

Signal Information													
Cycle, s	120.0	Reference Phase	2										
Offset, s	118	Reference Point	End	Green	10.9	1.2	43.2	12.1	34.3	0.0			
Uncoordinated	No	Simult. Gap E/W	On	Yellow	3.0	0.0	4.5	3.0	3.8	0.0			
Force Mode	Fixed	Simult. Gap N/S	On	Red	0.5	0.0	1.5	0.5	1.5	0.0			

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4		8	5	2	1	6
Case Number	1.0	3.0		7.3	1.1	4.0	1.1	4.0
Phase Duration, s	15.6	55.2		39.6	15.6	50.4	14.4	49.2
Change Period, ($Y+R_c$), s	3.5	5.3		5.3	3.5	6.0	3.5	6.0
Max Allow Headway (MAH), s	3.1	3.1		3.1	3.0	0.0	3.0	0.0
Queue Clearance Time (g_s), s	14.1	6.3		7.2	4.8		3.0	
Green Extension Time (g_e), s	0.0	0.7		0.7	0.0	0.0	0.0	0.0
Phase Call Probability	1.00	1.00		1.00	1.00		1.00	
Max Out Probability	1.00	0.00		0.00	0.00		0.00	

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (v), veh/h	293	110	55		103	92	76	896	446	27	539	256
Adjusted Saturation Flow Rate (s), veh/h/ln	1810	1900	1610		1653	1572	1810	1856	1847	1767	1856	1740
Queue Service Time (g_s), s	12.1	4.3	2.1		1.8	4.7	2.8	14.6	14.8	1.0	14.8	15.1
Cycle Queue Clearance Time (g_c), s	12.1	4.3	2.1		5.2	4.7	2.8	14.6	14.8	1.0	14.8	15.1
Green Ratio (g/C)	0.40	0.42	0.52		0.29	0.38	0.46	0.37	0.37	0.45	0.36	0.36
Capacity (c), veh/h	572	790	832		514	592	405	1373	683	313	1336	626
Volume-to-Capacity Ratio (X)	0.513	0.139	0.067		0.201	0.156	0.188	0.652	0.652	0.086	0.403	0.409
Back of Queue (Q), ft/ln (90 th percentile)	238.1	88.2	34.6		106.5	83.1	54.4	169.3	187.1	20.3	268.1	260
Back of Queue (Q), veh/ln (90 th percentile)	9.5	3.5	1.4		4.3	3.2	2.2	6.6	7.3	0.8	10.5	10.4
Queue Storage Ratio (RQ) (90 th percentile)	1.19	0.22	0.17		1.06	0.83	0.22	0.17	0.19	0.16	0.27	0.27
Uniform Delay (d_1), s/veh	26.5	21.7	14.5		32.4	24.8	18.5	11.7	12.1	19.0	35.1	35.9
Incremental Delay (d_2), s/veh	3.3	0.4	0.2		0.9	0.6	1.0	2.4	4.8	0.5	0.9	1.9
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	29.8	22.1	14.7		33.3	25.3	19.6	14.1	16.8	19.5	36.0	37.8
Level of Service (LOS)	C	C	B		C	C	B	B	B	B	D	D
Approach Delay, s/veh / LOS	26.1	C		29.5	C		15.3	B		36.0	D	
Intersection Delay, s/veh / LOS	23.9						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.58	C	2.60	C	1.93	B	2.12	B
Bicycle LOS Score / LOS	1.24	A	0.81	A	1.27	A	1.09	A

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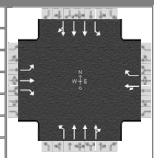
HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency				Duration, h	0.250
Analyst		Analysis Date	5/12/2020	Area Type	Other
Jurisdiction		Time Period		PHF	0.92
Urban Street	Coors	Analysis Year	2020	Analysis Period	1> 7:00
Intersection	#3 Coors/Bluewater	File Name	2020 PM No Build COORS.xus		
Project Description	2020- PM NO BUILD				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	263	105	93	46	56	73	99	1053	22	103	1353	178

Signal Information													
Cycle, s	130.0	Reference Phase	2										
Offset, s	68	Reference Point	End	Green	0.0	0.0	0.0	0.0	0.0	0.0			
Uncoordinated	No	Simult. Gap E/W	On	Yellow	0.0	0.0	0.0	0.0	0.0	0.0			
Force Mode	Fixed	Simult. Gap N/S	On	Red	0.0	0.0	0.0	0.0	0.0	0.0			

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4		8	5	2	1	6
Case Number	1.0	3.0		7.3	1.1	4.0	1.1	4.0
Phase Duration, s	15.6	50.7		35.1	15.6	63.7	15.6	63.7
Change Period, ($Y+R_c$), s	3.5	5.3		5.3	3.5	6.0	3.5	6.0
Max Allow Headway (MAH), s	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Queue Clearance Time (g_s), s	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Green Extension Time (g_e), s	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Phase Call Probability	0.00	0.00		0.00	0.00	0.00	0.00	0.00
Max Out Probability	0.00	0.00		0.00	0.00	0.00	0.00	0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (v), veh/h	0	0	0		0	0	0	0	0	0	0	0
Adjusted Saturation Flow Rate (s), veh/h/ln	0	0	0		0	0	0	0	0	0	0	0
Queue Service Time (g_s), s	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Queue Clearance Time (g_c), s	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Green Ratio (g/C)	0.34	0.35	0.44		0.23	0.32	0.54	0.44	0.44	0.54	0.44	0.44
Capacity (c), veh/h	462	664	712		407	507	269	1647	816	403	1647	775
Volume-to-Capacity Ratio (X)	0.618	0.172	0.125		0.273	0.150	0.399	0.473	0.473	0.304	0.747	0.749
Back of Queue (Q), ft/ln (90 th percentile)	118.6	114.8	74.4		133.6	81.9	79.7	72.7	91	86.5	452.5	434.4
Back of Queue (Q), veh/ln (90 th percentile)	4.7	4.6	3.0		5.3	3.2	3.2	2.8	3.6	3.4	17.7	17.4
Queue Storage Ratio (RQ) (90 th percentile)	0.59	0.29	0.37		1.34	0.82	0.32	0.07	0.09	0.69	0.45	0.44
Uniform Delay (d_1), s/veh	36.3	29.3	21.4		41.2	31.4	21.9	4.4	5.0	15.0	24.3	23.8
Incremental Delay (d_2), s/veh	6.1	0.6	0.4		1.7	0.6	4.4	1.0	2.0	1.7	2.8	5.9
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	42.4	29.8	21.8		42.9	32.0	26.3	5.3	6.9	16.7	27.1	29.7
Level of Service (LOS)	D	C	C		D	C	C	A	A	B	C	C
Approach Delay, s/veh / LOS	35.7	D		38.4	D		7.6	A		27.2	C	
Intersection Delay, s/veh / LOS	22.4						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.59	C	2.61	C	1.92	B	2.12	B
Bicycle LOS Score / LOS	1.29	A	0.80	A	1.19	A	1.46	A

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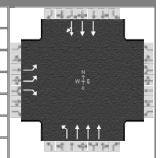
HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency				Duration, h	0.250
Analyst		Analysis Date	5/12/2020	Area Type	Other
Jurisdiction		Time Period		PHF	0.92
Urban Street	Coors	Analysis Year	2020	Analysis Period	1> 7:00
Intersection	#4 Coors/Los Volcanes	File Name	2020 AM No Build COORS.xus		
Project Description	2020- AM NO BUILD				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	142		46				67	1079			716	129

Signal Information													
Cycle, s	120.0	Reference Phase	2										
Offset, s	100	Reference Point	Begin	Green	3.2	94.3	8.0	0.0	0.0	0.0			
Uncoordinated	No	Simult. Gap E/W	On	Yellow	3.0	4.5	4.0	0.0	0.0	0.0			
Force Mode	Fixed	Simult. Gap N/S	On	Red	0.5	1.0	1.5	0.0	0.0	0.0			

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		4			5	2		6
Case Number		9.0			1.0	4.0		8.3
Phase Duration, s		13.5			6.7	106.5		99.8
Change Period, ($Y+R_c$), s		5.5			3.5	5.5		5.5
Max Allow Headway (MAH), s		3.1			3.0	0.0		0.0
Queue Clearance Time (g_s), s		7.1			3.2			
Green Extension Time (g_e), s		0.4			0.2	0.0		0.0
Phase Call Probability		1.00			0.96			
Max Out Probability		0.00			0.00			

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7		14				5	2			6	16
Adjusted Flow Rate (v), veh/h	154		39				100	1614			612	288
Adjusted Saturation Flow Rate (s), veh/h/ln	1757		1610				1810	1685			1856	1724
Queue Service Time (g_s), s	5.1		2.7				1.2	3.5			13.3	0.0
Cycle Queue Clearance Time (g_c), s	5.1		2.7				1.2	3.5			13.3	0.0
Green Ratio (g/C)	0.07		0.09				0.83	0.84			0.79	0.79
Capacity (c), veh/h	234		150				532	4255			2916	1355
Volume-to-Capacity Ratio (X)	0.660		0.260				0.188	0.379			0.210	0.212
Back of Queue (Q), ft/ln (90 th percentile)	102.6		49.1				10.6	21.2			3.1	6.1
Back of Queue (Q), veh/ln (90 th percentile)	4.1		2.0				0.4	0.8			0.1	0.2
Queue Storage Ratio (RQ) (90 th percentile)	0.41		0.16				0.05	0.02			0.00	0.01
Uniform Delay (d_1), s/veh	54.7		50.5				3.1	0.7			0.0	0.0
Incremental Delay (d_2), s/veh	1.2		0.3				0.0	0.2			0.2	0.4
Initial Queue Delay (d_3), s/veh	0.0		0.0				0.0	0.0			0.0	0.0
Control Delay (d), s/veh	55.9		50.9				3.1	0.9			0.2	0.4
Level of Service (LOS)	E		D				A	A			A	A
Approach Delay, s/veh / LOS	54.9		D	0.0			1.0		A	0.2		A
Intersection Delay, s/veh / LOS	4.5						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.63	C	2.50	C	0.62	A	2.04	B
Bicycle LOS Score / LOS		F		A	1.17	A	0.98	A

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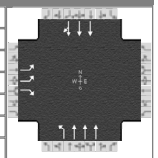
HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency				Duration, h	0.250
Analyst		Analysis Date	5/12/2020	Area Type	Other
Jurisdiction		Time Period		PHF	0.92
Urban Street	Coors	Analysis Year	2020	Analysis Period	1> 7:00
Intersection	#4 Coors/Los Volcanes	File Name	2020 PM No Build COORS.xus		
Project Description	2020- PM NO BUILD				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	188		99				65	1168			1687	161

Signal Information													
Cycle, s	130.0	Reference Phase	2										
Offset, s	100	Reference Point	Begin	Green	3.0	102.4	10.1	0.0	0.0	0.0			
Uncoordinated	No	Simult. Gap E/W	On	Yellow	3.0	4.5	4.0	0.0	0.0	0.0			
Force Mode	Fixed	Simult. Gap N/S	On	Red	0.5	1.0	1.5	0.0	0.0	0.0			

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		4			5	2		6
Case Number		9.0			1.0	4.0		8.3
Phase Duration, s		15.6			6.5	114.4		107.9
Change Period, ($Y+R_c$), s		5.5			3.5	5.5		5.5
Max Allow Headway (MAH), s		3.1			3.0	0.0		0.0
Queue Clearance Time (g_s), s		9.5			3.1			
Green Extension Time (g_e), s		0.6			0.1	0.0		0.0
Phase Call Probability		1.00			0.94			
Max Out Probability		0.00			0.00			

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7		14				5	2			6	16
Adjusted Flow Rate (v), veh/h	204		97				79	1426			1356	651
Adjusted Saturation Flow Rate (s), veh/h/ln	1757		1610				1810	1685			1856	1770
Queue Service Time (g_s), s	7.4		7.5				1.1	12.1			42.0	0.0
Cycle Queue Clearance Time (g_c), s	7.4		7.5				1.1	12.1			42.0	0.0
Green Ratio (g/C)	0.08		0.10				0.83	0.84			0.79	0.79
Capacity (c), veh/h	274		163				198	4233			2923	1394
Volume-to-Capacity Ratio (X)	0.747		0.595				0.401	0.337			0.464	0.467
Back of Queue (Q), ft/ln (90 th percentile)	140.9		132.4				48.3	129.4			10	19.6
Back of Queue (Q), veh/ln (90 th percentile)	5.6		5.3				1.9	5.1			0.4	0.8
Queue Storage Ratio (RQ) (90 th percentile)	0.56		0.44				0.21	0.13			0.01	0.02
Uniform Delay (d_1), s/veh	58.7		55.9				13.4	4.1			0.0	0.0
Incremental Delay (d_2), s/veh	1.5		1.3				0.4	0.2			0.5	1.1
Initial Queue Delay (d_3), s/veh	0.0		0.0				0.0	0.0			0.0	0.0
Control Delay (d), s/veh	60.2		57.2				13.8	4.3			0.5	1.1
Level of Service (LOS)	E		E				B	A			A	A
Approach Delay, s/veh / LOS	59.3		E	0.0			4.8		A	0.7		A
Intersection Delay, s/veh / LOS	6.9						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.63	C	2.48	B	0.63	A	2.05	B
Bicycle LOS Score / LOS		F		A	1.22	A	1.59	B

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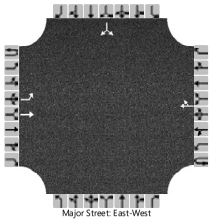
HCS7 Two-Way Stop-Control Report

General Information		Site Information	
Analyst	AM	Intersection	#5 -Bluewater and Airport
Agency/Co.	WHP	Jurisdiction	
Date Performed	5/12/2020	East/West Street	Bluewater
Analysis Year	2020	North/South Street	Airport
Time Analyzed		Peak Hour Factor	0.92
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	AM NO BUILD		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	1	0	0	0	1	0		0	0	0		0	1	0
Configuration		L	T					TR							LR	
Volume (veh/h)		103	212				184	125						123		60
Percent Heavy Vehicles (%)		3												3		3
Proportion Time Blocked																
Percent Grade (%)														0		
Right Turn Channelized																
Median Type | Storage																
	Left Only								9							

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1												7.1		6.2
Critical Headway (sec)		4.13												6.43		6.23
Base Follow-Up Headway (sec)		2.2												3.5		3.3
Follow-Up Headway (sec)		2.23												3.53		3.33

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		112													199	
Capacity, c (veh/h)		1218													626	
v/c Ratio		0.09													0.32	
95% Queue Length, Q_{95} (veh)		0.3													1.4	
Control Delay (s/veh)		8.3													13.4	
Level of Service (LOS)		A													B	
Approach Delay (s/veh)	2.7												13.4			
Approach LOS													B			

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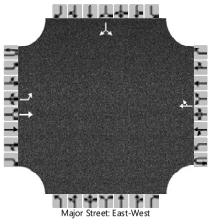
HCS7 Two-Way Stop-Control Report

General Information		Site Information	
Analyst	AM	Intersection	#5 -Bluewater and Airport
Agency/Co.	WHP	Jurisdiction	
Date Performed	5/12/2020	East/West Street	Bluewater
Analysis Year	2020	North/South Street	Airport
Time Analyzed		Peak Hour Factor	0.92
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	PM NO BUILD		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	1	0	0	0	1	0		0	0	0		0	1	0
Configuration		L	T					TR							LR	
Volume (veh/h)		21	225				310	86						86		25
Percent Heavy Vehicles (%)		3												3		3
Proportion Time Blocked																
Percent Grade (%)														0		
Right Turn Channelized																
Median Type | Storage																
	Left Only								9							

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1												7.1		6.2
Critical Headway (sec)		4.13												6.43		6.23
Base Follow-Up Headway (sec)		2.2												3.5		3.3
Follow-Up Headway (sec)		2.23												3.53		3.33

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		23													121	
Capacity, c (veh/h)		1124													669	
v/c Ratio		0.02													0.18	
95% Queue Length, Q_{95} (veh)		0.1													0.7	
Control Delay (s/veh)		8.3													11.6	
Level of Service (LOS)		A													B	
Approach Delay (s/veh)	0.7												11.6			
Approach LOS													B			

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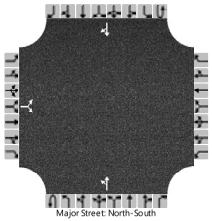
HCS7 Two-Way Stop-Control Report

General Information		Site Information	
Analyst	AM	Intersection	#6 -Airport and Meridian
Agency/Co.	WHP	Jurisdiction	
Date Performed	5/12/2020	East/West Street	Meridian
Analysis Year	2020	North/South Street	Airport
Time Analyzed		Peak Hour Factor	0.92
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	AM NO BUILD		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	0	0	0	0	1	0	0	0	1	0
Configuration			LR							LT						TR
Volume (veh/h)		20		15						21	101				135	14
Percent Heavy Vehicles (%)		3		3						3						
Proportion Time Blocked																
Percent Grade (%)	0															
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1		6.2						4.1						
Critical Headway (sec)		6.43		6.23						4.13						
Base Follow-Up Headway (sec)		3.5		3.3						2.2						
Follow-Up Headway (sec)		3.53		3.33						2.23						

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			38							23						
Capacity, c (veh/h)			748							1411						
v/c Ratio			0.05							0.02						
95% Queue Length, Q_{95} (veh)			0.2							0.0						
Control Delay (s/veh)			10.1							7.6						
Level of Service (LOS)			B							A						
Approach Delay (s/veh)	10.1								1.4							
Approach LOS	B															

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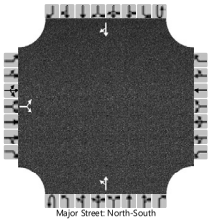
HCS7 Two-Way Stop-Control Report

General Information		Site Information	
Analyst	AM	Intersection	#6 -Airport and Meridian
Agency/Co.	WHP	Jurisdiction	
Date Performed	5/12/2020	East/West Street	Meridian
Analysis Year	2020	North/South Street	Airport
Time Analyzed		Peak Hour Factor	0.92
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	PM NO BUILD		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	0	0	0	0	1	0	0	0	1	0
Configuration			LR							LT						TR
Volume (veh/h)		10		15						10	97				34	15
Percent Heavy Vehicles (%)		3		3						3						
Proportion Time Blocked																
Percent Grade (%)	0															
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1		6.2						4.1						
Critical Headway (sec)		6.43		6.23						4.13						
Base Follow-Up Headway (sec)		3.5		3.3						2.2						
Follow-Up Headway (sec)		3.53		3.33						2.23						

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			27							11						
Capacity, c (veh/h)			925							1546						
v/c Ratio			0.03							0.01						
95% Queue Length, Q_{95} (veh)			0.1							0.0						
Control Delay (s/veh)			9.0							7.3						
Level of Service (LOS)			A							A						
Approach Delay (s/veh)	9.0								0.7							
Approach LOS	A															

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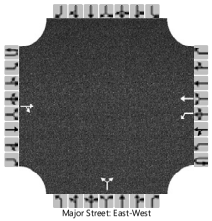
HCS7 Two-Way Stop-Control Report

General Information		Site Information	
Analyst	AM	Intersection	#7 - Los Volcanes/Airport
Agency/Co.	WHP	Jurisdiction	
Date Performed	5/12/2020	East/West Street	Los Volcanes
Analysis Year	2020	North/South Street	Airport
Time Analyzed		Peak Hour Factor	0.92
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	AM NO BUILD		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	1	1	0		0	1	0		0	0	0
Configuration				TR		L	T				LR					
Volume (veh/h)			191	67		64	190			55		108				
Percent Heavy Vehicles (%)						3				3		3				
Proportion Time Blocked																
Percent Grade (%)										0						
Right Turn Channelized																
Median Type | Storage																
	Left Only									9						

Critical and Follow-up Headways

Base Critical Headway (sec)						4.1				7.1		6.2				
Critical Headway (sec)						4.13				6.43		6.23				
Base Follow-Up Headway (sec)						2.2				3.5		3.3				
Follow-Up Headway (sec)						2.23				3.53		3.33				

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						70					177					
Capacity, c (veh/h)						1276					746					
v/c Ratio						0.05					0.24					
95% Queue Length, Q_{95} (veh)						0.2					0.9					
Control Delay (s/veh)						8.0					11.3					
Level of Service (LOS)						A					B					
Approach Delay (s/veh)						2.0					11.3					
Approach LOS											B					

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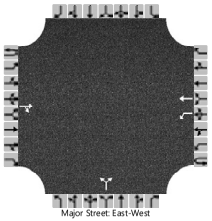
HCS7 Two-Way Stop-Control Report

General Information		Site Information	
Analyst	AM	Intersection	#7 - Los Volcanes/Airport
Agency/Co.	WHP	Jurisdiction	
Date Performed	5/12/2020	East/West Street	Los Volcanes
Analysis Year	2020	North/South Street	Airport
Time Analyzed		Peak Hour Factor	0.92
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	PM NO BUILD		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	1	1	0		0	1	0		0	0	0
Configuration				TR		L	T				LR					
Volume (veh/h)			220	12		39	150			50		79				
Percent Heavy Vehicles (%)						3				3		3				
Proportion Time Blocked																
Percent Grade (%)										0						
Right Turn Channelized																
Median Type | Storage																
	Left Only									9						

Critical and Follow-up Headways

Base Critical Headway (sec)						4.1				7.1		6.2				
Critical Headway (sec)						4.13				6.43		6.23				
Base Follow-Up Headway (sec)						2.2				3.5		3.3				
Follow-Up Headway (sec)						2.23				3.53		3.33				

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						42					140					
Capacity, c (veh/h)						1307					773					
v/c Ratio						0.03					0.18					
95% Queue Length, Q_{95} (veh)						0.1					0.7					
Control Delay (s/veh)						7.8					10.7					
Level of Service (LOS)						A					B					
Approach Delay (s/veh)						1.6					10.7					
Approach LOS											B					

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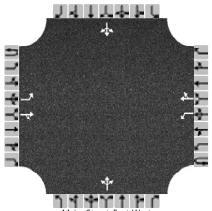
HCS7 Two-Way Stop-Control Report

General Information		Site Information	
Analyst	AM	Intersection	# 8 Los Volcanes/Gallatin
Agency/Co.	WHP	Jurisdiction	
Date Performed	5/12/2020	East/West Street	Los Volcanes
Analysis Year	2020	North/South Street	Gallatin
Time Analyzed		Peak Hour Factor	0.80
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	AM NO BUILD		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	1	0	0	1	1	0		0	1	0		0	1	0
Configuration		L		TR		L		TR			LTR				LTR	
Volume (veh/h)		349	252	23		17	217	34		7	4	76		6	5	236
Percent Heavy Vehicles (%)		3				3				3	0	3		0	0	0
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized																
Median Type | Storage	Left Only								9							

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.1	6.5	6.2		7.1	6.5	6.2
Critical Headway (sec)		4.13				4.13				7.13	6.50	6.23		7.10	6.50	6.20
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.23				2.23				3.53	4.00	3.33		3.50	4.00	3.30

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		436				21					109				309	
Capacity, c (veh/h)		1241				1210					419				550	
v/c Ratio		0.35				0.02					0.26				0.56	
95% Queue Length, Q_{95} (veh)		1.6				0.1					1.0				3.4	
Control Delay (s/veh)		9.5				8.0					16.6				19.6	
Level of Service (LOS)		A				A					C				C	
Approach Delay (s/veh)	5.3				0.5				16.6				19.6			
Approach LOS									C				C			

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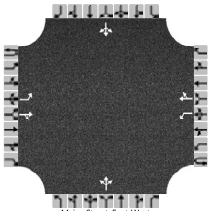
HCS7 Two-Way Stop-Control Report

General Information		Site Information	
Analyst	AM	Intersection	# 8 Los Volcanes/Gallatin
Agency/Co.	WHP	Jurisdiction	
Date Performed	5/12/2020	East/West Street	Los Volcanes
Analysis Year	2020	North/South Street	Gallatin
Time Analyzed		Peak Hour Factor	0.81
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	PM NO BUILD		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	1	0	0	1	1	0		0	1	0		0	1	0
Configuration		L		TR		L		TR			LTR				LTR	
Volume (veh/h)		162	171	11		4	234	27		34	3	6		22	1	204
Percent Heavy Vehicles (%)		3				3				3	3	3		3	3	3
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized																
Median Type | Storage	Left Only								9							

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.1	6.5	6.2		7.1	6.5	6.2
Critical Headway (sec)		4.13				4.13				7.13	6.53	6.23		7.13	6.53	6.23
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.23				2.23				3.53	4.03	3.33		3.53	4.03	3.33

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		200				5					53				280	
Capacity, c (veh/h)		1232				1338					209				665	
v/c Ratio		0.16				0.00					0.25				0.42	
95% Queue Length, Q_{95} (veh)		0.6				0.0					1.0				2.1	
Control Delay (s/veh)		8.5				7.7					28.1				14.3	
Level of Service (LOS)		A				A					D				B	
Approach Delay (s/veh)	4.0				0.1				28.1				14.3			
Approach LOS									D				B			

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HCS7 Two-Way Stop-Control Report

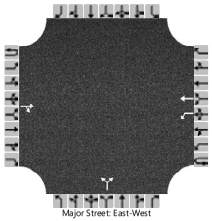
General Information

Analyst	AM
Agency/Co.	WHP
Date Performed	5/12/2020
Analysis Year	2020
Time Analyzed	
Intersection Orientation	East-West
Project Description	AM NO BUILD

Site Information

Intersection	#9 Los Volcanes/ Silver C
Jurisdiction	
East/West Street	Los Volcanes
North/South Street	Silver Creek
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	1	1	0		0	1	0		0	0	0
Configuration				TR		L	T				LR					
Volume (veh/h)			411	28		12	809			35		24				
Percent Heavy Vehicles (%)						3				3		3				
Proportion Time Blocked																
Percent Grade (%)										0						
Right Turn Channelized																
Median Type | Storage																
	Left Only									9						

Critical and Follow-up Headways

Base Critical Headway (sec)						4.1				7.1		6.2				
Critical Headway (sec)						4.13				6.43		6.23				
Base Follow-Up Headway (sec)						2.2				3.5		3.3				
Follow-Up Headway (sec)						2.23				3.53		3.33				

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						13					64					
Capacity, c (veh/h)						1080					451					
v/c Ratio						0.01					0.14					
95% Queue Length, Q_{95} (veh)						0.0					0.5					
Control Delay (s/veh)						8.4					14.3					
Level of Service (LOS)						A					B					
Approach Delay (s/veh)						0.1					14.3					
Approach LOS											B					

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HCS7 Two-Way Stop-Control Report

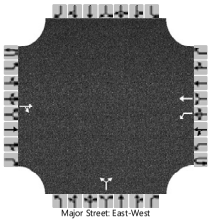
General Information

Analyst	AM
Agency/Co.	WHP
Date Performed	5/12/2020
Analysis Year	2020
Time Analyzed	
Intersection Orientation	East-West
Project Description	PM NO BUILD

Site Information

Intersection	#9 Los Volcanes/ Silver C
Jurisdiction	
East/West Street	Los Volcanes
North/South Street	Silver Creek
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	1	1	0		0	1	0		0	0	0
Configuration				TR		L	T				LR					
Volume (veh/h)			307	8		7	513			23		12				
Percent Heavy Vehicles (%)						3				3		3				
Proportion Time Blocked																
Percent Grade (%)										0						
Right Turn Channelized																
Median Type | Storage																
	Left Only									9						

Critical and Follow-up Headways

Base Critical Headway (sec)						4.1				7.1		6.2				
Critical Headway (sec)						4.13				6.43		6.23				
Base Follow-Up Headway (sec)						2.2				3.5		3.3				
Follow-Up Headway (sec)						2.23				3.53		3.33				

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						8					38					
Capacity, c (veh/h)						1211					597					
v/c Ratio						0.01					0.06					
95% Queue Length, Q_{95} (veh)						0.0					0.2					
Control Delay (s/veh)						8.0					11.4					
Level of Service (LOS)						A					B					
Approach Delay (s/veh)						0.1					11.4					
Approach LOS											B					

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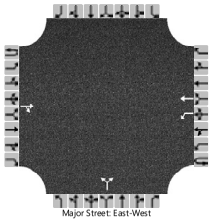
HCS7 Two-Way Stop-Control Report

General Information		Site Information	
Analyst	AM	Intersection	#10 Blue Water & Airport
Agency/Co.	WHP	Jurisdiction	
Date Performed	5/12/2020	East/West Street	Bluewater
Analysis Year	2020	North/South Street	Airport
Time Analyzed		Peak Hour Factor	0.92
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	AM NO BUILD		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	1	1	0		0	1	0		0	0	0
Configuration				TR		L	T				LR					
Volume (veh/h)			374	49		43	290			84		100				
Percent Heavy Vehicles (%)						3				3		3				
Proportion Time Blocked																
Percent Grade (%)									0							
Right Turn Channelized																
Median Type | Storage	Left Only								9							

Critical and Follow-up Headways

Base Critical Headway (sec)						4.1				7.1		6.2				
Critical Headway (sec)						4.13				6.43		6.23				
Base Follow-Up Headway (sec)						2.2				3.5		3.3				
Follow-Up Headway (sec)						2.23				3.53		3.33				

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						47					200					
Capacity, c (veh/h)						1096					615					
v/c Ratio						0.04					0.33					
95% Queue Length, Q_{95} (veh)						0.1					1.4					
Control Delay (s/veh)						8.4					13.6					
Level of Service (LOS)						A					B					
Approach Delay (s/veh)					1.1				13.6							
Approach LOS									B							

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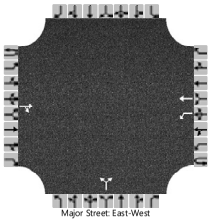
HCS7 Two-Way Stop-Control Report

General Information		Site Information	
Analyst	AM	Intersection	#10 Bluewater & Airport
Agency/Co.	WHP	Jurisdiction	
Date Performed	5/12/2020	East/West Street	Bluewater
Analysis Year	2020	North/South Street	Airport
Time Analyzed		Peak Hour Factor	0.92
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	PM NO BUILD		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	1	1	0		0	1	0		0	0	0
Configuration				TR		L	T				LR					
Volume (veh/h)			427	31		21	268			44		67				
Percent Heavy Vehicles (%)						3				3		3				
Proportion Time Blocked																
Percent Grade (%)									0							
Right Turn Channelized																
Median Type | Storage	Left Only								9							

Critical and Follow-up Headways

Base Critical Headway (sec)						4.1				7.1		6.2				
Critical Headway (sec)						4.13				6.43		6.23				
Base Follow-Up Headway (sec)						2.2				3.5		3.3				
Follow-Up Headway (sec)						2.23				3.53		3.33				

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						23					121					
Capacity, c (veh/h)						1061					593					
v/c Ratio						0.02					0.20					
95% Queue Length, Q_{95} (veh)						0.1					0.8					
Control Delay (s/veh)						8.5					12.6					
Level of Service (LOS)						A					B					
Approach Delay (s/veh)					0.6				12.6							
Approach LOS									B							

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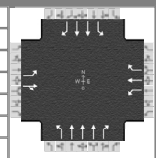
HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency				Duration, h	0.250
Analyst		Analysis Date	5/12/2020	Area Type	Other
Jurisdiction		Time Period		PHF	0.92
Urban Street	Unser	Analysis Year	2020	Analysis Period	1> 7:00
Intersection	#1 Unser/Los Volcanes	File Name	2020 AM Build UNSER .xus		
Project Description	2020- AM BUILD				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	286	82	13	100	81	233	30	1686	231	361	832	114

Signal Information												
Cycle, s	120.0	Reference Phase	2									
Offset, s	118	Reference Point	End	Green	2.0	2.4	65.2	8.0	2.9	18.5		
Uncoordinated	No	Simult. Gap E/W	On	Yellow	4.0	3.0	3.0	3.0	0.0	3.5		
Force Mode	Fixed	Simult. Gap N/S	On	Red	0.5	0.5	1.0	0.5	0.0	2.0		

