

**CAÑON CITY
US HIGHWAY 50
ACCESS CONTROL PLAN
TECHNICAL APPENDIX**

APPENDIX A -	PUBLIC OUTREACH
APPENDIX B -	EXISTING ACCESS INVENTORY
APPENDIX C -	CRASH HISTORY
APPENDIX D -	TRAFFIC METHODOLOGY, DATA AND ANALYSIS
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APPENDIX A
PUBLIC OUTREACH

Open House #1
April 26, 2018

CAÑON CITY US 50 ACCESS CONTROL PLAN

ANSWERS TO FREQUENTLY ASKED QUESTIONS

What is an Access?

An access, as related to roadways, is a location where vehicles, bicycles, or pedestrians may enter and/or exit a roadway. Access may be public, such as a City street, or private, such as a driveway to a business or residence. Every property owner has the right of reasonable access to the general street system.

Why is access management beneficial?

Access management benefits communities by preserving and improving traffic operations along the State's most critical highways. Over the long term, efficiently managing existing roadways costs less than continually investing in capital improvements. Applying access management techniques can increase capacity on a highway by 20% to 40%.

Access management also has tremendous safety benefits. Studies have shown a 30% to 60% reduction in accidents on roadways where access management techniques are implemented.

The reduction in vehicle conflicts has the added benefit of improving traffic flow, reducing travel times, increasing fuel efficiency and contributing less to air pollution. Access management is also good for business, providing safe access to customers and retaining more of a community's original market area.

What is an Access Control Plan?

An access plan provides a unified vision of the future access needs for a particular roadway corridor. Generally, access plans seek a balance between state and local transportation objectives. The goal is to define safe and effective access to support the economic viability of the corridor, while preserving the functionality of the highway as a through roadway.

An access plan defines existing and future access locations and configurations, with consideration for spacing, traffic movements, circulation, and alternative access opportunities. The plan does not define specific capacity improvements, off-network improvements, or specific funding sources for access improvements. It is a long-range planning document that identifies access conditions that will be implemented as highway and land-use characteristics change.

Once an Access Control Plan is adopted, all action taken in regard to access must be in conformance with the Plan and State Highway Access Code design standards. Modifications to the plan must be approved by Cañon City and CDOT.

Why adopt this Access Control Plan?

This Access Control Plan is required by CDOT in order to implement Cañon City's Corridor Plan. The Corridor Plan, adopted by City Council in August 2015, details the City's vision for enhancing the US 50 corridor. A key component of the East Cañon District of the Corridor Plan is the elimination of the frontage road along the north side of US 50. This allows easier highway access for businesses, new multi-modal facilities, and better traffic operations.

How is the Access Control Plan implemented?

Prior to implementation of the Corridor Plan, Access Control will be implemented in the following cases:

1. Redevelopment that increases traffic by 20% or more
2. Publicly funded project by the City or CDOT
3. Development of safety or operational issues

CAÑON CITY US 50 ACCESS CONTROL PLAN

ANSWERS TO FREQUENTLY ASKED QUESTIONS

If redevelopment occurs prior to the construction of the East Cañon Corridor Plan, access to the frontage road will be consistent with the Access Control Plan.

Who is sponsoring the US 50 Access Control Plan?

Cañon City and CDOT are jointly sponsoring the US 50 Access Control Plan. Stolfus & Associates, Inc. is leading the development of the Plan.

What area does the project include?

The Access Control Plan study area covers approximately 1.5 miles of US 50 from 15th Street to the Abbey access.

How long will it take to complete the Access Control Plan?

The Cañon City US 50 Access Control Plan project began in November 2017. Development of the Access Control Plan recommendations will take approximately one year. Once the Plan has been completed, City officials and CDOT will formally adopt the plan through an Intergovernmental Agreement. Adoption is expected in October 2018.

How can I get more information about the project?

Visit the City's website at <http://www.canoncity.org/> or contact one of the project team representatives:

Adam Lancaster, PE, CFM
City Engineer
PO Box 1460
Cañon City, CO 81215
Phone: 719-269-9011
atlancaster@canoncity.org



Valerie Sword
Permit Unit Manager
CDOT – Region 2
905 Erie
PO Box 536
Pueblo, CO 81002
Phone: 719-546-5407
valerie.sword@state.co.us



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Andrew Amend, PE, PTOE
Consultant Project Manager
Stolfus & Associates, Inc.
5690 DTC Boulevard, Suite 560E
Greenwood Village, CO 80111
Phone: 303-221-2330
andrew@stolfusandassociates.com



Cañon City US 50 Access Control Plan
 Cañon City, Colorado
 PUBLIC OPEN HOUSE
 SIGN-IN SHEET
 April 26, 2018

Name	Representing	E-mail or Mailing Address
Norma Schumer		tschumer@aol.com
Paula Sheagley		rsheagley@gmail.com
Steve Lindner	LINDNER Chevrolet	travislindner@yahoo.com
Dan Ainsworth	Water on the Spot	ainsworth97@aol.com
Greg McLagan	Burger King	greg@cedon.com
John Vaughan	sears	Vaughan John D @ Centurylink.net
Julie	USPS	Julie D. Shaffer, USPS.gov
Jan Starika		jstarika1@churton.net
Nim Starika		
Edith Ann Lucas	Gateway Liquor	3055 E Hwy 50
Ed Lucas	GATEWAY LIQUOR	3055 E Hwy 50
John Lucas		3055 E Hwy 50
Larry Oddo	Winery at Holy Cross Abbey	3011 E Hwy 50
Paul Roller / Nori Ford	Roller's Donuts	2347 Fremont Dr
Dale & Sharon Dieter	ourselves	1008 S. 1st St.
Kim Decker	Citizen	496 Del Rey Ave. Cañon City, CO
Patricia Messer	The Abbey	9751 E Hwy 50 CC CO
David DeVecchio	Canon City Fire District	ddevecchio@canonfire.org
Cheryl Moore	Daily Record	425 Dozier Ave CC Co.
Carle Canterbury	4255 Fremont Dr.	canterburyc@canoncitydailyrecord.com
Bruce Jensen		brucej5@Bresnan.net
Bob McCann	346 Del Rey	
Brenda McKay	2951 E Hwy 50 - Abbey	mckbre80@yahoo.com
Rodney Symons	City Market	rodney.symons@stores.citymarket.com
Pat Oxford	Village Inn & Harbor Freight	
Tami Oxford	Village Inn & Harbor Freight	
Matt Taylor	Canon City Tire	1504 Royal Gorge Blvd
Robert Dillman	Village Inn	Boehrke Robert@gmail.com
Jeanne Clark	Citizen	
Andy Zahner	Citizen	
Tim P. Irish / Paton		Baefjerki390@yahoo.com
John Hamrick	Council	john.hamrick@canoncity.org

**Cañon City US 50 Access Control Plan
Cañon City, Colorado
PUBLIC OPEN HOUSE
SIGN-IN SHEET
April 26, 2018**

[illegible]

**CAÑON CITY US 50 ACCESS CONTROL PLAN
COMMENT SHEET
PUBLIC OPEN HOUSE
April 26, 2018**

Name: Nicola Hagans Representing: _____
Address: 407 N Orchard Ave City: Canon City State: CO Zip: 81212
Phone: 719-821-6846 Email: _____

Are you a (check all that apply):

- | | |
|--|---|
| ☐ Property Owner along US 50 Frontage Road | ☒ Cañon City Resident in project area |
| ☐ Business Owner/Lessee along US 50 Frontage Road | ☐ Member of the General Public |
| | ☐ Other _____ |

What elements or concepts of the plan do you support?

I am trying,

What elements or concepts of the plan do you dislike?

The ~~main~~ feeder Streets!! Re Routing Major amounts
Of traffic on to already horrible roads. Please focus
On the Side roads before you flood Hwy Traffic
On Residential Roads I have sooooo much more to

Do you have any concerns about how the plan will be implemented, i.e. redevelopment, public project, safety/operational issue? Major Safety Issues!

Say about
this!

Other comments:

~~Please~~ ~~response~~ I'm try to close on a positive
Note, but I cant find it, Sorry. Lets go back
to the drawing board please!

Please leave this with us, or mail or email by **May 10th** to:
Andrew Amend, PE, PTOE Stolfus & Associates, Inc.
5690 DTC Boulevard, Suite 560E, Greenwood Village, CO 80111
Phone: 303.221.2330
andrew@stolfusandassociates.com



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Thank you for your participation

**CAÑON CITY US 50 ACCESS CONTROL PLAN
COMMENT SHEET
PUBLIC OPEN HOUSE
April 26, 2018**

Name: Robert Boehnke Representing: Village Inn

Address: 36 Kyndra Ct City: Canon City State: CO Zip: 81212

Phone: 719-484-9805 Email: Boehnke@villageinn.com

Are you a (check all that apply):

- | | |
|---|---|
| ☐ Property Owner along US 50 Frontage Road | ☒ Cañon City Resident in project area |
| ☒ Business Owner/Lessee along US 50 Frontage Road | ☐ Member of the General Public |
| | ☐ Other _____ |

What elements or concepts of the plan do you support?

What elements or concepts of the plan do you dislike?

1) using parking lots to absorb traffic flows, increase accident potential, parking lots not designed for this

2) Amount of traffic out of Village Inn parking lot directed onto 19th street, then to Franklin Ave to Orchard to get headed east. Promoting U-turns can't be a sound solution, which I heard from your reps. Large trucks into residential roads. Do you have any concerns about how the plan will be implemented, i.e. redevelopment, public project, safety/operational issue? Frontage road provides a control into parking lots & leaving. Your plan creates traffic driving thru parking lots, using as a road where the congestion isn't controlled. More accidents!

Other comments:

Residential roads are not for increased traffic, potential increase of fatal accident with a child living there, do to these changes are not worth it.

Has any thought given to more intelligent stop lights, Improve what you have, cost effective. Amazed at people in business not aware of this proposal. This should be a concern.

Please leave this with us, or mail or email by **May 10th** to:

Andrew Amend, PE, PTOE Stolfus & Associates, Inc.
5690 DTC Boulevard, Suite 560E, Greenwood Village, CO 80111
Phone: 303.221.2330
andrew@stolfusandassociates.com



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**CAÑON CITY US 50 ACCESS CONTROL PLAN
COMMENT SHEET
PUBLIC OPEN HOUSE
April 26, 2018**

Name: LG OXFORD Representing: _____

Address: 231 PARK Lane City: CC State: _____ Zip: _____

Phone: 719-275-9643 Email: OXFORD 81212@MSN.COM

Are you a (check all that apply):

- | | |
|--|--|
| ☒ Property Owner along US 50 Frontage Road | ☐ Cañon City Resident in project area |
| ☐ Business Owner/Lessee along US 50 Frontage Road | ☐ Member of the General Public |
| | ☐ Other _____ |

What elements or concepts of the plan do you support?

What elements or concepts of the plan do you dislike?

The Access point between Big R & Oxford Property
is unacceptable. Delivery trucks are damaging Harbor
Freight's Property line will likely be sewered. There
is no access to the North of Harbor Freight building

Do you have any concerns about how the plan will be implemented, i.e. redevelopment, public project, safety/operational issue?

Using Residential streets for commercial traffic
is a dangerous proposal

Other comments:

Harbor Freight delivery Trucks would have to
exit thru Residential streets to get back on Hwy 50
Access point to Oxford Property would need to be
central to Harbor Freight & Village Inn

Please leave this with us, or mail or email by **May 10th** to:
Andrew Amend, PE, PTOE Stolfus & Associates, Inc.
5690 DTC Boulevard, Suite 560E, Greenwood Village, CO 80111
Phone: 303.221.2330
andrew@stolfusandassociates.com



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CAÑON CITY US 50 ACCESS CONTROL PLAN
COMMENT SHEET
PUBLIC OPEN HOUSE

April 26, 2018

Name: Paul Roller / Nori Ford Representing: Roller's Donuts
Address: 2347 Fremont Dr City: Cañon City State: CO Zip: 82102
Phone: 719-371-3315 Email: _____

Are you a (check all that apply):

- | | |
|--|--|
| ☒ Property Owner along US 50 Frontage Road | ☐ Cañon City Resident in project area |
| ☐ Business Owner/Lessee along US 50 Frontage Road | ☐ Member of the General Public |
| | ☐ Other _____ |

What elements or concepts of the plan do you support?

N/A

What elements or concepts of the plan do you dislike?

Access & Exit for semi-delivery
fire truck / hose access - insurance ??
check dual ownership!

Do you have any concerns about how the plan will be implemented, i.e. redevelopment, public project, safety/operational issue? _____

Other comments: _____

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April 26, 2018

Name: Bruce Jensen Representing: 2455 Fremont Dr.

Address: 132 W 2nd St. City: Florence State: CO Zip: 81226

Phone: 671-8168 Email: brucej@brcsnar.net

Are you a (check all that apply):

- | | |
|--|--|
| ☒ Property Owner along US 50 Frontage Road | ☐ Cañon City Resident in project area |
| ☐ Business Owner/Lessee along US 50 Frontage Road | ☒ Member of the General Public |
| | ☐ Other _____ |

What elements or concepts of the plan do you support?

None

What elements or concepts of the plan do you dislike?

Removing Fremont Dr from SW front of my property

Do you have any concerns about how the plan will be implemented, i.e. redevelopment, public project, safety/operational issue? The usual "loss of business during the construction"
lack of safe access to my property

Other comments:

if its not broken, don't fix it!

Please leave this with us, or mail or email by **May 10th** to:

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andrew@stolfusandassociates.com



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PUBLIC OPEN HOUSE

April 26, 2018

Name: Kim Beicker Representing: Citizen
Address: 496 Del Rey City: CC State: CO Zip: 81212
Phone: 719-269-1085 Email: jbeicker@msn.com

Are you a (check all that apply):

- ☐ Property Owner along US 50 Frontage Road
☐ Business Owner/Lessee along US 50 Frontage Road

- ☒ Cañon City Resident in project area
☐ Member of the General Public
☐ Other _____

What elements or concepts of the plan do you support?

I support widening the highway, I do not support
some of the "re-routing"

What elements or concepts of the plan do you dislike?

I don't like the extra traffic on the residential
streets

I am not opposed to change I just think
the City needs to listen to input especially the

Do you have any concerns about how the plan will be implemented, i.e. redevelopment, public project, ^{business} safety/operational issue? owners.

Other comments:

Please listen to the input

Thank you
K.

Please leave this with us, or mail or email by **May 10th** to:
Andrew Amend, PE, PTOE Stolfus & Associates, Inc.
5690 DTC Boulevard, Suite 560E, Greenwood Village, CO 80111
Phone: 303.221.2330
andrew@stolfusandassociates.com



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**CAÑON CITY US 50 ACCESS CONTROL PLAN
COMMENT SHEET
PUBLIC OPEN HOUSE
April 26, 2018**

Name: Mrs Lloyd B Moore Representing: _____

Address: 425 Dozier Ave City: CANON CITY State: COLO Zip: 81212

Phone: 719-275-5820 Email: _____

Are you a (check all that apply):

- | | |
|--|--|
| ☐ Property Owner along US 50 Frontage Road | ☐ Cañon City Resident in project area |
| ☐ Business Owner/Lessee along US 50 Frontage Road | ☒ Member of the General Public |
| | ☐ Other _____ |

What elements or concepts of the plan do you support?

I do not support this at all. We are a retirement town
you will make more people to shop out of town plus put
out more businesses

What elements or concepts of the plan do you dislike?

Closing Fremont Drive all access to business on
Fremont Dr. Cutting off main drive to Holy Cross Abbey
going thru the abbey wine grapes vines

Do you have any concerns about how the plan will be implemented, i.e. redevelopment, public project, safety/operational issue? you will kill all tourist traffic

going west. They will not know how to get to businesses
North of Highway. Cause confusion, tie up traffic

Other comments:

I feel this will hurt our town. I've lived here all my
life and this is very very wrong what you are proposing
we need businesses to come in to Canon City badly not
just pass us by. Wake up listen to the people who live here.

Please leave this with us, or mail or email by **May 10th** to:
Andrew Amend, PE, PTOE Stolfus & Associates, Inc.
5690 DTC Boulevard, Suite 560E, Greenwood Village, CO 80111
Phone: 303.221.2330
andrew@stolfusandassociates.com



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CAÑON CITY US 50 ACCESS CONTROL PLAN
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PUBLIC OPEN HOUSE

April 26, 2018

Name: Jon Starick & Jim Representing: Starick & Co. LLC

Address: 930 Linden City: Canon City State: CO Zip: 81212

Phone: 719 275 9316 Email: jstarick@charter.net

Are you a (check all that apply):

- | | |
|---|--|
| ☐ Property Owner along US 50 Frontage Road | ☐ Cañon City Resident in project area |
| ☒ Business Owner/Lessee along US 50 Frontage Road | ☒ Member of the General Public |
| | ☐ Other _____ |

What elements or concepts of the plan do you support?

None

What elements or concepts of the plan do you dislike?

a total mess

Do you have any concerns about how the plan will be implemented, i.e. redevelopment, public project, safety/operational issue? it will hurt businesses as far as access
disrupt residential property - yes

Other comments:

you mess up the highway to begin with by
not allowing access to north side you mess up main
street
What happens to the ditch & drainage

Please leave this with us, or mail or email by **May 10th** to:
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5690 DTC Boulevard, Suite 560E, Greenwood Village, CO 80111
Phone: 303.221.2330
andrew@stolfusandassociates.com



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Thank you for your participation

**CAÑON CITY US 50 ACCESS CONTROL PLAN
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PUBLIC OPEN HOUSE
April 26, 2018**

Name: Larry Oddo Representing: Winery at Holy Cross
Address: 3011 E US Hwy 50 City: Canon City State: CO Zip: 81212
Phone: 719-429-2851 Email: larry@abbeywinery.com

Are you a (check all that apply):

- | | |
|---|--|
| ☐ Property Owner along US 50 Frontage Road | ☐ Cañon City Resident in project area |
| ☒ Business Owner/Lessee along US 50 Frontage Road | ☐ Member of the General Public |
| | ☐ Other _____ |

What elements or concepts of the plan do you support?

What elements or concepts of the plan do you dislike?

Closing Access to the Winery (separately leased premises —)
Proposing a street through the existing vineyard

Do you have any concerns about how the plan will be implemented, i.e. redevelopment, public project, safety/operational issue?

fear that customers won't be able to access the
business during + after construction

Other comments:

Please leave this with us, or mail or email by **May 10th** to:
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5690 DTC Boulevard, Suite 560E, Greenwood Village, CO 80111
Phone: 303.221.2330
andrew@stolfusandassociates.com



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CAÑON CITY US 50 ACCESS CONTROL PLAN
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PUBLIC OPEN HOUSE
April 26, 2018

Travis, Vern

Name: STEVE LINDNER Representing: LINDNER CHEVROLET
Address: 759 ASPEN City: CANON CITY State: CO Zip: 81217
Phone: _____ Email: _____

Are you a (check all that apply):

- ☒ Property Owner along US 50 Frontage Road
☒ Business Owner/Lessee along US 50 Frontage Road
☐ Cañon City Resident in project area
☒ Member of the General Public
☐ Other _____

What elements or concepts of the plan do you support?

NONE

What elements or concepts of the plan do you dislike?

BIKE ACCESS INSTEAD OF EASY GENERAL PUBLIC ACCESS WHILE ENTERING BUSINESS
I DON'T UNDERSTAND A BIKE PATH ON HWY 50 AS NEAR
EXPENSES TO LINDNER OTHER
BUSINESS INTERRUPTION FOR ALL

Do you have any concerns about how the plan will be implemented, i.e. redevelopment, public project, safety/operational issue?

TRANSPORTS, BUSINESS EASY ACCESS GETTING
WORSE, WILL NOT SOLVE SAFETY, BUSINESS SHOULD NOT
RENT FOR BIKE PATH

Other comments: ACCESS POSSIBLY REDUCING OUR CAR SPACE

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Phone: 303.221.2330
andrew@stolfusandassociates.com



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Thank you for your participation

**CAÑON CITY US 50 ACCESS CONTROL PLAN
COMMENT SHEET
PUBLIC OPEN HOUSE
April 26, 2018**

Name: Norma Schuemer Representing: _____

Address: 490 Tield City: CC State: CO Zip: 81212

Phone: (719) 275-6147 Email: NSchuemer@aol.com

Are you a (check all that apply):

- | | |
|--|---|
| ☐ Property Owner along US 50 Frontage Road | ☒ Cañon City Resident in project area |
| ☐ Business Owner/Lessee along US 50 Frontage Road | ☐ Member of the General Public |
| | ☐ Other _____ |

What elements or concepts of the plan do you support?

If there will no longer be a left turn off Tield to Highway 50 going East, I'm thinking a lot of people driving South on Tield will start using McCloy Lane to turn left to get to Reynolds.

What elements or concepts of the plan do you dislike?

that, I'm sure will cause problems. In addition Tield is going to become much busier due to truck traffic going north. In the summer there are lots of bikers coming from Red Canyon and no

Do you have any concerns about how the plan will be implemented, i.e. redevelopment, public project, safety/operational issue?

sidewalks for people who are walking every day = more traffic on Tield more problems.

Other comments:

The entrance coming in to Canon is unattractive and something does need to be done. I'm concerned that the businesses along the frontage road will not have the funds to redesign their entrances. How will that problem be solved??

Please leave this with us, or mail or email by **May 10th** to:

Andrew Amend, PE, PTOE Stolfus & Associates, Inc.
5690 DTC Boulevard, Suite 560E, Greenwood Village, CO 80111
Phone: 303.221.2330
andrew@stolfusandassociates.com



Thank you for your participation

**CAÑON CITY US 50 ACCESS CONTROL PLAN
COMMENT SHEET
PUBLIC OPEN HOUSE
April 26, 2018**

Name: Paula Sheagley Representing: _____

Address: 441 Field Ave City: _____ State: _____ Zip: _____

Phone: 971.7348 Email: PSheagley@gmail.com

Are you a (check all that apply):

- | | |
|--|---|
| ☐ Property Owner along US 50 Frontage Road | ☒ Cañon City Resident in project area |
| ☐ Business Owner/Lessee along US 50 Frontage Road | ☐ Member of the General Public |
| | ☐ Other _____ |

What elements or concepts of the plan do you support?

Beautification (finally!) of the frontage Road.

What elements or concepts of the plan do you dislike?

Field Ave will become the new "truck corridor" to the North which will def. be a safety issue to Field w/no sidewalks. Trucks will no longer be able to use Reynolds that causes them to slow & navigate the Pear/Reynolds curve at the Field/Pear Intersection. Field will

Do you have any concerns about how the plan will be implemented, i.e. redevelopment, public project, safety/operational issue? ↙

also become more & more popular as the directional corridor to all the great Outdoor Activities that are becoming popular &

Other comments: a draw to the Tourists --- Rock climbing, Red Canyon Park, camping, Bike (mtn) trails, Cripple Creek, etc. I really feel Field Ave will be impacted greatly. Consider safety of Sr. Citizens walking, Harrison School Kids walking. Sidewalks ???

Please leave this with us, or mail or email by **May 10th** to:
Andrew Amend, PE, PTOE Stolfus & Associates, Inc.
5690 DTC Boulevard, Suite 560E, Greenwood Village, CO 80111
Phone: 303.221.2330
andrew@stolfusandassociates.com



Thank you for your participation

**CAÑON CITY US 50 ACCESS CONTROL PLAN
COMMENT SHEET
PUBLIC OPEN HOUSE
April 26, 2018**

Name: Cathy Trujillo Representing: _____
Address: 2217 Cherry St City: Canon City State: CO Zip: 81212
Phone: (719) 275-4888 Email: _____

Are you a (check all that apply):

- | | |
|--|--|
| ☐ Property Owner along US 50 Frontage Road | ☐ Cañon City Resident in project area |
| ☐ Business Owner/Lessee along US 50 Frontage Road | ☐ Member of the General Public |
| | ☒ Other _____ |

What elements or concepts of the plan do you support?

Would like to know more about plan.

What elements or concepts of the plan do you dislike?

I do not want Fremont Drive closed off. It is heavily used by residents like myself to get to all the businesses along it.

Do you have any concerns about how the plan will be implemented, i.e. redevelopment, public project, safety/operational issue? _____

Other comments:

When Greydene and Cottonwood Streets were closed off and no longer had an open access to Hwy 50, the traffic on Cherry Street increased dramatically. Only Orchard and Reynolds ^{now are} through to Cherry so people are using Cherry 3 times as much as before the closures.

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Phone: 303.221.2330
andrew@stolfusandassociates.com

example: US 50
Raymond Fremont Dr Orchard
Cherry



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Stolfus

Thank you for your participation
I think we need to keep the traffic where the businesses are not where the residential homes are.

CAÑON CITY US 50 ACCESS CONTROL PLAN
COMMENT SHEET
PUBLIC OPEN HOUSE
April 26, 2018

Name: Tom McCain Representing: _____
Address: 423 BARRETT City: CANON State: CO Zip: 81212
Phone: 719-275-5994 Email: SMCRUISER57@G-mail.com

Are you a (check all that apply):

- | | |
|--|---|
| ☐ Property Owner along US 50 Frontage Road | ☒ Cañon City Resident in project area |
| ☐ Business Owner/Lessee along US 50 Frontage Road | ☐ Member of the General Public |
| | ☐ Other _____ |

What elements or concepts of the plan do you support?

MAKING TRAFFIC flow BETTER - RIGHT TURN ON & OFF
HWY 50 -

What elements or concepts of the plan do you dislike?

CLOSING FREMONT DR. people JUST WANT
EASIER ACCESS TO HWY 50 - CARS ARE USING PARKING
LOTS ON THE CORNERS TO AVOID THE TRAFFIC LIGHTS -
I WOULD BE WILLING TO MEET TO SHOW THE ISSUES.

Do you have any concerns about how the plan will be implemented, i.e. redevelopment, public project, safety/operational issue? _____

Other comments:

I HAVE LIVED IN CANON FOR 40 YEARS AND DRIVE THAT
AREA DAILY, WHEN ACCESS WAS CLOSED TO HWY 50 FROM
GREYDENE & COTTONWOOD IT FORCED ALL THE TRAFFIC TO
REYNOLDS & ORCHARD, NO TRAFFIC STACKS UP AT PEAK
TIMES, JUST
RE-OPEN THE

Please leave this with us, or mail or email by **May 10th** to:
Andrew Amend, PE, PTOE Stolfus & Associates, Inc.
5690 DTC Boulevard, Suite 560E, Greenwood Village, CO 80111
Phone: 303.221.2330
andrew@stolfusandassociates.com



COLORADO
Department of
Transportation



Stolfus

Thank you for your participation

**CAÑON CITY US 50 ACCESS CONTROL PLAN
COMMENT SHEET
PUBLIC OPEN HOUSE**

April 26, 2018

Name: Augustyn Rak Representing: Travel Inn Motel
Address: 2980 E Main St City: Canon City State: CO Zip: 81212
Phone: 719-431-0131 Email: travelinn22@gmail.com

Are you a (check all that apply):

- | | |
|---|--|
| ☐ Property Owner along US 50 Frontage Road | ☐ Cañon City Resident in project area |
| ☒ Business Owner/Lessee along US 50 Frontage Road | ☐ Member of the General Public |
| | ☐ Other _____ |

What elements or concepts of the plan do you support?

What elements or concepts of the plan do you dislike?

This plan will block the entrance to my business. I have worked
hard for 20+ years to maintain my business and this will hinder it significantly.
The construction will also deter people from my business.

Do you have any concerns about how the plan will be implemented, i.e. redevelopment, public project, safety/operational issue? _____

Other comments:

The Frontage road in front of my business is also used by many
local people who live in the Lincoln park area. Eliminating this will
cause major backup / traffic for people needing to get to
their homes

Please leave this with us, or mail or email by **May 10th** to:
Andrew Amend, PE, PTOE Stolfus & Associates, Inc.
5690 DTC Boulevard, Suite 560E, Greenwood Village, CO 80111
Phone: 303.221.2330
andrew@stolfusandassociates.com



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Thank you for your participation

CAÑON CITY US 50 ACCESS CONTROL PLAN
COMMENT SHEET
PUBLIC OPEN HOUSE

April 26, 2018

Name: PATRICIA STILLER Representing: SELF- CITIZEN of CANON CITY

Address: 1207 HARRISON AV. City: CANON CITY State: CO Zip: 81212

Phone: 719 275-4602 Email: Patricia - Stiller @ Yahoo. com

Are you a (check all that apply):

- | | |
|--|--|
| ☐ Property Owner along US 50 Frontage Road | ☐ Cañon City Resident in project area |
| ☐ Business Owner/Lessee along US 50 Frontage Road | ☒ Member of the General Public |
| | ☐ Other _____ |

What elements or concepts of the plan do you support?

NONE. THIS IS A TERRIBLE IDEA, AND A WASTE OF MONEY. CITIZENS WERE NOT EVEN INFORMED OF THIS TO BE ABLE TO COMMENT IN A TIMELY MANNER - ONLY BUSINESS OWNERS GOT LETTERS. -

What elements or concepts of the plan do you dislike?

REMOVING EASTBOUND NON-HIGHWAY ACCESS TO ALL THE BUSINESS ALONG THE PROJECT ROUTE WILL DESTROY A VITAL CONDUIT FROM ALL THE RESIDENTS WHO LIVE WEST/NORTH OF THE AREA. THE CURRENT ROUTE WORKS.

Do you have any concerns about how the plan will be implemented, i.e. redevelopment, public project, safety/operational issue? BUSINESS WILL SUFFER, NOT

BBNEFIT

Other comments:

FORCING MOTORISTS TO MAKE MULTIPLE U-TURNS ON THE HIGHWAY WILL CAUSE MORE DRIVING TIME, MORE WAIT TIME AT STOPLIGHTS AND ALSO PROHIBIT MOTOR SCOOTER RIDERS FROM ACCESSING

Please leave this with us, or mail or email by May 10th to:

Andrew Amend, PE, PTOE Stolfus & Associates, Inc.

5690 DTC Boulevard, Suite 560E, Greenwood Village, CO 80111

Phone: 303.221.2330

andrew@stolfusandassociates.com

THE BUSINESSES FROM WEST OF 15th ST.



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Department of
Transportation



Thank you for your participation

CAÑON CITY US 50 ACCESS CONTROL PLAN
COMMENT SHEET
PUBLIC OPEN HOUSE

MCD Properties, LLC

April 26, 2018

Name: Matt and Anne Dixon Representing: Jimmy John's 34

Address: 2255 Fremont Dr City: Canon City State: CO Zip: 80929

Phone: (719) 344 0344 Email: mattcdixon@yahoo.com

Are you a (check all that apply):

- ☒ Property Owner along US 50 Frontage Road
☒ Business Owner/Lessee along US 50 Frontage Road

- ☐ Cañon City Resident in project area
☐ Member of the General Public
☐ Other _____

What elements or concepts of the plan do you support?

See Attached

What elements or concepts of the plan do you dislike?

See attached

Do you have any concerns about how the plan will be implemented, i.e. redevelopment, public project, safety/operational issue? see attached

Other comments:

Address of MCD Properties, LLC is 11510 West Lane Colorado Springs CO, 80929. Address above is at Jimmy John's restaurant.

Please leave this with us, or mail or email by **May 10th** to:
Andrew Amend, PE, PTOE Stolfus & Associates, Inc.
5690 DTC Boulevard, Suite 560E, Greenwood Village, CO 80111
Phone: 303.221.2330
andrew@stolfusandassociates.com



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Stolfus

Thank you for your participation

Canon City US 50 Access Control Plan, Comment Sheet attachment.

Matt and Anne Dixon, owners of the land and building at 2255 Fremont Dr, Canon City, CO and owners of the Jimmy John's Restaurant at the same location. The business name owning the property is MCD Properties, LLC and its address is 11510 West Lane, Colorado Springs, CO 80929.

Phone: 719 344 0344.

Email: mattcdixon@yahoo.com

What I support:

1. I like the intent to increase business revenue, customer access to businesses, and decrease stop light wait times.
2. I think the reduced stop lights will decrease our delivery times.
3. I like the open access to Cottonwood Dr.

I do not like:

1. The increased flow on Hwy 50 will decrease the likelihood of travelers stopping at businesses, including ours. Stop lights are good for businesses and so are frontage roads.
2. The removal of the frontage road. It will decrease revenue.
3. The unknown costs I'll incur to make my business profitable under the plan.

My concerns:

1. I must have the "local street access point 34" extend to the western edge of my property line, this is where my drive thru exits. The drive thru starts on the north of the building and finishes on the west side, exiting south on the western most boundary of the property line.
2. I don't have rights to my neighbor's property to the east, yet the plan assumes I can use his parking lot for access to my parking lot through "local street access point 35". This is an inaccurate assumption and my business cannot be dependent on this. It is not currently an access point nor do I have rights to make it one.
3. I am concerned that I'll have no control over the land to my south that is now the frontage road. With the current plan, it appears possible that I will lose control of how visible my restaurant is from Hwy 50. This concern will "go away" when the "local street access point 34" is extended to my western property line.
4. I am concerned that there may be placed a "no left turn sign" on Cottonwood north bound immediately north of hwy 50. I need to make sure that when drivers turn north off of hwy 50 onto Cottonwood Dr, they can freely make an immediate left turn at "local street access point 34". That is the only access to our Jimmy John's restaurant. Again, I cannot assume that my customers can use "street access point 35", nor do I want that to be my primary ingress/egress. Property 35 is not my property.
5. I am concerned that I won't be allowed to put a sign where "local street access point 34" intersects with Cottonwood Dr, pointing customers to Jimmy John's access on the old frontage road. I need to have a small directional sign there.
6. I would like to move my main sign closer to hwy 50, between "local street access point 34" and the new sidewalk/bike path.

Please accept the attached comment about the US 50 Access Control Plan. These comments are based on the information I got at the Open House on April 26.

Carol Dunn, resident in the project area

380 Barrett Ave.

Cañon City, CO 81212

carolld380@gmail.com

CAÑON CITY US 50 ACCESS CONTROL PLAN

Thank you for this opportunity to comment on the proposed plan for Highway 50 access through East Cañon. My residence is on Barrett Ave. I have lived in this house for 50 years. I remember when Barrett was a dirt street with no houses between us and the Pepsi warehouse. We have seen many changes with the increase in traffic and population of Cañon City. It is time for changes along Fremont Drive and I hope that citizen's comments, including mine, will give the City and CDOT insight into the best way to improve traffic flow without affecting the businesses along the route or the citizens who must use the route in this neighborhood.

RIGHT ON-RIGHT OFF STREETS such as Barrett

In order to get Highway 50 going east and not being able to turn left, one will need to go on surface streets to Cherry then either to Orchard or Reynolds stoplights. This necessity is going to put a strain on the surface streets in this area, many of which are already narrow with no curb, gutter or sidewalk. Pedestrians on streets such as Greydene and Reynolds are already in danger of being hit when two cars meet in a narrow part of the street. These streets are also in bad condition with potholes and damaged shoulders. More traffic can only make things worse.

PROPOSED STREET BETWEEN GREYDENE AND BARRETT

How will this access be paid for through private property? Will the landowners be compensated for their hay crop which they harvest 2-3 times during the year? Will eminent domain be exercised? Will the Madone property be compensated for a road running so close to the house?

BUSINESS LOSSES

As owner of Hilltop Market and the properties at 1407, 1409 and 1417 South Ninth Street, I can speak to the CDOT process of planning on paper and how the final results

may be very different as a result of a breakdown in communication between ordinary business people and the engineering/construction team at CDOT. As the project on South Ninth progressed, it became apparent that the drainage plan would leave the Hilltop parking lot much higher above the road than it had been, affecting both access points to our parking lot. A heated discussion between my partner and son-in-law, Brian Dieter, and the engineer ensued. Our concerns were ignored.

At the end of the project our ingress driveway on the south side of the building ended up at almost a 45 degree slope. Customers entering this access slowed down so much that traffic was often impeded. During snow storms, the driveway became a slick mountain to climb for many vehicles.

Because of the struggle to get through construction, our customers altered their shopping habits. When the construction was finished, altering access both to our south parking lot and virtually destroying the north parking area, our business volume never came back. We know there were other market factors involved in our closing the business in January 2018, but the changes to our access and parking was certainly a provable factor.

I would caution business owners and building owners along the proposed route to take into the consideration the effect on their customers and thus their bottom line of the "inconvenience factor" when access points are changed. The ease of getting in your front door after the changes may be a "make or break" decision for your business.

LIGHTING

For many years I have asked anyone I could get to stand still, City Council, CDOT, County Commissioners, to PLEASE provide better lighting in the Highway 50 corridor. I have traveled those roads in every kind of weather and time of day. The surface of the highway reflects just enough light to make it black and the highway markings hard to see. Pedestrian crosswalks are only at the major intersections, of course, and people do NOT go to those crosswalks. Instead they cross Highway 50 south of Cottonwood and Diamond, then cross Fremont Drive to go to McDonalds, the Tobacco Corner and the Bottle Shoppe. At night it is impossible to see pedestrians along that stretch of road. Bicycle riders going with traffic in that narrow area have nearly been hit several times.

Please consider as you go forward with this project that adequate lighting for such a large area is essential. I have been told that Black Hills has funds which may be used for public projects such as this improvement and certainly should provide the moneys if possible.

Thank you again for taking my comment.

Carol Dunn, resident in the project area
380 Barrett Ave.
Cañon City, CO 81212
carolld380@gmail.com

Open House #2
August 16, 2018

CAÑON CITY US 50 ACCESS CONTROL PLAN

ANSWERS TO FREQUENTLY ASKED QUESTIONS

What is an Access?

An access is a location where vehicles, bicycles, or pedestrians may enter and/or exit a roadway. Access may be public, such as a City street, or private, such as a driveway to a business or residence. Every property owner has the right of reasonable access to the general street system.

What is an Access Control Plan?

An access plan provides a unified vision of the future access needs for a particular roadway corridor. Generally, access plans seek a balance between state and local transportation objectives. The goal is to define safe and effective access to support the economic viability of the corridor, while preserving the functionality of the highway as a through roadway.

An access plan defines existing and future access locations and configurations, with consideration for spacing, traffic movements, circulation, and alternative access opportunities. It is a long-range planning document that identifies access conditions that will be implemented as highway and land-use characteristics change.

Once an Access Control Plan is adopted, all action taken in regard to access must be in conformance with the Plan and State Highway Access Code design standards. Modifications to the plan must be approved by Cañon City and CDOT.

What is the US 50 Corridor Plan?

Adopted by City Council in August 2015, the US 50 Corridor Plan defines a long-range vision for US 50 through Canon City. In the plan's East Cañon District, the Fremont Drive frontage road along the north side of US 50 is eliminated. This will provide the following benefits:

- convenient and direct access to businesses from the highway
- pedestrian/bike-friendly facilities
- elimination of safety risks on Fremont Drive
- safer and more efficient signalized intersections
- utilization of the frontage road right-of-way for public or private benefit
- improved corridor aesthetics

Why adopt this Access Control Plan?

This Access Control Plan is required by CDOT in order to implement Cañon City's US 50 Corridor Plan. Access control will benefit Cañon City by improving safety and preserving traffic operations along US 50. Access control is also good for business, providing safe access for customers and retaining more of a community's original market area. As redevelopment occurs along the corridor, the Access Control Plan will provide clarity on future access.

With the raised median, how do I access businesses on the opposite side of the highway?

Drivers have two ways of accessing businesses on the opposite side of US 50. City streets can be used to circulate back to signalized intersections or drivers can safely make U-turns at various points along the corridor. Studies have shown that making U-turns is safer and more efficient than making direct left-turns onto the highway since drivers only have to find a gap in one direction of travel rather than in two.

CAÑON CITY US 50 ACCESS CONTROL PLAN

ANSWERS TO FREQUENTLY ASKED QUESTIONS

How is the Access Control Plan implemented?

Prior to implementation of the Corridor Plan, Access Control will be implemented in the following cases:

1. Redevelopment of a property that increases traffic by 20% or more, as required by the City's Site Plan Development Process.
2. Publicly funded project by the City or CDOT
3. Development of safety or operational issues

If redevelopment occurs prior to the construction of the East Cañon Corridor Plan, access to the frontage road will be consistent with the Access Control Plan.

Who is sponsoring the US 50 Access Control Plan?

Cañon City and CDOT are jointly sponsoring the US 50 Access Control Plan. Stolfus & Associates, Inc. is leading the development of the Plan.

How long will it take to complete the Access Control Plan?

The Cañon City US 50 Access Control Plan project began in November 2017. Development of the Access Control Plan recommendations will take approximately one year. Once the Plan has been completed, City officials and CDOT will formally adopt the plan through an Intergovernmental Agreement. expected in October 2018.

What happens after the Access Control Plan is adopted?

The Access Control Plan is just one step in the US 50 Corridor Plan implementation process. Adoption of the Access Control Plan by City Council does not mean that construction on the corridor will begin. Devolution, design, and right-of-way acquisition must be completed prior to construction. Each step in the implementation process is an individual entity. There is no obligation to move on after a step is completed; however, in order to move on, all previous steps must be completed. Funding has not yet been identified for the steps following the Access Control Plan.

How can I get more information about the project?

Visit the City's website at <http://www.canoncity.org/> or contact one of the project team representatives:

Adam Lancaster, PE, CFM
City Engineer
PO Box 1460
Cañon City, CO 81215
Phone: 719-269-9011
atlancaster@canoncity.org



Valerie Sword
Permit Unit Manager
CDOT – Region 2
905 Erie
PO Box 536
Pueblo, CO 81002
Phone: 719-546-5407
valerie.sword@state.co.us



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Cañon City US 50 Access Control Plan
Cañon City, Colorado
PUBLIC OPEN HOUSE
SIGN-IN SHEET
August 16, 2018

[illegible]

Cañon City US 50 Access Control Plan
 Cañon City, Colorado
 PUBLIC OPEN HOUSE
 SIGN-IN SHEET
 August 16, 2018

Name	Representing	E-mail or Mailing Address
Barb Faber		
Patricia Messer	The Abbey	PATRICIA.MESSER@theabbeycc.com
JOE RUNA		JRUNA002P@Yahoo.com
Gardner Fy		
MONIKA KUBACKA	Holiday Motel	
DEBORA HOOD	Self - Rudy's Diner	DBIZGROWTH50@gmail.com
Kathleen Spornak	Mike Rungler	2417 Fremont Drive Canon City Co 81212
Gene Foster		601 - Grayden Ave - CC
Brenda McKay	The Abbey	brenda.mckay@theabbeycc.com
Jeanne Clark	self + Abbey	
Cindy Moore	me	
AN Daisey	FLORENCE AVENUE CONCORDS	DNDB1227@CENTURYLINK.NET
ROCK VENTURA	MYSELF	
Paul Faricy	The Faricy Boys	pfaricy@faricy.com
John Hamrick	Canon City	john.hamrick@canoncity.org
Ken & Terri Kendzierski	Canon City	zierksi2@charter.net
STEVE LYNARD	Windsor Chevrolet	2805 Fremont Dr.
LINDA COLLIER		
Cathy Jamison		
Cathy Trujillo	Self	2217 Cherry St, Canon City, CO
Pamela Taylor	Self	bluskymama@gmail.com - Lincoln Park
Janis Sylvia	Self	205 W. Circle Dr CC, CO 81212
Pamela Boixey	Real Estate (Realtor)	321 N Orchard Ave, Canon City, CO
Foster Truitt	Canon City Mayor	
Carol Dunn	Self	380 Barnett Canon City carolld380@gmail.com
Bob + Merrill Simonton	Self	278 Savage Loop Canon City mbsimonton@yahoo.com
Matt Grooms	Middick's Locksmith Shop	922 Madison St. mg.grooms@gmail.com
Allan & Tedi Tormohlen	High Country Bank	allan.tormohlen@highcountrybank.net
Amanda Cochran		
Bill Kinax		bkAutomotive@Gmail.com

**CAÑON CITY US 50 ACCESS CONTROL PLAN
COMMENT SHEET
PUBLIC OPEN HOUSE
August 16, 2018**

Name: Gardner Fox Representing: _____

Address: 603 Twinflower Dr City: Canon State: _____ Zip: _____

Phone: 712-346-8887 Email: 1

Are you a (check all that apply):

- | | |
|--|--|
| ☐ Property Owner along US 50 Frontage Road | ☐ Cañon City Resident in project area |
| ☐ Business Owner/Lessee along US 50 Frontage Road | ☒ Member of the General Public |
| | ☐ Other _____ |

What elements or concepts of the plan do you support?

All- better business access while maintaining
thru traffic flow

What elements or concepts of the plan do you dislike?

Will take too long to build!
No complaints- much better than the
mess we have now.

Do you have any concerns about how the plan will be implemented, i.e. redevelopment, public project, safety/operational issue? no

Other comments:

I realize this will take time but good
to be starting now.

Please leave this with us, or mail or email by **August 30th** to:
Andrew Amend, PE, PTOE Stolfus & Associates, Inc.
5690 DTC Boulevard, Suite 560E, Greenwood Village, CO 80111
Phone: 303.221.2330
andrew@stolfusandassociates.com



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Thank you for your participation

**CAÑON CITY US 50 ACCESS CONTROL PLAN
COMMENT SHEET
PUBLIC OPEN HOUSE
August 16, 2018**

Name: Pam Fey Representing: Self
Address: 603 Twinflower Dr City: CC State: CO Zip: _____
Phone: 712-346-8886 Email: _____

Are you a (check all that apply):

- | | |
|--|--|
| ☐ Property Owner along US 50 Frontage Road | ☐ Cañon City Resident in project area |
| ☐ Business Owner/Lessee along US 50 Frontage Road | ☒ Member of the General Public |
| | ☐ Other _____ |

What elements or concepts of the plan do you support?

I do feel this is workable - still hard to
envision at this point. I like the idea of
more U-turns along this road

What elements or concepts of the plan do you dislike?

Not certain about a bike lane with the traffic.

Do you have any concerns about how the plan will be implemented, i.e. redevelopment, public project, safety/operational issue? not at this point

Other comments:

It appears this is definitely in a planning
stage so will be years before done - I
understand the city can decide to stop at any point
which is a concern as it needs to be completed

Please leave this with us, or mail or email by **August 30th** to:
Andrew Amend, PE, PTOE Stolfus & Associates, Inc.
5690 DTC Boulevard, Suite 560E, Greenwood Village, CO 80111
Phone: 303.221.2330
andrew@stolfusandassociates.com



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Thank you for your participation

PUBLIC OPEN HOUSE

Name: Jon Ruma Representing: —

Phone: 7199941279 Email: JRUNK0028@yahoo.com

☐ Other _____

The Expansion of Hwy 50 + eliminate the Side Roads (Frontage) make it easier for Tourist to get off 50 to stop & shop etc

Done @ this time

safety/operational issue? None it will be standard issue

5690 DTC Boulevard, Suite 560E, Greenwood Village, CO 80111



Thank you for your participation

**CAÑON CITY US 50 ACCESS CONTROL PLAN
COMMENT SHEET
PUBLIC OPEN HOUSE
August 16, 2018**

Name: Bob + Merrilee Simonton Representing: Self

Address: 278 Savage Loop City: CC State: CO Zip: 81212

Phone: 719-276-8472 Email: mbsimonton@yahoo.com

Are you a (check all that apply):

- | | |
|--|--|
| ☐ Property Owner along US 50 Frontage Road | ☐ Cañon City Resident in project area |
| ☐ Business Owner/Lessee along US 50 Frontage Road | ☒ Member of the General Public |
| | ☐ Other _____ |

What elements or concepts of the plan do you support?

Getting rid of the frontage road!!

What elements or concepts of the plan do you dislike?

Do you have any concerns about how the plan will be implemented, i.e. redevelopment, public project, safety/operational issue? _____

Other comments:

In general like what we see

Please leave this with us, or mail or email by **August 30th** to:
Andrew Amend, PE, PTOE Stolfus & Associates, Inc.
5690 DTC Boulevard, Suite 560E, Greenwood Village, CO 80111
Phone: 303.221.2330
andrew@stolfusandassociates.com



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Thank you for your participation

**CAÑON CITY US 50 ACCESS CONTROL PLAN
COMMENT SHEET
PUBLIC OPEN HOUSE
August 16, 2018**

Name: Jan Sylvia Representing: the public & myself
Address: 205 W circle City: CC State: CO Zip: 81212
Phone: _____ Email: _____

Are you a (check all that apply):

- ☐ Property Owner along US 50 Frontage Road
☐ Business Owner/Lessee along US 50 Frontage Road

- ☒ Cañon City Resident in project area North of project area
☐ Member of the General Public (very close)
☐ Other _____

What elements or concepts of the plan do you support? -

- none of it. - I don't think it's necessary.
- fix the roads we already have. - they're mostly miserable.

What elements or concepts of the plan do you dislike?

- there does not appear to be Direct Access to businesses Turn?
- we already have too many signalized intersections
- We are in a drought!! more Trees & bushes are not necessary

Do you have any concerns about how the plan will be implemented, i.e. redevelopment, public project, safety/operational issue? - the cost I'm sure is astronomical.

I don't want as a taxpayer to pay for something that is not necessary.
it will also be a large traffic mess when this is being implemented, impacting us for years.
Other comments: I wish the public was involved sooner. - I know several people that would veto this plan

Please leave this with us, or mail or email by **August 30th** to:
Andrew Amend, PE, PTOE Stolfus & Associates, Inc.
5690 DTC Boulevard, Suite 560E, Greenwood Village, CO 80111
Phone: 303.221.2330
andrew@stolfusandassociates.com



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Thank you for your participation

**CAÑON CITY US 50 ACCESS CONTROL PLAN
COMMENT SHEET
PUBLIC OPEN HOUSE
August 16, 2018**

Name: Pathy Trujillo Representing: myself
Address: 2217 Cherry City: Canon City State: CO Zip: 81212
Phone: (719) 275-4888 Email: _____

Are you a (check all that apply):

- ☐ Property Owner along US 50 Frontage Road
☐ Business Owner/Lessee along US 50 Frontage Road

- ☐ Cañon City Resident in project area
☐ Member of the General Public

☒ Other I live 2 blocks N 1st full street from N. Reynolds through to Orchard

What elements or concepts of the plan do you support?

What elements or concepts of the plan do you dislike?

Please consider how this will affect the residential streets. I already have 3 times the traffic flow that goes east to west or west to east.

Do you have any concerns about how the plan will be implemented, i.e. redevelopment, public project, safety/operational issue? _____

Other comments: _____

Please leave this with us, or mail or email by **August 30th** to:
Andrew Amend, PE, PTOE Stolfus & Associates, Inc.
5690 DTC Boulevard, Suite 560E, Greenwood Village, CO 80111
Phone: 303.221.2330
andrew@stolfusandassociates.com



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Thank you for your participation

CAÑON CITY US 50 ACCESS CONTROL PLAN
COMMENT SHEET
PUBLIC OPEN HOUSE
August 16, 2018

Name: Pamela Taylor Representing: self
Address: 1349 Ridgewood Ct CC State: Zip: 81212
Phone: Email:

Are you a (check all that apply):

- | | |
|--|--|
| ☐ Property Owner along US 50 Frontage Road | ☐ Cañon City Resident in project area |
| ☐ Business Owner/Lessee along US 50 Frontage Road | ☒ Member of the General Public |
| | ☐ Other <u></u> |

What elements or concepts of the plan do you support?

the plan is very confusing and isn't making sense

What elements or concepts of the plan do you dislike?

its not explained well - ~~making~~ making a u-turn to get to a business no direct access to business don't like the light @ Walmart either

Do you have any concerns about how the plan will be implemented, i.e. redevelopment, public project, safety/operational issue?

Other comments:

this plan is not necessary / fix what we already have

Please leave this with us, or mail or email by **August 30th** to:
Andrew Amend, PE, PTOE Stolfus & Associates, Inc.
5690 DTC Boulevard, Suite 560E, Greenwood Village, CO 80111
Phone: 303.221.2330
andrew@stolfusandassociates.com



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Thank you for your participation

**CAÑON CITY US 50 ACCESS CONTROL PLAN
COMMENT SHEET
PUBLIC OPEN HOUSE
August 16, 2018**

Name: _____ Representing: _____

Address: _____ City: _____ State: _____ Zip: _____

Phone: _____ Email: _____

Are you a (check all that apply):

- | | |
|--|--|
| ☐ Property Owner along US 50 Frontage Road | ☐ Cañon City Resident in project area |
| ☐ Business Owner/Lessee along US 50 Frontage Road | ☒ Member of the General Public |
| | ☐ Other _____ |

What elements or concepts of the plan do you support?

② What elements or concepts of the plan do you dislike?

It doesn't matter what we like or dislike. This was adopted by City Council with what appears to be input from a limited number of citizens. The displays were very confusing. Believe it to be intentional with over

Do you have any concerns about how the plan will be implemented, i.e. redevelopment, public project, safety/operational issue? u-turns in the middle of the highway.

IF a person actually slows/waits for oncoming traffic - they hold up the traffic lane they are in.
Other comments: People don't understand "YIELD TO TRAFFIC IN CIRCLE" in the roundabouts - since many just pull out in front of you without even looking.

Interesting that the term "find a gap" in one direction of travel makes u-turns safer on a highway.

Please leave this with us, or mail or email by **August 30th** to:
Andrew Amend, PE, PTOE Stolfus & Associates, Inc.
5690 DTC Boulevard, Suite 560E, Greenwood Village, CO 80111
Phone: 303.221.2330
andrew@stolfusandassociates.com



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Thank you for your participation

all the colors, shapes, arrows etc so the average citizen really can't totally understand the project. The videos did nothing to help

Council members & project associates have rote answers to questions posed by concerned citizens. Not listening to their concerns,

This should be adopted by a vote of ~~Canon~~ Canon City residents (not just within city limits)

Years ago - there were right & left turns onto and off of the highway. Then it was determined that right on, right off turns were safer. THEN we had to eliminate access to most of the side roads... Now, lets put them back.