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	1.1	4.0	1.1	3.0	1.1	3.0	1.1	3.0
Phase Duration, s	14.4	26.8	11.5	24.0	6.5	69.2	12.4	75.1
Change Period, ($Y+R_c$), s	3.8	5.5	3.5	5.5	4.5	5.5	3.5	5.5
Max Allow Headway (MAH), s	3.1	3.2	3.1	3.2	3.0	0.0	3.0	0.0
Queue Clearance Time (g_s), s	12.6	7.4	8.1	17.6	3.0		8.6	
Green Extension Time (g_e), s	0.0	0.8	0.1	0.8	0.0	0.0	0.4	0.0
Phase Call Probability	1.00	1.00	0.97	1.00	0.66		1.00	
Max Out Probability	1.00	0.00	0.00	0.00	0.00		0.00	

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (v), veh/h	311	98		109	88	227	33	1833	191	220	506	64
Adjusted Saturation Flow Rate (s), veh/h/ln	1810	1870		1767	1900	1572	1810	1685	1572	1767	1766	1610
Queue Service Time (g_s), s	10.6	5.4		6.1	4.9	15.6	1.0	0.0	5.1	6.6	10.3	2.2
Cycle Queue Clearance Time (g_c), s	10.6	5.4		6.1	4.9	15.6	1.0	0.0	5.1	6.6	10.3	2.2
Green Ratio (g/C)	0.25	0.18		0.22	0.15	0.23	0.55	0.53	0.53	0.62	0.58	0.67
Capacity (c), veh/h	370	332		327	292	359	524	2684	835	325	2050	1077
Volume-to-Capacity Ratio (X)	0.841	0.294		0.332	0.301	0.633	0.062	0.683	0.229	0.676	0.247	0.060
Back of Queue (Q), ft/ln (95 th percentile)	228	113.6		122.7	105	258.9	17.1	16.4	78.3	104.5	190.6	79.1
Back of Queue (Q), veh/ln (95 th percentile)	9.1	4.5		4.8	4.2	10.1	0.7	0.6	3.1	4.1	7.4	3.2
Queue Storage Ratio (RQ) (95 th percentile)	1.52	0.38		0.82	0.23	1.73	0.03	0.02	0.52	0.18	0.19	0.53
Uniform Delay (d_1), s/veh	44.0	42.8		38.9	45.1	41.8	12.6	0.0	9.0	9.7	16.1	9.5
Incremental Delay (d_2), s/veh	15.1	0.2		0.2	0.2	0.7	0.0	1.4	0.6	0.9	0.3	0.1
Initial Queue Delay (d_3), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	59.0	43.0		39.2	45.3	42.5	12.6	1.4	9.6	10.6	16.4	9.6
Level of Service (LOS)	E	D		D	D	D	B	A	A	B	B	A
Approach Delay, s/veh / LOS	55.2	E		42.2	D		2.4	A		14.2	B	
Intersection Delay, s/veh / LOS	15.4						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.68	C	2.61	C	2.12	B	1.90	B
Bicycle LOS Score / LOS	1.16	A	1.19	A	1.62	B	1.65	B

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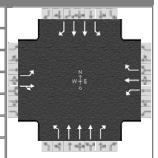
HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency				Duration, h	0.250
Analyst		Analysis Date	5/12/2020	Area Type	Other
Jurisdiction		Time Period		PHF	0.92
Urban Street	Unser	Analysis Year	2020	Analysis Period	1> 7:00
Intersection	#1 Unser/Los Volcanes	File Name	2020 PM Build UNSER.xus		
Project Description	2020- PM BUILD				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	161	52	30	156	75	273	22	1119	125	221	1289	113

Signal Information												
Cycle, s	130.0	Reference Phase	2									
Offset, s	127	Reference Point	End	Green	1.7	3.5	69.1	10.5	1.3	22.5		
Uncoordinated	No	Simult. Gap E/W	On	Yellow	4.0	3.0	3.0	3.0	0.0	3.5		
Force Mode	Fixed	Simult. Gap N/S	On	Red	0.5	0.5	1.0	0.8	0.0	2.0		

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	1.1	4.0	1.1	3.0	1.1	3.0	1.1	3.0
Phase Duration, s	14.3	28.0	15.6	29.3	6.2	73.1	13.2	80.1
Change Period, ($Y+R_c$), s	3.8	5.5	3.5	5.5	4.5	5.5	3.5	5.5
Max Allow Headway (MAH), s	3.1	3.3	3.1	3.3	3.0	0.0	3.0	0.0
Queue Clearance Time (g_s), s	12.4	7.3	12.1	22.9	2.8		9.4	
Green Extension Time (g_e), s	0.0	0.9	0.0	0.9	0.0	0.0	0.4	0.0
Phase Call Probability	1.00	1.00	1.00	1.00	0.58		1.00	
Max Out Probability	1.00	0.00	1.00	0.00	0.00		0.00	

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (v), veh/h	175	84		170	82	280	24	1216	103	217	1268	105
Adjusted Saturation Flow Rate (s), veh/h/ln	1810	1795		1767	1900	1572	1810	1685	1572	1767	1766	1610
Queue Service Time (g_s), s	10.4	5.3		10.1	4.8	20.9	0.8	0.0	0.0	7.4	36.3	4.3
Cycle Queue Clearance Time (g_c), s	10.4	5.3		10.1	4.8	20.9	0.8	0.0	0.0	7.4	36.3	4.3
Green Ratio (g/C)	0.25	0.17		0.27	0.18	0.26	0.53	0.52	0.52	0.61	0.57	0.65
Capacity (c), veh/h	377	311		393	348	406	204	2630	818	424	2028	1054
Volume-to-Capacity Ratio (X)	0.464	0.269		0.431	0.234	0.691	0.117	0.462	0.126	0.512	0.625	0.100
Back of Queue (Q), ft/ln (95 th percentile)	204.4	106.3		201.1	101.6	329.2	14.5	6.6	3.3	114.9	548.3	177.1
Back of Queue (Q), veh/ln (95 th percentile)	8.2	4.3		7.9	4.1	12.9	0.6	0.3	0.1	4.5	21.4	7.1
Queue Storage Ratio (RQ) (95 th percentile)	1.36	0.35		1.34	0.23	2.19	0.02	0.01	0.02	0.20	0.55	1.18
Uniform Delay (d_1), s/veh	40.2	46.6		38.8	45.3	43.5	18.0	0.0	0.0	10.8	26.0	12.0
Incremental Delay (d_2), s/veh	0.3	0.2		0.3	0.1	0.8	0.1	0.6	0.3	0.3	1.1	0.1
Initial Queue Delay (d_3), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	40.5	46.8		39.1	45.4	44.3	18.1	0.6	0.3	11.1	27.1	12.1
Level of Service (LOS)	D	D		D	D	D	B	A	A	B	C	B
Approach Delay, s/veh / LOS	42.5	D		42.8	D		0.9	A		23.9	C	
Intersection Delay, s/veh / LOS	19.6						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.65	C	2.61	C	2.12	B	1.90	B
Bicycle LOS Score / LOS	0.91	A	1.36	A	1.23	A	1.94	B

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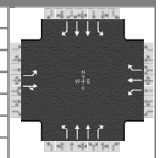
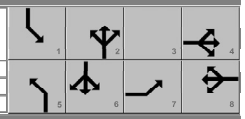
HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency				Duration, h	0.250
Analyst		Analysis Date	5/12/2020	Area Type	Other
Jurisdiction		Time Period		PHF	0.92
Urban Street	Unser	Analysis Year	2020	Analysis Period	1> 7:00
Intersection	#2 Unser/Bluewater	File Name	2020 AM Build UNSER .xus		
Project Description	2020- AM BUILD				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	91	40	37	44	19	63	21	1401	108	130	654	54

Signal Information												
Cycle, s	120.0	Reference Phase	2									
Offset, s	100	Reference Point	Begin	Green	2.0	0.3	80.1	7.6	8.0	0.0		
Uncoordinated	No	Simult. Gap E/W	On	Yellow	3.0	3.0	4.0	4.0	4.0	0.0		
Force Mode	Fixed	Simult. Gap N/S	On	Red	0.5	0.5	1.0	0.5	1.5	0.0		



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4		8	5	2	1	6
Case Number	1.0	4.0		5.3	1.1	3.0	1.1	3.0
Phase Duration, s	12.1	25.6		13.5	5.5	85.1	9.3	88.9
Change Period, ($Y+R_c$), s	4.5	5.5		5.5	3.5	5.5	3.5	5.5
Max Allow Headway (MAH), s	3.1	3.2		3.2	3.0	0.0	3.0	0.0
Queue Clearance Time (g_s), s	7.9	6.3		6.8	2.7		5.5	
Green Extension Time (g_e), s	0.0	0.4		0.4	0.0	0.0	0.2	0.0
Phase Call Probability	0.96	1.00		1.00	0.67		0.99	
Max Out Probability	1.00	0.00		0.00	0.00		0.00	

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (v), veh/h	99	73		48	21	65	33	2196	163	141	711	40
Adjusted Saturation Flow Rate (s), veh/h/ln	1810	1772		1317	1900	1572	1810	1766	1572	1767	1766	1610
Queue Service Time (g_s), s	5.9	4.3		4.2	1.2	4.8	0.7	61.9	1.6	3.5	0.0	0.2
Cycle Queue Clearance Time (g_c), s	5.9	4.3		4.2	1.2	4.8	0.7	61.9	1.6	3.5	0.0	0.2
Green Ratio (g/C)	0.15	0.17		0.07	0.07	0.07	0.68	0.66	0.66	0.73	0.69	0.69
Capacity (c), veh/h	255	297		148	127	105	587	2343	1043	171	2455	1119
Volume-to-Capacity Ratio (X)	0.388	0.245		0.324	0.163	0.623	0.056	0.937	0.156	0.828	0.290	0.036
Back of Queue (Q), ft/ln (95 th percentile)	119.2	84		64.4	26.5	90.1	10.9	557.4	23	130.6	4.7	3.7
Back of Queue (Q), veh/ln (95 th percentile)	4.8	3.4		2.5	1.1	3.5	0.4	21.8	0.9	5.1	0.2	0.1
Queue Storage Ratio (RQ) (95 th percentile)	1.19	0.17		0.43	0.05	0.60	0.06	0.56	0.08	0.65	0.00	0.02
Uniform Delay (d_1), s/veh	46.2	43.3		54.2	52.8	54.5	6.3	12.0	2.4	32.7	0.0	1.4
Incremental Delay (d_2), s/veh	0.4	0.2		0.5	0.2	2.2	0.0	6.1	0.2	3.9	0.3	0.1
Initial Queue Delay (d_3), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	46.6	43.5		54.7	53.1	56.8	6.3	18.1	2.6	36.6	0.3	1.4
Level of Service (LOS)	D	D		D	D	E	A	B	A	D	A	A
Approach Delay, s/veh / LOS	45.3	D		55.5	E		16.9	B		6.1	A	
Intersection Delay, s/veh / LOS	17.0						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.46	B	2.49	B	2.07	B	1.88	B
Bicycle LOS Score / LOS	0.77	A	0.71	A	1.86	B	1.22	A

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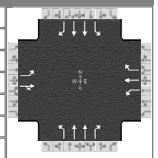
HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency				Duration, h	0.250
Analyst		Analysis Date	5/12/2020	Area Type	Other
Jurisdiction		Time Period		PHF	0.92
Urban Street	Unser	Analysis Year	2020	Analysis Period	1> 7:00
Intersection	#2 Unser/Bluewater	File Name	2020 PM Build UNSER.xus		
Project Description	2020- PM BUILD				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	93	51	39	92	94	162	35	933	94	67	1338	108

Signal Information												
Cycle, s	130.0	Reference Phase	2									
Offset, s	127	Reference Point	Begin	Green	0.0	0.0	0.0	0.0	0.0	0.0		
Uncoordinated	No	Simult. Gap E/W	On	Yellow	0.0	0.0	0.0	0.0	0.0	0.0		
Force Mode	Fixed	Simult. Gap N/S	On	Red	0.0	0.0	0.0	0.0	0.0	0.0		

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4		8	5	2	1	6
Case Number	1.0	4.0		5.3	1.1	3.0	1.1	3.0
Phase Duration, s	12.5	33.9		21.4	6.5	88.9	7.2	89.6
Change Period, ($Y+R_c$), s	4.5	5.5		5.5	3.5	5.5	3.5	5.5
Max Allow Headway (MAH), s	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Queue Clearance Time (g_s), s	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Green Extension Time (g_e), s	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Phase Call Probability	0.00	0.00		0.00	0.00	0.00	0.00	0.00
Max Out Probability	0.00	0.00		0.00	0.00	0.00	0.00	0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (v), veh/h	0	0		0	0	0	0	0	0	0	0	0
Adjusted Saturation Flow Rate (s), veh/h/ln	0	0		0	0	0	0	0	0	0	0	0
Queue Service Time (g_s), s	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Queue Clearance Time (g_c), s	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Green Ratio (g/C)	0.20	0.22		0.12	0.12	0.12	0.66	0.64	0.64	0.67	0.65	0.65
Capacity (c), veh/h	262	386		214	233	193	332	2267	1009	255	2286	1042
Volume-to-Capacity Ratio (X)	0.386	0.245		0.468	0.439	0.840	0.168	0.654	0.147	0.285	0.636	0.097
Back of Queue (Q), ft/ln (95 th percentile)	124.2	112.4		143.1	139.2	233	22	328.9	46.5	29.5	20	19
Back of Queue (Q), veh/ln (95 th percentile)	5.0	4.5		5.6	5.6	9.1	0.9	12.8	1.8	1.2	0.8	0.8
Queue Storage Ratio (RQ) (95 th percentile)	1.24	0.22		0.95	0.28	1.55	0.12	0.33	0.17	0.15	0.02	0.10
Uniform Delay (d_1), s/veh	44.4	41.9		54.2	52.9	55.8	7.4	10.0	5.6	11.1	0.0	3.2
Incremental Delay (d_2), s/veh	0.3	0.1		0.6	0.5	3.7	0.1	1.3	0.3	0.2	1.4	0.2
Initial Queue Delay (d_3), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	44.8	42.1		54.8	53.4	59.5	7.5	11.3	5.9	11.3	1.4	3.4
Level of Service (LOS)	D	D		D	D	E	A	B	A	B	A	A
Approach Delay, s/veh / LOS	43.5	D		56.5	E		10.7	B		1.9	A	
Intersection Delay, s/veh / LOS	13.0						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.46	B	2.49	B	2.09	B	1.89	B
Bicycle LOS Score / LOS	0.81	A	1.09	A	1.44	A	1.83	B

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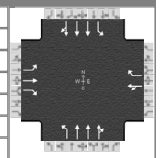
HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency				Duration, h	0.250
Analyst		Analysis Date	5/12/2020	Area Type	Other
Jurisdiction		Time Period		PHF	0.92
Urban Street	Coors	Analysis Year	2020	Analysis Period	1> 7:00
Intersection	#3 Coors/Bluewater	File Name	2020 AM Build COORS.xus		
Project Description	2020- AM BUILD				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	279	101	64	35	60	88	91	1223	16	33	858	135

Signal Information									
Cycle, s	120.0	Reference Phase	2						
Offset, s	118	Reference Point	End	Green	10.9	1.2	43.2	12.1	34.3	0.0
Uncoordinated	No	Simult. Gap E/W	On	Yellow	3.0	0.0	4.5	3.0	3.8	0.0
Force Mode	Fixed	Simult. Gap N/S	On	Red	0.5	0.0	1.5	0.5	1.5	0.0

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4		8	5	2	1	6
Case Number	1.0	3.0		7.3	1.1	4.0	1.1	4.0
Phase Duration, s	15.6	55.2		39.6	15.6	50.4	14.4	49.2
Change Period, ($Y+R_c$), s	3.5	5.3		5.3	3.5	6.0	3.5	6.0
Max Allow Headway (MAH), s	3.1	3.1		3.1	3.0	0.0	3.0	0.0
Queue Clearance Time (g_s), s	14.1	6.3		7.2	5.7		3.0	
Green Extension Time (g_e), s	0.0	0.7		0.7	0.1	0.0	0.0	0.0
Phase Call Probability	1.00	1.00		1.00	1.00		1.00	
Max Out Probability	1.00	0.00		0.00	0.01		0.00	

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (v), veh/h	303	110	65		103	92	99	896	446	27	554	261
Adjusted Saturation Flow Rate (s), veh/h/ln	1810	1900	1610		1653	1572	1810	1856	1847	1767	1856	1729
Queue Service Time (g_s), s	12.1	4.3	2.4		1.8	4.7	3.7	14.6	14.8	1.0	15.2	15.6
Cycle Queue Clearance Time (g_c), s	12.1	4.3	2.4		5.2	4.7	3.7	14.6	14.8	1.0	15.2	15.6
Green Ratio (g/C)	0.40	0.42	0.52		0.29	0.38	0.46	0.37	0.37	0.45	0.36	0.36
Capacity (c), veh/h	572	790	832		514	592	399	1373	683	313	1336	622
Volume-to-Capacity Ratio (X)	0.530	0.139	0.078		0.201	0.156	0.248	0.652	0.652	0.087	0.414	0.420
Back of Queue (Q), ft/ln (90 th percentile)	246.3	88.2	41		106.5	83.1	72.3	169.3	187.1	20.5	274.8	265.9
Back of Queue (Q), veh/ln (90 th percentile)	9.9	3.5	1.6		4.3	3.2	2.9	6.6	7.3	0.8	10.7	10.6
Queue Storage Ratio (RQ) (90 th percentile)	1.23	0.22	0.20		1.06	0.83	0.29	0.17	0.19	0.16	0.27	0.27
Uniform Delay (d_1), s/veh	26.9	21.7	14.6		32.4	24.8	18.9	11.7	12.1	19.0	35.3	36.1
Incremental Delay (d_2), s/veh	3.5	0.4	0.2		0.9	0.6	1.5	2.4	4.8	0.5	0.9	2.0
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	30.4	22.1	14.8		33.3	25.3	20.4	14.1	16.8	19.5	36.3	38.2
Level of Service (LOS)	C	C	B		C	C	C	B	B	B	D	D
Approach Delay, s/veh / LOS	26.3	C		29.5	C		15.4	B		36.3	D	
Intersection Delay, s/veh / LOS	24.1						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.58	C	2.60	C	1.93	B	2.12	B
Bicycle LOS Score / LOS	1.28	A	0.81	A	1.28	A	1.10	A

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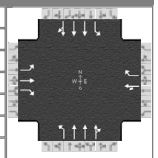
HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency				Duration, h	0.250
Analyst		Analysis Date	5/12/2020	Area Type	Other
Jurisdiction		Time Period		PHF	0.92
Urban Street	Coors	Analysis Year	2020	Analysis Period	1> 7:00
Intersection	#3 Coors/Bluewater	File Name	2020 PM Build COORS.xus		
Project Description	2020- PM BUILD				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	265	105	95	46	56	73	102	1053	22	103	1354	180

Signal Information									
Cycle, s	130.0	Reference Phase	2						
Offset, s	68	Reference Point	End	Green	12.1	57.7	12.1	29.8	0.0	0.0
Uncoordinated	No	Simult. Gap E/W	On	Yellow	3.0	4.5	3.0	3.8	0.0	0.0
Force Mode	Fixed	Simult. Gap N/S	On	Red	0.5	1.5	0.5	1.5	0.0	0.0

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4		8	5	2	1	6
Case Number	1.0	3.0		7.3	1.1	4.0	1.1	4.0
Phase Duration, s	15.6	50.7		35.1	15.6	63.7	15.6	63.7
Change Period, ($Y+R_c$), s	3.5	5.3		5.3	3.5	6.0	3.5	6.0
Max Allow Headway (MAH), s	3.1	3.2		3.2	3.0	0.0	3.0	0.0
Queue Clearance Time (g_s), s	14.1	7.4		9.1	5.9		6.5	
Green Extension Time (g_e), s	0.0	0.7		0.7	0.1	0.0	0.1	0.0
Phase Call Probability	1.00	1.00		1.00	1.00		1.00	
Max Out Probability	1.00	0.00		0.00	0.01		0.03	

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (v), veh/h	288	114	91		111	76	111	778	386	122	1232	581
Adjusted Saturation Flow Rate (s), veh/h/ln	1810	1900	1610		1599	1572	1810	1856	1839	1767	1856	1745
Queue Service Time (g_s), s	12.1	5.4	4.4		4.6	4.5	3.9	5.3	5.9	4.5	33.3	33.2
Cycle Queue Clearance Time (g_c), s	12.1	5.4	4.4		7.1	4.5	3.9	5.3	5.9	4.5	33.3	33.2
Green Ratio (g/C)	0.34	0.35	0.44		0.23	0.32	0.54	0.44	0.44	0.54	0.44	0.44
Capacity (c), veh/h	462	664	712		407	507	269	1647	816	403	1647	775
Volume-to-Capacity Ratio (X)	0.623	0.172	0.128		0.273	0.150	0.412	0.473	0.473	0.304	0.748	0.751
Back of Queue (Q), ft/ln (90 th percentile)	121.8	114.8	76.3		133.6	81.9	82.6	72.7	91	86.5	454.4	435
Back of Queue (Q), veh/ln (90 th percentile)	4.9	4.6	3.1		5.3	3.2	3.3	2.8	3.6	3.4	17.7	17.4
Queue Storage Ratio (RQ) (90 th percentile)	0.61	0.29	0.38		1.34	0.82	0.33	0.07	0.09	0.69	0.45	0.45
Uniform Delay (d_1), s/veh	36.4	29.3	21.4		41.2	31.4	22.1	4.4	5.0	15.0	24.3	23.8
Incremental Delay (d_2), s/veh	6.2	0.6	0.4		1.7	0.6	4.6	1.0	2.0	1.7	2.8	5.9
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	42.6	29.8	21.8		42.9	32.0	26.7	5.3	6.9	16.7	27.1	29.8
Level of Service (LOS)	D	C	C		D	C	C	A	A	B	C	C
Approach Delay, s/veh / LOS	35.8	D		38.4	D		7.7	A		27.2	C	
Intersection Delay, s/veh / LOS	22.5						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.59	C	2.61	C	1.92	B	2.12	B
Bicycle LOS Score / LOS	1.30	A	0.80	A	1.19	A	1.46	A

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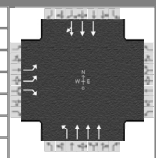
HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency				Duration, h	0.250
Analyst		Analysis Date	5/12/2020	Area Type	Other
Jurisdiction		Time Period		PHF	0.92
Urban Street	Coors	Analysis Year	2020	Analysis Period	1> 7:00
Intersection	#4 Coors/Los Volcanes	File Name	2020 AM Build COORS.xus		
Project Description	2020- AM BUILD				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	151		51				67	1088			730	143

Signal Information													
Cycle, s	120.0	Reference Phase	2										
Offset, s	100	Reference Point	Begin	Green	3.2	94.3	8.0	0.0	0.0	0.0			
Uncoordinated	No	Simult. Gap E/W	On	Yellow	3.0	4.5	4.0	0.0	0.0	0.0			
Force Mode	Fixed	Simult. Gap N/S	On	Red	0.5	1.0	1.5	0.0	0.0	0.0			

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		4			5	2		6
Case Number		9.0			1.0	4.0		8.3
Phase Duration, s		13.5			6.7	106.5		99.8
Change Period, ($Y+R_c$), s		5.5			3.5	5.5		5.5
Max Allow Headway (MAH), s		3.1			3.0	0.0		0.0
Queue Clearance Time (g_s), s		7.5			3.2			
Green Extension Time (g_e), s		0.4			0.2	0.0		0.0
Phase Call Probability		1.00			0.96			
Max Out Probability		0.00			0.00			

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7		14				5	2			6	16
Adjusted Flow Rate (v), veh/h	164		45				100	1624			646	299
Adjusted Saturation Flow Rate (s), veh/h/ln	1757		1610				1810	1685			1856	1700
Queue Service Time (g_s), s	5.5		3.1				1.2	3.8			14.2	0.0
Cycle Queue Clearance Time (g_c), s	5.5		3.1				1.2	3.8			14.2	0.0
Green Ratio (g/C)	0.07		0.09				0.83	0.84			0.79	0.79
Capacity (c), veh/h	234		150				510	4254			2916	1336
Volume-to-Capacity Ratio (X)	0.701		0.296				0.196	0.382			0.222	0.224
Back of Queue (Q), ft/ln (90 th percentile)	109.8		56.1				10.6	23.2			3.3	6.5
Back of Queue (Q), veh/ln (90 th percentile)	4.4		2.2				0.4	0.9			0.1	0.3
Queue Storage Ratio (RQ) (90 th percentile)	0.44		0.19				0.05	0.02			0.00	0.01
Uniform Delay (d_1), s/veh	54.8		50.7				3.2	0.7			0.0	0.0
Incremental Delay (d_2), s/veh	1.4		0.4				0.1	0.2			0.2	0.4
Initial Queue Delay (d_3), s/veh	0.0		0.0				0.0	0.0			0.0	0.0
Control Delay (d), s/veh	56.3		51.1				3.3	0.9			0.2	0.4
Level of Service (LOS)	E		D				A	A			A	A
Approach Delay, s/veh / LOS	55.2		E	0.0			1.1		A	0.2		A
Intersection Delay, s/veh / LOS	4.7						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.63	C	2.48	B	0.62	A	2.04	B
Bicycle LOS Score / LOS		F		A	1.18	A	1.01	A

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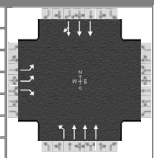
HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency				Duration, h	0.250
Analyst		Analysis Date	5/12/2020	Area Type	Other
Jurisdiction		Time Period		PHF	0.92
Urban Street	Coors	Analysis Year	2020	Analysis Period	1> 7:00
Intersection	#4 Coors/Los Volcanes	File Name	2020 PM Build COORS.xus		
Project Description	2020- PM BUILD				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	190		100				65	1170			1689	163

Signal Information													
Cycle, s	130.0	Reference Phase	2										
Offset, s	100	Reference Point	Begin	Green	3.0	102.3	10.2	0.0	0.0	0.0			
Uncoordinated	No	Simult. Gap E/W	On	Yellow	3.0	4.5	4.0	0.0	0.0	0.0			
Force Mode	Fixed	Simult. Gap N/S	On	Red	0.5	1.0	1.5	0.0	0.0	0.0			

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		4			5	2		6
Case Number		9.0			1.0	4.0		8.3
Phase Duration, s		15.7			6.5	114.3		107.8
Change Period, ($Y+R_c$), s		5.5			3.5	5.5		5.5
Max Allow Headway (MAH), s		3.1			3.0	0.0		0.0
Queue Clearance Time (g_s), s		9.6			3.1			
Green Extension Time (g_e), s		0.7			0.1	0.0		0.0
Phase Call Probability		1.00			0.94			
Max Out Probability		0.00			0.00			

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7		14				5	2			6	16
Adjusted Flow Rate (v), veh/h	207		98				79	1428			1359	653
Adjusted Saturation Flow Rate (s), veh/h/ln	1757		1610				1810	1685			1856	1770
Queue Service Time (g_s), s	7.5		7.6				1.1	12.1			42.2	0.0
Cycle Queue Clearance Time (g_c), s	7.5		7.6				1.1	12.1			42.2	0.0
Green Ratio (g/C)	0.08		0.10				0.83	0.84			0.79	0.79
Capacity (c), veh/h	276		164				197	4230			2920	1392
Volume-to-Capacity Ratio (X)	0.748		0.598				0.402	0.338			0.466	0.469
Back of Queue (Q), ft/ln (90 th percentile)	142		133.5				48.6	130.4			10	19.8
Back of Queue (Q), veh/ln (90 th percentile)	5.7		5.3				1.9	5.1			0.4	0.8
Queue Storage Ratio (RQ) (90 th percentile)	0.57		0.44				0.22	0.13			0.01	0.02
Uniform Delay (d_1), s/veh	58.6		55.9				13.5	4.1			0.0	0.0
Incremental Delay (d_2), s/veh	1.5		1.3				0.4	0.2			0.5	1.1
Initial Queue Delay (d_3), s/veh	0.0		0.0				0.0	0.0			0.0	0.0
Control Delay (d), s/veh	60.2		57.2				14.0	4.3			0.5	1.1
Level of Service (LOS)	E		E				B	A			A	A
Approach Delay, s/veh / LOS	59.2		E	0.0			4.8		A	0.7		A
Intersection Delay, s/veh / LOS	7.0						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.63	C	2.48	B	0.63	A	2.05	B
Bicycle LOS Score / LOS		F		A	1.22	A	1.59	B

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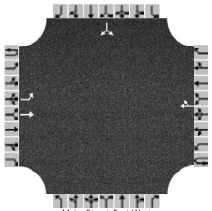
HCS7 Two-Way Stop-Control Report

General Information		Site Information	
Analyst	AM	Intersection	#5 -Bluewater and Airport
Agency/Co.	WHP	Jurisdiction	
Date Performed	5/12/2020	East/West Street	Bluewater
Analysis Year	2020	North/South Street	Airport
Time Analyzed		Peak Hour Factor	0.92
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	AM BUILD		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	1	0	0	0	1	0		0	0	0		0	1	0
Configuration		L	T					TR							LR	
Volume (veh/h)		131	217				198	153						142		74
Percent Heavy Vehicles (%)		3												3		3
Proportion Time Blocked																
Percent Grade (%)														0		
Right Turn Channelized																
Median Type | Storage																
	Left Only								9							

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1												7.1		6.2
Critical Headway (sec)		4.13												6.43		6.23
Base Follow-Up Headway (sec)		2.2												3.5		3.3
Follow-Up Headway (sec)		2.23												3.53		3.33

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		142													235	
Capacity, c (veh/h)		1171													577	
v/c Ratio		0.12													0.41	
95% Queue Length, Q_{95} (veh)		0.4													2.0	
Control Delay (s/veh)		8.5													15.4	
Level of Service (LOS)		A													C	
Approach Delay (s/veh)	3.2												15.4			
Approach LOS													C			

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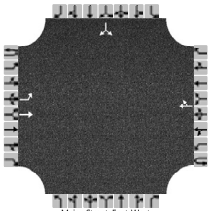
HCS7 Two-Way Stop-Control Report

General Information		Site Information	
Analyst	AM	Intersection	#5 -Bluewater and Airport
Agency/Co.	WHP	Jurisdiction	
Date Performed	5/12/2020	East/West Street	Bluewater
Analysis Year	2020	North/South Street	Airport
Time Analyzed		Peak Hour Factor	0.92
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	PM BUILD		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	1	0	0	0	1	0		0	0	0		0	1	0
Configuration		L	T					TR							LR	
Volume (veh/h)		25	226				312	90						90		28
Percent Heavy Vehicles (%)		3												3		3
Proportion Time Blocked																
Percent Grade (%)														0		
Right Turn Channelized																
Median Type | Storage																
	Left Only								9							

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1												7.1		6.2
Critical Headway (sec)		4.13												6.43		6.23
Base Follow-Up Headway (sec)		2.2												3.5		3.3
Follow-Up Headway (sec)		2.23												3.53		3.33

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		27													128	
Capacity, c (veh/h)		1118													664	
v/c Ratio		0.02													0.19	
95% Queue Length, Q_{95} (veh)		0.1													0.7	
Control Delay (s/veh)		8.3													11.7	
Level of Service (LOS)		A													B	
Approach Delay (s/veh)	0.8												11.7			
Approach LOS													B			

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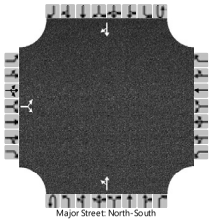
HCS7 Two-Way Stop-Control Report

General Information		Site Information	
Analyst	AM	Intersection	#6 -Airport and Meridian
Agency/Co.	WHP	Jurisdiction	
Date Performed	5/12/2020	East/West Street	Meridian
Analysis Year	2020	North/South Street	Airport
Time Analyzed		Peak Hour Factor	0.92
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	AM BUILD		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	0	0	0	0	1	0	0	0	1	0
Configuration			LR							LT						TR
Volume (veh/h)		25		25						21	115				149	28
Percent Heavy Vehicles (%)		3		3						3						
Proportion Time Blocked																
Percent Grade (%)	0															
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1		6.2						4.1						
Critical Headway (sec)		6.43		6.23						4.13						
Base Follow-Up Headway (sec)		3.5		3.3						2.2						
Follow-Up Headway (sec)		3.53		3.33						2.23						

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			54							23						
Capacity, c (veh/h)			732							1375						
v/c Ratio			0.07							0.02						
95% Queue Length, Q_{95} (veh)			0.2							0.1						
Control Delay (s/veh)			10.3							7.7						
Level of Service (LOS)			B							A						
Approach Delay (s/veh)	10.3								1.3							
Approach LOS	B															