APPENDIX B

EXISTING ACCESS INVENTORY

Canon City ACP - Existing Access Point Inventory 15th St (MP 279.2) to east of Reynolds Ave (MP 280.7)															
* Mile Posts defined based on control point established at US 50/15th St															
Access ID No.	Mile Post *	Road	Description	Type	Side	Existing Configuration	Surface Material	Gate (Y/N)Width		Cross (Y/N)	Culvert Size	Access Permit	Owner	Existing Condition Comments	Field Notes
1	279.22	US 50	S 15th St (south approach)	PRS	RT	Sig. Full Movement	Asphalt	N		N					
2	279.22	US 50	S 15th St (north approach)	PRS	LT	Sig. Full Movement	Asphalt	N		N					
4	279.34	Fremont Dr	Walgreens	BA	LT	Unsig. Full Movement	Asphalt/Concrete	N		N			PINE VIEW VILLAGE LLC		
6a	279.39	Fremont Dr	Multiple businesses	BA	LT	Unsig. Full Movement	Asphalt	N		N			YELLICO MONA		
6b	279.42	Fremont Dr	Multiple businesses	BA	LT	Unsig. Full Movement	Asphalt	N		N			YELLICO MONA		
7	279.46	Fremont Dr	City Market/Big R	BA	LT	Unsig. Full Movement	Asphalt	N		N			CONNECTICUT-COLORADO III LLC		
8	279.48	Fremont Dr	City Market/Big R	BA	LT	Unsig. Full Movement	Asphalt	N		N		Y 215047	CONNECTICUT-COLORADO III LLC		
9	279.52	Fremont Dr	AutoZone/Hastings	BA	LT	Unsig. Full Movement	Asphalt/Concrete	N		N			OXFORD FAMILY LLLP		
10	279.54	Fremont Dr	AutoZone/Hastings	BA	LT	Unsig. Full Movement	Asphalt	N		N			OXFORD FAMILY LLLP		
11	279.58	Fremont Dr	AutoZone/Hastings	BA	LT	Unsig. Full Movement	Asphalt/Concrete	N		N			OXFORD FAMILY LLLP		
12	279.58	US 50	Rainbow Dr	PRU	RT	Unsig. 3/4 Movement (Left-in, Right-out for trucks)	Asphalt	N		N					
13	279.59	Fremont Dr	Village Inn	BA	LT	Unsig. Full Movement	Asphalt	N		N			OXFORD FAMILY LLLP/OXFORD L G		
14	279.62	Fremont Dr	N 19th St	PRU	RT	Unsig. Full Movement	Asphalt/Concrete	N		N					
15	279.63	Fremont Dr	Subway	BA	LT	Unsig. Full Movement	Asphalt	N		N			MC CALLISTER INVESTMENTS LLC		
16	279.65	Fremont Dr	Old Mission Mexican Restaurant	BA	LT	Unsig. Full Movement	Asphalt	N		N			LUCERO JERRY		
17	279.66	Fremont Dr	Old Mission/America's Best Value Inn & Suites	BA	LT	Unsig. Full Movement	Asphalt	N		N			LUCERO JERRY		
20	279.69	Fremont Dr	America's Best Value Inn & Suites	BA	LT	Unsig. Full Movement	Asphalt	N		N			1925 FREMONT DR TRUST		
24	279.75	Fremont Dr	Shell/Kwik Stop	BA	LT	Unsig. Full Movement	Concrete	N		N			2075 FREMONT DR LLC		
25	279.78	US 50	N Orchard Ave (south approach)	PRS	RT	Sig. Full Movement	Asphalt	N		N?				Railroad at-grade crossing across Orchard	
26	279.78	Fremont Dr/US 50	N Orchard Ave (north approach)	PRS	LT	Sig. Full Movement	Concrete	N		N					
27	279.82	Fremont Dr	Bank of the San Juans	BA	LT	Right-in, Left-in (no exit)	Concrete	N		N			GLACIER BANK		
28	279.83	Fremont Dr	Check Into Cash/Bunk House Burgers	BA	LT	Unsig. Full Movement	Concrete	N		N			RINGMASTER LLC		
29	279.85	Fremont Dr	Bunk House Burgers/Advanced Weapons	BA	LT	Unsig. Full Movement	Asphalt/Concrete	N		N			GOLOB LUCAS		
30	279.87	Fremont Dr	N Diamond Ave	PRU	LT	Unsig. Full Movement	Asphalt	N		N					
31	279.88	Fremont Dr	The Bargain Barn/Fresenius Medical Care	BA	LT	Right-in, Left-in (no exit)	Asphalt	N		N			LORD MURIEL L & SHIRLEY R		
32	279.89	Fremont Dr	The Bargain Barn/Fresenius Medical Care	BA	LT	Right-in, Left-in (no exit)	Concrete	N		N			LORD MURIEL L & SHIRLEY R		
33	279.91	Fremont Dr	Jimmy John's	BA	LT	Right-out, Left-out (exit only)	Concrete	N		N		Y 214075	MCD PROPERTIES LLC		
34	279.92	Fremont Dr	Jimmy John's/vacant building	BA	LT	Unsig. Full Movement	Asphalt	N		N			MCD PROPERTIES LLC		
35	279.93	Fremont Dr	Vacant building	BA	LT	Unsig. Full Movement	Asphalt	N		N			L & C CO		
36	279.96	US 50	N Cottonwood Ave	PRU	RT	Unsig. 3/4 Movement	Asphalt	N		N				Railroad at-grade crossing across Cottonwood	
37	279.96	Fremont Dr	N Cottonwood Ave	PRU	LT	Unsig. Full Movement	Asphalt	N		N		Y 212014			

Canon City ACP - Existing Access Point Inventory
15th St (MP 279.2) to east of Reynolds Ave (MP 280.7)

* Mile Posts defined based on control point established at US 50/15th St

[illegible]

Canon City ACP - Existing Access Point Inventory 15th St (MP 279.2) to east of Reynolds Ave (MP 280.7)															
* Mile Posts defined based on control point established at US 50/15th St															
Access ID No.	Mile Post	Road	Description	Type	Side	Existing Configuration	Surface Material	Gate		Cross Culvert		Access Permit	Owner	Existing Condition Comments	Field Notes
	*							(Y/N)	Width	(Y/N)	Size				

Legend		
Access Type	Abbreviation	Google Earth kmz color
Business/Commercial Access	BA	Red
Field Access	FA	Yellow
Residential Access	R	Green
Public Road Signalized	PRS	Light Blue
Public Road Unsignalized	PRU	Dark Blue
Private Road Unsignalized	PVRU	White
Railroad crossing	RR	Purple
Old Access Point		Black
Mile Post	MP	Pink
Speed Limit	SL	Orange

APPENDIX C

CRASH HISTORY



Colorado Department of Transportation
DiExSys™ Roadway Safety Systems
General Summary of Crashes Report

04/25/2018

Job #: 20180425140101

Location: 50A Begin: 279.25 End: 281.10 From: 01/01/2012 To: 12/31/2016

Mainline All Accidents

Severity

PDO: 179
INJ: 53 79 :Injured
FAT: 0 0 :Killed

Total: 232

Number of Vehicles

One Vehicle: 54
Two Vehicles: 166
Three or More: 12
Unknown: 0

Total: 232

Location

On Road: 218
Off Road: 14
Unknown: 0

Total: 232

Mainline/Ramps/Frontage Rds

Mainline: 232
Ramps: 0
Frontage/Ramp Intsx: 0
Frontage Roads: 0
HOV Lanes: 0
Unknown: 0

Total: 232

Lighting Conditions

Daylight: 150
Dawn or Dusk: 14
Dark - Lighted: 37
Dark - Unlighted: 31
Unknown: 0

Total: 232

Crash Rates

PDO: 2.78* * Per MVMT
INJ: 0.82* ** Per 100 MVMT
FAT: 0.00**

Total: 3.60*

Crash Type

Overturning: 2
Other Non Collision: 1
Pedestrians: 2
Broadside: 27
Head On: 1
Rear End: 101
Sideswipe Same: 19
Sideswipe Opposite: 0
Approach Turn: 23
Overtaking Turn: 2
Parked Motor Vehicle: 2
Railway Vehicle: 0
Bicycles: 1
Domestic Animal: 3
Wild Animal: 34
Fixed Objects: 13
Other Objects: 1
Unknown: 0

Total: 232

Weather Conditions

None: 219
Rain: 7
Snow/Sleet/Hail: 6
Fog: 0
Dust: 0
Wind: 0
Unknown: 0

Total: 232

Road Conditions

Dry: 217
Wet: 7
Muddy: 0
Snowy: 4
Icy: 3
Slushy: 1
Foreign Material: 0
With Road Treatment: 0
Unknown: 0

Total: 232

Vehicle Types

	Vehicle 1	Vehicle 2	Vehicle 3
Passenger Car/Van:	107	76	5
Passenger Car/Van w/Trailer:	1	1	0
Pickup Truck/Utility Van:	43	49	5
Pickup Truck/Utility Van w/Trailer:	2	1	0
SUV:	60	45	2
SUV w/Trailer:	0	0	0
Truck 10k lbs or Less:	0	0	0
Trucks > 10k lbs/Busses > 15 People:	5	2	0
School Bus < 15 People:	0	0	0
Non School Bus < 15 People:	0	1	0
Motorhome:	0	0	0
Motorcycle:	5	1	0
Bicycle:	1	0	0
Motorized Bicycle:	0	0	0
Farm Equipment:	0	0	0
Hit and Run - Unknown:	6	1	0
Other:	2	1	0
Unknown:	0	0	0

Total: 232 178 12

ADT: 19,104 Length: 1.84



Colorado Department of Transportation
DiExSys™ Roadway Safety Systems
General Summary of Crashes Report

04/25/2018

Job #: 20180425142048

Location: 50A Begin: 279.25 End: 281.10 From: 01/01/2012 To: 12/31/2016

Frontage Roads

Severity

PDO: 47
INJ: 13 16 :Injured
FAT: 0 0 :Killed

Total: 60

Number of Vehicles

One Vehicle: 9
Two Vehicles: 49
Three or More: 2
Unknown: 0

Total: 60

Location

On Road: 52
Off Road: 8
Unknown: 0

Total: 60

Mainline/Ramps/Frontage Rds

Mainline: 0
Ramps: 0
Frontage/Ramp Intsx: 0
Frontage Roads: 60
HOV Lanes: 0
Unknown: 0

Total: 60

Lighting Conditions

Daylight: 47
Dawn or Dusk: 1
Dark - Lighted: 9
Dark - Unlighted: 3
Unknown: 0

Total: 60

Crash Rates

PDO: 0.73 * * Per MVMT
INJ: 0.20 * ** Per 100 MVMT
FAT: 0.00 **

Total: 0.93 *

Crash Type

Overturning: 1
Other Non Collision: 0
Pedestrians: 0
Broadside: 11
Head On: 0
Rear End: 27
Sideswipe Same: 2
Sideswipe Opposite: 1
Approach Turn: 6
Overtaking Turn: 0
Parked Motor Vehicle: 1
Railway Vehicle: 0
Bicycles: 3
Domestic Animal: 0
Wild Animal: 0
Fixed Objects: 8
Other Objects: 0
Unknown: 0

Total: 60

Weather Conditions

None: 53
Rain: 1
Snow/Sleet/Hail: 4
Fog: 0
Dust: 0
Wind: 1
Unknown: 1

Total: 60

Road Conditions

Dry: 51
Wet: 4
Muddy: 0
Snowy: 2
Icy: 2
Slushy: 1
Foreign Material: 0
With Road Treatment: 0
Unknown: 0

Total: 60

Vehicle Types

	Vehicle 1	Vehicle 2	Vehicle 3
Passenger Car/Van:	32	29	1
Passenger Car/Van w/Trailer:	0	0	0
Pickup Truck/Utility Van:	12	7	1
Pickup Truck/Utility Van w/Trailer:	0	0	0
SUV:	14	10	0
SUV w/Trailer:	0	0	0
Truck 10k lbs or Less:	0	0	0
Trucks > 10k lbs/Busses > 15 People:	0	0	0
School Bus < 15 People:	0	0	0
Non School Bus < 15 People:	0	0	0
Motorhome:	0	0	0
Motorcycle:	1	2	0
Bicycle:	0	3	0
Motorized Bicycle:	0	0	0
Farm Equipment:	0	0	0
Hit and Run - Unknown:	1	0	0
Other:	0	0	0
Unknown:	0	0	0

Total: 60 51 2

ADT: 19,104 Length: 1.84

Safety Performance Function Analysis - User Interface

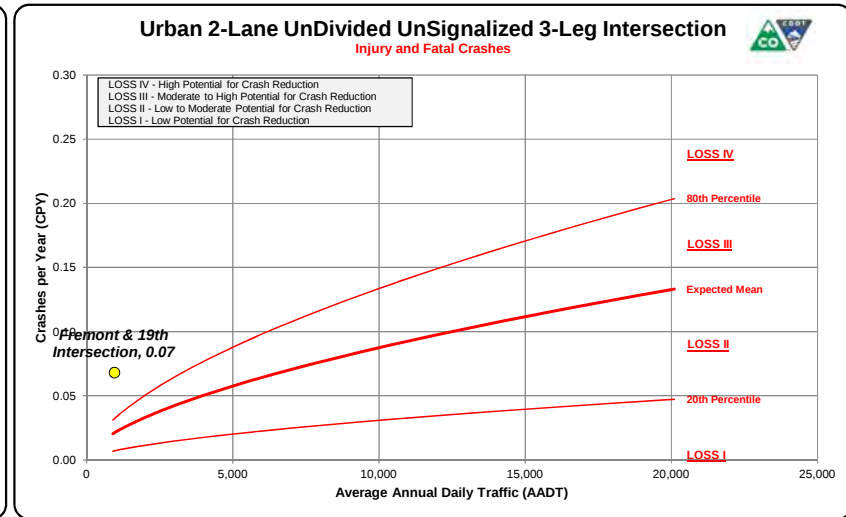
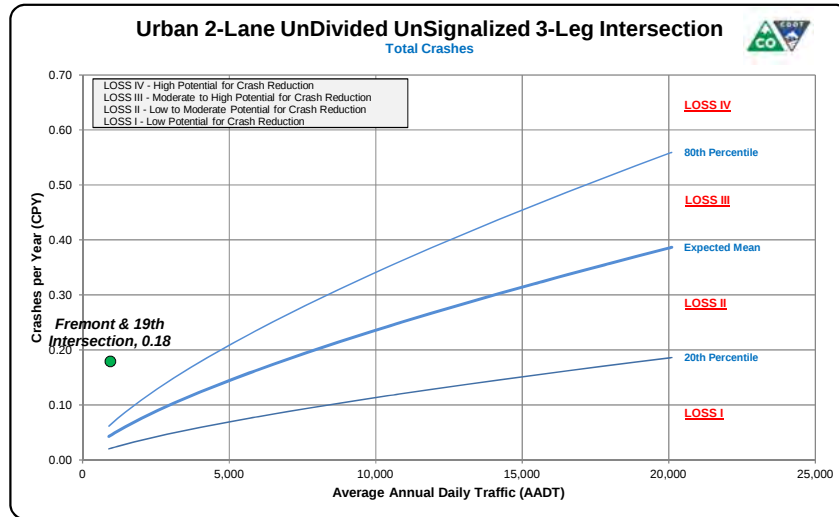
Street Name Primary	Street Name Secondary	AADT ^A Road Fremont	AADT ^A Road 19th	Number of Crashes			Date		CPY ^C	
				PDO ^B	Injury	Fatal	Begin	End	Total	Injury & Fatal
Fremont	19th	941		5	4		1/1/2012	12/31/2016	0.18	0.07

A. AADT - Average Annual Daily Traffic

NOTE: If only one AADT is provided, it is assumed as the major AADT and the minor AADT will be calculated at 10%.

B. PDO - Property Damage Only

C. CPY - Crashes per Year (Empirical Bayes Corrected)



Safety Performance Function Analysis - User Interface

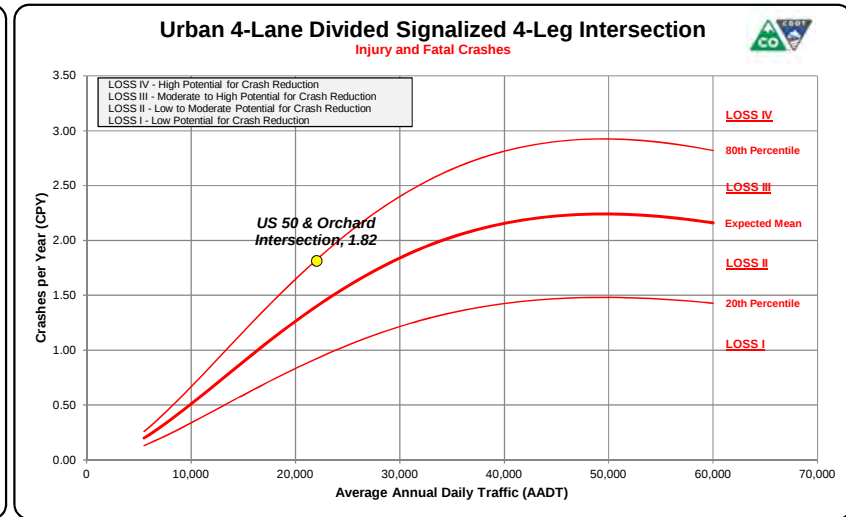
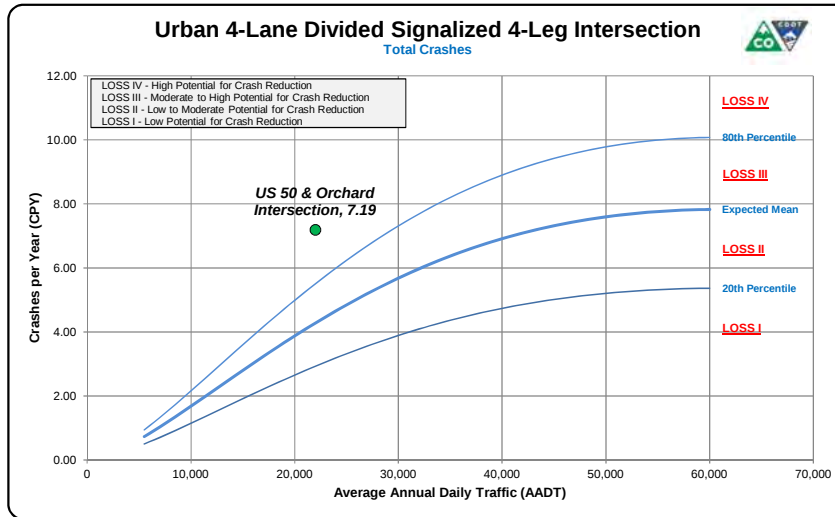
Street Name Primary	Street Name Secondary	AADT ^A Road US 50	AADT ^A Road Orchard	Number of Crashes			Date		CPY ^C	
				PDO ^B	Injury	Fatal	Begin	End	Total	Injury & Fatal
US 50	Orchard	22,000	1,589	30	11		1/1/2012	12/31/2016	7.19	1.82

A. AADT - Average Annual Daily Traffic

NOTE: If only one AADT is provided, it is assumed as the major AADT and the minor AADT will be calculated at 10%.

B. PDO - Property Damage Only

C. CPY - Crashes per Year (Empirical Bayes Corrected)



Safety Performance Function Analysis - User Interface

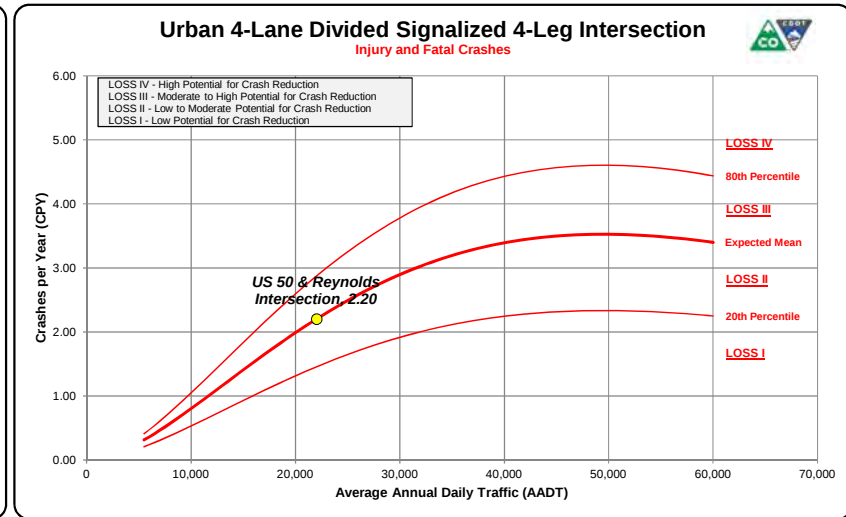
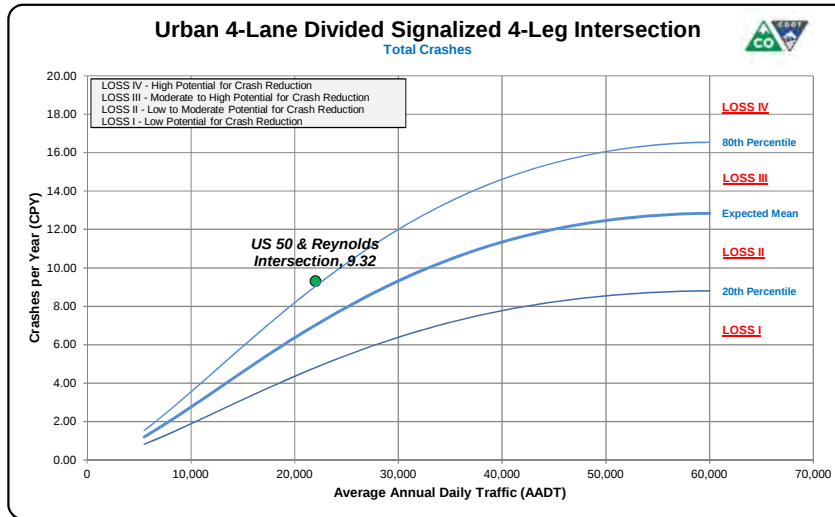
Street Name Primary	Street Name Secondary	AADT ^A Road US 50	AADT ^A Road Reynolds	Number of Crashes			Date		CPY ^C	
				PDO ^B	Injury	Fatal	Begin	End	Total	Injury & Fatal
US 50	Reynolds	22,000	4,189	38	11		1/1/2012	12/31/2016	9.32	2.20

A. AADT - Average Annual Daily Traffic

NOTE: If only one AADT is provided, it is assumed as the major AADT and the minor AADT will be calculated at 10%.

B. PDO - Property Damage Only

C. CPY - Crashes per Year (Empirical Bayes Corrected)



Safety Performance Function Analysis - User Interface

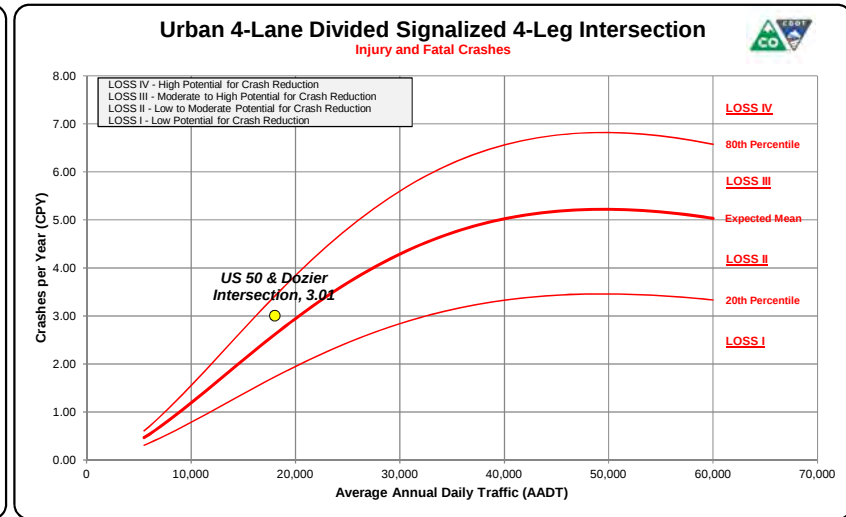
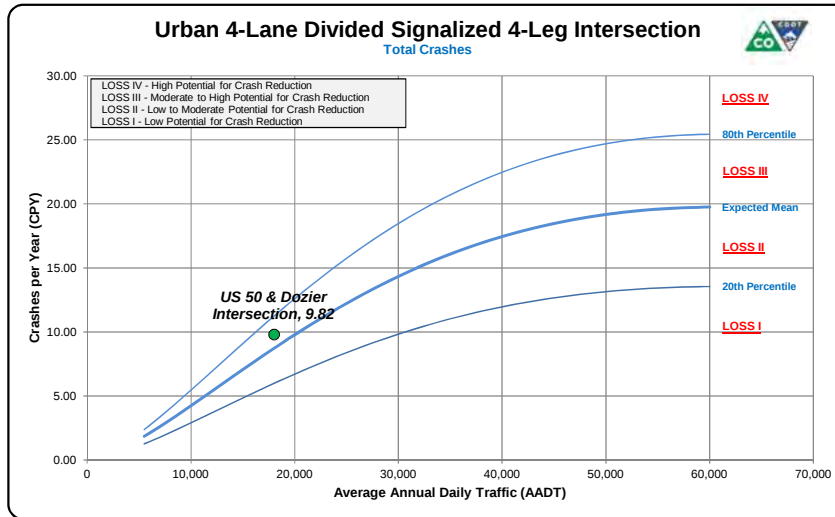
Street Name Primary	Street Name Secondary	AADT ^A Road US 50	AADT ^A Road Dozier	Number of Crashes			Date		CPY ^C	
				PDO ^B	Injury	Fatal	Begin	End	Total	Injury & Fatal
US 50	Dozier	18,000	9,911	34	16		1/1/2012	12/31/2016	9.82	3.01

A. AADT - Average Annual Daily Traffic

NOTE: If only one AADT is provided, it is assumed as the major AADT and the minor AADT will be calculated at 10%.

B. PDO - Property Damage Only

C. CPY - Crashes per Year (Empirical Bayes Corrected)



APPENDIX D

TRAFFIC METHODOLOGY, DATA AND ANALYSIS

TRAFFIC METHODOLOGY



Memorandum

To: Cañon City ACP Project Team

From: Andrew Amend, P.E., P.T.O.E.

Date: January 5, 2018

Re: US 50 ACP Traffic Operations Evaluation Methodology

This memorandum describes the general traffic engineering and transportation planning approach proposed by Stolfus & Associates, Inc. for the US 50 Access Control Plan (ACP) in Cañon City. The purpose of this memorandum is to outline the primary assumptions and procedures that will be used in the traffic analyses for the project. All traffic analyses conducted will be in accordance with this methodology and used to support decisions made during the course of the project.

The study area consists of 1.5 miles of US 50 in Cañon City, from Mile Marker (MM) 279.2 to MM 280.7. The study begins west of the US 50 (Royal Gorge Boulevard) intersection with 15th Street and ends east of The Abbey driveway. The catalyst for this ACP is the proposed elimination of the existing frontage road (Fremont Drive) on the north side of US 50. This change would require multiple driveways and public streets, which currently have full-movement access to the Fremont Drive, to directly access US 50. The main focus of the traffic analyses will be to estimate the impact that this change in access would have on US 50 intersection operations. Non-traditional intersection types will also be considered where traffic patterns indicate that there may be an operational benefit.

EXISTING TRAFFIC

CDOT collected evening peak hour Turning Movement Counts (TMCs) at seven public street intersections along US 50 and at Fremont Drive in early May 2017. Additional peak hour TMCs will be estimated based on tube counts collected by Cañon City in December 2017. The nearest CDOT continuous count station on US 50 is over forty miles away; too far for approximations of seasonal traffic fluctuations in Cañon City to be made. Given this limitation, no seasonal adjustment will be applied to the traffic data collected. However, City tube count data will be adjusted to match CDOT TMCs since it was estimated that May traffic is higher than December. A figure showing CDOT TMCs and expected count locations based on City data is attached. The CDOT estimate of 2016 Annual Average Daily Traffic (AADT) on this segment of US 50 is 23,000 vehicles with 6% trucks.

FUTURE TRAFFIC

Traffic growth within the study area was forecasted using publicly available CDOT estimates. At Count Station 102302, which covers the segment from MM 279.4 to MM 280.3, projections indicate a 20% increase in traffic over 20 years. This translates to an annual growth rate of 0.9%. All existing traffic count data will be increased by the annual growth rate to the planning year of 2040. This equates to a 23% increase over 2017 counts. This increase will be applied uniformly to turning movements at study intersections, including both side street and highway approaches.

TRAFFIC ANALYSIS SCENARIOS

Traffic operations will be evaluated for four scenarios:

1. Existing- 2017 traffic volumes and roadway configurations
2. No Build- Projected 2040 traffic volumes with the existing roadway configuration
3. No ACP- Projected 2040 traffic volumes with all existing accesses extended to US 50
4. ACP- Projected 2040 traffic volumes with all access control measures in the ACP

The 'No Build' scenario will simply reflect the 'Existing' scenario with the 23% growth described in the previous section. The 'No ACP' scenario will consider the redistribution of trips required if existing driveways and public street intersections are simply extended to the highway. No consolidation of access will be assumed in the 'No ACP' scenario, but existing access restrictions from the existing US 50 median will be retained. The 'ACP' scenario will incorporate access consolidation and intersection configuration recommendations shown in the plan with the according rerouting of traffic. The 'ACP'

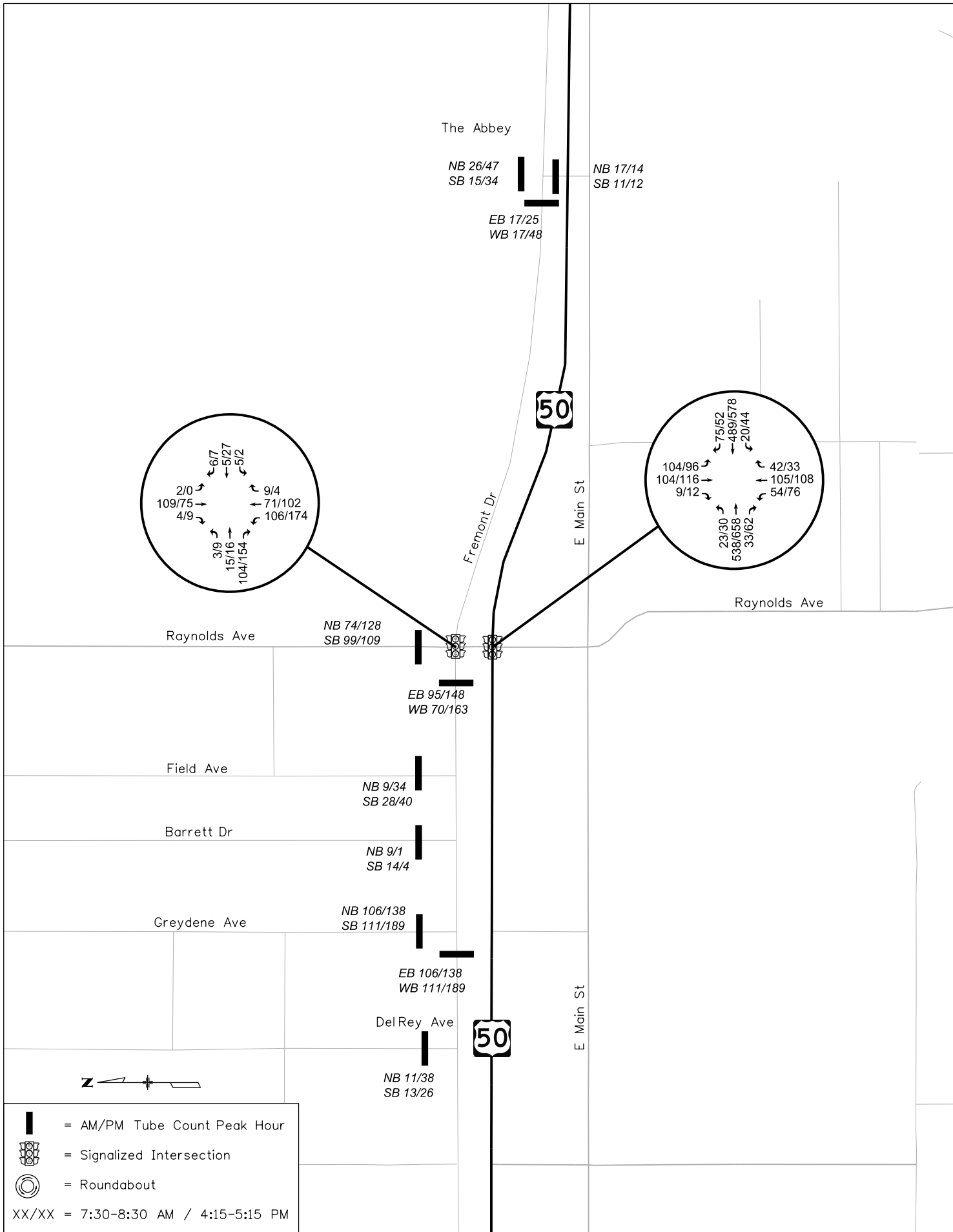
TRAFFIC ANALYSIS APPROACH

Traffic analyses will be conducted using procedures outlined in the Transportation Research Board's Highway Capacity Manual, 6th Edition (HCM), where valid. Synchro 10 and/or Highway Capacity Software (HCS) will be utilized to evaluate the performance of various elements of the highway. Both AM and PM peak hour Level-Of-Service (LOS) evaluations will be conducted for each of the above scenarios at intersections where traffic counts were collected. Additionally, the Federal Highway Administration's (FHWA) CAP-X tool will be used to evaluate alternative intersection configurations at the major intersections.

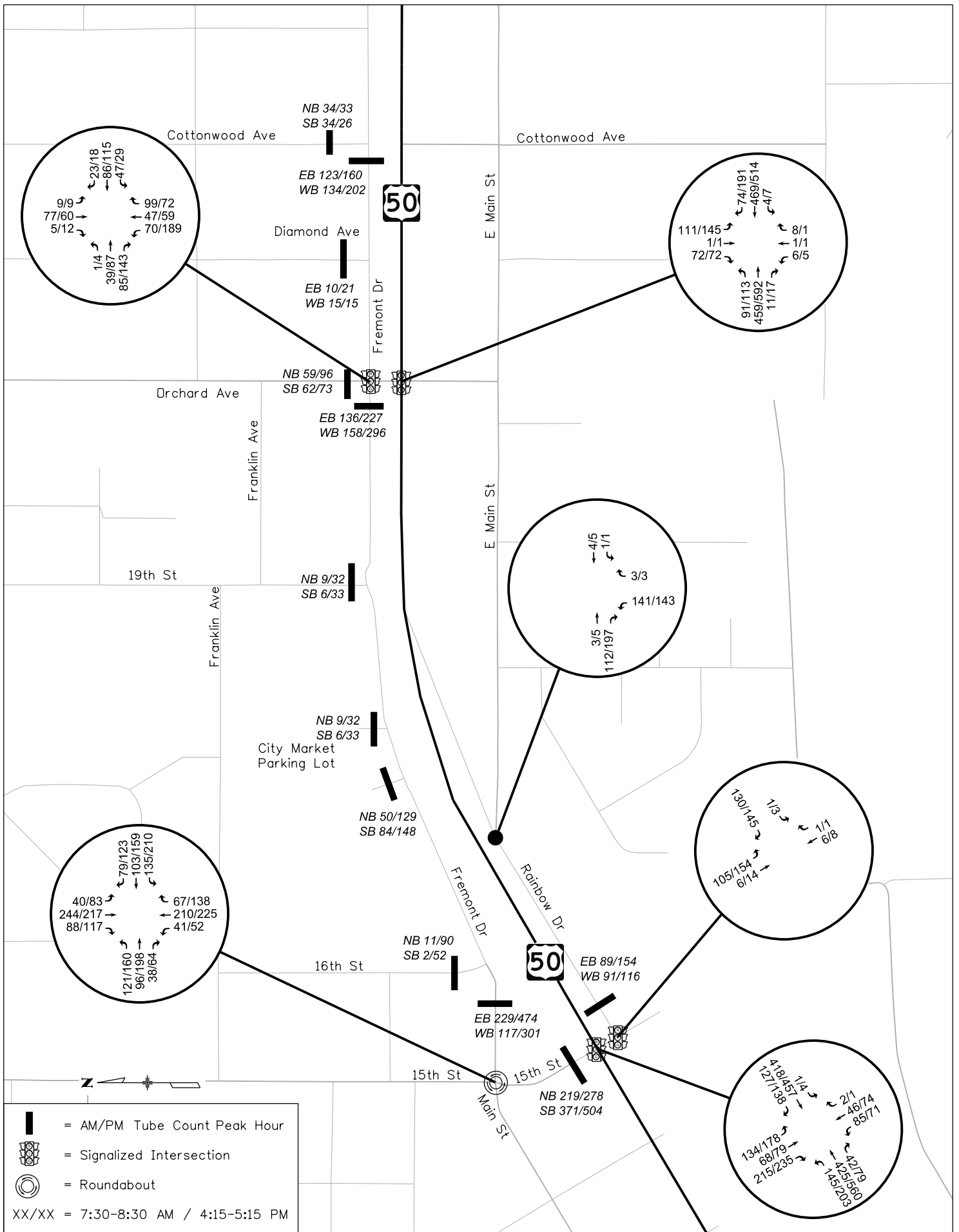
Along with intersection LOS, the highway will be evaluated in HCS using HCM Urban Street methods. This evaluation estimates travel times along a highway segment and incorporates factors such as access-point density and the effects of unsignalized intersections. The Urban Streets evaluation is only valid for segments with signalized intersections at both ends, so it will begin at 15th Street and extend to Reynolds Avenue. At signalized locations, the software tools named above will be used to optimize traffic signal timings for the traffic demand. For the 'Existing' scenario, this may yield LOS that differ from what is currently experienced by motorists.

Attachments: Existing Traffic Figure

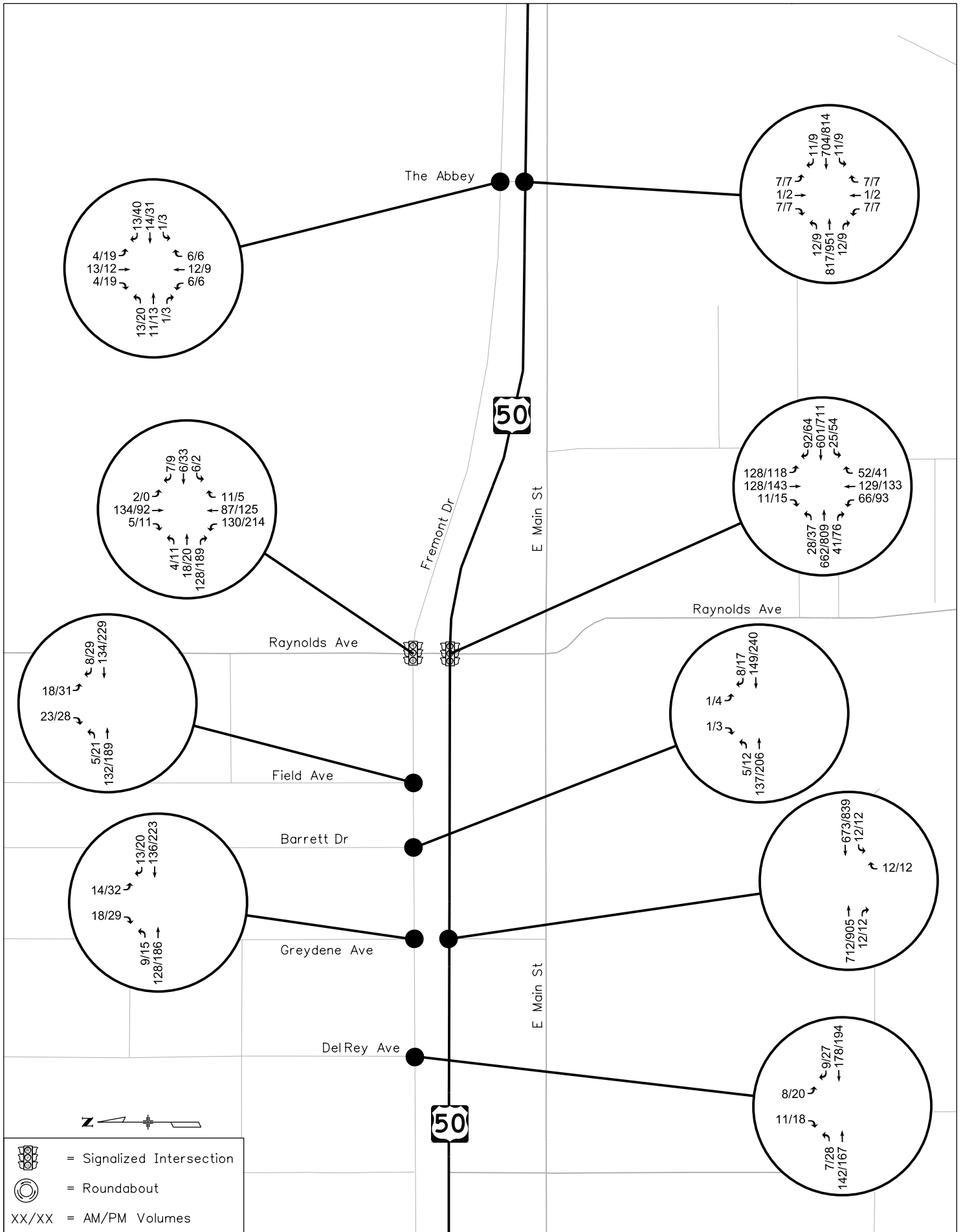
VOLUME FIGURES



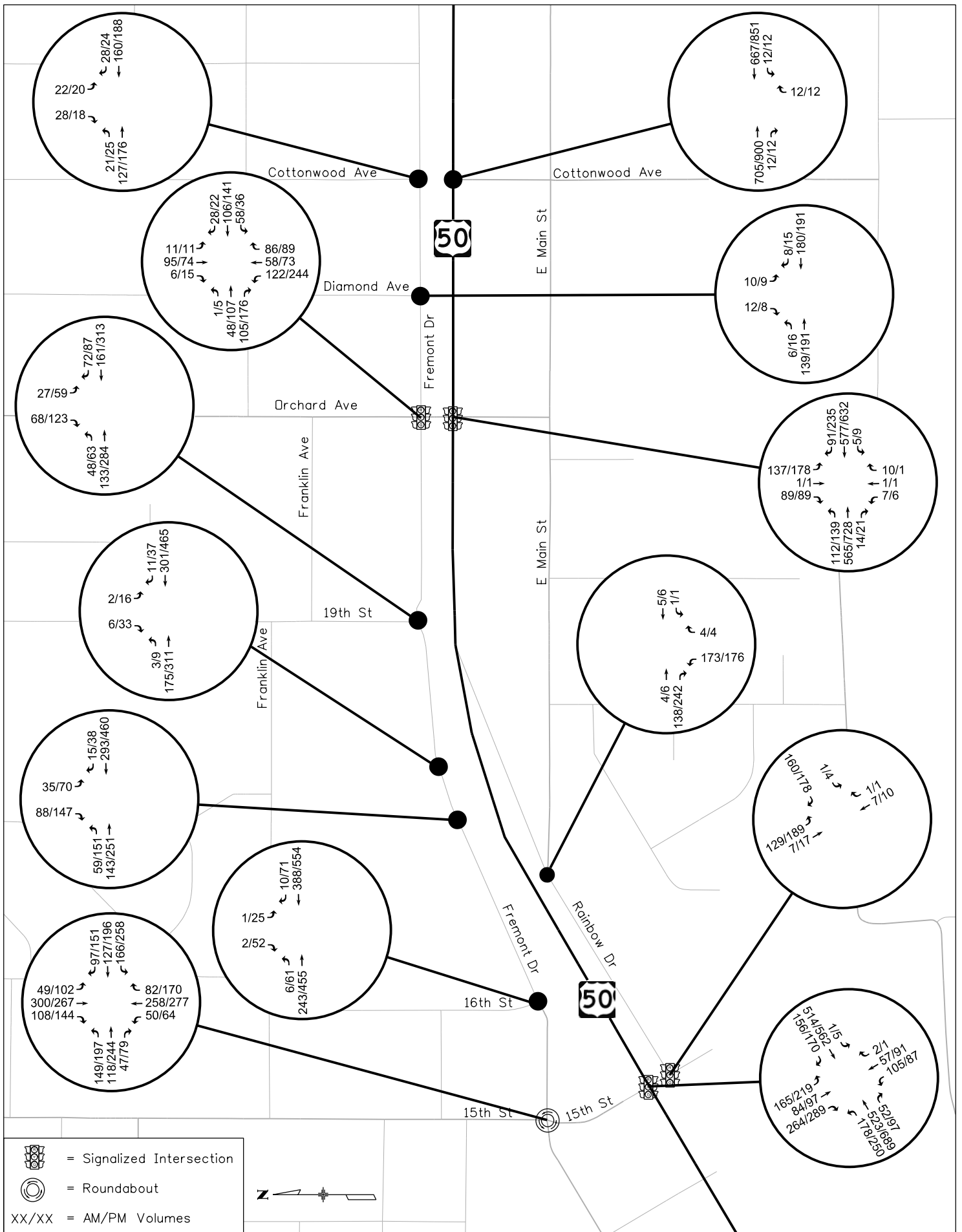
EXISTING VOLUMES (EAST SIDE)



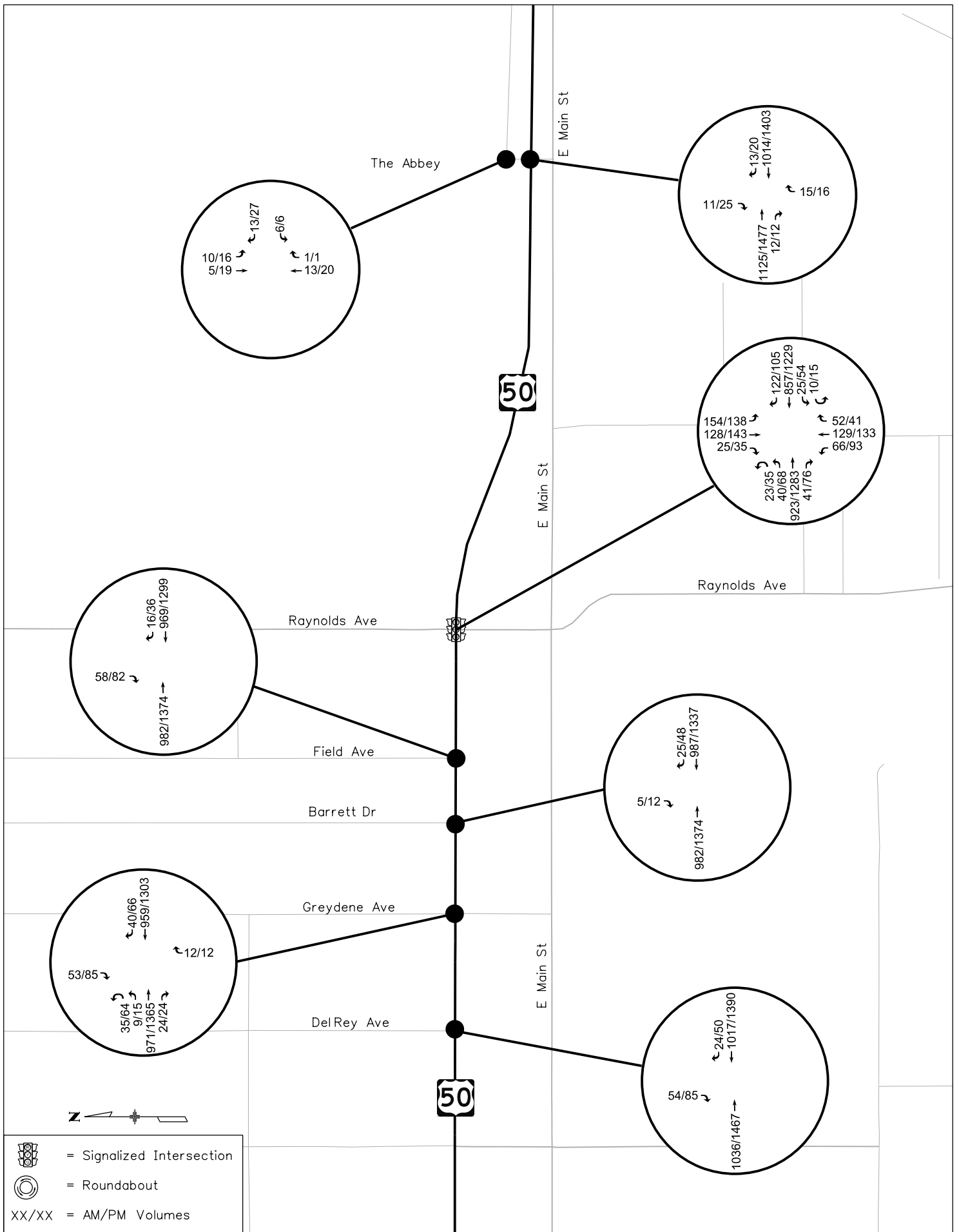
EXISTING VOLUMES (WEST SIDE)



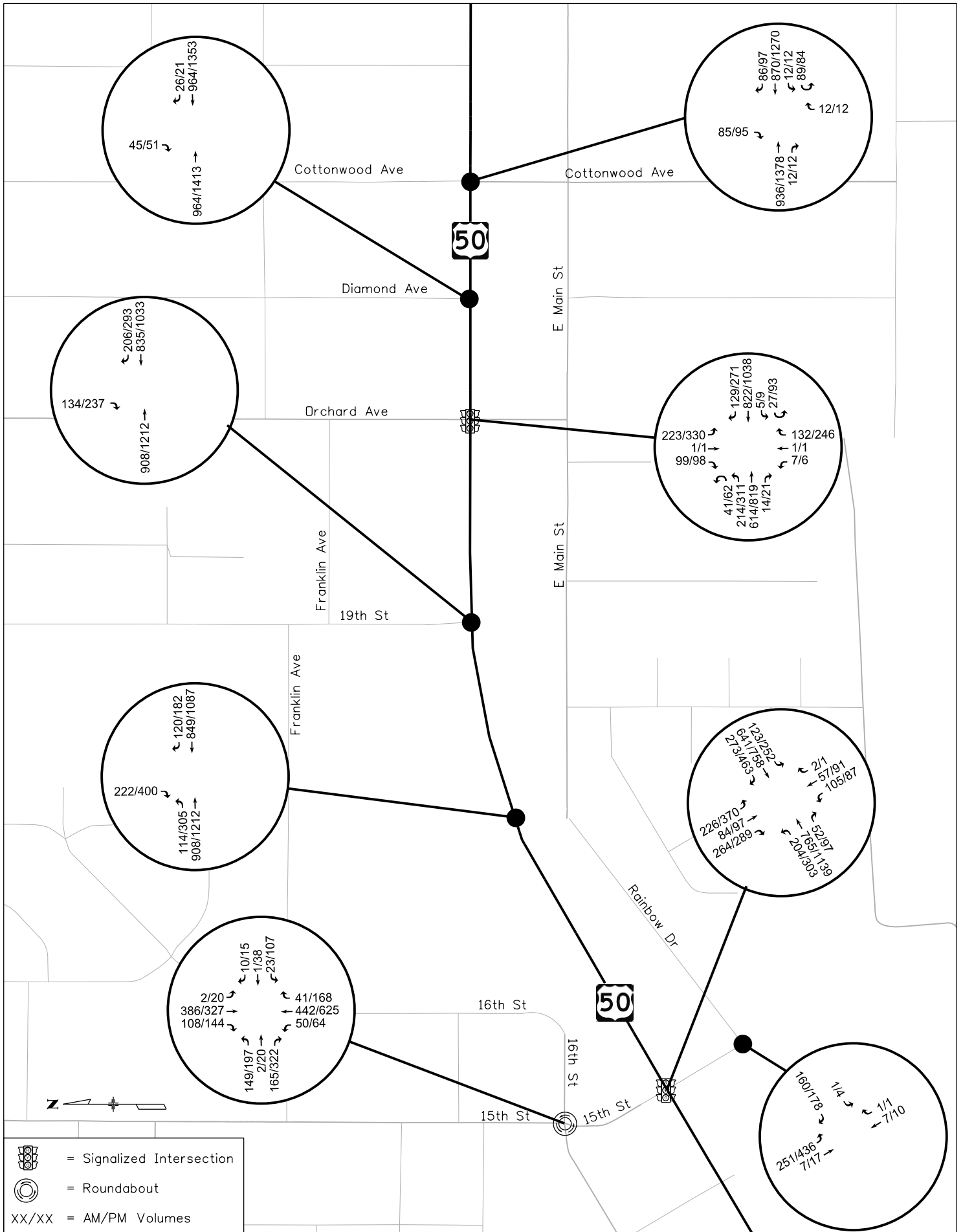
2040 NO BUILD VOLUMES (EAST SIDE)



2040 NO BUILD VOLUMES (WEST SIDE)

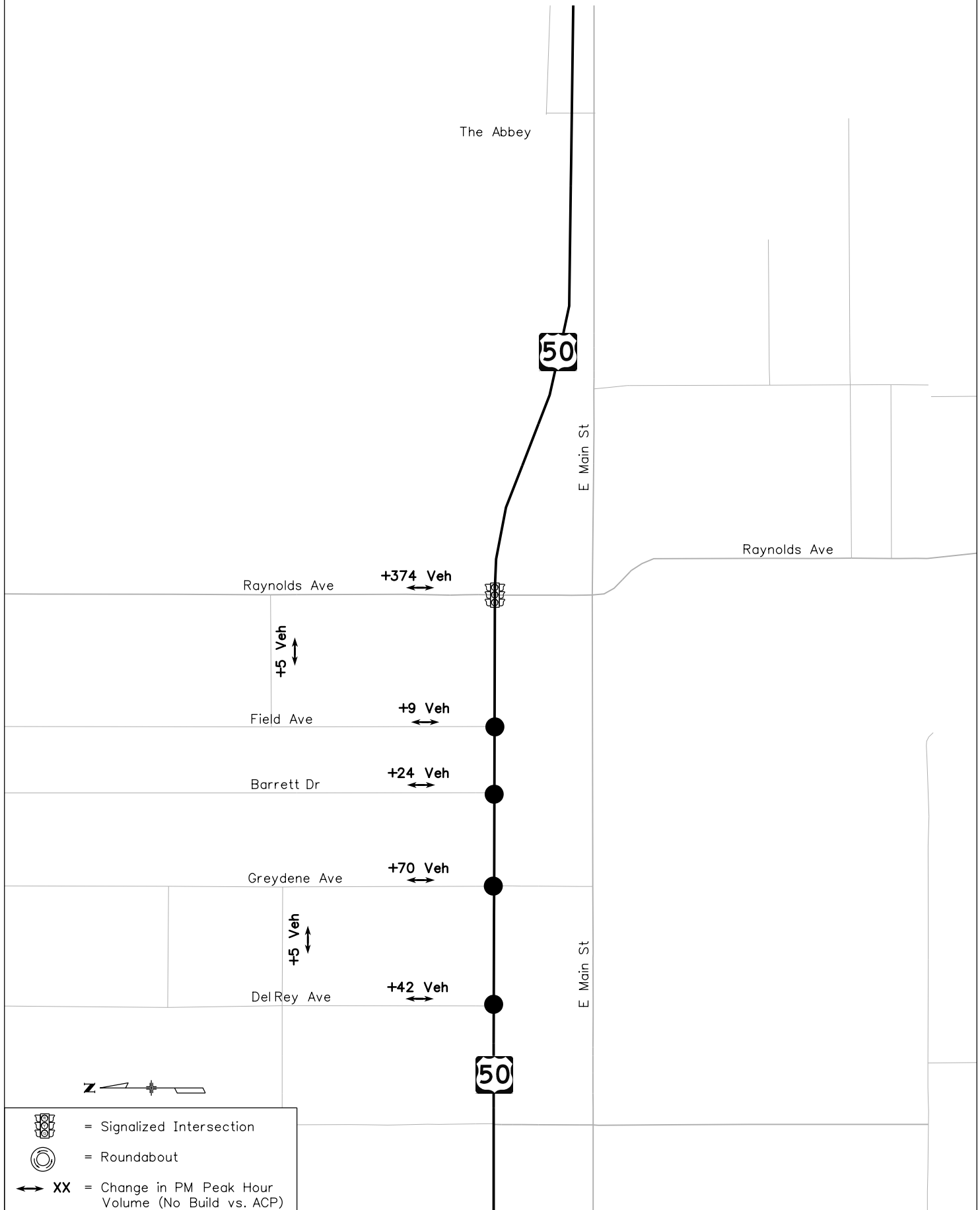


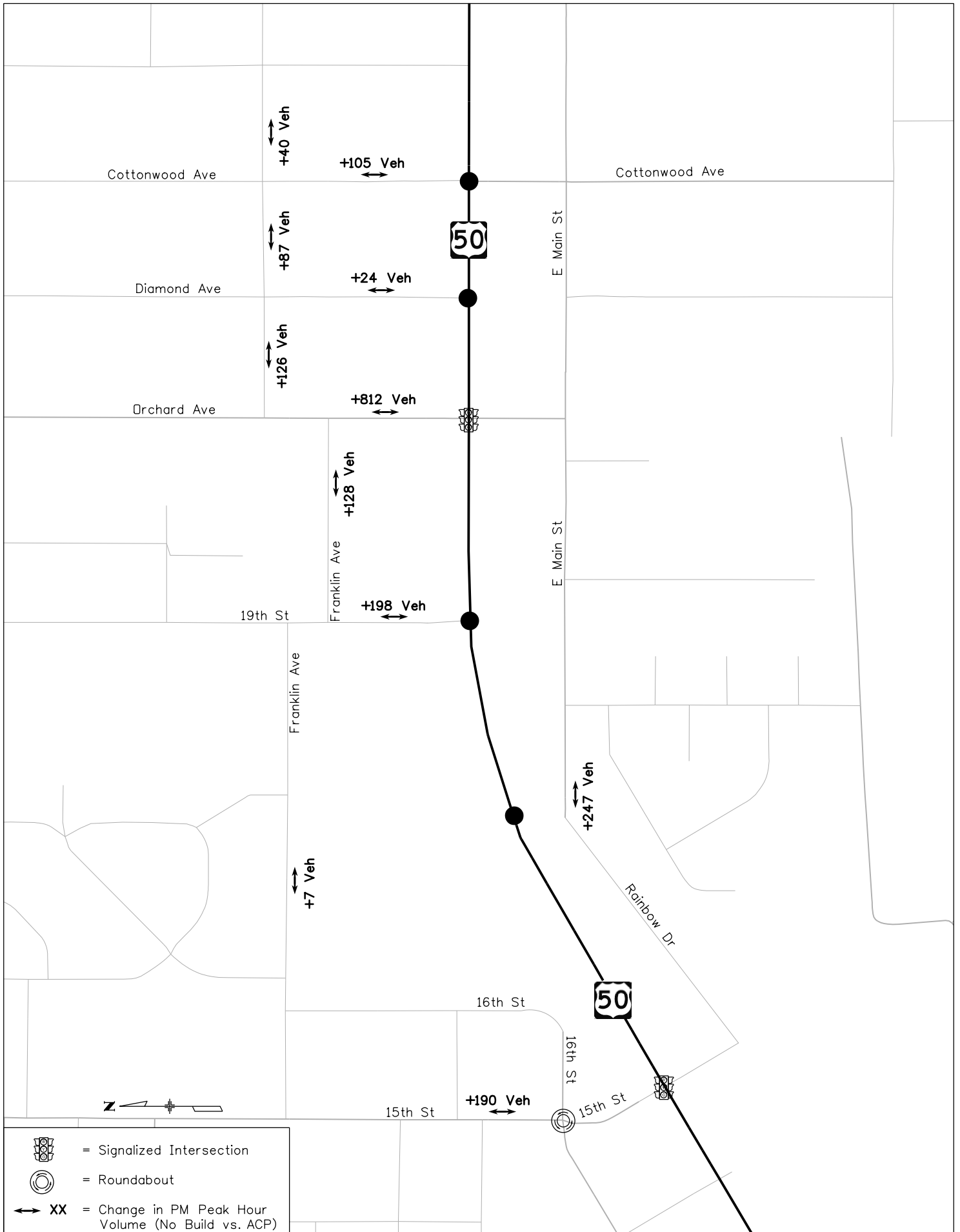
2040 ACP TRAFFIC VOLUMES (EAST SIDE)



2040 ACP TRAFFIC VOLUMES (WEST SIDE)

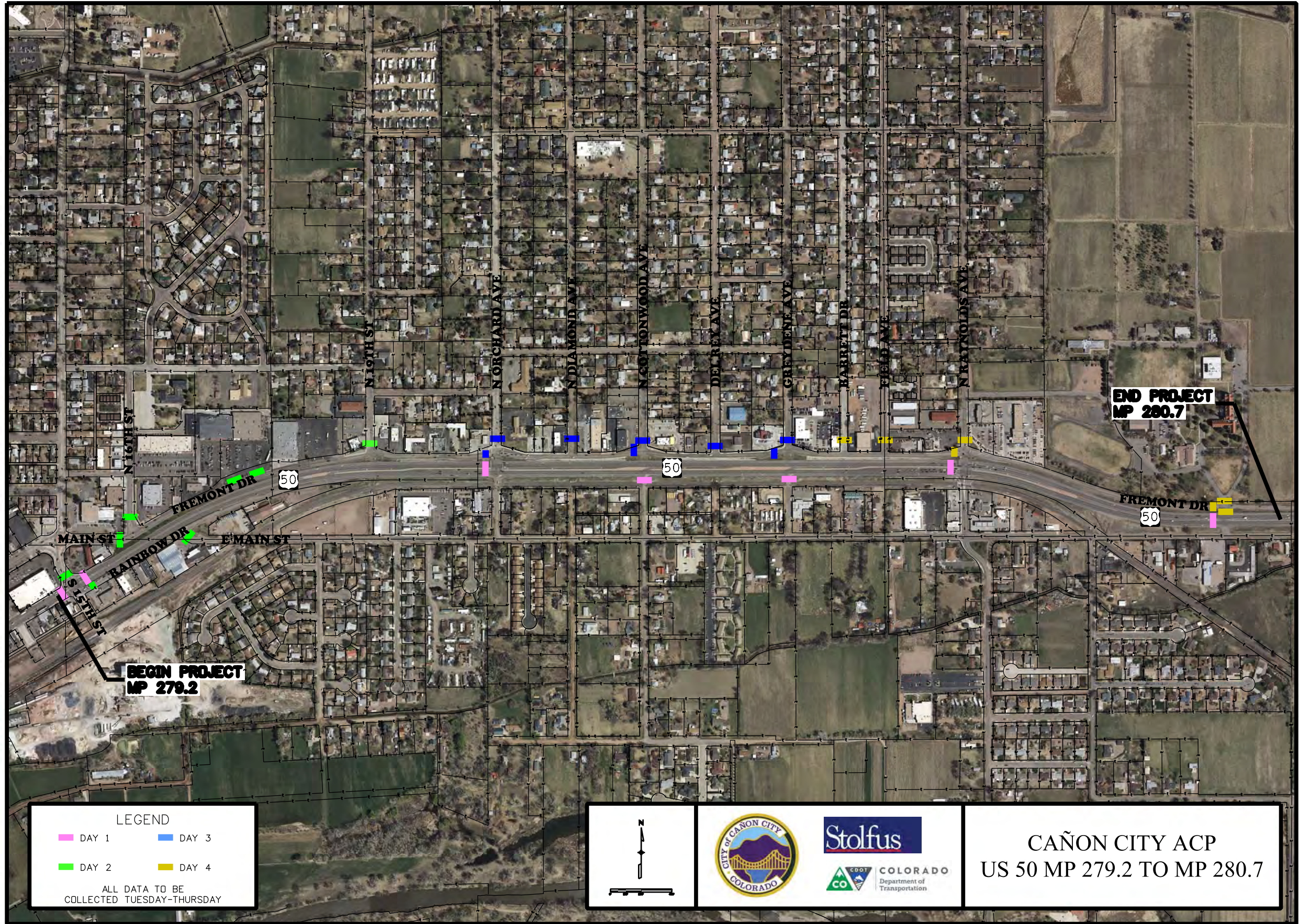
VEHICLE INCREASE BETWEEN NO BUILD AND ACP (EAST SIDE)





VEHICLE INCREASE BETWEEN NO BUILD AND ACP (WEST SIDE)

TUBE COUNTS



15TH STREET Traffic Summary - Combined

Site: 15TH STREET **Location:**

Description: 15TH STREET

Profile: Scheme F3 Cls(1-13) Dir(NESW) Sp(6,99) Headway(>0) Span(0 - 328.084) Lane(0-16)

Duration: 23:00 Monday, December 4, 2017 to 13:08 Wednesday, December 6, 2017 (1.625 days)

Created by MTE version 5.0.2.0

Grand Total

	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Weekday	Weekend	All Days
Volume	-	8182	3386	-	-	-	-	11568	0	11568
Days	1	1	1	1	1	1	1	5	2	7

Average Volume

Hour	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Weekday	Weekend	All Days
0000	-	-	23	-	-	-	-	23	-	23
0100	-	-	11	-	-	-	-	11	-	11
0200	-	-	11	-	-	-	-	11	-	11
0300	-	-	18	-	-	-	-	18	-	18
0400	-	-	47	-	-	-	-	47	-	47
0500	-	-	125	-	-	-	-	125	-	125
0600	-	-	246	-	-	-	-	246	-	246
0700	-	253	590	-	-	-	-	422	-	422
0800	-	503	461	-	-	-	-	482	-	482
0900	-	545	502	-	-	-	-	524	-	524
1000	-	629	545	-	-	-	-	587	-	587
1100	-	710	673	-	-	-	-	692	-	692
1200	-	708	134	-	-	-	-	421	-	421
1300	-	700	-	-	-	-	-	700	-	700
1400	-	710	-	-	-	-	-	710	-	710
1500	-	770	-	-	-	-	-	770	-	770
1600	-	782	-	-	-	-	-	782	-	782
1700	-	686	-	-	-	-	-	686	-	686
1800	-	397	-	-	-	-	-	397	-	397
1900	-	321	-	-	-	-	-	321	-	321
2000	-	195	-	-	-	-	-	195	-	195
2100	-	160	-	-	-	-	-	160	-	160
2200	-	76	-	-	-	-	-	76	-	76
2300	-	37	-	-	-	-	-	37	-	37
Total	0	8182	3386	0	0	0	0	8442	0	8442
								AWDT	AWET	ADT

15TH STREET Traffic Summary - Northbound

Site: 15TH STREET Location:
Description: 15TH STREET

Profile: Scheme F3 Cls(1-13) Dir(NESW) Sp(6,99) Headway(>0) Span(0 - 328.084) Lane(0-16)
Duration: 23:00 Monday, December 4, 2017 to 13:08 Wednesday, December 6, 2017 (1.625 days)
Created by MTE version 5.0.2.0

Grand Total

	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Weekday	Weekend	All Days
Volume	0	2784	794	-	-	-	-	3578	0	3578
Days	1	1	1	1	1	1	1	5	2	7

Average Volume

Hour	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Weekday	Weekend	All Days
0000	-	-	12	-	-	-	-	12	-	12
0100	-	-	7	-	-	-	-	7	-	7
0200	-	-	4	-	-	-	-	4	-	4
0300	-	-	9	-	-	-	-	9	-	9
0400	-	-	13	-	-	-	-	13	-	13
0500	-	-	66	-	-	-	-	66	-	66
0600	-	-	110	-	-	-	-	110	-	110
0700	-	87	219	-	-	-	-	153	-	153
0800	-	169	166	-	-	-	-	168	-	168
0900	-	194	149	-	-	-	-	172	-	172
1000	-	214	39	-	-	-	-	127	-	127
1100	-	244	-	-	-	-	-	244	-	244
1200	-	240	-	-	-	-	-	240	-	240
1300	-	212	-	-	-	-	-	212	-	212
1400	-	224	-	-	-	-	-	224	-	224
1500	-	257	-	-	-	-	-	257	-	257
1600	-	278	-	-	-	-	-	278	-	278
1700	-	222	-	-	-	-	-	222	-	222
1800	-	139	-	-	-	-	-	139	-	139
1900	-	111	-	-	-	-	-	111	-	111
2000	-	73	-	-	-	-	-	73	-	73
2100	-	66	-	-	-	-	-	66	-	66
2200	-	38	-	-	-	-	-	38	-	38
2300	-	16	-	-	-	-	-	16	-	16
Total	0	2784	794	0	0	0	0	2960	0	2960
								AWDT	AWET	ADT