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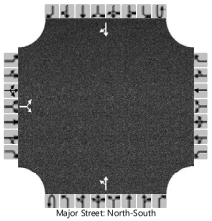
HCS7 Two-Way Stop-Control Report

General Information		Site Information	
Analyst	AM	Intersection	#6 -Airport and Meridian
Agency/Co.	WHP	Jurisdiction	
Date Performed	5/12/2020	East/West Street	Meridian
Analysis Year	2020	North/South Street	Airport
Time Analyzed		Peak Hour Factor	0.92
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	PM BUILD		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	0	0	0	0	1	0	0	0	1	0
Configuration			LR							LT						TR
Volume (veh/h)		11		17						12	100				36	17
Percent Heavy Vehicles (%)		3		3						3						
Proportion Time Blocked																
Percent Grade (%)	0															
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1		6.2						4.1						
Critical Headway (sec)		6.43		6.23						4.13						
Base Follow-Up Headway (sec)		3.5		3.3						2.2						
Follow-Up Headway (sec)		3.53		3.33						2.23						

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			30							13						
Capacity, c (veh/h)			918							1540						
v/c Ratio			0.03							0.01						
95% Queue Length, Q_{95} (veh)			0.1							0.0						
Control Delay (s/veh)			9.1							7.4						
Level of Service (LOS)			A							A						
Approach Delay (s/veh)	9.1								0.8							
Approach LOS	A															

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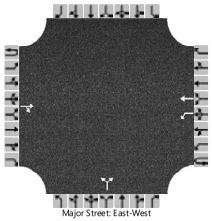
HCS7 Two-Way Stop-Control Report

General Information		Site Information	
Analyst	AM	Intersection	#7 - Los Volcanes/Airport
Agency/Co.	WHP	Jurisdiction	
Date Performed	5/12/2020	East/West Street	Los Volcanes
Analysis Year	2020	North/South Street	Airport
Time Analyzed		Peak Hour Factor	0.92
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	AM BUILD		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	1	1	0		0	1	0		0	0	0
Configuration				TR		L	T				LR					
Volume (veh/h)			196	81		78	190			64		117				
Percent Heavy Vehicles (%)						3				3		3				
Proportion Time Blocked																
Percent Grade (%)									0							
Right Turn Channelized																
Median Type | Storage	Left Only								9							

Critical and Follow-up Headways

Base Critical Headway (sec)						4.1				7.1		6.2				
Critical Headway (sec)						4.13				6.43		6.23				
Base Follow-Up Headway (sec)						2.2				3.5		3.3				
Follow-Up Headway (sec)						2.23				3.53		3.33				

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						85					197					
Capacity, c (veh/h)						1254					723					
v/c Ratio						0.07					0.27					
95% Queue Length, Q_{95} (veh)						0.2					1.1					
Control Delay (s/veh)						8.1					11.8					
Level of Service (LOS)						A					B					
Approach Delay (s/veh)					2.4				11.8							
Approach LOS									B							

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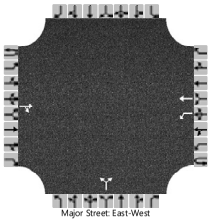
HCS7 Two-Way Stop-Control Report

General Information		Site Information	
Analyst	AM	Intersection	#7 - Los Volcanes/Airport
Agency/Co.	WHP	Jurisdiction	
Date Performed	5/12/2020	East/West Street	Los Volcanes
Analysis Year	2020	North/South Street	Airport
Time Analyzed		Peak Hour Factor	0.92
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	PM BUILD		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	1	1	0		0	1	0		0	0	0
Configuration				TR		L	T				LR					
Volume (veh/h)			221	14		41	150			52		81				
Percent Heavy Vehicles (%)						3				3		3				
Proportion Time Blocked																
Percent Grade (%)									0							
Right Turn Channelized																
Median Type | Storage	Left Only								9							

Critical and Follow-up Headways

Base Critical Headway (sec)						4.1				7.1		6.2				
Critical Headway (sec)						4.13				6.43		6.23				
Base Follow-Up Headway (sec)						2.2				3.5		3.3				
Follow-Up Headway (sec)						2.23				3.53		3.33				

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						45					145					
Capacity, c (veh/h)						1304					769					
v/c Ratio						0.03					0.19					
95% Queue Length, Q_{95} (veh)						0.1					0.7					
Control Delay (s/veh)						7.9					10.8					
Level of Service (LOS)						A					B					
Approach Delay (s/veh)					1.7				10.8							
Approach LOS									B							

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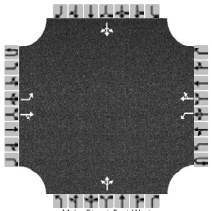
HCS7 Two-Way Stop-Control Report

General Information		Site Information	
Analyst	AM	Intersection	# 8 Los Volcanes/Gallatin
Agency/Co.	WHP	Jurisdiction	
Date Performed	5/12/2020	East/West Street	Los Volcanes
Analysis Year	2020	North/South Street	Gallatin
Time Analyzed		Peak Hour Factor	0.80
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	AM BUILD		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	1	0	0	1	1	0		0	1	0		0	1	0
Configuration		L		TR		L		TR			LTR				LTR	
Volume (veh/h)		349	266	44		24	266	34		16	4	81		6	5	236
Percent Heavy Vehicles (%)		3				3				3	3	3		3	3	3
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized																
Median Type | Storage	Left Only								9							

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.1	6.5	6.2		7.1	6.5	6.2
Critical Headway (sec)		4.13				4.13				7.13	6.53	6.23		7.13	6.53	6.23
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.23				2.23				3.53	4.03	3.33		3.53	4.03	3.33

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		436				30					126				309	
Capacity, c (veh/h)		1178				1166					331				478	
v/c Ratio		0.37				0.03					0.38				0.65	
95% Queue Length, Q_{95} (veh)		1.7				0.1					1.7				4.5	
Control Delay (s/veh)		9.8				8.2					22.4				25.3	
Level of Service (LOS)		A				A					C				D	
Approach Delay (s/veh)	5.2				0.6				22.4				25.3			
Approach LOS									C				D			

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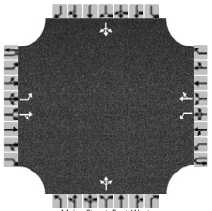
HCS7 Two-Way Stop-Control Report

General Information		Site Information	
Analyst	AM	Intersection	# 8 Los Volcanes/Gallatin
Agency/Co.	WHP	Jurisdiction	
Date Performed	5/12/2020	East/West Street	Los Volcanes
Analysis Year	2020	North/South Street	Gallatin
Time Analyzed		Peak Hour Factor	0.80
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	PM BUILD		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	1	0	0	1	1	0		0	1	0		0	1	0
Configuration		L		TR		L		TR			LTR				LTR	
Volume (veh/h)		162	173	14		5	236	27		36	3	7		22	1	204
Percent Heavy Vehicles (%)		3				3				3	3	3		3	3	3
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized																
Median Type | Storage	Left Only								9							

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.1	6.5	6.2		7.1	6.5	6.2
Critical Headway (sec)		4.13				4.13				7.13	6.53	6.23		7.13	6.53	6.23
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.23				2.23				3.53	4.03	3.33		3.53	4.03	3.33

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		203				6					58				284	
Capacity, c (veh/h)		1225				1328					198				657	
v/c Ratio		0.17				0.00					0.29				0.43	
95% Queue Length, Q_{95} (veh)		0.6				0.0					1.2				2.2	
Control Delay (s/veh)		8.5				7.7					30.5				14.6	
Level of Service (LOS)		A				A					D				B	
Approach Delay (s/veh)	4.0				0.1				30.5				14.6			
Approach LOS									D				B			

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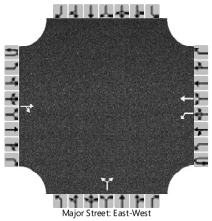
HCS7 Two-Way Stop-Control Report

General Information		Site Information	
Analyst	AM	Intersection	#9 Los Volcanes/ Silver C
Agency/Co.	WHP	Jurisdiction	
Date Performed	5/12/2020	East/West Street	Los Volcanes
Analysis Year	2020	North/South Street	Silver Creek
Time Analyzed		Peak Hour Factor	0.92
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	AM BUILD		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	1	1	0		0	1	0		0	0	0
Configuration				TR		L	T				LR					
Volume (veh/h)			446	28		12	828			44		24				
Percent Heavy Vehicles (%)						3				3		3				
Proportion Time Blocked																
Percent Grade (%)										0						
Right Turn Channelized																
Median Type | Storage																
	Left Only									9						

Critical and Follow-up Headways

Base Critical Headway (sec)						4.1				7.1		6.2				
Critical Headway (sec)						4.13				6.43		6.23				
Base Follow-Up Headway (sec)						2.2				3.5		3.3				
Follow-Up Headway (sec)						2.23				3.53		3.33				

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						13					74					
Capacity, c (veh/h)						1045					428					
v/c Ratio						0.01					0.17					
95% Queue Length, Q_{95} (veh)						0.0					0.6					
Control Delay (s/veh)						8.5					15.2					
Level of Service (LOS)						A					C					
Approach Delay (s/veh)						0.1					15.2					
Approach LOS											C					

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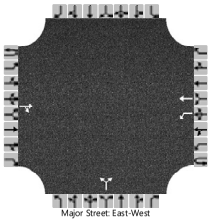
HCS7 Two-Way Stop-Control Report

General Information		Site Information	
Analyst	AM	Intersection	#9 Los Volcanes/ Silver C
Agency/Co.	WHP	Jurisdiction	
Date Performed	5/12/2020	East/West Street	Los Volcanes
Analysis Year	2020	North/South Street	Silver Creek
Time Analyzed		Peak Hour Factor	0.92
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	PM BUILD		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	1	1	0		0	1	0		0	0	0
Configuration				TR		L	T				LR					
Volume (veh/h)			312	9		7	517			25		12				
Percent Heavy Vehicles (%)						3				3		3				
Proportion Time Blocked																
Percent Grade (%)										0						
Right Turn Channelized																
Median Type | Storage																
	Left Only									9						

Critical and Follow-up Headways

Base Critical Headway (sec)						4.1				7.1		6.2				
Critical Headway (sec)						4.13				6.43		6.23				
Base Follow-Up Headway (sec)						2.2				3.5		3.3				
Follow-Up Headway (sec)						2.23				3.53		3.33				

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						8					40					
Capacity, c (veh/h)						1204					591					
v/c Ratio						0.01					0.07					
95% Queue Length, Q_{95} (veh)						0.0					0.2					
Control Delay (s/veh)						8.0					11.5					
Level of Service (LOS)						A					B					
Approach Delay (s/veh)						0.1					11.5					
Approach LOS											B					

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HCS7 Two-Way Stop-Control Report

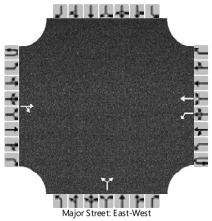
General Information

Analyst	AM
Agency/Co.	WHP
Date Performed	5/12/2020
Analysis Year	2020
Time Analyzed	
Intersection Orientation	East-West
Project Description	AM BUILD

Site Information

Intersection	#10 Bluewater & Airport
Jurisdiction	
East/West Street	Bluewater
North/South Street	Airport
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	1	1	0		0	1	0		0	0	0
Configuration				TR		L	T				LR					
Volume (veh/h)			393	54		43	325			91		100				
Percent Heavy Vehicles (%)						3				3		3				
Proportion Time Blocked																
Percent Grade (%)									0							
Right Turn Channelized																
Median Type | Storage	Left Only								9							

Critical and Follow-up Headways

Base Critical Headway (sec)						4.1				7.1		6.2				
Critical Headway (sec)						4.13				6.43		6.23				
Base Follow-Up Headway (sec)						2.2				3.5		3.3				
Follow-Up Headway (sec)						2.23				3.53		3.33				

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						47					208					
Capacity, c (veh/h)						1072					595					
v/c Ratio						0.04					0.35					
95% Queue Length, Q_{95} (veh)						0.1					1.6					
Control Delay (s/veh)						8.5					14.3					
Level of Service (LOS)						A					B					
Approach Delay (s/veh)					1.0				14.3							
Approach LOS									B							

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HCS7 Two-Way Stop-Control Report

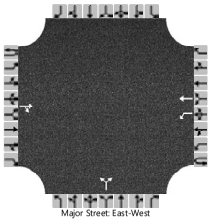
General Information

Analyst	AM
Agency/Co.	WHP
Date Performed	5/12/2020
Analysis Year	2020
Time Analyzed	
Intersection Orientation	East-West
Project Description	PM BUILD

Site Information

Intersection	#10 Bluewater & Airport
Jurisdiction	
East/West Street	Bluewater
North/South Street	Airport
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	1	1	0		0	1	0		0	0	0
Configuration				TR		L	T				LR					
Volume (veh/h)			431	32		21	273			45		67				
Percent Heavy Vehicles (%)						3				3		3				
Proportion Time Blocked																
Percent Grade (%)									0							
Right Turn Channelized																
Median Type | Storage	Left Only								9							

Critical and Follow-up Headways

Base Critical Headway (sec)						4.1				7.1		6.2				
Critical Headway (sec)						4.13				6.43		6.23				
Base Follow-Up Headway (sec)						2.2				3.5		3.3				
Follow-Up Headway (sec)						2.23				3.53		3.33				

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						23					122					
Capacity, c (veh/h)						1056					590					
v/c Ratio						0.02					0.21					
95% Queue Length, Q_{95} (veh)						0.1					0.8					
Control Delay (s/veh)						8.5					12.7					
Level of Service (LOS)						A					B					
Approach Delay (s/veh)					0.6				12.7							
Approach LOS									B							

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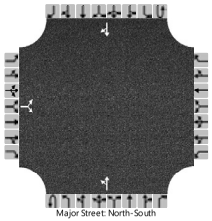
HCS7 Two-Way Stop-Control Report

General Information		Site Information	
Analyst	AM	Intersection	DRIVEWAY A
Agency/Co.	WHP	Jurisdiction	
Date Performed	5/13/2020	East/West Street	DRIVEWAY A
Analysis Year	2020	North/South Street	AIRPORT
Time Analyzed		Peak Hour Factor	0.92
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	AM BUILD		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	0	0	0	0	1	0	0	0	1	0
Configuration			LR							LT						TR
Volume (veh/h)		14		24						56	242				155	14
Percent Heavy Vehicles (%)		3		3						3						
Proportion Time Blocked																
Percent Grade (%)	0															
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1		6.2						4.1						
Critical Headway (sec)		6.43		6.23						4.13						
Base Follow-Up Headway (sec)		3.5		3.3						2.2						
Follow-Up Headway (sec)		3.53		3.33						2.23						

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			41							61						
Capacity, c (veh/h)			655							1385						
v/c Ratio			0.06							0.04						
95% Queue Length, Q_{95} (veh)			0.2							0.1						
Control Delay (s/veh)			10.9							7.7						
Level of Service (LOS)			B							A						
Approach Delay (s/veh)	10.9								1.8							
Approach LOS	B															

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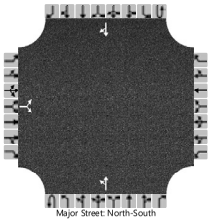
HCS7 Two-Way Stop-Control Report

General Information		Site Information	
Analyst	AM	Intersection	DRIVEWAY A
Agency/Co.	WHP	Jurisdiction	
Date Performed	5/13/2020	East/West Street	DRIVEWAY A
Analysis Year	2020	North/South Street	AIRPORT
Time Analyzed		Peak Hour Factor	0.92
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	PM BUILD		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	0	0	0	0	1	0	0	0	1	0
Configuration			LR							LT						TR
Volume (veh/h)		3		5						7	109				112	2
Percent Heavy Vehicles (%)		3		3						3						
Proportion Time Blocked																
Percent Grade (%)	0															
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1		6.2						4.1						
Critical Headway (sec)		6.43		6.23						4.13						
Base Follow-Up Headway (sec)		3.5		3.3						2.2						
Follow-Up Headway (sec)		3.53		3.33						2.23						

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			9							8						
Capacity, c (veh/h)			839							1457						
v/c Ratio			0.01							0.01						
95% Queue Length, Q_{95} (veh)			0.0							0.0						
Control Delay (s/veh)			9.3							7.5						
Level of Service (LOS)			A							A						
Approach Delay (s/veh)	9.3								0.5							
Approach LOS	A															

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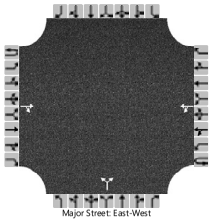
HCS7 Two-Way Stop-Control Report

General Information		Site Information	
Analyst	AM	Intersection	DRIVEWAY B
Agency/Co.	WHP	Jurisdiction	
Date Performed	5/13/2020	East/West Street	MERIDIAN
Analysis Year	2020	North/South Street	DRIVEWAY B
Time Analyzed		Peak Hour Factor	0.92
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	AM BUILD		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	0	0
Configuration				TR		LT					LR					
Volume (veh/h)			35	0		0	35			0		5				
Percent Heavy Vehicles (%)						3				3		3				
Proportion Time Blocked																
Percent Grade (%)										0						
Right Turn Channelized																
Median Type | Storage				Undivided												

Critical and Follow-up Headways

Base Critical Headway (sec)						4.1				7.1		6.2				
Critical Headway (sec)						4.13				6.43		6.23				
Base Follow-Up Headway (sec)						2.2				3.5		3.3				
Follow-Up Headway (sec)						2.23				3.53		3.33				

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						0					5					
Capacity, c (veh/h)						1566					1031					
v/c Ratio						0.00					0.01					
95% Queue Length, Q_{95} (veh)						0.0					0.0					
Control Delay (s/veh)						7.3					8.5					
Level of Service (LOS)						A					A					
Approach Delay (s/veh)					0.0				8.5							
Approach LOS									A							

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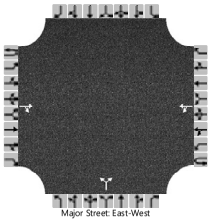
HCS7 Two-Way Stop-Control Report

General Information		Site Information	
Analyst	AM	Intersection	DRIVEWAY B
Agency/Co.	WHP	Jurisdiction	
Date Performed	5/13/2020	East/West Street	MERIDIAN
Analysis Year	2020	North/South Street	DRIVEWAY B
Time Analyzed		Peak Hour Factor	0.92
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	PM BUILD		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	0	0
Configuration				TR		LT					LR					
Volume (veh/h)			25	0		3	25			0		1				
Percent Heavy Vehicles (%)						3				3		3				
Proportion Time Blocked																
Percent Grade (%)										0						
Right Turn Channelized																
Median Type | Storage				Undivided												

Critical and Follow-up Headways

Base Critical Headway (sec)						4.1				7.1		6.2				
Critical Headway (sec)						4.13				6.43		6.23				
Base Follow-Up Headway (sec)						2.2				3.5		3.3				
Follow-Up Headway (sec)						2.23				3.53		3.33				

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						3					1					
Capacity, c (veh/h)						1580					1045					
v/c Ratio						0.00					0.00					
95% Queue Length, Q_{95} (veh)						0.0					0.0					
Control Delay (s/veh)						7.3					8.4					
Level of Service (LOS)						A					A					
Approach Delay (s/veh)					0.8				8.4							
Approach LOS									A							

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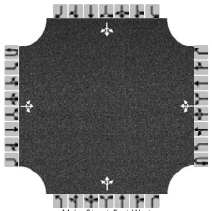
HCS7 Two-Way Stop-Control Report

General Information		Site Information	
Analyst	AM	Intersection	DRIVEWAY C
Agency/Co.	WHP	Jurisdiction	
Date Performed	5/13/2020	East/West Street	MERIDIAN
Analysis Year	2020	North/South Street	DRIVEWAY C
Time Analyzed		Peak Hour Factor	0.92
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	AM BUILD		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume (veh/h)		0	35	0		14	21	0		9	14	9		0	21	0
Percent Heavy Vehicles (%)		3				3				3	3	3		3	3	3
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.1	6.5	6.2		7.1	6.5	6.2
Critical Headway (sec)		4.13				4.13				7.13	6.53	6.23		7.13	6.53	6.23
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.23				2.23				3.53	4.03	3.33		3.53	4.03	3.33

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		0				15					35				23	
Capacity, c (veh/h)		1586				1566					863				789	
v/c Ratio		0.00				0.01					0.04				0.03	
95% Queue Length, Q_{95} (veh)		0.0				0.0					0.1				0.1	
Control Delay (s/veh)		7.3				7.3					9.3				9.7	
Level of Service (LOS)		A				A					A				A	
Approach Delay (s/veh)	0.0				3.0				9.3				9.7			
Approach LOS									A				A			

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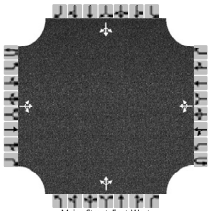
HCS7 Two-Way Stop-Control Report

General Information		Site Information	
Analyst	AM	Intersection	DRIVEWAY C
Agency/Co.	WHP	Jurisdiction	
Date Performed	5/13/2020	East/West Street	MERIDIAN
Analysis Year	2020	North/South Street	DRIVEWAY C
Time Analyzed		Peak Hour Factor	0.92
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	PM BUILD		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume (veh/h)		0	25	1		3	22	0		2	3	2		0	3	0
Percent Heavy Vehicles (%)		3				3				3	3	3		3	3	3
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.1	6.5	6.2		7.1	6.5	6.2
Critical Headway (sec)		4.13				4.13				7.13	6.53	6.23		7.13	6.53	6.23
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.23				2.23				3.53	4.03	3.33		3.53	4.03	3.33

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		0				3					8				3	
Capacity, c (veh/h)		1584				1579					911				829	
v/c Ratio		0.00				0.00					0.01				0.00	
95% Queue Length, Q_{95} (veh)		0.0				0.0					0.0				0.0	
Control Delay (s/veh)		7.3				7.3					9.0				9.4	
Level of Service (LOS)		A				A					A				A	
Approach Delay (s/veh)	0.0				0.9				9.0				9.4			
Approach LOS									A				A			

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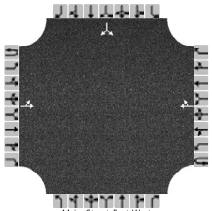
HCS7 Two-Way Stop-Control Report

General Information		Site Information	
Analyst	AM	Intersection	DRIVEWAY D
Agency/Co.	WHP	Jurisdiction	
Date Performed	5/13/2020	East/West Street	BLUE WATER
Analysis Year	2020	North/South Street	DRIVEWAY D
Time Analyzed		Peak Hour Factor	0.92
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	AM BUILD		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	0	0		0	1	0
Configuration		LT						TR							LR	
Volume (veh/h)		21	226				244	14						5		9
Percent Heavy Vehicles (%)		3												3		3
Proportion Time Blocked																
Percent Grade (%)														0		
Right Turn Channelized																
Median Type | Storage			Undivided													

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1												7.1		6.2
Critical Headway (sec)		4.13												6.43		6.23
Base Follow-Up Headway (sec)		2.2												3.5		3.3
Follow-Up Headway (sec)		2.23												3.53		3.33

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		23													15	
Capacity, c (veh/h)		1276													627	
v/c Ratio		0.02													0.02	
95% Queue Length, Q_{95} (veh)		0.1													0.1	
Control Delay (s/veh)		7.9													10.9	
Level of Service (LOS)		A													B	
Approach Delay (s/veh)		0.8												10.9		
Approach LOS														B		

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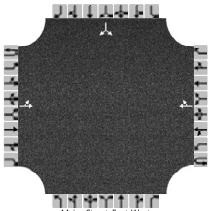
HCS7 Two-Way Stop-Control Report

General Information		Site Information	
Analyst	AM	Intersection	DRIVEWAY D
Agency/Co.	WHP	Jurisdiction	
Date Performed	5/13/2020	East/West Street	BLUE WATER
Analysis Year	2020	North/South Street	DRIVEWAY D
Time Analyzed		Peak Hour Factor	0.92
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	PM BUILD		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	0	0		0	1	0
Configuration		LT						TR							LR	
Volume (veh/h)		3	128				335	2						1		2
Percent Heavy Vehicles (%)		3												3		3
Proportion Time Blocked																
Percent Grade (%)														0		
Right Turn Channelized																
Median Type | Storage			Undivided													

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1												7.1		6.2
Critical Headway (sec)		4.13												6.43		6.23
Base Follow-Up Headway (sec)		2.2												3.5		3.3
Follow-Up Headway (sec)		2.23												3.53		3.33

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		3													3	
Capacity, c (veh/h)		1187													615	
v/c Ratio		0.00													0.01	
95% Queue Length, Q_{95} (veh)		0.0													0.0	
Control Delay (s/veh)		8.0													10.9	
Level of Service (LOS)		A													B	
Approach Delay (s/veh)		0.2												10.9		
Approach LOS														B		

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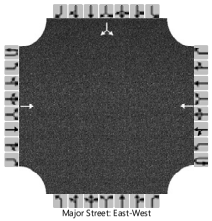
HCS7 Two-Way Stop-Control Report

General Information / Site Information

General Information		Site Information	
Analyst	AM	Intersection	DRIVEWAY E
Agency/Co.	WHP	Jurisdiction	
Date Performed	5/13/2020	East/West Street	BLUE WATER
Analysis Year	2020	North/South Street	DRIVEWAY E
Time Analyzed		Peak Hour Factor	0.92
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	AM BUILD		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	0	0		0	1	0
Configuration			T				T								LR	
Volume (veh/h)			226				244							0		5
Percent Heavy Vehicles (%)														3		3
Proportion Time Blocked																
Percent Grade (%)														0		
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)														7.1		6.2
Critical Headway (sec)														6.43		6.23
Base Follow-Up Headway (sec)														3.5		3.3
Follow-Up Headway (sec)														3.53		3.33

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)															5	
Capacity, c (veh/h)															771	
v/c Ratio															0.01	
95% Queue Length, Q_{95} (veh)															0.0	
Control Delay (s/veh)															9.7	
Level of Service (LOS)															A	
Approach Delay (s/veh)														9.7		
Approach LOS														A		

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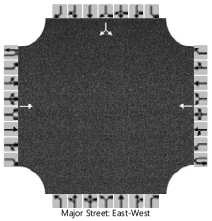
HCS7 Two-Way Stop-Control Report

General Information / Site Information

General Information		Site Information	
Analyst	AM	Intersection	DRIVEWAY E
Agency/Co.	WHP	Jurisdiction	
Date Performed	5/13/2020	East/West Street	BLUE WATER
Analysis Year	2020	North/South Street	DRIVEWAY E
Time Analyzed		Peak Hour Factor	0.92
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	PM BUILD		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	0	0		0	1	0
Configuration			T				T								LR	
Volume (veh/h)			128				335							0		1
Percent Heavy Vehicles (%)														3		3
Proportion Time Blocked																
Percent Grade (%)														0		
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)														7.1		6.2
Critical Headway (sec)														6.43		6.23
Base Follow-Up Headway (sec)														3.5		3.3
Follow-Up Headway (sec)														3.53		3.33

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)															1	
Capacity, c (veh/h)															679	
v/c Ratio															0.00	
95% Queue Length, Q_{95} (veh)															0.0	
Control Delay (s/veh)															10.3	
Level of Service (LOS)															B	
Approach Delay (s/veh)														10.3		
Approach LOS														B		

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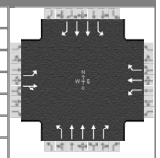
HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency				Duration, h	0.250
Analyst		Analysis Date	5/12/2020	Area Type	Other
Jurisdiction		Time Period		PHF	0.92
Urban Street	Unser	Analysis Year	2020	Analysis Period	1> 7:00
Intersection	#1 Unser/Los Volcanes	File Name	2030 AM No Build UNSER .xus		
Project Description	2030- AM NO BUILD				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	300	86	14	129	109	282	37	2042	282	406	1010	142

Signal Information											
Cycle, s	120.0	Reference Phase	2								
Offset, s	118	Reference Point	End	Green	2.5	3.4	60.3	9.7	1.2	22.0	
Uncoordinated	No	Simult. Gap E/W	On	Yellow	4.0	3.0	3.0	3.0	0.0	3.5	
Force Mode	Fixed	Simult. Gap N/S	On	Red	0.5	0.5	1.0	0.5	0.0	2.0	

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	1.1	4.0	1.1	3.0	1.1	3.0	1.1	3.0
Phase Duration, s	14.4	28.7	13.2	27.5	7.0	64.3	13.9	71.1
Change Period, ($Y+R_c$), s	3.8	5.5	3.5	5.5	4.5	5.5	3.5	5.5
Max Allow Headway (MAH), s	3.1	3.2	3.1	3.2	3.0	0.0	3.0	0.0
Queue Clearance Time (g_s), s	12.6	7.5	9.6	21.0	3.3		9.9	
Green Extension Time (g_e), s	0.0	1.0	0.1	1.0	0.0	0.0	0.4	0.0
Phase Call Probability	1.00	1.00	0.99	1.00	0.74		1.00	
Max Out Probability	1.00	0.00	0.00	0.00	0.00		0.00	

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (v), veh/h	326	101		140	118	280	40	2220	247	244	607	81
Adjusted Saturation Flow Rate (s), veh/h/ln	1810	1875		1767	1900	1572	1810	1685	1572	1767	1766	1610
Queue Service Time (g_s), s	10.6	5.5		7.6	6.5	19.0	1.3	9.4	0.6	7.9	13.9	3.1
Cycle Queue Clearance Time (g_c), s	10.6	5.5		7.6	6.5	19.0	1.3	9.4	0.6	7.9	13.9	3.1
Green Ratio (g/C)	0.27	0.19		0.26	0.18	0.27	0.51	0.49	0.49	0.59	0.55	0.64
Capacity (c), veh/h	385	361		369	347	425	441	2472	769	280	1934	1024
Volume-to-Capacity Ratio (X)	0.847	0.280		0.380	0.342	0.660	0.091	0.898	0.321	0.871	0.314	0.079
Back of Queue (Q), ft/ln (95 th percentile)	244.4	115.1		151.4	138.1	300.8	23.3	80	17.4	159.5	252.7	138.1
Back of Queue (Q), veh/ln (95 th percentile)	9.8	4.6		5.9	5.5	11.7	0.9	3.1	0.7	6.2	9.9	5.5
Queue Storage Ratio (RQ) (95 th percentile)	1.63	0.38		1.01	0.31	2.01	0.04	0.08	0.12	0.27	0.25	0.92
Uniform Delay (d_1), s/veh	42.8	41.3		35.6	42.8	38.9	14.8	0.8	0.7	20.6	20.1	11.8
Incremental Delay (d_2), s/veh	15.2	0.2		0.2	0.2	0.7	0.0	5.7	1.1	3.1	0.4	0.1
Initial Queue Delay (d_3), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	58.0	41.5		35.8	43.0	39.6	14.8	6.5	1.8	23.7	20.5	11.9
Level of Service (LOS)	E	D		D	D	D	B	A	A	C	C	B
Approach Delay, s/veh / LOS	54.1	D		39.3	D		6.1	A		20.6	C	
Intersection Delay, s/veh / LOS	17.9						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.68	C	2.61	C	2.13	B	1.91	B
Bicycle LOS Score / LOS	1.19	A	1.38	A	1.87	B	1.88	B

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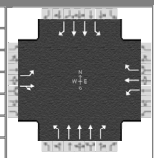
HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency				Duration, h	0.250
Analyst		Analysis Date	5/12/2020	Area Type	Other
Jurisdiction		Time Period		PHF	0.92
Urban Street	Unser	Analysis Year	2020	Analysis Period	1> 7:00
Intersection	#1 Unser/Los Volcanes	File Name	2030 PM No Build UNSER.xus		
Project Description	2030- PM NO BUILD				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	169	54	32	209	102	361	27	1363	152	269	1603	141

Signal Information											
Cycle, s	130.0	Reference Phase	2								
Offset, s	127	Reference Point	End	Green	2.1	6.0	60.1	10.5	1.3	28.8	
Uncoordinated	No	Simult. Gap E/W	On	Yellow	4.0	3.0	3.0	3.0	0.0	3.5	
Force Mode	Fixed	Simult. Gap N/S	On	Red	0.5	0.5	1.0	0.8	0.0	2.0	

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	1.1	4.0	1.1	3.0	1.1	3.0	1.1	3.0
Phase Duration, s	14.3	34.3	15.6	35.6	6.6	64.1	16.0	73.6
Change Period, ($Y+R_c$), s	3.8	5.5	3.5	5.5	4.5	5.5	3.5	5.5
Max Allow Headway (MAH), s	3.1	3.3	3.1	3.3	3.0	0.0	3.0	0.0
Queue Clearance Time (g_s), s	12.3	6.6	14.1	29.0	3.1		12.1	
Green Extension Time (g_e), s	0.0	1.2	0.0	1.1	0.0	0.0	0.4	0.0
Phase Call Probability	1.00	1.00	1.00	1.00	0.65		1.00	
Max Out Probability	1.00	0.00	1.00	0.00	0.00		0.00	

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (v), veh/h	184	78		227	111	371	29	1482	127	257	1533	128
Adjusted Saturation Flow Rate (s), veh/h/ln	1810	1818		1767	1900	1572	1810	1685	1572	1767	1766	1610
Queue Service Time (g_s), s	10.3	4.6		12.1	6.2	27.0	1.1	9.1	1.2	10.1	51.5	6.1
Cycle Queue Clearance Time (g_c), s	10.3	4.6		12.1	6.2	27.0	1.1	9.1	1.2	10.1	51.5	6.1
Green Ratio (g/C)	0.30	0.22		0.31	0.23	0.33	0.47	0.45	0.45	0.56	0.52	0.60
Capacity (c), veh/h	421	402		464	439	515	123	2278	709	360	1850	973
Volume-to-Capacity Ratio (X)	0.437	0.195		0.490	0.252	0.719	0.239	0.650	0.179	0.714	0.829	0.132
Back of Queue (Q), ft/ln (90 th percentile)	181.6	92.5		223.1	127.6	374	21.2	84.1	22.3	133.7	714	202.7
Back of Queue (Q), veh/ln (90 th percentile)	7.3	3.7		8.7	5.1	14.6	0.8	3.3	0.9	5.2	27.9	8.1
Queue Storage Ratio (RQ) (90 th percentile)	1.21	0.31		1.49	0.28	2.49	0.04	0.08	0.15	0.23	0.71	1.35
Uniform Delay (d_1), s/veh	35.5	41.2		35.5	40.8	38.4	26.5	4.0	3.6	15.1	36.4	16.3
Incremental Delay (d_2), s/veh	0.3	0.1		0.3	0.1	1.4	0.4	1.5	0.6	0.6	2.5	0.2
Initial Queue Delay (d_3), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	35.7	41.3		35.8	40.9	39.9	26.9	5.4	4.1	15.6	39.0	16.4
Level of Service (LOS)	D	D		D	D	D	C	A	A	B	D	B
Approach Delay, s/veh / LOS	37.4	D		38.7	D		5.7	A		34.3	C	
Intersection Delay, s/veh / LOS	24.8						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.65	C	2.61	C	2.13	B	1.93	B
Bicycle LOS Score / LOS	0.92	A	1.66	B	1.39	A	2.29	B

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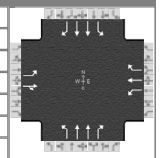
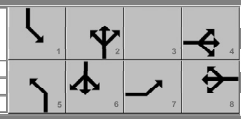
HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency				Duration, h	0.250
Analyst		Analysis Date	5/12/2020	Area Type	Other
Jurisdiction		Time Period		PHF	0.92
Urban Street	Unser	Analysis Year	2020	Analysis Period	1> 7:00
Intersection	#2 Unser/Bluewater	File Name	2030 AM No Build UNSER .xus		
Project Description	2030- AM NO BUILD				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	96	42	39	33	21	54	22	1473	84	133	793	66

Signal Information									
Cycle, s	120.0	Reference Phase	2						
Offset, s	100	Reference Point	Begin	Green	2.2	1.9	78.0	8.0	8.0	0.0
Uncoordinated	No	Simult. Gap E/W	On	Yellow	3.0	3.0	4.0	4.0	4.0	0.0
Force Mode	Fixed	Simult. Gap N/S	On	Red	0.5	0.5	1.0	0.5	1.5	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4		8	5	2	1	6
Case Number	1.0	4.0		5.3	1.1	3.0	1.1	3.0
Phase Duration, s	12.5	26.0		13.5	5.7	83.0	11.1	88.3
Change Period, ($Y+R_c$), s	4.5	5.5		5.5	3.5	5.5	3.5	5.5
Max Allow Headway (MAH), s	3.1	3.2		3.2	3.0	0.0	3.0	0.0
Queue Clearance Time (g_s), s	8.2	6.5		6.1	2.9		7.4	
Green Extension Time (g_e), s	0.0	0.4		0.3	0.0	0.0	0.2	0.0
Phase Call Probability	0.97	1.00		1.00	0.73		0.99	
Max Out Probability	1.00	0.00		0.00	0.00		0.00	

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (v), veh/h	104	77		36	23	55	40	2664	143	145	862	53
Adjusted Saturation Flow Rate (s), veh/h/ln	1810	1770		1312	1900	1572	1810	1766	1572	1767	1766	1610
Queue Service Time (g_s), s	6.2	4.5		3.1	1.4	4.1	0.9	77.5	1.4	5.4	0.0	0.0
Cycle Queue Clearance Time (g_c), s	6.2	4.5		3.1	1.4	4.1	0.9	77.5	1.4	5.4	0.0	0.0
Green Ratio (g/C)	0.15	0.17		0.07	0.07	0.07	0.66	0.65	0.65	0.73	0.69	0.69
Capacity (c), veh/h	259	302		147	126	105	514	2281	1015	171	2438	1111
Volume-to-Capacity Ratio (X)	0.404	0.255		0.244	0.180	0.530	0.077	1.168	0.141	0.844	0.354	0.048
Back of Queue (Q), ft/ln (95 th percentile)	125.8	88.9		47.8	29.3	75.6	14.2	1409.3	19.1	187.9	6.3	1.1
Back of Queue (Q), veh/ln (95 th percentile)	5.0	3.6		1.9	1.2	3.0	0.6	55.1	0.7	7.3	0.2	0.0
Queue Storage Ratio (RQ) (95 th percentile)	1.26	0.18		0.32	0.06	0.50	0.08	1.41	0.07	0.94	0.01	0.01
Uniform Delay (d_1), s/veh	46.1	43.1		53.7	52.9	54.2	7.0	13.8	2.5	36.7	0.0	0.0
Incremental Delay (d_2), s/veh	0.4	0.2		0.3	0.3	1.5	0.0	77.7	0.1	4.3	0.4	0.1
Initial Queue Delay (d_3), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	46.4	43.3		54.1	53.2	55.7	7.0	91.5	2.6	41.0	0.4	0.1
Level of Service (LOS)	D	D		D	D	E	A	F	A	D	A	A
Approach Delay, s/veh / LOS	45.1	D		54.7	D		85.8	F		5.9	A	
Intersection Delay, s/veh / LOS	63.1						E					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.47	B	2.49	B	2.07	B	1.88	B
Bicycle LOS Score / LOS	0.79	A	0.68	A	1.90	B	1.36	A

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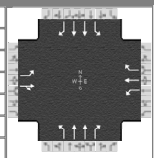
HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency				Duration, h	0.250
Analyst		Analysis Date	5/12/2020	Area Type	Other
Jurisdiction		Time Period		PHF	0.92
Urban Street	Unser	Analysis Year	2020	Analysis Period	1> 7:00
Intersection	#2 Unser/Bluewater	File Name	2030 PM No Build UNSER.xus		
Project Description	2030- PM NO BUILD				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	98	53	41	98	104	176	37	981	95	79	1633	132

Signal Information									
Cycle, s	130.0	Reference Phase	2						
Offset, s	127	Reference Point	Begin	Green	3.6	0.6	82.0	8.3	17.0	0.0
Uncoordinated	No	Simult. Gap E/W	On	Yellow	3.0	0.0	4.0	4.0	4.0	0.0
Force Mode	Fixed	Simult. Gap N/S	On	Red	0.5	0.0	1.0	0.5	1.5	0.0

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4		8	5	2	1	6
Case Number	1.0	4.0		5.3	1.1	3.0	1.1	3.0
Phase Duration, s	12.8	35.3		22.5	7.1	87.0	7.7	87.6
Change Period, ($Y+R_c$), s	4.5	5.5		5.5	3.5	5.5	3.5	5.5
Max Allow Headway (MAH), s	3.1	3.2		3.2	3.0	0.0	3.0	0.0
Queue Clearance Time (g_s), s	8.4	7.9		16.1	3.8		4.3	
Green Extension Time (g_e), s	0.0	1.0		0.9	0.1	0.0	0.1	0.0
Phase Call Probability	0.98	1.00		1.00	0.92		0.95	
Max Out Probability	1.00	0.00		0.00	0.00		0.00	

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (v), veh/h	107	99		107	113	175	68	1814	174	86	1775	123
Adjusted Saturation Flow Rate (s), veh/h/ln	1810	1767		1286	1900	1572	1810	1766	1572	1767	1766	1610
Queue Service Time (g_s), s	6.4	5.9		10.2	7.1	14.1	1.8	45.4	3.6	2.3	0.0	1.7
Cycle Queue Clearance Time (g_c), s	6.4	5.9		10.2	7.1	14.1	1.8	45.4	3.6	2.3	0.0	1.7
Green Ratio (g/C)	0.21	0.23		0.13	0.13	0.13	0.65	0.63	0.63	0.66	0.63	0.63
Capacity (c), veh/h	269	405		224	249	206	273	2215	986	183	2232	1017
Volume-to-Capacity Ratio (X)	0.395	0.244		0.476	0.454	0.849	0.251	0.819	0.176	0.468	0.795	0.121
Back of Queue (Q), ft/ln (90 th percentile)	126.1	115.9		143.7	144	225.2	27.8	462	53	54.7	43.3	26.8
Back of Queue (Q), veh/ln (90 th percentile)	5.0	4.6		5.6	5.8	8.8	1.1	18.0	2.1	2.1	1.7	1.1
Queue Storage Ratio (RQ) (90 th percentile)	1.26	0.23		0.96	0.29	1.50	0.15	0.46	0.19	0.27	0.04	0.13
Uniform Delay (d_1), s/veh	43.4	40.9		53.5	52.2	55.2	7.8	13.0	5.7	19.6	0.0	3.9
Incremental Delay (d_2), s/veh	0.4	0.1		0.6	0.5	3.7	0.1	2.6	0.3	0.7	3.0	0.2
Initial Queue Delay (d_3), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	43.8	41.0		54.1	52.7	58.9	7.9	15.6	5.9	20.3	3.0	4.2
Level of Service (LOS)	D	D		D	D	E	A	B	A	C	A	A
Approach Delay, s/veh / LOS	42.5	D		55.8	E		14.5	B		3.8	A	
Intersection Delay, s/veh / LOS	14.7						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.46	B	2.49	B	2.10	B	1.89	B
Bicycle LOS Score / LOS	0.83	A	1.14	A	1.48	A	2.12	B

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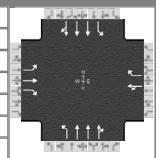
HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency				Duration, h	0.250
Analyst		Analysis Date	5/12/2020	Area Type	Other
Jurisdiction		Time Period		PHF	0.92
Urban Street	Coors	Analysis Year	2020	Analysis Period	1> 7:00
Intersection	#3 Coors/Bluewater	File Name	2030 AM No Build COORS.xus		
Project Description	2030- AM NO BUILD				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	333	125	68	37	63	92	73	1286	17	36	915	129

Signal Information									
Cycle, s	120.0	Reference Phase	2						
Offset, s	118	Reference Point	End	Green	10.9	1.2	43.2	12.1	34.3	0.0
Uncoordinated	No	Simult. Gap E/W	On	Yellow	3.0	0.0	4.5	3.0	3.8	0.0
Force Mode	Fixed	Simult. Gap N/S	On	Red	0.5	0.0	1.5	0.5	1.5	0.0

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4		8	5	2	1	6
Case Number	1.0	3.0		7.3	1.1	4.0	1.1	4.0
Phase Duration, s	15.6	55.2		39.6	15.6	50.4	14.4	49.2
Change Period, ($Y+R_c$), s	3.5	5.3		5.3	3.5	6.0	3.5	6.0
Max Allow Headway (MAH), s	3.1	3.1		3.1	3.0	0.0	3.0	0.0
Queue Clearance Time (g_s), s	14.1	7.4		7.6	4.9		3.1	
Green Extension Time (g_e), s	0.0	0.8		0.7	0.0	0.0	0.0	0.0
Phase Call Probability	1.00	1.00		1.00	1.00		1.00	
Max Out Probability	1.00	0.00		0.00	0.00		0.00	

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (v), veh/h	362	136	70		109	97	79	942	469	29	572	271
Adjusted Saturation Flow Rate (s), veh/h/ln	1810	1900	1610		1636	1572	1810	1856	1846	1767	1856	1740
Queue Service Time (g_s), s	12.1	5.4	2.6		2.1	4.9	2.9	16.1	16.4	1.1	15.8	16.2
Cycle Queue Clearance Time (g_c), s	12.1	5.4	2.6		5.6	4.9	2.9	16.1	16.4	1.1	15.8	16.2
Green Ratio (g/C)	0.40	0.42	0.52		0.29	0.38	0.46	0.37	0.37	0.45	0.36	0.36
Capacity (c), veh/h	567	790	832		509	592	392	1373	683	303	1336	626
Volume-to-Capacity Ratio (X)	0.639	0.172	0.084		0.214	0.163	0.203	0.686	0.686	0.097	0.428	0.433
Back of Queue (Q), ft/ln (90 th percentile)	145	111	43.8		112.6	87.3	57.2	178.7	198.9	22.1	284.5	275.5
Back of Queue (Q), veh/ln (90 th percentile)	5.8	4.4	1.8		4.5	3.4	2.3	7.0	7.8	0.9	11.1	11.0
Queue Storage Ratio (RQ) (90 th percentile)	0.73	0.28	0.22		1.13	0.87	0.23	0.18	0.20	0.18	0.28	0.28
Uniform Delay (d_1), s/veh	29.3	22.1	14.6		32.5	24.8	18.7	11.9	12.3	19.2	35.6	36.3
Incremental Delay (d_2), s/veh	5.4	0.5	0.2		1.0	0.6	1.2	2.8	5.5	0.6	1.0	2.1
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	34.7	22.5	14.8		33.5	25.4	19.9	14.7	17.8	19.9	36.6	38.5
Level of Service (LOS)	C	C	B		C	C	B	B	B	B	D	D
Approach Delay, s/veh / LOS	29.4	C		29.7	C		16.0	B		36.6	D	
Intersection Delay, s/veh / LOS	25.0						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.58	C	2.60	C	1.93	B	2.12	B
Bicycle LOS Score / LOS	1.42	A	0.83	A	1.31	A	1.13	A

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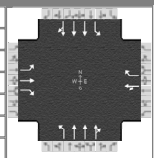
HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency				Duration, h	0.250
Analyst		Analysis Date	5/12/2020	Area Type	Other
Jurisdiction		Time Period		PHF	0.92
Urban Street	Coors	Analysis Year	2020	Analysis Period	1> 7:00
Intersection	#3 Coors/Bluewater	File Name	2030 PM No Build COORS.xus		
Project Description	2030- PM NO BUILD				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	324	130	115	49	58	76	104	1107	23	111	1451	191

Signal Information									
Cycle, s	130.0	Reference Phase	2						
Offset, s	68	Reference Point	End	Green	12.1	57.7	12.1	29.8	0.0	0.0
Uncoordinated	No	Simult. Gap E/W	On	Yellow	3.0	4.5	3.0	3.8	0.0	0.0
Force Mode	Fixed	Simult. Gap N/S	On	Red	0.5	1.5	0.5	1.5	0.0	0.0

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4		8	5	2	1	6
Case Number	1.0	3.0		7.3	1.1	4.0	1.1	4.0
Phase Duration, s	15.6	50.7		35.1	15.6	63.7	15.6	63.7
Change Period, ($Y+R_c$), s	3.5	5.3		5.3	3.5	6.0	3.5	6.0
Max Allow Headway (MAH), s	3.1	3.2		3.2	3.0	0.0	3.0	0.0
Queue Clearance Time (g_s), s	14.1	8.8		9.6	6.0		6.8	
Green Extension Time (g_e), s	0.0	0.8		0.8	0.1	0.0	0.1	0.0
Phase Call Probability	1.00	1.00		1.00	1.00		1.00	
Max Out Probability	1.00	0.00		0.00	0.02		0.06	

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (v), veh/h	352	141	110		116	79	113	818	406	131	1305	618
Adjusted Saturation Flow Rate (s), veh/h/ln	1810	1900	1610		1574	1572	1810	1856	1839	1767	1856	1746
Queue Service Time (g_s), s	12.1	6.8	5.3		5.2	4.7	4.0	5.8	6.4	4.8	36.7	36.9
Cycle Queue Clearance Time (g_c), s	12.1	6.8	5.3		7.6	4.7	4.0	5.8	6.4	4.8	36.7	36.9
Green Ratio (g/C)	0.34	0.35	0.44		0.23	0.32	0.54	0.44	0.44	0.54	0.44	0.44
Capacity (c), veh/h	456	664	712		401	507	258	1647	816	391	1647	775
Volume-to-Capacity Ratio (X)	0.772	0.213	0.154		0.290	0.157	0.438	0.497	0.497	0.334	0.792	0.797
Back of Queue (Q), ft/ln (90 th percentile)	226.7	137.8	93		139.6	85.6	85.7	77	97	93.1	495.5	480.4
Back of Queue (Q), veh/ln (90 th percentile)	9.1	5.5	3.7		5.6	3.3	3.4	3.0	3.8	3.6	19.4	19.2
Queue Storage Ratio (RQ) (90 th percentile)	1.13	0.34	0.47		1.40	0.86	0.34	0.08	0.10	0.74	0.50	0.49
Uniform Delay (d_1), s/veh	40.0	29.7	21.7		41.4	31.4	23.9	4.4	5.0	15.1	25.0	24.6
Incremental Delay (d_2), s/veh	11.9	0.7	0.5		1.8	0.7	5.3	1.1	2.2	2.0	3.5	7.4
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	51.9	30.5	22.2		43.2	32.1	29.2	5.5	7.2	17.1	28.5	32.0
Level of Service (LOS)	D	C	C		D	C	C	A	A	B	C	C
Approach Delay, s/veh / LOS	41.5	D		38.7	D		8.0	A		28.8	C	
Intersection Delay, s/veh / LOS	24.5						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.59	C	2.61	C	1.92	B	2.13	B
Bicycle LOS Score / LOS	1.48	A	0.81	A	1.22	A	1.53	B

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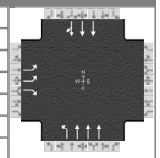
HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency				Duration, h	0.250
Analyst		Analysis Date	5/12/2020	Area Type	Other
Jurisdiction		Time Period		PHF	0.92
Urban Street	Coors	Analysis Year	2020	Analysis Period	1> 7:00
Intersection	#4 Coors/Los Volcanes	File Name	2030 AM No Build COORS.xus		
Project Description	2030- AM NO BUILD				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	150		48				72	1157			761	137

Signal Information													
Cycle, s	120.0	Reference Phase	2										
Offset, s	100	Reference Point	Begin	Green	3.4	94.2	8.0	0.0	0.0	0.0			
Uncoordinated	No	Simult. Gap E/W	On	Yellow	3.0	4.5	4.0	0.0	0.0	0.0			
Force Mode	Fixed	Simult. Gap N/S	On	Red	0.5	1.0	1.5	0.0	0.0	0.0			

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		4			5	2		6
Case Number		9.0			1.0	4.0		8.3
Phase Duration, s		13.5			6.9	106.5		99.7
Change Period, ($Y+R_c$), s		5.5			3.5	5.5		5.5
Max Allow Headway (MAH), s		3.1			3.0	0.0		0.0
Queue Clearance Time (g_s), s		7.4			3.3			
Green Extension Time (g_e), s		0.4			0.2	0.0		0.0
Phase Call Probability		1.00			0.97			
Max Out Probability		0.00			0.00			

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7		14				5	2			6	16
Adjusted Flow Rate (v), veh/h	163		41				109	1747			652	305
Adjusted Saturation Flow Rate (s), veh/h/ln	1757		1610				1810	1685			1856	1723
Queue Service Time (g_s), s	5.4		2.9				1.3	6.0			14.4	0.0
Cycle Queue Clearance Time (g_c), s	5.4		2.9				1.3	6.0			14.4	0.0
Green Ratio (g/C)	0.07		0.09				0.83	0.84			0.78	0.78
Capacity (c), veh/h	234		152				506	4254			2912	1352
Volume-to-Capacity Ratio (X)	0.697		0.271				0.215	0.411			0.224	0.226
Back of Queue (Q), ft/ln (90 th percentile)	108.8		51.8				11.5	36.5			3.3	6.6
Back of Queue (Q), veh/ln (90 th percentile)	4.4		2.1				0.5	1.4			0.1	0.3
Queue Storage Ratio (RQ) (90 th percentile)	0.44		0.17				0.05	0.04			0.00	0.01
Uniform Delay (d_1), s/veh	54.8		50.5				3.3	1.1			0.0	0.0
Incremental Delay (d_2), s/veh	1.4		0.4				0.1	0.2			0.2	0.4
Initial Queue Delay (d_3), s/veh	0.0		0.0				0.0	0.0			0.0	0.0
Control Delay (d), s/veh	56.2		50.8				3.4	1.4			0.2	0.4
Level of Service (LOS)	E		D				A	A			A	A
Approach Delay, s/veh / LOS	55.1		E	0.0			1.5		A	0.2		A
Intersection Delay, s/veh / LOS	4.7						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.63	C	2.50	C	0.62	A	2.04	B
Bicycle LOS Score / LOS		F		A	1.22	A	1.01	A

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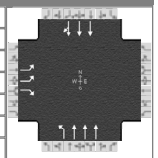
HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency				Duration, h	0.250
Analyst		Analysis Date	5/12/2020	Area Type	Other
Jurisdiction		Time Period		PHF	0.92
Urban Street	Coors	Analysis Year	2020	Analysis Period	1> 7:00
Intersection	#4 Coors/Los Volcanes	File Name	2030 PM No Build COORS.xus		
Project Description	2030- PM NO BUILD				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	200		105				70	1253			1792	171

Signal Information													
Cycle, s	130.0	Reference Phase	2										
Offset, s	100	Reference Point	Begin	Green	3.2	101.7	10.7	0.0	0.0	0.0			
Uncoordinated	No	Simult. Gap E/W	On	Yellow	3.0	4.5	4.0	0.0	0.0	0.0			
Force Mode	Fixed	Simult. Gap N/S	On	Red	0.5	1.0	1.5	0.0	0.0	0.0			

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		4			5	2		6
Case Number		9.0			1.0	4.0		8.3
Phase Duration, s		16.2			6.7	113.8		107.2
Change Period, ($Y+R_c$), s		5.5			3.5	5.5		5.5
Max Allow Headway (MAH), s		3.1			3.0	0.0		0.0
Queue Clearance Time (g_s), s		10.0			3.2			
Green Extension Time (g_e), s		0.7			0.1	0.0		0.0
Phase Call Probability		1.00			0.96			
Max Out Probability		0.00			0.00			

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7		14				5	2			6	16
Adjusted Flow Rate (v), veh/h	217		103				86	1547			1439	693
Adjusted Saturation Flow Rate (s), veh/h/ln	1757		1610				1810	1685			1856	1771
Queue Service Time (g_s), s	7.9		8.0				1.2	13.8			46.3	0.0
Cycle Queue Clearance Time (g_c), s	7.9		8.0				1.2	13.8			46.3	0.0
Green Ratio (g/C)	0.08		0.11				0.82	0.83			0.78	0.78
Capacity (c), veh/h	288		171				181	4213			2902	1385
Volume-to-Capacity Ratio (X)	0.755		0.603				0.477	0.367			0.496	0.501
Back of Queue (Q), ft/ln (90 th percentile)	147.9		139				68.8	150			11.3	22.4
Back of Queue (Q), veh/ln (90 th percentile)	5.9		5.6				2.8	5.9			0.4	0.9
Queue Storage Ratio (RQ) (90 th percentile)	0.59		0.46				0.31	0.15			0.01	0.02
Uniform Delay (d_1), s/veh	58.4		55.5				17.9	4.4			0.0	0.0
Incremental Delay (d_2), s/veh	1.5		1.3				0.6	0.2			0.6	1.3
Initial Queue Delay (d_3), s/veh	0.0		0.0				0.0	0.0			0.0	0.0
Control Delay (d), s/veh	59.9		56.7				18.5	4.7			0.6	1.3
Level of Service (LOS)	E		E				B	A			A	A
Approach Delay, s/veh / LOS	58.9		E	0.0			5.4		A	0.8		A
Intersection Delay, s/veh / LOS	7.2						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.63	C	2.48	B	0.63	A	2.05	B
Bicycle LOS Score / LOS		F		A	1.28	A	1.66	B

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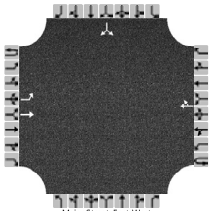
HCS7 Two-Way Stop-Control Report

General Information		Site Information	
Analyst	AM	Intersection	#5 -Bluewater and Airport
Agency/Co.	WHP	Jurisdiction	
Date Performed	5/12/2020	East/West Street	Bluewater
Analysis Year	2030	North/South Street	Airport
Time Analyzed		Peak Hour Factor	0.92
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	AM NO BUILD		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	1	0	0	0	1	0		0	0	0		0	1	0
Configuration		L	T					TR							LR	
Volume (veh/h)		114	234				227	154						183		90
Percent Heavy Vehicles (%)		3												3		3
Proportion Time Blocked																
Percent Grade (%)														0		
Right Turn Channelized																
Median Type | Storage																
	Left Only								9							

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1												7.1		6.2
Critical Headway (sec)		4.13												6.43		6.23
Base Follow-Up Headway (sec)		2.2												3.5		3.3
Follow-Up Headway (sec)		2.23												3.53		3.33

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		124													297	
Capacity, c (veh/h)		1139													583	
v/c Ratio		0.11													0.51	
95% Queue Length, Q_{95} (veh)		0.4													2.9	
Control Delay (s/veh)		8.5													17.4	
Level of Service (LOS)		A													C	
Approach Delay (s/veh)	2.8												17.4			
Approach LOS													C			

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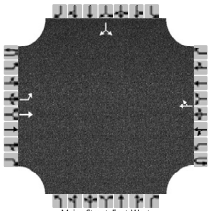
HCS7 Two-Way Stop-Control Report

General Information		Site Information	
Analyst	AM	Intersection	#5 -Bluewater and Airport
Agency/Co.	WHP	Jurisdiction	
Date Performed	5/12/2020	East/West Street	Bluewater
Analysis Year	2030	North/South Street	Airport
Time Analyzed		Peak Hour Factor	0.92
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	PM NO BUILD		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	1	0	0	0	1	0		0	0	0		0	1	0
Configuration		L	T					TR							LR	
Volume (veh/h)		23	249				382	106						128		37
Percent Heavy Vehicles (%)		3												3		3
Proportion Time Blocked																
Percent Grade (%)														0		
Right Turn Channelized																
Median Type | Storage																
	Left Only								9							

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1												7.1		6.2
Critical Headway (sec)		4.13												6.43		6.23
Base Follow-Up Headway (sec)		2.2												3.5		3.3
Follow-Up Headway (sec)		2.23												3.53		3.33

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		25													179	
Capacity, c (veh/h)		1032													609	
v/c Ratio		0.02													0.29	
95% Queue Length, Q_{95} (veh)		0.1													1.2	
Control Delay (s/veh)		8.6													13.4	
Level of Service (LOS)		A													B	
Approach Delay (s/veh)	0.7												13.4			
Approach LOS													B			

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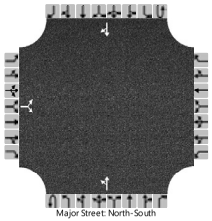
HCS7 Two-Way Stop-Control Report

General Information		Site Information	
Analyst	AM	Intersection	#6 -Airport and Meridian
Agency/Co.	WHP	Jurisdiction	
Date Performed	5/12/2020	East/West Street	Meridian
Analysis Year	2030	North/South Street	Airport
Time Analyzed		Peak Hour Factor	0.92
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	AM NO BUILD		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	0	0	0	0	1	0	0	0	1	0
Configuration			LR							LT						TR
Volume (veh/h)		21		16						31	151				201	21
Percent Heavy Vehicles (%)		3		3						3						
Proportion Time Blocked																
Percent Grade (%)	0															
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1		6.2						4.1						
Critical Headway (sec)		6.43		6.23						4.13						
Base Follow-Up Headway (sec)		3.5		3.3						2.2						
Follow-Up Headway (sec)		3.53		3.33						2.23						

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			40							34						
Capacity, c (veh/h)			631							1319						
v/c Ratio			0.06							0.03						
95% Queue Length, Q_{95} (veh)			0.2							0.1						
Control Delay (s/veh)			11.1							7.8						
Level of Service (LOS)			B							A						
Approach Delay (s/veh)	11.1								1.5							
Approach LOS	B															

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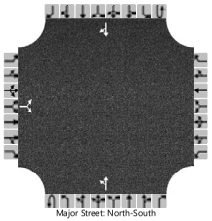
HCS7 Two-Way Stop-Control Report

General Information		Site Information	
Analyst	AM	Intersection	#6 -Airport and Meridian
Agency/Co.	WHP	Jurisdiction	
Date Performed	5/12/2020	East/West Street	Meridian
Analysis Year	2030	North/South Street	Airport
Time Analyzed		Peak Hour Factor	0.92
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	PM NO BUILD		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	0	0	0	0	1	0	0	0	1	0
Configuration			LR							LT						TR
Volume (veh/h)		11		16						15	145				51	22
Percent Heavy Vehicles (%)		3		3						3						
Proportion Time Blocked																
Percent Grade (%)	0															
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1		6.2						4.1						
Critical Headway (sec)		6.43		6.23						4.13						
Base Follow-Up Headway (sec)		3.5		3.3						2.2						
Follow-Up Headway (sec)		3.53		3.33						2.23						

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			29							16						
Capacity, c (veh/h)			860							1512						
v/c Ratio			0.03							0.01						
95% Queue Length, Q_{95} (veh)			0.1							0.0						
Control Delay (s/veh)			9.3							7.4						
Level of Service (LOS)			A							A						
Approach Delay (s/veh)	9.3								0.8							
Approach LOS	A															

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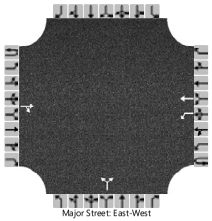
HCS7 Two-Way Stop-Control Report

General Information		Site Information	
Analyst	AM	Intersection	#7 - Los Volcanes/Airport
Agency/Co.	WHP	Jurisdiction	
Date Performed	5/12/2020	East/West Street	Los Volcanes
Analysis Year	2030	North/South Street	Airport
Time Analyzed		Peak Hour Factor	0.92
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	AM NO BUILD		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	1	1	0		0	1	0		0	0	0
Configuration				TR		L	T				LR					
Volume (veh/h)			258	90		68	202			82		161				
Percent Heavy Vehicles (%)						3				3		3				
Proportion Time Blocked																
Percent Grade (%)									0							
Right Turn Channelized																
Median Type | Storage	Left Only								9							

Critical and Follow-up Headways

Base Critical Headway (sec)						4.1				7.1		6.2				
Critical Headway (sec)						4.13				6.43		6.23				
Base Follow-Up Headway (sec)						2.2				3.5		3.3				
Follow-Up Headway (sec)						2.23				3.53		3.33				

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						74					264					
Capacity, c (veh/h)						1175					686					
v/c Ratio						0.06					0.39					
95% Queue Length, Q_{95} (veh)						0.2					1.8					
Control Delay (s/veh)						8.3					13.5					
Level of Service (LOS)						A					B					
Approach Delay (s/veh)					2.1				13.5							
Approach LOS									B							

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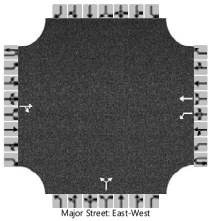
HCS7 Two-Way Stop-Control Report