15TH STREET Traffic Summary - Southbound

Site: 15TH STREET Location:
Description: 15TH STREET

Profile: Scheme F3 Cls(1-13) Dir(NESW) Sp(6,99) Headway(>0) Span(0 - 328.084) Lane(0-16)
Duration: 23:00 Monday, December 4, 2017 to 13:08 Wednesday, December 6, 2017 (1.625 days)
Created by MTE version 5.0.2.0

Grand Total

	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Weekday	Weekend	All Days
Volume	0	5398	2229	-	-	-	-	7627	0	7627
Days	1	1	1	1	1	1	1	5	2	7

Average Volume

Hour	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Weekday	Weekend	All Days
0000	-	-	11	-	-	-	-	11	-	11
0100	-	-	4	-	-	-	-	4	-	4
0200	-	-	7	-	-	-	-	7	-	7
0300	-	-	9	-	-	-	-	9	-	9
0400	-	-	34	-	-	-	-	34	-	34
0500	-	-	59	-	-	-	-	59	-	59
0600	-	-	136	-	-	-	-	136	-	136
0700	-	166	371	-	-	-	-	269	-	269
0800	-	334	295	-	-	-	-	315	-	315
0900	-	351	353	-	-	-	-	352	-	352
1000	-	415	377	-	-	-	-	396	-	396
1100	-	466	478	-	-	-	-	472	-	472
1200	-	468	95	-	-	-	-	282	-	282
1300	-	488	-	-	-	-	-	488	-	488
1400	-	486	-	-	-	-	-	486	-	486
1500	-	513	-	-	-	-	-	513	-	513
1600	-	504	-	-	-	-	-	504	-	504
1700	-	464	-	-	-	-	-	464	-	464
1800	-	258	-	-	-	-	-	258	-	258
1900	-	210	-	-	-	-	-	210	-	210
2000	-	122	-	-	-	-	-	122	-	122
2100	-	94	-	-	-	-	-	94	-	94
2200	-	38	-	-	-	-	-	38	-	38
2300	-	21	-	-	-	-	-	21	-	21
Total	0	5398	2229	0	0	0	0	5543	0	5543
								AWDT	AWET	ADT

MAIN STREET Traffic Summary - Combined

Site: MAIN-ST **Location:**

Description: MAIN STREET (EAST END)

Profile: Scheme F3 Cls(1-13) Dir(NESW) Sp(6,99) Headway(>0) Span(0 - 328.084) Lane(0-16)

Duration: 23:00 Monday, December 4, 2017 to 13:08 Wednesday, December 6, 2017 (1.625 days)

Created by MTE version 5.0.2.0

Grand Total

	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Weekday	Weekend	All Days
Volume	-	8310	3314	-	-	-	-	11624	0	11624
Days	1	1	1	1	1	1	1	5	2	7

Average Volume

Hour	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Weekday	Weekend	All Days
0000	-	-	16	-	-	-	-	16	-	16
0100	-	-	7	-	-	-	-	7	-	7
0200	-	-	5	-	-	-	-	5	-	5
0300	-	-	6	-	-	-	-	6	-	6
0400	-	-	19	-	-	-	-	19	-	19
0500	-	-	39	-	-	-	-	39	-	39
0600	-	-	117	-	-	-	-	117	-	117
0700	-	-	335	-	-	-	-	335	-	335
0800	-	406	406	-	-	-	-	406	-	406
0900	-	524	582	-	-	-	-	553	-	553
1000	-	678	699	-	-	-	-	689	-	689
1100	-	775	861	-	-	-	-	818	-	818
1200	-	815	222	-	-	-	-	519	-	519
1300	-	748	-	-	-	-	-	748	-	748
1400	-	765	-	-	-	-	-	765	-	765
1500	-	768	-	-	-	-	-	768	-	768
1600	-	803	-	-	-	-	-	803	-	803
1700	-	764	-	-	-	-	-	764	-	764
1800	-	551	-	-	-	-	-	551	-	551
1900	-	315	-	-	-	-	-	315	-	315
2000	-	207	-	-	-	-	-	207	-	207
2100	-	110	-	-	-	-	-	110	-	110
2200	-	56	-	-	-	-	-	56	-	56
2300	-	25	-	-	-	-	-	25	-	25
Total	0	8310	3314	0	0	0	0	8640	0	8640
								AWDT	AWET	ADT

MAIN STREET Traffic Summary - Eastbound

Site: MAIN-ST **Location:**
Description: MAIN STREET (EAST END)
Profile: Scheme F3 Cls(1-13) Dir(NESW) Sp(6,99) Headway(>0) Span(0 - 328.084) Lane(0-16)
Duration: 23:00 Monday, December 4, 2017 to 13:08 Wednesday, December 6, 2017 (1.625 days)
 Created by MTE version 5.0.2.0

Grand Total

	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Weekday	Weekend	All Days
Volume	0	4604	1835	-	-	-	-	6439	0	6439
Days	1	1	1	1	1	1	1	5	2	7

Average Volume

Hour	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Weekday	Weekend	All Days
0000	-	-	6	-	-	-	-	6	-	6
0100	-	-	3	-	-	-	-	3	-	3
0200	-	-	3	-	-	-	-	3	-	3
0300	-	-	3	-	-	-	-	3	-	3
0400	-	-	12	-	-	-	-	12	-	12
0500	-	-	15	-	-	-	-	15	-	15
0600	-	-	58	-	-	-	-	58	-	58
0700	-	-	174	-	-	-	-	174	-	174
0800	-	229	212	-	-	-	-	221	-	221
0900	-	296	329	-	-	-	-	313	-	313
1000	-	404	390	-	-	-	-	397	-	397
1100	-	446	497	-	-	-	-	472	-	472
1200	-	456	133	-	-	-	-	295	-	295
1300	-	397	-	-	-	-	-	397	-	397
1400	-	421	-	-	-	-	-	421	-	421
1500	-	441	-	-	-	-	-	441	-	441
1600	-	474	-	-	-	-	-	474	-	474
1700	-	463	-	-	-	-	-	463	-	463
1800	-	268	-	-	-	-	-	268	-	268
1900	-	153	-	-	-	-	-	153	-	153
2000	-	74	-	-	-	-	-	74	-	74
2100	-	53	-	-	-	-	-	53	-	53
2200	-	20	-	-	-	-	-	20	-	20
2300	-	9	-	-	-	-	-	9	-	9
Total	0	4604	1835	0	0	0	0	4743	0	4743
								AWDT	AWET	ADT

MAIN STREET Traffic Summary - Westbound

Site: MAIN-ST **Location:**
Description: MAIN STREET (EAST END)
Profile: Scheme F3 Cls(1-13) Dir(NESW) Sp(6,99) Headway(>0) Span(0 - 328.084) Lane(0-16)
Duration: 23:00 Monday, December 4, 2017 to 13:08 Wednesday, December 6, 2017 (1.625 days)
 Created by MTE version 5.0.2.0

Grand Total

	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Weekday	Weekend	All Days
Volume	0	3706	1479	-	-	-	-	5185	0	5185
Days	1	1	1	1	1	1	1	5	2	7

Average Volume

Hour	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Weekday	Weekend	All Days
0000	-	-	10	-	-	-	-	10	-	10
0100	-	-	4	-	-	-	-	4	-	4
0200	-	-	2	-	-	-	-	2	-	2
0300	-	-	3	-	-	-	-	3	-	3
0400	-	-	7	-	-	-	-	7	-	7
0500	-	-	24	-	-	-	-	24	-	24
0600	-	-	59	-	-	-	-	59	-	59
0700	-	-	161	-	-	-	-	161	-	161
0800	-	177	194	-	-	-	-	186	-	186
0900	-	228	253	-	-	-	-	241	-	241
1000	-	274	309	-	-	-	-	292	-	292
1100	-	329	364	-	-	-	-	347	-	347
1200	-	359	89	-	-	-	-	224	-	224
1300	-	351	-	-	-	-	-	351	-	351
1400	-	344	-	-	-	-	-	344	-	344
1500	-	327	-	-	-	-	-	327	-	327
1600	-	329	-	-	-	-	-	329	-	329
1700	-	301	-	-	-	-	-	301	-	301
1800	-	283	-	-	-	-	-	283	-	283
1900	-	162	-	-	-	-	-	162	-	162
2000	-	133	-	-	-	-	-	133	-	133
2100	-	57	-	-	-	-	-	57	-	57
2200	-	36	-	-	-	-	-	36	-	36
2300	-	16	-	-	-	-	-	16	-	16
Total	0	3706	1479	0	0	0	0	3897	0	3897
								AWDT	AWET	ADT

CITY MARKET / BIG R / FREMONT DRIVE - WEST ENTRANCE

Traffic Summary - Combined

Site: CITY MARKET WEST **Location:**

Description: CITY MARKET/BIG R (WEST)

Profile: Scheme F3 Cls(1-13) Dir(NESW) Sp(6,99) Headway(>0) Span(0 - 328.084) Lane(0-16)

Duration: 23:00 Monday, December 4, 2017 to 13:08 Wednesday, December 6, 2017 (1.625 days)

Created by MTE version 5.0.2.0

Grand Total

	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Weekday	Weekend	All Days
Volume	-	2397	1207	-	-	-	-	3604	0	3604
Days	1	1	1	1	1	1	1	5	2	7

Average Volume

Hour	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Weekday	Weekend	All Days
0000	-	-	2	-	-	-	-	2	-	2
0100	-	-	0	-	-	-	-	0	-	0
0200	-	-	0	-	-	-	-	0	-	0
0300	-	-	3	-	-	-	-	3	-	3
0400	-	-	0	-	-	-	-	0	-	0
0500	-	-	11	-	-	-	-	11	-	11
0600	-	-	31	-	-	-	-	31	-	31
0700	-	-	77	-	-	-	-	77	-	77
0800	-	60	134	-	-	-	-	97	-	97
0900	-	126	211	-	-	-	-	168.5	-	168.5
1000	-	180	288	-	-	-	-	234	-	234
1100	-	200	290	-	-	-	-	245	-	245
1200	-	201	160	-	-	-	-	180.5	-	180.5
1300	-	206	-	-	-	-	-	206	-	206
1400	-	238	-	-	-	-	-	238	-	238
1500	-	284	-	-	-	-	-	284	-	284
1600	-	277	-	-	-	-	-	277	-	277
1700	-	251	-	-	-	-	-	251	-	251
1800	-	179	-	-	-	-	-	179	-	179
1900	-	109	-	-	-	-	-	109	-	109
2000	-	54	-	-	-	-	-	54	-	54
2100	-	18	-	-	-	-	-	18	-	18
2200	-	13	-	-	-	-	-	13	-	13
2300	-	1	-	-	-	-	-	1	-	1
Total	0	2397	1207	0	0	0	0	2679	0	2679
								AWDT	AWET	ADT

CITY MARKET / BIG R / FREMONT DRIVE - WEST ENTRANCE
Traffic Summary - Northbound

Site: CITY MARKET WEST **Location:**
Description: CITY MARKET/BIG R (WEST)
Profile: Scheme F3 Cls(1-13) Dir(NESW) Sp(6,99) Headway(>0) Span(0 - 328.084) Lane(0-16)
Duration: 23:00 Monday, December 4, 2017 to 13:08 Wednesday, December 6, 2017 (1.625 days)
 Created by MTE version 5.0.2.0

Grand Total

	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Weekday	Weekend	All Days
Volume	0	1115	551	-	-	-	-	1666	0	1666
Days	1	1	1	1	1	1	1	5	2	7

Average Volume

Hour	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Weekday	Weekend	All Days
0000	-	-	0	-	-	-	-	0	-	0
0100	-	-	0	-	-	-	-	0	-	0
0200	-	-	0	-	-	-	-	0	-	0
0300	-	-	1	-	-	-	-	1	-	1
0400	-	-	0	-	-	-	-	0	-	0
0500	-	-	5	-	-	-	-	5	-	5
0600	-	-	13	-	-	-	-	13	-	13
0700	-	-	33	-	-	-	-	33	-	33
0800	-	24	50	-	-	-	-	37	-	37
0900	-	52	97	-	-	-	-	74.5	-	74.5
1000	-	78	136	-	-	-	-	107	-	107
1100	-	103	131	-	-	-	-	117	-	117
1200	-	107	85	-	-	-	-	96	-	96
1300	-	108	-	-	-	-	-	108	-	108
1400	-	108	-	-	-	-	-	108	-	108
1500	-	135	-	-	-	-	-	135	-	135
1600	-	129	-	-	-	-	-	129	-	129
1700	-	113	-	-	-	-	-	113	-	113
1800	-	73	-	-	-	-	-	73	-	73
1900	-	46	-	-	-	-	-	46	-	46
2000	-	23	-	-	-	-	-	23	-	23
2100	-	10	-	-	-	-	-	10	-	10
2200	-	6	-	-	-	-	-	6	-	6
2300	-	0	-	-	-	-	-	0	-	0
Total	0	1115	551	0	0	0	0	1235	0	1235
								AWDT	AWET	ADT

CITY MARKET / BIG R / FREMONT DRIVE - WEST ENTRANCE
Traffic Summary - Southbound

Site: CITY MARKET WEST **Location:**
Description: CITY MARKET/BIG R (WEST)
Profile: Scheme F3 Cls(1-13) Dir(NESW) Sp(6,99) Headway(>0) Span(0 - 328.084) Lane(0-16)
Duration: 23:00 Monday, December 4, 2017 to 13:08 Wednesday, December 6, 2017 (1.625 days)
 Created by MTE version 5.0.2.0

Grand Total

	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Weekday	Weekend	All Days
Volume	0	1282	656	-	-	-	-	1938	0	1938
Days	1	1	1	1	1	1	1	5	2	7

Average Volume

Hour	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Weekday	Weekend	All Days
0000	-	-	2	-	-	-	-	2	-	2
0100	-	-	0	-	-	-	-	0	-	0
0200	-	-	0	-	-	-	-	0	-	0
0300	-	-	2	-	-	-	-	2	-	2
0400	-	-	0	-	-	-	-	0	-	0
0500	-	-	6	-	-	-	-	6	-	6
0600	-	-	18	-	-	-	-	18	-	18
0700	-	-	44	-	-	-	-	44	-	44
0800	-	36	84	-	-	-	-	60	-	60
0900	-	74	114	-	-	-	-	94	-	94
1000	-	102	152	-	-	-	-	127	-	127
1100	-	97	159	-	-	-	-	128	-	128
1200	-	94	75	-	-	-	-	84.5	-	84.5
1300	-	98	-	-	-	-	-	98	-	98
1400	-	130	-	-	-	-	-	130	-	130
1500	-	149	-	-	-	-	-	149	-	149
1600	-	148	-	-	-	-	-	148	-	148
1700	-	138	-	-	-	-	-	138	-	138
1800	-	106	-	-	-	-	-	106	-	106
1900	-	63	-	-	-	-	-	63	-	63
2000	-	31	-	-	-	-	-	31	-	31
2100	-	8	-	-	-	-	-	8	-	8
2200	-	7	-	-	-	-	-	7	-	7
2300	-	1	-	-	-	-	-	1	-	1
Total	0	1282	656	0	0	0	0	1445	0	1445
								AWDT	AWET	ADT

CITY MARKET / BIG R / FREMONT DRIVE - EAST ENTRANCE

Traffic Summary - Combined

Site: CITY MARKET EAST **Location:**

Description: CITY MARKET/BIG R EAST SIDE

Profile: Scheme F3 Cls(1-13) Dir(NESW) Sp(6,99) Headway(>0) Span(0 - 328.084) Lane(0-16)

Duration: 23:00 Monday, December 4, 2017 to 13:08 Wednesday, December 6, 2017 (1.625 days)

Created by MTE version 5.0.2.0

Grand Total

	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Weekday	Weekend	All Days
Volume	-	528	213	-	-	-	-	741	0	741
Days	1	1	1	1	1	1	1	5	2	7

Average Volume

Hour	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Weekday	Weekend	All Days
0000	-	-	0	-	-	-	-	0	-	0
0100	-	-	2	-	-	-	-	2	-	2
0200	-	-	0	-	-	-	-	0	-	0
0300	-	-	0	-	-	-	-	0	-	0
0400	-	-	0	-	-	-	-	0	-	0
0500	-	-	0	-	-	-	-	0	-	0
0600	-	-	2	-	-	-	-	2	-	2
0700	-	-	8	-	-	-	-	8	-	8
0800	-	2	15	-	-	-	-	8.5	-	8.5
0900	-	29	31	-	-	-	-	30	-	30
1000	-	61	38	-	-	-	-	49.5	-	49.5
1100	-	46	80	-	-	-	-	63	-	63
1200	-	61	37	-	-	-	-	49	-	49
1300	-	66	-	-	-	-	-	66	-	66
1400	-	59	-	-	-	-	-	59	-	59
1500	-	43	-	-	-	-	-	43	-	43
1600	-	65	-	-	-	-	-	65	-	65
1700	-	47	-	-	-	-	-	47	-	47
1800	-	35	-	-	-	-	-	35	-	35
1900	-	4	-	-	-	-	-	4	-	4
2000	-	5	-	-	-	-	-	5	-	5
2100	-	2	-	-	-	-	-	2	-	2
2200	-	2	-	-	-	-	-	2	-	2
2300	-	1	-	-	-	-	-	1	-	1
Total	0	528	213	0	0	0	0	541	0	541
								AWDT	AWET	ADT

CITY MARKET / BIG R / FREMONT DRIVE - EAST ENTRANCE
Traffic Summary - Northbound

Site: CITY MARKET EAST **Location:**
Description: CITY MARKET/BIG R EAST SIDE
Profile: Scheme F3 Cls(1-13) Dir(NESW) Sp(6,99) Headway(>0) Span(0 - 328.084) Lane(0-16)
Duration: 23:00 Monday, December 4, 2017 to 13:08 Wednesday, December 6, 2017 (1.625 days)
 Created by MTE version 5.0.2.0

Grand Total

	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Weekday	Weekend	All Days
Volume	0	257	107	-	-	-	-	364	0	364
Days	1	1	1	1	1	1	1	5	2	7

Average Volume

Hour	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Weekday	Weekend	All Days
0000	-	-	0	-	-	-	-	0	-	0
0100	-	-	1	-	-	-	-	1	-	1
0200	-	-	0	-	-	-	-	0	-	0
0300	-	-	0	-	-	-	-	0	-	0
0400	-	-	0	-	-	-	-	0	-	0
0500	-	-	0	-	-	-	-	0	-	0
0600	-	-	1	-	-	-	-	1	-	1
0700	-	-	5	-	-	-	-	5	-	5
0800	-	1	9	-	-	-	-	5	-	5
0900	-	14	14	-	-	-	-	14	-	14
1000	-	29	20	-	-	-	-	24.5	-	24.5
1100	-	25	39	-	-	-	-	32	-	32
1200	-	33	18	-	-	-	-	25.5	-	25.5
1300	-	32	-	-	-	-	-	32	-	32
1400	-	22	-	-	-	-	-	22	-	22
1500	-	29	-	-	-	-	-	29	-	29
1600	-	32	-	-	-	-	-	32	-	32
1700	-	19	-	-	-	-	-	19	-	19
1800	-	14	-	-	-	-	-	14	-	14
1900	-	0	-	-	-	-	-	0	-	0
2000	-	4	-	-	-	-	-	4	-	4
2100	-	1	-	-	-	-	-	1	-	1
2200	-	1	-	-	-	-	-	1	-	1
2300	-	1	-	-	-	-	-	1	-	1
Total	0	257	107	0	0	0	0	263	0	263
								AWDT	AWET	ADT

CITY MARKET / BIG R / FREMONT DRIVE - EAST ENTRANCE
Traffic Summary - Southbound

Site: CITY MARKET EAST **Location:**
Description: CITY MARKET/BIG R EAST SIDE
Profile: Scheme F3 Cls(1-13) Dir(NESW) Sp(6,99) Headway(>0) Span(0 - 328.084) Lane(0-16)
Duration: 23:00 Monday, December 4, 2017 to 13:08 Wednesday, December 6, 2017 (1.625 days)
 Created by MTE version 5.0.2.0

Grand Total

	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Weekday	Weekend	All Days
Volume	0	271	106	-	-	-	-	377	0	377
Days	1	1	1	1	1	1	1	5	2	7

Average Volume

Hour	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Weekday	Weekend	All Days
0000	-	-	0	-	-	-	-	0	-	0
0100	-	-	1	-	-	-	-	1	-	1
0200	-	-	0	-	-	-	-	0	-	0
0300	-	-	0	-	-	-	-	0	-	0
0400	-	-	0	-	-	-	-	0	-	0
0500	-	-	0	-	-	-	-	0	-	0
0600	-	-	1	-	-	-	-	1	-	1
0700	-	-	3	-	-	-	-	3	-	3
0800	-	1	6	-	-	-	-	3.5	-	3.5
0900	-	15	17	-	-	-	-	16	-	16
1000	-	32	18	-	-	-	-	25	-	25
1100	-	21	41	-	-	-	-	31	-	31
1200	-	28	19	-	-	-	-	23.5	-	23.5
1300	-	34	-	-	-	-	-	34	-	34
1400	-	37	-	-	-	-	-	37	-	37
1500	-	14	-	-	-	-	-	14	-	14
1600	-	33	-	-	-	-	-	33	-	33
1700	-	28	-	-	-	-	-	28	-	28
1800	-	21	-	-	-	-	-	21	-	21
1900	-	4	-	-	-	-	-	4	-	4
2000	-	1	-	-	-	-	-	1	-	1
2100	-	1	-	-	-	-	-	1	-	1
2200	-	1	-	-	-	-	-	1	-	1
2300	-	0	-	-	-	-	-	0	-	0
Total	0	271	106	0	0	0	0	278	0	278
								AWDT	AWET	ADT

16TH STREET Traffic Summary - Combined

Site: 16TH STREET Location:

Description: 16TH STREET

Grand Total

	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Weekday	Weekend	All Days
Volume	0	1351	316	-	-	-	-	1667	0	1667
Days	1	1	1	1	1	1	1	5	2	7

Average Volume

Hour	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Weekday	Weekend	All Days
0000	-	-	1	-	-	-	-	1	-	1
0100	-	-	1	-	-	-	-	1	-	1
0200	-	-	0	-	-	-	-	0	-	0
0300	-	-	2	-	-	-	-	2	-	2
0400	-	-	1	-	-	-	-	1	-	1
0500	-	-	6	-	-	-	-	6	-	6
0600	-	-	0	-	-	-	-	0	-	0
0700	-	-	13	-	-	-	-	13	-	13
0800	-	-	10	-	-	-	-	10	-	10
0900	-	-	0	-	-	-	-	0	-	0
1000	-	-	3	-	-	-	-	3	-	3
1100	-	147	59	-	-	-	-	103	-	103
1200	-	170	169	-	-	-	-	170	-	170
1300	-	196	51	-	-	-	-	196	-	196
1400	-	111	-	-	-	-	-	111	-	111
1500	-	83	-	-	-	-	-	83	-	83
1600	-	91	-	-	-	-	-	91	-	91
1700	-	87	-	-	-	-	-	87	-	87
1800	-	196	-	-	-	-	-	196	-	196
1900	-	128	-	-	-	-	-	128	-	128
2000	-	80	-	-	-	-	-	80	-	80
2100	-	40	-	-	-	-	-	40	-	40
2200	-	18	-	-	-	-	-	18	-	18
2300	0	4	-	-	-	-	-	4	-	4
Total	0	1351	316	0	0	0	0	1344	0	1344
								AWDT	AWET	ADT

16TH STREET
Traffic Summary - Eastbound

Site: 16TH STREET Location:
Description: 16TH STREET

Grand Total

	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Weekday	Weekend	All Days
Volume	0	813	182	-	-	-	-	995	0	995
Days	1	1	1	1	1	1	1	5	2	7

Average Volume

Hour	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Weekday	Weekend	All Days
0000	-	-	0	-	-	-	-	0	-	0
0100	-	-	0	-	-	-	-	0	-	0
0200	-	-	0	-	-	-	-	0	-	0
0300	-	-	1	-	-	-	-	1	-	1
0400	-	-	0	-	-	-	-	0	-	0
0500	-	-	2	-	-	-	-	2	-	2
0600	-	-	0	-	-	-	-	0	-	0
0700	-	-	11	-	-	-	-	11	-	11
0800	-	-	5	-	-	-	-	5	-	5
0900	-	-	0	-	-	-	-	0	-	0
1000	-	-	3	-	-	-	-	3	-	3
1100	-	80	33	-	-	-	-	57	-	57
1200	-	84	97	-	-	-	-	91	-	91
1300	-	112	30	-	-	-	-	112	-	112
1400	-	59	-	-	-	-	-	59	-	59
1500	-	83	-	-	-	-	-	83	-	83
1600	-	90	-	-	-	-	-	90	-	90
1700	-	64	-	-	-	-	-	64	-	64
1800	-	92	-	-	-	-	-	92	-	92
1900	-	66	-	-	-	-	-	66	-	66
2000	-	39	-	-	-	-	-	39	-	39
2100	-	28	-	-	-	-	-	28	-	28
2200	-	14	-	-	-	-	-	14	-	14
2300	0	2	-	-	-	-	-	2	-	2
Total	0	813	182	0	0	0	0	818	0	818
								AWDT	AWET	ADT

16TH STREET
Traffic Summary - Westbound

Site: 16TH STREET Location:
Description: 16TH STREET

Grand Total

	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Weekday	Weekend	All Days
Volume	0	538	134	-	-	-	-	672	0	672
Days	1	1	1	1	1	1	1	5	2	7

Average Volume

Hour	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Weekday	Weekend	All Days
0000	-	-	1	-	-	-	-	1	-	1
0100	-	-	1	-	-	-	-	1	-	1
0200	-	-	0	-	-	-	-	0	-	0
0300	-	-	1	-	-	-	-	1	-	1
0400	-	-	1	-	-	-	-	1	-	1
0500	-	-	4	-	-	-	-	4	-	4
0600	-	-	0	-	-	-	-	0	-	0
0700	-	-	2	-	-	-	-	2	-	2
0800	-	-	5	-	-	-	-	5	-	5
0900	-	-	0	-	-	-	-	0	-	0
1000	-	-	0	-	-	-	-	0	-	0
1100	-	67	26	-	-	-	-	47	-	47
1200	-	86	72	-	-	-	-	79	-	79
1300	-	84	21	-	-	-	-	84	-	84
1400	-	52	-	-	-	-	-	52	-	52
1500	-	0	-	-	-	-	-	0	-	0
1600	-	1	-	-	-	-	-	1	-	1
1700	-	23	-	-	-	-	-	23	-	23
1800	-	104	-	-	-	-	-	104	-	104
1900	-	62	-	-	-	-	-	62	-	62
2000	-	41	-	-	-	-	-	41	-	41
2100	-	12	-	-	-	-	-	12	-	12
2200	-	4	-	-	-	-	-	4	-	4
2300	0	2	-	-	-	-	-	2	-	2
Total	0	538	134	0	0	0	0	526	0	526
								AWDT	AWET	ADT

EAST MAIN STREET - WEST END

Traffic Summary - Combined

Site: EAST MAIN STREET Location:

Description: EAST MAIN STREET

Grand Total

	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Weekday	Weekend	All Days
Volume	0	2483	1410	-	-	-	-	3893	0	3893
Days	1	1	1	1	1	1	1	5	2	7

Average Volume

Hour	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Weekday	Weekend	All Days
0000	-	-	16	-	-	-	-	16	-	16
0100	-	-	2	-	-	-	-	2	-	2
0200	-	-	5	-	-	-	-	5	-	5
0300	-	-	5	-	-	-	-	5	-	5
0400	-	-	0	-	-	-	-	0	-	0
0500	-	-	8	-	-	-	-	8	-	8
0600	-	-	17	-	-	-	-	17	-	17
0700	-	-	87	-	-	-	-	87	-	87
0800	-	-	228	-	-	-	-	228	-	228
0900	-	-	163	-	-	-	-	163	-	163
1000	-	-	181	-	-	-	-	181	-	181
1100	-	237	258	-	-	-	-	248	-	248
1200	-	234	239	-	-	-	-	237	-	237
1300	-	275	201	-	-	-	-	275	-	275
1400	-	256	0	-	-	-	-	256	-	256
1500	-	279	0	-	-	-	-	279	-	279
1600	-	257	0	-	-	-	-	257	-	257
1700	-	285	0	-	-	-	-	285	-	285
1800	-	260	0	-	-	-	-	260	-	260
1900	-	144	0	-	-	-	-	144	-	144
2000	-	112	0	-	-	-	-	112	-	112
2100	-	67	0	-	-	-	-	67	-	67
2200	-	47	0	-	-	-	-	47	-	47
2300	-	30	0	-	-	-	-	30	-	30
Total	0	2483	1410	0	0	0	0	3208	0	3208
								AWDT	AWET	ADT

EAST MAIN STREET - WEST END
Traffic Summary - Eastbound

Site: EAST MAIN STREET Location:
Description: EAST MAIN STREET

Grand Total

	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Weekday	Weekend	All Days
Volume	0	1112	561	-	-	-	-	1673	0	1673
Days	1	1	1	1	1	1	1	5	2	7

Average Volume

Hour	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Weekday	Weekend	All Days
0000	-	-	8	-	-	-	-	8	-	8
0100	-	-	0	-	-	-	-	0	-	0
0200	-	-	1	-	-	-	-	1	-	1
0300	-	-	2	-	-	-	-	2	-	2
0400	-	-	0	-	-	-	-	0	-	0
0500	-	-	1	-	-	-	-	1	-	1
0600	-	-	4	-	-	-	-	4	-	4
0700	-	-	34	-	-	-	-	34	-	34
0800	-	-	72	-	-	-	-	72	-	72
0900	-	-	61	-	-	-	-	61	-	61
1000	-	-	73	-	-	-	-	73	-	73
1100	-	106	127	-	-	-	-	117	-	117
1200	-	101	99	-	-	-	-	100	-	100
1300	-	111	79	-	-	-	-	111	-	111
1400	-	111	-	-	-	-	-	111	-	111
1500	-	120	-	-	-	-	-	120	-	120
1600	-	118	-	-	-	-	-	118	-	118
1700	-	127	-	-	-	-	-	127	-	127
1800	-	112	-	-	-	-	-	112	-	112
1900	-	71	-	-	-	-	-	71	-	71
2000	-	54	-	-	-	-	-	54	-	54
2100	-	35	-	-	-	-	-	35	-	35
2200	-	28	-	-	-	-	-	28	-	28
2300	-	18	-	-	-	-	-	18	-	18
Total	0	1112	561	0	0	0	0	1378	0	1378
								AWDT	AWET	ADT

EAST MAIN STREET - WEST END
Traffic Summary - Westbound

Site: EAST MAIN STREET Location:
Description: EAST MAIN STREET

Grand Total

	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Weekday	Weekend	All Days
Volume	0	1371	849	-	-	-	-	2220	0	2220
Days	1	1	1	1	1	1	1	5	2	7

Average Volume

Hour	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Weekday	Weekend	All Days
0000	-	-	8	-	-	-	-	8	-	8
0100	-	-	2	-	-	-	-	2	-	2
0200	-	-	4	-	-	-	-	4	-	4
0300	-	-	3	-	-	-	-	3	-	3
0400	-	-	0	-	-	-	-	0	-	0
0500	-	-	7	-	-	-	-	7	-	7
0600	-	-	13	-	-	-	-	13	-	13
0700	-	-	53	-	-	-	-	53	-	53
0800	-	-	156	-	-	-	-	156	-	156
0900	-	-	102	-	-	-	-	102	-	102
1000	-	-	108	-	-	-	-	108	-	108
1100	-	131	131	-	-	-	-	131	-	131
1200	-	133	140	-	-	-	-	137	-	137
1300	-	164	122	-	-	-	-	164	-	164
1400	-	145	-	-	-	-	-	145	-	145
1500	-	159	-	-	-	-	-	159	-	159
1600	-	139	-	-	-	-	-	139	-	139
1700	-	158	-	-	-	-	-	158	-	158
1800	-	148	-	-	-	-	-	148	-	148
1900	-	73	-	-	-	-	-	73	-	73
2000	-	58	-	-	-	-	-	58	-	58
2100	-	32	-	-	-	-	-	32	-	32
2200	-	19	-	-	-	-	-	19	-	19
2300	0	12	-	-	-	-	-	12	-	12
Total	0	1371	849	0	0	0	0	1831	0	1831
								AWDT	AWET	ADT

19TH STREET Traffic Summary - Combined

Site: 19TH STREET Location:

Description: 19TH STREET

Grand Total

	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Weekday	Weekend	All Days
Volume	0	2006	1178	-	-	-	-	3184	0	3184
Days	1	1	1	1	1	1	1	5	2	7

Average Volume

Hour	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Weekday	Weekend	All Days
0000	-	-	9	-	-	-	-	9	-	9
0100	-	-	4	-	-	-	-	4	-	4
0200	-	-	0	-	-	-	-	0	-	0
0300	-	-	4	-	-	-	-	4	-	4
0400	-	-	1	-	-	-	-	1	-	1
0500	-	-	8	-	-	-	-	8	-	8
0600	-	-	24	-	-	-	-	24	-	24
0700	-	-	62	-	-	-	-	62	-	62
0800	-	-	147	-	-	-	-	147	-	147
0900	-	-	140	-	-	-	-	140	-	140
1000	-	144	169	-	-	-	-	157	-	157
1100	-	148	210	-	-	-	-	179	-	179
1200	-	171	258	-	-	-	-	215	-	215
1300	-	175	142	-	-	-	-	159	-	159
1400	-	154	0	-	-	-	-	77	-	77
1500	-	177	-	-	-	-	-	177	-	177
1600	-	211	-	-	-	-	-	211	-	211
1700	-	226	-	-	-	-	-	226	-	226
1800	-	198	-	-	-	-	-	198	-	198
1900	-	166	-	-	-	-	-	166	-	166
2000	-	100	-	-	-	-	-	100	-	100
2100	-	81	-	-	-	-	-	81	-	81
2200	-	43	-	-	-	-	-	43	-	43
2300	0	12	-	-	-	-	-	6	-	6
Total	0	2006	1178	0	0	0	0	2393	0	2393
								AWDT	AWET	ADT

Grand Total

	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Weekday	Weekend	All Days
Volume	0	936	730	-	-	-	-	1666	0	1666
Days	1	1	1	1	1	1	1	5	2	7

Average Volume

Hour	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Weekday	Weekend	All Days
0000	-	-	2	-	-	-	-	2	-	2
0100	-	-	2	-	-	-	-	2	-	2
0200	-	-	0	-	-	-	-	0	-	0
0300	-	-	3	-	-	-	-	3	-	3
0400	-	-	1	-	-	-	-	1	-	1
0500	-	-	4	-	-	-	-	4	-	4
0600	-	-	18	-	-	-	-	18	-	18
0700	-	-	45	-	-	-	-	45	-	45
0800	-	-	82	-	-	-	-	82	-	82
0900	-	-	94	-	-	-	-	94	-	94
1000	-	75	100	-	-	-	-	88	-	88
1100	-	71	128	-	-	-	-	100	-	100
1200	-	97	162	-	-	-	-	130	-	130
1300	-	86	89	-	-	-	-	88	-	88
1400	-	81	-	-	-	-	-	81	-	81
1500	-	85	-	-	-	-	-	85	-	85
1600	-	103	-	-	-	-	-	103	-	103
1700	-	102	-	-	-	-	-	102	-	102
1800	-	70	-	-	-	-	-	70	-	70
1900	-	70	-	-	-	-	-	70	-	70
2000	-	40	-	-	-	-	-	40	-	40
2100	-	32	-	-	-	-	-	32	-	32
2200	-	18	-	-	-	-	-	18	-	18
2300	0	6	-	-	-	-	-	3	-	3
Total	0	936	730	0	0	0	0	1259	0	1259
								AWDT	AWET	ADT

Grand Total

	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Weekday	Weekend	All Days
Volume	0	1070	448	-	-	-	-	1518	0	1518
Days	1	1	1	1	1	1	1	5	2	7

Average Volume

Hour	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Weekday	Weekend	All Days
0000	-	-	7	-	-	-	-	7	-	7
0100	-	-	2	-	-	-	-	2	-	2
0200	-	-	0	-	-	-	-	0	-	0
0300	-	-	1	-	-	-	-	1	-	1
0400	-	-	0	-	-	-	-	0	-	0
0500	-	-	4	-	-	-	-	4	-	4
0600	-	-	6	-	-	-	-	6	-	6
0700	-	-	17	-	-	-	-	17	-	17
0800	-	-	65	-	-	-	-	65	-	65
0900	-	-	46	-	-	-	-	46	-	46
1000	-	69	69	-	-	-	-	69	-	69
1100	-	77	82	-	-	-	-	80	-	80
1200	-	74	96	-	-	-	-	85	-	85
1300	-	89	53	-	-	-	-	71	-	71
1400	-	73	-	-	-	-	-	73	-	73
1500	-	92	-	-	-	-	-	92	-	92
1600	-	108	-	-	-	-	-	108	-	108
1700	-	124	-	-	-	-	-	124	-	124
1800	-	128	-	-	-	-	-	128	-	128
1900	-	96	-	-	-	-	-	96	-	96
2000	-	60	-	-	-	-	-	60	-	60
2100	-	49	-	-	-	-	-	49	-	49
2200	-	25	-	-	-	-	-	25	-	25
2300	0	6	-	-	-	-	-	3	-	3
Total	0	1070	448	0	0	0	0	1211	0	1211
								AWDT	AWET	ADT

ORCHARD AVE INTERSECTION - WEST SIDE

Traffic Summary - Combined

Site: ORCHARD-AVE-W **Location:**

Description: ORCHARD-AVE INTERSECTION - WEST SIDE

Profile: Scheme F3 Cls(1-13) Dir(NESW) Sp(6,99) Headway(>0) Span(0 - 328.084) Lane(0-16)

Duration: 6:35 Thursday, December 7, 2017 to 15:58 Friday, December 8, 2017 (1.41667 days)

Created by MTE version 5.0.2.0

Grand Total

	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Weekday	Weekend	All Days
Volume	-	-	-	5585	3768	-	-	9353	-	9353
Days	1	1	1	1	1	1	1	5	2	7

Average Volume

Hour	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Weekday	Weekend	All Days
0000	-	-	-	-	17	-	-	17	-	17
0100	-	-	-	-	9	-	-	9	-	9
0200	-	-	-	-	13	-	-	13	-	13
0300	-	-	-	-	4	-	-	4	-	4
0400	-	-	-	-	15	-	-	15	-	15
0500	-	-	-	-	41	-	-	41	-	41
0600	-	-	-	-	114	-	-	114	-	114
0700	-	-	-	25	245	-	-	135	-	135
0800	-	-	-	294	297	-	-	296	-	296
0900	-	-	-	363	413	-	-	388	-	388
1000	-	-	-	415	505	-	-	460	-	460
1100	-	-	-	556	630	-	-	593	-	593
1200	-	-	-	546	612	-	-	579	-	579
1300	-	-	-	476	618	-	-	547	-	547
1400	-	-	-	538	235	-	-	387	-	387
1500	-	-	-	500	-	-	-	500	-	500
1600	-	-	-	523	-	-	-	523	-	523
1700	-	-	-	500	-	-	-	500	-	500
1800	-	-	-	296	-	-	-	296	-	296
1900	-	-	-	236	-	-	-	236	-	236
2000	-	-	-	140	-	-	-	140	-	140
2100	-	-	-	101	-	-	-	101	-	101
2200	-	-	-	58	-	-	-	58	-	58
2300	-	-	-	18	-	-	-	18	-	18
Total	0	0	0	5585	3768	0	0	5969	0	5969
								AWDT	AWET	ADT

ORCHARD AVE INTERSECTION - WEST SIDE
Traffic Summary - Eastbound

Site: ORCHARD-AVE-W **Location:**
Description: ORCHARD-AVE INTERSECTION - WEST SIDE
Profile: Scheme F3 Cls(1-13) Dir(NESW) Sp(6,99) Headway(>0) Span(0 - 328.084) Lane(0-16)
Duration: 6:35 Thursday, December 7, 2017 to 15:58 Friday, December 8, 2017 (1.41667 days)
 Created by MTE version 5.0.2.0

Grand Total

	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Weekday	Weekend	All Days
Volume	-	-	-	2519	1619	-	-	4138	-	4138
Days	1	1	1	1	1	1	1	5	2	7

Average Volume

Hour	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Weekday	Weekend	All Days
0000	-	-	-	-	8	-	-	8	-	8
0100	-	-	-	-	3	-	-	3	-	3
0200	-	-	-	-	5	-	-	5	-	5
0300	-	-	-	-	4	-	-	4	-	4
0400	-	-	-	-	6	-	-	6	-	6
0500	-	-	-	-	16	-	-	16	-	16
0600	-	-	-	-	47	-	-	47	-	47
0700	-	-	-	11	117	-	-	64	-	64
0800	-	-	-	136	124	-	-	130	-	130
0900	-	-	-	163	169	-	-	166	-	166
1000	-	-	-	183	198	-	-	191	-	191
1100	-	-	-	256	278	-	-	267	-	267
1200	-	-	-	237	276	-	-	257	-	257
1300	-	-	-	208	265	-	-	237	-	237
1400	-	-	-	244	103	-	-	174	-	174
1500	-	-	-	227	-	-	-	227	-	227
1600	-	-	-	227	-	-	-	227	-	227
1700	-	-	-	224	-	-	-	224	-	224
1800	-	-	-	139	-	-	-	139	-	139
1900	-	-	-	112	-	-	-	112	-	112
2000	-	-	-	70	-	-	-	70	-	70
2100	-	-	-	51	-	-	-	51	-	51
2200	-	-	-	23	-	-	-	23	-	23
2300	-	-	-	8	-	-	-	8	-	8
Total	0	0	0	2519	1619	0	0	2654	0	2654
								AWDT	AWET	ADT

ORCHARD AVE INTERSECTION - WEST SIDE
Traffic Summary - Westbound

Site: ORCHARD-AVE-W **Location:**
Description: ORCHARD-AVE INTERSECTION - WEST SIDE
Profile: Scheme F3 Cls(1-13) Dir(NESW) Sp(6,99) Headway(>0) Span(0 - 328.084) Lane(0-16)
Duration: 6:35 Thursday, December 7, 2017 to 15:58 Friday, December 8, 2017 (1.41667 days)
 Created by MTE version 5.0.2.0

Grand Total

	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Weekday	Weekend	All Days
Volume	-	-	-	3066	2149	-	-	5215	-	5215
Days	1	1	1	1	1	1	1	5	2	7

Average Volume

Hour	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Weekday	Weekend	All Days
0000	-	-	-	-	9	-	-	9	-	9
0100	-	-	-	-	6	-	-	6	-	6
0200	-	-	-	-	8	-	-	8	-	8
0300	-	-	-	-	0	-	-	0	-	0
0400	-	-	-	-	9	-	-	9	-	9
0500	-	-	-	-	25	-	-	25	-	25
0600	-	-	-	-	67	-	-	67	-	67
0700	-	-	-	14	128	-	-	71	-	71
0800	-	-	-	158	173	-	-	166	-	166
0900	-	-	-	200	244	-	-	222	-	222
1000	-	-	-	232	307	-	-	270	-	270
1100	-	-	-	300	352	-	-	326	-	326
1200	-	-	-	309	336	-	-	323	-	323
1300	-	-	-	268	353	-	-	311	-	311
1400	-	-	-	294	132	-	-	213	-	213
1500	-	-	-	273	-	-	-	273	-	273
1600	-	-	-	296	-	-	-	296	-	296
1700	-	-	-	276	-	-	-	276	-	276
1800	-	-	-	157	-	-	-	157	-	157
1900	-	-	-	124	-	-	-	124	-	124
2000	-	-	-	70	-	-	-	70	-	70
2100	-	-	-	50	-	-	-	50	-	50
2200	-	-	-	35	-	-	-	35	-	35
2300	-	-	-	10	-	-	-	10	-	10
Total	0	0	0	3066	2149	0	0	3315	0	3315
								AWDT	AWET	ADT

ORCHARD AVE INTERSECTION - NORTH SIDE

Traffic Summary - Combined

Site: ORCHARD-AVE-N **Location:**

Description: ORCHARD-AVE INTERSECTION - NORTH

Profile: Scheme F3 Cls(1-13) Dir(NESW) Sp(6,99) Headway(>0) Span(0 - 328.084) Lane(0-16)

Duration: 6:37 Thursday, December 7, 2017 to 15:58 Friday, December 8, 2017 (1.41667 days)

Created by MTE version 5.0.2.0

Grand Total

	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Weekday	Weekend	All Days
Volume	-	-	-	1644	1107	-	-	2751	-	2751
Days	1	1	1	1	1	1	1	5	2	7

Average Volume

Hour	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Weekday	Weekend	All Days
0000	-	-	-	-	3	-	-	3	-	3
0100	-	-	-	-	1	-	-	1	-	1
0200	-	-	-	-	2	-	-	2	-	2
0300	-	-	-	-	7	-	-	7	-	7
0400	-	-	-	-	8	-	-	8	-	8
0500	-	-	-	-	22	-	-	22	-	22
0600	-	-	-	-	36	-	-	36	-	36
0700	-	-	-	-	98	-	-	98	-	98
0800	-	-	-	94	121	-	-	108	-	108
0900	-	-	-	131	120	-	-	126	-	126
1000	-	-	-	118	140	-	-	129	-	129
1100	-	-	-	156	183	-	-	170	-	170
1200	-	-	-	158	172	-	-	165	-	165
1300	-	-	-	135	155	-	-	145	-	145
1400	-	-	-	139	39	-	-	89	-	89
1500	-	-	-	169	-	-	-	169	-	169
1600	-	-	-	169	-	-	-	169	-	169
1700	-	-	-	129	-	-	-	129	-	129
1800	-	-	-	77	-	-	-	77	-	77
1900	-	-	-	68	-	-	-	68	-	68
2000	-	-	-	50	-	-	-	50	-	50
2100	-	-	-	22	-	-	-	22	-	22
2200	-	-	-	21	-	-	-	21	-	21
2300	-	-	-	8	-	-	-	8	-	8
Total	0	0	0	1644	1107	0	0	1821	0	1821
								AWDT	AWET	ADT

ORCHARD AVE INTERSECTION - NORTH SIDE Traffic Summary - Northbound

Site: ORCHARD-AVE-N **Location:**
Description: ORCHARD-AVE INTERSECTION - NORTH
Profile: Scheme F3 Cls(1-13) Dir(NESW) Sp(6,99) Headway(>0) Span(0 - 328.084) Lane(0-16)
Duration: 6:37 Thursday, December 7, 2017 to 15:58 Friday, December 8, 2017 (1.41667 days)
Created by MTE version 5.0.2.0

Grand Total

	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Weekday	Weekend	All Days
Volume	-	-	-	830	483	-	-	1313	-	1313
Days	1	1	1	1	1	1	1	5	2	7

Average Volume

Hour	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Weekday	Weekend	All Days
0000	-	-	-	-	3	-	-	3	-	3
0100	-	-	-	-	1	-	-	1	-	1
0200	-	-	-	-	1	-	-	1	-	1
0300	-	-	-	-	4	-	-	4	-	4
0400	-	-	-	-	0	-	-	0	-	0
0500	-	-	-	-	8	-	-	8	-	8
0600	-	-	-	-	11	-	-	11	-	11
0700	-	-	-	-	46	-	-	46	-	46
0800	-	-	-	39	59	-	-	49	-	49
0900	-	-	-	55	48	-	-	52	-	52
1000	-	-	-	46	58	-	-	52	-	52
1100	-	-	-	83	84	-	-	84	-	84
1200	-	-	-	73	78	-	-	76	-	76
1300	-	-	-	51	66	-	-	59	-	59
1400	-	-	-	71	16	-	-	44	-	44
1500	-	-	-	87	-	-	-	87	-	87
1600	-	-	-	96	-	-	-	96	-	96
1700	-	-	-	70	-	-	-	70	-	70
1800	-	-	-	48	-	-	-	48	-	48
1900	-	-	-	44	-	-	-	44	-	44
2000	-	-	-	30	-	-	-	30	-	30
2100	-	-	-	14	-	-	-	14	-	14
2200	-	-	-	17	-	-	-	17	-	17
2300	-	-	-	6	-	-	-	6	-	6
Total	0	0	0	830	483	0	0	900	0	900
								AWDT	AWET	ADT

ORCHARD AVE INTERSECTION - NORTH SIDE Traffic Summary - Southbound

Site: ORCHARD-AVE-N **Location:**
Description: ORCHARD-AVE INTERSECTION - NORTH
Profile: Scheme F3 Cls(1-13) Dir(NESW) Sp(6,99) Headway(>0) Span(0 - 328.084) Lane(0-16)
Duration: 6:37 Thursday, December 7, 2017 to 15:58 Friday, December 8, 2017 (1.41667 days)
Created by MTE version 5.0.2.0

Grand Total

	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Weekday	Weekend	All Days
Volume	-	-	-	814	624	-	-	1438	-	1438
Days	1	1	1	1	1	1	1	5	2	7

Average Volume

Hour	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Weekday	Weekend	All Days
0000	-	-	-	-	0	-	-	0	-	0
0100	-	-	-	-	0	-	-	0	-	0
0200	-	-	-	-	1	-	-	1	-	1
0300	-	-	-	-	3	-	-	3	-	3
0400	-	-	-	-	8	-	-	8	-	8
0500	-	-	-	-	14	-	-	14	-	14
0600	-	-	-	-	25	-	-	25	-	25
0700	-	-	-	-	52	-	-	52	-	52
0800	-	-	-	55	62	-	-	59	-	59
0900	-	-	-	76	72	-	-	74	-	74
1000	-	-	-	72	82	-	-	77	-	77
1100	-	-	-	73	99	-	-	86	-	86
1200	-	-	-	85	94	-	-	90	-	90
1300	-	-	-	84	89	-	-	87	-	87
1400	-	-	-	68	23	-	-	46	-	46
1500	-	-	-	82	-	-	-	82	-	82
1600	-	-	-	73	-	-	-	73	-	73
1700	-	-	-	59	-	-	-	59	-	59
1800	-	-	-	29	-	-	-	29	-	29
1900	-	-	-	24	-	-	-	24	-	24
2000	-	-	-	20	-	-	-	20	-	20
2100	-	-	-	8	-	-	-	8	-	8
2200	-	-	-	4	-	-	-	4	-	4
2300	-	-	-	2	-	-	-	2	-	2
Total	0	0	0	814	624	0	0	921	0	921
								AWDT	AWET	ADT

COTTONWOOD INTERSECTION - WEST SIDE

Traffic Summary - Combined

Site: COTTONWOOD-AVE-W **Location:**

Description: COTTONWOOD-AVE INTERSECTION - WEST SIDE

Profile: Scheme F3 Cls(1-13) Dir(NESW) Sp(6,99) Headway(>0) Span(0 - 328.084) Lane(0-16)

Duration: 6:44 Thursday, December 7, 2017 to 15:58 Friday, December 8, 2017 (1.41667 days)

Created by MTE version 5.0.2.0

Grand Total

	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Weekday	Weekend	All Days
Volume	-	-	-	3600	2871	-	-	6471	-	6471
Days	1	1	1	1	1	1	1	5	2	7

Average Volume

Hour	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Weekday	Weekend	All Days
0000	-	-	-	-	23	-	-	23	-	23
0100	-	-	-	-	9	-	-	9	-	9
0200	-	-	-	-	8	-	-	8	-	8
0300	-	-	-	-	9	-	-	9	-	9
0400	-	-	-	-	11	-	-	11	-	11
0500	-	-	-	-	46	-	-	46	-	46
0600	-	-	-	-	91	-	-	91	-	91
0700	-	-	-	-	221	-	-	221	-	221
0800	-	-	-	115	257	-	-	186	-	186
0900	-	-	-	267	315	-	-	291	-	291
1000	-	-	-	251	333	-	-	292	-	292
1100	-	-	-	363	411	-	-	387	-	387
1200	-	-	-	404	439	-	-	422	-	422
1300	-	-	-	343	411	-	-	377	-	377
1400	-	-	-	300	287	-	-	294	-	294
1500	-	-	-	299	-	-	-	299	-	299
1600	-	-	-	362	-	-	-	362	-	362
1700	-	-	-	303	-	-	-	303	-	303
1800	-	-	-	208	-	-	-	208	-	208
1900	-	-	-	137	-	-	-	137	-	137
2000	-	-	-	106	-	-	-	106	-	106
2100	-	-	-	77	-	-	-	77	-	77
2200	-	-	-	45	-	-	-	45	-	45
2300	-	-	-	20	-	-	-	20	-	20
Total	0	0	0	3600	2871	0	0	4223	0	4223
								AWDT	AWET	ADT

COTTONWOOD INTERSECTION - WEST SIDE
Traffic Summary - Eastbound

Site: COTTONWOOD-AVE-W **Location:**
Description: COTTONWOOD-AVE INTERSECTION - WEST SIDE
Profile: Scheme F3 Cls(1-13) Dir(NESW) Sp(6,99) Headway(>0) Span(0 - 328.084) Lane(0-16)
Duration: 6:44 Thursday, December 7, 2017 to 15:58 Friday, December 8, 2017 (1.41667 days)
 Created by MTE version 5.0.2.0

Grand Total

	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Weekday	Weekend	All Days
Volume	-	-	-	1670	1342	-	-	3012	-	3012
Days	1	1	1	1	1	1	1	5	2	7

Average Volume

Hour	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Weekday	Weekend	All Days
0000	-	-	-	-	13	-	-	13	-	13
0100	-	-	-	-	4	-	-	4	-	4
0200	-	-	-	-	5	-	-	5	-	5
0300	-	-	-	-	6	-	-	6	-	6
0400	-	-	-	-	7	-	-	7	-	7
0500	-	-	-	-	21	-	-	21	-	21
0600	-	-	-	-	40	-	-	40	-	40
0700	-	-	-	-	116	-	-	116	-	116
0800	-	-	-	60	123	-	-	92	-	92
0900	-	-	-	124	145	-	-	135	-	135
1000	-	-	-	112	139	-	-	126	-	126
1100	-	-	-	177	175	-	-	176	-	176
1200	-	-	-	194	210	-	-	202	-	202
1300	-	-	-	154	203	-	-	179	-	179
1400	-	-	-	127	135	-	-	131	-	131
1500	-	-	-	148	-	-	-	148	-	148
1600	-	-	-	160	-	-	-	160	-	160
1700	-	-	-	146	-	-	-	146	-	146
1800	-	-	-	91	-	-	-	91	-	91
1900	-	-	-	65	-	-	-	65	-	65
2000	-	-	-	51	-	-	-	51	-	51
2100	-	-	-	35	-	-	-	35	-	35
2200	-	-	-	18	-	-	-	18	-	18
2300	-	-	-	8	-	-	-	8	-	8
Total	0	0	0	1670	1342	0	0	1973	0	1973
								AWDT	AWET	ADT

COTTONWOOD INTERSECTION - WEST SIDE
Traffic Summary - Westbound

Site: COTTONWOOD-AVE-W **Location:**
Description: COTTONWOOD-AVE INTERSECTION - WEST SIDE
Profile: Scheme F3 Cls(1-13) Dir(NESW) Sp(6,99) Headway(>0) Span(0 - 328.084) Lane(0-16)
Duration: 6:44 Thursday, December 7, 2017 to 15:58 Friday, December 8, 2017 (1.41667 days)
 Created by MTE version 5.0.2.0

Grand Total

	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Weekday	Weekend	All Days
Volume	-	-	-	1930	1529	-	-	3459	-	3459
Days	1	1	1	1	1	1	1	5	2	7

Average Volume

Hour	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Weekday	Weekend	All Days
0000	-	-	-	-	10	-	-	10	-	10
0100	-	-	-	-	5	-	-	5	-	5
0200	-	-	-	-	3	-	-	3	-	3
0300	-	-	-	-	3	-	-	3	-	3
0400	-	-	-	-	4	-	-	4	-	4
0500	-	-	-	-	25	-	-	25	-	25
0600	-	-	-	-	51	-	-	51	-	51
0700	-	-	-	-	105	-	-	105	-	105
0800	-	-	-	55	134	-	-	95	-	95
0900	-	-	-	143	170	-	-	157	-	157
1000	-	-	-	139	194	-	-	167	-	167
1100	-	-	-	186	236	-	-	211	-	211
1200	-	-	-	210	229	-	-	220	-	220
1300	-	-	-	189	208	-	-	199	-	199
1400	-	-	-	173	152	-	-	163	-	163
1500	-	-	-	151	-	-	-	151	-	151
1600	-	-	-	202	-	-	-	202	-	202
1700	-	-	-	157	-	-	-	157	-	157
1800	-	-	-	117	-	-	-	117	-	117
1900	-	-	-	72	-	-	-	72	-	72
2000	-	-	-	55	-	-	-	55	-	55
2100	-	-	-	42	-	-	-	42	-	42
2200	-	-	-	27	-	-	-	27	-	27
2300	-	-	-	12	-	-	-	12	-	12
Total	0	0	0	1930	1529	0	0	2250	0	2250
								AWDT	AWET	ADT

COTTONWOOD INTERSECTION - NORTH SIDE

Traffic Summary - Combined

Site: COTTONWOOD-AVE-N **Location:**

Description: COTTONWOOD-AVE INTERSECTION NORTH SIDE

Profile: Scheme F3 Cls(1-13) Dir(NESW) Sp(6,99) Headway(>0) Span(0 - 328.084) Lane(0-16)

Duration: 6:44 Thursday, December 7, 2017 to 15:58 Friday, December 8, 2017 (1.41667 days)

Created by MTE version 5.0.2.0

Grand Total

	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Weekday	Weekend	All Days
Volume	-	-	-	712	679	-	-	1391	-	1391
Days	1	1	1	1	1	1	1	5	2	7

Average Volume

Hour	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Weekday	Weekend	All Days
0000	-	-	-	-	9	-	-	9	-	9
0100	-	-	-	-	4	-	-	4	-	4
0200	-	-	-	-	2	-	-	2	-	2
0300	-	-	-	-	5	-	-	5	-	5
0400	-	-	-	-	4	-	-	4	-	4
0500	-	-	-	-	9	-	-	9	-	9
0600	-	-	-	-	29	-	-	29	-	29
0700	-	-	-	-	55	-	-	55	-	55
0800	-	-	-	11	68	-	-	40	-	40
0900	-	-	-	57	65	-	-	61	-	61
1000	-	-	-	59	80	-	-	70	-	70
1100	-	-	-	73	100	-	-	87	-	87
1200	-	-	-	90	101	-	-	96	-	96
1300	-	-	-	69	79	-	-	74	-	74
1400	-	-	-	58	69	-	-	64	-	64
1500	-	-	-	53	-	-	-	53	-	53
1600	-	-	-	59	-	-	-	59	-	59
1700	-	-	-	58	-	-	-	58	-	58
1800	-	-	-	44	-	-	-	44	-	44
1900	-	-	-	27	-	-	-	27	-	27
2000	-	-	-	21	-	-	-	21	-	21
2100	-	-	-	12	-	-	-	12	-	12
2200	-	-	-	13	-	-	-	13	-	13
2300	-	-	-	8	-	-	-	8	-	8
Total	0	0	0	712	679	0	0	902	0	902
								AWDT	AWET	ADT

COTTONWOOD INTERSECTION - NORTH SIDE

Traffic Summary - Northbound

Site: COTTONWOOD-AVE-N **Location:**
Description: COTTONWOOD-AVE INTERSECTION NORTH SIDE
Profile: Scheme F3 Cls(1-13) Dir(NESW) Sp(6,99) Headway(>0) Span(0 - 328.084) Lane(0-16)
Duration: 6:44 Thursday, December 7, 2017 to 15:58 Friday, December 8, 2017 (1.41667 days)
 Created by MTE version 5.0.2.0

Grand Total

	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Weekday	Weekend	All Days
Volume	-	-	-	352	310	-	-	662	-	662
Days	1	1	1	1	1	1	1	5	2	7

Average Volume

Hour	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Weekday	Weekend	All Days
0000	-	-	-	-	4	-	-	4	-	4
0100	-	-	-	-	1	-	-	1	-	1
0200	-	-	-	-	1	-	-	1	-	1
0300	-	-	-	-	5	-	-	5	-	5
0400	-	-	-	-	3	-	-	3	-	3
0500	-	-	-	-	5	-	-	5	-	5
0600	-	-	-	-	19	-	-	19	-	19
0700	-	-	-	-	29	-	-	29	-	29
0800	-	-	-	8	34	-	-	21	-	21
0900	-	-	-	33	31	-	-	32	-	32
1000	-	-	-	30	36	-	-	33	-	33
1100	-	-	-	32	45	-	-	39	-	39
1200	-	-	-	39	39	-	-	39	-	39
1300	-	-	-	30	35	-	-	33	-	33
1400	-	-	-	25	23	-	-	24	-	24
1500	-	-	-	24	-	-	-	24	-	24
1600	-	-	-	33	-	-	-	33	-	33
1700	-	-	-	32	-	-	-	32	-	32
1800	-	-	-	22	-	-	-	22	-	22
1900	-	-	-	15	-	-	-	15	-	15
2000	-	-	-	11	-	-	-	11	-	11
2100	-	-	-	3	-	-	-	3	-	3
2200	-	-	-	10	-	-	-	10	-	10
2300	-	-	-	5	-	-	-	5	-	5
Total	0	0	0	352	310	0	0	442	0	442
								AWDT	AWET	ADT