General Information		Site Information	
Analyst	AM	Intersection	#7 - Los Volcanes/Airport
Agency/Co.	WHP	Jurisdiction	
Date Performed	5/12/2020	East/West Street	Los Volcanes
Analysis Year	2030	North/South Street	Airport
Time Analyzed		Peak Hour Factor	0.92
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	PM NO BUILD		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	1	1	0		0	1	0		0	0	0
Configuration				TR		L	T				LR					
Volume (veh/h)			297	16		41	159			75		118				
Percent Heavy Vehicles (%)						3				3		3				
Proportion Time Blocked																
Percent Grade (%)									0							
Right Turn Channelized																
Median Type | Storage	Left Only								9							

Critical and Follow-up Headways

Base Critical Headway (sec)						4.1				7.1		6.2				
Critical Headway (sec)						4.13				6.43		6.23				
Base Follow-Up Headway (sec)						2.2				3.5		3.3				
Follow-Up Headway (sec)						2.23				3.53		3.33				

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						45					210					
Capacity, c (veh/h)						1213					706					
v/c Ratio						0.04					0.30					
95% Queue Length, Q_{95} (veh)						0.1					1.2					
Control Delay (s/veh)						8.1					12.2					
Level of Service (LOS)						A					B					
Approach Delay (s/veh)					1.7				12.2							
Approach LOS									B							

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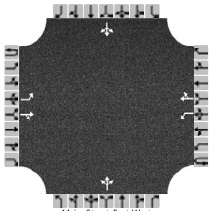
HCS7 Two-Way Stop-Control Report

General Information / Site Information

General Information		Site Information	
Analyst	AM	Intersection	# 8 Los Volcanes/Gallatin
Agency/Co.	WHP	Jurisdiction	
Date Performed	5/12/2020	East/West Street	Los Volcanes
Analysis Year	2030	North/South Street	Gallatin
Time Analyzed		Peak Hour Factor	0.90
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	AM NO BUILD		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	1	0	0	1	1	0		0	1	0		0	1	0
Configuration		L		TR		L		TR			LTR				LTR	
Volume (veh/h)		471	340	32		18	230	36		7	4	80		9	7	322
Percent Heavy Vehicles (%)		3				3				3	3	3		3	3	3
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized																
Median Type | Storage	Left Only								9							

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.1	6.5	6.2		7.1	6.5	6.2
Critical Headway (sec)		4.13				4.13				7.13	6.53	6.23		7.13	6.53	6.23
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.23				2.23				3.53	4.03	3.33		3.53	4.03	3.33

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		523				20					101				376	
Capacity, c (veh/h)		1260				1140					323				450	
v/c Ratio		0.42				0.02					0.31				0.84	
95% Queue Length, Q_{95} (veh)		2.1				0.1					1.3				8.1	
Control Delay (s/veh)		9.9				8.2					21.1				42.1	
Level of Service (LOS)		A				A					C				E	
Approach Delay (s/veh)	5.5				0.5				21.1				42.1			
Approach LOS									C				E			

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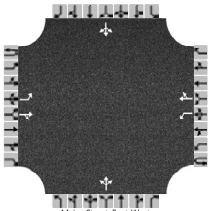
HCS7 Two-Way Stop-Control Report

General Information / Site Information

General Information		Site Information	
Analyst	AM	Intersection	# 8 Los Volcanes/Gallatin
Agency/Co.	WHP	Jurisdiction	
Date Performed	5/12/2020	East/West Street	Los Volcanes
Analysis Year	2030	North/South Street	Gallatin
Time Analyzed		Peak Hour Factor	0.92
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	PM NO BUILD		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	1	0	0	1	1	0		0	1	0		0	1	0
Configuration		L		TR		L		TR			LTR				LTR	
Volume (veh/h)		219	231	14		4	248	29		36	3	6		30	1	279
Percent Heavy Vehicles (%)		3				3				3	3	3		3	3	3
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized																
Median Type | Storage	Left Only								9							

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.1	6.5	6.2		7.1	6.5	6.2
Critical Headway (sec)		4.13				4.13				7.13	6.53	6.23		7.13	6.53	6.23
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.23				2.23				3.53	4.03	3.33		3.53	4.03	3.33

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		238				4					49				337	
Capacity, c (veh/h)		1254				1292					128				657	
v/c Ratio		0.19				0.00					0.38				0.51	
95% Queue Length, Q_{95} (veh)		0.7				0.0					1.6				2.9	
Control Delay (s/veh)		8.5				7.8					49.8				16.1	
Level of Service (LOS)		A				A					E				C	
Approach Delay (s/veh)	4.0				0.1				49.8				16.1			
Approach LOS									E				C			

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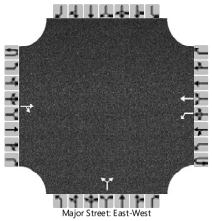
HCS7 Two-Way Stop-Control Report

General Information		Site Information	
Analyst	AM	Intersection	#9 Los Volcanes/ Silver C
Agency/Co.	WHP	Jurisdiction	
Date Performed	5/12/2020	East/West Street	Los Volcanes
Analysis Year	2030	North/South Street	Silver Creek
Time Analyzed		Peak Hour Factor	0.92
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	AM NO BUILD		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	1	1	0		0	1	0		0	0	0
Configuration				TR		L	T				LR					
Volume (veh/h)			555	38		16	1092			37		25				
Percent Heavy Vehicles (%)						3				3		3				
Proportion Time Blocked																
Percent Grade (%)									0							
Right Turn Channelized																
Median Type | Storage	Left Only								9							

Critical and Follow-up Headways

Base Critical Headway (sec)						4.1				7.1		6.2				
Critical Headway (sec)						4.13				6.43		6.23				
Base Follow-Up Headway (sec)						2.2				3.5		3.3				
Follow-Up Headway (sec)						2.23				3.53		3.33				

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						17					67					
Capacity, c (veh/h)						936					329					
v/c Ratio						0.02					0.20					
95% Queue Length, Q_{95} (veh)						0.1					0.8					
Control Delay (s/veh)						8.9					18.8					
Level of Service (LOS)						A					C					
Approach Delay (s/veh)					0.1				18.8							
Approach LOS									C							

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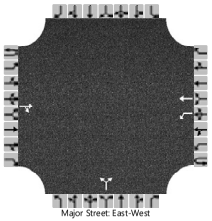
HCS7 Two-Way Stop-Control Report

General Information		Site Information	
Analyst	AM	Intersection	#9 Los Volcanes/ Silver C
Agency/Co.	WHP	Jurisdiction	
Date Performed	5/12/2020	East/West Street	Los Volcanes
Analysis Year	2030	North/South Street	Silver Creek
Time Analyzed		Peak Hour Factor	0.92
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	PM NO BUILD		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	1	1	0		0	1	0		0	0	0
Configuration				TR		L	T				LR					
Volume (veh/h)			414	11		9	692			24		13				
Percent Heavy Vehicles (%)						3				3		3				
Proportion Time Blocked																
Percent Grade (%)									0							
Right Turn Channelized																
Median Type | Storage	Left Only								9							

Critical and Follow-up Headways

Base Critical Headway (sec)						4.1				7.1		6.2				
Critical Headway (sec)						4.13				6.43		6.23				
Base Follow-Up Headway (sec)						2.2				3.5		3.3				
Follow-Up Headway (sec)						2.23				3.53		3.33				

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						10					40					
Capacity, c (veh/h)						1094					491					
v/c Ratio						0.01					0.08					
95% Queue Length, Q_{95} (veh)						0.0					0.3					
Control Delay (s/veh)						8.3					13.0					
Level of Service (LOS)						A					B					
Approach Delay (s/veh)					0.1				13.0							
Approach LOS									B							

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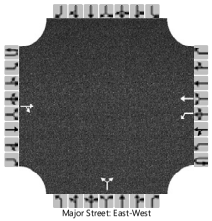
HCS7 Two-Way Stop-Control Report

General Information		Site Information	
Analyst	AM	Intersection	#10 Bluewater & Airport
Agency/Co.	WHP	Jurisdiction	
Date Performed	5/12/2020	East/West Street	Bluewater
Analysis Year	2030	North/South Street	Airport
Time Analyzed		Peak Hour Factor	0.92
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	AM NO BUILD		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	1	1	0		0	1	0		0	0	0
Configuration				TR		L	T				LR					
Volume (veh/h)			413	54		53	358			97		115				
Percent Heavy Vehicles (%)						3				3		3				
Proportion Time Blocked																
Percent Grade (%)									0							
Right Turn Channelized																
Median Type | Storage	Left Only								9							

Critical and Follow-up Headways

Base Critical Headway (sec)						4.1				7.1		6.2				
Critical Headway (sec)						4.13				6.43		6.23				
Base Follow-Up Headway (sec)						2.2				3.5		3.3				
Follow-Up Headway (sec)						2.23				3.53		3.33				

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						58					230					
Capacity, c (veh/h)						1052					570					
v/c Ratio						0.05					0.40					
95% Queue Length, Q_{95} (veh)						0.2					1.9					
Control Delay (s/veh)						8.6					15.5					
Level of Service (LOS)						A					C					
Approach Delay (s/veh)					1.1				15.5							
Approach LOS									C							

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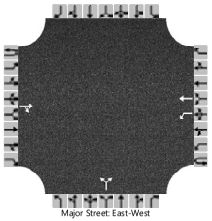
HCS7 Two-Way Stop-Control Report

General Information		Site Information	
Analyst	AM	Intersection	#10 Bluewater & Airport
Agency/Co.	WHP	Jurisdiction	
Date Performed	5/12/2020	East/West Street	Bluewater
Analysis Year	2030	North/South Street	Airport
Time Analyzed		Peak Hour Factor	0.92
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	PM NO BUILD		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	1	1	0		0	1	0		0	0	0
Configuration				TR		L	T				LR					
Volume (veh/h)			472	34		26	331			51		77				
Percent Heavy Vehicles (%)						3				3		3				
Proportion Time Blocked																
Percent Grade (%)									0							
Right Turn Channelized																
Median Type | Storage	Left Only								9							

Critical and Follow-up Headways

Base Critical Headway (sec)						4.1				7.1		6.2				
Critical Headway (sec)						4.13				6.43		6.23				
Base Follow-Up Headway (sec)						2.2				3.5		3.3				
Follow-Up Headway (sec)						2.23				3.53		3.33				

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						28					139					
Capacity, c (veh/h)						1015					556					
v/c Ratio						0.03					0.25					
95% Queue Length, Q_{95} (veh)						0.1					1.0					
Control Delay (s/veh)						8.6					13.6					
Level of Service (LOS)						A					B					
Approach Delay (s/veh)					0.6				13.6							
Approach LOS									B							

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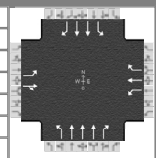
HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency				Duration, h	0.250
Analyst		Analysis Date	5/12/2020	Area Type	Other
Jurisdiction		Time Period		PHF	0.92
Urban Street	Unser	Analysis Year	2020	Analysis Period	1> 7:00
Intersection	#1 Unser/Los Volcanes	File Name	2030 AM Build UNSER .xus		
Project Description	2030- AM BUILD				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	300	86	14	136	109	314	37	2059	282	450	1037	142

Signal Information									
Cycle, s	120.0	Reference Phase	2						
Offset, s	118	Reference Point	End	Green	2.6	9.0	53.2	10.0	0.9	23.3
Uncoordinated	No	Simult. Gap E/W	On	Yellow	4.0	3.0	3.0	3.0	0.0	3.5
Force Mode	Fixed	Simult. Gap N/S	On	Red	0.5	0.5	1.0	0.5	0.0	2.0

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	1.1	4.0	1.1	3.0	1.1	3.0	1.1	3.0
Phase Duration, s	14.4	29.7	13.5	28.8	7.1	57.2	19.6	69.7
Change Period, ($Y+R_c$), s	3.8	5.5	3.5	5.5	4.5	5.5	3.5	5.5
Max Allow Headway (MAH), s	3.1	3.2	3.1	3.2	3.0	0.0	3.0	0.0
Queue Clearance Time (g_s), s	12.6	7.5	9.9	22.2	3.5		15.7	
Green Extension Time (g_e), s	0.0	1.1	0.1	1.1	0.0	0.0	0.4	0.0
Phase Call Probability	1.00	1.00	0.99	1.00	0.74		1.00	
Max Out Probability	1.00	0.00	0.00	0.00	0.00		0.00	

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (v), veh/h	326	101		148	118	315	40	2238	247	265	611	79
Adjusted Saturation Flow Rate (s), veh/h/ln	1810	1875		1767	1900	1572	1810	1685	1572	1767	1766	1610
Queue Service Time (g_s), s	10.6	5.5		7.9	6.4	20.2	1.5	51.7	10.1	13.7	14.3	3.1
Cycle Queue Clearance Time (g_c), s	10.6	5.5		7.9	6.4	20.2	1.5	51.7	10.1	13.7	14.3	3.1
Green Ratio (g/C)	0.28	0.20		0.28	0.19	0.33	0.45	0.43	0.43	0.58	0.54	0.62
Capacity (c), veh/h	402	378		386	369	516	428	2178	678	297	1890	1004
Volume-to-Capacity Ratio (X)	0.812	0.267		0.383	0.321	0.611	0.094	1.027	0.364	0.892	0.323	0.079
Back of Queue (Q), ft/ln (95 th percentile)	225.5	113.6		156.9	135.9	312.4	27	342.9	161.5	329.3	258.8	104.1
Back of Queue (Q), veh/ln (95 th percentile)	9.0	4.5		6.1	5.4	12.2	1.1	13.4	6.3	12.9	10.1	4.2
Queue Storage Ratio (RQ) (95 th percentile)	1.50	0.38		1.05	0.30	2.08	0.05	0.34	1.08	0.57	0.26	0.69
Uniform Delay (d_1), s/veh	41.3	40.4		34.4	41.6	33.9	18.3	8.3	16.7	40.5	21.0	12.4
Incremental Delay (d_2), s/veh	11.2	0.1		0.2	0.2	0.4	0.0	26.7	1.5	3.5	0.4	0.1
Initial Queue Delay (d_3), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	52.5	40.6		34.6	41.7	34.3	18.3	35.0	18.2	44.1	21.4	12.6
Level of Service (LOS)	D	D		C	D	C	B	F	B	D	C	B
Approach Delay, s/veh / LOS	49.7	D		35.9	D		33.1	C		27.0	C	
Intersection Delay, s/veh / LOS	33.7						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.68	C	2.61	C	2.14	B	1.91	B
Bicycle LOS Score / LOS	1.19	A	1.45	A	1.88	B	1.94	B

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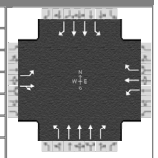
HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency				Duration, h	0.250
Analyst		Analysis Date	5/12/2020	Area Type	Other
Jurisdiction		Time Period		PHF	0.92
Urban Street	Unser	Analysis Year	2020	Analysis Period	1> 7:00
Intersection	#1 Unser/Los Volcanes	File Name	2030 PM Build UNSER.xus		
Project Description	2030- PM BUILD				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	169	54	32	211	102	368	27	1366	152	275	1607	141

Signal Information									
Cycle, s	130.0	Reference Phase	2						
Offset, s	127	Reference Point	End	Green	2.1	6.3	58.8	10.5	1.3	29.6
Uncoordinated	No	Simult. Gap E/W	On	Yellow	4.0	3.0	3.0	3.0	0.0	3.5
Force Mode	Fixed	Simult. Gap N/S	On	Red	0.5	0.5	1.0	0.8	0.0	2.0

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	1.1	4.0	1.1	3.0	1.1	3.0	1.1	3.0
Phase Duration, s	14.3	35.1	15.6	36.4	6.6	62.8	16.4	72.7
Change Period, ($Y+R_c$), s	3.8	5.5	3.5	5.5	4.5	5.5	3.5	5.5
Max Allow Headway (MAH), s	3.1	3.3	3.1	3.3	3.0	0.0	3.0	0.0
Queue Clearance Time (g_s), s	12.2	6.7	14.1	29.8	3.2		12.5	
Green Extension Time (g_e), s	0.0	1.3	0.0	1.1	0.0	0.0	0.4	0.0
Phase Call Probability	1.00	1.00	1.00	1.00	0.65		1.00	
Max Out Probability	1.00	0.00	1.00	0.00	0.00		0.00	

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (v), veh/h	184	82		229	111	384	29	1485	133	262	1533	129
Adjusted Saturation Flow Rate (s), veh/h/ln	1810	1809		1767	1900	1572	1810	1685	1572	1767	1766	1610
Queue Service Time (g_s), s	10.2	4.7		12.1	6.1	27.8	1.2	10.9	1.6	10.5	51.9	6.3
Cycle Queue Clearance Time (g_c), s	10.2	4.7		12.1	6.1	27.8	1.2	10.9	1.6	10.5	51.9	6.3
Green Ratio (g/C)	0.31	0.23		0.32	0.24	0.34	0.46	0.44	0.44	0.56	0.52	0.60
Capacity (c), veh/h	430	412		470	452	530	120	2230	694	357	1826	962
Volume-to-Capacity Ratio (X)	0.427	0.198		0.488	0.245	0.723	0.246	0.666	0.191	0.735	0.840	0.134
Back of Queue (Q), ft/ln (90 th percentile)	179.9	95.6		223	126.5	384.1	21.7	100.2	27.2	138.5	721.1	205.5
Back of Queue (Q), veh/ln (90 th percentile)	7.2	3.8		8.7	5.1	15.0	0.9	3.9	1.1	5.4	28.2	8.2
Queue Storage Ratio (RQ) (90 th percentile)	1.20	0.32		1.49	0.28	2.56	0.04	0.10	0.18	0.24	0.72	1.37
Uniform Delay (d_1), s/veh	34.8	40.6		34.9	40.1	37.8	27.2	4.9	4.4	16.2	37.3	16.8
Incremental Delay (d_2), s/veh	0.3	0.1		0.3	0.1	1.6	0.4	1.6	0.6	0.6	2.7	0.2
Initial Queue Delay (d_3), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	35.0	40.7		35.2	40.2	39.4	27.6	6.5	5.0	16.8	40.0	17.0
Level of Service (LOS)	D	D		D	D	D	C	A	A	B	D	B
Approach Delay, s/veh / LOS	36.8	D		38.2	D		6.8	A		35.3	D	
Intersection Delay, s/veh / LOS	25.5						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.64	C	2.61	C	2.13	B	1.92	B
Bicycle LOS Score / LOS	0.93	A	1.68	B	1.39	A	2.30	B

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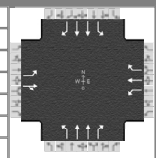
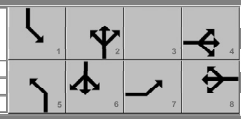
HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency				Duration, h	0.250
Analyst		Analysis Date	5/12/2020	Area Type	Other
Jurisdiction		Time Period		PHF	0.92
Urban Street	Unser	Analysis Year	2020	Analysis Period	1> 7:00
Intersection	#2 Unser/Bluewater	File Name	2030 AM Build UNSER .xus		
Project Description	2030- AM BUILD				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	96	42	39	48	21	70	22	1473	113	159	799	66

Signal Information									
Cycle, s	120.0	Reference Phase	2						
Offset, s	100	Reference Point	Begin	Green	2.2	3.9	75.9	8.0	8.0	0.0
Uncoordinated	No	Simult. Gap E/W	On	Yellow	3.0	3.0	4.0	4.0	4.0	0.0
Force Mode	Fixed	Simult. Gap N/S	On	Red	0.5	0.5	1.0	0.5	1.5	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4		8	5	2	1	6
Case Number	1.0	4.0		5.3	1.1	3.0	1.1	3.0
Phase Duration, s	12.5	26.0		13.5	5.7	80.9	13.1	88.3
Change Period, ($Y+R_c$), s	4.5	5.5		5.5	3.5	5.5	3.5	5.5
Max Allow Headway (MAH), s	3.1	3.2		3.2	3.0	0.0	3.0	0.0
Queue Clearance Time (g_s), s	8.2	6.5		7.4	2.9		9.4	
Green Extension Time (g_e), s	0.0	0.4		0.4	0.0	0.0	0.3	0.0
Phase Call Probability	0.97	1.00		1.00	0.73		1.00	
Max Out Probability	1.00	0.00		0.00	0.00		0.00	

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (v), veh/h	104	77		52	23	73	39	2610	191	173	868	53
Adjusted Saturation Flow Rate (s), veh/h/ln	1810	1770		1312	1900	1572	1810	1766	1572	1767	1766	1610
Queue Service Time (g_s), s	6.2	4.5		4.6	1.4	5.4	0.9	75.4	2.1	7.4	0.0	0.3
Cycle Queue Clearance Time (g_c), s	6.2	4.5		4.6	1.4	5.4	0.9	75.4	2.1	7.4	0.0	0.3
Green Ratio (g/C)	0.15	0.17		0.07	0.07	0.07	0.65	0.63	0.63	0.73	0.69	0.69
Capacity (c), veh/h	259	302		147	127	105	500	2220	988	202	2439	1111
Volume-to-Capacity Ratio (X)	0.403	0.255		0.354	0.180	0.695	0.078	1.176	0.194	0.857	0.356	0.048
Back of Queue (Q), ft/ln (95 th percentile)	125.8	88.9		70.5	29.3	101.8	14.9	1389.5	27	223.2	6.4	5.3
Back of Queue (Q), veh/ln (95 th percentile)	5.0	3.6		2.8	1.2	4.0	0.6	54.3	1.1	8.7	0.2	0.2
Queue Storage Ratio (RQ) (95 th percentile)	1.26	0.18		0.47	0.06	0.68	0.08	1.39	0.10	1.12	0.01	0.03
Uniform Delay (d_1), s/veh	46.1	43.1		54.4	52.9	54.8	7.8	14.7	2.8	39.9	0.0	1.5
Incremental Delay (d_2), s/veh	0.4	0.2		0.5	0.3	3.1	0.0	80.1	0.1	4.0	0.4	0.1
Initial Queue Delay (d_3), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	46.4	43.3		55.0	53.2	57.9	7.8	94.8	2.9	43.9	0.4	1.6
Level of Service (LOS)	D	D		D	D	E	A	F	A	D	A	A
Approach Delay, s/veh / LOS	45.1	D		56.1	E		87.4	F		7.3	A	
Intersection Delay, s/veh / LOS	64.0						E					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.47	B	2.49	B	2.08	B	1.88	B
Bicycle LOS Score / LOS	0.79	A	0.73	A	1.93	B	1.39	A

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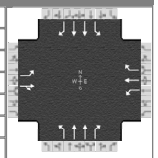
HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency				Duration, h	0.250
Analyst		Analysis Date	5/12/2020	Area Type	Other
Jurisdiction		Time Period		PHF	0.92
Urban Street	Unser	Analysis Year	2020	Analysis Period	1> 7:00
Intersection	#2 Unser/Bluewater	File Name	2030 PM Build UNSER.xus		
Project Description	2030- PM BUILD				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	98	53	41	101	104	179	37	981	99	82	1634	132

Signal Information									
Cycle, s	130.0	Reference Phase	2						
Offset, s	127	Reference Point	Begin	Green	3.6	0.8	81.4	8.2	17.5	0.0
Uncoordinated	No	Simult. Gap E/W	On	Yellow	3.0	0.0	4.0	4.0	4.0	0.0
Force Mode	Fixed	Simult. Gap N/S	On	Red	0.5	0.0	1.0	0.5	1.5	0.0

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4		8	5	2	1	6
Case Number	1.0	4.0		5.3	1.1	3.0	1.1	3.0
Phase Duration, s	12.7	35.7		23.0	7.1	86.4	7.8	87.2
Change Period, ($Y+R_c$), s	4.5	5.5		5.5	3.5	5.5	3.5	5.5
Max Allow Headway (MAH), s	3.1	3.2		3.2	3.0	0.0	3.0	0.0
Queue Clearance Time (g_s), s	8.4	7.9		16.6	3.8		4.4	
Green Extension Time (g_e), s	0.0	1.0		0.9	0.1	0.0	0.1	0.0
Phase Call Probability	0.98	1.00		1.00	0.92		0.96	
Max Out Probability	1.00	0.00		0.00	0.00		0.00	

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (v), veh/h	107	99		110	113	180	69	1817	182	89	1776	127
Adjusted Saturation Flow Rate (s), veh/h/ln	1810	1767		1286	1900	1572	1810	1766	1572	1767	1766	1610
Queue Service Time (g_s), s	6.4	5.9		10.5	7.1	14.6	1.8	44.8	3.3	2.4	0.0	1.9
Cycle Queue Clearance Time (g_c), s	6.4	5.9		10.5	7.1	14.6	1.8	44.8	3.3	2.4	0.0	1.9
Green Ratio (g/C)	0.21	0.23		0.13	0.13	0.13	0.65	0.62	0.62	0.66	0.63	0.63
Capacity (c), veh/h	274	411		228	256	212	272	2200	979	185	2220	1012
Volume-to-Capacity Ratio (X)	0.389	0.241		0.480	0.442	0.852	0.252	0.826	0.185	0.481	0.800	0.126
Back of Queue (Q), ft/ln (90 th percentile)	125.5	115.5		146.9	143.4	230.9	28.6	428.6	47.9	56.6	44.5	28.7
Back of Queue (Q), veh/ln (90 th percentile)	5.0	4.6		5.7	5.7	9.0	1.1	16.7	1.9	2.2	1.7	1.1
Queue Storage Ratio (RQ) (90 th percentile)	1.26	0.23		0.98	0.29	1.54	0.16	0.43	0.17	0.28	0.04	0.14
Uniform Delay (d_1), s/veh	43.1	40.5		53.2	51.8	55.0	8.1	12.2	4.9	19.7	0.0	4.1
Incremental Delay (d_2), s/veh	0.3	0.1		0.6	0.4	3.7	0.1	2.7	0.3	0.7	3.1	0.3
Initial Queue Delay (d_3), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	43.4	40.7		53.8	52.2	58.7	8.2	14.9	5.2	20.4	3.1	4.3
Level of Service (LOS)	D	D		D	D	E	A	B	A	C	A	A
Approach Delay, s/veh / LOS	42.1	D		55.6	E		13.8	B		4.0	A	
Intersection Delay, s/veh / LOS	14.5						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.46	B	2.49	B	2.10	B	1.89	B
Bicycle LOS Score / LOS	0.83	A	1.15	A	1.49	A	2.13	B

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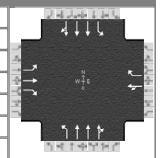
HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency				Duration, h	0.250
Analyst		Analysis Date	5/12/2020	Area Type	Other
Jurisdiction		Time Period		PHF	0.92
Urban Street	Coors	Analysis Year	2020	Analysis Period	1> 7:00
Intersection	#3 Coors/Bluewater	File Name	2030 AM Build COORS.xus		
Project Description	2030- AM BUILD				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	344	125	79	37	63	92	95	1286	17	36	920	144

Signal Information									
Cycle, s	120.0	Reference Phase	2						
Offset, s	118	Reference Point	End	Green	10.9	1.2	43.2	12.1	34.3	0.0
Uncoordinated	No	Simult. Gap E/W	On	Yellow	3.0	0.0	4.5	3.0	3.8	0.0
Force Mode	Fixed	Simult. Gap N/S	On	Red	0.5	0.0	1.5	0.5	1.5	0.0

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4		8	5	2	1	6
Case Number	1.0	3.0		7.3	1.1	4.0	1.1	4.0
Phase Duration, s	15.6	55.2		39.6	15.6	50.4	14.4	49.2
Change Period, ($Y+R_c$), s	3.5	5.3		5.3	3.5	6.0	3.5	6.0
Max Allow Headway (MAH), s	3.1	3.1		3.1	3.0	0.0	3.0	0.0
Queue Clearance Time (g_s), s	14.1	7.4		7.6	5.8		3.1	
Green Extension Time (g_e), s	0.0	0.8		0.8	0.1	0.0	0.0	0.0
Phase Call Probability	1.00	1.00		1.00	1.00		1.00	
Max Out Probability	1.00	0.00		0.00	0.01		0.00	

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (v), veh/h	374	136	82		109	97	103	942	469	29	589	277
Adjusted Saturation Flow Rate (s), veh/h/ln	1810	1900	1610		1636	1572	1810	1856	1846	1767	1856	1729
Queue Service Time (g_s), s	12.1	5.4	3.1		2.1	4.9	3.8	16.1	16.4	1.1	16.4	16.8
Cycle Queue Clearance Time (g_c), s	12.1	5.4	3.1		5.6	4.9	3.8	16.1	16.4	1.1	16.4	16.8
Green Ratio (g/C)	0.40	0.42	0.52		0.29	0.38	0.46	0.37	0.37	0.45	0.36	0.36
Capacity (c), veh/h	567	790	832		509	592	385	1373	683	303	1336	622
Volume-to-Capacity Ratio (X)	0.660	0.172	0.098		0.214	0.163	0.268	0.686	0.686	0.097	0.441	0.446
Back of Queue (Q), ft/ln (90 th percentile)	161	111	51.8		112.6	87.3	76.2	178.7	198.9	22.2	294.5	284
Back of Queue (Q), veh/ln (90 th percentile)	6.4	4.4	2.1		4.5	3.4	3.0	7.0	7.8	0.9	11.5	11.4
Queue Storage Ratio (RQ) (90 th percentile)	0.80	0.28	0.26		1.13	0.87	0.30	0.18	0.20	0.18	0.29	0.29
Uniform Delay (d_1), s/veh	29.8	22.1	14.8		32.5	24.8	19.1	11.9	12.3	19.2	36.3	37.0
Incremental Delay (d_2), s/veh	5.9	0.5	0.2		1.0	0.6	1.7	2.8	5.5	0.6	1.0	2.3
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	35.7	22.5	15.0		33.5	25.4	20.8	14.7	17.8	19.8	37.3	39.3
Level of Service (LOS)	D	C	B		C	C	C	B	B	B	D	D
Approach Delay, s/veh / LOS	29.8	C		29.7	C		16.1	B		37.3	D	
Intersection Delay, s/veh / LOS	25.4						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.58	C	2.60	C	1.93	B	2.12	B
Bicycle LOS Score / LOS	1.46	A	0.83	A	1.32	A	1.14	A

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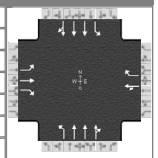
HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency				Duration, h	0.250
Analyst		Analysis Date	5/12/2020	Area Type	Other
Jurisdiction		Time Period		PHF	0.92
Urban Street	Coors	Analysis Year	2020	Analysis Period	1> 7:00
Intersection	#3 Coors/Bluewater	File Name	2030 PM Build COORS.xus		
Project Description	2030- PM BUILD				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	327	130	117	49	58	76	107	1107	23	111	1452	194

Signal Information									
Cycle, s	130.0	Reference Phase	2						
Offset, s	68	Reference Point	End	Green	12.1	57.7	12.1	29.8	0.0	0.0
Uncoordinated	No	Simult. Gap E/W	On	Yellow	3.0	4.5	3.0	3.8	0.0	0.0
Force Mode	Fixed	Simult. Gap N/S	On	Red	0.5	1.5	0.5	1.5	0.0	0.0

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4		8	5	2	1	6
Case Number	1.0	3.0		7.3	1.1	4.0	1.1	4.0
Phase Duration, s	15.6	50.7		35.1	15.6	63.7	15.6	63.7
Change Period, ($Y+R_c$), s	3.5	5.3		5.3	3.5	6.0	3.5	6.0
Max Allow Headway (MAH), s	3.1	3.2		3.2	3.0	0.0	3.0	0.0
Queue Clearance Time (g_s), s	14.1	8.8		9.6	6.1		6.8	
Green Extension Time (g_e), s	0.0	0.9		0.8	0.1	0.0	0.1	0.0
Phase Call Probability	1.00	1.00		1.00	1.00		1.00	
Max Out Probability	1.00	0.00		0.00	0.02		0.06	