COTTONWOOD INTERSECTION - NORTH SIDE

Traffic Summary - Southbound

Site: COTTONWOOD-AVE-N **Location:**
Description: COTTONWOOD-AVE INTERSECTION NORTH SIDE
Profile: Scheme F3 Cls(1-13) Dir(NESW) Sp(6,99) Headway(>0) Span(0 - 328.084) Lane(0-16)
Duration: 6:44 Thursday, December 7, 2017 to 15:58 Friday, December 8, 2017 (1.41667 days)
 Created by MTE version 5.0.2.0

Grand Total

	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Weekday	Weekend	All Days
Volume	-	-	-	360	369	-	-	729	-	729
Days	1	1	1	1	1	1	1	5	2	7

Average Volume

Hour	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Weekday	Weekend	All Days
0000	-	-	-	-	5	-	-	5	-	5
0100	-	-	-	-	3	-	-	3	-	3
0200	-	-	-	-	1	-	-	1	-	1
0300	-	-	-	-	0	-	-	0	-	0
0400	-	-	-	-	1	-	-	1	-	1
0500	-	-	-	-	4	-	-	4	-	4
0600	-	-	-	-	10	-	-	10	-	10
0700	-	-	-	-	26	-	-	26	-	26
0800	-	-	-	3	34	-	-	19	-	19
0900	-	-	-	24	34	-	-	29	-	29
1000	-	-	-	29	44	-	-	37	-	37
1100	-	-	-	41	55	-	-	48	-	48
1200	-	-	-	51	62	-	-	57	-	57
1300	-	-	-	39	44	-	-	42	-	42
1400	-	-	-	33	46	-	-	40	-	40
1500	-	-	-	29	-	-	-	29	-	29
1600	-	-	-	26	-	-	-	26	-	26
1700	-	-	-	26	-	-	-	26	-	26
1800	-	-	-	22	-	-	-	22	-	22
1900	-	-	-	12	-	-	-	12	-	12
2000	-	-	-	10	-	-	-	10	-	10
2100	-	-	-	9	-	-	-	9	-	9
2200	-	-	-	3	-	-	-	3	-	3
2300	-	-	-	3	-	-	-	3	-	3
Total	0	0	0	360	369	0	0	460	0	460
								AWDT	AWET	ADT

DIAMOND AVE Traffic Summary - Combined

Site: DIAMOND AVE Location:
Description: DIAMOND AVENUE

Grand Total

	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Weekday	Weekend	All Days
Volume	0	0	0	305	260	0	0	565	0	565
Days	1	1	1	1	1	1	1	5	2	7

Average Volume

Hour	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Weekday	Weekend	All Days
0000	-	-	-	-	0	-	-	0	-	0
0100	-	-	-	-	2	-	-	2	-	2
0200	-	-	-	-	0	-	-	0	-	0
0300	-	-	-	-	0	-	-	0	-	0
0400	-	-	-	-	3	-	-	3	-	3
0500	-	-	-	-	4	-	-	4	-	4
0600	-	-	-	-	8	-	-	8	-	8
0700	-	-	-	-	12	-	-	12	-	12
0800	-	-	-	-	25	-	-	25	-	25
0900	-	-	-	-	29	-	-	29	-	29
1000	-	-	-	27	20	-	-	24	-	24
1100	-	-	-	22	28	-	-	25	-	25
1200	-	-	-	28	35	-	-	32	-	32
1300	-	-	-	28	39	-	-	34	-	34
1400	-	-	-	21	38	-	-	30	-	30
1500	-	-	-	31	17	-	-	24	-	24
1600	-	-	-	21	-	-	-	21	-	21
1700	-	-	-	33	-	-	-	33	-	33
1800	-	-	-	29	-	-	-	29	-	29
1900	-	-	-	20	-	-	-	20	-	20
2000	-	-	-	15	-	-	-	15	-	15
2100	-	-	-	17	-	-	-	17	-	17
2200	-	-	-	10	-	-	-	10	-	10
2300	-	-	-	3	-	-	-	3	-	3
Total	0	0	0	305	260	0	0	398	0	398
								AWDT	AWET	ADT

DIAMOND AVE **Traffic Summary - Northbound**

Site: DIAMOND AVE Location:
Description: DIAMOND AVENUE

Grand Total

	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Weekday	Weekend	All Days
Volume	0	0	0	158	116	0	0	274	0	274
Days	1	1	1	1	1	1	1	5	2	7

Average Volume

Hour	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Weekday	Weekend	All Days
0000	-	-	-	-	0	-	-	0	-	0
0100	-	-	-	-	1	-	-	1	-	1
0200	-	-	-	-	0	-	-	0	-	0
0300	-	-	-	-	0	-	-	0	-	0
0400	-	-	-	-	1	-	-	1	-	1
0500	-	-	-	-	0	-	-	0	-	0
0600	-	-	-	-	1	-	-	1	-	1
0700	-	-	-	-	5	-	-	5	-	5
0800	-	-	-	-	10	-	-	10	-	10
0900	-	-	-	-	9	-	-	9	-	9
1000	-	-	-	14	6	-	-	10	-	10
1100	-	-	-	10	18	-	-	14	-	14
1200	-	-	-	11	16	-	-	14	-	14
1300	-	-	-	14	19	-	-	17	-	17
1400	-	-	-	14	22	-	-	18	-	18
1500	-	-	-	18	8	-	-	13	-	13
1600	-	-	-	6	-	-	-	6	-	6
1700	-	-	-	21	-	-	-	21	-	21
1800	-	-	-	14	-	-	-	14	-	14
1900	-	-	-	9	-	-	-	9	-	9
2000	-	-	-	7	-	-	-	7	-	7
2100	-	-	-	12	-	-	-	12	-	12
2200	-	-	-	5	-	-	-	5	-	5
2300	-	-	-	3	-	-	-	3	-	3
Total	0	0	0	158	116	0	0	189	0	189
								AWDT	AWET	ADT

DIAMOND AVE **Traffic Summary - Southbound**

Site: DIAMOND AVE Location:
Description: DIAMOND AVENUE

Grand Total

	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Weekday	Weekend	All Days
Volume	0	0	0	147	144	0	0	291	0	291
Days	1	1	1	1	1	1	1	5	2	7

Average Volume

Hour	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Weekday	Weekend	All Days
0000	-	-	-	-	0	-	-	0	-	0
0100	-	-	-	-	1	-	-	1	-	1
0200	-	-	-	-	0	-	-	0	-	0
0300	-	-	-	-	0	-	-	0	-	0
0400	-	-	-	-	2	-	-	2	-	2
0500	-	-	-	-	4	-	-	4	-	4
0600	-	-	-	-	7	-	-	7	-	7
0700	-	-	-	-	7	-	-	7	-	7
0800	-	-	-	-	15	-	-	15	-	15
0900	-	-	-	-	20	-	-	20	-	20
1000	-	-	-	13	14	-	-	14	-	14
1100	-	-	-	12	10	-	-	11	-	11
1200	-	-	-	17	19	-	-	18	-	18
1300	-	-	-	14	20	-	-	17	-	17
1400	-	-	-	7	16	-	-	12	-	12
1500	-	-	-	13	9	-	-	11	-	11
1600	-	-	-	15	-	-	-	15	-	15
1700	-	-	-	12	-	-	-	12	-	12
1800	-	-	-	15	-	-	-	15	-	15
1900	-	-	-	11	-	-	-	11	-	11
2000	-	-	-	8	-	-	-	8	-	8
2100	-	-	-	5	-	-	-	5	-	5
2200	-	-	-	5	-	-	-	5	-	5
2300	-	-	-	0	-	-	-	0	-	0
Total	0	0	0	147	144	0	0	209	0	209
								AWDT	AWET	ADT

DEL REY AVENUE

Traffic Summary - Combined

Site: DEL REY AVE Location:
Description: DEL REY AVENUE

Grand Total

	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Weekday	Weekend	All Days
Volume	0	0	0	462	267	0	0	729	0	729
Days	1	1	1	1	1	1	1	5	2	7

Average Volume

Hour	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Weekday	Weekend	All Days
0000	-	-	-	-	1	-	-	1	-	1
0100	-	-	-	-	1	-	-	1	-	1
0200	-	-	-	-	0	-	-	0	-	0
0300	-	-	-	-	0	-	-	0	-	0
0400	-	-	-	-	0	-	-	0	-	0
0500	-	-	-	-	0	-	-	0	-	0
0600	-	-	-	-	4	-	-	4	-	4
0700	-	-	-	-	9	-	-	9	-	9
0800	-	-	-	-	24	-	-	24	-	24
0900	-	-	-	-	33	-	-	33	-	33
1000	-	-	-	34	24	-	-	29	-	29
1100	-	-	-	24	23	-	-	24	-	24
1200	-	-	-	38	25	-	-	32	-	32
1300	-	-	-	21	29	-	-	25	-	25
1400	-	-	-	39	56	-	-	48	-	48
1500	-	-	-	31	29	-	-	30	-	30
1600	-	-	-	48	9	-	-	48	-	48
1700	-	-	-	64	-	-	-	64	-	64
1800	-	-	-	65	-	-	-	65	-	65
1900	-	-	-	43	-	-	-	43	-	43
2000	-	-	-	21	-	-	-	21	-	21
2100	-	-	-	23	-	-	-	23	-	23
2200	-	-	-	6	-	-	-	6	-	6
2300	-	-	-	5	-	-	-	5	-	5
Total	0	0	0	462	267	0	0	534	0	534
								AWDT	AWET	ADT

DEL REY AVENUE **Traffic Summary - Northbound**

Site: DEL REY AVE Location:
Description: DEL REY AVENUE

Grand Total

	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Weekday	Weekend	All Days
Volume	0	0	0	245	143	0	0	388	0	388
Days	1	1	1	1	1	1	1	5	2	7

Average Volume

Hour	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Weekday	Weekend	All Days
0000	-	-	-	-	0	-	-	0	-	0
0100	-	-	-	-	0	-	-	0	-	0
0200	-	-	-	-	0	-	-	0	-	0
0300	-	-	-	-	0	-	-	0	-	0
0400	-	-	-	-	0	-	-	0	-	0
0500	-	-	-	-	0	-	-	0	-	0
0600	-	-	-	-	1	-	-	1	-	1
0700	-	-	-	-	6	-	-	6	-	6
0800	-	-	-	-	11	-	-	11	-	11
0900	-	-	-	-	12	-	-	12	-	12
1000	-	-	-	18	16	-	-	17	-	17
1100	-	-	-	12	13	-	-	13	-	13
1200	-	-	-	14	14	-	-	14	-	14
1300	-	-	-	10	14	-	-	12	-	12
1400	-	-	-	22	32	-	-	27	-	27
1500	-	-	-	19	16	-	-	18	-	18
1600	-	-	-	28	8	-	-	28	-	28
1700	-	-	-	38	-	-	-	38	-	38
1800	-	-	-	34	-	-	-	34	-	34
1900	-	-	-	19	-	-	-	19	-	19
2000	-	-	-	13	-	-	-	13	-	13
2100	-	-	-	11	-	-	-	11	-	11
2200	-	-	-	3	-	-	-	3	-	3
2300	-	-	-	4	-	-	-	4	-	4
Total	0	0	0	245	143	0	0	280	0	280
								AWDT	AWET	ADT

DEL REY AVENUE **Traffic Summary - Southbound**

Site: DEL REY AVE Location:
Description: DEL REY AVENUE

Grand Total

	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Weekday	Weekend	All Days
Volume	0	0	0	217	124	0	0	341	0	341
Days	1	1	1	1	1	1	1	5	2	7

Average Volume

Hour	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Weekday	Weekend	All Days
0000	-	-	-	-	1	-	-	1	-	1
0100	-	-	-	-	1	-	-	1	-	1
0200	-	-	-	-	0	-	-	0	-	0
0300	-	-	-	-	0	-	-	0	-	0
0400	-	-	-	-	0	-	-	0	-	0
0500	-	-	-	-	0	-	-	0	-	0
0600	-	-	-	-	3	-	-	3	-	3
0700	-	-	-	-	3	-	-	3	-	3
0800	-	-	-	-	13	-	-	13	-	13
0900	-	-	-	-	21	-	-	21	-	21
1000	-	-	-	16	8	-	-	12	-	12
1100	-	-	-	12	10	-	-	11	-	11
1200	-	-	-	24	11	-	-	18	-	18
1300	-	-	-	11	15	-	-	13	-	13
1400	-	-	-	17	24	-	-	21	-	21
1500	-	-	-	12	13	-	-	13	-	13
1600	-	-	-	20	1	-	-	20	-	20
1700	-	-	-	26	-	-	-	26	-	26
1800	-	-	-	31	-	-	-	31	-	31
1900	-	-	-	24	-	-	-	24	-	24
2000	-	-	-	8	-	-	-	8	-	8
2100	-	-	-	12	-	-	-	12	-	12
2200	-	-	-	3	-	-	-	3	-	3
2300	-	-	-	1	-	-	-	1	-	1
Total	0	0	0	217	124	0	0	254	0	254
								AWDT	AWET	ADT

GREYDENE AVENUE INTERSECTION - WEST SIDE

Traffic Summary - Combined

Site: GREYDENE AVE Location: West Side

Description: GREYDENE AVENUE

Grand Total

	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Weekday	Weekend	All Days
Volume	0	0	0	3183	2966	0	0	6149	0	6149
Days	1	1	1	1	1	1	1	5	2	7

Average Volume

Hour	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Weekday	Weekend	All Days
0000	-	-	-	-	26	-	-	26	-	26
0100	-	-	-	-	14	-	-	14	-	14
0200	-	-	-	-	14	-	-	14	-	14
0300	-	-	-	-	12	-	-	12	-	12
0400	-	-	-	-	12	-	-	12	-	12
0500	-	-	-	-	16	-	-	16	-	16
0600	-	-	-	-	52	-	-	52	-	52
0700	-	-	-	-	102	-	-	102	-	102
0800	-	-	-	-	217	-	-	217	-	217
0900	-	-	-	-	231	-	-	231	-	231
1000	-	-	-	-	303	-	-	303	-	303
1100	-	-	-	243	329	-	-	286	-	286
1200	-	-	-	334	402	-	-	368	-	368
1300	-	-	-	399	423	-	-	411	-	411
1400	-	-	-	345	386	-	-	366	-	366
1500	-	-	-	297	342	-	-	320	-	320
1600	-	-	-	295	85	-	-	190	-	190
1700	-	-	-	327	-	-	-	327	-	327
1800	-	-	-	332	-	-	-	332	-	332
1900	-	-	-	219	-	-	-	219	-	219
2000	-	-	-	141	-	-	-	141	-	141
2100	-	-	-	109	-	-	-	109	-	109
2200	-	-	-	84	-	-	-	84	-	84
2300	-	-	-	58	-	-	-	58	-	58
Total	0	0	0	3183	2966	0	0	4209	0	4209
								AWDT	AWET	ADT

GREYDENE AVENUE INTERSECTION - WEST SIDE
Traffic Summary - Eastbound

Site: GREYDENE AVE Location: West Side
Description: GREYDENE AVENUE

Grand Total

	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Weekday	Weekend	All Days
Volume	0	0	0	1467	1368	0	0	2835	0	2835
Days	1	1	1	1	1	1	1	5	2	7

Average Volume

Hour	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Weekday	Weekend	All Days
0000	-	-	-	-	11	-	-	11	-	11
0100	-	-	-	-	9	-	-	9	-	9
0200	-	-	-	-	7	-	-	7	-	7
0300	-	-	-	-	7	-	-	7	-	7
0400	-	-	-	-	6	-	-	6	-	6
0500	-	-	-	-	10	-	-	10	-	10
0600	-	-	-	-	25	-	-	25	-	25
0700	-	-	-	-	44	-	-	44	-	44
0800	-	-	-	-	106	-	-	106	-	106
0900	-	-	-	-	113	-	-	113	-	113
1000	-	-	-	-	137	-	-	137	-	137
1100	-	-	-	110	141	-	-	126	-	126
1200	-	-	-	165	176	-	-	171	-	171
1300	-	-	-	185	200	-	-	193	-	193
1400	-	-	-	157	179	-	-	168	-	168
1500	-	-	-	137	162	-	-	150	-	150
1600	-	-	-	135	35	-	-	135	-	135
1700	-	-	-	138	-	-	-	138	-	138
1800	-	-	-	154	-	-	-	154	-	154
1900	-	-	-	101	-	-	-	101	-	101
2000	-	-	-	70	-	-	-	70	-	70
2100	-	-	-	48	-	-	-	48	-	48
2200	-	-	-	41	-	-	-	41	-	41
2300	-	-	-	26	-	-	-	26	-	26
Total	0	0	0	1467	1368	0	0	1994	0	1994
								AWDT	AWET	ADT

GREYDENE AVENUE INTERSECTION - WEST SIDE
Traffic Summary - Westbound

Site: GREYDENE AVE Location: West Side
Description: GREYDENE AVENUE

Grand Total

	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Weekday	Weekend	All Days
Volume	0	0	0	1716	1598	0	0	3314	0	3314
Days	1	1	1	1	1	1	1	5	2	7

Average Volume

Hour	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Weekday	Weekend	All Days
0000	-	-	-	-	15	-	-	15	-	15
0100	-	-	-	-	5	-	-	5	-	5
0200	-	-	-	-	7	-	-	7	-	7
0300	-	-	-	-	5	-	-	5	-	5
0400	-	-	-	-	6	-	-	6	-	6
0500	-	-	-	-	6	-	-	6	-	6
0600	-	-	-	-	27	-	-	27	-	27
0700	-	-	-	-	58	-	-	58	-	58
0800	-	-	-	-	111	-	-	111	-	111
0900	-	-	-	-	118	-	-	118	-	118
1000	-	-	-	-	166	-	-	166	-	166
1100	-	-	-	133	188	-	-	161	-	161
1200	-	-	-	169	226	-	-	198	-	198
1300	-	-	-	214	223	-	-	219	-	219
1400	-	-	-	188	207	-	-	198	-	198
1500	-	-	-	160	180	-	-	170	-	170
1600	-	-	-	160	50	-	-	105	-	105
1700	-	-	-	189	-	-	-	189	-	189
1800	-	-	-	178	-	-	-	178	-	178
1900	-	-	-	118	-	-	-	118	-	118
2000	-	-	-	71	-	-	-	71	-	71
2100	-	-	-	61	-	-	-	61	-	61
2200	-	-	-	43	-	-	-	43	-	43
2300	-	-	-	32	-	-	-	32	-	32
Total	0	0	0	1716	1598	0	0	2265	0	2265
								AWDT	AWET	ADT

GREYDENE AVENUE INTERSECTION - NORTH SIDE

Traffic Summary - Combined

Site: GREYDENE AVE Location: North Side

Description: GREYDENE AVENUE

Grand Total

	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Weekday	Weekend	All Days
Volume	0	0	311	539	39	0	0	889	0	889
Days	1	1	1	1	1	1	1	5	2	7

Average Volume

Hour	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Weekday	Weekend	All Days
0000	-	-	-	2	1	-	-	2	-	2
0100	-	-	-	1	0	-	-	1	-	1
0200	-	-	-	0	1	-	-	1	-	1
0300	-	-	-	1	0	-	-	1	-	1
0400	-	-	-	0	3	-	-	2	-	2
0500	-	-	-	2	3	-	-	3	-	3
0600	-	-	-	4	6	-	-	5	-	5
0700	-	-	-	8	7	-	-	8	-	8
0800	-	-	-	37	12	-	-	25	-	25
0900	-	-	-	41	6	-	-	24	-	24
1000	-	-	-	37	-	-	-	37	-	37
1100	-	-	-	33	-	-	-	33	-	33
1200	-	-	-	44	-	-	-	44	-	44
1300	-	-	-	31	-	-	-	31	-	31
1400	-	-	-	41	-	-	-	41	-	41
1500	-	-	34	62	-	-	-	48	-	48
1600	-	-	64	52	-	-	-	58	-	58
1700	-	-	66	42	-	-	-	54	-	54
1800	-	-	60	31	-	-	-	46	-	46
1900	-	-	44	29	-	-	-	37	-	37
2000	-	-	17	16	-	-	-	17	-	17
2100	-	-	16	10	-	-	-	13	-	13
2200	-	-	5	13	-	-	-	9	-	9
2300	-	-	5	2	-	-	-	4	-	4
Total	0	0	311	539	39	0	0	538	0	538
								AWDT	AWET	ADT

GREYDENE AVENUE INTERSECTION - NORTH SIDE
Traffic Summary - Northbound

Site: GREYDENE AVE Location: North Side
 Description: GREYDENE AVENUE

Grand Total

	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Weekday	Weekend	All Days
Volume	0	0	139	223	19	0	0	381	0	381
Days	1	1	1	1	1	1	1	5	2	7

Average Volume

Hour	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Weekday	Weekend	All Days
0000	-	-	-	0	0	-	-	0	-	0
0100	-	-	-	0	0	-	-	0	-	0
0200	-	-	-	0	1	-	-	1	-	1
0300	-	-	-	0	0	-	-	0	-	0
0400	-	-	-	0	3	-	-	2	-	2
0500	-	-	-	0	2	-	-	1	-	1
0600	-	-	-	1	0	-	-	1	-	1
0700	-	-	-	2	5	-	-	4	-	4
0800	-	-	-	15	5	-	-	10	-	10
0900	-	-	-	16	3	-	-	10	-	10
1000	-	-	-	15	-	-	-	15	-	15
1100	-	-	-	13	-	-	-	13	-	13
1200	-	-	-	16	-	-	-	16	-	16
1300	-	-	-	11	-	-	-	11	-	11
1400	-	-	-	18	-	-	-	18	-	18
1500	-	-	15	26	-	-	-	21	-	21
1600	-	-	31	27	-	-	-	29	-	29
1700	-	-	24	17	-	-	-	21	-	21
1800	-	-	27	13	-	-	-	20	-	20
1900	-	-	25	10	-	-	-	18	-	18
2000	-	-	6	9	-	-	-	8	-	8
2100	-	-	7	7	-	-	-	7	-	7
2200	-	-	3	6	-	-	-	5	-	5
2300	-	-	1	1	-	-	-	1	-	1
Total	0	0	139	223	19	0	0	227	0	227
								AWDT	AWET	ADT

GREYDENE AVENUE INTERSECTION - NORTH SIDE
Traffic Summary - Southbound

Site: GREYDENE AVE Location: North Side
 Description: GREYDENE AVENUE

Grand Total

	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Weekday	Weekend	All Days
Volume	0	0	172	316	20	0	0	508	0	508
Days	1	1	1	1	1	1	1	5	2	7

Average Volume

Hour	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Weekday	Weekend	All Days
0000	-	-	-	2	1	-	-	2	-	2
0100	-	-	-	1	0	-	-	1	-	1
0200	-	-	-	0	0	-	-	0	-	0
0300	-	-	-	1	0	-	-	1	-	1
0400	-	-	-	0	0	-	-	0	-	0
0500	-	-	-	2	1	-	-	2	-	2
0600	-	-	-	3	6	-	-	5	-	5
0700	-	-	-	6	2	-	-	4	-	4
0800	-	-	-	22	7	-	-	15	-	15
0900	-	-	-	25	3	-	-	14	-	14
1000	-	-	-	22	-	-	-	22	-	22
1100	-	-	-	20	-	-	-	20	-	20
1200	-	-	-	28	-	-	-	28	-	28
1300	-	-	-	20	-	-	-	20	-	20
1400	-	-	-	23	-	-	-	23	-	23
1500	-	-	19	36	-	-	-	28	-	28
1600	-	-	33	25	-	-	-	29	-	29
1700	-	-	42	25	-	-	-	34	-	34
1800	-	-	33	18	-	-	-	26	-	26
1900	-	-	19	19	-	-	-	19	-	19
2000	-	-	11	7	-	-	-	9	-	9
2100	-	-	9	3	-	-	-	6	-	6
2200	-	-	2	7	-	-	-	5	-	5
2300	-	-	4	1	-	-	-	3	-	3
Total	0	0	172	316	20	0	0	311	0	311
								AWDT	AWET	ADT

ABBEY / US50 INTERSECTION - WEST SIDE

Traffic Summary - Combined

Site: ABBEY-50-W **Location:**

Description: ABBEY-50 INTERSECTION - WEST SIDE

Profile: Scheme F3 Cls(1-13) Dir(NESW) Sp(6,99) Headway(>0) Span(0 - 328.084) Lane(0-16)

Duration: 23:00 Monday, December 11, 2017 to 9:29 Thursday, December 14, 2017 (2.45833 days)

Created by MTE version 5.0.2.0

Grand Total

	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Weekday	Weekend	All Days
Volume	0	662	824	69	0	0	0	1555	0	1555
Days	1	1	1	1	1	1	1	5	2	7

Average Volume

Hour	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Weekday	Weekend	All Days
0000	-	-	1	5	-	-	-	3	-	3
0100	-	-	0	2	-	-	-	1	-	1
0200	-	-	7	2	-	-	-	5	-	5
0300	-	-	3	2	-	-	-	3	-	3
0400	-	-	1	6	-	-	-	4	-	4
0500	-	-	6	5	-	-	-	6	-	6
0600	-	-	8	7	-	-	-	8	-	8
0700	-	-	22	28	-	-	-	25	-	25
0800	-	-	34	12	-	-	-	23	-	23
0900	-	-	40	-	-	-	-	40	-	40
1000	-	35	59	-	-	-	-	47	-	47
1100	-	80	79	-	-	-	-	80	-	80
1200	-	100	100	-	-	-	-	100	-	100
1300	-	86	65	-	-	-	-	76	-	76
1400	-	68	76	-	-	-	-	72	-	72
1500	-	60	61	-	-	-	-	61	-	61
1600	-	66	73	-	-	-	-	70	-	70
1700	-	71	74	-	-	-	-	73	-	73
1800	-	35	22	-	-	-	-	29	-	29
1900	-	26	24	-	-	-	-	25	-	25
2000	-	23	33	-	-	-	-	28	-	28
2100	-	6	22	-	-	-	-	14	-	14
2200	-	6	9	-	-	-	-	8	-	8
2300	-	0	5	-	-	-	-	3	-	3
Total	0	662	824	69	0	0	0	798	0	798
								AWDT	AWET	ADT

ABBEY / US50 INTERSECTION - WEST SIDE
Traffic Summary - Eastbound

Site: ABBEY-50-W **Location:**
Description: ABBEY-50 INTERSECTION - WEST SIDE
Profile: Scheme F3 Cls(1-13) Dir(NESW) Sp(6,99) Headway(>0) Span(0 - 328.084) Lane(0-16)
Duration: 23:00 Monday, December 11, 2017 to 9:29 Thursday, December 14, 2017 (2.45833 days)
 Created by MTE version 5.0.2.0

Grand Total

	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Weekday	Weekend	All Days
Volume	0	293	365	33	0	0	0	691	0	691
Days	1	1	1	1	1	1	1	5	2	7

Average Volume

Hour	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Weekday	Weekend	All Days
0000	-	-	0	4	-	-	-	2	-	2
0100	-	-	0	2	-	-	-	1	-	1
0200	-	-	3	0	-	-	-	2	-	2
0300	-	-	1	2	-	-	-	2	-	2
0400	-	-	1	5	-	-	-	3	-	3
0500	-	-	4	3	-	-	-	4	-	4
0600	-	-	6	4	-	-	-	5	-	5
0700	-	-	8	7	-	-	-	8	-	8
0800	-	-	17	6	-	-	-	12	-	12
0900	-	-	15	-	-	-	-	15	-	15
1000	-	20	32	-	-	-	-	26	-	26
1100	-	33	29	-	-	-	-	31	-	31
1200	-	47	44	-	-	-	-	46	-	46
1300	-	40	31	-	-	-	-	36	-	36
1400	-	29	37	-	-	-	-	33	-	33
1500	-	27	29	-	-	-	-	28	-	28
1600	-	21	25	-	-	-	-	23	-	23
1700	-	31	28	-	-	-	-	30	-	30
1800	-	15	11	-	-	-	-	13	-	13
1900	-	13	8	-	-	-	-	11	-	11
2000	-	9	15	-	-	-	-	12	-	12
2100	-	5	12	-	-	-	-	9	-	9
2200	-	3	5	-	-	-	-	4	-	4
2300	-	0	4	-	-	-	-	2	-	2
Total	0	293	365	33	0	0	0	353	0	353
								AWDT	AWET	ADT

ABBEY / US50 INTERSECTION - WEST SIDE
Traffic Summary - Westbound

Site: ABBEY-50-W **Location:**
Description: ABBEY-50 INTERSECTION - WEST SIDE
Profile: Scheme F3 Cls(1-13) Dir(NESW) Sp(6,99) Headway(>0) Span(0 - 328.084) Lane(0-16)
Duration: 23:00 Monday, December 11, 2017 to 9:29 Thursday, December 14, 2017 (2.45833 days)
 Created by MTE version 5.0.2.0

Grand Total

	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Weekday	Weekend	All Days
Volume	0	369	459	36	0	0	0	864	0	864
Days	1	1	1	1	1	1	1	5	2	7

Average Volume

Hour	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Weekday	Weekend	All Days
0000	-	-	1	1	-	-	-	1	-	1
0100	-	-	0	0	-	-	-	0	-	0
0200	-	-	4	2	-	-	-	3	-	3
0300	-	-	2	0	-	-	-	1	-	1
0400	-	-	0	1	-	-	-	1	-	1
0500	-	-	2	2	-	-	-	2	-	2
0600	-	-	2	3	-	-	-	3	-	3
0700	-	-	14	21	-	-	-	18	-	18
0800	-	-	17	6	-	-	-	12	-	12
0900	-	-	25	-	-	-	-	25	-	25
1000	-	15	27	-	-	-	-	21	-	21
1100	-	47	50	-	-	-	-	49	-	49
1200	-	53	56	-	-	-	-	55	-	55
1300	-	46	34	-	-	-	-	40	-	40
1400	-	39	39	-	-	-	-	39	-	39
1500	-	33	32	-	-	-	-	33	-	33
1600	-	45	48	-	-	-	-	47	-	47
1700	-	40	46	-	-	-	-	43	-	43
1800	-	20	11	-	-	-	-	16	-	16
1900	-	13	16	-	-	-	-	15	-	15
2000	-	14	18	-	-	-	-	16	-	16
2100	-	1	10	-	-	-	-	6	-	6
2200	-	3	4	-	-	-	-	4	-	4
2300	-	0	1	-	-	-	-	1	-	1
Total	0	369	459	36	0	0	0	445	0	445
								AWDT	AWET	ADT

ABBEY / US50 INTERSECTION - NORTH SIDE

Traffic Summary - Combined

Site: ABBEY-50-N **Location:**

Description: ABBEY-50 INTERSECTION - NORTH

Profile: Scheme F3 Cls(1-13) Dir(NESW) Sp(6,99) Headway(>0) Span(0 - 328.084) Lane(0-16)

Duration: 23:00 Monday, December 11, 2017 to 9:29 Thursday, December 14, 2017 (2.45833 days)

Created by MTE version 5.0.2.0

Grand Total

	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Weekday	Weekend	All Days
Volume	0	406	634	90	0	0	0	1130	0	1130
Days	1	1	1	1	1	1	1	5	2	7

Average Volume

Hour	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Weekday	Weekend	All Days
0000	-	-	0	1	-	-	-	1	-	1
0100	-	-	1	0	-	-	-	1	-	1
0200	-	-	0	0	-	-	-	0	-	0
0300	-	-	1	3	-	-	-	2	-	2
0400	-	-	2	2	-	-	-	2	-	2
0500	-	-	4	3	-	-	-	4	-	4
0600	-	-	1	5	-	-	-	3	-	3
0700	-	-	41	40	-	-	-	41	-	41
0800	-	-	41	36	-	-	-	39	-	39
0900	-	-	23	-	-	-	-	23	-	23
1000	-	10	29	-	-	-	-	20	-	20
1100	-	28	60	-	-	-	-	44	-	44
1200	-	54	93	-	-	-	-	74	-	74
1300	-	57	32	-	-	-	-	45	-	45
1400	-	70	43	-	-	-	-	57	-	57
1500	-	45	74	-	-	-	-	60	-	60
1600	-	31	81	-	-	-	-	56	-	56
1700	-	73	38	-	-	-	-	56	-	56
1800	-	12	27	-	-	-	-	20	-	20
1900	-	6	8	-	-	-	-	7	-	7
2000	-	12	20	-	-	-	-	16	-	16
2100	-	2	4	-	-	-	-	3	-	3
2200	-	2	10	-	-	-	-	6	-	6
2300	-	4	1	-	-	-	-	3	-	3
Total	0	406	634	90	0	0	0	577	0	577
								AWDT	AWET	ADT

ABBEY / US50 INTERSECTION - NORTH SIDE
Traffic Summary - Northbound

Site: ABBEY-50-N **Location:**
Description: ABBEY-50 INTERSECTION - NORTH
Profile: Scheme F3 Cls(1-13) Dir(NESW) Sp(6,99) Headway(>0) Span(0 - 328.084) Lane(0-16)
Duration: 23:00 Monday, December 11, 2017 to 9:29 Thursday, December 14, 2017 (2.45833 days)
 Created by MTE version 5.0.2.0

Grand Total

	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Weekday	Weekend	All Days
Volume	0	209	348	54	0	0	0	611	0	611
Days	1	1	1	1	1	1	1	5	2	7

Average Volume

Hour	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Weekday	Weekend	All Days
0000	-	-	0	1	-	-	-	1	-	1
0100	-	-	0	0	-	-	-	0	-	0
0200	-	-	0	0	-	-	-	0	-	0
0300	-	-	1	2	-	-	-	2	-	2
0400	-	-	1	0	-	-	-	1	-	1
0500	-	-	1	1	-	-	-	1	-	1
0600	-	-	1	3	-	-	-	2	-	2
0700	-	-	31	25	-	-	-	28	-	28
0800	-	-	26	22	-	-	-	24	-	24
0900	-	-	13	-	-	-	-	13	-	13
1000	-	6	14	-	-	-	-	10	-	10
1100	-	17	40	-	-	-	-	29	-	29
1200	-	29	49	-	-	-	-	39	-	39
1300	-	26	16	-	-	-	-	21	-	21
1400	-	34	16	-	-	-	-	25	-	25
1500	-	26	36	-	-	-	-	31	-	31
1600	-	20	47	-	-	-	-	34	-	34
1700	-	36	20	-	-	-	-	28	-	28
1800	-	4	13	-	-	-	-	9	-	9
1900	-	2	4	-	-	-	-	3	-	3
2000	-	5	10	-	-	-	-	8	-	8
2100	-	1	2	-	-	-	-	2	-	2
2200	-	1	7	-	-	-	-	4	-	4
2300	-	2	0	-	-	-	-	1	-	1
Total	0	209	348	54	0	0	0	312	0	312
								AWDT	AWET	ADT

ABBEY / US50 INTERSECTION - NORTH SIDE
Traffic Summary - Southbound

Site: ABBEY-50-N **Location:**
Description: ABBEY-50 INTERSECTION - NORTH
Profile: Scheme F3 Cls(1-13) Dir(NESW) Sp(6,99) Headway(>0) Span(0 - 328.084) Lane(0-16)
Duration: 23:00 Monday, December 11, 2017 to 9:29 Thursday, December 14, 2017 (2.45833 days)
 Created by MTE version 5.0.2.0

Grand Total

	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Weekday	Weekend	All Days
Volume	0	197	286	36	0	0	0	519	0	519
Days	1	1	1	1	1	1	1	5	2	7

Average Volume

Hour	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Weekday	Weekend	All Days
0000	-	-	0	0	-	-	-	0	-	0
0100	-	-	1	0	-	-	-	1	-	1
0200	-	-	0	0	-	-	-	0	-	0
0300	-	-	0	1	-	-	-	1	-	1
0400	-	-	1	2	-	-	-	2	-	2
0500	-	-	3	2	-	-	-	3	-	3
0600	-	-	0	2	-	-	-	1	-	1
0700	-	-	10	15	-	-	-	13	-	13
0800	-	-	15	14	-	-	-	15	-	15
0900	-	-	10	-	-	-	-	10	-	10
1000	-	4	15	-	-	-	-	10	-	10
1100	-	11	20	-	-	-	-	16	-	16
1200	-	25	44	-	-	-	-	35	-	35
1300	-	31	16	-	-	-	-	24	-	24
1400	-	36	27	-	-	-	-	32	-	32
1500	-	19	38	-	-	-	-	29	-	29
1600	-	11	34	-	-	-	-	23	-	23
1700	-	37	18	-	-	-	-	28	-	28
1800	-	8	14	-	-	-	-	11	-	11
1900	-	4	4	-	-	-	-	4	-	4
2000	-	7	10	-	-	-	-	9	-	9
2100	-	1	2	-	-	-	-	2	-	2
2200	-	1	3	-	-	-	-	2	-	2
2300	-	2	1	-	-	-	-	2	-	2
Total	0	197	286	36	0	0	0	265	0	265
								AWDT	AWET	ADT

ABBEY / US50 INTERSECTION - SOUTH SIDE

Traffic Summary - Combined

Site: ABBEY-50-S **Location:**

Description: ABBEY-50 INTERSECTION - SOUTH SIDE

Profile: Scheme F3 Cls(1-13) Dir(NESW) Sp(6,99) Headway(>0) Span(0 - 328.084) Lane(0-16)

Duration: 23:00 Monday, December 11, 2017 to 9:29 Thursday, December 14, 2017 (2.45833 days)

Created by MTE version 5.0.2.0

Grand Total

	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Weekday	Weekend	All Days
Volume	0	219	330	42	0	0	0	591	0	591
Days	1	1	1	1	1	1	1	5	2	7

Average Volume

Hour	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Weekday	Weekend	All Days
0000	-	-	0	0	-	-	-	0	-	0
0100	-	-	0	0	-	-	-	0	-	0
0200	-	-	1	1	-	-	-	1	-	1
0300	-	-	4	2	-	-	-	3	-	3
0400	-	-	0	1	-	-	-	1	-	1
0500	-	-	4	0	-	-	-	2	-	2
0600	-	-	0	1	-	-	-	1	-	1
0700	-	-	24	32	-	-	-	28	-	28
0800	-	-	28	5	-	-	-	17	-	17
0900	-	-	13	-	-	-	-	13	-	13
1000	-	8	8	-	-	-	-	8	-	8
1100	-	14	27	-	-	-	-	21	-	21
1200	-	28	45	-	-	-	-	37	-	37
1300	-	26	28	-	-	-	-	27	-	27
1400	-	32	26	-	-	-	-	29	-	29
1500	-	34	42	-	-	-	-	38	-	38
1600	-	27	26	-	-	-	-	27	-	27
1700	-	33	22	-	-	-	-	28	-	28
1800	-	5	11	-	-	-	-	8	-	8
1900	-	3	3	-	-	-	-	3	-	3
2000	-	6	6	-	-	-	-	6	-	6
2100	-	1	4	-	-	-	-	3	-	3
2200	-	2	8	-	-	-	-	5	-	5
2300	-	0	0	-	-	-	-	0	-	0
Total	0	219	330	42	0	0	0	302	0	302
								AWDT	AWET	ADT

ABBEY / US50 INTERSECTION - SOUTH SIDE
Traffic Summary - Northbound

Site: ABBEY-50-5 **Location:**
Description: ABBEY-50 INTERSECTION - SOUTH SIDE
Profile: Scheme F3 Cls(1-13) Dir(NESW) Sp(6,99) Headway(>0) Span(0 - 328.084) Lane(0-16)
Duration: 23:00 Monday, December 11, 2017 to 9:29 Thursday, December 14, 2017 (2.45833 days)
 Created by MTE version 5.0.2.0

Grand Total

	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Weekday	Weekend	All Days
Volume	0	95	172	25	0	0	0	292	0	292
Days	1	1	1	1	1	1	1	5	2	7

Average Volume

Hour	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Weekday	Weekend	All Days
0000	-	-	0	0	-	-	-	0	-	0
0100	-	-	0	0	-	-	-	0	-	0
0200	-	-	1	1	-	-	-	1	-	1
0300	-	-	2	2	-	-	-	2	-	2
0400	-	-	0	1	-	-	-	1	-	1
0500	-	-	1	0	-	-	-	1	-	1
0600	-	-	0	1	-	-	-	1	-	1
0700	-	-	14	17	-	-	-	16	-	16
0800	-	-	17	3	-	-	-	10	-	10
0900	-	-	9	-	-	-	-	9	-	9
1000	-	5	6	-	-	-	-	6	-	6
1100	-	12	25	-	-	-	-	19	-	19
1200	-	14	21	-	-	-	-	18	-	18
1300	-	12	11	-	-	-	-	12	-	12
1400	-	8	8	-	-	-	-	8	-	8
1500	-	14	15	-	-	-	-	15	-	15
1600	-	12	14	-	-	-	-	13	-	13
1700	-	9	9	-	-	-	-	9	-	9
1800	-	2	5	-	-	-	-	4	-	4
1900	-	2	1	-	-	-	-	2	-	2
2000	-	4	5	-	-	-	-	5	-	5
2100	-	0	3	-	-	-	-	2	-	2
2200	-	1	5	-	-	-	-	3	-	3
2300	-	0	0	-	-	-	-	0	-	0
Total	0	95	172	25	0	0	0	151	0	151
								AWDT	AWET	ADT

ABBEY / US50 INTERSECTION - SOUTH SIDE
Traffic Summary - Southbound

Site: ABBEY-50-5 **Location:**
Description: ABBEY-50 INTERSECTION - SOUTH SIDE
Profile: Scheme F3 Cls(1-13) Dir(NESW) Sp(6,99) Headway(>0) Span(0 - 328.084) Lane(0-16)
Duration: 23:00 Monday, December 11, 2017 to 9:29 Thursday, December 14, 2017 (2.45833 days)
 Created by MTE version 5.0.2.0

Grand Total

	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Weekday	Weekend	All Days
Volume	0	124	158	17	0	0	0	299	0	299
Days	1	1	1	1	1	1	1	5	2	7

Average Volume

Hour	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Weekday	Weekend	All Days
0000	-	-	0	0	-	-	-	0	-	0
0100	-	-	0	0	-	-	-	0	-	0
0200	-	-	0	0	-	-	-	0	-	0
0300	-	-	2	0	-	-	-	1	-	1
0400	-	-	0	0	-	-	-	0	-	0
0500	-	-	3	0	-	-	-	2	-	2
0600	-	-	0	0	-	-	-	0	-	0
0700	-	-	10	15	-	-	-	13	-	13
0800	-	-	11	2	-	-	-	7	-	7
0900	-	-	4	-	-	-	-	4	-	4
1000	-	3	2	-	-	-	-	3	-	3
1100	-	2	2	-	-	-	-	2	-	2
1200	-	14	24	-	-	-	-	19	-	19
1300	-	14	17	-	-	-	-	16	-	16
1400	-	24	18	-	-	-	-	21	-	21
1500	-	20	27	-	-	-	-	24	-	24
1600	-	15	12	-	-	-	-	14	-	14
1700	-	24	13	-	-	-	-	19	-	19
1800	-	3	6	-	-	-	-	5	-	5
1900	-	1	2	-	-	-	-	2	-	2
2000	-	2	1	-	-	-	-	2	-	2
2100	-	1	1	-	-	-	-	1	-	1
2200	-	1	3	-	-	-	-	2	-	2
2300	-	0	0	-	-	-	-	0	-	0
Total	0	124	158	17	0	0	0	152	0	152
								AWDT	AWET	ADT

City of Cañon City Traffic Summary - Combined

Site: RAINBOW-DR-W **Location:**

Description: RAINBOW-DRIVE - WEST SIDE

Profile: Scheme F3 Cls(1-13) Dir(NESW) Sp(6,99) Headway(>0) Span(0 - 328.084) Lane(0-16)

Duration: 23:00 Monday, December 11, 2017 to 9:29 Thursday, December 14, 2017 (2.45833 days)

Created by MTE version 5.0.2.0

Grand Total

	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Weekday	Weekend	All Days
Volume	0	2883	3196	106	0	0	0	6185	0	6185
Days	1	1	1	1	1	1	1	5	2	7

Average Volume

Hour	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Weekday	Weekend	All Days
0000	-	-	6	3	-	-	-	5	-	5
0100	-	-	2	9	-	-	-	6	-	6
0200	-	-	3	5	-	-	-	4	-	4
0300	-	-	0	1	-	-	-	1	-	1
0400	-	-	5	10	-	-	-	8	-	8
0500	-	-	19	18	-	-	-	19	-	19
0600	-	-	65	60	-	-	-	63	-	63
0700	-	18	148	-	-	-	-	83	-	83
0800	-	180	157	-	-	-	-	169	-	169
0900	-	185	255	-	-	-	-	220	-	220
1000	-	214	221	-	-	-	-	218	-	218
1100	-	266	284	-	-	-	-	275	-	275
1200	-	281	248	-	-	-	-	265	-	265
1300	-	252	272	-	-	-	-	262	-	262
1400	-	286	269	-	-	-	-	278	-	278
1500	-	258	294	-	-	-	-	276	-	276
1600	-	259	286	-	-	-	-	273	-	273
1700	-	270	239	-	-	-	-	255	-	255
1800	-	164	160	-	-	-	-	162	-	162
1900	-	80	83	-	-	-	-	82	-	82
2000	-	61	90	-	-	-	-	76	-	76
2100	-	47	54	-	-	-	-	51	-	51
2200	-	48	24	-	-	-	-	36	-	36
2300	-	14	12	-	-	-	-	13	-	13
Total	0	2883	3196	106	0	0	0	3093	0	3093
								AWDT	AWET	ADT

**City of Cañon City
Traffic Summary - Eastbound**

Site: RAINBOW-DR-W **Location:**
Description: RAINBOW-DRIVE - WEST SIDE
Profile: Scheme F3 Cls(1-13) Dir(NESW) Sp(6,99) Headway(>0) Span(0 - 328.084) Lane(0-16)
Duration: 23:00 Monday, December 11, 2017 to 9:29 Thursday, December 14, 2017 (2.45833 days)
 Created by MTE version 5.0.2.0

Grand Total

	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Weekday	Weekend	All Days
Volume	0	1561	1675	37	0	0	0	3273	0	3273
Days	1	1	1	1	1	1	1	5	2	7

Average Volume

Hour	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Weekday	Weekend	All Days
0000	-	-	2	1	-	-	-	2	-	2
0100	-	-	2	4	-	-	-	3	-	3
0200	-	-	3	1	-	-	-	2	-	2
0300	-	-	0	1	-	-	-	1	-	1
0400	-	-	2	2	-	-	-	2	-	2
0500	-	-	7	4	-	-	-	6	-	6
0600	-	-	28	24	-	-	-	26	-	26
0700	-	10	64	-	-	-	-	37	-	37
0800	-	89	77	-	-	-	-	83	-	83
0900	-	95	124	-	-	-	-	110	-	110
1000	-	124	121	-	-	-	-	123	-	123
1100	-	137	155	-	-	-	-	146	-	146
1200	-	144	126	-	-	-	-	135	-	135
1300	-	127	138	-	-	-	-	133	-	133
1400	-	169	138	-	-	-	-	154	-	154
1500	-	161	180	-	-	-	-	171	-	171
1600	-	145	164	-	-	-	-	155	-	155
1700	-	154	127	-	-	-	-	141	-	141
1800	-	81	83	-	-	-	-	82	-	82
1900	-	36	45	-	-	-	-	41	-	41
2000	-	25	45	-	-	-	-	35	-	35
2100	-	25	28	-	-	-	-	27	-	27
2200	-	31	11	-	-	-	-	21	-	21
2300	-	8	5	-	-	-	-	7	-	7
Total	0	1561	1675	37	0	0	0	1637	0	1637
								AWDT	AWET	ADT

**City of Cañon City
Traffic Summary - Westbound**

Site: RAINBOW-DR-W **Location:**
Description: RAINBOW-DRIVE - WEST SIDE
Profile: Scheme F3 Cls(1-13) Dir(NESW) Sp(6,99) Headway(>0) Span(0 - 328.084) Lane(0-16)
Duration: 23:00 Monday, December 11, 2017 to 9:29 Thursday, December 14, 2017 (2.45833 days)
 Created by MTE version 5.0.2.0

Grand Total

	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Weekday	Weekend	All Days
Volume	0	1322	1521	69	0	0	0	2912	0	2912
Days	1	1	1	1	1	1	1	5	2	7

Average Volume

Hour	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Weekday	Weekend	All Days
0000	-	-	4	2	-	-	-	3	-	3
0100	-	-	0	5	-	-	-	3	-	3
0200	-	-	0	4	-	-	-	2	-	2
0300	-	-	0	0	-	-	-	0	-	0
0400	-	-	3	8	-	-	-	6	-	6
0500	-	-	12	14	-	-	-	13	-	13
0600	-	-	37	36	-	-	-	37	-	37
0700	-	8	84	-	-	-	-	46	-	46
0800	-	91	80	-	-	-	-	86	-	86
0900	-	90	131	-	-	-	-	111	-	111
1000	-	90	100	-	-	-	-	95	-	95
1100	-	129	129	-	-	-	-	129	-	129
1200	-	137	122	-	-	-	-	130	-	130
1300	-	125	134	-	-	-	-	130	-	130
1400	-	117	131	-	-	-	-	124	-	124
1500	-	97	114	-	-	-	-	106	-	106
1600	-	114	122	-	-	-	-	118	-	118
1700	-	116	112	-	-	-	-	114	-	114
1800	-	83	77	-	-	-	-	80	-	80
1900	-	44	38	-	-	-	-	41	-	41
2000	-	36	45	-	-	-	-	41	-	41
2100	-	22	26	-	-	-	-	24	-	24
2200	-	17	13	-	-	-	-	15	-	15
2300	-	6	7	-	-	-	-	7	-	7
Total	0	1322	1521	69	0	0	0	1456	0	1456
								AWDT	AWET	ADT

BARRETT DRIVE

Traffic Summary - Combined

Site: BARRETT DR Location:

Description: BARRETT DRIVE

Grand Total

	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Weekday	Weekend	All Days
Volume	0	236	179	0	0	0	0	415	0	415
Days	1	1	1	1	1	1	1	5	2	7

Average Volume

Hour	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Weekday	Weekend	All Days
0000	-	-	2	-	-	-	-	2	-	2
0100	-	-	0	-	-	-	-	0	-	0
0200	-	-	0	-	-	-	-	0	-	0
0300	-	-	2	-	-	-	-	2	-	2
0400	-	-	0	-	-	-	-	0	-	0
0500	-	-	0	-	-	-	-	0	-	0
0600	-	-	0	-	-	-	-	0	-	0
0700	-	-	4	-	-	-	-	4	-	4
0800	-	-	10	-	-	-	-	10	-	10
0900	-	-	10	-	-	-	-	10	-	10
1000	-	17	9	-	-	-	-	13	-	13
1100	-	16	10	-	-	-	-	13	-	13
1200	-	25	10	-	-	-	-	18	-	18
1300	-	25	16	-	-	-	-	21	-	21
1400	-	22	10	-	-	-	-	16	-	16
1500	-	15	13	-	-	-	-	14	-	14
1600	-	25	18	-	-	-	-	22	-	22
1700	-	22	16	-	-	-	-	19	-	19
1800	-	31	23	-	-	-	-	27	-	27
1900	-	16	9	-	-	-	-	13	-	13
2000	-	11	9	-	-	-	-	10	-	10
2100	-	5	4	-	-	-	-	5	-	5
2200	-	2	3	-	-	-	-	3	-	3
2300	-	4	1	-	-	-	-	3	-	3
Total	0	236	179	0	0	0	0	222	0	222
								AWDT	AWET	ADT

BARRET DRIVE Traffic Summary - Northbound

Site: BARRETT DR Location:
Description: BARRETT DRIVE

Grand Total

	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Weekday	Weekend	All Days
Volume	0	179	156	0	0	0	0	335	0	335
Days	1	1	1	1	1	1	1	5	2	7

Average Volume

Hour	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Weekday	Weekend	All Days
0000	-	-	2	-	-	-	-	2	-	2
0100	-	-	0	-	-	-	-	0	-	0
0200	-	-	0	-	-	-	-	0	-	0
0300	-	-	2	-	-	-	-	2	-	2
0400	-	-	0	-	-	-	-	0	-	0
0500	-	-	0	-	-	-	-	0	-	0
0600	-	-	0	-	-	-	-	0	-	0
0700	-	-	3	-	-	-	-	3	-	3
0800	-	-	9	-	-	-	-	9	-	9
0900	-	-	8	-	-	-	-	8	-	8
1000	-	9	9	-	-	-	-	9	-	9
1100	-	12	10	-	-	-	-	11	-	11
1200	-	21	8	-	-	-	-	15	-	15
1300	-	15	13	-	-	-	-	14	-	14
1400	-	17	5	-	-	-	-	11	-	11
1500	-	11	10	-	-	-	-	11	-	11
1600	-	20	14	-	-	-	-	17	-	17
1700	-	17	16	-	-	-	-	17	-	17
1800	-	24	22	-	-	-	-	23	-	23
1900	-	13	8	-	-	-	-	11	-	11
2000	-	10	9	-	-	-	-	10	-	10
2100	-	5	4	-	-	-	-	5	-	5
2200	-	2	3	-	-	-	-	3	-	3
2300	-	3	1	-	-	-	-	2	-	2
Total	0	179	156	0	0	0	0	180	0	180
								AWDT	AWET	ADT

BARRETT DRIVE Traffic Summary - Southbound

Site: BARRETT DR Location:
Description: BARRETT DRIVE

Grand Total

	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Weekday	Weekend	All Days
Volume	0	57	23	0	0	0	0	80	0	80
Days	1	1	1	1	1	1	1	5	2	7

Average Volume

Hour	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Weekday	Weekend	All Days
0000	-	-	0	-	-	-	-	0	-	0
0100	-	-	0	-	-	-	-	0	-	0
0200	-	-	0	-	-	-	-	0	-	0
0300	-	-	0	-	-	-	-	0	-	0
0400	-	-	0	-	-	-	-	0	-	0
0500	-	-	0	-	-	-	-	0	-	0
0600	-	-	0	-	-	-	-	0	-	0
0700	-	-	1	-	-	-	-	1	-	1
0800	-	-	1	-	-	-	-	1	-	1
0900	-	-	2	-	-	-	-	2	-	2
1000	-	8	0	-	-	-	-	4	-	4
1100	-	4	0	-	-	-	-	2	-	2
1200	-	4	2	-	-	-	-	3	-	3
1300	-	10	3	-	-	-	-	7	-	7
1400	-	5	5	-	-	-	-	5	-	5
1500	-	4	3	-	-	-	-	4	-	4
1600	-	5	4	-	-	-	-	5	-	5
1700	-	5	0	-	-	-	-	3	-	3
1800	-	7	1	-	-	-	-	4	-	4
1900	-	3	1	-	-	-	-	2	-	2
2000	-	1	0	-	-	-	-	1	-	1
2100	-	0	0	-	-	-	-	0	-	0
2200	-	0	0	-	-	-	-	0	-	0
2300	-	1	0	-	-	-	-	1	-	1
Total	0	57	23	0	0	0	0	42	0	42
								AWDT	AWET	ADT

FIELD AVENUE Traffic Summary - Combined

Site: FIELD AVE **Location:**

Description: FIELD AVENUE

Grand Total

	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Weekday	Weekend	All Days
Volume	0	594	707	43	0	0	0	1344	0	1344
Days	1	1	1	1	1	1	1	5	2	7

Average Volume

Hour	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Weekday	Weekend	All Days
0000	-	-	3	5	-	-	-	4	-	4
0100	-	-	1	3	-	-	-	2	-	2
0200	-	-	3	0	-	-	-	2	-	2
0300	-	-	3	1	-	-	-	2	-	2
0400	-	-	2	4	-	-	-	3	-	3
0500	-	-	4	2	-	-	-	3	-	3
0600	-	-	12	10	-	-	-	11	-	11
0700	-	-	15	11	-	-	-	13	-	13
0800	-	-	37	7	-	-	-	22	-	22
0900	-	-	50	-	-	-	-	50	-	50
1000	-	38	55	-	-	-	-	47	-	47
1100	-	49	47	-	-	-	-	48	-	48
1200	-	47	42	-	-	-	-	45	-	45
1300	-	67	53	-	-	-	-	60	-	60
1400	-	52	41	-	-	-	-	47	-	47
1500	-	50	62	-	-	-	-	56	-	56
1600	-	61	74	-	-	-	-	68	-	68
1700	-	54	57	-	-	-	-	56	-	56
1800	-	83	37	-	-	-	-	60	-	60
1900	-	32	43	-	-	-	-	38	-	38
2000	-	31	22	-	-	-	-	27	-	27
2100	-	12	20	-	-	-	-	16	-	16
2200	-	13	13	-	-	-	-	13	-	13
2300	-	5	11	-	-	-	-	8	-	8
Total	0	594	707	43	0	0	0	697	0	697
								AWDT	AWET	ADT

FIELD AVENUE Traffic Summary - Northbound

Site: FIELD AVE Location:
Description: FIELD AVENUE

Grand Total

	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Weekday	Weekend	All Days
Volume	0	301	334	15	0	0	0	650	0	650
Days	1	1	1	1	1	1	1	5	2	7

Average Volume

Hour	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Weekday	Weekend	All Days
0000	-	-	2	3	-	-	-	3	-	3
0100	-	-	1	1	-	-	-	1	-	1
0200	-	-	2	0	-	-	-	1	-	1
0300	-	-	1	0	-	-	-	1	-	1
0400	-	-	1	2	-	-	-	2	-	2
0500	-	-	0	0	-	-	-	0	-	0
0600	-	-	3	3	-	-	-	3	-	3
0700	-	-	6	4	-	-	-	5	-	5
0800	-	-	9	2	-	-	-	6	-	6
0900	-	-	20	-	-	-	-	20	-	20
1000	-	15	17	-	-	-	-	16	-	16
1100	-	22	17	-	-	-	-	20	-	20
1200	-	19	24	-	-	-	-	22	-	22
1300	-	37	27	-	-	-	-	32	-	32
1400	-	26	26	-	-	-	-	26	-	26
1500	-	24	30	-	-	-	-	27	-	27
1600	-	33	34	-	-	-	-	34	-	34
1700	-	27	25	-	-	-	-	26	-	26
1800	-	50	26	-	-	-	-	38	-	38
1900	-	18	24	-	-	-	-	21	-	21
2000	-	11	11	-	-	-	-	11	-	11
2100	-	7	10	-	-	-	-	9	-	9
2200	-	9	10	-	-	-	-	10	-	10
2300	-	3	8	-	-	-	-	6	-	6
Total	0	301	334	15	0	0	0	335	0	335
								AWDT	AWET	ADT

FIELD AVENUE Traffic Summary - Southbound

Site: FIELD AVE Location:
Description: FIELD AVENUE

Grand Total

	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Weekday	Weekend	All Days
Volume	0	293	373	28	0	0	0	694	0	694
Days	1	1	1	1	1	1	1	5	2	7

Average Volume

Hour	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Weekday	Weekend	All Days
0000	-	-	1	2	-	-	-	2	-	2
0100	-	-	0	2	-	-	-	1	-	1
0200	-	-	1	0	-	-	-	1	-	1
0300	-	-	2	1	-	-	-	2	-	2
0400	-	-	1	2	-	-	-	2	-	2
0500	-	-	4	2	-	-	-	3	-	3
0600	-	-	9	7	-	-	-	8	-	8
0700	-	-	9	7	-	-	-	8	-	8
0800	-	-	28	5	-	-	-	17	-	17
0900	-	-	30	-	-	-	-	30	-	30
1000	-	23	38	-	-	-	-	31	-	31
1100	-	27	30	-	-	-	-	29	-	29
1200	-	28	18	-	-	-	-	23	-	23
1300	-	30	26	-	-	-	-	28	-	28
1400	-	26	15	-	-	-	-	21	-	21
1500	-	26	32	-	-	-	-	29	-	29
1600	-	28	40	-	-	-	-	34	-	34
1700	-	27	32	-	-	-	-	30	-	30
1800	-	33	11	-	-	-	-	22	-	22
1900	-	14	19	-	-	-	-	17	-	17
2000	-	20	11	-	-	-	-	16	-	16
2100	-	5	10	-	-	-	-	8	-	8
2200	-	4	3	-	-	-	-	4	-	4
2300	-	2	3	-	-	-	-	3	-	3
Total	0	293	373	28	0	0	0	362	0	362
								AWDT	AWET	ADT

RAYNOLDS AVENUE INTERSECTION - WEST SIDE

Traffic Summary - Combined

Site: RAYNOLDS AVE Location: West Side

Description: RAYNOLDS AVENUE

Grand Total

	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Weekday	Weekend	All Days
Volume	0	3133	3882	315	0	0	0	7330	0	7330
Days	1	1	1	1	1	1	1	5	2	7