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (v), veh/h	355	141	115		116	79	116	818	406	131	1308	618
Adjusted Saturation Flow Rate (s), veh/h/ln	1810	1900	1610		1574	1572	1810	1856	1839	1767	1856	1744
Queue Service Time (g_s), s	12.1	6.8	5.6		5.2	4.7	4.1	5.8	6.4	4.8	36.8	37.0
Cycle Queue Clearance Time (g_c), s	12.1	6.8	5.6		7.6	4.7	4.1	5.8	6.4	4.8	36.8	37.0
Green Ratio (g/C)	0.34	0.35	0.44		0.23	0.32	0.54	0.44	0.44	0.54	0.44	0.44
Capacity (c), veh/h	456	664	712		401	507	258	1647	816	391	1647	774
Volume-to-Capacity Ratio (X)	0.779	0.213	0.162		0.290	0.157	0.451	0.497	0.497	0.334	0.794	0.799
Back of Queue (Q), ft/ln (90 th percentile)	232.4	137.8	98		139.6	85.6	88.7	77	97	93	497.5	481.7
Back of Queue (Q), veh/ln (90 th percentile)	9.3	5.5	3.9		5.6	3.3	3.5	3.0	3.8	3.6	19.4	19.3
Queue Storage Ratio (RQ) (90 th percentile)	1.16	0.34	0.49		1.40	0.86	0.35	0.08	0.10	0.74	0.50	0.49
Uniform Delay (d_1), s/veh	40.2	29.7	21.8		41.4	31.4	24.0	4.4	5.0	15.1	25.0	24.6
Incremental Delay (d_2), s/veh	12.3	0.7	0.5		1.8	0.7	5.6	1.1	2.2	2.0	3.5	7.4
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	52.5	30.5	22.3		43.2	32.1	29.6	5.5	7.2	17.1	28.6	32.1
Level of Service (LOS)	D	C	C		D	C	C	A	A	B	C	C
Approach Delay, s/veh / LOS	41.7	D		38.7	D		8.1	A		28.9	C	
Intersection Delay, s/veh / LOS	24.6						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.59	C	2.61	C	1.92	B	2.12	B
Bicycle LOS Score / LOS	1.50	A	0.81	A	1.22	A	1.53	B

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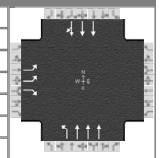
HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency				Duration, h	0.250
Analyst		Analysis Date	5/12/2020	Area Type	Other
Jurisdiction		Time Period		PHF	0.92
Urban Street	Coors	Analysis Year	2020	Analysis Period	1> 7:00
Intersection	#4 Coors/Los Volcanes	File Name	2030 AM Build COORS.xus		
Project Description	2030- AM BUILD				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	160		54				72	1167			776	152

Signal Information													
Cycle, s	120.0	Reference Phase	2										
Offset, s	100	Reference Point	Begin	Green	3.4	93.8	8.3	0.0	0.0	0.0			
Uncoordinated	No	Simult. Gap E/W	On	Yellow	3.0	4.5	4.0	0.0	0.0	0.0			
Force Mode	Fixed	Simult. Gap N/S	On	Red	0.5	1.0	1.5	0.0	0.0	0.0			

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		4			5	2		6
Case Number		9.0			1.0	4.0		8.3
Phase Duration, s		13.8			6.9	106.2		99.3
Change Period, ($Y+R_c$), s		5.5			3.5	5.5		5.5
Max Allow Headway (MAH), s		3.1			3.0	0.0		0.0
Queue Clearance Time (g_s), s		7.8			3.3			
Green Extension Time (g_e), s		0.5			0.2	0.0		0.0
Phase Call Probability		1.00			0.97			
Max Out Probability		0.00			0.00			

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7		14				5	2			6	16
Adjusted Flow Rate (v), veh/h	174		48				109	1759			688	318
Adjusted Saturation Flow Rate (s), veh/h/ln	1757		1610				1810	1685			1856	1700
Queue Service Time (g_s), s	5.8		3.3				1.3	6.7			15.3	0.0
Cycle Queue Clearance Time (g_c), s	5.8		3.3				1.3	6.7			15.3	0.0
Green Ratio (g/C)	0.07		0.10				0.83	0.84			0.78	0.78
Capacity (c), veh/h	243		156				484	4242			2902	1329
Volume-to-Capacity Ratio (X)	0.717		0.306				0.224	0.415			0.237	0.239
Back of Queue (Q), ft/ln (90 th percentile)	116		60.1				12.1	42.7			3.6	7.1
Back of Queue (Q), veh/ln (90 th percentile)	4.6		2.4				0.5	1.7			0.1	0.3
Queue Storage Ratio (RQ) (90 th percentile)	0.46		0.20				0.05	0.04			0.00	0.01
Uniform Delay (d_1), s/veh	54.7		50.4				3.6	1.3			0.0	0.0
Incremental Delay (d_2), s/veh	1.5		0.4				0.1	0.2			0.2	0.4
Initial Queue Delay (d_3), s/veh	0.0		0.0				0.0	0.0			0.0	0.0
Control Delay (d), s/veh	56.2		50.8				3.6	1.5			0.2	0.4
Level of Service (LOS)	E		D				A	A			A	A
Approach Delay, s/veh / LOS	55.0		E	0.0			1.7		A	0.3		A
Intersection Delay, s/veh / LOS	5.0						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.63	C	2.48	B	0.62	A	2.04	B
Bicycle LOS Score / LOS		F		A	1.23	A	1.04	A

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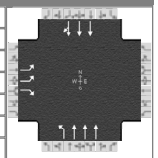
HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency				Duration, h	0.250
Analyst		Analysis Date	5/12/2020	Area Type	Other
Jurisdiction		Time Period		PHF	0.92
Urban Street	Coors	Analysis Year	2020	Analysis Period	1> 7:00
Intersection	#4 Coors/Los Volcanes	File Name	2030 PM Build COORS.xus		
Project Description	2030- PM BUILD				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	202		106				70	1255			1794	173

Signal Information													
Cycle, s	130.0	Reference Phase	2										
Offset, s	100	Reference Point	Begin	Green	3.2	101.6	10.7	0.0	0.0	0.0			
Uncoordinated	No	Simult. Gap E/W	On	Yellow	3.0	4.5	4.0	0.0	0.0	0.0			
Force Mode	Fixed	Simult. Gap N/S	On	Red	0.5	1.0	1.5	0.0	0.0	0.0			

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		4			5	2		6
Case Number		9.0			1.0	4.0		8.3
Phase Duration, s		16.2			6.7	113.8		107.1
Change Period, ($Y+R_c$), s		5.5			3.5	5.5		5.5
Max Allow Headway (MAH), s		3.1			3.0	0.0		0.0
Queue Clearance Time (g_s), s		10.0			3.2			
Green Extension Time (g_e), s		0.7			0.1	0.0		0.0
Phase Call Probability		1.00			0.96			
Max Out Probability		0.00			0.00			

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7		14				5	2			6	16
Adjusted Flow Rate (v), veh/h	220		104				86	1550			1442	695
Adjusted Saturation Flow Rate (s), veh/h/ln	1757		1610				1810	1685			1856	1770
Queue Service Time (g_s), s	7.9		8.0				1.2	13.8			46.5	0.0
Cycle Queue Clearance Time (g_c), s	7.9		8.0				1.2	13.8			46.5	0.0
Green Ratio (g/C)	0.08		0.11				0.82	0.83			0.78	0.78
Capacity (c), veh/h	290		172				181	4209			2900	1383
Volume-to-Capacity Ratio (X)	0.756		0.605				0.479	0.368			0.497	0.502
Back of Queue (Q), ft/ln (90 th percentile)	148.9		140.2				69.4	150.4			11.4	22.6
Back of Queue (Q), veh/ln (90 th percentile)	6.0		5.6				2.8	5.9			0.4	0.9
Queue Storage Ratio (RQ) (90 th percentile)	0.60		0.47				0.31	0.15			0.01	0.02
Uniform Delay (d_1), s/veh	58.3		55.4				18.1	4.5			0.0	0.0
Incremental Delay (d_2), s/veh	1.5		1.3				0.6	0.2			0.6	1.3
Initial Queue Delay (d_3), s/veh	0.0		0.0				0.0	0.0			0.0	0.0
Control Delay (d), s/veh	59.9		56.7				18.7	4.7			0.6	1.3
Level of Service (LOS)	E		E				B	A			A	A
Approach Delay, s/veh / LOS	58.8		E	0.0			5.4		A	0.8		A
Intersection Delay, s/veh / LOS	7.3						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.63	C	2.48	B	0.63	A	2.05	B
Bicycle LOS Score / LOS		F		A	1.28	A	1.66	B

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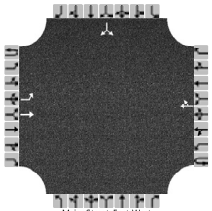
HCS7 Two-Way Stop-Control Report

General Information / Site Information

General Information		Site Information	
Analyst	AM	Intersection	#5 -Bluewater and Airport
Agency/Co.	WHP	Jurisdiction	
Date Performed	5/12/2020	East/West Street	Bluewater
Analysis Year	2030	North/South Street	Airport
Time Analyzed		Peak Hour Factor	0.92
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	AM BUILD		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	1	0	0	0	1	0		0	0	0		0	1	0
Configuration		L	T					TR							LR	
Volume (veh/h)		145	240				244	189						212		110
Percent Heavy Vehicles (%)		3												3		3
Proportion Time Blocked																
Percent Grade (%)														0		
Right Turn Channelized																
Median Type | Storage																
	Left Only								9							

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1												7.1		6.2
Critical Headway (sec)		4.13												6.43		6.23
Base Follow-Up Headway (sec)		2.2												3.5		3.3
Follow-Up Headway (sec)		2.23												3.53		3.33

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		158													350	
Capacity, c (veh/h)		1086													529	
v/c Ratio		0.15													0.66	
95% Queue Length, Q_{95} (veh)		0.5													4.8	
Control Delay (s/veh)		8.9													24.1	
Level of Service (LOS)		A													C	
Approach Delay (s/veh)		3.3												24.1		
Approach LOS														C		

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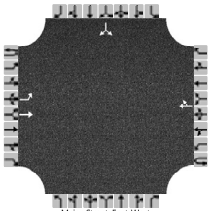
HCS7 Two-Way Stop-Control Report

General Information / Site Information

General Information		Site Information	
Analyst	AM	Intersection	#5 -Bluewater and Airport
Agency/Co.	WHP	Jurisdiction	
Date Performed	5/12/2020	East/West Street	Bluewater
Analysis Year	2030	North/South Street	Airport
Time Analyzed		Peak Hour Factor	0.92
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	PM BUILD		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	1	0	0	0	1	0		0	0	0		0	1	0
Configuration		L	T					TR							LR	
Volume (veh/h)		28	250				385	111						134		42
Percent Heavy Vehicles (%)		3												3		3
Proportion Time Blocked																
Percent Grade (%)														0		
Right Turn Channelized																
Median Type | Storage																
	Left Only								9							

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1												7.1		6.2
Critical Headway (sec)		4.13												6.43		6.23
Base Follow-Up Headway (sec)		2.2												3.5		3.3
Follow-Up Headway (sec)		2.23												3.53		3.33

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		30													191	
Capacity, c (veh/h)		1024													604	
v/c Ratio		0.03													0.32	
95% Queue Length, Q_{95} (veh)		0.1													1.4	
Control Delay (s/veh)		8.6													13.7	
Level of Service (LOS)		A													B	
Approach Delay (s/veh)		0.9												13.7		
Approach LOS														B		

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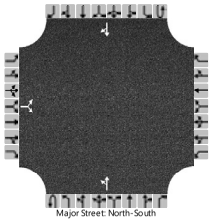
HCS7 Two-Way Stop-Control Report

General Information		Site Information	
Analyst	AM	Intersection	#6 -Airport and Meridian
Agency/Co.	WHP	Jurisdiction	
Date Performed	5/12/2020	East/West Street	Meridian
Analysis Year	2030	North/South Street	Airport
Time Analyzed		Peak Hour Factor	0.92
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	AM BUILD		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	0	0	0	0	1	0	0	0	1	0
Configuration			LR							LT						TR
Volume (veh/h)		26		26						31	172				222	42
Percent Heavy Vehicles (%)		3		3						3						
Proportion Time Blocked																
Percent Grade (%)	0															
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1		6.2						4.1						
Critical Headway (sec)		6.43		6.23						4.13						
Base Follow-Up Headway (sec)		3.5		3.3						2.2						
Follow-Up Headway (sec)		3.53		3.33						2.23						

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			57							34						
Capacity, c (veh/h)			607							1269						
v/c Ratio			0.09							0.03						
95% Queue Length, Q_{95} (veh)			0.3							0.1						
Control Delay (s/veh)			11.5							7.9						
Level of Service (LOS)			B							A						
Approach Delay (s/veh)	11.5								1.4							
Approach LOS	B															

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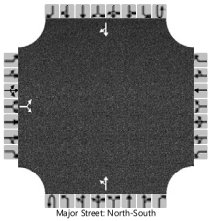
HCS7 Two-Way Stop-Control Report

General Information		Site Information	
Analyst	AM	Intersection	#6 -Airport and Meridian
Agency/Co.	WHP	Jurisdiction	
Date Performed	5/12/2020	East/West Street	Meridian
Analysis Year	2030	North/South Street	Airport
Time Analyzed		Peak Hour Factor	0.92
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	PM BUILD		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	0	0	0	0	1	0	0	0	1	0
Configuration			LR							LT						TR
Volume (veh/h)		12		18						18	149				54	25
Percent Heavy Vehicles (%)		3		3						3						
Proportion Time Blocked																
Percent Grade (%)	0															
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1		6.2						4.1						
Critical Headway (sec)		6.43		6.23						4.13						
Base Follow-Up Headway (sec)		3.5		3.3						2.2						
Follow-Up Headway (sec)		3.53		3.33						2.23						

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			33							20						
Capacity, c (veh/h)			850							1504						
v/c Ratio			0.04							0.01						
95% Queue Length, Q_{95} (veh)			0.1							0.0						
Control Delay (s/veh)			9.4							7.4						
Level of Service (LOS)			A							A						
Approach Delay (s/veh)	9.4								0.9							
Approach LOS	A															

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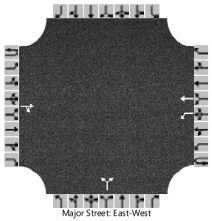
HCS7 Two-Way Stop-Control Report

General Information		Site Information	
Analyst	AM	Intersection	#7 - Los Volcanes/Airport
Agency/Co.	WHP	Jurisdiction	
Date Performed	5/12/2020	East/West Street	Los Volcanes
Analysis Year	2030	North/South Street	Airport
Time Analyzed		Peak Hour Factor	0.92
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	AM BUILD		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	1	1	0		0	1	0		0	0	0
Configuration				TR		L	T				LR					
Volume (veh/h)			265	109		83	202			95		175				
Percent Heavy Vehicles (%)						3				3		3				
Proportion Time Blocked																
Percent Grade (%)										0						
Right Turn Channelized																
Median Type | Storage																
	Left Only									9						

Critical and Follow-up Headways

Base Critical Headway (sec)						4.1				7.1		6.2				
Critical Headway (sec)						4.13				6.43		6.23				
Base Follow-Up Headway (sec)						2.2				3.5		3.3				
Follow-Up Headway (sec)						2.23				3.53		3.33				

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						90					293					
Capacity, c (veh/h)						1147					663					
v/c Ratio						0.08					0.44					
95% Queue Length, Q_{95} (veh)						0.3					2.3					
Control Delay (s/veh)						8.4					14.7					
Level of Service (LOS)						A					B					
Approach Delay (s/veh)						2.4					14.7					
Approach LOS											B					

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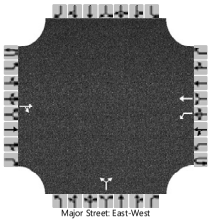
HCS7 Two-Way Stop-Control Report

General Information		Site Information	
Analyst	AM	Intersection	#7 - Los Volcanes/Airport
Agency/Co.	WHP	Jurisdiction	
Date Performed	5/12/2020	East/West Street	Los Volcanes
Analysis Year	2030	North/South Street	Airport
Time Analyzed		Peak Hour Factor	0.92
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	PM BUILD		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	1	1	0		0	1	0		0	0	0
Configuration				TR		L	T				LR					
Volume (veh/h)			298	19		44	159			78		121				
Percent Heavy Vehicles (%)						3				3		3				
Proportion Time Blocked																
Percent Grade (%)										0						
Right Turn Channelized																
Median Type | Storage																
	Left Only									9						

Critical and Follow-up Headways

Base Critical Headway (sec)						4.1				7.1		6.2				
Critical Headway (sec)						4.13				6.43		6.23				
Base Follow-Up Headway (sec)						2.2				3.5		3.3				
Follow-Up Headway (sec)						2.23				3.53		3.33				

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						48					216					
Capacity, c (veh/h)						1209					703					
v/c Ratio						0.04					0.31					
95% Queue Length, Q_{95} (veh)						0.1					1.3					
Control Delay (s/veh)						8.1					12.4					
Level of Service (LOS)						A					B					
Approach Delay (s/veh)						1.8					12.4					
Approach LOS											B					

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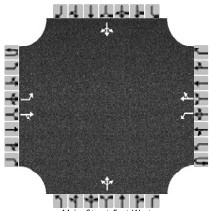
HCS7 Two-Way Stop-Control Report

General Information		Site Information	
Analyst	AM	Intersection	# 8 Los Volcanes/Gallatin
Agency/Co.	WHP	Jurisdiction	
Date Performed	5/12/2020	East/West Street	Los Volcanes
Analysis Year	2030	North/South Street	Gallatin
Time Analyzed		Peak Hour Factor	0.92
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	AM BUILD		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	1	0	0	1	1	0		0	1	0		0	1	0
Configuration		L		TR		L		TR			LTR				LTR	
Volume (veh/h)		471	359	60		26	240	36		17	4	85		9	7	322
Percent Heavy Vehicles (%)		3				3				3	3	3		3	3	3
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized																
Median Type | Storage	Left Only								9							

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.1	6.5	6.2		7.1	6.5	6.2
Critical Headway (sec)		4.13				4.13				7.13	6.53	6.23		7.13	6.53	6.23
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.23				2.23				3.53	4.03	3.33		3.53	4.03	3.33

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		512				28					115				367	
Capacity, c (veh/h)		1255				1100					265				422	
v/c Ratio		0.41				0.03					0.44				0.87	
95% Queue Length, Q_{95} (veh)		2.0				0.1					2.1				8.8	
Control Delay (s/veh)		9.8				8.4					28.7				49.2	
Level of Service (LOS)		A				A					D				E	
Approach Delay (s/veh)	5.2				0.7				28.7				49.2			
Approach LOS									D				E			

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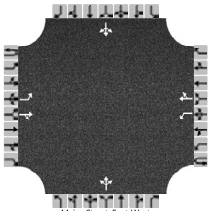
HCS7 Two-Way Stop-Control Report

General Information		Site Information	
Analyst	AM	Intersection	# 8 Los Volcanes/Gallatin
Agency/Co.	WHP	Jurisdiction	
Date Performed	5/12/2020	East/West Street	Los Volcanes
Analysis Year	2030	North/South Street	Gallatin
Time Analyzed		Peak Hour Factor	0.92
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	PM BUILD		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	1	0	0	1	1	0		0	1	0		0	1	0
Configuration		L		TR		L		TR			LTR				LTR	
Volume (veh/h)		219	233	18		5	250	29		38	3	7		30	1	279
Percent Heavy Vehicles (%)		3				3				3	3	3		3	3	3
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized																
Median Type | Storage	Left Only								9							

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.1	6.5	6.2		7.1	6.5	6.2
Critical Headway (sec)		4.13				4.13				7.13	6.53	6.23		7.13	6.53	6.23
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.23				2.23				3.53	4.03	3.33		3.53	4.03	3.33

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		238				5					52				337	
Capacity, c (veh/h)		1252				1285					126				654	
v/c Ratio		0.19				0.00					0.42				0.52	
95% Queue Length, Q_{95} (veh)		0.7				0.0					1.8				3.0	
Control Delay (s/veh)		8.5				7.8					52.6				16.2	
Level of Service (LOS)		A				A					F				C	
Approach Delay (s/veh)	4.0				0.1				52.6				16.2			
Approach LOS									F				C			

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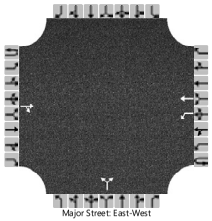
HCS7 Two-Way Stop-Control Report

General Information		Site Information	
Analyst	AM	Intersection	#9 Los Volcanes/ Silver C
Agency/Co.	WHP	Jurisdiction	
Date Performed	5/12/2020	East/West Street	Los Volcanes
Analysis Year	2030	North/South Street	Silver Creek
Time Analyzed		Peak Hour Factor	0.92
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	AM BUILD		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	1	1	0		0	1	0		0	0	0
Configuration				TR		L	T				LR					
Volume (veh/h)			602	38		16	1118			46		25				
Percent Heavy Vehicles (%)						3				3		3				
Proportion Time Blocked																
Percent Grade (%)									0							
Right Turn Channelized																
Median Type | Storage	Left Only								9							

Critical and Follow-up Headways

Base Critical Headway (sec)						4.1				7.1		6.2				
Critical Headway (sec)						4.13				6.43		6.23				
Base Follow-Up Headway (sec)						2.2				3.5		3.3				
Follow-Up Headway (sec)						2.23				3.53		3.33				

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						17					77					
Capacity, c (veh/h)						896					307					
v/c Ratio						0.02					0.25					
95% Queue Length, Q_{95} (veh)						0.1					1.0					
Control Delay (s/veh)						9.1					20.6					
Level of Service (LOS)						A					C					
Approach Delay (s/veh)					0.1				20.6							
Approach LOS									C							

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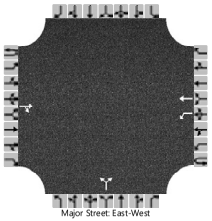
HCS7 Two-Way Stop-Control Report

General Information		Site Information	
Analyst	AM	Intersection	#9 Los Volcanes/ Silver C
Agency/Co.	WHP	Jurisdiction	
Date Performed	5/12/2020	East/West Street	Los Volcanes
Analysis Year	2030	North/South Street	Silver Creek
Time Analyzed		Peak Hour Factor	0.92
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	PM BUILD		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	1	1	0		0	1	0		0	0	0
Configuration				TR		L	T				LR					
Volume (veh/h)			421	12		9	698			26		13				
Percent Heavy Vehicles (%)						3				3		3				
Proportion Time Blocked																
Percent Grade (%)									0							
Right Turn Channelized																
Median Type | Storage	Left Only								9							

Critical and Follow-up Headways

Base Critical Headway (sec)						4.1				7.1		6.2				
Critical Headway (sec)						4.13				6.43		6.23				
Base Follow-Up Headway (sec)						2.2				3.5		3.3				
Follow-Up Headway (sec)						2.23				3.53		3.33				

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						10					42					
Capacity, c (veh/h)						1086					485					
v/c Ratio						0.01					0.09					
95% Queue Length, Q_{95} (veh)						0.0					0.3					
Control Delay (s/veh)						8.3					13.1					
Level of Service (LOS)						A					B					
Approach Delay (s/veh)					0.1				13.1							
Approach LOS									B							

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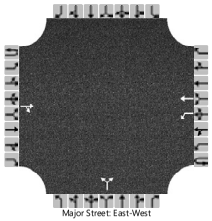
HCS7 Two-Way Stop-Control Report

General Information		Site Information	
Analyst	AM	Intersection	#10 Bluewater & Airport
Agency/Co.	WHP	Jurisdiction	
Date Performed	5/12/2020	East/West Street	Bluewater
Analysis Year	2030	North/South Street	Airport
Time Analyzed		Peak Hour Factor	0.92
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	AM BUILD		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	1	1	0		0	1	0		0	0	0
Configuration				TR		L	T				LR					
Volume (veh/h)			434	60		53	401			105		115				
Percent Heavy Vehicles (%)						3				3		3				
Proportion Time Blocked																
Percent Grade (%)									0							
Right Turn Channelized																
Median Type | Storage	Left Only								9							

Critical and Follow-up Headways

Base Critical Headway (sec)						4.1				7.1		6.2				
Critical Headway (sec)						4.13				6.43		6.23				
Base Follow-Up Headway (sec)						2.2				3.5		3.3				
Follow-Up Headway (sec)						2.23				3.53		3.33				

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						58					239					
Capacity, c (veh/h)						1026					547					
v/c Ratio						0.06					0.44					
95% Queue Length, Q_{95} (veh)						0.2					2.2					
Control Delay (s/veh)						8.7					16.6					
Level of Service (LOS)						A					C					
Approach Delay (s/veh)					1.0				16.6							
Approach LOS									C							

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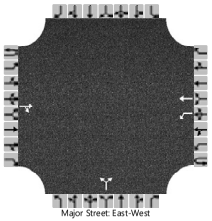
HCS7 Two-Way Stop-Control Report

General Information		Site Information	
Analyst	AM	Intersection	#10 Bluewater & Airport
Agency/Co.	WHP	Jurisdiction	
Date Performed	5/12/2020	East/West Street	Bluewater
Analysis Year	2030	North/South Street	Airport
Time Analyzed		Peak Hour Factor	0.92
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	PM BUILD		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	1	1	0		0	1	0		0	0	0
Configuration				TR		L	T				LR					
Volume (veh/h)			476	35		26	337			52		77				
Percent Heavy Vehicles (%)						3				3		3				
Proportion Time Blocked																
Percent Grade (%)									0							
Right Turn Channelized																
Median Type | Storage	Left Only								9							

Critical and Follow-up Headways

Base Critical Headway (sec)						4.1				7.1		6.2				
Critical Headway (sec)						4.13				6.43		6.23				
Base Follow-Up Headway (sec)						2.2				3.5		3.3				
Follow-Up Headway (sec)						2.23				3.53		3.33				

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						28					140					
Capacity, c (veh/h)						1010					552					
v/c Ratio						0.03					0.25					
95% Queue Length, Q_{95} (veh)						0.1					1.0					
Control Delay (s/veh)						8.7					13.7					
Level of Service (LOS)						A					B					
Approach Delay (s/veh)					0.6				13.7							
Approach LOS									B							

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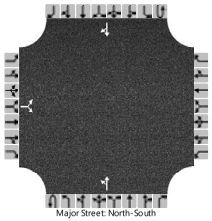
HCS7 Two-Way Stop-Control Report

General Information		Site Information	
Analyst	AM	Intersection	DRIVEWAY A
Agency/Co.	WHP	Jurisdiction	
Date Performed	5/13/2020	East/West Street	DRIVEWAY A
Analysis Year	2030	North/South Street	AIRPORT
Time Analyzed		Peak Hour Factor	0.92
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	AM BUILD		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	0	0	0	0	1	0	0	0	1	0
Configuration			LR							LT						TR
Volume (veh/h)		15		25						84	361				231	21
Percent Heavy Vehicles (%)		3		3						3						
Proportion Time Blocked																
Percent Grade (%)	0															
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1		6.2						4.1						
Critical Headway (sec)		6.43		6.23						4.13						
Base Follow-Up Headway (sec)		3.5		3.3						2.2						
Follow-Up Headway (sec)		3.53		3.33						2.23						

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			43							91						
Capacity, c (veh/h)			491							1283						
v/c Ratio			0.09							0.07						
95% Queue Length, Q_{95} (veh)			0.3							0.2						
Control Delay (s/veh)			13.1							8.0						
Level of Service (LOS)			B							A						
Approach Delay (s/veh)	13.1								2.1							
Approach LOS	B															

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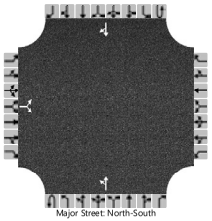
HCS7 Two-Way Stop-Control Report

General Information		Site Information	
Analyst	AM	Intersection	DRIVEWAY A
Agency/Co.	WHP	Jurisdiction	
Date Performed	5/13/2020	East/West Street	DRIVEWAY A
Analysis Year	2030	North/South Street	AIRPORT
Time Analyzed		Peak Hour Factor	0.92
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	PM BUILD		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	0	0	0	0	1	0	0	0	1	0
Configuration			LR							LT						TR
Volume (veh/h)		3		5						10	163				167	3
Percent Heavy Vehicles (%)		3		3						3						
Proportion Time Blocked																
Percent Grade (%)	0															
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1		6.2						4.1						
Critical Headway (sec)		6.43		6.23						4.13						
Base Follow-Up Headway (sec)		3.5		3.3						2.2						
Follow-Up Headway (sec)		3.53		3.33						2.23						

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			9							11						
Capacity, c (veh/h)			746							1384						
v/c Ratio			0.01							0.01						
95% Queue Length, Q_{95} (veh)			0.0							0.0						
Control Delay (s/veh)			9.9							7.6						
Level of Service (LOS)			A							A						
Approach Delay (s/veh)	9.9								0.5							
Approach LOS	A															

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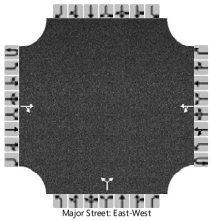
HCS7 Two-Way Stop-Control Report

General Information		Site Information	
Analyst	AM	Intersection	DRIVEWAY B
Agency/Co.	WHP	Jurisdiction	
Date Performed	5/13/2020	East/West Street	MERIDIAN
Analysis Year	2020	North/South Street	DRIVEWAY B
Time Analyzed		Peak Hour Factor	0.92
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	AM BUILD		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	0	0
Configuration				TR		LT					LR					
Volume (veh/h)			37	0		0	37			0		5				
Percent Heavy Vehicles (%)						3				3		3				
Proportion Time Blocked																
Percent Grade (%)									0							
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)						4.1				7.1		6.2				
Critical Headway (sec)						4.13				6.43		6.23				
Base Follow-Up Headway (sec)						2.2				3.5		3.3				
Follow-Up Headway (sec)						2.23				3.53		3.33				

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						0					5					
Capacity, c (veh/h)						1563					1028					
v/c Ratio						0.00					0.01					
95% Queue Length, Q_{95} (veh)						0.0					0.0					
Control Delay (s/veh)						7.3					8.5					
Level of Service (LOS)						A					A					
Approach Delay (s/veh)					0.0				8.5							
Approach LOS									A							

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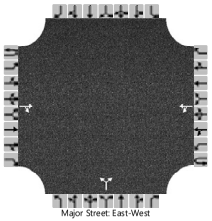
HCS7 Two-Way Stop-Control Report

General Information		Site Information	
Analyst	AM	Intersection	DRIVEWAY B
Agency/Co.	WHP	Jurisdiction	
Date Performed	5/13/2020	East/West Street	MERIDIAN
Analysis Year	2020	North/South Street	DRIVEWAY B
Time Analyzed		Peak Hour Factor	0.92
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	PM BUILD		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	0	0
Configuration				TR		LT					LR					
Volume (veh/h)			26	0		3	26			0		1				
Percent Heavy Vehicles (%)						3				3		3				
Proportion Time Blocked																
Percent Grade (%)									0							
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)						4.1				7.1		6.2				
Critical Headway (sec)						4.13				6.43		6.23				
Base Follow-Up Headway (sec)						2.2				3.5		3.3				
Follow-Up Headway (sec)						2.23				3.53		3.33				

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						3					1					
Capacity, c (veh/h)						1579					1044					
v/c Ratio						0.00					0.00					
95% Queue Length, Q_{95} (veh)						0.0					0.0					
Control Delay (s/veh)						7.3					8.5					
Level of Service (LOS)						A					A					
Approach Delay (s/veh)					0.8				8.5							
Approach LOS									A							

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HCS7 Two-Way Stop-Control Report

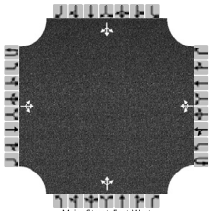
General Information

Analyst	AM
Agency/Co.	WHP
Date Performed	5/13/2020
Analysis Year	2030
Time Analyzed	
Intersection Orientation	East-West
Project Description	AM BUILD

Site Information

Intersection	DRIVEWAY C
Jurisdiction	
East/West Street	MERIDIAN
North/South Street	DRIVEWAY C
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume (veh/h)		0	37	0		15	22	0		9	15	9		0	22	0
Percent Heavy Vehicles (%)		3				3				3	3	3		3	3	3
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.1	6.5	6.2		7.1	6.5	6.2
Critical Headway (sec)		4.13				4.13				7.13	6.53	6.23		7.13	6.53	6.23
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.23				2.23				3.53	4.03	3.33		3.53	4.03	3.33

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		0				16					36				24	
Capacity, c (veh/h)		1584				1563					855				783	
v/c Ratio		0.00				0.01					0.04				0.03	
95% Queue Length, Q_{95} (veh)		0.0				0.0					0.1				0.1	
Control Delay (s/veh)		7.3				7.3					9.4				9.7	
Level of Service (LOS)		A				A					A				A	
Approach Delay (s/veh)	0.0				3.0				9.4				9.7			
Approach LOS									A				A			