Average Volume

Hour	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Weekday	Weekend	All Days
0000	-	-	21	18	-	-	-	20	-	20
0100	-	-	15	9	-	-	-	12	-	12
0200	-	-	20	11	-	-	-	16	-	16
0300	-	-	12	13	-	-	-	13	-	13
0400	-	-	12	10	-	-	-	11	-	11
0500	-	-	22	23	-	-	-	23	-	23
0600	-	-	61	66	-	-	-	64	-	64
0700	-	-	104	93	-	-	-	99	-	99
0800	-	-	165	72	-	-	-	119	-	119
0900	-	-	221	-	-	-	-	221	-	221
1000	-	221	258	-	-	-	-	240	-	240
1100	-	266	285	-	-	-	-	276	-	276
1200	-	309	310	-	-	-	-	310	-	310
1300	-	371	364	-	-	-	-	368	-	368
1400	-	329	304	-	-	-	-	317	-	317
1500	-	287	280	-	-	-	-	284	-	284
1600	-	280	311	-	-	-	-	296	-	296
1700	-	294	315	-	-	-	-	305	-	305
1800	-	300	293	-	-	-	-	297	-	297
1900	-	166	167	-	-	-	-	167	-	167
2000	-	123	113	-	-	-	-	118	-	118
2100	-	83	109	-	-	-	-	96	-	96
2200	-	48	73	-	-	-	-	61	-	61
2300	-	56	47	-	-	-	-	52	-	52
Total	0	3133	3882	315	0	0	0	3776	0	3776
								AWDT	AWET	ADT

RAYNOLDS AVENUE INTERSECTION - WEST SIDE
Traffic Summary - Eastbound

Site: RAYNOLDS AVE Location: West Side
Description: RAYNOLDS AVENUE

Grand Total

	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Weekday	Weekend	All Days
Volume	0	1600	1995	191	0	0	0	3786	0	3786
Days	1	1	1	1	1	1	1	5	2	7

Average Volume

Hour	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Weekday	Weekend	All Days
0000	-	-	16	12	-	-	-	14	-	14
0100	-	-	12	6	-	-	-	9	-	9
0200	-	-	15	8	-	-	-	12	-	12
0300	-	-	7	11	-	-	-	9	-	9
0400	-	-	5	4	-	-	-	5	-	5
0500	-	-	14	13	-	-	-	14	-	14
0600	-	-	42	45	-	-	-	44	-	44
0700	-	-	70	59	-	-	-	65	-	65
0800	-	-	95	33	-	-	-	64	-	64
0900	-	-	102	-	-	-	-	102	-	102
1000	-	113	139	-	-	-	-	126	-	126
1100	-	139	142	-	-	-	-	141	-	141
1200	-	158	157	-	-	-	-	158	-	158
1300	-	200	185	-	-	-	-	193	-	193
1400	-	180	147	-	-	-	-	164	-	164
1500	-	146	153	-	-	-	-	150	-	150
1600	-	135	148	-	-	-	-	142	-	142
1700	-	139	135	-	-	-	-	137	-	137
1800	-	141	147	-	-	-	-	144	-	144
1900	-	78	86	-	-	-	-	82	-	82
2000	-	72	53	-	-	-	-	63	-	63
2100	-	34	60	-	-	-	-	47	-	47
2200	-	25	42	-	-	-	-	34	-	34
2300	-	40	23	-	-	-	-	32	-	32
Total	0	1600	1995	191	0	0	0	1944	0	1944
								AWDT	AWET	ADT

RAYNOLDS AVENUE INTERSECTION - WEST SIDE
Traffic Summary - Westbound

Site: RAYNOLDS AVE Location: West Side
Description: RAYNOLDS AVENUE

Grand Total

	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Weekday	Weekend	All Days
Volume	0	1533	1887	124	0	0	0	3544	0	3544
Days	1	1	1	1	1	1	1	5	2	7

Average Volume

Hour	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Weekday	Weekend	All Days
0000	-	-	5	6	-	-	-	6	-	6
0100	-	-	3	3	-	-	-	3	-	3
0200	-	-	5	3	-	-	-	4	-	4
0300	-	-	5	2	-	-	-	4	-	4
0400	-	-	7	6	-	-	-	7	-	7
0500	-	-	8	10	-	-	-	9	-	9
0600	-	-	19	21	-	-	-	20	-	20
0700	-	-	34	34	-	-	-	34	-	34
0800	-	-	70	39	-	-	-	55	-	55
0900	-	-	119	-	-	-	-	119	-	119
1000	-	108	119	-	-	-	-	114	-	114
1100	-	127	143	-	-	-	-	135	-	135
1200	-	151	153	-	-	-	-	152	-	152
1300	-	171	179	-	-	-	-	175	-	175
1400	-	149	157	-	-	-	-	153	-	153
1500	-	141	127	-	-	-	-	134	-	134
1600	-	145	163	-	-	-	-	154	-	154
1700	-	155	180	-	-	-	-	168	-	168
1800	-	159	146	-	-	-	-	153	-	153
1900	-	88	81	-	-	-	-	85	-	85
2000	-	51	60	-	-	-	-	56	-	56
2100	-	49	49	-	-	-	-	49	-	49
2200	-	23	31	-	-	-	-	27	-	27
2300	-	16	24	-	-	-	-	20	-	20
Total	0	1533	1887	124	0	0	0	1832	0	1832
								AWDT	AWET	ADT

RAYNOLDS AVENUE INTERSECTION - NORTH SIDE

Traffic Summary - Combined

Site: RAYNOLDS AVE Location: North Side

Description: RAYNOLDS AVENUE

Grand Total

	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Weekday	Weekend	All Days
Volume	0	3133	3882	315	0	0	0	7330	0	7330
Days	1	1	1	1	1	1	1	5	2	7

Average Volume

Hour	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Weekday	Weekend	All Days
0000	-	-	21	18	-	-	-	20	-	20
0100	-	-	15	9	-	-	-	12	-	12
0200	-	-	20	11	-	-	-	16	-	16
0300	-	-	12	13	-	-	-	13	-	13
0400	-	-	12	10	-	-	-	11	-	11
0500	-	-	22	23	-	-	-	23	-	23
0600	-	-	61	66	-	-	-	64	-	64
0700	-	-	104	93	-	-	-	99	-	99
0800	-	-	165	72	-	-	-	119	-	119
0900	-	-	221	-	-	-	-	221	-	221
1000	-	221	258	-	-	-	-	240	-	240
1100	-	266	285	-	-	-	-	276	-	276
1200	-	309	310	-	-	-	-	310	-	310
1300	-	371	364	-	-	-	-	368	-	368
1400	-	329	304	-	-	-	-	317	-	317
1500	-	287	280	-	-	-	-	284	-	284
1600	-	280	311	-	-	-	-	296	-	296
1700	-	294	315	-	-	-	-	305	-	305
1800	-	300	293	-	-	-	-	297	-	297
1900	-	166	167	-	-	-	-	167	-	167
2000	-	123	113	-	-	-	-	118	-	118
2100	-	83	109	-	-	-	-	96	-	96
2200	-	48	73	-	-	-	-	61	-	61
2300	-	56	47	-	-	-	-	52	-	52
Total	0	3133	3882	315	0	0	0	3776	0	3776
								AWDT	AWET	ADT

RAYNOLDS AVENUE INTERSECTION - NORTH SIDE
Traffic Summary - Eastbound

Site: RAYNOLDS AVE Location: North Side
 Description: RAYNOLDS AVENUE

Grand Total

	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Weekday	Weekend	All Days
Volume	0	1600	1995	191	0	0	0	3786	0	3786
Days	1	1	1	1	1	1	1	5	2	7

Average Volume

Hour	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Weekday	Weekend	All Days
0000	-	-	16	12	-	-	-	14	-	14
0100	-	-	12	6	-	-	-	9	-	9
0200	-	-	15	8	-	-	-	12	-	12
0300	-	-	7	11	-	-	-	9	-	9
0400	-	-	5	4	-	-	-	5	-	5
0500	-	-	14	13	-	-	-	14	-	14
0600	-	-	42	45	-	-	-	44	-	44
0700	-	-	70	59	-	-	-	65	-	65
0800	-	-	95	33	-	-	-	64	-	64
0900	-	-	102	-	-	-	-	102	-	102
1000	-	113	139	-	-	-	-	126	-	126
1100	-	139	142	-	-	-	-	141	-	141
1200	-	158	157	-	-	-	-	158	-	158
1300	-	200	185	-	-	-	-	193	-	193
1400	-	180	147	-	-	-	-	164	-	164
1500	-	146	153	-	-	-	-	150	-	150
1600	-	135	148	-	-	-	-	142	-	142
1700	-	139	135	-	-	-	-	137	-	137
1800	-	141	147	-	-	-	-	144	-	144
1900	-	78	86	-	-	-	-	82	-	82
2000	-	72	53	-	-	-	-	63	-	63
2100	-	34	60	-	-	-	-	47	-	47
2200	-	25	42	-	-	-	-	34	-	34
2300	-	40	23	-	-	-	-	32	-	32
Total	0	1600	1995	191	0	0	0	1944	0	1944
								AWDT	AWET	ADT

RAYNOLDS AVENUE INTERSECTION - NORTH SIDE
Traffic Summary - Westbound

Site: RAYNOLDS AVE Location: North Side
 Description: RAYNOLDS AVENUE

Grand Total

	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Weekday	Weekend	All Days
Volume	0	1533	1887	124	0	0	0	3544	0	3544
Days	1	1	1	1	1	1	1	5	2	7

Average Volume

Hour	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Weekday	Weekend	All Days
0000	-	-	5	6	-	-	-	6	-	6
0100	-	-	3	3	-	-	-	3	-	3
0200	-	-	5	3	-	-	-	4	-	4
0300	-	-	5	2	-	-	-	4	-	4
0400	-	-	7	6	-	-	-	7	-	7
0500	-	-	8	10	-	-	-	9	-	9
0600	-	-	19	21	-	-	-	20	-	20
0700	-	-	34	34	-	-	-	34	-	34
0800	-	-	70	39	-	-	-	55	-	55
0900	-	-	119	-	-	-	-	119	-	119
1000	-	108	119	-	-	-	-	114	-	114
1100	-	127	143	-	-	-	-	135	-	135
1200	-	151	153	-	-	-	-	152	-	152
1300	-	171	179	-	-	-	-	175	-	175
1400	-	149	157	-	-	-	-	153	-	153
1500	-	141	127	-	-	-	-	134	-	134
1600	-	145	163	-	-	-	-	154	-	154
1700	-	155	180	-	-	-	-	168	-	168
1800	-	159	146	-	-	-	-	153	-	153
1900	-	88	81	-	-	-	-	85	-	85
2000	-	51	60	-	-	-	-	56	-	56
2100	-	49	49	-	-	-	-	49	-	49
2200	-	23	31	-	-	-	-	27	-	27
2300	-	16	24	-	-	-	-	20	-	20
Total	0	1533	1887	124	0	0	0	1832	0	1832
								AWDT	AWET	ADT

City of Cañon City Traffic Summary - Combined

Site: GREENWOOD-1200-1 **Location:**

Description: Greenwood-Avenue 1200-Block

Profile: Scheme F3 Cls(1-13) Dir(NESW) Sp(5,100) Headway(>0) Span(0 - 328.084) Lane(0-16)

Duration: 16:51 Thursday, August 10, 2017 to 7:58 Friday, August 18, 2017 (7 days)

Created by MTE version 5.0.2.0

Grand Total

	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Weekday	Weekend	All Days
Volume	730	778	717	713	634	414	387	3572	801	4373
Days	1	1	1	1	1	1	1	5	2	7

Average Volume

Hour	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Weekday	Weekend	All Days
0000	2	2	3	3	0	1	5	2	3	2
0100	1	1	0	1	0	0	1	1	1	1
0200	3	1	0	2	0	2	2	1	2	1
0300	2	2	3	1	0	1	1	2	1	1
0400	0	0	1	1	0	2	1	0	2	1
0500	4	4	4	6	0	0	0	4	0	3
0600	17	15	16	9	0	6	3	11	5	9
0700	28	34	29	38	12	9	3	28	6	22
0800	26	27	30	26	30	23	14	28	19	25
0900	44	35	45	39	51	26	24	43	25	38
1000	33	52	26	38	45	31	25	39	28	36
1100	61	80	53	46	60	38	32	60	35	53
1200	59	65	57	64	71	35	33	63	34	55
1300	63	53	66	54	62	45	32	60	39	54
1400	72	59	68	72	51	36	24	64	30	55
1500	78	72	68	78	49	29	27	69	28	57
1600	78	83	47	58	43	25	41	62	33	54
1700	71	72	78	67	50	33	30	68	32	57
1800	35	48	40	28	28	13	28	36	21	31
1900	21	33	24	27	29	16	25	27	21	25
2000	22	26	33	32	21	12	19	27	16	24
2100	3	8	11	13	18	12	10	11	11	11
2200	6	5	11	8	10	10	4	8	7	8
2300	1	1	4	2	4	9	3	2	6	3
Total	730	778	717	713	634	414	387	714	401	625
								AWDT	AWET	ADT

EXISTING CONDITIONS SYNCHRO REPORTS

Existing AM
2: Orchard Ave & Fremont Dr

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1	39	85	47	86	23	99	47	70	9	77	5
Future Volume (vph)	1	39	85	47	86	23	99	47	70	9	77	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	11	11	12	12	12	12	16	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	80		0	40		0	0		0	100		0
Storage Lanes	1		1	1		0	0		0	1		1
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	1770	1600	0	1752	1789	0	0	1959	0	0	1852	1583
Flt Permitted	0.512			0.462				0.978			0.995	
Satd. Flow (perm)	954	1600	0	852	1789	0	0	1959	0	0	1852	1583
Right Turn on Red			No			Yes			Yes			Yes
Satd. Flow (RTOR)					9			27				179
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		826			501			120			391	
Travel Time (s)		18.8			11.4			2.7			8.9	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	3%	3%	3%	3%	2%	3%	2%	3%	3%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	1	144	0	55	127	0	0	251	0	0	100	6
Turn Type	Perm	NA		Perm	NA		Split	NA		Split	NA	Perm
Protected Phases		4			4		3 5 6	3 5 6		8	8	
Permitted Phases	4			4								8
Total Split (s)	32.0	32.0		32.0	32.0					27.0	27.0	27.0
Total Lost Time (s)	4.0	4.0		4.0	4.0						4.0	4.0
Act Effect Green (s)	20.8	20.8		20.8	20.8			91.3			15.9	15.9
Actuated g/C Ratio	0.15	0.15		0.15	0.15			0.65			0.11	0.11
v/c Ratio	0.01	0.61		0.44	0.46			0.20			0.48	0.02
Control Delay	47.0	65.8		63.6	55.0			2.6			65.0	0.0
Queue Delay	0.0	0.0		0.0	0.0			2.6			0.0	0.0
Total Delay	47.0	65.8		63.6	55.0			5.2			65.0	0.0
LOS	D	E		E	E			A			E	A
Approach Delay		65.7			57.6			5.2			61.3	
Approach LOS		E			E			A			E	
Queue Length 50th (ft)	1	124		46	99			13			87	0
Queue Length 95th (ft)	6	179		85	149			17			135	0
Internal Link Dist (ft)		746			421			40			311	
Turn Bay Length (ft)	80			40								
Base Capacity (vph)	190	320		170	365			1286			304	409
Starvation Cap Reductn	0	0		0	0			905			0	0
Spillback Cap Reductn	0	0		0	0			0			0	0
Storage Cap Reductn	0	0		0	0			0			0	0

Existing AM
2: Orchard Ave & Fremont Dr

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Reduced v/c Ratio	0.01	0.45		0.32	0.35			0.66			0.33	0.01
Intersection Summary												
Area Type:	Other											
Cycle Length: 140												
Actuated Cycle Length: 140												
Offset: 46 (33%), Referenced to phase 2:EBWB and 6:EBWB, Start of Yellow												
Control Type: Actuated-Coordinated												
Maximum v/c Ratio: 0.61												
Intersection Signal Delay: 40.7						Intersection LOS: D						
Intersection Capacity Utilization 42.8%						ICU Level of Service A						
Analysis Period (min) 15												

Splits and Phases: 2: Orchard Ave & Fremont Dr

 #34 Ø1	 #34 Ø2 (R)	 #2  #34 Ø3	 #2  #34 Ø4	 #2  #34 Ø8
15 s	46 s	20 s	32 s	27 s
 #2  #34 Ø5	 #2  #34 Ø6 (R)			
15 s	46 s			

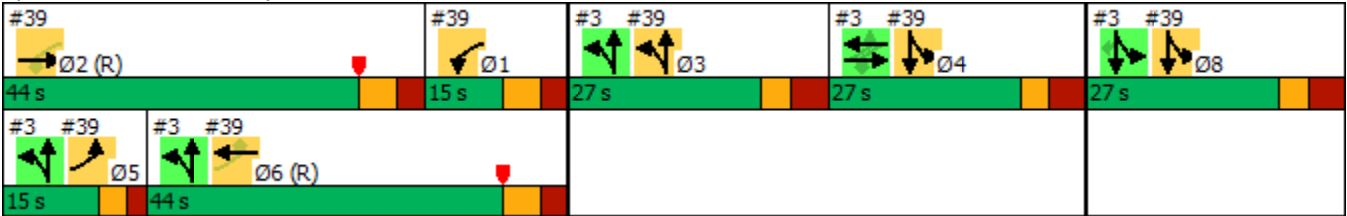
Existing AM
3: Reynolds Ave & Fremont Dr

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	3	15	104	5	5	6	106	71	9	2	109	4
Future Volume (vph)	3	15	104	5	5	6	106	71	9	2	109	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	11	12	12	12	12	16	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		80	100		0	0		0	0		60
Storage Lanes	0		1	1		0	0		0	1		1
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	0	1833	1516	1752	1692	0	0	2025	0	0	1861	1583
Flt Permitted		0.968		0.745				0.972			0.999	
Satd. Flow (perm)	0	1788	1516	1374	1692	0	0	2025	0	0	1861	1583
Right Turn on Red			No			Yes			Yes			Yes
Satd. Flow (RTOR)					7			3				234
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		541			1749			113			359	
Travel Time (s)		12.3			39.8			2.6			8.2	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	3%	3%	3%	3%	2%	3%	2%	3%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	19	113	5	12	0	0	202	0	0	120	4
Turn Type	Perm	NA	Perm	Perm	NA		Split	NA		Split	NA	Perm
Protected Phases		4			4		3 5 6	3 5 6		8	8	
Permitted Phases	4		4	4								8
Total Split (s)	27.0	27.0	27.0	27.0	27.0					27.0	27.0	27.0
Total Lost Time (s)		4.0	4.0	4.0	4.0						4.0	4.0
Act Effect Green (s)		18.3	18.3	18.3	18.3			92.4			17.3	17.3
Actuated g/C Ratio		0.13	0.13	0.13	0.13			0.66			0.12	0.12
v/c Ratio		0.08	0.57	0.03	0.05			0.15			0.52	0.01
Control Delay		52.0	67.9	48.2	31.0			0.7			65.0	0.0
Queue Delay		0.0	0.0	0.0	0.0			1.0			0.0	0.0
Total Delay		52.0	67.9	48.2	31.0			1.7			65.0	0.0
LOS		D	E	D	C			A			E	A
Approach Delay		65.6			36.1			1.7			62.9	
Approach LOS		E			D			A			E	
Queue Length 50th (ft)		15	98	4	4			0			104	0
Queue Length 95th (ft)		40	159	m16	m22			0			164	0
Internal Link Dist (ft)		461			1669			33			279	
Turn Bay Length (ft)			80	100								60
Base Capacity (vph)		293	249	225	283			1336			305	455
Starvation Cap Reductn		0	0	0	0			908			0	0
Spillback Cap Reductn		0	0	0	0			0			0	0
Storage Cap Reductn		0	0	0	0			0			0	0

Existing AM
3: Raynolds Ave & Fremont Dr

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Reduced v/c Ratio		0.06	0.45	0.02	0.04			0.47			0.39	0.01
Intersection Summary												
Area Type:	Other											
Cycle Length: 140												
Actuated Cycle Length: 140												
Offset: 114 (81%), Referenced to phase 2:EBWB and 6:EBWB, Start of Yellow												
Control Type: Actuated-Coordinated												
Maximum v/c Ratio: 0.57												
Intersection Signal Delay: 36.7						Intersection LOS: D						
Intersection Capacity Utilization 31.8%						ICU Level of Service A						
Analysis Period (min) 15												
m Volume for 95th percentile queue is metered by upstream signal.												

Splits and Phases: 3: Raynolds Ave & Fremont Dr



Existing AM
7: 15th St & Royal Gorge Blvd

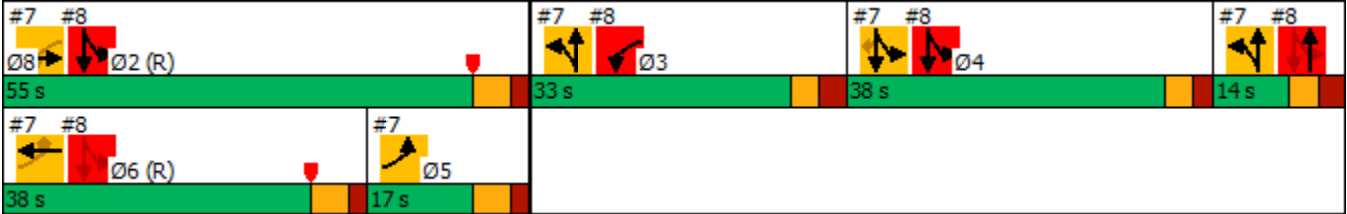
												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	145	425	42	1	418	127	85	46	2	134	68	215
Future Volume (vph)	145	425	42	1	418	127	85	46	2	134	68	215
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	16	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	90		0	250		150	0		0	130		130
Storage Lanes	1		0	1		1	0		0	1		1
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	1752	3312	0	1770	3343	1538	0	2042	0	1665	1723	1568
Flt Permitted	0.448			0.443				0.969		0.950	0.983	
Satd. Flow (perm)	826	3312	0	825	3343	1538	0	2042	0	1665	1723	1568
Right Turn on Red			No			Yes			Yes			Yes
Satd. Flow (RTOR)						156		1				291
Link Speed (mph)		30			35			25			25	
Link Distance (ft)		1501			765			67			303	
Travel Time (s)		34.1			14.9			1.8			8.3	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.88	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.74	0.74	0.74
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	3%	8%	2%	2%	8%	5%	2%	2%	2%	3%	3%	3%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)										27%		
Lane Group Flow (vph)	165	487	0	1	435	132	0	139	0	132	141	291
Turn Type	D.P+P	NA		D.Pm	NA	Perm	Split	NA		Split	NA	Perm
Protected Phases	5	2			6		3 8	3 8		4	4	
Permitted Phases	6			2		6						4
Total Split (s)	17.0	55.0		55.0	38.0	38.0				38.0	38.0	38.0
Total Lost Time (s)	4.0	4.0		4.0	4.0	4.0				4.0	4.0	4.0
Act Effect Green (s)	83.8	87.8		87.8	70.8	70.8		21.1		18.3	18.3	18.3
Actuated g/C Ratio	0.60	0.63		0.63	0.51	0.51		0.15		0.13	0.13	0.13
v/c Ratio	0.28	0.23		0.00	0.26	0.15		0.45		0.61	0.63	0.64
Control Delay	17.8	14.0		11.0	16.6	7.9		7.6		68.4	69.0	12.1
Queue Delay	0.0	0.0		0.0	0.0	0.0		0.0		0.0	0.0	0.0
Total Delay	17.8	14.0		11.0	16.6	7.9		7.6		68.4	69.0	12.1
LOS	B	B		B	B	A		A		E	E	B
Approach Delay		15.0			14.6			7.6			39.5	
Approach LOS		B			B			A			D	
Queue Length 50th (ft)	55	90		1	139	44		7		122	130	0
Queue Length 95th (ft)	136	190		m2	250	127		0		149	156	22
Internal Link Dist (ft)		1421			685			1			223	
Turn Bay Length (ft)	90			250		150				130		130
Base Capacity (vph)	580	2077		517	1690	854		308		404	418	601
Starvation Cap Reductn	0	0		0	0	0		0		0	0	0
Spillback Cap Reductn	0	0		0	0	0		0		0	0	0
Storage Cap Reductn	0	0		0	0	0		0		0	0	0

Existing AM
7: 15th St & Royal Gorge Blvd

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Reduced v/c Ratio	0.28	0.23		0.00	0.26	0.15		0.45		0.33	0.34	0.48

Intersection Summary	
Area Type:	Other
Cycle Length:	140
Actuated Cycle Length:	140
Offset:	119 (85%), Referenced to phase 2:EBWB and 6:EBWB, Start of Yellow
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.64
Intersection Signal Delay:	21.5
Intersection Capacity Utilization	50.6%
Analysis Period (min)	15
m Volume for 95th percentile queue is metered by upstream signal.	

Splits and Phases: 7: 15th St & Royal Gorge Blvd



Existing AM
8: 15th St & Rainbow St



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT	Ø2	Ø4	Ø5	Ø6
Lane Configurations										
Traffic Volume (vph)	1	130	6	1	105	6				
Future Volume (vph)	1	130	6	1	105	6				
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900				
Lane Width (ft)	12	12	12	12	12	16				
Grade (%)	0%		0%			0%				
Storage Length (ft)	0	0		0	0					
Storage Lanes	1	0		0	0					
Taper Length (ft)	25				25					
Satd. Flow (prot)	1613	0	1827	0	0	2016				
Flt Permitted										
Satd. Flow (perm)	1613	0	1827	0	0	2111				
Right Turn on Red		No		Yes						
Satd. Flow (RTOR)			1							
Link Speed (mph)	30		25			25				
Link Distance (ft)	761		313			67				
Travel Time (s)	17.3		8.5			1.8				
Confl. Peds. (#/hr)										
Confl. Bikes (#/hr)										
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95				
Growth Factor	100%	100%	100%	100%	100%	100%				
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%				
Bus Blockages (#/hr)	0	0	0	0	0	0				
Parking (#/hr)										
Mid-Block Traffic (%)	0%		0%			0%				
Shared Lane Traffic (%)										
Lane Group Flow (vph)	138	0	7	0	0	117				
Turn Type	Prot		NA		custom	NA				
Protected Phases	3		8		2 4	2 4	2	4	5	6
Permitted Phases					6 8	6 8				
Total Split (s)	33.0		14.0				55.0	38.0	17.0	38.0
Total Lost Time (s)	4.0		4.0							
Act Effct Green (s)	19.2		8.3			108.8				
Actuated g/C Ratio	0.14		0.06			0.78				
v/c Ratio	0.62		0.06			0.07				
Control Delay	68.6		59.1			0.3				
Queue Delay	0.0		0.0			0.0				
Total Delay	68.6		59.1			0.3				
LOS	E		E			A				
Approach Delay	68.6		59.1			0.3				
Approach LOS	E		E			A				
Queue Length 50th (ft)	120		5			1				
Queue Length 95th (ft)	184		22			1				
Internal Link Dist (ft)	681		233			1				
Turn Bay Length (ft)										
Base Capacity (vph)	334		131			1615				
Starvation Cap Reductn	0		0			0				
Spillback Cap Reductn	0		0			0				
Storage Cap Reductn	0		0			0				

Existing AM
8: 15th St & Rainbow St

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT	Ø2	Ø4	Ø5	Ø6
Reduced v/c Ratio	0.41		0.05			0.07				

Intersection Summary

Area Type: Other

Cycle Length: 140

Actuated Cycle Length: 140

Offset: 119 (85%), Referenced to phase 2:EBWB and 6:EBWB, Start of Yellow

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.64

Intersection Signal Delay: 37.8

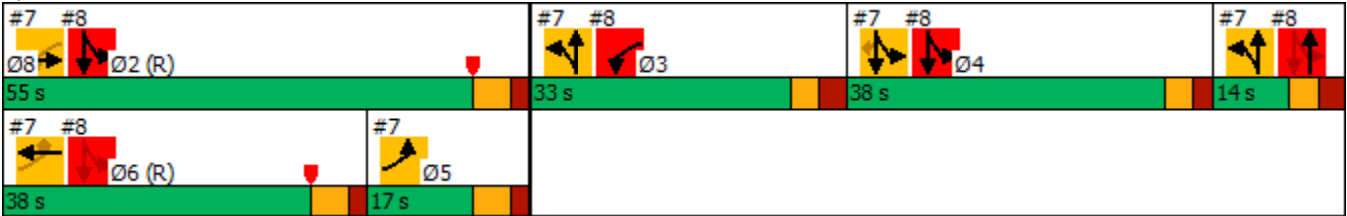
Intersection LOS: D

Intersection Capacity Utilization 28.1%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 8: 15th St & Rainbow St



Existing AM
34: Orchard Ave & Royal Gorge Blvd

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		 			 						 	
Traffic Volume (vph)	91	459	11	4	469	74	6	1	8	111	1	72
Future Volume (vph)	91	459	11	4	469	74	6	1	8	111	1	72
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	16	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	300		300	300		0	0		50	0		0
Storage Lanes	1		1	1		1	0		1	0		0
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	1752	3343	1568	1752	3343	1568	0	1771	1568	0	1922	0
Flt Permitted	0.408			0.429				0.959			0.971	
Satd. Flow (perm)	753	3343	1568	791	3343	1568	0	1771	1568	0	1922	0
Right Turn on Red			Yes			No			Yes			Yes
Satd. Flow (RTOR)			179						234		27	
Link Speed (mph)		45			45			30			30	
Link Distance (ft)		2168			964			386			120	
Travel Time (s)		32.8			14.6			8.8			2.7	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	3%	8%	3%	3%	8%	3%	3%	2%	3%	3%	2%	3%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	98	494	12	4	504	80	0	7	9	0	197	0
Turn Type	D.P+P	NA	Perm	D.P+P	NA	Perm	Split	NA	Free	Split	NA	
Protected Phases	5	2		1	6		3	3		4 8	4 8	
Permitted Phases	6		2	2		6			Free			
Total Split (s)	15.0	46.0	46.0	15.0	46.0	46.0	20.0	20.0				
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0		4.0				
Act Effect Green (s)	84.4	86.2	86.2	87.6	74.1	74.1		9.4	140.0		40.7	
Actuated g/C Ratio	0.60	0.62	0.62	0.63	0.53	0.53		0.07	1.00		0.29	
v/c Ratio	0.19	0.24	0.01	0.01	0.29	0.10		0.06	0.01		0.34	
Control Delay	9.0	12.7	0.0	1.8	3.8	2.7		62.1	0.0		1.6	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0		90.9	
Total Delay	9.0	12.7	0.0	1.8	3.8	2.7		62.1	0.0		92.5	
LOS	A	B	A	A	A	A		E	A		F	
Approach Delay		11.8			3.6			27.2			92.5	
Approach LOS		B			A			C			F	
Queue Length 50th (ft)	28	148	0	0	7	2		6	0		0	
Queue Length 95th (ft)	47	255	m0	m0	48	7		23	0		0	
Internal Link Dist (ft)		2088			884			306			40	
Turn Bay Length (ft)	300		300	300					50			
Base Capacity (vph)	544	2057	1033	574	1768	829		202	1568		578	
Starvation Cap Reductn	0	0	0	0	0	0		0	0		515	
Spillback Cap Reductn	0	0	0	0	0	0		0	0		0	
Storage Cap Reductn	0	0	0	0	0	0		0	0		0	

Existing AM
 34: Orchard Ave & Royal Gorge Blvd

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Reduced v/c Ratio	0.18	0.24	0.01	0.01	0.29	0.10		0.03	0.01		3.13	
Intersection Summary												
Area Type:	Other											
Cycle Length: 140												
Actuated Cycle Length: 140												
Offset: 46 (33%), Referenced to phase 2:EBWB and 6:EBWB, Start of Yellow												
Control Type: Actuated-Coordinated												
Maximum v/c Ratio: 0.61												
Intersection Signal Delay: 19.9						Intersection LOS: B						
Intersection Capacity Utilization 51.1%						ICU Level of Service A						
Analysis Period (min) 15												
m Volume for 95th percentile queue is metered by upstream signal.												

Splits and Phases: 34: Orchard Ave & Royal Gorge Blvd

 Ø1	 Ø2 (R)	 Ø3	 Ø4	 Ø8
15 s	46 s	20 s	32 s	27 s
 Ø5	 Ø6 (R)			
15 s	46 s			

Existing AM
39: Raynolds Ave & Royal Gorge Blvd

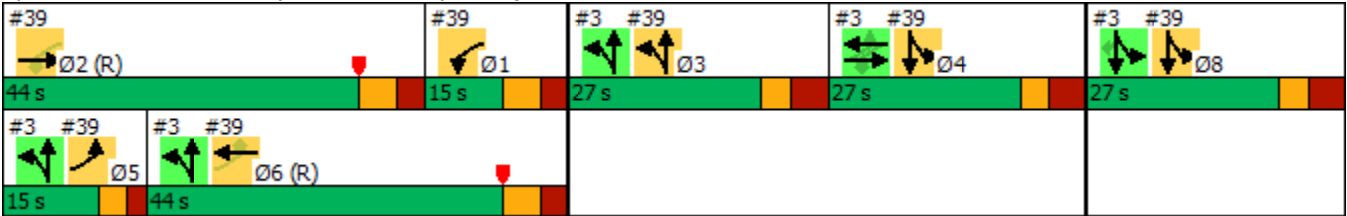
												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	23	538	33	20	489	75	54	105	42	104	104	9
Future Volume (vph)	23	538	33	20	489	75	54	105	42	104	104	9
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	16	12
Grade (%)	0%			0%			0%			0%		
Storage Length (ft)	500		0	480		390	100		50	0		0
Storage Lanes	1		1	1		1	1		1	0		0
Taper Length (ft)	175			25			25			25		
Satd. Flow (prot)	1752	3343	1568	1752	3343	1568	1665	1770	1568	0	2040	0
Fit Permitted	0.367			0.331			0.950				0.977	
Satd. Flow (perm)	677	3343	1568	611	3343	1568	1665	1770	1568	0	2040	0
Right Turn on Red			Yes			No			Yes			Yes
Satd. Flow (RTOR)			195						288			2
Link Speed (mph)		45			45			30			30	
Link Distance (ft)		1162			1079			416			113	
Travel Time (s)		17.6			16.3			9.5			2.6	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	3%	8%	3%	3%	8%	3%	3%	2%	3%	3%	2%	3%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)							0%					
Lane Group Flow (vph)	26	598	37	22	543	83	60	117	47	0	242	0
Turn Type	D.P+P	NA	Perm	D.P+P	NA	Perm	Split	NA	Free	Split	NA	
Protected Phases	5	2		1	6		3	3		4 8	4 8	
Permitted Phases	6		2	2		6			Free			
Total Split (s)	15.0	44.0	44.0	15.0	44.0	44.0	27.0	27.0				
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0				
Act Effct Green (s)	68.4	61.8	61.8	68.4	63.1	63.1	17.5	17.5	140.0		39.6	
Actuated g/C Ratio	0.49	0.44	0.44	0.49	0.45	0.45	0.12	0.12	1.00		0.28	
v/c Ratio	0.07	0.41	0.05	0.06	0.36	0.12	0.29	0.53	0.03		0.42	
Control Delay	27.9	39.1	2.1	23.6	29.7	28.9	57.8	65.4	0.0		3.8	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		2.1	
Total Delay	27.9	39.1	2.1	23.6	29.7	28.9	57.8	65.4	0.0		5.9	
LOS	C	D	A	C	C	C	E	E	A		A	
Approach Delay		36.6			29.4			49.7			5.9	
Approach LOS		D			C			D			A	
Queue Length 50th (ft)	17	236	0	10	178	46	52	106	0		5	
Queue Length 95th (ft)	47	354	14	31	279	101	98	168	0		6	
Internal Link Dist (ft)		1082			999			336			33	
Turn Bay Length (ft)	500			480		390	100		50			
Base Capacity (vph)	421	1476	801	388	1507	706	273	290	1568		579	
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0		212	
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0		0	
Storage Cap Reductn	0	0	0	0	0	0	0	0	0		0	

Existing AM

39: Reynolds Ave & Royal Gorge Blvd

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Reduced v/c Ratio	0.06	0.41	0.05	0.06	0.36	0.12	0.22	0.40	0.03		0.66	
Intersection Summary												
Area Type:	Other											
Cycle Length: 140												
Actuated Cycle Length: 140												
Offset: 114 (81%), Referenced to phase 2:EBWB and 6:EBWB, Start of Yellow												
Control Type: Actuated-Coordinated												
Maximum v/c Ratio: 0.57												
Intersection Signal Delay: 31.4						Intersection LOS: C						
Intersection Capacity Utilization 45.1%						ICU Level of Service A						
Analysis Period (min) 15												

Splits and Phases: 39: Reynolds Ave & Royal Gorge Blvd



Existing AM
1: Fremont Dr & 16th St

Intersection

Int Delay, s/veh 0.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	5	198	315	8	1	2
Future Vol, veh/h	5	198	315	8	1	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	35	-	-	-	65	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	2	3	3	2	2	2
Mvmt Flow	6	233	371	9	1	2

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	380	0	0 621 376
Stage 1	-	-	- - 376 -
Stage 2	-	-	- - 245 -
Critical Hdwy	4.12	-	- - 6.42 6.22
Critical Hdwy Stg 1	-	-	- - 5.42 -
Critical Hdwy Stg 2	-	-	- - 5.42 -
Follow-up Hdwy	2.218	-	- - 3.518 3.318
Pot Cap-1 Maneuver	1178	-	- - 451 670
Stage 1	-	-	- - 694 -
Stage 2	-	-	- - 796 -
Platoon blocked, %		-	- -
Mov Cap-1 Maneuver	1178	-	- - 449 670
Mov Cap-2 Maneuver	-	-	- - 449 -
Stage 1	-	-	- - 691 -
Stage 2	-	-	- - 796 -

Approach	EB	WB	SB
HCM Control Delay, s	0.2	0	11.3
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1178	-	-	-	449	670
HCM Lane V/C Ratio	0.005	-	-	-	0.003	0.004
HCM Control Delay (s)	8.1	-	-	-	13	10.4
HCM Lane LOS	A	-	-	-	B	B
HCM 95th %tile Q(veh)	0	-	-	-	0	0

Existing AM

13: E Main St Access Point/Fremont Dr Access Point & Royal Gorge Blvd

Intersection

Int Delay, s/veh 0.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	10	664	10	9	572	9	6	1	6	6	1	6
Future Vol, veh/h	10	664	10	9	572	9	6	1	6	6	1	6
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	Free
Storage Length	160	-	250	180	-	190	-	-	-	-	-	25
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	11	738	11	10	636	10	7	1	7	7	1	7

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	646	0	0	749	0	0	1099	1426	369	1048	1427	-
Stage 1	-	-	-	-	-	-	760	760	-	656	656	-
Stage 2	-	-	-	-	-	-	339	666	-	392	771	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	-
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	-
Pot Cap-1 Maneuver	935	-	-	856	-	-	167	134	628	182	134	0
Stage 1	-	-	-	-	-	-	364	413	-	421	460	0
Stage 2	-	-	-	-	-	-	649	456	-	604	408	0
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	935	-	-	856	-	-	163	131	628	176	131	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	163	131	-	176	131	-
Stage 1	-	-	-	-	-	-	360	408	-	416	454	-
Stage 2	-	-	-	-	-	-	640	451	-	589	403	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.1			0.1			20.9			27.5		
HCM LOS							C			D		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	241	935	-	-	856	-	-	168	-
HCM Lane V/C Ratio	0.06	0.012	-	-	0.012	-	-	0.046	-
HCM Control Delay (s)	20.9	8.9	-	-	9.3	-	-	27.5	0
HCM Lane LOS	C	A	-	-	A	-	-	D	A
HCM 95th %tile Q(veh)	0.2	0	-	-	0	-	-	0.1	-

Existing AM
15: Fremont Dr & 19th St

Intersection						
Int Delay, s/veh	2.6					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	39	108	131	59	22	55
Future Vol, veh/h	39	108	131	59	22	55
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	25
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	2	3	3	2	2	2
Mvmt Flow	45	126	152	69	26	64
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	221	0	-	0	403	187
Stage 1	-	-	-	-	187	-
Stage 2	-	-	-	-	216	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1348	-	-	-	603	855
Stage 1	-	-	-	-	845	-
Stage 2	-	-	-	-	820	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1348	-	-	-	581	855
Mov Cap-2 Maneuver	-	-	-	-	581	-
Stage 1	-	-	-	-	815	-
Stage 2	-	-	-	-	820	-
Approach	EB	WB		SB		
HCM Control Delay, s	2.1	0		10.1		
HCM LOS				B		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1348	-	-	-	581	855
HCM Lane V/C Ratio	0.034	-	-	-	0.044	0.075
HCM Control Delay (s)	7.8	0	-	-	11.5	9.6
HCM Lane LOS	A	A	-	-	B	A
HCM 95th %tile Q(veh)	0.1	-	-	-	0.1	0.2

Existing AM
18: Fremont Dr & Cottonwood Ave

Intersection

Int Delay, s/veh 1.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	17	103	130	23	18	23
Future Vol, veh/h	17	103	130	23	18	23
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	3	3	2	2	2
Mvmt Flow	19	114	144	26	20	26

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	170	0	0 309 157
Stage 1	-	-	- 157 -
Stage 2	-	-	- 152 -
Critical Hdwy	4.12	-	- 6.42 6.22
Critical Hdwy Stg 1	-	-	- 5.42 -
Critical Hdwy Stg 2	-	-	- 5.42 -
Follow-up Hdwy	2.218	-	- 3.518 3.318
Pot Cap-1 Maneuver	1407	-	- 683 889
Stage 1	-	-	- 871 -
Stage 2	-	-	- 876 -
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	1407	-	- 673 889
Mov Cap-2 Maneuver	-	-	- 673 -
Stage 1	-	-	- 859 -
Stage 2	-	-	- 876 -

Approach	EB	WB	SB
HCM Control Delay, s	1.1	0	9.9
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1407	-	-	-	779
HCM Lane V/C Ratio	0.013	-	-	-	0.058
HCM Control Delay (s)	7.6	0	-	-	9.9
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.2

Existing AM
20: Fremont Dr & Greydene Ave

Intersection						
Int Delay, s/veh	1.2					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	7	104	111	11	11	15
Future Vol, veh/h	7	104	111	11	11	15
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	250	-	-	-	0	25
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	3	3	2	2	2
Mvmt Flow	8	116	123	12	12	17
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	135	0	-	0	261	129
Stage 1	-	-	-	-	129	-
Stage 2	-	-	-	-	132	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1449	-	-	-	728	921
Stage 1	-	-	-	-	897	-
Stage 2	-	-	-	-	894	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1449	-	-	-	724	921
Mov Cap-2 Maneuver	-	-	-	-	724	-
Stage 1	-	-	-	-	892	-
Stage 2	-	-	-	-	894	-
Approach	EB	WB		SB		
HCM Control Delay, s	0.5	0		9.5		
HCM LOS	A					
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1449	-	-	-	724	921
HCM Lane V/C Ratio	0.005	-	-	-	0.017	0.018
HCM Control Delay (s)	7.5	-	-	-	10.1	9
HCM Lane LOS	A	-	-	-	B	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1	0.1

Existing AM
24: Fremont Dr & Barrett Dr

Intersection						
Int Delay, s/veh	0.2					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	4	111	121	6	1	1
Future Vol, veh/h	4	111	121	6	1	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	3	3	2	2	2
Mvmt Flow	4	123	134	7	1	1
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	141	0	-	0	269	138
Stage 1	-	-	-	-	138	-
Stage 2	-	-	-	-	131	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1442	-	-	-	720	910
Stage 1	-	-	-	-	889	-
Stage 2	-	-	-	-	895	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1442	-	-	-	718	910
Mov Cap-2 Maneuver	-	-	-	-	718	-
Stage 1	-	-	-	-	886	-
Stage 2	-	-	-	-	895	-
Approach	EB	WB		SB		
HCM Control Delay, s	0.3	0		9.5		
HCM LOS	A					
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1442	-	-	-	803	
HCM Lane V/C Ratio	0.003	-	-	-	0.003	
HCM Control Delay (s)	7.5	0	-	-	9.5	
HCM Lane LOS	A	A	-	-	A	
HCM 95th %tile Q(veh)	0	-	-	-	0	

Existing AM
26: Fremont Dr & Field Ave

Intersection						
Int Delay, s/veh	1.4					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	4	107	109	6	15	19
Future Vol, veh/h	4	107	109	6	15	19
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	3	3	2	2	2
Mvmt Flow	4	119	121	7	17	21
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	128	0	-	0	252	125
Stage 1	-	-	-	-	125	-
Stage 2	-	-	-	-	127	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1458	-	-	-	737	926
Stage 1	-	-	-	-	901	-
Stage 2	-	-	-	-	899	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1458	-	-	-	735	926
Mov Cap-2 Maneuver	-	-	-	-	735	-
Stage 1	-	-	-	-	898	-
Stage 2	-	-	-	-	899	-
Approach	EB	WB		SB		
HCM Control Delay, s	0.3	0		9.5		
HCM LOS				A		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1458	-	-	-	831	
HCM Lane V/C Ratio	0.003	-	-	-	0.045	
HCM Control Delay (s)	7.5	0	-	-	9.5	
HCM Lane LOS	A	A	-	-	A	
HCM 95th %tile Q(veh)	0	-	-	-	0.1	

Existing AM
28: Fremont Dr & Del Rey Ave

Intersection						
Int Delay, s/veh	0.7					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	6	115	144	7	7	9
Future Vol, veh/h	6	115	144	7	7	9
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	3	3	2	2	2
Mvmt Flow	7	128	160	8	8	10
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	168	0	-	0	306	164
Stage 1	-	-	-	-	164	-
Stage 2	-	-	-	-	142	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1410	-	-	-	686	881
Stage 1	-	-	-	-	865	-
Stage 2	-	-	-	-	885	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1410	-	-	-	683	881
Mov Cap-2 Maneuver	-	-	-	-	683	-
Stage 1	-	-	-	-	861	-
Stage 2	-	-	-	-	885	-
Approach	EB	WB		SB		
HCM Control Delay, s	0.4	0		9.7		
HCM LOS				A		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1410	-	-	-	782	
HCM Lane V/C Ratio	0.005	-	-	-	0.023	
HCM Control Delay (s)	7.6	0	-	-	9.7	
HCM Lane LOS	A	A	-	-	A	
HCM 95th %tile Q(veh)	0	-	-	-	0.1	

Existing AM
30: Fremont Dr & Diamond Ave

Intersection						
Int Delay, s/veh	0.7					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	5	113	146	7	8	10
Future Vol, veh/h	5	113	146	7	8	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	3	3	2	2	2
Mvmt Flow	6	126	162	8	9	11
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	170	0	-	0	304	166
Stage 1	-	-	-	-	166	-
Stage 2	-	-	-	-	138	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1407	-	-	-	688	878
Stage 1	-	-	-	-	863	-
Stage 2	-	-	-	-	889	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1407	-	-	-	685	878
Mov Cap-2 Maneuver	-	-	-	-	685	-
Stage 1	-	-	-	-	859	-
Stage 2	-	-	-	-	889	-
Approach	EB	WB		SB		
HCM Control Delay, s	0.3	0		9.7		
HCM LOS	A					
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1407	-	-	-	780	
HCM Lane V/C Ratio	0.004	-	-	-	0.026	
HCM Control Delay (s)	7.6	0	-	-	9.7	
HCM Lane LOS	A	A	-	-	A	
HCM 95th %tile Q(veh)	0	-	-	-	0.1	

Existing AM
31: Fremont Dr & City Market Parking Lot (East Access)

Intersection						
Int Delay, s/veh	0.2					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	2	143	245	9	2	5
Future Vol, veh/h	2	143	245	9	2	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	2	3	3	2	2	2
Mvmt Flow	2	166	285	10	2	6
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	295	0	-	0	460	290
Stage 1	-	-	-	-	290	-
Stage 2	-	-	-	-	170	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1266	-	-	-	559	749
Stage 1	-	-	-	-	759	-
Stage 2	-	-	-	-	860	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1266	-	-	-	558	749
Mov Cap-2 Maneuver	-	-	-	-	558	-
Stage 1	-	-	-	-	757	-
Stage 2	-	-	-	-	860	-
Approach	EB	WB		SB		
HCM Control Delay, s	0.1	0		10.3		
HCM LOS				B		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1266	-	-	-	682	
HCM Lane V/C Ratio	0.002	-	-	-	0.012	
HCM Control Delay (s)	7.8	0	-	-	10.3	
HCM Lane LOS	A	A	-	-	B	
HCM 95th %tile Q(veh)	0	-	-	-	0	

Existing AM

35: Fremont Dr & City Market Parking Lot (West Access)

Intersection

Int Delay, s/veh 3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	48	116	238	12	28	72
Future Vol, veh/h	48	116	238	12	28	72
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	2	3	3	2	2	2
Mvmt Flow	56	135	277	14	33	84

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	291	0	0 531 284
Stage 1	-	-	- - 284 -
Stage 2	-	-	- - 247 -
Critical Hdwy	4.12	-	- - 6.42 6.22
Critical Hdwy Stg 1	-	-	- - 5.42 -
Critical Hdwy Stg 2	-	-	- - 5.42 -
Follow-up Hdwy	2.218	-	- - 3.518 3.318
Pot Cap-1 Maneuver	1271	-	- - 509 755
Stage 1	-	-	- - 764 -
Stage 2	-	-	- - 794 -
Platoon blocked, %		-	- -
Mov Cap-1 Maneuver	1271	-	- - 485 755
Mov Cap-2 Maneuver	-	-	- - 485 -
Stage 1	-	-	- - 727 -
Stage 2	-	-	- - 794 -

Approach	EB	WB	SB
HCM Control Delay, s	2.3	0	11.7
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1271	-	-	-	653
HCM Lane V/C Ratio	0.044	-	-	-	0.178
HCM Control Delay (s)	8	0	-	-	11.7
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0.1	-	-	-	0.6

Existing AM
37: Cottonwood Ave & Royal Gorge Blvd

Intersection						
Int Delay, s/veh	0.1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↗	↘	↑↑↑		↗
Traffic Vol, veh/h	573	10	10	542	0	10
Future Vol, veh/h	573	10	10	542	0	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Free
Storage Length	-	0	430	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	637	11	11	602	0	11
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	648	0	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	4.14	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	2.22	-	-	-
Pot Cap-1 Maneuver	-	-	934	-	0	0
Stage 1	-	-	-	-	0	0
Stage 2	-	-	-	-	0	0
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	934	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		0.2		0	
HCM LOS					A	
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	-	-	-	934	-	
HCM Lane V/C Ratio	-	-	-	0.012	-	
HCM Control Delay (s)	0	-	-	8.9	-	
HCM Lane LOS	A	-	-	A	-	
HCM 95th %tile Q(veh)	-	-	-	0	-	

Existing AM
40: Greydene Ave & Royal Gorge Blvd

Intersection

Int Delay, s/veh 0.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↑	↑	↑↑↑		↑
Traffic Vol, veh/h	579	10	10	547	0	10
Future Vol, veh/h	579	10	10	547	0	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Free
Storage Length	-	0	380	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	643	11	11	608	0	11

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	654
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.14
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.22
Pot Cap-1 Maneuver	-	-	929
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	929
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.2	0
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	-	-	929	-
HCM Lane V/C Ratio	-	-	-	0.012	-
HCM Control Delay (s)	0	-	-	8.9	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Existing AM

14: Fremont Dr Access Point/Abbey School & Fremont Dr

Intersection

Int Delay, s/veh 5.6

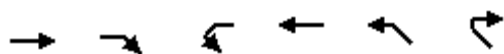
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	10	9	1	1	12	10	5	10	5	4	11	4
Future Vol, veh/h	10	9	1	1	12	10	5	10	5	4	11	4
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	85	85	85	85	85	85	85	85	85	85	85	85
Heavy Vehicles, %	2	3	2	2	3	2	2	2	2	2	2	2
Mvmt Flow	12	11	1	1	14	12	6	12	6	5	13	5

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	66	56	16	59	55	15	18	0	0	18	0	0
Stage 1	26	26	-	27	27	-	-	-	-	-	-	-
Stage 2	40	30	-	32	28	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.53	6.22	7.12	6.53	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.53	-	6.12	5.53	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.53	-	6.12	5.53	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.027	3.318	3.518	4.027	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	927	833	1063	937	834	1065	1599	-	-	1599	-	-
Stage 1	992	872	-	990	871	-	-	-	-	-	-	-
Stage 2	975	868	-	984	870	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	900	827	1063	922	828	1065	1599	-	-	1599	-	-
Mov Cap-2 Maneuver	900	827	-	922	828	-	-	-	-	-	-	-
Stage 1	988	869	-	986	868	-	-	-	-	-	-	-
Stage 2	945	865	-	968	867	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	9.2		9		1.8		1.5	
HCM LOS	A		A					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1599	-	-	872	921	1599	-
HCM Lane V/C Ratio	0.004	-	-	0.027	0.029	0.003	-
HCM Control Delay (s)	7.3	0	-	9.2	9	7.3	0
HCM Lane LOS	A	A	-	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.1	0	-

Existing AM
279: E Main St & Rainbow St



Movement	EBT	EBR	WBL	WBT	NWL	NWR
Lane Configurations						
Traffic Volume (veh/h)	3	112	1	4	141	3
Future Volume (Veh/h)	3	112	1	4	141	3
Sign Control	Stop			Stop	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	3	124	1	4	157	3
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type					None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	317	0	441	316	0	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	317	0	441	316	0	
tC, single (s)	6.5	6.2	7.1	6.5	4.1	
tC, 2 stage (s)						
tF (s)	4.0	3.3	3.5	4.0	2.2	
p0 queue free %	99	89	100	99	90	
cM capacity (veh/h)	539	1085	428	540	1617	
Direction, Lane #	EB 1	WB 1	NW 1			
Volume Total	127	5	160			
Volume Left	0	1	157			
Volume Right	124	0	3			
cSH	1060	514	1617			
Volume to Capacity	0.12	0.01	0.10			
Queue Length 95th (ft)	10	1	8			
Control Delay (s)	8.9	12.1	7.3			
Lane LOS	A	B	A			
Approach Delay (s)	8.9	12.1	7.3			
Approach LOS	A	B				
Intersection Summary						
Average Delay			8.1			
Intersection Capacity Utilization			21.7%	ICU Level of Service		A
Analysis Period (min)			15			

Existing AM
5: 15th St & Main St/Fremont Dr

Intersection					
Intersection Delay, s/veh	8.6				
Intersection LOS	A				
Approach	EB	WB	NB	SB	
Entry Lanes	1	1	1	1	
Conflicting Circle Lanes	1	1	1	1	
Adj Approach Flow, veh/h	300	373	374	438	
Demand Flow Rate, veh/h	306	380	382	447	
Vehicles Circulating, veh/h	503	446	308	334	
Vehicles Exiting, veh/h	278	244	455	492	
Ped Vol Crossing Leg, #/h	0	0	0	0	
Ped Cap Adj	1.000	1.000	1.000	1.000	
Approach Delay, s/veh	7.6	9.5	7.8	9.1	
Approach LOS	A	A	A	A	
Lane	Left	Bypass	Left	Left	Left
Designated Moves	LT	R	LTR	LTR	LTR
Assumed Moves	LT	R	LTR	LTR	LTR
RT Channelized		Yield			
Lane Util	1.000		1.000	1.000	1.000
Follow-Up Headway, s	2.609		2.609	2.609	2.609
Critical Headway, s	4.976	46	4.976	4.976	4.976
Entry Flow, veh/h	260	868	380	382	447
Cap Entry Lane, veh/h	826	0.980	876	1008	982
Entry HV Adj Factor	0.980	45	0.980	0.979	0.980
Flow Entry, veh/h	255	851	373	374	438
Cap Entry, veh/h	809	0.053	858	987	962
V/C Ratio	0.315	4.7	0.434	0.379	0.455
Control Delay, s/veh	8.1	A	9.5	7.8	9.1
LOS	A	0	A	A	A
95th %tile Queue, veh	1		2	2	2

Existing PM
2: Orchard Ave & Fremont Dr

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	4	87	143	29	115	18	189	59	72	9	60	12
Future Volume (vph)	4	87	143	29	115	18	189	59	72	9	60	12
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	11	11	12	12	12	12	16	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	80		0	40		0	0		0	100		0
Storage Lanes	1		1	1		0	0		0	1		1
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	1770	1617	0	1752	1810	0	0	1973	0	0	1849	1583
Flt Permitted	0.523			0.302				0.971			0.994	
Satd. Flow (perm)	974	1617	0	557	1810	0	0	1973	0	0	1849	1583
Right Turn on Red			No			Yes			Yes			Yes
Satd. Flow (RTOR)					5			17				179
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		826			501			120			391	
Travel Time (s)		18.8			11.4			2.7			8.9	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	3%	3%	3%	3%	2%	3%	2%	3%	3%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	5	267	0	34	155	0	0	373	0	0	80	14
Turn Type	Perm	NA		Perm	NA		Split	NA		Split	NA	Perm
Protected Phases		4			4		3 5 6	3 5 6		8	8	
Permitted Phases	4			4								8
Total Split (s)	32.0	32.0		32.0	32.0					27.0	27.0	27.0
Total Lost Time (s)	4.0	4.0		4.0	4.0						4.0	4.0
Act Effect Green (s)	30.6	30.6		30.6	30.6			83.0			14.4	14.4
Actuated g/C Ratio	0.22	0.22		0.22	0.22			0.59			0.10	0.10
v/c Ratio	0.02	0.76		0.28	0.39			0.32			0.42	0.04
Control Delay	41.0	65.1		50.6	47.3			2.3			64.9	0.2
Queue Delay	0.0	0.0		0.0	0.0			0.9			0.0	0.0
Total Delay	41.0	65.1		50.6	47.3			3.2			64.9	0.2
LOS	D	E		D	D			A			E	A
Approach Delay		64.7			47.9			3.2			55.3	
Approach LOS		E			D			A			E	
Queue Length 50th (ft)	4	227		26	116			16			69	0
Queue Length 95th (ft)	15	308		57	173			13			115	0
Internal Link Dist (ft)		746			421			40			311	
Turn Bay Length (ft)	80			40								
Base Capacity (vph)	219	364		125	411			1177			303	409
Starvation Cap Reductn	0	0		0	0			521			0	0
Spillback Cap Reductn	0	0		0	0			0			0	0
Storage Cap Reductn	0	0		0	0			0			0	0

Existing PM

2: Orchard Ave & Fremont Dr

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Reduced v/c Ratio	0.02	0.73		0.27	0.38			0.57			0.26	0.03

Intersection Summary

Area Type: Other

Cycle Length: 140

Actuated Cycle Length: 140

Offset: 46 (33%), Referenced to phase 2:EBWB and 6:EBWB, Start of Yellow

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.76

Intersection Signal Delay: 35.6

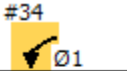
Intersection LOS: D

Intersection Capacity Utilization 54.6%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 2: Orchard Ave & Fremont Dr

				
15 s	46 s	20 s	32 s	27 s
				
15 s	46 s			

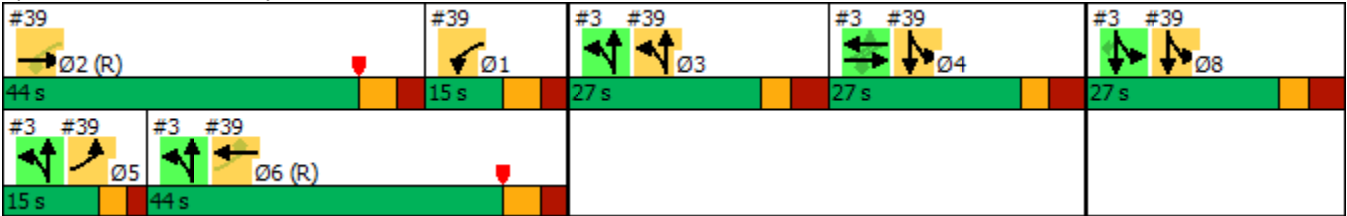
Existing PM
3: Reynolds Ave & Fremont Dr

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	9	16	154	2	27	7	174	102	4	0	75	9
Future Volume (vph)	9	16	154	2	27	7	174	102	4	0	75	9
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	11	12	12	12	12	16	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		80	100		0	0		0	0		60
Storage Lanes	0		1	1		0	0		0	1		1
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	0	1818	1516	1752	1789	0	0	2031	0	0	1863	1583
Flt Permitted		0.911		0.740				0.970				
Satd. Flow (perm)	0	1687	1516	1365	1789	0	0	2031	0	0	1863	1583
Right Turn on Red			No			Yes			Yes			Yes
Satd. Flow (RTOR)					8			1				234
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		541			1749			113			359	
Travel Time (s)		12.3			39.8			2.6			8.2	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	3%	3%	3%	3%	2%	3%	2%	3%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	27	167	2	37	0	0	304	0	0	82	10
Turn Type	Perm	NA	Perm	Perm	NA		Split	NA			NA	Perm
Protected Phases		4			4		3 5 6	3 5 6		8	8	
Permitted Phases	4		4	4								8
Total Split (s)	27.0	27.0	27.0	27.0	27.0					27.0	27.0	27.0
Total Lost Time (s)		4.0	4.0	4.0	4.0						4.0	4.0
Act Effect Green (s)		21.8	21.8	21.8	21.8			91.7			14.5	14.5
Actuated g/C Ratio		0.16	0.16	0.16	0.16			0.66			0.10	0.10
v/c Ratio		0.10	0.71	0.01	0.13			0.23			0.43	0.03
Control Delay		50.4	72.5	49.0	41.4			4.4			64.9	0.1
Queue Delay		0.0	0.0	0.0	0.0			5.0			0.0	0.0
Total Delay		50.4	72.5	49.0	41.4			9.4			64.9	0.1
LOS		D	E	D	D			A			E	A
Approach Delay		69.4			41.8			9.4			57.9	
Approach LOS		E			D			A			E	
Queue Length 50th (ft)		21	144	2	23			31			71	0
Queue Length 95th (ft)		51	228	m10	m56			35			123	0
Internal Link Dist (ft)		461			1669			33			279	
Turn Bay Length (ft)			80	100								60
Base Capacity (vph)		286	257	231	309			1330			306	455
Starvation Cap Reductn		0	0	0	0			947			0	0
Spillback Cap Reductn		0	0	0	0			0			0	0
Storage Cap Reductn		0	0	0	0			0			0	0

Existing PM
3: Raynolds Ave & Fremont Dr

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Reduced v/c Ratio		0.09	0.65	0.01	0.12			0.79			0.27	0.02
Intersection Summary												
Area Type:	Other											
Cycle Length: 140												
Actuated Cycle Length: 140												
Offset: 114 (81%), Referenced to phase 2:EBWB and 6:EBWB, Start of Yellow												
Control Type: Actuated-Coordinated												
Maximum v/c Ratio: 0.71												
Intersection Signal Delay: 37.0						Intersection LOS: D						
Intersection Capacity Utilization 36.9%						ICU Level of Service A						
Analysis Period (min) 15												
m Volume for 95th percentile queue is metered by upstream signal.												

Splits and Phases: 3: Raynolds Ave & Fremont Dr



Existing PM
7: 15th St & Royal Gorge Blvd

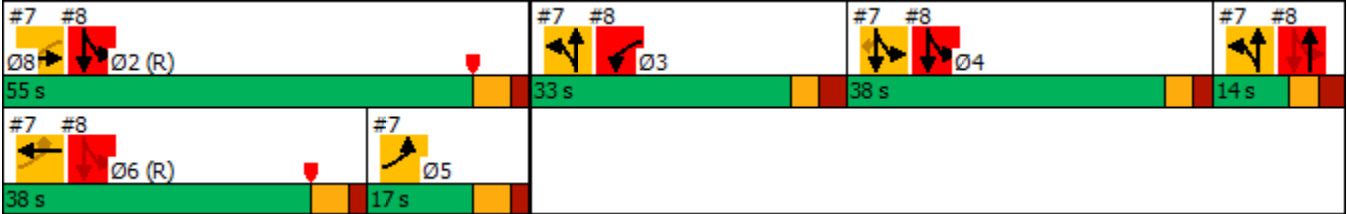
												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	203	560	79	4	457	138	71	74	1	178	79	235
Future Volume (vph)	203	560	79	4	457	138	71	74	1	178	79	235
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	16	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	90		0	250		150	0		0	130		130
Storage Lanes	1		0	1		1	0		0	1		1
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	1752	3305	0	1770	3343	1538	0	2058	0	1665	1719	1568
Flt Permitted	0.410			0.342				0.976		0.950	0.981	
Satd. Flow (perm)	756	3305	0	637	3343	1538	0	2058	0	1665	1719	1568
Right Turn on Red			No			Yes			Yes			Yes
Satd. Flow (RTOR)						156						318
Link Speed (mph)		30			35			25			25	
Link Distance (ft)		1501			765			67			303	
Travel Time (s)		34.1			14.9			1.8			8.3	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.88	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.74	0.74	0.74
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	3%	8%	2%	2%	8%	5%	2%	2%	2%	3%	3%	3%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)										27%		
Lane Group Flow (vph)	231	665	0	4	476	144	0	152	0	176	172	318
Turn Type	D.P+P	NA		D.Pm	NA	Perm	Split	NA		Split	NA	Perm
Protected Phases	5	2			6		3 8	3 8		4	4	
Permitted Phases	6			2		6						4
Total Split (s)	17.0	55.0		55.0	38.0	38.0				38.0	38.0	38.0
Total Lost Time (s)	4.0	4.0		4.0	4.0	4.0				4.0	4.0	4.0
Act Effect Green (s)	78.4	82.4		82.4	65.4	65.4		22.7		22.1	22.1	22.1
Actuated g/C Ratio	0.56	0.59		0.59	0.47	0.47		0.16		0.16	0.16	0.16
v/c Ratio	0.45	0.34		0.01	0.30	0.18		0.46		0.67	0.63	0.62
Control Delay	25.9	18.2		13.0	19.3	9.5		8.0		67.3	64.9	10.3
Queue Delay	0.0	0.0		0.0	0.0	0.0		0.0		0.0	0.0	0.0
Total Delay	25.9	18.2		13.0	19.3	9.5		8.0		67.3	64.9	10.3
LOS	C	B		B	B	A		A		E	E	B
Approach Delay		20.2			17.0			8.0			39.5	
Approach LOS		C			B			A			D	
Queue Length 50th (ft)	90	148		2	164	60		10		161	156	0
Queue Length 95th (ft)	208	296		m8	299	147		3		183	178	21
Internal Link Dist (ft)		1421			685			1			223	
Turn Bay Length (ft)	90			250		150				130		130
Base Capacity (vph)	515	1946		375	1562	802		332		404	417	621
Starvation Cap Reductn	0	0		0	0	0		0		0	0	0
Spillback Cap Reductn	0	0		0	0	0		0		0	0	0
Storage Cap Reductn	0	0		0	0	0		0		0	0	0

Existing PM
7: 15th St & Royal Gorge Blvd

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Reduced v/c Ratio	0.45	0.34		0.01	0.30	0.18		0.46		0.44	0.41	0.51

Intersection Summary	
Area Type:	Other
Cycle Length:	140
Actuated Cycle Length:	140
Offset:	119 (85%), Referenced to phase 2:EBWB and 6:EBWB, Start of Yellow
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.67
Intersection Signal Delay:	24.0
Intersection Capacity Utilization	55.9%
Intersection LOS:	C
ICU Level of Service	B
Analysis Period (min)	15
m Volume for 95th percentile queue is metered by upstream signal.	

Splits and Phases: 7: 15th St & Royal Gorge Blvd



Existing PM
8: 15th St & Rainbow St

							Ø2	Ø4	Ø5	Ø6
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT				
Lane Configurations										
Traffic Volume (vph)	3	145	8	1	154	14				
Future Volume (vph)	3	145	8	1	154	14				
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900				
Lane Width (ft)	12	12	12	12	12	16				
Grade (%)	0%		0%			0%				
Storage Length (ft)	0	0		0	0					
Storage Lanes	1	0		0	0					
Taper Length (ft)	25				25					
Satd. Flow (prot)	1615	0	1835	0	0	2018				
Flt Permitted	0.999									
Satd. Flow (perm)	1615	0	1835	0	0	2111				
Right Turn on Red		No		Yes						
Satd. Flow (RTOR)			1							
Link Speed (mph)	30		25			25				
Link Distance (ft)	761		313			67				
Travel Time (s)	17.3		8.5			1.8				
Confl. Peds. (#/hr)										
Confl. Bikes (#/hr)										
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95				
Growth Factor	100%	100%	100%	100%	100%	100%				
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%				
Bus Blockages (#/hr)	0	0	0	0	0	0				
Parking (#/hr)										
Mid-Block Traffic (%)	0%		0%			0%				
Shared Lane Traffic (%)										
Lane Group Flow (vph)	156	0	9	0	0	177				
Turn Type	Prot		NA		custom	NA				
Protected Phases	3		8		2 4	2 4	2	4	5	6
Permitted Phases					6 8	6 8				
Total Split (s)	33.0		14.0				55.0	38.0	17.0	38.0
Total Lost Time (s)	4.0		4.0							
Act Effect Green (s)	20.8		8.4			107.2				
Actuated g/C Ratio	0.15		0.06			0.77				
v/c Ratio	0.65		0.08			0.11				
Control Delay	68.4		59.0			0.3				
Queue Delay	0.0		0.0			0.0				
Total Delay	68.4		59.0			0.3				
LOS	E		E			A				
Approach Delay	68.4		59.0			0.3				
Approach LOS	E		E			A				
Queue Length 50th (ft)	136		7			1				
Queue Length 95th (ft)	202		26			1				
Internal Link Dist (ft)	681		233			1				
Turn Bay Length (ft)										
Base Capacity (vph)	334		132			1591				
Starvation Cap Reductn	0		0			0				
Spillback Cap Reductn	0		0			0				
Storage Cap Reductn	0		0			0				

Existing PM
8: 15th St & Rainbow St

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT	Ø2	Ø4	Ø5	Ø6
Reduced v/c Ratio	0.47		0.07			0.11				

Intersection Summary

Area Type: Other

Cycle Length: 140

Actuated Cycle Length: 140

Offset: 119 (85%), Referenced to phase 2:EBWB and 6:EBWB, Start of Yellow

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.67

Intersection Signal Delay: 32.9

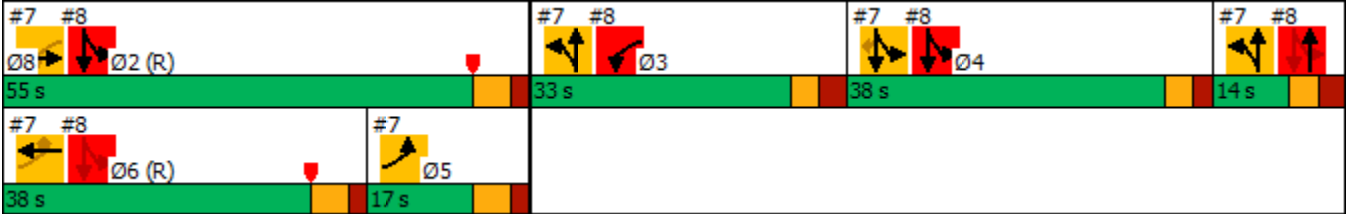
Intersection LOS: C

Intersection Capacity Utilization 31.7%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 8: 15th St & Rainbow St



Existing PM
34: Orchard Ave & Royal Gorge Blvd

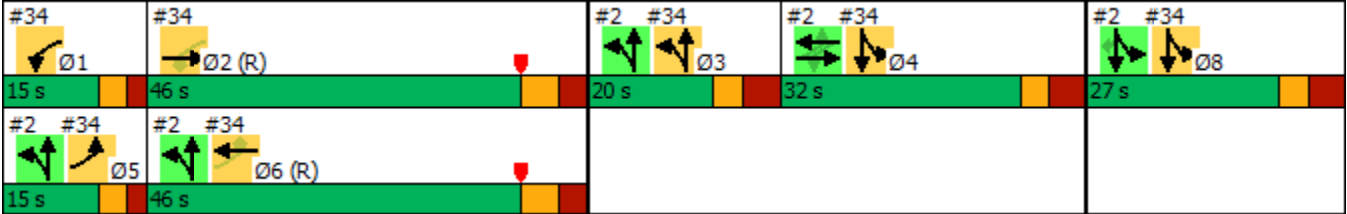
												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	113	592	17	7	514	191	5	1	1	145	1	72
Future Volume (vph)	113	592	17	7	514	191	5	1	1	145	1	72
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	16	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	300		300	300		0	0		50	0		0
Storage Lanes	1		1	1		1	0		1	0		0
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	1752	3343	1568	1752	3343	1568	0	1774	1568	0	1935	0
Flt Permitted	0.355			0.333				0.960			0.968	
Satd. Flow (perm)	655	3343	1568	614	3343	1568	0	1774	1568	0	1935	0
Right Turn on Red			Yes			No			Yes			Yes
Satd. Flow (RTOR)			179						234		21	
Link Speed (mph)		45			45			30			30	
Link Distance (ft)		2168			964			386			120	
Travel Time (s)		32.8			14.6			8.8			2.7	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	3%	8%	3%	3%	8%	3%	3%	2%	3%	3%	2%	3%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	122	637	18	8	553	205	0	6	1	0	234	0
Turn Type	D.P+P	NA	Perm	D.P+P	NA	Perm	Split	NA	Free	Split	NA	
Protected Phases	5	2		1	6		3	3		4 8	4 8	
Permitted Phases	6		2	2		6			Free			
Total Split (s)	15.0	46.0	46.0	15.0	46.0	46.0	20.0	20.0				
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0		4.0				
Act Effect Green (s)	76.2	77.9	77.9	79.4	64.7	64.7		9.3	140.0		49.0	
Actuated g/C Ratio	0.54	0.56	0.56	0.57	0.46	0.46		0.07	1.00		0.35	
v/c Ratio	0.27	0.34	0.02	0.02	0.36	0.28		0.05	0.00		0.34	
Control Delay	11.7	16.1	0.1	4.7	9.0	9.0		61.8	0.0		0.9	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0		4.6	
Total Delay	11.7	16.1	0.1	4.7	9.0	9.0		61.8	0.0		5.5	
LOS	B	B	A	A	A	A		E	A		A	
Approach Delay		15.0			9.0			53.0			5.5	
Approach LOS		B			A			D			A	
Queue Length 50th (ft)	50	216	0	1	16	12		5	0		0	
Queue Length 95th (ft)	55	342	m0	m2	295	229		20	0		m0	
Internal Link Dist (ft)		2088			884			306			40	
Turn Bay Length (ft)	300		300	300					50			
Base Capacity (vph)	456	1859	951	440	1543	724		202	1568		690	
Starvation Cap Reductn	0	0	0	0	0	0		0	0		379	
Spillback Cap Reductn	0	0	0	0	0	0		0	0		0	
Storage Cap Reductn	0	0	0	0	0	0		0	0		0	

Existing PM

34: Orchard Ave & Royal Gorge Blvd

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Reduced v/c Ratio	0.27	0.34	0.02	0.02	0.36	0.28		0.03	0.00		0.75	
Intersection Summary												
Area Type:	Other											
Cycle Length: 140												
Actuated Cycle Length: 140												
Offset: 46 (33%), Referenced to phase 2:EBWB and 6:EBWB, Start of Yellow												
Control Type: Actuated-Coordinated												
Maximum v/c Ratio: 0.76												
Intersection Signal Delay: 11.3						Intersection LOS: B						
Intersection Capacity Utilization 54.2%						ICU Level of Service A						
Analysis Period (min) 15												
m Volume for 95th percentile queue is metered by upstream signal.												

Splits and Phases: 34: Orchard Ave & Royal Gorge Blvd



Existing PM
39: Raynolds Ave & Royal Gorge Blvd

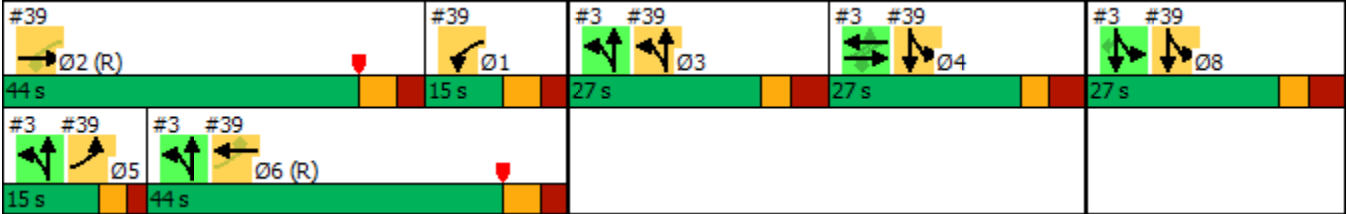
												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	30	658	62	44	578	52	76	108	33	96	116	12
Future Volume (vph)	30	658	62	44	578	52	76	108	33	96	116	12
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	16	12
Grade (%)	0%			0%			0%			0%		
Storage Length (ft)	500		0	480		390	100		50	0		0
Storage Lanes	1		1	1		1	1		1	0		0
Taper Length (ft)	175			25			25			25		
Satd. Flow (prot)	1752	3343	1568	1752	3343	1568	1665	1770	1568	0	2043	0
Fit Permitted	0.306			0.248			0.950				0.979	
Satd. Flow (perm)	564	3343	1568	457	3343	1568	1665	1770	1568	0	2043	0
Right Turn on Red			Yes			No			Yes			Yes
Satd. Flow (RTOR)			195						288			2
Link Speed (mph)		45			45			30			30	
Link Distance (ft)		1162			1079			416			113	
Travel Time (s)		17.6			16.3			9.5			2.6	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	3%	8%	3%	3%	8%	3%	3%	2%	3%	3%	2%	3%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	33	731	69	49	642	58	84	120	37	0	249	0
Turn Type	D.P+P	NA	Perm	D.P+P	NA	Perm	Split	NA	Free	Split	NA	
Protected Phases	5	2		1	6		3	3		4 8	4 8	
Permitted Phases	6		2	2		6			Free			
Total Split (s)	15.0	44.0	44.0	15.0	44.0	44.0	27.0	27.0				
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0				
Act Effct Green (s)	67.6	58.0	58.0	66.8	62.0	62.0	17.7	17.7	140.0		40.3	
Actuated g/C Ratio	0.48	0.41	0.41	0.48	0.44	0.44	0.13	0.13	1.00		0.29	
v/c Ratio	0.10	0.53	0.09	0.16	0.43	0.08	0.40	0.54	0.02		0.42	
Control Delay	23.7	39.9	3.8	25.9	31.3	29.2	60.9	65.5	0.0		2.5	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		2.7	
Total Delay	23.7	39.9	3.8	25.9	31.3	29.2	60.9	65.5	0.0		5.2	
LOS	C	D	A	C	C	C	E	E	A		A	
Approach Delay		36.3			30.8			53.8			5.2	
Approach LOS		D			C			D			A	
Queue Length 50th (ft)	21	311	7	23	227	33	74	109	0		1	
Queue Length 95th (ft)	48	435	34	53	324	73	127	172	0		3	
Internal Link Dist (ft)		1082			999			336			33	
Turn Bay Length (ft)	500			480		390	100		50			
Base Capacity (vph)	369	1384	763	319	1481	694	273	290	1568		589	
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0		231	
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0		0	
Storage Cap Reductn	0	0	0	0	0	0	0	0	0		0	

Existing PM

39: Raynolds Ave & Royal Gorge Blvd

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Reduced v/c Ratio	0.09	0.53	0.09	0.15	0.43	0.08	0.31	0.41	0.02		0.70	
Intersection Summary												
Area Type:	Other											
Cycle Length: 140												
Actuated Cycle Length: 140												
Offset: 114 (81%), Referenced to phase 2:EBWB and 6:EBWB, Start of Yellow												
Control Type: Actuated-Coordinated												
Maximum v/c Ratio: 0.71												
Intersection Signal Delay: 32.6							Intersection LOS: C					
Intersection Capacity Utilization 52.1%							ICU Level of Service A					
Analysis Period (min) 15												

Splits and Phases: 39: Raynolds Ave & Royal Gorge Blvd



Existing PM
1: Fremont Dr & 16th St

Intersection

Int Delay, s/veh 1.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	49	370	450	58	20	42
Future Vol, veh/h	49	370	450	58	20	42
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	35	-	-	-	65	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	2	3	3	2	2	2
Mvmt Flow	58	435	529	68	24	49

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	597	0	0 1114 563
Stage 1	-	-	- 563 -
Stage 2	-	-	- 551 -
Critical Hdwy	4.12	-	- 6.42 6.22
Critical Hdwy Stg 1	-	-	- 5.42 -
Critical Hdwy Stg 2	-	-	- 5.42 -
Follow-up Hdwy	2.218	-	- 3.518 3.318
Pot Cap-1 Maneuver	980	-	- 230 526
Stage 1	-	-	- 570 -
Stage 2	-	-	- 577 -
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	980	-	- 216 526
Mov Cap-2 Maneuver	-	-	- 216 -
Stage 1	-	-	- 536 -
Stage 2	-	-	- 577 -

Approach	EB	WB	SB
HCM Control Delay, s	1	0	16.2
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	980	-	-	-	216	526
HCM Lane V/C Ratio	0.059	-	-	-	0.109	0.094
HCM Control Delay (s)	8.9	-	-	-	23.7	12.6
HCM Lane LOS	A	-	-	-	C	B
HCM 95th %tile Q(veh)	0.2	-	-	-	0.4	0.3

Existing PM

13: E Main St Access Point/Fremont Dr Access Point & Royal Gorge Blvd

Intersection

Int Delay, s/veh 0.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	7	773	7	7	662	7	6	2	6	6	2	6
Future Vol, veh/h	7	773	7	7	662	7	6	2	6	6	2	6
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	Free
Storage Length	160	-	250	180	-	190	-	-	-	-	-	25
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	8	859	8	8	736	8	7	2	7	7	2	7

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	744	0	0	867	0	0	1260	1635	430	1199	1635	-
Stage 1	-	-	-	-	-	-	875	875	-	752	752	-
Stage 2	-	-	-	-	-	-	385	760	-	447	883	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	-
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	-
Pot Cap-1 Maneuver	859	-	-	772	-	-	127	100	573	141	100	0
Stage 1	-	-	-	-	-	-	310	365	-	368	416	0
Stage 2	-	-	-	-	-	-	610	413	-	560	362	0
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	859	-	-	772	-	-	123	98	573	135	98	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	123	98	-	135	98	-
Stage 1	-	-	-	-	-	-	307	362	-	365	412	-
Stage 2	-	-	-	-	-	-	600	409	-	545	359	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.1			0.1			27.4			36.5		
HCM LOS							D			E		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	176	859	-	-	772	-	-	123	-
HCM Lane V/C Ratio	0.088	0.009	-	-	0.01	-	-	0.072	-
HCM Control Delay (s)	27.4	9.2	-	-	9.7	-	-	36.5	0
HCM Lane LOS	D	A	-	-	A	-	-	E	A
HCM 95th %tile Q(veh)	0.3	0	-	-	0	-	-	0.2	-

Existing PM
15: Fremont Dr & 19th St

Intersection						
Int Delay, s/veh	3.1					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	51	231	254	71	48	100
Future Vol, veh/h	51	231	254	71	48	100
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	25
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	2	3	3	2	2	2
Mvmt Flow	59	269	295	83	56	116
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	378	0	-	0	724	337
Stage 1	-	-	-	-	337	-
Stage 2	-	-	-	-	387	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1180	-	-	-	393	705
Stage 1	-	-	-	-	723	-
Stage 2	-	-	-	-	686	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1180	-	-	-	370	705
Mov Cap-2 Maneuver	-	-	-	-	370	-
Stage 1	-	-	-	-	680	-
Stage 2	-	-	-	-	686	-
Approach	EB	WB		SB		
HCM Control Delay, s	1.5	0		12.9		
HCM LOS	B					
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1180	-	-	-	370	705
HCM Lane V/C Ratio	0.05	-	-	-	0.151	0.165
HCM Control Delay (s)	8.2	0	-	-	16.5	11.1
HCM Lane LOS	A	A	-	-	C	B
HCM 95th %tile Q(veh)	0.2	-	-	-	0.5	0.6

Existing PM
18: Fremont Dr & Cottonwood Ave

Intersection						
Int Delay, s/veh	1.3					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	20	143	153	19	16	15
Future Vol, veh/h	20	143	153	19	16	15
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	3	3	2	2	2
Mvmt Flow	22	159	170	21	18	17
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	191	0	-	0	384	181
Stage 1	-	-	-	-	181	-
Stage 2	-	-	-	-	203	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1383	-	-	-	619	862
Stage 1	-	-	-	-	850	-
Stage 2	-	-	-	-	831	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1383	-	-	-	608	862
Mov Cap-2 Maneuver	-	-	-	-	608	-
Stage 1	-	-	-	-	836	-
Stage 2	-	-	-	-	831	-
Approach	EB	WB		SB		
HCM Control Delay, s	0.9	0		10.3		
HCM LOS				B		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1383	-	-	-	709	
HCM Lane V/C Ratio	0.016	-	-	-	0.049	
HCM Control Delay (s)	7.6	0	-	-	10.3	
HCM Lane LOS	A	A	-	-	B	
HCM 95th %tile Q(veh)	0	-	-	-	0.2	

Existing PM
20: Fremont Dr & Greydene Ave

Intersection						
Int Delay, s/veh	1.5					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	12	152	181	17	26	24
Future Vol, veh/h	12	152	181	17	26	24
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	250	-	-	-	0	25
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	3	3	2	2	2
Mvmt Flow	13	169	201	19	29	27
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	220	0	-	0	406	211
Stage 1	-	-	-	-	211	-
Stage 2	-	-	-	-	195	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1349	-	-	-	601	829
Stage 1	-	-	-	-	824	-
Stage 2	-	-	-	-	838	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1349	-	-	-	595	829
Mov Cap-2 Maneuver	-	-	-	-	595	-
Stage 1	-	-	-	-	816	-
Stage 2	-	-	-	-	838	-
Approach	EB	WB		SB		
HCM Control Delay, s	0.6	0		10.5		
HCM LOS	B					
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1349	-	-	-	595	829
HCM Lane V/C Ratio	0.01	-	-	-	0.049	0.032
HCM Control Delay (s)	7.7	-	-	-	11.4	9.5
HCM Lane LOS	A	-	-	-	B	A
HCM 95th %tile Q(veh)	0	-	-	-	0.2	0.1

Existing PM
24: Fremont Dr & Barrett Dr

Intersection						
Int Delay, s/veh	0.3					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	10	168	195	14	3	3
Future Vol, veh/h	10	168	195	14	3	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	3	3	2	2	2
Mvmt Flow	11	187	217	16	3	3
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	233	0	-	0	434	225
Stage 1	-	-	-	-	225	-
Stage 2	-	-	-	-	209	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1335	-	-	-	579	814
Stage 1	-	-	-	-	812	-
Stage 2	-	-	-	-	826	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1335	-	-	-	574	814
Mov Cap-2 Maneuver	-	-	-	-	574	-
Stage 1	-	-	-	-	805	-
Stage 2	-	-	-	-	826	-
Approach	EB	WB		SB		
HCM Control Delay, s	0.4	0		10.4		
HCM LOS				B		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1335	-	-	-	673	
HCM Lane V/C Ratio	0.008	-	-	-	0.01	
HCM Control Delay (s)	7.7	0	-	-	10.4	
HCM Lane LOS	A	A	-	-	B	
HCM 95th %tile Q(veh)	0	-	-	-	0	

Existing PM
26: Fremont Dr & Field Ave

Intersection						
Int Delay, s/veh	1.5					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	17	154	186	24	25	23
Future Vol, veh/h	17	154	186	24	25	23
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	3	3	2	2	2
Mvmt Flow	19	171	207	27	28	26
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	234	0	-	0	430	221
Stage 1	-	-	-	-	221	-
Stage 2	-	-	-	-	209	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1333	-	-	-	582	819
Stage 1	-	-	-	-	816	-
Stage 2	-	-	-	-	826	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1333	-	-	-	573	819
Mov Cap-2 Maneuver	-	-	-	-	573	-
Stage 1	-	-	-	-	803	-
Stage 2	-	-	-	-	826	-
Approach	EB	WB		SB		
HCM Control Delay, s	0.8	0		10.8		
HCM LOS				B		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1333	-	-	-	-	669
HCM Lane V/C Ratio	0.014	-	-	-	-	0.08
HCM Control Delay (s)	7.7	0	-	-	-	10.8
HCM Lane LOS	A	A	-	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	-	0.3

Existing PM
28: Fremont Dr & Del Rey Ave

Intersection						
Int Delay, s/veh	1.3					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	23	136	157	22	16	15
Future Vol, veh/h	23	136	157	22	16	15
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	3	3	2	2	2
Mvmt Flow	26	151	174	24	18	17
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	198	0	-	0	389	186
Stage 1	-	-	-	-	186	-
Stage 2	-	-	-	-	203	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1375	-	-	-	615	856
Stage 1	-	-	-	-	846	-
Stage 2	-	-	-	-	831	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1375	-	-	-	602	856
Mov Cap-2 Maneuver	-	-	-	-	602	-
Stage 1	-	-	-	-	828	-
Stage 2	-	-	-	-	831	-
Approach	EB	WB		SB		
HCM Control Delay, s	1.1	0		10.4		
HCM LOS				B		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1375	-	-	-	703	
HCM Lane V/C Ratio	0.019	-	-	-	0.049	
HCM Control Delay (s)	7.7	0	-	-	10.4	
HCM Lane LOS	A	A	-	-	B	
HCM 95th %tile Q(veh)	0.1	-	-	-	0.2	

Existing PM
30: Fremont Dr & Diamond Ave

Intersection						
Int Delay, s/veh	0.7					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	13	155	155	12	7	7
Future Vol, veh/h	13	155	155	12	7	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	3	3	2	2	2
Mvmt Flow	14	172	172	13	8	8
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	185	0	-	0	379	179
Stage 1	-	-	-	-	179	-
Stage 2	-	-	-	-	200	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1390	-	-	-	623	864
Stage 1	-	-	-	-	852	-
Stage 2	-	-	-	-	834	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1390	-	-	-	616	864
Mov Cap-2 Maneuver	-	-	-	-	616	-
Stage 1	-	-	-	-	843	-
Stage 2	-	-	-	-	834	-
Approach	EB	WB		SB		
HCM Control Delay, s	0.6	0		10.1		
HCM LOS				B		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1390	-	-	-	719	
HCM Lane V/C Ratio	0.01	-	-	-	0.022	
HCM Control Delay (s)	7.6	0	-	-	10.1	
HCM Lane LOS	A	A	-	-	B	
HCM 95th %tile Q(veh)	0	-	-	-	0.1	

Existing PM

31: Fremont Dr & City Market Parking Lot (East Access)

Intersection						
Int Delay, s/veh	0.8					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	8	253	378	30	13	27
Future Vol, veh/h	8	253	378	30	13	27
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	2	3	3	2	2	2
Mvmt Flow	9	294	440	35	15	31
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	475	0	-	0	770	458
Stage 1	-	-	-	-	458	-
Stage 2	-	-	-	-	312	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1087	-	-	-	369	603
Stage 1	-	-	-	-	637	-
Stage 2	-	-	-	-	742	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1087	-	-	-	365	603
Mov Cap-2 Maneuver	-	-	-	-	365	-
Stage 1	-	-	-	-	631	-
Stage 2	-	-	-	-	742	-
Approach	EB	WB		SB		
HCM Control Delay, s	0.3	0		13		
HCM LOS				B		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1087	-	-	-	498	
HCM Lane V/C Ratio	0.009	-	-	-	0.093	
HCM Control Delay (s)	8.3	0	-	-	13	
HCM Lane LOS	A	A	-	-	B	
HCM 95th %tile Q(veh)	0	-	-	-	0.3	

Existing PM

35: Fremont Dr & City Market Parking Lot (West Access)

Intersection						
Int Delay, s/veh	5.6					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	123	204	374	31	57	119
Future Vol, veh/h	123	204	374	31	57	119
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	2	3	3	2	2	2
Mvmt Flow	143	237	435	36	66	138
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	471	0	-	0	976	453
Stage 1	-	-	-	-	453	-
Stage 2	-	-	-	-	523	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1091	-	-	-	279	607
Stage 1	-	-	-	-	640	-
Stage 2	-	-	-	-	595	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1091	-	-	-	237	607
Mov Cap-2 Maneuver	-	-	-	-	237	-
Stage 1	-	-	-	-	543	-
Stage 2	-	-	-	-	595	-
Approach	EB	WB		SB		
HCM Control Delay, s	3.3	0		22.8		
HCM LOS	C					
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1091	-	-	-	403	
HCM Lane V/C Ratio	0.131	-	-	-	0.508	
HCM Control Delay (s)	8.8	0	-	-	22.8	
HCM Lane LOS	A	A	-	-	C	
HCM 95th %tile Q(veh)	0.5	-	-	-	2.8	

Existing PM
37: Cottonwood Ave & Royal Gorge Blvd

Intersection

Int Delay, s/veh 0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↑	↑	↑↑↑		↑
Traffic Vol, veh/h	732	10	10	692	0	10
Future Vol, veh/h	732	10	10	692	0	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Free
Storage Length	-	0	430	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	813	11	11	769	0	11

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	824
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.14
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.22
Pot Cap-1 Maneuver	-	-	802
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	802
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

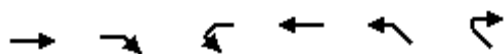
Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	0
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	-	-	802	-
HCM Lane V/C Ratio	-	-	-	0.014	-
HCM Control Delay (s)	0	-	-	9.6	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Existing PM
40: Greydene Ave & Royal Gorge Blvd

Intersection						
Int Delay, s/veh	0					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↗	↘	↑↑↑		↗
Traffic Vol, veh/h	736	10	10	682	0	10
Future Vol, veh/h	736	10	10	682	0	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Free
Storage Length	-	0	380	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	818	11	11	758	0	11
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	829	0	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	4.14	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	2.22	-	-	-
Pot Cap-1 Maneuver	-	-	798	-	0	0
Stage 1	-	-	-	-	0	0
Stage 2	-	-	-	-	0	0
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	798	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		0.1		0	
HCM LOS					A	
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	-	-	-	798	-	
HCM Lane V/C Ratio	-	-	-	0.014	-	
HCM Control Delay (s)	0	-	-	9.6	-	
HCM Lane LOS	A	-	-	A	-	
HCM 95th %tile Q(veh)	-	-	-	0	-	

Existing PM
279: E Main St & Rainbow St



Movement	EBT	EBR	WBL	WBT	NWL	NWR
Lane Configurations						
Traffic Volume (veh/h)	5	197	1	5	143	3
Future Volume (Veh/h)	5	197	1	5	143	3
Sign Control	Stop			Stop	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	6	219	1	6	159	3
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type					None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	321	0	542	320	0	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	321	0	542	320	0	
tC, single (s)	6.5	6.2	7.1	6.5	4.1	
tC, 2 stage (s)						
tF (s)	4.0	3.3	3.5	4.0	2.2	
p0 queue free %	99	80	100	99	90	
cM capacity (veh/h)	536	1085	329	537	1617	
Direction, Lane #	EB 1	WB 1	NW 1			
Volume Total	225	7	162			
Volume Left	0	1	159			
Volume Right	219	0	3			
cSH	1056	493	1617			
Volume to Capacity	0.21	0.01	0.10			
Queue Length 95th (ft)	20	1	8			
Control Delay (s)	9.3	12.4	7.3			
Lane LOS	A	B	A			
Approach Delay (s)	9.3	12.4	7.3			
Approach LOS	A	B				
Intersection Summary						
Average Delay			8.6			
Intersection Capacity Utilization			27.2%	ICU Level of Service		A
Analysis Period (min)			15			

Existing PM

14: Fremont Dr Access Point/Abbey School & Fremont Dr/Fremont Dr

Intersection

Int Delay, s/veh 6.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	17	11	2	2	25	32	5	7	5	15	10	15
Future Vol, veh/h	17	11	2	2	25	32	5	7	5	15	10	15
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	85	85	85	85	85	85	85	85	85	85	85	85
Heavy Vehicles, %	2	3	2	2	3	2	2	2	2	2	2	2
Mvmt Flow	20	13	2	2	29	38	6	8	6	18	12	18

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	114	83	21	88	89	11	30	0	0	14	0	0
Stage 1	57	57	-	23	23	-	-	-	-	-	-	-
Stage 2	57	26	-	65	66	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.53	6.22	7.12	6.53	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.53	-	6.12	5.53	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.53	-	6.12	5.53	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.027	3.318	3.518	4.027	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	863	805	1056	897	799	1070	1583	-	-	1604	-	-
Stage 1	955	845	-	995	874	-	-	-	-	-	-	-
Stage 2	955	872	-	946	838	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	800	793	1056	874	787	1070	1583	-	-	1604	-	-
Mov Cap-2 Maneuver	800	793	-	874	787	-	-	-	-	-	-	-
Stage 1	951	836	-	991	871	-	-	-	-	-	-	-
Stage 2	887	869	-	919	829	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	9.6		9.2		2.1		2.7	
HCM LOS	A		A					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1583	-	-	810 922	1604	-	-
HCM Lane V/C Ratio	0.004	-	-	0.044 0.075	0.011	-	-
HCM Control Delay (s)	7.3	0	-	9.6 9.2	7.3	0	-
HCM Lane LOS	A	A	-	A A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1 0.2	0	-	-

Existing PM
5: 15th St & Main St/Fremont Dr

Intersection					
Intersection Delay, s/veh	26.3				
Intersection LOS	D				
Approach	EB	WB	NB	SB	
Entry Lanes	1	1	1	1	
Conflicting Circle Lanes	1	1	1	1	
Adj Approach Flow, veh/h	496	579	488	491	
Demand Flow Rate, veh/h	506	591	497	501	
Vehicles Circulating, veh/h	612	524	530	505	
Vehicles Exiting, veh/h	394	503	512	610	
Follow-Up Headway, s	3.186	3.186	3.186	3.186	
Ped Vol Crossing Leg, #/h	0	0	0	0	
Ped Cap Adj	1.000	1.000	1.000	1.000	
Approach Delay, s/veh	20.0	37.2	23.7	22.5	
Approach LOS	C	E	C	C	
Lane	Left	Bypass	Left	Left	Left
Designated Moves	LT	R	LTR	LTR	LTR
Assumed Moves	LT	R	LTR	LTR	LTR
RT Channelized		Yield			
Lane Util	1.000		1.000	1.000	1.000
Critical Headway, s	5.193		5.193	5.193	5.193
Entry Flow, veh/h	430	76	591	497	501
Cap Entry Lane, veh/h	613	677	669	665	682
Entry HV Adj Factor	0.980	0.980	0.980	0.981	0.980
Flow Entry, veh/h	421	75	579	488	491
Cap Entry, veh/h	600	664	656	653	668
V/C Ratio	0.702	0.113	0.883	0.747	0.735
Control Delay, s/veh	22.4	6.7	37.2	23.7	22.5
LOS	C	A	E	C	C
95th %tile Queue, veh	6	0	11	7	6

2040 NO BUILD SYNCHRO REPORTS

2040 No Build AM

2: Orchard Ave & Fremont Dr

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1	48	105	58	106	28	122	58	86	11	95	6
Future Volume (vph)	1	48	105	58	106	28	122	58	86	11	95	6
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	11	11	12	12	12	12	16	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	80		0	40		0	0		0	100		0
Storage Lanes	1		1	1		0	0		0	1		1
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	1770	1600	0	1752	1789	0	0	1959	0	0	1852	1583
Flt Permitted	0.465			0.409				0.978			0.995	
Satd. Flow (perm)	866	1600	0	754	1789	0	0	1959	0	0	1852	1583
Right Turn on Red			No			Yes			Yes			Yes
Satd. Flow (RTOR)					9			29				218
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		826			501			120			391	
Travel Time (s)		18.8			11.4			2.7			8.9	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	3%	3%	3%	3%	2%	3%	2%	3%	3%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	1	178	0	67	156	0	0	309	0	0	123	7
Turn Type	Perm	NA		Perm	NA		Split	NA		Split	NA	Perm
Protected Phases		4			4		3 5 6	3 5 6		8	8	
Permitted Phases	4			4								8
Total Split (s)	33.0	33.0		33.0	33.0					23.0	23.0	23.0
Total Lost Time (s)	4.0	4.0		4.0	4.0						4.0	4.0
Act Effect Green (s)	23.9	23.9		23.9	23.9			87.2			16.9	16.9
Actuated g/C Ratio	0.17	0.17		0.17	0.17			0.62			0.12	0.12
v/c Ratio	0.01	0.65		0.52	0.50			0.25			0.55	0.02
Control Delay	44.0	64.8		66.1	54.0			3.7			67.2	0.2
Queue Delay	0.0	0.0		0.0	0.0			2.6			0.0	0.0
Total Delay	44.0	64.8		66.1	54.0			6.3			67.2	0.2
LOS	D	E		E	D			A			E	A
Approach Delay		64.7			57.6			6.3			63.6	
Approach LOS		E			E			A			E	
Queue Length 50th (ft)	1	153		56	123			23			107	0
Queue Length 95th (ft)	6	209		97	174			24			165	0
Internal Link Dist (ft)		746			421			40			311	
Turn Bay Length (ft)	80			40								
Base Capacity (vph)	183	338		159	384			1231			254	405
Starvation Cap Reductn	0	0		0	0			789			0	0
Spillback Cap Reductn	0	0		0	0			0			0	0
Storage Cap Reductn	0	0		0	0			0			0	0

2040 No Build AM

2: Orchard Ave & Fremont Dr

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Reduced v/c Ratio	0.01	0.53		0.42	0.41			0.70			0.48	0.02

Intersection Summary

Area Type: Other

Cycle Length: 140

Actuated Cycle Length: 140

Offset: 46 (33%), Referenced to phase 2:EBWB and 6:EBWB, Start of Yellow

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.65

Intersection Signal Delay: 41.2

Intersection LOS: D

Intersection Capacity Utilization 47.4%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 2: Orchard Ave & Fremont Dr

 Ø1 11 s	 Ø2 (R) 55 s	 Ø3 18 s	 Ø4 33 s	 Ø8 23 s
 Ø5 17 s	 Ø6 (R) 49 s			

2040 No Build AM

3: Raynolds Ave & Fremont Dr

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	4	18	128	6	6	7	130	87	11	2	134	5
Future Volume (vph)	4	18	128	6	6	7	130	87	11	2	134	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	11	12	12	12	12	16	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		80	100		0	0		0	0		60
Storage Lanes	0		1	1		0	0		0	1		1
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	0	1833	1516	1752	1706	0	0	2025	0	0	1861	1583
Flt Permitted		0.965		0.742				0.972			0.999	
Satd. Flow (perm)	0	1783	1516	1369	1706	0	0	2025	0	0	1861	1583
Right Turn on Red			No			Yes			Yes			Yes
Satd. Flow (RTOR)					8			3				234
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		541			1749			113			359	
Travel Time (s)		12.3			39.8			2.6			8.2	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	3%	3%	3%	3%	2%	3%	2%	3%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	24	139	7	15	0	0	248	0	0	148	5
Turn Type	Perm	NA	Perm	Perm	NA		Split	NA		Split	NA	Perm
Protected Phases		4			4		3 5 6	3 5 6		8	8	
Permitted Phases	4		4	4								8
Total Split (s)	26.0	26.0	26.0	26.0	26.0					23.0	23.0	23.0
Total Lost Time (s)		4.0	4.0	4.0	4.0						4.0	4.0
Act Effect Green (s)		19.5	19.5	19.5	19.5			91.0			17.6	17.6
Actuated g/C Ratio		0.14	0.14	0.14	0.14			0.65			0.13	0.13
v/c Ratio		0.10	0.66	0.04	0.06			0.19			0.64	0.01
Control Delay		52.1	72.1	49.2	31.3			0.8			70.7	0.0
Queue Delay		0.0	0.0	0.0	0.0			1.0			0.0	0.0
Total Delay		52.1	72.1	49.2	31.3			1.8			70.7	0.0
LOS		D	E	D	C			A			E	A
Approach Delay		69.2			37.0			1.8			68.4	
Approach LOS		E			D			A			E	
Queue Length 50th (ft)		19	120	5	5			0			128	0
Queue Length 95th (ft)		47	193	m18	m26			0			203	0
Internal Link Dist (ft)		461			1669			33			279	
Turn Bay Length (ft)			80	100								60
Base Capacity (vph)		280	238	215	274			1317			253	417
Starvation Cap Reductn		0	0	0	0			822			0	0
Spillback Cap Reductn		0	0	0	0			0			0	0
Storage Cap Reductn		0	0	0	0			0			0	0

2040 No Build AM

3: Raynolds Ave & Fremont Dr

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Reduced v/c Ratio		0.09	0.58	0.03	0.05			0.50			0.58	0.01
Intersection Summary												
Area Type:	Other											
Cycle Length: 140												
Actuated Cycle Length: 140												
Offset: 114 (81%), Referenced to phase 2:EBWB and 6:EBWB, Start of Yellow												
Control Type: Actuated-Coordinated												
Maximum v/c Ratio: 0.66												
Intersection Signal Delay: 39.3						Intersection LOS: D						
Intersection Capacity Utilization 36.3%						ICU Level of Service A						
Analysis Period (min) 15												
m Volume for 95th percentile queue is metered by upstream signal.												

Splits and Phases: 3: Raynolds Ave & Fremont Dr

#39  Ø2 (R) 52 s		#39  Ø1 15 s	#3 #39   Ø3 24 s	#3 #39   Ø4 26 s	#3 #39   Ø8 23 s
#3 #39   Ø5 15 s	#3 #39   Ø6 (R) 52 s				

2040 No Build AM
7: 15th St & Royal Gorge Blvd

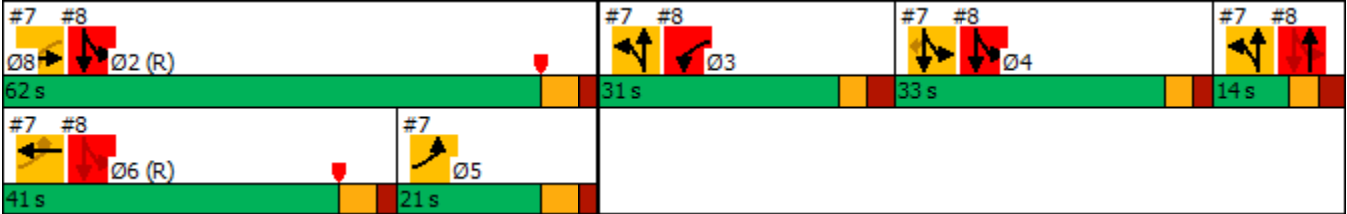
												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	178	523	52	1	514	156	105	57	2	165	84	264
Future Volume (vph)	178	523	52	1	514	156	105	57	2	165	84	264
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	16	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	90		0	250		150	0		0	130		130
Storage Lanes	1		0	1		1	0		0	1		1
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	1752	3312	0	1770	3343	1538	0	2042	0	1665	1723	1568
Flt Permitted	0.361			0.375				0.969		0.950	0.983	
Satd. Flow (perm)	666	3312	0	699	3343	1538	0	2042	0	1665	1723	1568
Right Turn on Red			No			Yes			Yes			Yes
Satd. Flow (RTOR)						156						357
Link Speed (mph)		30			35			25			25	
Link Distance (ft)		1501			765			67			303	
Travel Time (s)		34.1			14.9			1.8			8.3	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.88	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.74	0.74	0.74
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	3%	8%	2%	2%	8%	5%	2%	2%	2%	3%	3%	3%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)										27%		
Lane Group Flow (vph)	202	599	0	1	535	163	0	170	0	163	174	357
Turn Type	D.P+P	NA		D.Pm	NA	Perm	Split	NA		Split	NA	Perm
Protected Phases	5	2			6		3 8	3 8		4	4	
Permitted Phases	6			2		6						4
Total Split (s)	21.0	62.0		62.0	41.0	41.0				33.0	33.0	33.0
Total Lost Time (s)	4.0	4.0		4.0	4.0	4.0				4.0	4.0	4.0
Act Effect Green (s)	78.5	82.5		82.5	61.5	61.5		23.3		21.4	21.4	21.4
Actuated g/C Ratio	0.56	0.59		0.59	0.44	0.44		0.17		0.15	0.15	0.15
v/c Ratio	0.40	0.31		0.00	0.36	0.21		0.50		0.64	0.66	0.66
Control Delay	25.2	17.4		15.0	22.8	11.4		7.5		66.4	67.2	10.9
Queue Delay	0.0	0.0		0.0	0.0	0.0		0.0		0.0	0.0	0.0
Total Delay	25.2	17.4		15.0	22.8	11.4		7.5		66.4	67.2	10.9
LOS	C	B		B	C	B		A		E	E	B
Approach Delay		19.4			20.1			7.5			38.0	
Approach LOS		B			C			A			D	
Queue Length 50th (ft)	78	131		1	194	70		8		148	160	0
Queue Length 95th (ft)	176	254		m1	325	160		3		173	184	18
Internal Link Dist (ft)		1421			685			1			223	
Turn Bay Length (ft)	90			250		150				130		130
Base Capacity (vph)	505	1950		411	1467	762		339		344	356	607
Starvation Cap Reductn	0	0		0	0	0		0		0	0	0
Spillback Cap Reductn	0	0		0	0	0		0		0	0	0
Storage Cap Reductn	0	0		0	0	0		0		0	0	0

2040 No Build AM
7: 15th St & Royal Gorge Blvd

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Reduced v/c Ratio	0.40	0.31		0.00	0.36	0.21		0.50		0.47	0.49	0.59

Intersection Summary	
Area Type:	Other
Cycle Length:	140
Actuated Cycle Length:	140
Offset:	119 (85%), Referenced to phase 2:EBWB and 6:EBWB, Start of Yellow
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.68
Intersection Signal Delay:	24.2
Intersection LOS:	C
Intersection Capacity Utilization	55.0%
ICU Level of Service	B
Analysis Period (min)	15
m Volume for 95th percentile queue is metered by upstream signal.	

Splits and Phases: 7: 15th St & Royal Gorge Blvd



2040 No Build AM
8: 15th St & Rainbow St



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT	Ø2	Ø4	Ø5	Ø6
Lane Configurations										
Traffic Volume (vph)	1	160	7	1	129	7				
Future Volume (vph)	1	160	7	1	129	7				
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900				
Lane Width (ft)	12	12	12	12	12	16				
Grade (%)	0%		0%			0%				
Storage Length (ft)	0	0		0	0					
Storage Lanes	1	0		0	0					
Taper Length (ft)	25				25					
Satd. Flow (prot)	1613	0	1831	0	0	2016				
Flt Permitted										
Satd. Flow (perm)	1613	0	1831	0	0	2111				
Right Turn on Red		No		Yes						
Satd. Flow (RTOR)			1							
Link Speed (mph)	30		25			25				
Link Distance (ft)	761		313			67				
Travel Time (s)	17.3		8.5			1.8				
Confl. Peds. (#/hr)										
Confl. Bikes (#/hr)										
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95				
Growth Factor	100%	100%	100%	100%	100%	100%				
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%				
Bus Blockages (#/hr)	0	0	0	0	0	0				
Parking (#/hr)										
Mid-Block Traffic (%)	0%		0%			0%				
Shared Lane Traffic (%)										
Lane Group Flow (vph)	169	0	8	0	0	143				
Turn Type	Prot		NA		custom	NA				
Protected Phases	3		8		2 4	2 4	2	4	5	6
Permitted Phases					6 8	6 8				
Total Split (s)	31.0		14.0				62.0	33.0	21.0	41.0
Total Lost Time (s)	4.0		4.0							
Act Effect Green (s)	21.4		8.4			106.6				
Actuated g/C Ratio	0.15		0.06			0.76				
v/c Ratio	0.68		0.07			0.09				
Control Delay	69.9		59.6			0.3				
Queue Delay	0.0		0.0			0.0				
Total Delay	69.9		59.6			0.3				
LOS	E		E			A				
Approach Delay	69.9		59.6			0.3				
Approach LOS	E		E			A				
Queue Length 50th (ft)	147		6			1				
Queue Length 95th (ft)	219		25			1				
Internal Link Dist (ft)	681		233			1				
Turn Bay Length (ft)										
Base Capacity (vph)	311		131			1578				
Starvation Cap Reductn	0		0			0				
Spillback Cap Reductn	0		0			0				
Storage Cap Reductn	0		0			0				

2040 No Build AM
8: 15th St & Rainbow St

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT	Ø2	Ø4	Ø5	Ø6
Reduced v/c Ratio	0.54		0.06			0.09				

Intersection Summary

Area Type:

Other

Cycle Length: 140

Actuated Cycle Length: 140

Offset: 119 (85%), Referenced to phase 2:EBWB and 6:EBWB, Start of Yellow

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.68

Intersection Signal Delay: 38.5

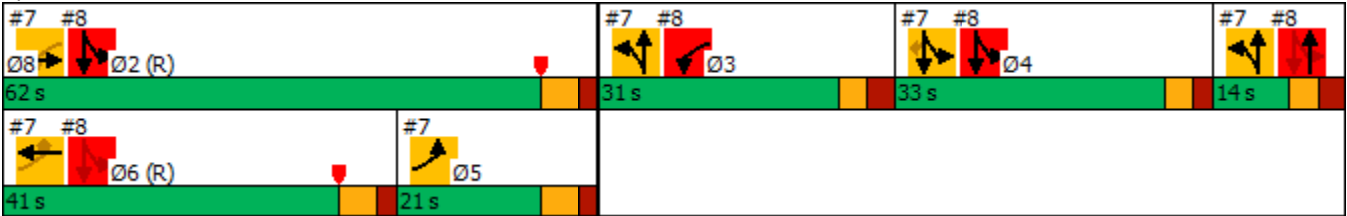
Intersection LOS: D

Intersection Capacity Utilization 30.8%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 8: 15th St & Rainbow St



2040 No Build AM

34: Orchard Ave & Royal Gorge Blvd

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	112	565	14	5	577	91	7	1	10	137	1	89
Future Volume (vph)	112	565	14	5	577	91	7	1	10	137	1	89
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	16	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	300		300	300		0	0		50	0		0
Storage Lanes	1		1	1		1	0		1	0		0
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	1752	3343	1568	1752	3343	1568	0	1767	1568	0	1922	0
Flt Permitted	0.330			0.358				0.957			0.971	
Satd. Flow (perm)	609	3343	1568	660	3343	1568	0	1767	1568	0	1922	0
Right Turn on Red			Yes			No			Yes			Yes
Satd. Flow (RTOR)			179						273		27	
Link Speed (mph)		45			45			30			30	
Link Distance (ft)		2168			964			386			120	
Travel Time (s)		32.8			14.6			8.8			2.7	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	3%	8%	3%	3%	8%	3%	3%	2%	3%	3%	2%	3%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	120	608	15	5	620	98	0	9	11	0	244	0
Turn Type	D.P+P	NA	Perm	D.P+P	NA	Perm	Split	NA	Free	Split	NA	
Protected Phases	5	2		1	6		3	3		4 8	4 8	
Permitted Phases	6		2	2		6			Free			
Total Split (s)	17.0	55.0	55.0	11.0	49.0	49.0	18.0	18.0				
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0		4.0				
Act Effect Green (s)	80.3	82.1	82.1	83.5	69.5	69.5		9.5	140.0		44.8	
Actuated g/C Ratio	0.57	0.59	0.59	0.60	0.50	0.50		0.07	1.00		0.32	
v/c Ratio	0.27	0.31	0.02	0.01	0.37	0.13		0.07	0.01		0.39	
Control Delay	8.9	10.8	0.0	2.6	6.3	4.6		62.1	0.0		1.8	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0		82.4	
Total Delay	8.9	10.8	0.0	2.6	6.3	4.6		62.1	0.0		84.2	
LOS	A	B	A	A	A	A		E	A		F	
Approach Delay		10.3			6.1			28.0			84.2	
Approach LOS		B			A			C			F	
Queue Length 50th (ft)	34	91	0	0	10	3		8	0		0	
Queue Length 95th (ft)	54	316	m0	m1	325	71		27	0		0	
Internal Link Dist (ft)		2088			884			306			40	
Turn Bay Length (ft)	300		300	300					50			
Base Capacity (vph)	464	1960	993	448	1659	778		176	1568		632	
Starvation Cap Reductn	0	0	0	0	0	0		0	0		547	
Spillback Cap Reductn	0	0	0	0	0	0		0	0		0	
Storage Cap Reductn	0	0	0	0	0	0		0	0		0	

2040 No Build AM
34: Orchard Ave & Royal Gorge Blvd

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Reduced v/c Ratio	0.26	0.31	0.02	0.01	0.37	0.13		0.05	0.01		2.87	
Intersection Summary												
Area Type:	Other											
Cycle Length: 140												
Actuated Cycle Length: 140												
Offset: 46 (33%), Referenced to phase 2:EBWB and 6:EBWB, Start of Yellow												
Control Type: Actuated-Coordinated												
Maximum v/c Ratio: 0.65												
Intersection Signal Delay: 19.1						Intersection LOS: B						
Intersection Capacity Utilization 54.7%						ICU Level of Service A						
Analysis Period (min) 15												
m Volume for 95th percentile queue is metered by upstream signal.												