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HCS7 Two-Way Stop-Control Report

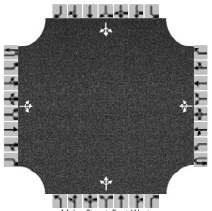
General Information

Analyst	AM
Agency/Co.	WHP
Date Performed	5/13/2020
Analysis Year	2030
Time Analyzed	
Intersection Orientation	East-West
Project Description	PM BUILD

Site Information

Intersection	DRIVEWAY C
Jurisdiction	
East/West Street	MERIDIAN
North/South Street	DRIVEWAY C
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume (veh/h)		0	26	1		3	23	0		2	3	2		0	3	0
Percent Heavy Vehicles (%)		3				3				3	3	3		3	3	3
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.1	6.5	6.2		7.1	6.5	6.2
Critical Headway (sec)		4.13				4.13				7.13	6.53	6.23		7.13	6.53	6.23
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.23				2.23				3.53	4.03	3.33		3.53	4.03	3.33

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		0				3					8				3	
Capacity, c (veh/h)		1583				1577					909				826	
v/c Ratio		0.00				0.00					0.01				0.00	
95% Queue Length, Q_{95} (veh)		0.0				0.0					0.0				0.0	
Control Delay (s/veh)		7.3				7.3					9.0				9.4	
Level of Service (LOS)		A				A					A				A	
Approach Delay (s/veh)	0.0				0.9				9.0				9.4			
Approach LOS									A				A			

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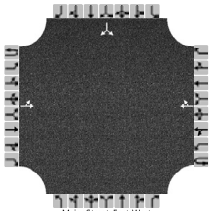
HCS7 Two-Way Stop-Control Report

General Information		Site Information	
Analyst	AM	Intersection	DRIVEWAY D
Agency/Co.	WHP	Jurisdiction	
Date Performed	5/13/2020	East/West Street	MERIDIAN
Analysis Year	2030	North/South Street	DRIVEWAY D
Time Analyzed		Peak Hour Factor	0.92
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	AM BUILD		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	0	0		0	1	0
Configuration		LT						TR							LR	
Volume (veh/h)		22	238				257	15						5		9
Percent Heavy Vehicles (%)		3												3		3
Proportion Time Blocked																
Percent Grade (%)													0			
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1												7.1		6.2
Critical Headway (sec)		4.13												6.43		6.23
Base Follow-Up Headway (sec)		2.2												3.5		3.3
Follow-Up Headway (sec)		2.23												3.53		3.33

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		24													15	
Capacity, c (veh/h)		1260													609	
v/c Ratio		0.02													0.02	
95% Queue Length, Q_{95} (veh)		0.1													0.1	
Control Delay (s/veh)		7.9													11.1	
Level of Service (LOS)		A													B	
Approach Delay (s/veh)	0.8												11.1			
Approach LOS													B			

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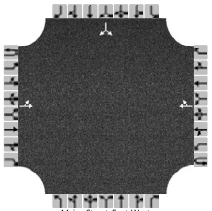
HCS7 Two-Way Stop-Control Report

General Information		Site Information	
Analyst	AM	Intersection	DRIVEWAY D
Agency/Co.	WHP	Jurisdiction	
Date Performed	5/13/2020	East/West Street	MERIDIAN
Analysis Year	2030	North/South Street	DRIVEWAY D
Time Analyzed		Peak Hour Factor	0.92
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	PM BUILD		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	0	0		0	1	0
Configuration		LT						TR							LR	
Volume (veh/h)		3	135				352	2						1		2
Percent Heavy Vehicles (%)		3												3		3
Proportion Time Blocked																
Percent Grade (%)													0			
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1												7.1		6.2
Critical Headway (sec)		4.13												6.43		6.23
Base Follow-Up Headway (sec)		2.2												3.5		3.3
Follow-Up Headway (sec)		2.23												3.53		3.33

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		3													3	
Capacity, c (veh/h)		1168													598	
v/c Ratio		0.00													0.01	
95% Queue Length, Q_{95} (veh)		0.0													0.0	
Control Delay (s/veh)		8.1													11.1	
Level of Service (LOS)		A													B	
Approach Delay (s/veh)	0.2												11.1			
Approach LOS													B			

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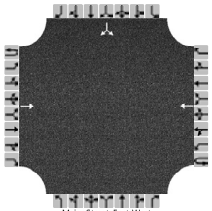
HCS7 Two-Way Stop-Control Report

General Information / Site Information

General Information		Site Information	
Analyst	AM	Intersection	DRIVEWAY E
Agency/Co.	WHP	Jurisdiction	
Date Performed	5/13/2020	East/West Street	MERIDIAN
Analysis Year	2030	North/South Street	DRIVEWAY E
Time Analyzed		Peak Hour Factor	0.92
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	AM BUILD		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	0	0		0	1	0
Configuration			T				T								LR	
Volume (veh/h)			238				257							0		5
Percent Heavy Vehicles (%)														3		3
Proportion Time Blocked																
Percent Grade (%)														0		
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)														7.1		6.2
Critical Headway (sec)														6.43		6.23
Base Follow-Up Headway (sec)														3.5		3.3
Follow-Up Headway (sec)														3.53		3.33

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)															5	
Capacity, c (veh/h)															757	
v/c Ratio															0.01	
95% Queue Length, Q_{95} (veh)															0.0	
Control Delay (s/veh)															9.8	
Level of Service (LOS)															A	
Approach Delay (s/veh)														9.8		
Approach LOS														A		

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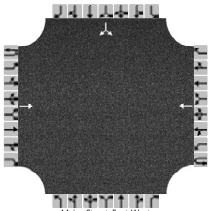
HCS7 Two-Way Stop-Control Report

General Information / Site Information

General Information		Site Information	
Analyst	AM	Intersection	DRIVEWAY E
Agency/Co.	WHP	Jurisdiction	
Date Performed	5/13/2020	East/West Street	MERIDIAN
Analysis Year	2030	North/South Street	DRIVEWAY E
Time Analyzed		Peak Hour Factor	0.92
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	PM BUILD		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	0	0		0	1	0
Configuration			T				T								LR	
Volume (veh/h)			135				352							0		1
Percent Heavy Vehicles (%)														3		3
Proportion Time Blocked																
Percent Grade (%)														0		
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)														7.1		6.2
Critical Headway (sec)														6.43		6.23
Base Follow-Up Headway (sec)														3.5		3.3
Follow-Up Headway (sec)														3.53		3.33

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)															1	
Capacity, c (veh/h)															663	
v/c Ratio															0.00	
95% Queue Length, Q_{95} (veh)															0.0	
Control Delay (s/veh)															10.4	
Level of Service (LOS)															B	
Approach Delay (s/veh)														10.4		
Approach LOS														B		

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APPENDIX E

BEK Study Count Data

Traffic Count Data Sheet

Year Counts Taken: 2018
Year of Tube Counts: 2015
Annual Growth Factor: 0.5%

E-W Street: **Bluewater Rd.**
N-S Street: **Coors Blvd.**

Signalized

Speed Limit (Bluewater Rd.)= 30 MPH
Speed Limit (Coors Blvd.)= 40 MPH
9/11/18

Begin Time	End Time	Eastbound (Bluewater Rd.)				Westbound (Bluewater Rd.)				Northbound (Coors Blvd.)				Southbound (Coors Blvd.)			
		L	T	R	Pedestrians	L	T	R	Pedestrians	L	T	R	Pedestrians	L	T	R	Pedestrians
7:00 AM	7:15 AM	~~51~~	~~15~~	~~5~~	~~0~~	~~14~~	~~21~~	~~18~~	~~0~~	~~21~~	~~268~~	~~5~~	~~0~~	~~4~~	~~155~~	~~56~~	~~0~~
7:15 AM	7:30 AM	65	17	14	0	5	8	25	0	12	343	4	0	7	200	33	0
7:30 AM	7:45 AM	57	27	18	0	8	11	19	0	16	265	7	0	8	221	30	1
7:45 AM	8:00 AM	49	29	21	0	12	30	20	0	22	345	4	0	6	202	22	0
8:00 AM	8:15 AM	88	24	0	1	10	10	23	0	19	251	1	0	12	217	34	0
8:15 AM	8:30 AM	~~41~~	~~14~~	~~0~~	~~0~~	~~9~~	~~9~~	~~22~~	~~0~~	~~14~~	~~273~~	~~4~~	~~0~~	~~10~~	~~226~~	~~35~~	~~1~~
8:30 AM	8:45 AM	~~34~~	~~9~~	~~0~~	~~0~~	~~12~~	~~12~~	~~21~~	~~0~~	~~8~~	~~246~~	~~1~~	~~0~~	~~14~~	~~233~~	~~28~~	~~0~~
8:45 AM	9:00 AM	~~34~~	~~11~~	~~0~~	~~0~~	~~4~~	~~4~~	~~15~~	~~79~~	~~10~~	~~261~~	~~4~~	~~0~~	~~8~~	~~214~~	~~36~~	~~0~~
AM Peak Hour Volumes		**259**	**97**	**53**	**1**	**35**	**59**	**87**	**0**	**69**	**1204**	**16**	**0**	**33**	**840**	**119**	**1**
Approach Total			409				181				1289				992		
Upstram TAQA Volume			403				178				1392				1056		
Adjusted TAQA Volume			409				181				1,413				1,072		
Congestion Factor			1.00				1.00				1.10				1.08		
AM Peak Adj. Vol.		259	97	53		35	59	87		76	1,320	18		36	908	129	
								Intersection									
AM Peak Hour Factor			*0.91*				*0.73*	0.94			*0.87*				*0.94*		

Begin Time	End Time	Eastbound (Bluewater Rd.)				Westbound (Bluewater Rd.)				Northbound (Coors Blvd.)				Southbound (Coors Blvd.)			
		L	T	R	Pedestrians	L	T	R	Pedestrians	L	T	R	Pedestrians	L	T	R	Pedestrians
4:00 PM	4:15 PM	80	26	28	0	13	13	17	0	26	261	4	1	27	347	42	1
4:15 PM	4:30 PM	43	25	27	0	10	16	29	1	29	236	5	2	33	326	65	0
4:30 PM	4:45 PM	68	25	16	1	9	14	16	0	24	282	8	0	25	324	35	2
4:45 PM	5:00 PM	61	25	18	0	14	12	10	0	19	260	5	1	17	328	34	1
5:00 PM	5:15 PM	~~67~~	~~23~~	~~13~~	~~0~~	~~11~~	~~8~~	~~21~~	~~1~~	~~19~~	~~248~~	~~4~~	~~3~~	~~22~~	~~341~~	~~27~~	~~0~~
5:15 PM	5:30 PM	~~60~~	~~27~~	~~14~~	~~1~~	~~8~~	~~11~~	~~15~~	~~1~~	~~28~~	~~285~~	~~4~~	~~1~~	~~25~~	~~327~~	~~35~~	~~0~~
5:30 PM	5:45 PM	~~58~~	~~17~~	~~10~~	~~0~~	~~7~~	~~17~~	~~22~~	~~0~~	~~19~~	~~230~~	~~9~~	~~0~~	~~25~~	~~308~~	~~38~~	~~0~~
5:45 PM	6:00 PM	~~53~~	~~19~~	~~13~~	~~0~~	~~14~~	~~10~~	~~14~~	~~0~~	~~18~~	~~298~~	~~1~~	~~1~~	~~17~~	~~314~~	~~34~~	~~1~~
PM Peak Hour Volumes		**252**	**101**	**89**	**1**	**46**	**55**	**72**	**1**	**98**	**1039**	**22**	**4**	**102**	**1325**	**176**	**4**
Approach Total			442				173				1159				1603		
Upstram TAQA Volume			435				170				1193				1696		
Adjusted TAQA Volume			442				173				1,211				1,721		
Congestion Factor			1.00				1.00				1.04				1.07		
AM Peak Adj. Vol.		252	101	89		46	55	72		102	1,086	23		110	1,423	189	
								Intersection									
PM Peak Hour Factor			*0.82*				*0.79*	0.96			*0.92*				*0.95*		

Traffic Count Data Sheet

Year Counts Taken: **2017**

E-W Street: **Los Volcanes Rd.**
N-S Street: **Coors Blvd.**

Speed Limit (Los Volcanes Rd.)= **25** MPH
Speed Limit (Coors Blvd.)= **45** MPH

Signalized

6/8/17

Begin Time	End Time	Eastbound (Los Volcanes Rd.)				Westbound (Los Volcanes Rd.)				Northbound (Coors Blvd.)				Southbound (Coors Blvd.)			
		L	T	R	Pedestrians	L	T	R	Pedestrians	L	T	R	Pedestrians	L	T	R	Pedestrians
7:00 AM	7:15 AM	~~25~~	~~0~~	~~14~~	~~0~~	~~0~~	~~0~~	~~0~~	~~0~~	~~4~~	~~217~~	~~0~~	~~0~~	~~0~~	~~167~~	~~27~~	~~0~~
7:15 AM	7:30 AM	**36**	**0**	**9**	**0**	**0**	**0**	**0**	**0**	**7**	**269**	**0**	**0**	**0**	**143**	**21**	**0**
7:30 AM	7:45 AM	**31**	**0**	**11**	**0**	**0**	**0**	**0**	**0**	**16**	**274**	**0**	**0**	**0**	**184**	**32**	**0**
7:45 AM	8:00 AM	**36**	**0**	**13**	**0**	**0**	**0**	**0**	**1**	**18**	**268**	**0**	**1**	**0**	**195**	**40**	**1**
8:00 AM	8:15 AM	**28**	**0**	**11**	**0**	**0**	**0**	**0**	**0**	**18**	**228**	**0**	**0**	**0**	**170**	**29**	**0**
8:15 AM	8:30 AM	~~35~~	~~0~~	~~18~~	~~1~~	~~0~~	~~0~~	~~0~~	~~0~~	~~8~~	~~226~~	~~0~~	~~0~~	~~0~~	~~158~~	~~18~~	~~0~~
8:30 AM	8:45 AM	~~29~~	~~0~~	~~14~~	~~0~~	~~0~~	~~0~~	~~0~~	~~0~~	~~4~~	~~248~~	~~0~~	~~0~~	~~0~~	~~190~~	~~23~~	~~0~~
8:45 AM	9:00 AM	~~24~~	~~0~~	~~18~~	~~0~~	~~0~~	~~0~~	~~0~~	~~0~~	~~20~~	~~257~~	~~0~~	~~0~~	~~0~~	~~189~~	~~26~~	~~0~~
AM Peak Hour Volumes		**131**	**0**	**44**	**0**	**0**	**0**	**0**	**1**	**59**	**1039**	**0**	**1**	**0**	**692**	**122**	**1**
% of Total Traffic		6.3%	0.0%	2.1%		0.0%	0.0%	0.0%		2.8%	49.7%	0.0%		0.0%	33.1%	5.8%	
% Directional			8.4%				0.0%		**Intersection**		52.6%				39.0%		
AM Peak Hour Factor			*0.89*				*#DIV/0!*		**0.92**		*0.95*				*0.87*		

Begin Time	End Time	Eastbound (Los Volcanes Rd.)				Westbound (Los Volcanes Rd.)				Northbound (Coors Blvd.)				Southbound (Coors Blvd.)			
		L	T	R	Pedestrians	L	T	R	Pedestrians	L	T	R	Pedestrians	L	T	R	Pedestrians
4:00 PM	4:15 PM	~~36~~	~~0~~	~~32~~	~~1~~	~~0~~	~~0~~	~~0~~	~~0~~	~~16~~	~~217~~	~~0~~	~~2~~	~~0~~	~~390~~	~~32~~	~~1~~
4:15 PM	4:30 PM	**25**	**0**	**19**	**0**	**0**	**0**	**0**	**0**	**12**	**262**	**0**	**0**	**0**	**409**	**33**	**0**
4:30 PM	4:45 PM	**53**	**0**	**25**	**0**	**0**	**0**	**0**	**0**	**21**	**261**	**0**	**0**	**0**	**406**	**35**	**0**
4:45 PM	5:00 PM	**33**	**0**	**19**	**0**	**0**	**0**	**0**	**0**	**15**	**277**	**0**	**1**	**0**	**388**	**31**	**1**
5:00 PM	5:15 PM	**49**	**0**	**26**	**0**	**0**	**0**	**0**	**0**	**12**	**281**	**0**	**0**	**0**	**387**	**32**	**0**
5:15 PM	5:30 PM	~~33~~	~~0~~	~~15~~	~~0~~	~~0~~	~~0~~	~~0~~	~~0~~	~~21~~	~~267~~	~~0~~	~~0~~	~~0~~	~~376~~	~~34~~	~~0~~
5:30 PM	5:45 PM	~~28~~	~~0~~	~~23~~	~~0~~	~~0~~	~~0~~	~~0~~	~~0~~	~~15~~	~~243~~	~~0~~	~~0~~	~~0~~	~~347~~	~~32~~	~~0~~
5:45 PM	6:00 PM	~~30~~	~~0~~	~~21~~	~~0~~	~~0~~	~~0~~	~~0~~	~~0~~	~~12~~	~~220~~	~~0~~	~~2~~	~~0~~	~~385~~	~~29~~	~~0~~
PM Peak Hour Volumes		**160**	**0**	**89**	**0**	**0**	**0**	**0**	**0**	**60**	**1081**	**0**	**1**	**0**	**1590**	**131**	**1**
% of Total Traffic		5.1%	0.0%	2.9%		0.0%	0.0%	0.0%		1.9%	34.7%	0.0%		0.0%	51.1%	4.2%	
% Directional			8.0%				0.0%		**Intersection**		36.7%				55.3%		
PM Peak Hour Factor			*0.80*				*#DIV/0!*		**0.97**		*0.97*				*0.97*		

Traffic Count Data Sheet

Year Counts Taken: **2018**

E-W Street: **Central Av.**
N-S Street: **Unser Bd.**

Speed Limit (Central Av.)= **55** MPH
Speed Limit (Unser Bd.)= **35** MPH

Signalized

7/12/18

Begin Time	End Time	Eastbound (Central Av.)				Westbound (Central Av.)				Northbound (Unser Bd.)				Southbound (Unser Bd.)			
		L	T	R	Pedestrians	L	T	R	Pedestrians	L	T	R	Pedestrians	L	T	R	Pedestrians
7:00 AM	7:15 AM	~~64~~	~~93~~	~~3~~	~~4~~	~~5~~	~~26~~	~~14~~	~~1~~	~~4~~	~~253~~	~~20~~	~~0~~	~~14~~	~~69~~	~~26~~	~~1~~
7:15 AM	7:30 AM	**71**	**104**	**2**	**0**	**4**	**29**	**19**	**1**	**6**	**327**	**31**	**0**	**26**	**92**	**25**	**0**
7:30 AM	7:45 AM	**93**	**91**	**7**	**0**	**15**	**27**	**22**	**0**	**2**	**300**	**27**	**0**	**22**	**110**	**16**	**0**
7:45 AM	8:00 AM	**48**	**95**	**6**	**0**	**11**	**41**	**16**	**0**	**5**	**303**	**40**	**0**	**39**	**137**	**37**	**0**
8:00 AM	8:15 AM	**76**	**94**	**3**	**2**	**13**	**37**	**26**	**1**	**3**	**205**	**22**	**0**	**16**	**104**	**17**	**0**
8:15 AM	8:30 AM	~~46~~	~~66~~	~~3~~	~~0~~	~~9~~	~~41~~	~~13~~	~~0~~	~~2~~	~~226~~	~~17~~	~~0~~	~~27~~	~~108~~	~~23~~	~~0~~
8:30 AM	8:45 AM	~~56~~	~~76~~	~~3~~	~~0~~	~~12~~	~~44~~	~~21~~	~~2~~	~~11~~	~~192~~	~~16~~	~~0~~	~~25~~	~~93~~	~~18~~	~~0~~
8:45 AM	9:00 AM	~~52~~	~~78~~	~~5~~	~~0~~	~~8~~	~~42~~	~~9~~	~~0~~	~~4~~	~~185~~	~~48~~	~~5~~	~~28~~	~~103~~	~~22~~	~~0~~
AM Peak Hour Volumes		**288**	**384**	**18**	**2**	**43**	**134**	**83**	**2**	**16**	**1135**	**120**	**0**	**103**	**443**	**95**	**0**
% of Total Traffic		10.1%	13.4%	0.6%		1.5%	4.7%	2.9%		0.6%	39.6%	4.2%		3.6%	15.5%	3.3%	
% Directional			24.1%				9.1%		**Intersection**		44.4%				22.4%		
AM Peak Hour Factor			*0.90*				*0.86*		0.92		*0.87*				*0.75*		

Begin Time	End Time	Eastbound (Central Av.)				Westbound (Central Av.)				Northbound (Unser Bd.)				Southbound (Unser Bd.)			
		L	T	R	Pedestrians	L	T	R	Pedestrians	L	T	R	Pedestrians	L	T	R	Pedestrians
4:00 PM	4:15 PM	~~44~~	~~71~~	~~6~~	~~0~~	~~19~~	~~78~~	~~13~~	~~0~~	~~10~~	~~141~~	~~20~~	~~0~~	~~47~~	~~259~~	~~37~~	~~0~~
4:15 PM	4:30 PM	~~43~~	~~79~~	~~6~~	~~1~~	~~36~~	~~79~~	~~18~~	~~0~~	~~3~~	~~142~~	~~25~~	~~0~~	~~25~~	~~271~~	~~29~~	~~1~~
4:30 PM	4:45 PM	**48**	**89**	**5**	**0**	**27**	**88**	**11**	**0**	**9**	**202**	**22**	**0**	**26**	**269**	**27**	**0**
4:45 PM	5:00 PM	**38**	**96**	**14**	**2**	**18**	**91**	**13**	**0**	**14**	**220**	**29**	**0**	**35**	**265**	**36**	**0**
5:00 PM	5:15 PM	**45**	**94**	**4**	**0**	**23**	**82**	**14**	**0**	**15**	**173**	**21**	**0**	**30**	**263**	**38**	**1**
5:15 PM	5:30 PM	**41**	**100**	**11**	**1**	**21**	**81**	**19**	**2**	**14**	**175**	**27**	**0**	**35**	**254**	**40**	**0**
5:30 PM	5:45 PM	~~57~~	~~90~~	~~11~~	~~1~~	~~24~~	~~85~~	~~14~~	~~0~~	~~12~~	~~201~~	~~24~~	~~0~~	~~24~~	~~244~~	~~36~~	~~0~~
5:45 PM	6:00 PM	~~36~~	~~103~~	~~7~~	~~0~~	~~24~~	~~81~~	~~12~~	~~0~~	~~12~~	~~161~~	~~23~~	~~0~~	~~33~~	~~272~~	~~36~~	~~0~~
PM Peak Hour Volumes		**172**	**379**	**34**	**3**	**89**	**342**	**57**	**2**	**52**	**770**	**99**	**0**	**126**	**1051**	**141**	**1**
% of Total Traffic		5.2%	11.4%	1.0%		2.7%	10.3%	1.7%		1.6%	23.2%	3.0%		3.8%	31.7%	4.3%	
% Directional			17.6%				14.7%		**Intersection**		27.8%				39.7%		
PM Peak Hour Factor			*0.96*				*0.97*		0.95		*0.88*				*0.98*		

Traffic Count Data Sheet

Year Counts Taken: **2018**

E-W Street: **Bluewater Rd.**
N-S Street: **Unser Bd.**

Signalized

Speed Limit (Bluewater Rd.)= **25** MPH
Speed Limit (Unser Bd.)= **35** MPH
7/12/18

Begin Time	End Time	Eastbound (Bluewater Rd.)				Westbound (Bluewater Rd.)				Northbound (Unser Bd.)				Southbound (Unser Bd.)			
		L	T	R	Pedestrians	L	T	R	Pedestrians	L	T	R	Pedestrians	L	T	R	Pedestrians
7:00 AM	7:15 AM	~~15~~	~~7~~	~~6~~	~~0~~	~~4~~	~~2~~	~~7~~	~~0~~	~~10~~	~~291~~	~~27~~	~~0~~	~~19~~	~~87~~	~~19~~	~~0~~
7:15 AM	7:30 AM	18	10	12	0	3	0	12	0	7	388	18	0	31	135	12	0
7:30 AM	7:45 AM	28	13	10	0	6	6	7	0	3	381	32	1	25	174	13	0
7:45 AM	8:00 AM	26	10	7	0	13	5	18	0	6	320	23	0	29	173	8	0
8:00 AM	8:15 AM	18	7	8	0	7	8	11	1	5	286	6	0	20	140	19	0
8:15 AM	8:30 AM	~~14~~	~~4~~	~~2~~	~~0~~	~~6~~	~~5~~	~~13~~	~~0~~	~~4~~	~~275~~	~~8~~	~~0~~	~~24~~	~~156~~	~~10~~	~~0~~
8:30 AM	8:45 AM	~~16~~	~~6~~	~~9~~	~~0~~	~~3~~	~~7~~	~~4~~	~~1~~	~~5~~	~~257~~	~~10~~	~~0~~	~~23~~	~~135~~	~~6~~	~~0~~
8:45 AM	9:00 AM	~~23~~	~~12~~	~~5~~	~~0~~	~~6~~	~~3~~	~~9~~	~~0~~	~~2~~	~~236~~	~~14~~	~~0~~	~~22~~	~~138~~	~~11~~	~~0~~
AM Peak Hour Volumes		**90**	**40**	**37**	**0**	**29**	**19**	**48**	**1**	**21**	**1375**	**79**	**1**	**105**	**622**	**52**	**0**
% of Total Traffic		3.6%	1.6%	1.5%		1.2%	0.8%	1.9%		0.8%	54.6%	3.1%		4.2%	24.7%	2.1%	
% Directional			6.6%				3.8%		Intersection		58.6%				30.9%		
AM Peak Hour Factor			*0.82*				*0.67*		0.90		*0.89*				*0.92*		

Begin Time	End Time	Eastbound (Bluewater Rd.)				Westbound (Bluewater Rd.)				Northbound (Unser Bd.)				Southbound (Unser Bd.)			
		L	T	R	Pedestrians	L	T	R	Pedestrians	L	T	R	Pedestrians	L	T	R	Pedestrians
4:00 PM	4:15 PM	~~23~~	~~9~~	~~8~~	~~0~~	~~25~~	~~26~~	~~40~~	~~0~~	~~7~~	~~180~~	~~10~~	~~0~~	~~19~~	~~318~~	~~14~~	~~0~~
4:15 PM	4:30 PM	~~15~~	~~6~~	~~8~~	~~0~~	~~15~~	~~16~~	~~39~~	~~0~~	~~10~~	~~191~~	~~13~~	~~0~~	~~12~~	~~331~~	~~34~~	~~0~~
4:30 PM	4:45 PM	~~14~~	~~4~~	~~9~~	~~0~~	~~12~~	~~27~~	~~46~~	~~0~~	~~7~~	~~215~~	~~15~~	~~0~~	~~23~~	~~288~~	~~32~~	~~0~~
4:45 PM	5:00 PM	26	9	16	0	22	15	36	0	7	211	55	1	12	303	27	0
5:00 PM	5:15 PM	26	19	8	0	22	31	52	0	12	238	8	0	11	349	23	0
5:15 PM	5:30 PM	16	11	8	0	23	24	35	0	7	224	13	0	16	301	38	1
5:30 PM	5:45 PM	24	11	7	0	20	22	33	0	9	245	13	0	22	318	16	0
5:45 PM	6:00 PM	~~16~~	~~6~~	~~9~~	~~0~~	~~25~~	~~26~~	~~43~~	~~0~~	~~5~~	~~208~~	~~10~~	~~0~~	~~23~~	~~335~~	~~28~~	~~0~~
PM Peak Hour Volumes		**92**	**50**	**39**	**0**	**87**	**92**	**156**	**0**	**35**	**918**	**89**	**1**	**61**	**1271**	**104**	**1**
% of Total Traffic		3.1%	1.7%	1.3%		2.9%	3.1%	5.2%		1.2%	30.7%	3.0%		2.0%	42.5%	3.5%	
% Directional			6.0%				11.2%		Intersection		34.8%				48.0%		
PM Peak Hour Factor			*0.85*				*0.80*		0.94		*0.95*				*0.94*		

Traffic Count Data Sheet

Year Counts Taken: **2018**

E-W Street: **Los Volcanes Rd.**
N-S Street: **Unser Bd.**

Signalized

Speed Limit (Los Volcanes Rd.)= **25** MPH
Speed Limit (Unser Bd.)= **35** MPH
7/12/18

Begin Time	End Time	Eastbound (Los Volcanes Rd.)				Westbound (Los Volcanes Rd.)				Northbound (Unser Bd.)				Southbound (Unser Bd.)			
		L	T	R	Pedestrians	L	T	R	Pedestrians	L	T	R	Pedestrians	L	T	R	Pedestrians
7:00 AM	7:15 AM	111	27	3	1	15	47	61	0	19	659	52	0	103	275	45	0
7:15 AM	7:30 AM	74	32	3	0	28	14	48	0	4	324	90	0	72	169	18	0
7:30 AM	7:45 AM	42	11	1	0	32	9	40	0	5	334	40	0	65	173	24	0
7:45 AM	8:00 AM	56	11	6	0	13	6	44	0	1	289	27	0	45	159	22	0
8:00 AM	8:15 AM	78	12	10	0	10	2	30	1	6	267	21	0	44	164	28	0
8:15 AM	8:30 AM	63	13	10	0	8	2	35	0	4	258	23	0	32	143	18	0
8:30 AM	8:45 AM	39	8	8	0	5	7	25	0	7	237	23	0	43	160	14	0
8:45 AM	9:00 AM	17	3	2	0	8	6	18	0	7	93	13	0	26	66	6	0
AM Peak Hour Volumes		**283**	**81**	**13**	**1**	**88**	**76**	**193**	**0**	**29**	**1606**	**209**	**0**	**285**	**776**	**109**	**0**
% of Total Traffic		7.6%	2.2%	0.3%		2.3%	2.0%	5.1%		0.8%	42.8%	5.6%		7.6%	20.7%	2.9%	
% Directional			10.1%				9.5%		Intersection		49.2%				31.2%		
AM Peak Hour Factor			0.67				0.73		0.66		0.63				0.69		

Begin Time	End Time	Eastbound (Los Volcanes Rd.)				Westbound (Los Volcanes Rd.)				Northbound (Unser Bd.)				Southbound (Unser Bd.)			
		L	T	R	Pedestrians	L	T	R	Pedestrians	L	T	R	Pedestrians	L	T	R	Pedestrians
4:00 PM	4:15 PM	23	10	7	0	30	11	53	0	3	221	21	0	33	305	27	0
4:15 PM	4:30 PM	19	6	6	0	21	10	44	0	4	218	17	0	47	349	22	0
4:30 PM	4:45 PM	48	5	7	0	34	10	64	0	5	234	31	0	43	286	20	0
4:45 PM	5:00 PM	40	14	4	0	23	6	45	0	4	275	25	0	61	313	24	0
5:00 PM	5:15 PM	48	14	16	0	59	33	74	0	7	277	44	0	55	288	22	0
5:15 PM	5:30 PM	39	12	6	0	26	14	55	0	5	256	16	0	40	321	36	0
5:30 PM	5:45 PM	32	11	4	0	24	18	47	0	5	264	29	0	36	309	26	0
5:45 PM	6:00 PM	28	10	4	0	20	6	36	0	4	234	25	0	43	368	39	0
PM Peak Hour Volumes		**159**	**51**	**30**	**0**	**132**	**71**	**221**	**0**	**21**	**1072**	**114**	**0**	**192**	**1231**	**108**	**0**
% of Total Traffic		4.7%	1.5%	0.9%		3.9%	2.1%	6.5%		0.6%	31.5%	3.4%		5.6%	36.2%	3.2%	
% Directional			7.1%				12.5%		Intersection		35.5%				45.0%		
PM Peak Hour Factor			0.77				0.64		0.91		0.92				0.96		