Splits and Phases: 34: Orchard Ave & Royal Gorge Blvd

 Ø1 11 s	 Ø2 (R) 55 s	 Ø3 18 s	 Ø4 33 s	 Ø8 23 s
 Ø5 17 s	 Ø6 (R) 49 s			

39: Raynolds Ave & Royal Gorge Blvd

2040 No Build AM

39: Raynolds Ave & Royal Gorge Blvd

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Reduced v/c Ratio	0.09	0.51	0.06	0.09	0.46	0.15	0.31	0.57	0.04		0.71	

Intersection Summary

Area Type: Other

Cycle Length: 140

Actuated Cycle Length: 140

Offset: 114 (81%), Referenced to phase 2:EBWB and 6:EBWB, Start of Yellow

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.66

Intersection Signal Delay: 32.4

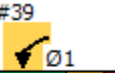
Intersection LOS: C

Intersection Capacity Utilization 54.5%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 39: Raynolds Ave & Royal Gorge Blvd

 #39 Ø2 (R)		 #39 Ø1	 #3 #39 Ø3	 #3 #39 Ø4	 #3 #39 Ø8
52 s		15 s	24 s	26 s	23 s
 #3 #39 Ø5	 #3 #39 Ø6 (R)				
15 s	52 s				

2040 No Build AM
1: Fremont Dr & 16th St

Intersection						
Int Delay, s/veh	0.1					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	6	243	388	10	1	2
Future Vol, veh/h	6	243	388	10	1	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	35	-	-	-	65	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	2	3	3	2	2	2
Mvmt Flow	7	286	456	12	1	2
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	468	0	-	0	762	462
Stage 1	-	-	-	-	462	-
Stage 2	-	-	-	-	300	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1094	-	-	-	373	600
Stage 1	-	-	-	-	634	-
Stage 2	-	-	-	-	752	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1094	-	-	-	371	600
Mov Cap-2 Maneuver	-	-	-	-	371	-
Stage 1	-	-	-	-	630	-
Stage 2	-	-	-	-	752	-
Approach	EB	WB		SB		
HCM Control Delay, s	0.2	0		12.2		
HCM LOS				B		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1094	-	-	-	371	600
HCM Lane V/C Ratio	0.006	-	-	-	0.003	0.004
HCM Control Delay (s)	8.3	-	-	-	14.7	11
HCM Lane LOS	A	-	-	-	B	B
HCM 95th %tile Q(veh)	0	-	-	-	0	0

2040 No Build AM

13: E Main St Access Point/Fremont Dr Access Point & Royal Gorge Blvd

Intersection

Int Delay, s/veh 0.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	12	817	12	11	704	11	7	1	7	7	1	7
Future Vol, veh/h	12	817	12	11	704	11	7	1	7	7	1	7
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	Free
Storage Length	160	-	250	180	-	190	-	-	-	-	-	25
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	13	908	13	12	782	12	8	1	8	8	1	8

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	794	0	0	921	0	0	1350	1752	454	1287	1753	-
Stage 1	-	-	-	-	-	-	934	934	-	806	806	-
Stage 2	-	-	-	-	-	-	416	818	-	481	947	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	-
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	-
Pot Cap-1 Maneuver	823	-	-	737	-	-	109	85	553	121	84	0
Stage 1	-	-	-	-	-	-	286	343	-	342	393	0
Stage 2	-	-	-	-	-	-	585	388	-	535	338	0
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	823	-	-	737	-	-	105	82	553	115	81	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	105	82	-	115	81	-
Stage 1	-	-	-	-	-	-	281	338	-	337	387	-
Stage 2	-	-	-	-	-	-	574	382	-	517	333	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.1			0.2			29.4			40.9		
HCM LOS							D			E		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	164	823	-	-	737	-	-	109	-
HCM Lane V/C Ratio	0.102	0.016	-	-	0.017	-	-	0.082	-
HCM Control Delay (s)	29.4	9.4	-	-	10	-	-	40.9	0
HCM Lane LOS	D	A	-	-	A	-	-	E	A
HCM 95th %tile Q(veh)	0.3	0	-	-	0.1	-	-	0.3	-

2040 No Build AM
15: Fremont Dr & 19th St

Intersection						
Int Delay, s/veh	2.7					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	48	133	161	72	27	68
Future Vol, veh/h	48	133	161	72	27	68
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	25
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	2	3	3	2	2	2
Mvmt Flow	56	155	187	84	31	79
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	271	0	-	0	496	229
Stage 1	-	-	-	-	229	-
Stage 2	-	-	-	-	267	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1292	-	-	-	533	810
Stage 1	-	-	-	-	809	-
Stage 2	-	-	-	-	778	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1292	-	-	-	508	810
Mov Cap-2 Maneuver	-	-	-	-	508	-
Stage 1	-	-	-	-	771	-
Stage 2	-	-	-	-	778	-
Approach	EB	WB		SB		
HCM Control Delay, s	2.1	0		10.7		
HCM LOS				B		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1292	-	-	-	508	810
HCM Lane V/C Ratio	0.043	-	-	-	0.062	0.098
HCM Control Delay (s)	7.9	0	-	-	12.6	9.9
HCM Lane LOS	A	A	-	-	B	A
HCM 95th %tile Q(veh)	0.1	-	-	-	0.2	0.3

2040 No Build AM
18: Fremont Dr & Cottonwood Ave

Intersection

Int Delay, s/veh 1.8

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	21	127	160	28	22	28
Future Vol, veh/h	21	127	160	28	22	28
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	3	3	2	2	2
Mvmt Flow	23	141	178	31	24	31

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	209	0	0 381 194
Stage 1	-	-	- 194 -
Stage 2	-	-	- 187 -
Critical Hdwy	4.12	-	- 6.42 6.22
Critical Hdwy Stg 1	-	-	- 5.42 -
Critical Hdwy Stg 2	-	-	- 5.42 -
Follow-up Hdwy	2.218	-	- 3.518 3.318
Pot Cap-1 Maneuver	1362	-	- 621 847
Stage 1	-	-	- 839 -
Stage 2	-	-	- 845 -
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	1362	-	- 610 847
Mov Cap-2 Maneuver	-	-	- 610 -
Stage 1	-	-	- 824 -
Stage 2	-	-	- 845 -

Approach	EB	WB	SB
HCM Control Delay, s	1.1	0	10.4
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1362	-	-	-	723
HCM Lane V/C Ratio	0.017	-	-	-	0.077
HCM Control Delay (s)	7.7	0	-	-	10.4
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0.1	-	-	-	0.2

2040 No Build AM
20: Fremont Dr & Greydene Ave

Intersection						
Int Delay, s/veh	1.2					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	9	128	136	13	14	18
Future Vol, veh/h	9	128	136	13	14	18
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	250	-	-	-	0	25
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	3	3	2	2	2
Mvmt Flow	10	142	151	14	16	20
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	165	0	-	0	320	158
Stage 1	-	-	-	-	158	-
Stage 2	-	-	-	-	162	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1413	-	-	-	673	887
Stage 1	-	-	-	-	871	-
Stage 2	-	-	-	-	867	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1413	-	-	-	668	887
Mov Cap-2 Maneuver	-	-	-	-	668	-
Stage 1	-	-	-	-	865	-
Stage 2	-	-	-	-	867	-
Approach	EB	WB		SB		
HCM Control Delay, s	0.5	0		9.8		
HCM LOS	A					
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1413	-	-	-	668	887
HCM Lane V/C Ratio	0.007	-	-	-	0.023	0.023
HCM Control Delay (s)	7.6	-	-	-	10.5	9.2
HCM Lane LOS	A	-	-	-	B	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1	0.1

2040 No Build AM
24: Fremont Dr & Barrett Dr

Intersection						
Int Delay, s/veh	0.2					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	5	137	149	8	1	1
Future Vol, veh/h	5	137	149	8	1	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	3	3	2	2	2
Mvmt Flow	6	152	166	9	1	1
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	175	0	-	0	335	171
Stage 1	-	-	-	-	171	-
Stage 2	-	-	-	-	164	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1401	-	-	-	660	873
Stage 1	-	-	-	-	859	-
Stage 2	-	-	-	-	865	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1401	-	-	-	657	873
Mov Cap-2 Maneuver	-	-	-	-	657	-
Stage 1	-	-	-	-	855	-
Stage 2	-	-	-	-	865	-
Approach	EB	WB		SB		
HCM Control Delay, s	0.3	0		9.8		
HCM LOS	A					
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1401	-	-	-	750	
HCM Lane V/C Ratio	0.004	-	-	-	0.003	
HCM Control Delay (s)	7.6	0	-	-	9.8	
HCM Lane LOS	A	A	-	-	A	
HCM 95th %tile Q(veh)	0	-	-	-	0	

2040 No Build AM
26: Fremont Dr & Field Ave

Intersection						
Int Delay, s/veh	1.4					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	5	132	134	8	18	23
Future Vol, veh/h	5	132	134	8	18	23
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	3	3	2	2	2
Mvmt Flow	6	147	149	9	20	26
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	158	0	-	0	313	154
Stage 1	-	-	-	-	154	-
Stage 2	-	-	-	-	159	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1422	-	-	-	680	892
Stage 1	-	-	-	-	874	-
Stage 2	-	-	-	-	870	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1422	-	-	-	677	892
Mov Cap-2 Maneuver	-	-	-	-	677	-
Stage 1	-	-	-	-	870	-
Stage 2	-	-	-	-	870	-
Approach	EB	WB		SB		
HCM Control Delay, s	0.3	0		9.9		
HCM LOS				A		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1422	-	-	-	783	
HCM Lane V/C Ratio	0.004	-	-	-	0.058	
HCM Control Delay (s)	7.5	0	-	-	9.9	
HCM Lane LOS	A	A	-	-	A	
HCM 95th %tile Q(veh)	0	-	-	-	0.2	

2040 No Build AM
28: Fremont Dr & Del Rey Ave

Intersection						
Int Delay, s/veh	0.7					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	7	142	178	9	8	11
Future Vol, veh/h	7	142	178	9	8	11
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	3	3	2	2	2
Mvmt Flow	8	158	198	10	9	12
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	208	0	-	0	377	203
Stage 1	-	-	-	-	203	-
Stage 2	-	-	-	-	174	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1363	-	-	-	625	838
Stage 1	-	-	-	-	831	-
Stage 2	-	-	-	-	856	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1363	-	-	-	621	838
Mov Cap-2 Maneuver	-	-	-	-	621	-
Stage 1	-	-	-	-	826	-
Stage 2	-	-	-	-	856	-
Approach	EB	WB		SB		
HCM Control Delay, s	0.4	0		10.1		
HCM LOS				B		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1363	-	-	-	731	
HCM Lane V/C Ratio	0.006	-	-	-	0.029	
HCM Control Delay (s)	7.7	0	-	-	10.1	
HCM Lane LOS	A	A	-	-	B	
HCM 95th %tile Q(veh)	0	-	-	-	0.1	

2040 No Build AM
30: Fremont Dr & Diamond Ave

Intersection						
Int Delay, s/veh	0.7					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	6	139	180	8	10	12
Future Vol, veh/h	6	139	180	8	10	12
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	3	3	2	2	2
Mvmt Flow	7	154	200	9	11	13
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	209	0	-	0	373	205
Stage 1	-	-	-	-	205	-
Stage 2	-	-	-	-	168	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1362	-	-	-	628	836
Stage 1	-	-	-	-	829	-
Stage 2	-	-	-	-	862	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1362	-	-	-	624	836
Mov Cap-2 Maneuver	-	-	-	-	624	-
Stage 1	-	-	-	-	824	-
Stage 2	-	-	-	-	862	-
Approach	EB	WB		SB		
HCM Control Delay, s	0.3	0		10.1		
HCM LOS				B		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1362	-	-	-	724	
HCM Lane V/C Ratio	0.005	-	-	-	0.034	
HCM Control Delay (s)	7.7	0	-	-	10.1	
HCM Lane LOS	A	A	-	-	B	
HCM 95th %tile Q(veh)	0	-	-	-	0.1	

2040 No Build AM

31: Fremont Dr & City Market Parking Lot (East Access)

Intersection

Int Delay, s/veh 0.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	3	175	301	11	2	6
Future Vol, veh/h	3	175	301	11	2	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	2	3	3	2	2	2
Mvmt Flow	3	203	350	13	2	7

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	363	0	0
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	4.12	-	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	2.218	-	-
Pot Cap-1 Maneuver	1196	-	-
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1196	-	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	0.1	0	10.9
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1196	-	-	-	622
HCM Lane V/C Ratio	0.003	-	-	-	0.015
HCM Control Delay (s)	8	0	-	-	10.9
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0

2040 No Build AM

35: Fremont Dr & City Market Parking Lot (West Access)

Intersection

Int Delay, s/veh 3.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
----------	-----	-----	-----	-----	-----	-----

Lane Configurations 

Traffic Vol, veh/h 59 143 293 15 35 88

Future Vol, veh/h 59 143 293 15 35 88

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

Sign Control Free Free Free Free Stop Stop

RT Channelized - None - None - None

Storage Length - - - - 0 -

Veh in Median Storage, # - 0 0 - 0 -

Grade, % - 0 0 - 0 -

Peak Hour Factor 86 86 86 86 86 86

Heavy Vehicles, % 2 3 3 2 2 2

Mvmt Flow 69 166 341 17 41 102

Major/Minor	Major1	Major2	Minor2
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Conflicting Flow All 358 0 - 0 654 350

Stage 1 - - - - 350 -

Stage 2 - - - - 304 -

Critical Hdwy 4.12 - - - 6.42 6.22

Critical Hdwy Stg 1 - - - - 5.42 -

Critical Hdwy Stg 2 - - - - 5.42 -

Follow-up Hdwy 2.218 - - - 3.518 3.318

Pot Cap-1 Maneuver 1201 - - - 431 693

Stage 1 - - - - 713 -

Stage 2 - - - - 748 -

Platoon blocked, % - - - -

Mov Cap-1 Maneuver 1201 - - - 404 693

Mov Cap-2 Maneuver - - - - 404 -

Stage 1 - - - - 668 -

Stage 2 - - - - 748 -

Approach	EB	WB	SB
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HCM Control Delay, s 2.4 0 13.3

HCM LOS B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
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Capacity (veh/h) 1201 - - - 576

HCM Lane V/C Ratio 0.057 - - - 0.248

HCM Control Delay (s) 8.2 0 - - 13.3

HCM Lane LOS A A - - B

HCM 95th %tile Q(veh) 0.2 - - - 1

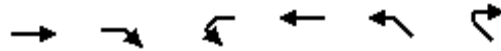
2040 No Build AM
37: Cottonwood Ave & Royal Gorge Blvd

Intersection						
Int Delay, s/veh	0.1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↗	↘	↑↑↑		↗
Traffic Vol, veh/h	705	12	12	667	0	12
Future Vol, veh/h	705	12	12	667	0	12
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Free
Storage Length	-	0	430	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	783	13	13	741	0	13
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	796	0	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	4.14	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	2.22	-	-	-
Pot Cap-1 Maneuver	-	-	822	-	0	0
Stage 1	-	-	-	-	0	0
Stage 2	-	-	-	-	0	0
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	822	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		0.2		0	
HCM LOS					A	
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	-	-	-	822	-	
HCM Lane V/C Ratio	-	-	-	0.016	-	
HCM Control Delay (s)	0	-	-	9.5	-	
HCM Lane LOS	A	-	-	A	-	
HCM 95th %tile Q(veh)	-	-	-	0	-	

2040 No Build AM
40: Greydene Ave & Royal Gorge Blvd

Intersection						
Int Delay, s/veh	0.1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↗	↘	↑↑↑		↗
Traffic Vol, veh/h	712	12	12	673	0	12
Future Vol, veh/h	712	12	12	673	0	12
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Free
Storage Length	-	0	380	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	791	13	13	748	0	13
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	804	0	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	4.14	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	2.22	-	-	-
Pot Cap-1 Maneuver	-	-	816	-	0	0
Stage 1	-	-	-	-	0	0
Stage 2	-	-	-	-	0	0
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	816	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		0.2		0	
HCM LOS					A	
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	-	-	-	816	-	
HCM Lane V/C Ratio	-	-	-	0.016	-	
HCM Control Delay (s)	0	-	-	9.5	-	
HCM Lane LOS	A	-	-	A	-	
HCM 95th %tile Q(veh)	-	-	-	0.1	-	

2040 No Build AM
279: E Main St & Rainbow St



Movement	EBT	EBR	WBL	WBT	NWL	NWR
Lane Configurations						
Traffic Volume (veh/h)	4	138	1	5	173	4
Future Volume (Veh/h)	4	138	1	5	173	4
Sign Control	Stop			Stop	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	4	153	1	6	192	4
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type					None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	388	0	541	386	0	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	388	0	541	386	0	
tC, single (s)	6.5	6.2	7.1	6.5	4.1	
tC, 2 stage (s)						
tF (s)	4.0	3.3	3.5	4.0	2.2	
p0 queue free %	99	86	100	99	88	
cM capacity (veh/h)	480	1085	349	482	1617	
Direction, Lane #	EB 1	WB 1	NW 1			
Volume Total	157	7	196			
Volume Left	0	1	192			
Volume Right	153	0	4			
cSH	1051	457	1617			
Volume to Capacity	0.15	0.02	0.12			
Queue Length 95th (ft)	13	1	10			
Control Delay (s)	9.0	13.0	7.4			
Lane LOS	A	B	A			
Approach Delay (s)	9.0	13.0	7.4			
Approach LOS	A	B				
Intersection Summary						
Average Delay			8.2			
Intersection Capacity Utilization			25.2%	ICU Level of Service		A
Analysis Period (min)			15			

2040 No Build AM

14: Fremont Dr Access Point/Abbey School & Fremont Dr

Intersection

Int Delay, s/veh 5.7

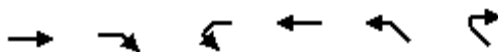
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	13	11	1	1	14	13	6	12	6	4	13	4
Future Vol, veh/h	13	11	1	1	14	13	6	12	6	4	13	4
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	85	85	85	85	85	85	85	85	85	85	85	85
Heavy Vehicles, %	2	3	2	2	3	2	2	2	2	2	2	2
Mvmt Flow	15	13	1	1	16	15	7	14	7	5	15	5

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	75	63	18	67	62	18	20	0	0	21	0	0
Stage 1	28	28	-	32	32	-	-	-	-	-	-	-
Stage 2	47	35	-	35	30	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.53	6.22	7.12	6.53	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.53	-	6.12	5.53	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.53	-	6.12	5.53	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.027	3.318	3.518	4.027	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	915	826	1061	926	827	1061	1596	-	-	1595	-	-
Stage 1	989	870	-	984	866	-	-	-	-	-	-	-
Stage 2	967	864	-	981	868	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	883	820	1061	909	821	1061	1596	-	-	1595	-	-
Mov Cap-2 Maneuver	883	820	-	909	821	-	-	-	-	-	-	-
Stage 1	985	867	-	980	863	-	-	-	-	-	-	-
Stage 2	931	861	-	962	865	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	9.3		9.1		1.8		1.4	
HCM LOS	A		A					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1596	-	-	860	921	1595	-
HCM Lane V/C Ratio	0.004	-	-	0.034	0.036	0.003	-
HCM Control Delay (s)	7.3	0	-	9.3	9.1	7.3	0
HCM Lane LOS	A	A	-	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.1	0	-

2040 No Build AM
279: E Main St & Rainbow St



Movement	EBT	EBR	WBL	WBT	NWL	NWR
Lane Configurations						
Traffic Volume (veh/h)	4	138	1	5	173	4
Future Volume (Veh/h)	4	138	1	5	173	4
Sign Control	Stop			Stop	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	4	153	1	6	192	4
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type					None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	388	0	541	386	0	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	388	0	541	386	0	
tC, single (s)	6.5	6.2	7.1	6.5	4.1	
tC, 2 stage (s)						
tF (s)	4.0	3.3	3.5	4.0	2.2	
p0 queue free %	99	86	100	99	88	
cM capacity (veh/h)	480	1085	349	482	1617	
Direction, Lane #	EB 1	WB 1	NW 1			
Volume Total	157	7	196			
Volume Left	0	1	192			
Volume Right	153	0	4			
cSH	1051	457	1617			
Volume to Capacity	0.15	0.02	0.12			
Queue Length 95th (ft)	13	1	10			
Control Delay (s)	9.0	13.0	7.4			
Lane LOS	A	B	A			
Approach Delay (s)	9.0	13.0	7.4			
Approach LOS	A	B				
Intersection Summary						
Average Delay			8.2			
Intersection Capacity Utilization			25.2%	ICU Level of Service		A
Analysis Period (min)			15			

2040 No Build AM

14: Fremont Dr Access Point/Abbey School & Fremont Dr

Intersection

Int Delay, s/veh 5.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	13	11	1	1	14	13	6	12	6	4	13	4
Future Vol, veh/h	13	11	1	1	14	13	6	12	6	4	13	4
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	85	85	85	85	85	85	85	85	85	85	85	85
Heavy Vehicles, %	2	3	2	2	3	2	2	2	2	2	2	2
Mvmt Flow	15	13	1	1	16	15	7	14	7	5	15	5

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	75	63	18	67	62	18	20	0	0	21	0	0
Stage 1	28	28	-	32	32	-	-	-	-	-	-	-
Stage 2	47	35	-	35	30	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.53	6.22	7.12	6.53	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.53	-	6.12	5.53	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.53	-	6.12	5.53	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.027	3.318	3.518	4.027	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	915	826	1061	926	827	1061	1596	-	-	1595	-	-
Stage 1	989	870	-	984	866	-	-	-	-	-	-	-
Stage 2	967	864	-	981	868	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	883	820	1061	909	821	1061	1596	-	-	1595	-	-
Mov Cap-2 Maneuver	883	820	-	909	821	-	-	-	-	-	-	-
Stage 1	985	867	-	980	863	-	-	-	-	-	-	-
Stage 2	931	861	-	962	865	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	9.3		9.1		1.8		1.4	
HCM LOS	A		A					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1596	-	-	860	921	1595	-
HCM Lane V/C Ratio	0.004	-	-	0.034	0.036	0.003	-
HCM Control Delay (s)	7.3	0	-	9.3	9.1	7.3	0
HCM Lane LOS	A	A	-	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.1	0	-

2040 No Build AM
5: 15th St & Main St/Fremont Dr

Intersection					
Intersection Delay, s/veh	12.0				
Intersection LOS	B				
Approach	EB	WB	NB	SB	
Entry Lanes	1	1	1	1	
Conflicting Circle Lanes	1	1	1	1	
Adj Approach Flow, veh/h	369	458	459	538	
Demand Flow Rate, veh/h	376	467	468	549	
Vehicles Circulating, veh/h	618	548	379	411	
Vehicles Exiting, veh/h	342	299	559	604	
Ped Vol Crossing Leg, #/h	0	0	0	0	
Ped Cap Adj	1.000	1.000	1.000	1.000	
Approach Delay, s/veh	10.1	14.1	10.3	13.1	
Approach LOS	B	B	B	B	
Lane	Left	Bypass	Left	Left	Left
Designated Moves	LT	R	LTR	LTR	LTR
Assumed Moves	LT	R	LTR	LTR	LTR
RT Channelized		Yield			
Lane Util	1.000		1.000	1.000	1.000
Follow-Up Headway, s	2.609		2.609	2.609	2.609
Critical Headway, s	4.976	56	4.976	4.976	4.976
Entry Flow, veh/h	320	780	467	468	549
Cap Entry Lane, veh/h	735	0.980	789	937	907
Entry HV Adj Factor	0.982	55	0.981	0.981	0.980
Flow Entry, veh/h	314	765	458	459	538
Cap Entry, veh/h	721	0.072	774	919	889
V/C Ratio	0.436	5.4	0.592	0.499	0.605
Control Delay, s/veh	11.0	A	14.1	10.3	13.1
LOS	B	0	B	B	B
95th %tile Queue, veh	2		4	3	4

2040 No Build PM

2: Orchard Ave & Fremont Dr

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	5	107	176	36	141	22	244	73	89	11	74	15
Future Volume (vph)	5	107	176	36	141	22	244	73	89	11	74	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	11	11	12	12	12	12	16	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	80		0	40		0	0		0	100		0
Storage Lanes	1		1	1		0	0		0	1		1
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	1770	1617	0	1752	1808	0	0	1975	0	0	1847	1583
Flt Permitted	0.493			0.264				0.971			0.993	
Satd. Flow (perm)	918	1617	0	487	1808	0	0	1975	0	0	1847	1583
Right Turn on Red			No			Yes			Yes			Yes
Satd. Flow (RTOR)					6			15				179
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		826			501			120			391	
Travel Time (s)		18.8			11.4			2.7			8.9	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	3%	3%	3%	3%	2%	3%	2%	3%	3%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	6	329	0	42	190	0	0	472	0	0	99	17
Turn Type	Perm	NA		Perm	NA		Split	NA		Split	NA	Perm
Protected Phases		4			4		3 5 6	3 5 6		8	8	
Permitted Phases	4			4								8
Total Split (s)	45.0	45.0		45.0	45.0					17.0	17.0	17.0
Total Lost Time (s)	4.0	4.0		4.0	4.0						4.0	4.0
Act Effect Green (s)	36.2	36.2		36.2	36.2			77.5			14.3	14.3
Actuated g/C Ratio	0.26	0.26		0.26	0.26			0.55			0.10	0.10
v/c Ratio	0.03	0.79		0.34	0.40			0.43			0.53	0.05
Control Delay	35.2	61.7		47.7	43.0			3.8			70.1	0.3
Queue Delay	0.0	0.0		0.0	0.0			0.7			0.0	0.0
Total Delay	35.2	61.7		47.7	43.0			4.5			70.1	0.3
LOS	D	E		D	D			A			E	A
Approach Delay		61.2			43.8			4.5			59.9	
Approach LOS		E			D			A			E	
Queue Length 50th (ft)	4	279		31	139			29			86	0
Queue Length 95th (ft)	14	348		63	187			22			144	0
Internal Link Dist (ft)		746			421			40			311	
Turn Bay Length (ft)	80			40								
Base Capacity (vph)	272	480		144	541			1100			193	326
Starvation Cap Reductn	0	0		0	0			327			0	0
Spillback Cap Reductn	0	0		0	0			0			0	0
Storage Cap Reductn	0	0		0	0			0			0	0

2040 No Build PM
2: Orchard Ave & Fremont Dr

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Reduced v/c Ratio	0.02	0.69		0.29	0.35			0.61			0.51	0.05
Intersection Summary												
Area Type:	Other											
Cycle Length: 140												
Actuated Cycle Length: 140												
Offset: 46 (33%), Referenced to phase 2:EBWB and 6:EBWB, Start of Yellow												
Control Type: Actuated-Coordinated												
Maximum v/c Ratio: 0.79												
Intersection Signal Delay: 34.4						Intersection LOS: C						
Intersection Capacity Utilization 62.5%						ICU Level of Service B						
Analysis Period (min) 15												

Splits and Phases: 2: Orchard Ave & Fremont Dr

 #34 Ø1	 #34 Ø2 (R)	 #2 #34 Ø3	 #2 #34 Ø4	 #2 #34 Ø8
11 s	50 s	17 s	45 s	17 s
 #2 #34 Ø5	 #2 #34 Ø6 (R)			
16 s	45 s			

2040 No Build PM

3: Raynolds Ave & Fremont Dr

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	11	20	189	2	33	9	214	125	5	0	92	11
Future Volume (vph)	11	20	189	2	33	9	214	125	5	0	92	11
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	11	12	12	12	12	16	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		80	100		0	0		0	0		60
Storage Lanes	0		1	1		0	0		0	1		1
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	0	1820	1516	1752	1788	0	0	2031	0	0	1863	1583
Flt Permitted		0.913		0.735				0.970				
Satd. Flow (perm)	0	1690	1516	1356	1788	0	0	2031	0	0	1863	1583
Right Turn on Red			No			Yes			Yes			Yes
Satd. Flow (RTOR)					9			1				234
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		541			1749			113			359	
Travel Time (s)		12.3			39.8			2.6			8.2	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	3%	3%	3%	3%	2%	3%	2%	3%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	34	205	2	46	0	0	374	0	0	100	12
Turn Type	Perm	NA	Perm	Perm	NA		Split	NA			NA	Perm
Protected Phases		4			4		3 5 6	3 5 6		8	8	
Permitted Phases	4		4	4								8
Total Split (s)	33.0	33.0	33.0	33.0	33.0					17.0	17.0	17.0
Total Lost Time (s)		4.0	4.0	4.0	4.0						4.0	4.0
Act Effect Green (s)		25.4	25.4	25.4	25.4			89.4			13.2	13.2
Actuated g/C Ratio		0.18	0.18	0.18	0.18			0.64			0.09	0.09
v/c Ratio		0.11	0.75	0.01	0.14			0.29			0.57	0.03
Control Delay		46.9	70.6	44.5	38.5			5.2			74.2	0.2
Queue Delay		0.0	0.0	0.0	0.0			6.2			0.0	0.0
Total Delay		46.9	70.6	44.5	38.5			11.4			74.2	0.2
LOS		D	E	D	D			B			E	A
Approach Delay		67.2			38.8			11.4			66.3	
Approach LOS		E			D			B			E	
Queue Length 50th (ft)		26	176	2	28			42			87	0
Queue Length 95th (ft)		57	264	m10	m63			50			152	0
Internal Link Dist (ft)		461			1669			33			279	
Turn Bay Length (ft)			80	100								60
Base Capacity (vph)		350	314	280	377			1297			180	364
Starvation Cap Reductn		0	0	0	0			857			0	0
Spillback Cap Reductn		0	0	0	0			0			0	0
Storage Cap Reductn		0	0	0	0			0			0	0

2040 No Build PM
 3: Raynolds Ave & Fremont Dr

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Reduced v/c Ratio		0.10	0.65	0.01	0.12			0.85			0.56	0.03
Intersection Summary												
Area Type:	Other											
Cycle Length: 140												
Actuated Cycle Length: 140												
Offset: 114 (81%), Referenced to phase 2:EBWB and 6:EBWB, Start of Yellow												
Control Type: Actuated-Coordinated												
Maximum v/c Ratio: 0.75												
Intersection Signal Delay: 38.3						Intersection LOS: D						
Intersection Capacity Utilization 40.4%						ICU Level of Service A						
Analysis Period (min) 15												
m Volume for 95th percentile queue is metered by upstream signal.												

Splits and Phases: 3: Raynolds Ave & Fremont Dr

#39 → Ø2 (R) 52 s	#39 ↙ Ø1 15 s	#3 #39 ↗ ↗ Ø3 23 s	#3 #39 ↔ ↗ Ø4 33 s	#3 #39 ↗ ↗ Ø8 17 s
#3 #39 ↗ ↗ Ø5 15 s	#3 #39 ↗ ↗ Ø6 (R) 52 s			

2040 No Build PM
7: 15th St & Royal Gorge Blvd

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	250	689	97	5	562	170	87	91	1	219	97	289
Future Volume (vph)	250	689	97	5	562	170	87	91	1	219	97	289
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	16	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	90		0	250		150	0		0	130		130
Storage Lanes	1		0	1		1	0		0	1		1
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	1752	3305	0	1770	3343	1538	0	2058	0	1665	1719	1568
Flt Permitted	0.290			0.264				0.976		0.950	0.981	
Satd. Flow (perm)	535	3305	0	492	3343	1538	0	2058	0	1665	1719	1568
Right Turn on Red			No			Yes			Yes			Yes
Satd. Flow (RTOR)						156						366
Link Speed (mph)		30			35			25			25	
Link Distance (ft)		1501			765			67			303	
Travel Time (s)		34.1			14.9			1.8			8.3	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.88	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.74	0.74	0.74
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	3%	8%	2%	2%	8%	5%	2%	2%	2%	3%	3%	3%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)										27%		
Lane Group Flow (vph)	284	819	0	5	585	177	0	187	0	216	211	391
Turn Type	D.P+P	NA		D.Pm	NA	Perm	Split	NA		Split	NA	Perm
Protected Phases	5	2			6		3 8	3 8		4	4	
Permitted Phases	6			2		6						4
Total Split (s)	27.0	67.0		67.0	40.0	40.0				31.0	31.0	31.0
Total Lost Time (s)	4.0	4.0		4.0	4.0	4.0				4.0	4.0	4.0
Act Effect Green (s)	73.2	77.2		77.2	50.2	50.2		25.5		23.7	23.7	23.7
Actuated g/C Ratio	0.52	0.55		0.55	0.36	0.36		0.18		0.17	0.17	0.17
v/c Ratio	0.59	0.45		0.02	0.49	0.27		0.50		0.77	0.73	0.69
Control Delay	38.1	21.9		17.0	29.8	14.8		7.0		73.2	69.4	13.3
Queue Delay	0.0	0.0		0.0	0.0	0.0		0.0		0.0	0.0	0.0
Total Delay	38.1	21.9		17.0	29.8	14.8		7.0		73.2	69.4	13.3
LOS	D	C		B	C	B		A		E	E	B
Approach Delay		26.1			26.3			7.0			43.6	
Approach LOS		C			C			A			D	
Queue Length 50th (ft)	131	222		3	250	90		12		195	189	19
Queue Length 95th (ft)	234	347		m7	357	188		19		231	224	34
Internal Link Dist (ft)		1421			685			1			223	
Turn Bay Length (ft)	90			250		150				130		130
Base Capacity (vph)	479	1822		271	1198	651		375		321	331	597
Starvation Cap Reductn	0	0		0	0	0		0		0	0	0
Spillback Cap Reductn	0	0		0	0	0		0		0	0	0
Storage Cap Reductn	0	0		0	0	0		0		0	0	0

2040 No Build PM
7: 15th St & Royal Gorge Blvd

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Reduced v/c Ratio	0.59	0.45		0.02	0.49	0.27		0.50		0.67	0.64	0.65

Intersection Summary

Area Type: Other

Cycle Length: 140

Actuated Cycle Length: 140

Offset: 119 (85%), Referenced to phase 2:EBWB and 6:EBWB, Start of Yellow

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.77

Intersection Signal Delay: 29.9

Intersection LOS: C

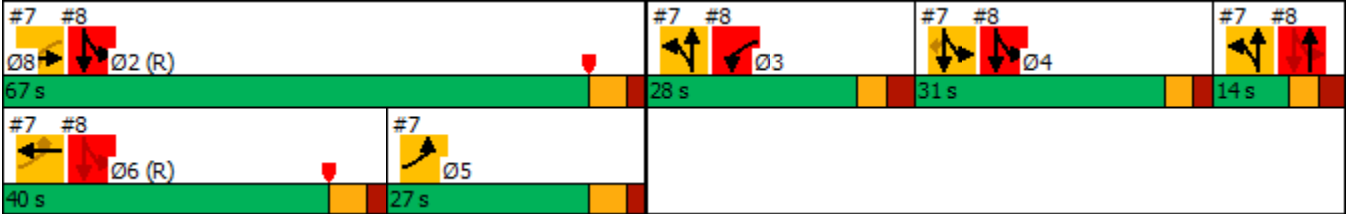
Intersection Capacity Utilization 61.8%

ICU Level of Service B

Analysis Period (min) 15

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 7: 15th St & Royal Gorge Blvd



2040 No Build PM
8: 15th St & Rainbow St



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT	Ø2	Ø4	Ø5	Ø6
Lane Configurations										
Traffic Volume (vph)	4	178	10	1	189	17				
Future Volume (vph)	4	178	10	1	189	17				
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900				
Lane Width (ft)	12	12	12	12	12	16				
Grade (%)	0%		0%			0%				
Storage Length (ft)	0	0		0	0					
Storage Lanes	1	0		0	0					
Taper Length (ft)	25				25					
Satd. Flow (prot)	1615	0	1842	0	0	2018				
Flt Permitted	0.999					0.767				
Satd. Flow (perm)	1615	0	1842	0	0	1619				
Right Turn on Red		No		Yes						
Satd. Flow (RTOR)			1							
Link Speed (mph)	30		25			25				
Link Distance (ft)	761		313			67				
Travel Time (s)	17.3		8.5			1.8				
Confl. Peds. (#/hr)										
Confl. Bikes (#/hr)										
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95				
Growth Factor	100%	100%	100%	100%	100%	100%				
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%				
Bus Blockages (#/hr)	0	0	0	0	0	0				
Parking (#/hr)										
Mid-Block Traffic (%)	0%		0%			0%				
Shared Lane Traffic (%)										
Lane Group Flow (vph)	191	0	12	0	0	217				
Turn Type	Prot		NA		custom	NA				
Protected Phases	3		8		2 4	2 4	2	4	5	6
Permitted Phases					6 8	6 8				
Total Split (s)	28.0		14.0				67.0	31.0	27.0	40.0
Total Lost Time (s)	4.0		4.0							
Act Effect Green (s)	21.7		8.6			107.1				
Actuated g/C Ratio	0.16		0.06			0.76				
v/c Ratio	0.76		0.11			0.14				
Control Delay	76.2		60.2			0.4				
Queue Delay	0.0		0.0			0.0				
Total Delay	76.2		60.2			0.4				
LOS	E		E			A				
Approach Delay	76.2		60.2			0.4				
Approach LOS	E		E			A				
Queue Length 50th (ft)	166		10			1				
Queue Length 95th (ft)	253		32			2				
Internal Link Dist (ft)	681		233			1				
Turn Bay Length (ft)										
Base Capacity (vph)	276		132			1532				
Starvation Cap Reductn	0		0			0				
Spillback Cap Reductn	0		0			0				
Storage Cap Reductn	0		0			0				

2040 No Build PM
8: 15th St & Rainbow St

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT	Ø2	Ø4	Ø5	Ø6
Reduced v/c Ratio	0.69		0.09			0.14				

Intersection Summary

Area Type: Other

Cycle Length: 140

Actuated Cycle Length: 140

Offset: 119 (85%), Referenced to phase 2:EBWB and 6:EBWB, Start of Yellow

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.77

Intersection Signal Delay: 36.6

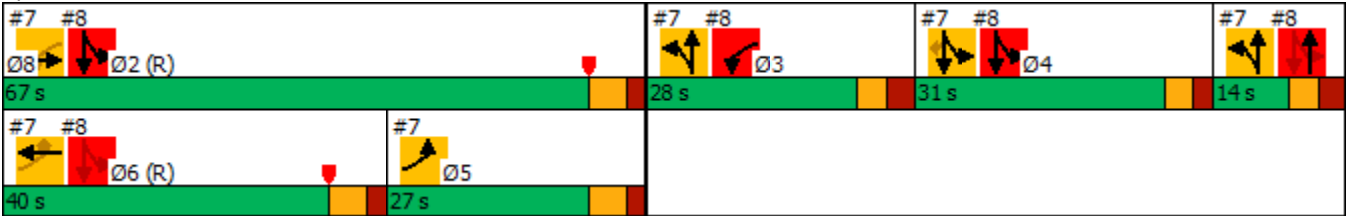
Intersection LOS: D

Intersection Capacity Utilization 35.9%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 8: 15th St & Rainbow St



2040 No Build PM

34: Orchard Ave & Royal Gorge Blvd

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	139	728	21	9	632	235	6	1	1	178	1	89
Future Volume (vph)	139	728	21	9	632	235	6	1	1	178	1	89
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	16	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	300		300	300		0	0		50	0		0
Storage Lanes	1		1	1		1	0		1	0		0
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	1752	3343	1568	1752	3343	1568	0	1771	1568	0	1933	0
Flt Permitted	0.258			0.245				0.959			0.968	
Satd. Flow (perm)	476	3343	1568	452	3343	1568	0	1771	1568	0	1933	0
Right Turn on Red			Yes			No			Yes			Yes
Satd. Flow (RTOR)			179						234		22	
Link Speed (mph)		45			45			30			30	
Link Distance (ft)		2168			964			386			120	
Travel Time (s)		32.8			14.6			8.8			2.7	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	3%	8%	3%	3%	8%	3%	3%	2%	3%	3%	2%	3%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	149	783	23	10	680	253	0	7	1	0	288	0
Turn Type	D.P+P	NA	Perm	D.P+P	NA	Perm	Split	NA	Free	Split	NA	
Protected Phases	5	2		1	6		3	3		4 8	4 8	
Permitted Phases	6		2	2		6			Free			
Total Split (s)	16.0	50.0	50.0	11.0	45.0	45.0	17.0	17.0				
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0		4.0				
Act Effect Green (s)	70.7	72.5	72.5	73.9	58.6	58.6		9.4	140.0		54.5	
Actuated g/C Ratio	0.50	0.52	0.52	0.53	0.42	0.42		0.07	1.00		0.39	
v/c Ratio	0.43	0.45	0.03	0.03	0.49	0.39		0.06	0.00		0.38	
Control Delay	14.2	15.0	0.0	5.7	12.1	12.0		62.1	0.0		1.0	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0		4.1	
Total Delay	14.2	15.0	0.0	5.7	12.1	12.0		62.1	0.0		5.1	
LOS	B	B	A	A	B	B		E	A		A	
Approach Delay		14.5			12.0			54.4			5.1	
Approach LOS		B			B			D			A	
Queue Length 50th (ft)	47	148	0	1	26	19		6	0		0	
Queue Length 95th (ft)	m71	427	m0	m2	376	301		23	0		0	
Internal Link Dist (ft)		2088			884			306			40	
Turn Bay Length (ft)	300		300	300					50			
Base Capacity (vph)	359	1730	897	303	1400	656		164	1568		765	
Starvation Cap Reductn	0	0	0	0	0	0		0	0		389	
Spillback Cap Reductn	0	0	0	0	0	0		0	0		0	
Storage Cap Reductn	0	0	0	0	0	0		0	0		0	

2040 No Build PM
34: Orchard Ave & Royal Gorge Blvd

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Reduced v/c Ratio	0.42	0.45	0.03	0.03	0.49	0.39		0.04	0.00		0.77	
Intersection Summary												
Area Type:	Other											
Cycle Length: 140												
Actuated Cycle Length: 140												
Offset: 46 (33%), Referenced to phase 2:EBWB and 6:EBWB, Start of Yellow												
Control Type: Actuated-Coordinated												
Maximum v/c Ratio: 0.79												
Intersection Signal Delay: 12.4						Intersection LOS: B						
Intersection Capacity Utilization 58.5%						ICU Level of Service B						
Analysis Period (min) 15												
m Volume for 95th percentile queue is metered by upstream signal.												

Splits and Phases: 34: Orchard Ave & Royal Gorge Blvd

 Ø1 11 s	 Ø2 (R) 50 s	 Ø3 17 s	 Ø4 45 s	 Ø8 17 s
 Ø5 16 s	 Ø6 (R) 45 s			

39: Raynolds Ave & Royal Gorge Blvd

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	37	809	76	54	711	64	93	133	41	118	143	15
Future Volume (vph)	37	809	76	54	711	64	93	133	41	118	143	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	16	12
Grade (%)	0%			0%			0%			0%		
Storage Length (ft)	500		0	480		390	100		50	0		0
Storage Lanes	1		1	1		1	1		1	0		0
Taper Length (ft)	175			25			25			25		
Satd. Flow (prot)	1752	3343	1568	1752	3343	1568	1665	1770	1568	0	2043	0
Flt Permitted	0.215			0.162			0.950				0.979	
Satd. Flow (perm)	397	3343	1568	299	3343	1568	1665	1770	1568	0	2043	0
Right Turn on Red			Yes			No			Yes			Yes
Satd. Flow (RTOR)			195						288			2
Link Speed (mph)		45			45			30			30	
Link Distance (ft)		1162			1079			416			113	
Travel Time (s)		17.6			16.3			9.5			2.6	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	3%	8%	3%	3%	8%	3%	3%	2%	3%	3%	2%	3%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)	0%				0%				0%		0%	
Shared Lane Traffic (%)							0%					
Lane Group Flow (vph)	41	899	84	60	790	71	103	148	46	0	307	0
Turn Type	D.P+P	NA	Perm	D.P+P	NA	Perm	Split	NA	Free	Split	NA	
Protected Phases	5	2		1	6		3	3		4 8	4 8	
Permitted Phases	6		2	2		6			Free			
Total Split (s)	15.0	52.0	52.0	15.0	52.0	52.0	23.0	23.0				
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0				
Act Effct Green (s)	64.6	55.8	55.8	64.6	57.1	57.1	17.6	17.6	140.0		42.6	
Actuated g/C Ratio	0.46	0.40	0.40	0.46	0.41	0.41	0.13	0.13	1.00		0.30	
v/c Ratio	0.15	0.68	0.11	0.24	0.58	0.11	0.49	0.66	0.03		0.49	
Control Delay	19.8	41.0	2.8	30.9	36.4	30.2	65.1	73.1	0.0		4.0	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		2.6	
Total Delay	19.8	41.0	2.8	30.9	36.4	30.2	65.1	73.1	0.0		6.6	
LOS	B	D	A	C	D	C	E	E	A		A	
Approach Delay	37.0				35.6		59.0				6.6	
Approach LOS	D				D		E				A	
Queue Length 50th (ft)	27	411	10	31	316	43	92	135	0		2	
Queue Length 95th (ft)	37	525	21	60	398	82	157	215	0		21	
Internal Link Dist (ft)	1082				999		336				33	
Turn Bay Length (ft)	500			480		390	100		50			
Base Capacity (vph)	293	1331	741	252	1364	639	225	240	1568		622	
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0		202	
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0		0	
Storage Cap Reductn	0	0	0	0	0	0	0	0	0		0	

2040 No Build PM

39: Raynolds Ave & Royal Gorge Blvd

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Reduced v/c Ratio	0.14	0.68	0.11	0.24	0.58	0.11	0.46	0.62	0.03		0.73	

Intersection Summary

Area Type: Other

Cycle Length: 140

Actuated Cycle Length: 140

Offset: 114 (81%), Referenced to phase 2:EBWB and 6:EBWB, Start of Yellow

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.75

Intersection Signal Delay: 35.4

Intersection LOS: D

Intersection Capacity Utilization 62.7%

ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 39: Raynolds Ave & Royal Gorge Blvd

#39  Ø2 (R)	#39  Ø1	#3 #39  Ø3	#3 #39  Ø4	#3 #39  Ø8
52 s	15 s	23 s	33 s	17 s
#3 #39  Ø5	#3 #39  Ø6 (R)			
15 s	52 s			

2040 No Build PM
1: Fremont Dr & 16th St

Intersection						
Int Delay, s/veh	1.8					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	61	455	554	71	25	52
Future Vol, veh/h	61	455	554	71	25	52
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	35	-	-	-	65	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	2	3	3	2	2	2
Mvmt Flow	72	535	652	84	29	61
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	736	0	-	0	1373	694
Stage 1	-	-	-	-	694	-
Stage 2	-	-	-	-	679	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	870	-	-	-	161	443
Stage 1	-	-	-	-	496	-
Stage 2	-	-	-	-	504	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	870	-	-	-	148	443
Mov Cap-2 Maneuver	-	-	-	-	148	-
Stage 1	-	-	-	-	455	-
Stage 2	-	-	-	-	504	-
Approach	EB	WB		SB		
HCM Control Delay, s	1.1	0		21.2		
HCM LOS				C		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	870	-	-	-	148	443
HCM Lane V/C Ratio	0.082	-	-	-	0.199	0.138
HCM Control Delay (s)	9.5	-	-	-	35.3	14.4
HCM Lane LOS	A	-	-	-	E	B
HCM 95th %tile Q(veh)	0.3	-	-	-	0.7	0.5

2040 No Build PM

13: E Main St Access Point/Fremont Dr Access Point & Royal Gorge Blvd

Intersection

Int Delay, s/veh 0.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	9	951	9	9	814	9	7	2	7	7	2	7
Future Vol, veh/h	9	951	9	9	814	9	7	2	7	7	2	7
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	Free
Storage Length	160	-	250	180	-	190	-	-	-	-	-	25
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	10	1057	10	10	904	10	8	2	8	8	2	8

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	914	0	0	1067	0	0	1550	2011	529	1474	2011	-
Stage 1	-	-	-	-	-	-	1077	1077	-	924	924	-
Stage 2	-	-	-	-	-	-	473	934	-	550	1087	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	-
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	-
Pot Cap-1 Maneuver	742	-	-	649	-	-	77	58	494	88	58	0
Stage 1	-	-	-	-	-	-	234	293	-	290	346	0
Stage 2	-	-	-	-	-	-	541	343	-	487	290	0
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	742	-	-	649	-	-	73	56	494	82	56	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	73	56	-	82	56	-
Stage 1	-	-	-	-	-	-	231	289	-	286	341	-
Stage 2	-	-	-	-	-	-	529	338	-	469	286	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.1			0.1			43.9			61.1		
HCM LOS							E			F		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	110	742	-	-	649	-	-	74	-
HCM Lane V/C Ratio	0.162	0.013	-	-	0.015	-	-	0.135	-
HCM Control Delay (s)	43.9	9.9	-	-	10.6	-	-	61.1	0
HCM Lane LOS	E	A	-	-	B	-	-	F	A
HCM 95th %tile Q(veh)	0.6	0	-	-	0	-	-	0.4	-

2040 No Build PM
15: Fremont Dr & 19th St

Intersection						
Int Delay, s/veh	3.6					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	63	284	313	87	59	123
Future Vol, veh/h	63	284	313	87	59	123
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	25
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	2	3	3	2	2	2
Mvmt Flow	73	330	364	101	69	143
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	465	0	-	0	891	415
Stage 1	-	-	-	-	415	-
Stage 2	-	-	-	-	476	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1096	-	-	-	313	637
Stage 1	-	-	-	-	666	-
Stage 2	-	-	-	-	625	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1096	-	-	-	287	637
Mov Cap-2 Maneuver	-	-	-	-	287	-
Stage 1	-	-	-	-	611	-
Stage 2	-	-	-	-	625	-
Approach	EB	WB		SB		
HCM Control Delay, s	1.5	0		15.3		
HCM LOS				C		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1096	-	-	-	287	637
HCM Lane V/C Ratio	0.067	-	-	-	0.239	0.225
HCM Control Delay (s)	8.5	0	-	-	21.4	12.3
HCM Lane LOS	A	A	-	-	C	B
HCM 95th %tile Q(veh)	0.2	-	-	-	0.9	0.9

2040 No Build PM
18: Fremont Dr & Cottonwood Ave

Intersection						
Int Delay, s/veh	1.4					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	25	176	188	24	20	18
Future Vol, veh/h	25	176	188	24	20	18
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	3	3	2	2	2
Mvmt Flow	28	196	209	27	22	20
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	236	0	-	0	475	223
Stage 1	-	-	-	-	223	-
Stage 2	-	-	-	-	252	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1331	-	-	-	548	817
Stage 1	-	-	-	-	814	-
Stage 2	-	-	-	-	790	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1331	-	-	-	535	817
Mov Cap-2 Maneuver	-	-	-	-	535	-
Stage 1	-	-	-	-	794	-
Stage 2	-	-	-	-	790	-
Approach	EB	WB		SB		
HCM Control Delay, s	1	0		11		
HCM LOS				B		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1331	-	-	-	640	
HCM Lane V/C Ratio	0.021	-	-	-	0.066	
HCM Control Delay (s)	7.8	0	-	-	11	
HCM Lane LOS	A	A	-	-	B	
HCM 95th %tile Q(veh)	0.1	-	-	-	0.2	

2040 No Build PM
20: Fremont Dr & Greydene Ave

Intersection						
Int Delay, s/veh	1.6					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	15	186	223	20	32	29
Future Vol, veh/h	15	186	223	20	32	29
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	250	-	-	-	0	25
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	3	3	2	2	2
Mvmt Flow	17	207	248	22	36	32
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	270	0	-	0	500	259
Stage 1	-	-	-	-	259	-
Stage 2	-	-	-	-	241	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1293	-	-	-	530	780
Stage 1	-	-	-	-	784	-
Stage 2	-	-	-	-	799	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1293	-	-	-	523	780
Mov Cap-2 Maneuver	-	-	-	-	523	-
Stage 1	-	-	-	-	774	-
Stage 2	-	-	-	-	799	-
Approach	EB	WB		SB		
HCM Control Delay, s	0.6	0		11.2		
HCM LOS				B		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1293	-	-	-	523	780
HCM Lane V/C Ratio	0.013	-	-	-	0.068	0.041
HCM Control Delay (s)	7.8	-	-	-	12.4	9.8
HCM Lane LOS	A	-	-	-	B	A
HCM 95th %tile Q(veh)	0	-	-	-	0.2	0.1

2040 No Build PM
24: Fremont Dr & Barrett Dr

Intersection						
Int Delay, s/veh	0.3					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	12	206	240	17	4	3
Future Vol, veh/h	12	206	240	17	4	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	3	3	2	2	2
Mvmt Flow	13	229	267	19	4	3
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	286	0	-	0	532	277
Stage 1	-	-	-	-	277	-
Stage 2	-	-	-	-	255	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1276	-	-	-	508	762
Stage 1	-	-	-	-	770	-
Stage 2	-	-	-	-	788	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1276	-	-	-	502	762
Mov Cap-2 Maneuver	-	-	-	-	502	-
Stage 1	-	-	-	-	761	-
Stage 2	-	-	-	-	788	-
Approach	EB	WB		SB		
HCM Control Delay, s	0.4	0		11.2		
HCM LOS				B		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1276	-	-	-	588	
HCM Lane V/C Ratio	0.01	-	-	-	0.013	
HCM Control Delay (s)	7.9	0	-	-	11.2	
HCM Lane LOS	A	A	-	-	B	
HCM 95th %tile Q(veh)	0	-	-	-	0	

2040 No Build PM
26: Fremont Dr & Field Ave

Intersection						
Int Delay, s/veh	1.6					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	21	189	229	29	31	28
Future Vol, veh/h	21	189	229	29	31	28
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	3	3	2	2	2
Mvmt Flow	23	210	254	32	34	31
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	286	0	-	0	526	270
Stage 1	-	-	-	-	270	-
Stage 2	-	-	-	-	256	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1276	-	-	-	512	769
Stage 1	-	-	-	-	775	-
Stage 2	-	-	-	-	787	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1276	-	-	-	502	769
Mov Cap-2 Maneuver	-	-	-	-	502	-
Stage 1	-	-	-	-	760	-
Stage 2	-	-	-	-	787	-
Approach	EB	WB		SB		
HCM Control Delay, s	0.8	0		11.7		
HCM LOS				B		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1276	-	-	-	601	
HCM Lane V/C Ratio	0.018	-	-	-	0.109	
HCM Control Delay (s)	7.9	0	-	-	11.7	
HCM Lane LOS	A	A	-	-	B	
HCM 95th %tile Q(veh)	0.1	-	-	-	0.4	

2040 No Build PM
28: Fremont Dr & Del Rey Ave

Intersection						
Int Delay, s/veh	1.4					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	28	167	194	27	20	18
Future Vol, veh/h	28	167	194	27	20	18
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	3	3	2	2	2
Mvmt Flow	31	186	216	30	22	20
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	246	0	-	0	479	231
Stage 1	-	-	-	-	231	-
Stage 2	-	-	-	-	248	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1320	-	-	-	545	808
Stage 1	-	-	-	-	807	-
Stage 2	-	-	-	-	793	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1320	-	-	-	531	808
Mov Cap-2 Maneuver	-	-	-	-	531	-
Stage 1	-	-	-	-	786	-
Stage 2	-	-	-	-	793	-
Approach	EB	WB		SB		
HCM Control Delay, s	1.1	0		11.1		
HCM LOS				B		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1320	-	-	-	634	
HCM Lane V/C Ratio	0.024	-	-	-	0.067	
HCM Control Delay (s)	7.8	0	-	-	11.1	
HCM Lane LOS	A	A	-	-	B	
HCM 95th %tile Q(veh)	0.1	-	-	-	0.2	

2040 No Build PM
30: Fremont Dr & Diamond Ave

Intersection						
Int Delay, s/veh	0.7					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	16	191	191	15	9	8
Future Vol, veh/h	16	191	191	15	9	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	3	3	2	2	2
Mvmt Flow	18	212	212	17	10	9
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	229	0	-	0	469	221
Stage 1	-	-	-	-	221	-
Stage 2	-	-	-	-	248	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1339	-	-	-	553	819
Stage 1	-	-	-	-	816	-
Stage 2	-	-	-	-	793	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1339	-	-	-	545	819
Mov Cap-2 Maneuver	-	-	-	-	545	-
Stage 1	-	-	-	-	804	-
Stage 2	-	-	-	-	793	-
Approach	EB	WB		SB		
HCM Control Delay, s	0.6	0		10.7		
HCM LOS				B		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1339	-	-	-	647	
HCM Lane V/C Ratio	0.013	-	-	-	0.029	
HCM Control Delay (s)	7.7	0	-	-	10.7	
HCM Lane LOS	A	A	-	-	B	
HCM 95th %tile Q(veh)	0	-	-	-	0.1	

2040 No Build PM

31: Fremont Dr & City Market Parking Lot (East Access)

Intersection						
Int Delay, s/veh	0.9					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	9	311	465	37	16	33
Future Vol, veh/h	9	311	465	37	16	33
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	2	3	3	2	2	2
Mvmt Flow	10	362	541	43	19	38
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	584	0	-	0	945	563
Stage 1	-	-	-	-	563	-
Stage 2	-	-	-	-	382	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	991	-	-	-	291	526
Stage 1	-	-	-	-	570	-
Stage 2	-	-	-	-	690	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	991	-	-	-	287	526
Mov Cap-2 Maneuver	-	-	-	-	287	-
Stage 1	-	-	-	-	563	-
Stage 2	-	-	-	-	690	-
Approach	EB	WB		SB		
HCM Control Delay, s	0.2	0		15.1		
HCM LOS				C		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	991	-	-	-	-	414
HCM Lane V/C Ratio	0.011	-	-	-	-	0.138
HCM Control Delay (s)	8.7	0	-	-	-	15.1
HCM Lane LOS	A	A	-	-	-	C
HCM 95th %tile Q(veh)	0	-	-	-	-	0.5

2040 No Build PM

35: Fremont Dr & City Market Parking Lot (West Access)

Intersection

Int Delay, s/veh 11.9

Movement	EBL	EBT	WBT	WBR	SBL	SBR
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Lane Configurations

Traffic Vol, veh/h 151 251 460 38 70 147

Future Vol, veh/h 151 251 460 38 70 147

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

Sign Control Free Free Free Free Stop Stop

RT Channelized - None - None - None

Storage Length - - - - 0 -

Veh in Median Storage, # - 0 0 - 0 -

Grade, % - 0 0 - 0 -

Peak Hour Factor 86 86 86 86 86 86

Heavy Vehicles, % 2 3 3 2 2 2

Mvmt Flow 176 292 535 44 81 171

Major/Minor	Major1	Major2	Minor2
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Conflicting Flow All 579 0 - 0 1201 557

Stage 1 - - - - 557 -

Stage 2 - - - - 644 -

Critical Hdwy 4.12 - - - 6.42 6.22

Critical Hdwy Stg 1 - - - - 5.42 -

Critical Hdwy Stg 2 - - - - 5.42 -

Follow-up Hdwy 2.218 - - - 3.518 3.318

Pot Cap-1 Maneuver 995 - - - 204 530

Stage 1 - - - - 574 -

Stage 2 - - - - 523 -

Platoon blocked, % - - - -

Mov Cap-1 Maneuver 995 - - - 161 530

Mov Cap-2 Maneuver - - - - 161 -

Stage 1 - - - - 453 -

Stage 2 - - - - 523 -

Approach	EB	WB	SB
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HCM Control Delay, s 3.5 0 54.8

HCM LOS F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
-----------------------	-----	-----	-----	-----	-------

Capacity (veh/h) 995 - - - 305

HCM Lane V/C Ratio 0.176 - - - 0.827

HCM Control Delay (s) 9.4 0 - - 54.8

HCM Lane LOS A A - - F

HCM 95th %tile Q(veh) 0.6 - - - 7

2040 No Build PM
37: Cottonwood Ave & Royal Gorge Blvd

Intersection						
Int Delay, s/veh	0					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↗	↘	↑↑↑		↗
Traffic Vol, veh/h	900	12	12	851	0	12
Future Vol, veh/h	900	12	12	851	0	12
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Free
Storage Length	-	0	430	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1000	13	13	946	0	13
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1013	0	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	4.14	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	2.22	-	-	-
Pot Cap-1 Maneuver	-	-	680	-	0	0
Stage 1	-	-	-	-	0	0
Stage 2	-	-	-	-	0	0
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	680	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		0.1		0	
HCM LOS					A	
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	-	-	-	680	-	
HCM Lane V/C Ratio	-	-	-	0.02	-	
HCM Control Delay (s)	0	-	-	10.4	-	
HCM Lane LOS	A	-	-	B	-	
HCM 95th %tile Q(veh)	-	-	-	0.1	-	

2040 No Build PM
40: Greydene Ave & Royal Gorge Blvd

Intersection

Int Delay, s/veh 0

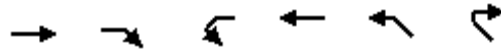
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↗	↘	↑↑↑		↗
Traffic Vol, veh/h	905	12	12	839	0	12
Future Vol, veh/h	905	12	12	839	0	12
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Free
Storage Length	-	0	380	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1006	13	13	932	0	13

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	1019
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.14
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.22
Pot Cap-1 Maneuver	-	-	677
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	677
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	0
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	-	-	677	-
HCM Lane V/C Ratio	-	-	-	0.02	-
HCM Control Delay (s)	0	-	-	10.4	-
HCM Lane LOS	A	-	-	B	-
HCM 95th %tile Q(veh)	-	-	-	0.1	-

2040 No Build PM
279: E Main St & Rainbow St



Movement	EBT	EBR	WBL	WBT	NWL	NWR
Lane Configurations						
Traffic Volume (veh/h)	6	242	1	6	176	4
Future Volume (Veh/h)	6	242	1	6	176	4
Sign Control	Stop			Stop	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	7	269	1	7	196	4
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type					None	
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	396	0	666	394	0	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	396	0	666	394	0	
tC, single (s)	6.5	6.2	7.1	6.5	4.1	
tC, 2 stage (s)						
tF (s)	4.0	3.3	3.5	4.0	2.2	
p0 queue free %	99	75	100	99	88	
cM capacity (veh/h)	474	1085	250	475	1617	
Direction, Lane #	EB 1	WB 1	NW 1			
Volume Total	276	8	200			
Volume Left	0	1	196			
Volume Right	269	0	4			
cSH	1051	427	1617			
Volume to Capacity	0.26	0.02	0.12			
Queue Length 95th (ft)	26	1	10			
Control Delay (s)	9.6	13.6	7.4			
Lane LOS	A	B	A			
Approach Delay (s)	9.6	13.6	7.4			
Approach LOS	A	B				
Intersection Summary						
Average Delay			8.8			
Intersection Capacity Utilization			32.0%	ICU Level of Service	A	
Analysis Period (min)			15			

2040 No Build PM

14: Fremont Dr Access Point/Abbey School & Fremont Dr

Intersection												
Int Delay, s/veh	6.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	20	13	2	3	31	40	6	9	6	19	12	19
Future Vol, veh/h	20	13	2	3	31	40	6	9	6	19	12	19
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	85	85	85	85	85	85	85	85	85	85	85	85
Heavy Vehicles, %	2	3	2	2	3	2	2	2	2	2	2	2
Mvmt Flow	24	15	2	4	36	47	7	11	7	22	14	22
Major/Minor	Minor2		Minor1			Major1			Major2			
Conflicting Flow All	139	101	25	107	109	15	36	0	0	18	0	0
Stage 1	69	69	-	29	29	-	-	-	-	-	-	-
Stage 2	70	32	-	78	80	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.53	6.22	7.12	6.53	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.53	-	6.12	5.53	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.53	-	6.12	5.53	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.027	3.318	3.518	4.027	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	831	787	1051	872	779	1065	1575	-	-	1599	-	-
Stage 1	941	835	-	988	869	-	-	-	-	-	-	-
Stage 2	940	866	-	931	826	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	755	773	1051	845	765	1065	1575	-	-	1599	-	-
Mov Cap-2 Maneuver	755	773	-	845	765	-	-	-	-	-	-	-
Stage 1	937	823	-	984	866	-	-	-	-	-	-	-
Stage 2	857	863	-	899	814	-	-	-	-	-	-	-
Approach	EB		WB			NB			SB			
HCM Control Delay, s	9.9		9.4			2.1			2.8			
HCM LOS	A		A									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR					
Capacity (veh/h)	1575	-	-	774	907	1599	-	-				
HCM Lane V/C Ratio	0.004	-	-	0.053	0.096	0.014	-	-				
HCM Control Delay (s)	7.3	0	-	9.9	9.4	7.3	0	-				
HCM Lane LOS	A	A	-	A	A	A	A	-				
HCM 95th %tile O(veh)	0	-	-	0.2	0.3	0	-	-				

2040 No Build PM
5: 15th St & Main St/Fremont Dr

Intersection					
Intersection Delay, s/veh	40.6				
Intersection LOS	E				
Approach	EB	WB	NB	SB	
Entry Lanes	1	1	1	1	
Conflicting Circle Lanes	1	1	1	1	
Adj Approach Flow, veh/h	612	713	601	603	
Demand Flow Rate, veh/h	628	730	616	617	
Vehicles Circulating, veh/h	755	649	655	624	
Vehicles Exiting, veh/h	486	622	633	755	
Ped Vol Crossing Leg, #/h	0	0	0	0	
Ped Cap Adj	1.000	1.000	1.000	1.000	
Approach Delay, s/veh	28.4	65.1	34.2	30.4	
Approach LOS	D	F	D	D	
Lane	Left	Bypass	Left	Left	Left
Designated Moves	LT	R	LTR	LTR	LTR
Assumed Moves	LT	R	LTR	LTR	LTR
RT Channelized		Yield			
Lane Util	1.000		1.000	1.000	1.000
Follow-Up Headway, s	2.609		2.609	2.609	2.609
Critical Headway, s	4.976	95	4.976	4.976	4.976
Entry Flow, veh/h	533	724	730	616	617
Cap Entry Lane, veh/h	639	0.980	712	707	730
Entry HV Adj Factor	0.974	93	0.977	0.976	0.977
Flow Entry, veh/h	519	709	713	601	603
Cap Entry, veh/h	623	0.131	695	691	713
V/C Ratio	0.834	6.5	1.026	0.871	0.845
Control Delay, s/veh	32.3	A	65.1	34.2	30.4
LOS	D	0	F	D	D
95th %tile Queue, veh	9		17	10	10