Traffic Count Data Sheet

Year Counts Taken: **2018**

E-W Street: **I-40 N. Ramp**
N-S Street: **Unser Bd.**

Speed Limit (I-40 N. Ramp)= **30** MPH
Speed Limit (Unser Bd.)= **35** MPH

Signalized

7/12/18

Begin Time	End Time	Eastbound (I-40 N. Ramp)				Westbound (I-40 N. Ramp)				Northbound (Unser Bd.)				Southbound (Unser Bd.)			
		L	T	R	Pedestrians	L	T	R	Pedestrians	L	T	R	Pedestrians	L	T	R	Pedestrians
7:00 AM	7:15 AM	~~0~~	~~0~~	~~0~~	~~0~~	~~87~~	~~0~~	~~0~~	~~0~~	~~4~~	~~400~~	~~0~~	~~1~~	~~0~~	~~100~~	~~14~~	~~0~~
7:15 AM	7:30 AM	0	0	0	0	81	1	0	0	4	150	0	0	0	441	13	0
7:30 AM	7:45 AM	0	0	0	0	85	0	0	0	3	173	0	0	0	465	23	0
7:45 AM	8:00 AM	0	0	0	0	99	0	0	1	5	191	0	0	0	383	16	0
8:00 AM	8:15 AM	0	0	0	0	71	0	0	0	6	179	0	0	0	367	14	0
8:15 AM	8:30 AM	~~0~~	~~0~~	~~0~~	~~0~~	~~79~~	~~0~~	~~0~~	~~0~~	~~11~~	~~141~~	~~0~~	~~0~~	~~0~~	~~308~~	~~20~~	~~0~~
8:30 AM	8:45 AM	~~0~~	~~0~~	~~0~~	~~0~~	~~62~~	~~0~~	~~0~~	~~0~~	~~4~~	~~134~~	~~0~~	~~0~~	~~0~~	~~328~~	~~18~~	~~0~~
8:45 AM	9:00 AM	~~0~~	~~0~~	~~0~~	~~0~~	~~76~~	~~0~~	~~0~~	~~0~~	~~5~~	~~121~~	~~0~~	~~0~~	~~0~~	~~281~~	~~34~~	~~2~~
AM Peak Hour Volumes		**0**	**0**	**0**	**0**	**336**	**1**	**0**	**1**	**18**	**693**	**0**	**0**	**0**	**1656**	**66**	**0**
% of Total Traffic		0.0%	0.0%	0.0%		12.1%	0.0%	0.0%		0.6%	25.0%	0.0%		0.0%	59.8%	2.4%	
% Directional			0.0%				12.2%		**Intersection**		25.7%				62.1%		
AM Peak Hour Factor			*#DIV/0!*				*0.85*		**0.92**		*0.91*				*0.88*		

Begin Time	End Time	Eastbound (I-40 N. Ramp)				Westbound (I-40 N. Ramp)				Northbound (Unser Bd.)				Southbound (Unser Bd.)			
		L	T	R	Pedestrians	L	T	R	Pedestrians	L	T	R	Pedestrians	L	T	R	Pedestrians
4:00 PM	4:15 PM	~~0~~	~~0~~	~~0~~	~~0~~	~~233~~	~~0~~	~~1~~	~~0~~	~~6~~	~~188~~	~~0~~	~~0~~	~~0~~	~~219~~	~~16~~	~~0~~
4:15 PM	4:30 PM	~~0~~	~~0~~	~~0~~	~~0~~	~~266~~	~~0~~	~~0~~	~~0~~	~~11~~	~~175~~	~~0~~	~~0~~	~~0~~	~~221~~	~~26~~	~~0~~
4:30 PM	4:45 PM	~~0~~	~~0~~	~~0~~	~~0~~	~~254~~	~~0~~	~~1~~	~~0~~	~~12~~	~~209~~	~~0~~	~~0~~	~~0~~	~~208~~	~~19~~	~~0~~
4:45 PM	5:00 PM	~~0~~	~~0~~	~~0~~	~~0~~	~~222~~	~~0~~	~~0~~	~~0~~	~~6~~	~~209~~	~~0~~	~~0~~	~~0~~	~~248~~	~~15~~	~~0~~
5:00 PM	5:15 PM	0	0	0	0	205	1	0	0	8	270	0	0	0	264	15	0
5:15 PM	5:30 PM	0	0	0	0	237	0	0	0	2	235	0	0	0	238	27	0
5:30 PM	5:45 PM	0	0	0	0	228	0	1	0	8	238	0	0	0	237	16	0
5:45 PM	6:00 PM	0	0	0	0	250	0	0	0	10	167	0	0	0	289	12	0
PM Peak Hour Volumes		**0**	**0**	**0**	**0**	**920**	**1**	**1**	**0**	**28**	**910**	**0**	**0**	**0**	**1028**	**70**	**0**
% of Total Traffic		0.0%	0.0%	0.0%		31.1%	0.0%	0.0%		0.9%	30.8%	0.0%		0.0%	34.8%	2.4%	
% Directional			0.0%				31.2%		**Intersection**		31.7%				37.1%		
PM Peak Hour Factor			*#DIV/0!*				*0.92*		**0.97**		*0.84*				*0.91*		

Traffic Count Data Sheet

Year Counts Taken: **2018**

E-W Street: **Ladera Dr.**
N-S Street: **Unser Bd.**

Signalized

Speed Limit (Ladera Dr.)= **40** MPH
Speed Limit (Unser Bd.)= **35** MPH
7/12/18

Begin Time	End Time	Eastbound (Ladera Dr.)				Westbound (Ladera Dr.)				Northbound (Unser Bd.)				Southbound (Unser Bd.)			
		L	T	R	Pedestrians	L	T	R	Pedestrians	L	T	R	Pedestrians	L	T	R	Pedestrians
7:00 AM	7:15 AM	~~37~~	~~40~~	~~73~~	~~0~~	~~66~~	~~16~~	~~27~~	~~0~~	~~19~~	~~110~~	~~31~~	~~0~~	~~24~~	~~236~~	~~9~~	~~0~~
7:15 AM	7:30 AM	**35**	**51**	**106**	**1**	**96**	**12**	**19**	**0**	**18**	**137**	**20**	**0**	**26**	**248**	**4**	**0**
7:30 AM	7:45 AM	**49**	**35**	**112**	**0**	**81**	**11**	**41**	**0**	**30**	**133**	**56**	**0**	**34**	**297**	**18**	**0**
7:45 AM	8:00 AM	**45**	**42**	**110**	**0**	**75**	**21**	**42**	**1**	**31**	**162**	**37**	**0**	**24**	**285**	**21**	**0**
8:00 AM	8:15 AM	**41**	**52**	**78**	**0**	**50**	**24**	**24**	**0**	**27**	**200**	**36**	**0**	**15**	**238**	**7**	**0**
8:15 AM	8:30 AM	~~53~~	~~47~~	~~56~~	~~0~~	~~56~~	~~17~~	~~25~~	~~0~~	~~13~~	~~169~~	~~25~~	~~0~~	~~38~~	~~250~~	~~12~~	~~0~~
8:30 AM	8:45 AM	~~39~~	~~43~~	~~62~~	~~0~~	~~74~~	~~20~~	~~27~~	~~0~~	~~20~~	~~113~~	~~31~~	~~0~~	~~30~~	~~206~~	~~19~~	~~0~~
8:45 AM	9:00 AM	~~27~~	~~47~~	~~66~~	~~0~~	~~83~~	~~19~~	~~25~~	~~0~~	~~17~~	~~121~~	~~30~~	~~0~~	~~21~~	~~210~~	~~8~~	~~0~~
AM Peak Hour Volumes		**170**	**180**	**406**	**1**	**302**	**68**	**126**	**1**	**106**	**632**	**149**	**0**	**99**	**1068**	**50**	**0**
% of Total Traffic		5.1%	5.4%	12.1%		9.0%	2.0%	3.8%		3.2%	18.8%	4.4%		2.9%	31.8%	1.5%	
% Directional			22.5%				14.8%		Intersection		26.4%				36.3%		
AM Peak Hour Factor			*0.96*				*0.90*		0.94		*0.84*				*0.87*		

Begin Time	End Time	Eastbound (Ladera Dr.)				Westbound (Ladera Dr.)				Northbound (Unser Bd.)				Southbound (Unser Bd.)			
		L	T	R	Pedestrians	L	T	R	Pedestrians	L	T	R	Pedestrians	L	T	R	Pedestrians
4:00 PM	4:15 PM	~~26~~	~~43~~	~~32~~	~~0~~	~~68~~	~~61~~	~~55~~	~~0~~	~~64~~	~~272~~	~~58~~	~~0~~	~~46~~	~~196~~	~~16~~	~~0~~
4:15 PM	4:30 PM	~~38~~	~~53~~	~~25~~	~~0~~	~~82~~	~~49~~	~~56~~	~~0~~	~~70~~	~~304~~	~~55~~	~~0~~	~~41~~	~~156~~	~~24~~	~~0~~
4:30 PM	4:45 PM	~~35~~	~~50~~	~~39~~	~~0~~	~~72~~	~~74~~	~~50~~	~~0~~	~~75~~	~~325~~	~~67~~	~~0~~	~~66~~	~~183~~	~~29~~	~~0~~
4:45 PM	5:00 PM	~~16~~	~~49~~	~~27~~	~~0~~	~~60~~	~~56~~	~~38~~	~~0~~	~~66~~	~~309~~	~~33~~	~~0~~	~~40~~	~~144~~	~~9~~	~~0~~
5:00 PM	5:15 PM	**35**	**43**	**27**	**0**	**68**	**68**	**56**	**0**	**84**	**331**	**56**	**0**	**54**	**218**	**24**	**0**
5:15 PM	5:30 PM	**43**	**41**	**45**	**0**	**65**	**71**	**69**	**0**	**97**	**362**	**62**	**0**	**46**	**170**	**30**	**0**
5:30 PM	5:45 PM	**58**	**45**	**39**	**0**	**71**	**70**	**60**	**0**	**117**	**341**	**67**	**0**	**59**	**154**	**33**	**0**
5:45 PM	6:00 PM	**49**	**54**	**44**	**0**	**80**	**67**	**48**	**0**	**92**	**243**	**56**	**0**	**40**	**205**	**32**	**0**
PM Peak Hour Volumes		**185**	**183**	**155**	**0**	**284**	**276**	**233**	**0**	**390**	**1277**	**241**	**0**	**199**	**747**	**119**	**0**
% of Total Traffic		4.3%	4.3%	3.6%		6.6%	6.4%	5.4%		9.1%	29.8%	5.6%		4.6%	17.4%	2.8%	
% Directional			12.2%				18.5%		Intersection		44.5%				24.8%		
PM Peak Hour Factor			*0.89*				*0.97*		0.96		*0.91*				*0.90*		

Traffic Count Data Sheet

Year Counts Taken: **2018**

E-W Street: **I-40 S.Ramp**
N-S Street: **Unser Bd.**

Speed Limit (I-40 S.Ramp)= **30** MPH
Speed Limit (Unser Bd.)= **35** MPH

Unsignalized

7/12/18

Begin Time	End Time	Eastbound (I-40 S.Ramp)				Westbound (I-40 S.Ramp)				Northbound (Unser Bd.)				Southbound (Unser Bd.)			
		L	T	R	Pedestrians	L	T	R	Pedestrians	L	T	R	Pedestrians	L	T	R	Pedestrians
7:00 AM	7:15 AM	~~2~~	~~1~~	~~13~~	~~0~~	~~0~~	~~0~~	~~0~~	~~0~~	~~0~~	~~161~~	~~226~~	~~0~~	~~0~~	~~130~~	~~313~~	~~0~~
7:15 AM	7:30 AM	**9**	**0**	**10**	**0**	**0**	**0**	**0**	**0**	**0**	**145**	**230**	**0**	**0**	**247**	**322**	**0**
7:30 AM	7:45 AM	**12**	**0**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**197**	**241**	**0**	**0**	**277**	**287**	**0**
7:45 AM	8:00 AM	**16**	**0**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**186**	**151**	**0**	**0**	**251**	**230**	**0**
8:00 AM	8:15 AM	**16**	**0**	**9**	**0**	**0**	**0**	**0**	**0**	**0**	**156**	**238**	**0**	**0**	**216**	**234**	**0**
8:15 AM	8:30 AM	~~13~~	~~0~~	~~6~~	~~1~~	~~0~~	~~0~~	~~0~~	~~0~~	~~0~~	~~127~~	~~209~~	~~0~~	~~0~~	~~214~~	~~206~~	~~0~~
8:30 AM	8:45 AM	~~12~~	~~0~~	~~9~~	~~0~~	~~0~~	~~0~~	~~0~~	~~0~~	~~0~~	~~112~~	~~186~~	~~2~~	~~0~~	~~206~~	~~204~~	~~0~~
8:45 AM	9:00 AM	~~15~~	~~0~~	~~14~~	~~0~~	~~0~~	~~0~~	~~0~~	~~0~~	~~0~~	~~106~~	~~136~~	~~0~~	~~0~~	~~176~~	~~161~~	~~0~~
AM Peak Hour Volumes		**53**	**0**	**29**	**0**	**0**	**0**	**0**	**0**	**0**	**684**	**860**	**0**	**0**	**991**	**1073**	**0**
% of Total Traffic		1.4%	0.0%	0.8%		0.0%	0.0%	0.0%		0.0%	18.5%	23.3%		0.0%	26.9%	29.1%	
% Directional			2.2%				0.0%		Intersection		41.8%				55.9%		
AM Peak Hour Factor			*0.82*				*#DIV/0!*		0.91		*0.88*				*0.91*		

Begin Time	End Time	Eastbound (I-40 S.Ramp)				Westbound (I-40 S.Ramp)				Northbound (Unser Bd.)				Southbound (Unser Bd.)			
		L	T	R	Pedestrians	L	T	R	Pedestrians	L	T	R	Pedestrians	L	T	R	Pedestrians
4:00 PM	4:15 PM	~~15~~	~~0~~	~~10~~	~~0~~	~~0~~	~~0~~	~~0~~	~~0~~	~~0~~	~~192~~	~~106~~	~~0~~	~~0~~	~~413~~	~~77~~	~~0~~
4:15 PM	4:30 PM	~~18~~	~~0~~	~~10~~	~~0~~	~~0~~	~~0~~	~~0~~	~~0~~	~~0~~	~~197~~	~~84~~	~~0~~	~~0~~	~~376~~	~~78~~	~~0~~
4:30 PM	4:45 PM	**17**	**0**	**9**	**0**	**0**	**0**	**0**	**0**	**0**	**228**	**112**	**8**	**0**	**396**	**81**	**0**
4:45 PM	5:00 PM	**13**	**0**	**12**	**0**	**0**	**0**	**0**	**0**	**0**	**213**	**132**	**0**	**0**	**383**	**80**	**0**
5:00 PM	5:15 PM	**16**	**0**	**15**	**0**	**0**	**0**	**0**	**0**	**0**	**231**	**98**	**0**	**0**	**386**	**91**	**0**
5:15 PM	5:30 PM	**35**	**0**	**13**	**0**	**0**	**0**	**0**	**0**	**0**	**378**	**240**	**0**	**0**	**785**	**161**	**0**
5:30 PM	5:45 PM	~~13~~	~~0~~	~~6~~	~~0~~	~~0~~	~~0~~	~~0~~	~~0~~	~~0~~	~~179~~	~~95~~	~~0~~	~~0~~	~~429~~	~~85~~	~~0~~
5:45 PM	6:00 PM	~~13~~	~~0~~	~~10~~	~~0~~	~~0~~	~~0~~	~~0~~	~~0~~	~~0~~	~~147~~	~~120~~	~~5~~	~~0~~	~~342~~	~~79~~	~~0~~
PM Peak Hour Volumes		**81**	**0**	**49**	**0**	**0**	**0**	**0**	**0**	**0**	**1050**	**582**	**8**	**0**	**1950**	**413**	**0**
% of Total Traffic		2.0%	0.0%	1.2%		0.0%	0.0%	0.0%		0.0%	25.5%	14.1%		0.0%	47.3%	10.0%	
% Directional			3.2%				0.0%		Intersection		39.6%				57.3%		
PM Peak Hour Factor			*0.68*				*#DIV/0!*		0.64		*0.66*				*0.62*		

Traffic Count Data Sheet

Year Counts Taken: **2018**

E-W Street: **Los Volcanes**
N-S Street: **Gallatin Pl.**

Speed Limit (Los Volcanes)= **30** MPH
Speed Limit (Gallatin Pl.)= **30** MPH

Signalized

9/12/18

Begin Time	End Time	Eastbound (Los Volcanes)				Westbound (Los Volcanes)				Northbound (Gallatin Pl.)				Southbound (Gallatin Pl.)			
		L	T	R	Pedestrians	L	T	R	Pedestrians	L	T	R	Pedestrians	L	T	R	Pedestrians
7:00 AM	7:15 AM	**92**	**38**	**4**	**0**	**5**	**33**	**6**	**0**	**2**	**2**	**1**	**0**	**0**	**0**	**50**	**0**
7:15 AM	7:30 AM	**123**	**36**	**6**	**0**	**3**	**60**	**11**	**0**	**2**	**1**	**3**	**0**	**4**	**2**	**99**	**0**
7:30 AM	7:45 AM	**28**	**65**	**5**	**0**	**3**	**52**	**2**	**0**	**1**	**1**	**6**	**0**	**0**	**2**	**47**	**0**
7:45 AM	8:00 AM	**47**	**98**	**7**	**0**	**6**	**69**	**8**	**0**	**2**	**0**	**65**	**0**	**1**	**1**	**20**	**0**
8:00 AM	8:15 AM	~~45~~	~~52~~	~~4~~	~~1~~	~~6~~	~~45~~	~~2~~	~~0~~	~~4~~	~~1~~	~~4~~	~~1~~	~~0~~	~~0~~	~~28~~	~~0~~
8:15 AM	8:30 AM	~~33~~	~~34~~	~~1~~	~~0~~	~~2~~	~~33~~	~~6~~	~~0~~	~~4~~	~~2~~	~~1~~	~~0~~	~~0~~	~~0~~	~~26~~	~~0~~
8:30 AM	8:45 AM	~~18~~	~~47~~	~~4~~	~~1~~	~~1~~	~~32~~	~~1~~	~~0~~	~~1~~	~~0~~	~~1~~	~~1~~	~~2~~	~~1~~	~~15~~	~~1~~
8:45 AM	9:00 AM	~~35~~	~~54~~	~~5~~	~~0~~	~~2~~	~~39~~	~~2~~	~~0~~	~~7~~	~~0~~	~~0~~	~~0~~	~~3~~	~~1~~	~~6~~	~~0~~
AM Peak Hour Volumes		**290**	**237**	**22**	**0**	**17**	**214**	**27**	**0**	**7**	**4**	**75**	**0**	**5**	**5**	**216**	**0**
% of Total Traffic		25.9%	21.2%	2.0%		1.5%	19.1%	2.4%		0.6%	0.4%	6.7%		0.4%	0.4%	19.3%	
% Directional			49.1%				23.1%		Intersection		7.7%				20.2%		
AM Peak Hour Factor			*0.83*				*0.78*		0.80		*0.32*				*0.54*		

Begin Time	End Time	Eastbound (Los Volcanes)				Westbound (Los Volcanes)				Northbound (Gallatin Pl.)				Southbound (Gallatin Pl.)			
		L	T	R	Pedestrians	L	T	R	Pedestrians	L	T	R	Pedestrians	L	T	R	Pedestrians
4:00 PM	4:15 PM	~~27~~	~~44~~	~~8~~	~~0~~	~~1~~	~~51~~	~~5~~	~~0~~	~~7~~	~~2~~	~~2~~	~~0~~	~~0~~	~~0~~	~~28~~	~~0~~
4:15 PM	4:30 PM	~~28~~	~~31~~	~~2~~	~~0~~	~~3~~	~~42~~	~~3~~	~~0~~	~~4~~	~~1~~	~~0~~	~~0~~	~~0~~	~~3~~	~~15~~	~~0~~
4:30 PM	4:45 PM	**21**	**41**	**1**	**0**	**1**	**55**	**7**	**1**	**11**	**2**	**2**	**0**	**2**	**1**	**32**	**0**
4:45 PM	5:00 PM	**28**	**37**	**6**	**1**	**1**	**55**	**0**	**0**	**8**	**0**	**1**	**0**	**5**	**0**	**34**	**0**
5:00 PM	5:15 PM	**51**	**46**	**3**	**0**	**2**	**60**	**11**	**1**	**10**	**0**	**2**	**0**	**3**	**0**	**47**	**0**
5:15 PM	5:30 PM	**33**	**37**	**0**	**0**	**0**	**61**	**5**	**0**	**5**	**1**	**1**	**0**	**2**	**0**	**34**	**0**
5:30 PM	5:45 PM	~~26~~	~~36~~	~~1~~	~~0~~	~~1~~	~~43~~	~~3~~	~~0~~	~~5~~	~~2~~	~~2~~	~~0~~	~~4~~	~~0~~	~~38~~	~~0~~
5:45 PM	6:00 PM	~~30~~	~~35~~	~~0~~	~~0~~	~~1~~	~~51~~	~~7~~	~~0~~	~~3~~	~~1~~	~~1~~	~~0~~	~~3~~	~~0~~	~~49~~	~~0~~
PM Peak Hour Volumes		**133**	**161**	**10**	**1**	**4**	**231**	**23**	**2**	**34**	**3**	**6**	**0**	**12**	**1**	**147**	**0**
% of Total Traffic		17.3%	21.0%	1.3%		0.5%	30.1%	3.0%		4.4%	0.4%	0.8%		1.6%	0.1%	19.2%	
% Directional			39.6%				33.6%		Intersection		5.6%				20.9%		
PM Peak Hour Factor			*0.76*				*0.88*		0.81		*0.72*				*0.80*		

Terry O. Brown, P.E.
P. O. Box 92015
Albuquerque, NM 87199-2015
(505) 883-8807

Traffic Count Data Sheet

Year Counts Taken: **2018**

E-W Street: **Fortuna Rd.**
N-S Street: **Gallatin Pl.**

Speed Limit (Fortuna Rd.)= **30** MPH
Speed Limit (Gallatin Pl.)= **30** MPH

Signalized

9/12/18

Begin Time	End Time	Eastbound (Fortuna Rd.)				Westbound (Fortuna Rd.)				Northbound (Gallatin Pl.)				Southbound (Gallatin Pl.)			
		L	T	R	Pedestrians	L	T	R	Pedestrians	L	T	R	Pedestrians	L	T	R	Pedestrians
7:00 AM	7:15 AM	0	0	0	0	55	0	3	0	1	0	112	0	1	0	1	0
7:15 AM	7:30 AM	0	1	0	0	111	0	3	0	0	1	118	0	0	0	0	0
7:30 AM	7:45 AM	0	0	0	0	30	0	2	0	0	2	27	0	1	0	0	0
7:45 AM	8:00 AM	0	0	0	0	30	0	4	0	0	2	45	0	1	0	0	0
8:00 AM	8:15 AM	~~1~~	~~0~~	~~0~~	~~0~~	~~26~~	~~0~~	~~4~~	~~0~~	~~0~~	~~3~~	~~48~~	~~0~~	~~0~~	~~0~~	~~0~~	~~0~~
8:15 AM	8:30 AM	~~0~~	~~0~~	~~0~~	~~0~~	~~24~~	~~1~~	~~1~~	~~0~~	~~0~~	~~2~~	~~26~~	~~0~~	~~2~~	~~2~~	~~0~~	~~0~~
8:30 AM	8:45 AM	~~0~~	~~0~~	~~0~~	~~0~~	~~15~~	~~0~~	~~3~~	~~0~~	~~0~~	~~1~~	~~14~~	~~0~~	~~1~~	~~0~~	~~0~~	~~0~~
8:45 AM	9:00 AM	~~0~~	~~0~~	~~1~~	~~0~~	~~9~~	~~1~~	~~2~~	~~0~~	~~0~~	~~1~~	~~26~~	~~0~~	~~2~~	~~2~~	~~0~~	~~0~~
AM Peak Hour Volumes		**0**	**1**	**0**	**0**	**226**	**0**	**12**	**0**	**1**	**5**	**302**	**0**	**3**	**0**	**1**	**0**
% of Total Traffic		0.0%	0.2%	0.0%		41.0%	0.0%	2.2%		0.2%	0.9%	54.8%		0.5%	0.0%	0.2%	
% Directional			0.2%				43.2%		**Intersection**		55.9%				0.7%		
AM Peak Hour Factor			*0.25*				*0.52*		0.59		*0.65*				*0.50*		

Begin Time	End Time	Eastbound (Fortuna Rd.)				Westbound (Fortuna Rd.)				Northbound (Gallatin Pl.)				Southbound (Gallatin Pl.)			
		L	T	R	Pedestrians	L	T	R	Pedestrians	L	T	R	Pedestrians	L	T	R	Pedestrians
4:00 PM	4:15 PM	~~0~~	~~1~~	~~0~~	~~0~~	~~22~~	~~0~~	~~0~~	~~0~~	~~1~~	~~2~~	~~29~~	~~0~~	~~2~~	~~4~~	~~0~~	~~0~~
4:15 PM	4:30 PM	~~0~~	~~0~~	~~0~~	~~0~~	~~17~~	~~0~~	~~2~~	~~0~~	~~0~~	~~1~~	~~35~~	~~0~~	~~1~~	~~3~~	~~1~~	~~0~~
4:30 PM	4:45 PM	~~0~~	~~0~~	~~0~~	~~0~~	~~22~~	~~0~~	~~3~~	~~0~~	~~0~~	~~1~~	~~26~~	~~0~~	~~1~~	~~6~~	~~0~~	~~0~~
4:45 PM	5:00 PM	0	0	0	0	42	0	2	0	0	2	29	0	4	3	0	0
5:00 PM	5:15 PM	0	1	0	0	31	1	0	0	0	3	56	0	4	1	1	0
5:15 PM	5:30 PM	0	1	1	0	32	1	0	0	0	0	28	0	2	3	0	0
5:30 PM	5:45 PM	0	2	0	0	51	1	0	0	0	3	34	0	2	1	1	0
5:45 PM	6:00 PM	~~0~~	~~0~~	~~0~~	~~0~~	~~36~~	~~0~~	~~0~~	~~0~~	~~0~~	~~0~~	~~36~~	~~0~~	~~1~~	~~1~~	~~0~~	~~0~~
PM Peak Hour Volumes		**0**	**4**	**1**	**0**	**156**	**3**	**2**	**0**	**0**	**8**	**147**	**0**	**12**	**8**	**2**	**0**
% of Total Traffic		0.0%	1.2%	0.3%		45.5%	0.9%	0.6%		0.0%	2.3%	42.9%		3.5%	2.3%	0.6%	
% Directional			1.5%				46.9%		**Intersection**		45.2%				6.4%		
PM Peak Hour Factor			*0.63*				*0.77*		0.88		*0.66*				*0.79*		

Terry O. Brown, P.E.
P. O. Box 92015
Albuquerque, NM 87199-2015
(505) 883-8807

Traffic Count Data Sheet

Year Counts Taken: **2017**

E-W Street: **Fortuna Rd.**
N-S Street: **Coors Blvd.**

Speed Limit (Fortuna Rd.)= **25** MPH
Speed Limit (Coors Blvd.)= **45** MPH

Signalized

6/8/17

Begin Time	End Time	Eastbound (Fortuna Rd.)				Westbound (Fortuna Rd.)				Northbound (Coors Blvd.)				Southbound (Coors Blvd.)			
		L	T	R	Pedestrians	L	T	R	Pedestrians	L	T	R	Pedestrians	L	T	R	Pedestrians
7:00 AM	7:15 AM	~~27~~	~~3~~	~~2~~	~~0~~	~~6~~	~~3~~	~~19~~	~~0~~	~~6~~	~~215~~	~~1~~	~~0~~	~~8~~	~~173~~	~~9~~	~~1~~
7:15 AM	7:30 AM	**17**	**1**	**3**	**0**	**7**	**0**	**25**	**0**	**6**	**288**	**10**	**0**	**1**	**152**	**11**	**0**
7:30 AM	7:45 AM	**27**	**3**	**2**	**0**	**7**	**3**	**23**	**1**	**2**	**273**	**7**	**0**	**10**	**198**	**12**	**0**
7:45 AM	8:00 AM	**21**	**4**	**5**	**0**	**7**	**2**	**11**	**0**	**14**	**289**	**3**	**0**	**8**	**232**	**20**	**0**
8:00 AM	8:15 AM	**26**	**1**	**9**	**0**	**15**	**3**	**23**	**0**	**7**	**224**	**7**	**0**	**7**	**165**	**15**	**0**
8:15 AM	8:30 AM	~~13~~	~~1~~	~~1~~	~~0~~	~~5~~	~~2~~	~~16~~	~~0~~	~~4~~	~~248~~	~~5~~	~~0~~	~~8~~	~~173~~	~~14~~	~~0~~
8:30 AM	8:45 AM	~~19~~	~~5~~	~~6~~	~~1~~	~~8~~	~~2~~	~~15~~	~~0~~	~~10~~	~~248~~	~~6~~	~~1~~	~~15~~	~~193~~	~~14~~	~~0~~
8:45 AM	9:00 AM	~~16~~	~~4~~	~~4~~	~~1~~	~~6~~	~~2~~	~~11~~	~~0~~	~~12~~	~~272~~	~~4~~	~~0~~	~~16~~	~~201~~	~~14~~	~~0~~
AM Peak Hour Volumes		**91**	**9**	**19**	**0**	**36**	**8**	**82**	**1**	**29**	**1074**	**27**	**0**	**26**	**747**	**58**	**0**
% of Total Traffic		4.1%	0.4%	0.9%		1.6%	0.4%	3.7%		1.3%	48.7%	1.2%		1.2%	33.8%	2.6%	
% Directional			5.4%				5.7%		**Intersection**		51.2%				37.7%		
AM Peak Hour Factor			*0.83*				*0.77*		0.90		*0.92*				*0.80*		

Begin Time	End Time	Eastbound (Fortuna Rd.)				Westbound (Fortuna Rd.)				Northbound (Coors Blvd.)				Southbound (Coors Blvd.)			
		L	T	R	Pedestrians	L	T	R	Pedestrians	L	T	R	Pedestrians	L	T	R	Pedestrians
4:00 PM	4:15 PM	~~20~~	~~6~~	~~15~~	~~0~~	~~20~~	~~12~~	~~8~~	~~0~~	~~12~~	~~234~~	~~7~~	~~0~~	~~29~~	~~369~~	~~27~~	~~0~~
4:15 PM	4:30 PM	~~10~~	~~4~~	~~8~~	~~0~~	~~18~~	~~8~~	~~4~~	~~0~~	~~11~~	~~260~~	~~8~~	~~0~~	~~29~~	~~396~~	~~26~~	~~0~~
4:30 PM	4:45 PM	**20**	**3**	**6**	**2**	**18**	**9**	**9**	**0**	**11**	**277**	**11**	**0**	**22**	**396**	**31**	**0**
4:45 PM	5:00 PM	**18**	**7**	**18**	**0**	**17**	**7**	**8**	**0**	**6**	**281**	**9**	**1**	**25**	**383**	**29**	**0**
5:00 PM	5:15 PM	**27**	**8**	**18**	**0**	**17**	**12**	**14**	**0**	**18**	**288**	**8**	**0**	**35**	**366**	**17**	**0**
5:15 PM	5:30 PM	**21**	**9**	**12**	**0**	**22**	**12**	**9**	**3**	**10**	**275**	**6**	**0**	**21**	**380**	**30**	**1**
5:30 PM	5:45 PM	~~19~~	~~3~~	~~13~~	~~0~~	~~10~~	~~6~~	~~12~~	~~0~~	~~12~~	~~237~~	~~22~~	~~0~~	~~27~~	~~340~~	~~20~~	~~0~~
5:45 PM	6:00 PM	~~28~~	~~7~~	~~14~~	~~0~~	~~19~~	~~10~~	~~13~~	~~0~~	~~18~~	~~228~~	~~2~~	~~0~~	~~32~~	~~388~~	~~26~~	~~0~~
PM Peak Hour Volumes		**86**	**27**	**54**	**2**	**74**	**40**	**40**	**3**	**45**	**1121**	**34**	**1**	**103**	**1525**	**107**	**1**
% of Total Traffic		2.6%	0.8%	1.7%		2.3%	1.2%	1.2%		1.4%	34.4%	1.0%		3.2%	46.8%	3.3%	
% Directional			5.1%				4.7%		**Intersection**		36.8%				53.2%		
PM Peak Hour Factor			*0.79*				*0.90*		0.98		*0.96*				*0.97*		