2040 ACP SYNCHRO REPORTS

2040 ACP AM
7: Royal Gorge Blvd & 15th St

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	204	765	52	123	641	273	105	57	2	226	84	264
Future Volume (vph)	204	765	52	123	641	273	105	57	2	226	84	264
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	16	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	90		0	500		0	100		0	130		130
Storage Lanes	1		0	1		1	1		0	1		1
Taper Length (ft)	100			100			100			100		
Satd. Flow (prot)	1752	3321	0	1770	3343	1538	1770	2101	0	1752	1845	1568
Flt Permitted	0.263			0.332			0.000			0.000		
Satd. Flow (perm)	485	3321	0	618	3343	1538	0	2101	0	0	1845	1568
Right Turn on Red			No			Yes			Yes			Yes
Satd. Flow (RTOR)						284		1				357
Link Speed (mph)		30			35			25			25	
Link Distance (ft)		1501			535			463			303	
Travel Time (s)		34.1			10.4			12.6			8.3	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.88	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.74	0.74	0.74
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	3%	8%	2%	2%	8%	5%	2%	2%	2%	3%	3%	3%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	232	851	0	128	668	284	109	61	0	305	114	357
Turn Type	pm+pt	NA		pm+pt	NA	Perm	pm+pt	NA		pm+pt	NA	Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases	6			2		2	4			8		8
Total Split (s)	24.0	52.5		12.5	41.0	41.0	22.0	21.0		34.0	33.0	33.0
Total Lost Time (s)	3.0	3.0		2.5	3.0	3.0	2.0	2.0		3.0	3.0	3.0
Act Effect Green (s)	64.1	64.1		57.0	56.5	56.5	21.3	10.9		26.5	14.1	14.1
Actuated g/C Ratio	0.53	0.53		0.48	0.47	0.47	0.18	0.09		0.22	0.12	0.12
v/c Ratio	0.53	0.48		0.33	0.42	0.32	0.35	0.32		0.79	0.53	0.72
Control Delay	21.8	20.2		27.5	23.0	5.2	42.1	50.6		58.8	57.7	13.4
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay	21.8	20.2		27.5	23.0	5.2	42.1	50.6		58.8	57.7	13.4
LOS	C	C		C	C	A	D	D		E	E	B
Approach Delay		20.6			18.9			45.2			37.7	
Approach LOS		C			B			D			D	
Queue Length 50th (ft)	97	218		42	124	0	73	44		223	85	0
Queue Length 95th (ft)	165	311		108	245	71	131	88		245	110	22
Internal Link Dist (ft)		1421			455			383			223	
Turn Bay Length (ft)	90			500			100			130		130
Base Capacity (vph)	489	1774		389	1574	874	343	333		452	461	659
Starvation Cap Reductn	0	0		0	0	0	0	0		0	0	0
Spillback Cap Reductn	0	0		0	0	0	0	0		0	0	0
Storage Cap Reductn	0	0		0	0	0	0	0		0	0	0

2040 ACP AM

7: Royal Gorge Blvd & 15th St

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Reduced v/c Ratio	0.47	0.48		0.33	0.42	0.32	0.32	0.18		0.67	0.25	0.54

Intersection Summary

Area Type: Other

Cycle Length: 120

Actuated Cycle Length: 120

Offset: 1 (1%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.79

Intersection Signal Delay: 25.6

Intersection LOS: C

Intersection Capacity Utilization 58.8%

ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 7: Royal Gorge Blvd & 15th St

 Ø1	 Ø2 (R)	 Ø3	 Ø4
24 s	41 s	34 s	21 s
 Ø6 (R)	 Ø5	 Ø8	 Ø7
52.5 s	12.5 s	33 s	22 s

2040 ACP AM
8: 15th St & Rainbow St

						
Lane Group	NBT	NBR	SBL	SBT	SWL	SWR
Lane Configurations						
Traffic Volume (vph)	7	1	251	7	1	160
Future Volume (vph)	7	1	251	7	1	160
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)		75	0		0	0
Storage Lanes		1	0		1	0
Taper Length (ft)			100		100	
Satd. Flow (prot)	1770	1504	0	1777	1613	0
Flt Permitted				0.726		
Satd. Flow (perm)	1770	1504	0	1352	1613	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		1			178	
Link Speed (mph)	25			25	30	
Link Distance (ft)	313			463	1102	
Travel Time (s)	8.5			12.6	25.0	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)		10%				
Lane Group Flow (vph)	8	1	0	287	179	0
Turn Type	NA	Perm	Perm	NA	Prot	
Protected Phases	2			6	8	
Permitted Phases		2	6			
Total Split (s)	80.0	80.0	80.0	80.0	40.0	
Total Lost Time (s)	4.0	4.0		4.0	4.0	
Act Effect Green (s)	76.0	76.0		76.0	36.0	
Actuated g/C Ratio	0.63	0.63		0.63	0.30	
v/c Ratio	0.01	0.00		0.34	0.29	
Control Delay	8.1	6.0		17.0	5.9	
Queue Delay	0.0	0.0		0.0	0.0	
Total Delay	8.1	6.0		17.0	5.9	
LOS	A	A		B	A	
Approach Delay	7.9			17.0	5.9	
Approach LOS	A			B	A	
Queue Length 50th (ft)	2	0		140	1	
Queue Length 95th (ft)	8	2		239	53	
Internal Link Dist (ft)	233			383	1022	
Turn Bay Length (ft)		75				
Base Capacity (vph)	1121	952		856	608	
Starvation Cap Reductn	0	0		0	0	
Spillback Cap Reductn	0	0		0	0	
Storage Cap Reductn	0	0		0	0	

2040 ACP AM
8: 15th St & Rainbow St

						
Lane Group	NBT	NBR	SBL	SBT	SWL	SWR
Reduced v/c Ratio	0.01	0.00		0.34	0.29	
Intersection Summary						
Area Type:	Other					
Cycle Length: 120						
Actuated Cycle Length: 120						
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBTL, Start of Yellow						
Control Type: Pretimed						
Maximum v/c Ratio: 0.34						
Intersection Signal Delay: 12.7				Intersection LOS: B		
Intersection Capacity Utilization 37.6%				ICU Level of Service A		
Analysis Period (min) 15						

Splits and Phases: 8: 15th St



2040 ACP AM

34: Orchard Ave & Royal Gorge Blvd

												
Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (vph)	41	214	614	14	27	5	822	129	7	1	132	223
Future Volume (vph)	41	214	614	14	27	5	822	129	7	1	132	223
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)			0%				0%			0%		
Storage Length (ft)		590		575		380		0	0		40	0
Storage Lanes		1		0		1		1	0		1	0
Taper Length (ft)		100				100			100			100
Satd. Flow (prot)	0	1755	3343	1568	0	1767	3343	1568	0	1767	1568	0
Flt Permitted		0.230				0.401				0.830		
Satd. Flow (perm)	0	425	3343	1568	0	746	3343	1568	0	1533	1568	0
Right Turn on Red				Yes				No			Yes	
Satd. Flow (RTOR)				86							142	
Link Speed (mph)			45				45			30		
Link Distance (ft)			819				501			466		
Travel Time (s)			12.4				7.6			10.6		
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.90	0.93	0.93	0.93	0.90	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	3%	8%	3%	2%	3%	8%	3%	3%	2%	3%	3%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)			0%				0%			0%		
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	276	660	15	0	35	884	139	0	9	142	0
Turn Type	pm+pt	pm+pt	NA	Perm	pm+pt	pm+pt	NA	Perm	pm+pt	NA	Prot	pm+pt
Protected Phases	1	1	6		5	5	2		7	4	4	3
Permitted Phases	6	6		6	2	2		2	4		Free	8
Total Split (s)	26.0	26.0	62.4	62.4	8.6	8.6	45.0	45.0	17.0	28.0	28.0	21.0
Total Lost Time (s)		3.0	2.0	2.0		3.5	2.0	2.0		1.0	4.0	
Act Effect Green (s)		86.8	81.0	81.0		72.9	67.1	67.1		29.2	120.0	
Actuated g/C Ratio		0.72	0.68	0.68		0.61	0.56	0.56		0.24	1.00	
v/c Ratio		0.55	0.29	0.01		0.07	0.47	0.16		0.02	0.09	
Control Delay		19.0	13.5	0.2		7.9	19.2	16.5		30.6	0.1	
Queue Delay		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	
Total Delay		19.0	13.5	0.2		7.9	19.2	16.5		30.6	0.1	
LOS		B	B	A		A	B	B		C	A	
Approach Delay			14.9				18.5			1.9		
Approach LOS			B				B			A		
Queue Length 50th (ft)		104	104	0		7	207	50		5	0	
Queue Length 95th (ft)		205	204	m0		21	348	114		17	0	
Internal Link Dist (ft)			739				421			386		
Turn Bay Length (ft)		590		575		380					40	
Base Capacity (vph)		568	2257	1086		515	1868	876		394	1568	
Starvation Cap Reductn		0	0	0		0	0	0		0	0	
Spillback Cap Reductn		0	0	0		0	0	0		0	0	
Storage Cap Reductn		0	0	0		0	0	0		0	0	

2040 ACP AM
34: Orchard Ave & Royal Gorge Blvd



Lane Group	SBT	SBR
Lane Configurations	↔	↗
Traffic Volume (vph)	1	99
Future Volume (vph)	1	99
Ideal Flow (vphpl)	1900	1900
Lane Width (ft)	12	12
Grade (%)	0%	
Storage Length (ft)		100
Storage Lanes		1
Taper Length (ft)		
Satd. Flow (prot)	1758	1568
Flt Permitted	0.722	
Satd. Flow (perm)	1332	1568
Right Turn on Red		Yes
Satd. Flow (RTOR)		132
Link Speed (mph)	30	
Link Distance (ft)	267	
Travel Time (s)	6.1	
Confl. Peds. (#/hr)		
Confl. Bikes (#/hr)		
Peak Hour Factor	0.93	0.93
Growth Factor	100%	100%
Heavy Vehicles (%)	2%	3%
Bus Blockages (#/hr)	0	0
Parking (#/hr)		
Mid-Block Traffic (%)	0%	
Shared Lane Traffic (%)		
Lane Group Flow (vph)	241	106
Turn Type	NA	Perm
Protected Phases	8	
Permitted Phases		8
Total Split (s)	32.0	32.0
Total Lost Time (s)	1.0	4.0
Act Effct Green (s)	29.2	26.2
Actuated g/C Ratio	0.24	0.22
v/c Ratio	0.74	0.24
Control Delay	55.3	4.2
Queue Delay	0.0	0.0
Total Delay	55.3	4.2
LOS	E	A
Approach Delay	39.7	
Approach LOS	D	
Queue Length 50th (ft)	173	0
Queue Length 95th (ft)	244	27
Internal Link Dist (ft)	187	
Turn Bay Length (ft)		100
Base Capacity (vph)	364	488
Starvation Cap Reductn	0	0
Spillback Cap Reductn	0	0
Storage Cap Reductn	0	0

2040 ACP AM
34: Orchard Ave & Royal Gorge Blvd

												
Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Reduced v/c Ratio		0.49	0.29	0.01		0.07	0.47	0.16		0.02	0.09	
Intersection Summary												
Area Type:	Other											
Cycle Length: 120												
Actuated Cycle Length: 120												
Offset: 0 (0%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow												
Control Type: Actuated-Coordinated												
Maximum v/c Ratio: 0.74												
Intersection Signal Delay: 19.1					Intersection LOS: B							
Intersection Capacity Utilization 65.9%					ICU Level of Service C							
Analysis Period (min) 15												
m Volume for 95th percentile queue is metered by upstream signal.												

Splits and Phases: 34: Orchard Ave & Royal Gorge Blvd

 Ø1	 Ø2 (R)	 Ø3	 Ø4
26 s	45 s	21 s	28 s
 Ø5	 Ø6 (R)	 Ø7	 Ø8
8.6 s	62.4 s	17 s	32 s

2040 ACP AM

39: Raynolds Ave & Royal Gorge Blvd

												
Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (vph)	23	40	923	41	10	25	857	122	66	129	52	154
Future Volume (vph)	23	40	923	41	10	25	857	122	66	129	52	154
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)			0%				0%			0%		
Storage Length (ft)		380		0		480		390	100		60	100
Storage Lanes		1		1		1		1	1		1	1
Taper Length (ft)		100				100			100			100
Satd. Flow (prot)	0	1759	3343	1568	0	1757	3343	1568	1752	1863	1568	1752
Flt Permitted		0.248				0.179						
Satd. Flow (perm)	0	459	3343	1568	0	331	3343	1568	1845	1863	1568	1845
Right Turn on Red				Yes				No			Yes	
Satd. Flow (RTOR)				123							214	
Link Speed (mph)			45				45			30		
Link Distance (ft)			517				1755			416		
Travel Time (s)			7.8				26.6			9.5		
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	3%	8%	3%	2%	3%	8%	3%	3%	2%	3%	3%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)			0%				0%			0%		
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	70	1026	46	0	39	952	136	73	143	58	171
Turn Type	pm+pt	pm+pt	NA	Perm	pm+pt	pm+pt	NA	Perm	pm+pt	NA	Free	pm+pt
Protected Phases	1	1	6		5	5	2		7	4		3
Permitted Phases	6	6		6	2	2		2	4		Free	8
Total Split (s)	15.0	15.0	62.0	62.0	9.0	9.0	56.0	56.0	17.0	27.0		22.0
Total Lost Time (s)		4.0	2.0	2.0		1.5	2.0	2.0	1.0	1.0		1.0
Act Effect Green (s)		71.1	73.1	73.1		68.6	68.1	68.1	19.6	17.5	120.0	21.0
Actuated g/C Ratio		0.59	0.61	0.61		0.57	0.57	0.57	0.16	0.15	1.00	0.18
v/c Ratio		0.18	0.50	0.05		0.13	0.50	0.15	0.24	0.53	0.04	0.53
Control Delay		18.0	16.5	0.1		15.9	18.9	15.6	44.8	53.9	0.0	52.2
Queue Delay		0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay		18.0	16.5	0.1		15.9	18.9	15.6	44.8	53.9	0.0	52.2
LOS		B	B	A		B	B	B	D	D	A	D
Approach Delay			16.0				18.4			40.1		
Approach LOS			B				B			D		
Queue Length 50th (ft)		25	251	0		14	244	52	49	104	0	123
Queue Length 95th (ft)		55	362	0		35	343	99	92	163	0	195
Internal Link Dist (ft)			437				1675			336		
Turn Bay Length (ft)		380				480		390	100		60	100
Base Capacity (vph)		391	2036	1002		304	1898	890	305	403	1568	336
Starvation Cap Reductn		0	0	0		0	0	0	0	0	0	0
Spillback Cap Reductn		0	0	0		0	0	0	0	0	0	0
Storage Cap Reductn		0	0	0		0	0	0	0	0	0	0

2040 ACP AM

39: Raynolds Ave & Royal Gorge Blvd

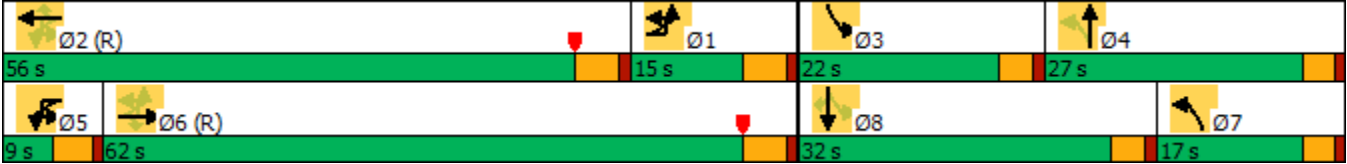


Lane Group	SBT	SBR
Lane Configurations	↑	↑
Traffic Volume (vph)	128	25
Future Volume (vph)	128	25
Ideal Flow (vphpl)	1900	1900
Lane Width (ft)	16	12
Grade (%)	0%	
Storage Length (ft)		100
Storage Lanes		1
Taper Length (ft)		
Satd. Flow (prot)	2111	1568
Flt Permitted		
Satd. Flow (perm)	2111	1568
Right Turn on Red		Yes
Satd. Flow (RTOR)		141
Link Speed (mph)	30	
Link Distance (ft)	345	
Travel Time (s)	7.8	
Confl. Peds. (#/hr)		
Confl. Bikes (#/hr)		
Peak Hour Factor	0.90	0.90
Growth Factor	100%	100%
Heavy Vehicles (%)	2%	3%
Bus Blockages (#/hr)	0	0
Parking (#/hr)		
Mid-Block Traffic (%)	0%	
Shared Lane Traffic (%)		
Lane Group Flow (vph)	142	28
Turn Type	NA	Perm
Protected Phases	8	
Permitted Phases		8
Total Split (s)	32.0	32.0
Total Lost Time (s)	1.0	4.0
Act Effct Green (s)	19.3	16.3
Actuated g/C Ratio	0.16	0.14
v/c Ratio	0.42	0.08
Control Delay	50.0	0.5
Queue Delay	0.0	0.0
Total Delay	50.0	0.5
LOS	D	A
Approach Delay	47.0	
Approach LOS	D	
Queue Length 50th (ft)	103	0
Queue Length 95th (ft)	162	0
Internal Link Dist (ft)	265	
Turn Bay Length (ft)		100
Base Capacity (vph)	545	473
Starvation Cap Reductn	0	0
Spillback Cap Reductn	0	0
Storage Cap Reductn	0	0

2040 ACP AM
 39: Raynolds Ave & Royal Gorge Blvd

												
Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Reduced v/c Ratio		0.18	0.50	0.05		0.13	0.50	0.15	0.24	0.35	0.04	0.51
Intersection Summary												
Area Type:	Other											
Cycle Length: 120												
Actuated Cycle Length: 120												
Offset: 0 (0%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow												
Control Type: Actuated-Coordinated												
Maximum v/c Ratio: 0.53												
Intersection Signal Delay: 22.9					Intersection LOS: C							
Intersection Capacity Utilization 57.5%					ICU Level of Service B							
Analysis Period (min) 15												

Splits and Phases: 39: Raynolds Ave & Royal Gorge Blvd



2040 ACP AM
2: Royal Gorge Blvd & Diamond Ave

Intersection

Int Delay, s/veh 0.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑↑	↑↑	↑		↑
Traffic Vol, veh/h	0	964	942	26	0	45
Future Vol, veh/h	0	964	942	26	0	45
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	0	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	1071	1047	29	0	50

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	-	0	- 0 - 524
Stage 1	-	-	- - -
Stage 2	-	-	- - -
Critical Hdwy	-	-	- - 6.94
Critical Hdwy Stg 1	-	-	- - -
Critical Hdwy Stg 2	-	-	- - -
Follow-up Hdwy	-	-	- - 3.32
Pot Cap-1 Maneuver	0	-	- - 0 498
Stage 1	0	-	- - 0 -
Stage 2	0	-	- - 0 -
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	- - 498
Mov Cap-2 Maneuver	-	-	- - -
Stage 1	-	-	- - -
Stage 2	-	-	- - -

Approach	EB	WB	SB
HCM Control Delay, s	0	0	13
HCM LOS			B

Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	498
HCM Lane V/C Ratio	-	-	-	0.1
HCM Control Delay (s)	-	-	-	13
HCM Lane LOS	-	-	-	B
HCM 95th %tile Q(veh)	-	-	-	0.3

2040 ACP AM
12: Royal Gorge Blvd & 19th St

Intersection

Int Delay, s/veh 0.9

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑↑	↑↑	↑		↑
Traffic Vol, veh/h	0	908	835	206	0	134
Future Vol, veh/h	0	908	835	206	0	134
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	0	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	1009	928	229	0	149

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	-	0	- 0 - 464
Stage 1	-	-	- - -
Stage 2	-	-	- - -
Critical Hdwy	-	-	- - 6.94
Critical Hdwy Stg 1	-	-	- - -
Critical Hdwy Stg 2	-	-	- - -
Follow-up Hdwy	-	-	- - 3.32
Pot Cap-1 Maneuver	0	-	- - 0 545
Stage 1	0	-	- - 0 -
Stage 2	0	-	- - 0 -
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	- - 545
Mov Cap-2 Maneuver	-	-	- - -
Stage 1	-	-	- - -
Stage 2	-	-	- - -

Approach	EB	WB	SB
HCM Control Delay, s	0	0	14.1
HCM LOS			B

Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	545
HCM Lane V/C Ratio	-	-	-	0.273
HCM Control Delay (s)	-	-	-	14.1
HCM Lane LOS	-	-	-	B
HCM 95th %tile Q(veh)	-	-	-	1.1

2040 ACP AM
13: Royal Gorge Blvd & Fremont Dr Access Point

Intersection												
Int Delay, s/veh	0.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	1125	12	0	1014	13	0	0	15	0	0	11
Future Vol, veh/h	0	1125	12	0	1014	13	0	0	15	0	0	11
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	Yield	-	-	Yield
Storage Length	300	-	-	180	-	190	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	1250	13	0	1127	14	0	0	17	0	0	12

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1141	0	0	1263	0	0	1814	2391	625	1752	2390	564
Stage 1	-	-	-	-	-	-	1250	1250	-	1127	1127	-
Stage 2	-	-	-	-	-	-	564	1141	-	625	1263	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	608	-	-	546	-	-	49	33	428	54	33	469
Stage 1	-	-	-	-	-	-	183	243	-	218	278	-
Stage 2	-	-	-	-	-	-	478	274	-	439	239	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	608	-	-	546	-	-	48	33	428	52	33	469
Mov Cap-2 Maneuver	-	-	-	-	-	-	48	33	-	52	33	-
Stage 1	-	-	-	-	-	-	183	243	-	218	278	-
Stage 2	-	-	-	-	-	-	466	274	-	422	239	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0			0			13.8			12.9		
HCM LOS							B			B		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	428	608	-	-	546	-	-	469
HCM Lane V/C Ratio	0.039	-	-	-	-	-	-	0.026
HCM Control Delay (s)	13.8	0	-	-	0	-	-	12.9
HCM Lane LOS	B	A	-	-	A	-	-	B
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.1

2040 ACP AM

14: Fremont Dr Access Point/Abbey & Fremont Dr

Intersection

Int Delay, s/veh 4.9

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	6	13	13	1	10	5
Future Vol, veh/h	6	13	13	1	10	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	7	14	14	1	11	6

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	43	15	0
Stage 1	15	-	-
Stage 2	28	-	-
Critical Hdwy	6.42	6.22	-
Critical Hdwy Stg 1	5.42	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3.518	3.318	-
Pot Cap-1 Maneuver	968	1065	-
Stage 1	1008	-	-
Stage 2	995	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	961	1065	-
Mov Cap-2 Maneuver	961	-	-
Stage 1	1001	-	-
Stage 2	995	-	-

Approach	WB	NB	SB
HCM Control Delay, s	8.6	0	4.8
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	1030	1603
HCM Lane V/C Ratio	-	-	0.02	0.007
HCM Control Delay (s)	-	-	8.6	7.3
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0

2040 ACP AM
20: Royal Gorge Blvd & Field Ave

Intersection

Int Delay, s/veh 0.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑↑	↑↑	↑		↑
Traffic Vol, veh/h	0	982	969	16	0	58
Future Vol, veh/h	0	982	969	16	0	58
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	0	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	3	3	2	2	2
Mvmt Flow	0	1091	1077	18	0	64

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	-	0	- 0 - 539
Stage 1	-	-	- - -
Stage 2	-	-	- - -
Critical Hdwy	-	-	- - 6.94
Critical Hdwy Stg 1	-	-	- - -
Critical Hdwy Stg 2	-	-	- - -
Follow-up Hdwy	-	-	- - 3.32
Pot Cap-1 Maneuver	0	-	- - 0 487
Stage 1	0	-	- - 0 -
Stage 2	0	-	- - 0 -
Platoon blocked, %	-	-	- - -
Mov Cap-1 Maneuver	-	-	- - 487
Mov Cap-2 Maneuver	-	-	- - -
Stage 1	-	-	- - -
Stage 2	-	-	- - -

Approach	EB	WB	SB
HCM Control Delay, s	0	0	13.5
HCM LOS			B

Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	487
HCM Lane V/C Ratio	-	-	-	0.132
HCM Control Delay (s)	-	-	-	13.5
HCM Lane LOS	-	-	-	B
HCM 95th %tile Q(veh)	-	-	-	0.5

2040 ACP AM
21: Royal Gorge Blvd & Barrett Dr

Intersection

Int Delay, s/veh 0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑↑	↑↑	↑		↑
Traffic Vol, veh/h	0	982	987	25	0	5
Future Vol, veh/h	0	982	987	25	0	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	0	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	1091	1097	28	0	6

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	-	0	- 0 - 549
Stage 1	-	-	- - -
Stage 2	-	-	- - -
Critical Hdwy	-	-	- - 6.94
Critical Hdwy Stg 1	-	-	- - -
Critical Hdwy Stg 2	-	-	- - -
Follow-up Hdwy	-	-	- - 3.32
Pot Cap-1 Maneuver	0	-	- - 0 480
Stage 1	0	-	- - 0 -
Stage 2	0	-	- - 0 -
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	- - 480
Mov Cap-2 Maneuver	-	-	- - -
Stage 1	-	-	- - -
Stage 2	-	-	- - -

Approach	EB	WB	SB
HCM Control Delay, s	0	0	12.6
HCM LOS			B

Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	480
HCM Lane V/C Ratio	-	-	-	0.012
HCM Control Delay (s)	-	-	-	12.6
HCM Lane LOS	-	-	-	B
HCM 95th %tile Q(veh)	-	-	-	0

2040 ACP AM
27: Royal Gorge Blvd & Del Rey Ave

Intersection

Int Delay, s/veh 0.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑↑	↑↑	↑		↑
Traffic Vol, veh/h	0	1036	1017	24	0	54
Future Vol, veh/h	0	1036	1017	24	0	54
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	0	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	1151	1130	27	0	60

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	-	0	- 0 - 565
Stage 1	-	-	- - -
Stage 2	-	-	- - -
Critical Hdwy	-	-	- - 6.94
Critical Hdwy Stg 1	-	-	- - -
Critical Hdwy Stg 2	-	-	- - -
Follow-up Hdwy	-	-	- - 3.32
Pot Cap-1 Maneuver	0	-	- - 0 468
Stage 1	0	-	- - 0 -
Stage 2	0	-	- - 0 -
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	- - 468
Mov Cap-2 Maneuver	-	-	- - -
Stage 1	-	-	- - -
Stage 2	-	-	- - -

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

Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	468
HCM Lane V/C Ratio	-	-	-	0.128
HCM Control Delay (s)	-	-	-	13.8
HCM Lane LOS	-	-	-	B
HCM 95th %tile Q(veh)	-	-	-	0.4

2040 ACP AM
31: Royal Gorge Blvd & City Market Parking Lot

Intersection

Int Delay, s/veh 2.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	114	908	849	120	0	222
Future Vol, veh/h	114	908	849	120	0	222
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	700	-	-	0	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	2	3	3	2	2	2
Mvmt Flow	133	1056	987	140	0	258

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	1127	0	494
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	4.14	-	6.94
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	2.22	-	3.32
Pot Cap-1 Maneuver	616	-	521
Stage 1	-	-	0
Stage 2	-	-	0
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	616	-	521
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	1.4	0	18.5
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	616	-	-	-	521
HCM Lane V/C Ratio	0.215	-	-	-	0.495
HCM Control Delay (s)	12.4	-	-	-	18.5
HCM Lane LOS	B	-	-	-	C
HCM 95th %tile Q(veh)	0.8	-	-	-	2.7

2040 ACP AM

31: Royal Gorge Blvd & City Market Parking Lot (Free Southbound Right)

Intersection

Int Delay, s/veh 0.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	114	908	849	120	0	222
Future Vol, veh/h	114	908	849	120	0	222
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Free
Storage Length	700	-	-	0	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	2	3	3	2	2	2
Mvmt Flow	133	1056	987	140	0	258

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	1127	0	0
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	4.14	-	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	2.22	-	-
Pot Cap-1 Maneuver	616	-	0
Stage 1	-	-	0
Stage 2	-	-	0
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	616	-	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	1.4	0	0
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	616	-	-	-	-
HCM Lane V/C Ratio	0.215	-	-	-	-
HCM Control Delay (s)	12.4	-	-	-	0
HCM Lane LOS	B	-	-	-	A
HCM 95th %tile Q(veh)	0.8	-	-	-	-

2040 ACP AM
37: Cottonwood Ave & Royal Gorge Blvd

Intersection

Int Delay, s/veh 1.6

Movement	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑	↑		↑	↑↑	↑			↑			↑
Traffic Vol, veh/h	0	936	12	89	12	870	86	0	0	12	0	0	85
Future Vol, veh/h	0	936	12	89	12	870	86	0	0	12	0	0	85
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	-	None	-	-	Free	-	-	None
Storage Length	-	-	0	-	350	-	0	-	-	0	-	-	0
Veh in Median Storage, #	-	0	-	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	0	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	1040	13	99	13	967	96	0	0	13	0	0	94

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	-	0	0	1040	1053	0	0	-	-	-	-	484
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	-	6.4	4.14	-	-	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	2.5	2.22	-	-	-	-	-	-	3.32
Pot Cap-1 Maneuver	0	-	-	318	657	-	-	0	0	0	0	529
Stage 1	0	-	-	-	-	-	-	0	0	0	0	-
Stage 2	0	-	-	-	-	-	-	0	0	0	0	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	339	339	-	-	-	-	-	-	529
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	2	0	13.3
HCM LOS			A	B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	339	-	-	529
HCM Lane V/C Ratio	-	-	-	0.331	-	-	0.179
HCM Control Delay (s)	0	-	-	20.8	-	-	13.3
HCM Lane LOS	A	-	-	C	-	-	B
HCM 95th %tile Q(veh)	-	-	-	1.4	-	-	0.6

2040 ACP AM
40: Greydene Ave & Royal Gorge Blvd

Intersection													
Int Delay, s/veh	0.7												
Movement	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations													
Traffic Vol, veh/h	35	9	971	24	0	959	40	0	0	12	0	0	51
Future Vol, veh/h	35	9	971	24	0	959	40	0	0	12	0	0	51
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	-	None	-	-	None	-	-	Free	-	-	None
Storage Length	-	350	-	0	-	-	0	-	-	0	-	-	0
Veh in Median Storage, #	-	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	0	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	39	10	1079	27	0	1066	44	0	0	13	0	0	57
Major/Minor	Major1			Major2			Minor1			Minor2			
Conflicting Flow All	1066	1110	0	0	-	-	0	-	-	-	-	-	533
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	6.4	4.14	-	-	-	-	-	-	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	2.5	2.22	-	-	-	-	-	-	-	-	-	-	3.32
Pot Cap-1 Maneuver	306	625	-	-	0	-	-	0	0	0	0	0	491
Stage 1	-	-	-	-	0	-	-	0	0	0	0	0	-
Stage 2	-	-	-	-	0	-	-	0	0	0	0	0	-
Platoon blocked, %			-	-			-						
Mov Cap-1 Maneuver	310	310	-	-	-	-	-	-	-	-	-	-	491
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-	-
Approach	EB			WB			NB			SB			
HCM Control Delay, s	0.8			0			0			13.3			
HCM LOS							A			B			
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBT	WBR	SBLn1						
Capacity (veh/h)	-	310	-	-	-	-	491						
HCM Lane V/C Ratio	-	0.158	-	-	-	-	0.115						
HCM Control Delay (s)	0	18.8	-	-	-	-	13.3						
HCM Lane LOS	A	C	-	-	-	-	B						
HCM 95th %tile O(veh)	-	0.6	-	-	-	-	0.4						

2040 ACP AM
5: 15th St & Main St/Fremont Dr

Intersection					
Intersection Delay, s/veh	8.4				
Intersection LOS	A				
Approach	EB	WB	NB	SB	
Entry Lanes	1	1	1	1	
Conflicting Circle Lanes	1	1	1	1	
Adj Approach Flow, veh/h	371	40	627	583	
Demand Flow Rate, veh/h	378	41	639	595	
Vehicles Circulating, veh/h	493	768	182	89	
Vehicles Exiting, veh/h	191	53	491	720	
Ped Vol Crossing Leg, #/h	0	0	0	0	
Ped Cap Adj	1.000	1.000	1.000	1.000	
Approach Delay, s/veh	6.8	6.6	9.9	7.9	
Approach LOS	A	A	A	A	
Lane	Left	Bypass	Left	Left	Left
Designated Moves	LT	R	LTR	LTR	LTR
Assumed Moves	LT	R	LTR	LTR	LTR
RT Channelized		Yield			
Lane Util	1.000		1.000	1.000	1.000
Follow-Up Headway, s	2.609		2.609	2.609	2.609
Critical Headway, s	4.976	198	4.976	4.976	4.976
Entry Flow, veh/h	180	836	41	639	595
Cap Entry Lane, veh/h	835	0.980	630	1146	1260
Entry HV Adj Factor	0.983	194	0.975	0.981	0.980
Flow Entry, veh/h	177	820	40	627	583
Cap Entry, veh/h	820	0.237	615	1124	1235
V/C Ratio	0.216	6.9	0.065	0.558	0.472
Control Delay, s/veh	6.7	A	6.6	9.9	7.9
LOS	A	1	A	A	A
95th %tile Queue, veh	1		0	4	3

2040 ACP PM

7: Royal Gorge Blvd & 15th St

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	303	1139	97	252	758	463	87	91	1	370	97	289
Future Volume (vph)	303	1139	97	252	758	463	87	91	1	370	97	289
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	16	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	90		0	500		0	100		0	130		130
Storage Lanes	1		0	1		1	1		0	1		1
Taper Length (ft)	100			100			100			100		
Satd. Flow (prot)	1752	3315	0	1752	3343	1568	1752	2086	0	1752	1845	1568
Flt Permitted	0.141			0.156						0.000		
Satd. Flow (perm)	260	3315	0	288	3343	1568	1845	2086	0	0	1845	1568
Right Turn on Red			No			Yes			Yes			Yes
Satd. Flow (RTOR)						482						301
Link Speed (mph)		30			35			25			25	
Link Distance (ft)		1501			535			463			303	
Travel Time (s)		34.1			10.4			12.6			8.3	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	3%	8%	3%	3%	8%	3%	3%	3%	3%	3%	3%	3%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	316	1287	0	263	790	482	91	96	0	385	101	301
Turn Type	pm+pt	NA		pm+pt	NA	Perm	pm+pt	NA		pm+pt	NA	Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases	6			2		2	4			8		8
Total Split (s)	25.0	55.0		18.0	48.0	48.0	12.4	21.0		26.0	34.6	34.6
Total Lost Time (s)	3.0	3.0		2.5	3.0	3.0	2.5	2.0		3.0	3.0	3.0
Act Effect Green (s)	58.1	58.1		51.5	51.0	51.0	21.0	12.9		23.0	18.3	18.3
Actuated g/C Ratio	0.48	0.48		0.43	0.42	0.42	0.18	0.11		0.19	0.15	0.15
v/c Ratio	0.79	0.80		0.84	0.56	0.51	0.29	0.43		1.15	0.36	0.61
Control Delay	40.5	31.4		68.7	34.9	10.1	42.2	52.3		139.7	51.6	10.9
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.3	0.0
Total Delay	40.5	31.4		68.7	34.9	10.1	42.2	52.3		139.7	51.9	10.9
LOS	D	C		E	C	B	D	D		F	D	B
Approach Delay		33.2			32.9			47.4			79.2	
Approach LOS		C			C			D			E	
Queue Length 50th (ft)	166	429		134	227	72	60	72		~350	75	0
Queue Length 95th (ft)	#298	562		m#222	m292	m127	120	128		#545	126	82
Internal Link Dist (ft)		1421			455			383			223	
Turn Bay Length (ft)	90			500			100			130		130
Base Capacity (vph)	421	1606		312	1420	943	319	330		335	492	639
Starvation Cap Reductn	0	0		0	0	0	0	0		0	0	0
Spillback Cap Reductn	0	0		0	0	0	0	0		0	125	0
Storage Cap Reductn	0	0		0	0	0	0	0		0	0	0

2040 ACP PM

7: Royal Gorge Blvd & 15th St

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Reduced v/c Ratio	0.75	0.80		0.84	0.56	0.51	0.29	0.29		1.15	0.28	0.47

Intersection Summary

Area Type: Other

Cycle Length: 120

Actuated Cycle Length: 120

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

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.15

Intersection Signal Delay: 42.5

Intersection LOS: D

Intersection Capacity Utilization 85.7%

ICU Level of Service E

Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.

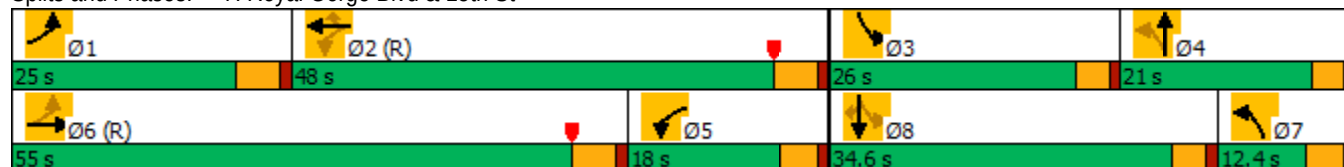
Queue shown is maximum after two cycles.

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

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 7: Royal Gorge Blvd & 15th St



2040 ACP PM
8: 15th St & Rainbow St

						
Lane Group	NBT	NBR	SBL	SBT	SWL	SWR
Lane Configurations						
Traffic Volume (vph)	10	1	436	17	4	178
Future Volume (vph)	10	1	436	17	4	178
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)		75	0		0	0
Storage Lanes		1	0		1	0
Taper Length (ft)			100		100	
Satd. Flow (prot)	1770	1504	0	1777	1615	0
Flt Permitted				0.726	0.999	
Satd. Flow (perm)	1770	1504	0	1352	1615	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		1			198	
Link Speed (mph)	25			25	30	
Link Distance (ft)	313			463	1102	
Travel Time (s)	8.5			12.6	25.0	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)		10%				
Lane Group Flow (vph)	11	1	0	503	202	0
Turn Type	NA	Perm	Perm	NA	Prot	
Protected Phases	2			6	8	
Permitted Phases		2	6			
Total Split (s)	90.0	90.0	90.0	90.0	30.0	
Total Lost Time (s)	4.0	4.0		4.0	4.0	
Act Effect Green (s)	86.0	86.0		86.0	26.0	
Actuated g/C Ratio	0.72	0.72		0.72	0.22	
v/c Ratio	0.01	0.00		0.52	0.40	
Control Delay	4.9	4.0		18.8	8.3	
Queue Delay	0.0	0.0		4.0	0.0	
Total Delay	4.9	4.0		22.9	8.3	
LOS	A	A		C	A	
Approach Delay	4.8			22.9	8.3	
Approach LOS	A			C	A	
Queue Length 50th (ft)	2	0		298	2	
Queue Length 95th (ft)	7	2		m396	64	
Internal Link Dist (ft)	233			383	1022	
Turn Bay Length (ft)		75				
Base Capacity (vph)	1268	1078		968	505	
Starvation Cap Reductn	0	0		373	0	
Spillback Cap Reductn	0	0		0	0	
Storage Cap Reductn	0	0		0	0	

2040 ACP PM
8: 15th St & Rainbow St

						
Lane Group	NBT	NBR	SBL	SBT	SWL	SWR
Reduced v/c Ratio	0.01	0.00		0.85	0.40	
Intersection Summary						
Area Type:	Other					
Cycle Length: 120						
Actuated Cycle Length: 120						
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBTL, Start of Yellow						
Control Type: Pretimed						
Maximum v/c Ratio: 0.52						
Intersection Signal Delay: 18.5				Intersection LOS: B		
Intersection Capacity Utilization 49.6%				ICU Level of Service A		
Analysis Period (min) 15						
m Volume for 95th percentile queue is metered by upstream signal.						

Splits and Phases: 8: 15th St & Rainbow St



2040 ACP PM

34: Orchard Ave & Royal Gorge Blvd

												
Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (vph)	62	311	819	21	93	9	1038	271	6	1	246	330
Future Volume (vph)	62	311	819	21	93	9	1038	271	6	1	246	330
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)			0%				0%			0%		
Storage Length (ft)		590		575		380		0	0		40	0
Storage Lanes		1		0		1		1	0		1	0
Taper Length (ft)		100				100			100			100
Satd. Flow (prot)	0	1752	3343	1568	0	1800	3343	1568	0	1769	1568	0
Flt Permitted		0.094				0.153				0.842		
Satd. Flow (perm)	0	173	3343	1568	0	290	3343	1568	0	1553	1568	0
Right Turn on Red				Yes				No			Yes	
Satd. Flow (RTOR)				132							256	
Link Speed (mph)			45				45			30		
Link Distance (ft)			819				501			466		
Travel Time (s)			12.4				7.6			10.6		
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	3%	3%	8%	3%	0%	3%	8%	3%	3%	3%	3%	3%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)			0%				0%			0%		
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	389	853	22	0	106	1081	282	0	7	256	0
Turn Type	pm+pt	pm+pt	NA	Perm	pm+pt	pm+pt	NA	Perm	pm+pt	NA	Prot	pm+pt
Protected Phases	1	1	6		5	5	2		7	4	4	3
Permitted Phases	6	6		6	2	2		2	4			8
Total Split (s)	30.0	30.0	46.5	46.5	29.5	29.5	46.0	46.0	20.0	35.5	35.5	8.5
Total Lost Time (s)		4.0	2.0	2.0		4.0	2.0	2.0		1.0	4.0	
Act Effect Green (s)		71.5	44.5	44.5		70.5	44.0	44.0		40.0	37.0	
Actuated g/C Ratio		0.60	0.37	0.37		0.59	0.37	0.37		0.33	0.31	
v/c Ratio		0.81	0.69	0.03		0.20	0.88	0.49		0.01	0.39	
Control Delay		43.6	42.0	0.0		10.9	45.4	33.0		25.0	5.3	
Queue Delay		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	
Total Delay		43.6	42.0	0.0		10.9	45.4	33.0		25.0	5.3	
LOS		D	D	A		B	D	C		C	A	
Approach Delay			41.8				40.5			5.8		
Approach LOS			D				D			A		
Queue Length 50th (ft)		254	297	0		33	408	167		3	0	
Queue Length 95th (ft)		m#318	m362	m0		58	#512	252		14	57	
Internal Link Dist (ft)			739				421			386		
Turn Bay Length (ft)		590		575		380					40	
Base Capacity (vph)		483	1239	664		528	1225	574		523	665	
Starvation Cap Reductn		0	0	0		0	0	0		0	0	
Spillback Cap Reductn		0	0	0		0	0	0		0	0	
Storage Cap Reductn		0	0	0		0	0	0		0	0	

2040 ACP PM

34: Orchard Ave & Royal Gorge Blvd



Lane Group	SBT	SBR
Lane Configurations	↔	↗
Traffic Volume (vph)	1	98
Future Volume (vph)	1	98
Ideal Flow (vphpl)	1900	1900
Lane Width (ft)	12	12
Grade (%)	0%	
Storage Length (ft)		100
Storage Lanes		1
Taper Length (ft)		
Satd. Flow (prot)	1758	1568
Flt Permitted	0.722	
Satd. Flow (perm)	1332	1568
Right Turn on Red		Yes
Satd. Flow (RTOR)		141
Link Speed (mph)	30	
Link Distance (ft)	267	
Travel Time (s)	6.1	
Confl. Peds. (#/hr)		
Confl. Bikes (#/hr)		
Peak Hour Factor	0.96	0.96
Growth Factor	100%	100%
Heavy Vehicles (%)	3%	3%
Bus Blockages (#/hr)	0	0
Parking (#/hr)		
Mid-Block Traffic (%)	0%	
Shared Lane Traffic (%)		
Lane Group Flow (vph)	345	102
Turn Type	NA	Perm
Protected Phases	8	
Permitted Phases		8
Total Split (s)	24.0	24.0
Total Lost Time (s)	1.0	4.0
Act Effct Green (s)	40.0	37.0
Actuated g/C Ratio	0.33	0.31
v/c Ratio	0.78	0.18
Control Delay	48.6	2.4
Queue Delay	0.0	0.0
Total Delay	48.6	2.4
LOS	D	A
Approach Delay	38.1	
Approach LOS	D	
Queue Length 50th (ft)	230	0
Queue Length 95th (ft)	348	17
Internal Link Dist (ft)	187	
Turn Bay Length (ft)		100
Base Capacity (vph)	444	581
Starvation Cap Reductn	0	0
Spillback Cap Reductn	0	0
Storage Cap Reductn	0	0

2040 ACP PM
 34: Orchard Ave & Royal Gorge Blvd

												
Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Reduced v/c Ratio		0.81	0.69	0.03		0.20	0.88	0.49		0.01	0.38	
Intersection Summary												
Area Type:	Other											
Cycle Length: 120												
Actuated Cycle Length: 120												
Offset: 0 (0%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow												
Control Type: Actuated-Coordinated												
Maximum v/c Ratio: 0.88												
Intersection Signal Delay: 38.0							Intersection LOS: D					
Intersection Capacity Utilization 88.3%							ICU Level of Service E					
Analysis Period (min) 15												
#	95th percentile volume exceeds capacity, queue may be longer.											
	Queue shown is maximum after two cycles.											
m	Volume for 95th percentile queue is metered by upstream signal.											

Splits and Phases: 34: Orchard Ave & Royal Gorge Blvd

 Ø1	 Ø2 (R)	 Ø3	 Ø4
30 s	46 s	8.5 s	35.5 s
 Ø5	 Ø6 (R)	 Ø7	 Ø8
29.5 s	46.5 s	20 s	24 s

2040 ACP PM

39: Raynolds Ave & Royal Gorge Blvd

												
Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (vph)	35	68	1283	76	15	54	1229	105	93	133	41	138
Future Volume (vph)	35	68	1283	76	15	54	1229	105	93	133	41	138
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)			0%				0%			0%		
Storage Length (ft)		380		0		480		390	100		60	100
Storage Lanes		1		1		1		1	1		1	1
Taper Length (ft)		100				100			100			100
Satd. Flow (prot)	0	1770	3343	1568	0	1752	3343	1568	1752	1845	1568	1752
Flt Permitted		0.147				0.091			0.464			0.356
Satd. Flow (perm)	0	274	3343	1568	0	168	3343	1568	856	1845	1568	657
Right Turn on Red				Yes				No			Yes	
Satd. Flow (RTOR)				91							182	
Link Speed (mph)			45				45			30		
Link Distance (ft)			517				1755			416		
Travel Time (s)			7.8				26.6			9.5		
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	3%	8%	3%	3%	3%	8%	3%	3%	3%	3%	3%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)			0%				0%			0%		
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	107	1336	79	0	72	1280	109	97	139	43	144
Turn Type	pm+pt	pm+pt	NA	Perm	pm+pt	pm+pt	NA	Perm	pm+pt	NA	Free	pm+pt
Protected Phases	1	1	6		5	5	2		7	4		3
Permitted Phases	6	6		6	2	2		2	4		Free	8
Total Split (s)	15.0	15.0	56.0	56.0	15.0	15.0	56.0	56.0	17.0	28.0		21.0
Total Lost Time (s)		4.0	2.0	2.0		2.0	2.0	2.0	1.0	1.0		1.0
Act Effect Green (s)		69.8	71.8	71.8		67.5	67.5	67.5	30.6	17.3	120.0	34.5
Actuated g/C Ratio		0.58	0.60	0.60		0.56	0.56	0.56	0.26	0.14	1.00	0.29
v/c Ratio		0.36	0.67	0.08		0.30	0.68	0.12	0.31	0.52	0.03	0.43
Control Delay		28.9	20.7	2.7		17.3	22.2	14.5	33.0	54.0	0.0	35.7
Queue Delay		0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay		28.9	20.7	2.7		17.3	22.2	14.5	33.0	54.0	0.0	35.7
LOS		C	C	A		B	C	B	C	D	A	D
Approach Delay			20.4				21.4			38.4		
Approach LOS			C				C			D		
Queue Length 50th (ft)		37	360	0		24	353	38	57	101	0	87
Queue Length 95th (ft)		81	557	21		56	515	80	90	159	0	127
Internal Link Dist (ft)			437				1675			336		
Turn Bay Length (ft)		380				480		390	100		60	100
Base Capacity (vph)		296	2000	974		267	1881	882	352	415	1568	371
Starvation Cap Reductn		0	0	0		0	0	0	0	0	0	0
Spillback Cap Reductn		0	0	0		0	0	0	0	0	0	0
Storage Cap Reductn		0	0	0		0	0	0	0	0	0	0

2040 ACP PM

39: Raynolds Ave & Royal Gorge Blvd

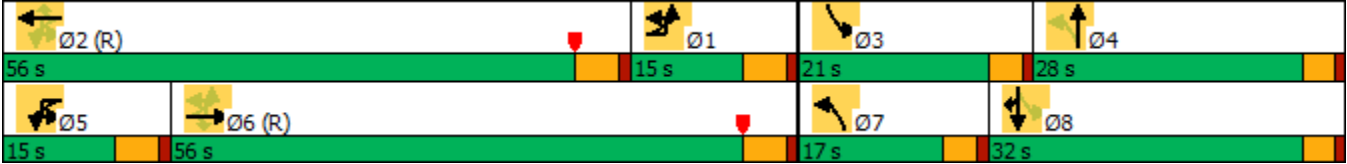


Lane Group	SBT	SBR
Lane Configurations	↑	↑
Traffic Volume (vph)	143	35
Future Volume (vph)	143	35
Ideal Flow (vphpl)	1900	1900
Lane Width (ft)	16	12
Grade (%)	0%	
Storage Length (ft)		100
Storage Lanes		1
Taper Length (ft)		
Satd. Flow (prot)	2091	1568
Flt Permitted		
Satd. Flow (perm)	2091	1568
Right Turn on Red		Yes
Satd. Flow (RTOR)		145
Link Speed (mph)	30	
Link Distance (ft)	345	
Travel Time (s)	7.8	
Confl. Peds. (#/hr)		
Confl. Bikes (#/hr)		
Peak Hour Factor	0.96	0.96
Growth Factor	100%	100%
Heavy Vehicles (%)	3%	3%
Bus Blockages (#/hr)	0	0
Parking (#/hr)		
Mid-Block Traffic (%)	0%	
Shared Lane Traffic (%)		
Lane Group Flow (vph)	149	36
Turn Type	NA	Prot
Protected Phases	8	8
Permitted Phases		
Total Split (s)	32.0	32.0
Total Lost Time (s)	1.0	4.0
Act Effct Green (s)	20.2	17.2
Actuated g/C Ratio	0.17	0.14
v/c Ratio	0.42	0.10
Control Delay	47.4	0.6
Queue Delay	0.0	0.0
Total Delay	47.4	0.6
LOS	D	A
Approach Delay	37.2	
Approach LOS	D	
Queue Length 50th (ft)	105	0
Queue Length 95th (ft)	159	0
Internal Link Dist (ft)	265	
Turn Bay Length (ft)		100
Base Capacity (vph)	540	477
Starvation Cap Reductn	0	0
Spillback Cap Reductn	0	0
Storage Cap Reductn	0	0

2040 ACP PM
39: Raynolds Ave & Royal Gorge Blvd

												
Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Reduced v/c Ratio		0.36	0.67	0.08		0.27	0.68	0.12	0.28	0.33	0.03	0.39
Intersection Summary												
Area Type:	Other											
Cycle Length: 120												
Actuated Cycle Length: 120												
Offset: 2 (2%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow												
Control Type: Actuated-Coordinated												
Maximum v/c Ratio: 0.68												
Intersection Signal Delay: 23.7				Intersection LOS: C								
Intersection Capacity Utilization 68.4%				ICU Level of Service C								
Analysis Period (min) 15												

Splits and Phases: 39: Raynolds Ave & Royal Gorge Blvd



2040 ACP PM
2: Royal Gorge Blvd & Diamond Ave

Intersection						
Int Delay, s/veh	0.3					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑↑↑	↑↑	↑↗		↑↗
Traffic Vol, veh/h	0	1413	1353	21	0	51
Future Vol, veh/h	0	1413	1353	21	0	51
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	0	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	1472	1409	22	0	53
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	-	0	-	0	-	705
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.32
Pot Cap-1 Maneuver	0	-	-	-	0	379
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	-	-	-	-	-	379
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Approach	EB	WB		SB		
HCM Control Delay, s	0	0		16		
HCM LOS				C		
Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1		
Capacity (veh/h)	-	-	-	379		
HCM Lane V/C Ratio	-	-	-	0.14		
HCM Control Delay (s)	-	-	-	16		
HCM Lane LOS	-	-	-	C		
HCM 95th %tile Q(veh)	-	-	-	0.5		

2040 ACP PM
12: Royal Gorge Blvd & 19th St

Intersection

Int Delay, s/veh 1.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑↑	↑↑	↑		↑
Traffic Vol, veh/h	0	1212	1033	293	0	237
Future Vol, veh/h	0	1212	1033	293	0	237
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	0	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	3	8	8	3	3	3
Mvmt Flow	0	1263	1076	305	0	247

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	-	0	- 0 - 538
Stage 1	-	-	- - -
Stage 2	-	-	- - -
Critical Hdwy	-	-	- - 6.96
Critical Hdwy Stg 1	-	-	- - -
Critical Hdwy Stg 2	-	-	- - -
Follow-up Hdwy	-	-	- - 3.33
Pot Cap-1 Maneuver	0	-	- - 0 485
Stage 1	0	-	- - 0 -
Stage 2	0	-	- - 0 -
Platoon blocked, %	-	-	- - -
Mov Cap-1 Maneuver	-	-	- - 485
Mov Cap-2 Maneuver	-	-	- - -
Stage 1	-	-	- - -
Stage 2	-	-	- - -

Approach	EB	WB	SB
HCM Control Delay, s	0	0	19.9
HCM LOS			C

Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	485
HCM Lane V/C Ratio	-	-	-	0.509
HCM Control Delay (s)	-	-	-	19.9
HCM Lane LOS	-	-	-	C
HCM 95th %tile Q(veh)	-	-	-	2.8

2040 ACP PM
13: Royal Gorge Blvd & Fremont Dr Access

Intersection												
Int Delay, s/veh	0.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	1477	12	0	1403	20	0	0	16	0	0	25
Future Vol, veh/h	0	1477	12	0	1403	20	0	0	16	0	0	25
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	Yield	-	-	Yield
Storage Length	300	-	-	180	-	190	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	3	8	3	3	8	3	3	3	3	3	3	3
Mvmt Flow	0	1539	13	0	1461	21	0	0	17	0	0	26
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1482	0	0	1552	0	0	2270	3021	770	2231	3013	731
Stage 1	-	-	-	-	-	-	1539	1539	-	1461	1461	-
Stage 2	-	-	-	-	-	-	731	1482	-	770	1552	-
Critical Hdwy	4.16	-	-	4.16	-	-	7.56	6.56	6.96	7.56	6.56	6.96
Critical Hdwy Stg 1	-	-	-	-	-	-	6.56	5.56	-	6.56	5.56	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.56	5.56	-	6.56	5.56	-
Follow-up Hdwy	2.23	-	-	2.23	-	-	3.53	4.03	3.33	3.53	4.03	3.33
Pot Cap-1 Maneuver	445	-	-	418	-	-	22	13	341	23	13	362
Stage 1	-	-	-	-	-	-	120	174	-	134	190	-
Stage 2	-	-	-	-	-	-	377	186	-	357	171	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	445	-	-	418	-	-	20	13	341	22	13	362
Mov Cap-2 Maneuver	-	-	-	-	-	-	20	13	-	22	13	-
Stage 1	-	-	-	-	-	-	120	174	-	134	190	-
Stage 2	-	-	-	-	-	-	350	186	-	340	171	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0			0			16.1			15.7		
HCM LOS							C			C		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	341	445	-	-	418	-	-	362				
HCM Lane V/C Ratio	0.049	-	-	-	-	-	-	0.072				
HCM Control Delay (s)	16.1	0	-	-	0	-	-	15.7				
HCM Lane LOS	C	A	-	-	A	-	-	C				
HCM 95th %tile Q(veh)	0.2	0	-	-	0	-	-	0.2				

2040 ACP PM

14: Fremont Dr Access/Abbey & Fremont Dr

Intersection

Int Delay, s/veh 4.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	6	27	20	1	16	19
Future Vol, veh/h	6	27	20	1	16	19
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	6	28	21	1	17	20

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	76	22	0
Stage 1	22	-	-
Stage 2	54	-	-
Critical Hdwy	6.43	6.23	-
Critical Hdwy Stg 1	5.43	-	-
Critical Hdwy Stg 2	5.43	-	-
Follow-up Hdwy	3.527	3.327	-
Pot Cap-1 Maneuver	925	1052	-
Stage 1	998	-	-
Stage 2	966	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	915	1052	-
Mov Cap-2 Maneuver	915	-	-
Stage 1	987	-	-
Stage 2	966	-	-

Approach	WB	NB	SB
HCM Control Delay, s	8.6	0	3.3
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	1024	1587
HCM Lane V/C Ratio	-	-	0.034	0.011
HCM Control Delay (s)	-	-	8.6	7.3
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0

2040 ACP PM
20: Royal Gorge Blvd & Field Ave

Intersection

Int Delay, s/veh 0.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑↑	↑↑	↑		↑
Traffic Vol, veh/h	0	1374	1299	36	0	82
Future Vol, veh/h	0	1374	1299	36	0	82
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	0	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	3	8	8	3	3	3
Mvmt Flow	0	1431	1353	38	0	85

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	-	0	- 0 - 677
Stage 1	-	-	- - -
Stage 2	-	-	- - -
Critical Hdwy	-	-	- - 6.96
Critical Hdwy Stg 1	-	-	- - -
Critical Hdwy Stg 2	-	-	- - -
Follow-up Hdwy	-	-	- - 3.33
Pot Cap-1 Maneuver	0	-	- - 0 393
Stage 1	0	-	- - 0 -
Stage 2	0	-	- - 0 -
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	- - 393
Mov Cap-2 Maneuver	-	-	- - -
Stage 1	-	-	- - -
Stage 2	-	-	- - -

Approach	EB	WB	SB
HCM Control Delay, s	0	0	16.7
HCM LOS			C

Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	393
HCM Lane V/C Ratio	-	-	-	0.217
HCM Control Delay (s)	-	-	-	16.7
HCM Lane LOS	-	-	-	C
HCM 95th %tile Q(veh)	-	-	-	0.8

2040 ACP PM
21: Royal Gorge Blvd & Barrett Dr

Intersection						
Int Delay, s/veh	0.1					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑↑↑	↑↑	↑		↑
Traffic Vol, veh/h	0	1374	1337	48	0	12
Future Vol, veh/h	0	1374	1337	48	0	12
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	0	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	3	8	8	3	3	3
Mvmt Flow	0	1431	1393	50	0	13
Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	697
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.96
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.33
Pot Cap-1 Maneuver	0	-	-	-	0	381
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	-	-	-	-	-	381
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Approach	EB		WB		SB	
HCM Control Delay, s	0		0		14.8	
HCM LOS					B	
Minor Lane/Major Mvmt	EBT		WBT	WBR	SBLn1	
Capacity (veh/h)	-		-	-	381	
HCM Lane V/C Ratio	-		-	-	0.033	
HCM Control Delay (s)	-		-	-	14.8	
HCM Lane LOS	-		-	-	B	
HCM 95th %tile Q(veh)	-		-	-	0.1	

2040 ACP PM
27: Royal Gorge Blvd & Del Rey Ave

Intersection

Int Delay, s/veh 0.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑↑	↑↑	↑		↑
Traffic Vol, veh/h	0	1467	1390	50	0	85
Future Vol, veh/h	0	1467	1390	50	0	85
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	0	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	3	8	8	3	3	3
Mvmt Flow	0	1528	1448	52	0	89

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	-	0	- 0 - 724
Stage 1	-	-	- - -
Stage 2	-	-	- - -
Critical Hdwy	-	-	- - 6.96
Critical Hdwy Stg 1	-	-	- - -
Critical Hdwy Stg 2	-	-	- - -
Follow-up Hdwy	-	-	- - 3.33
Pot Cap-1 Maneuver	0	-	- 0 366
Stage 1	0	-	- 0 -
Stage 2	0	-	- 0 -
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	- - 366
Mov Cap-2 Maneuver	-	-	- - -
Stage 1	-	-	- - -
Stage 2	-	-	- - -

Approach	EB	WB	SB
HCM Control Delay, s	0	0	17.9
HCM LOS			C

Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	366
HCM Lane V/C Ratio	-	-	-	0.242
HCM Control Delay (s)	-	-	-	17.9
HCM Lane LOS	-	-	-	C
HCM 95th %tile Q(veh)	-	-	-	0.9

2040 ACP PM
31: Royal Gorge Blvd & City Market Parking Lot

Intersection

Int Delay, s/veh 8.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	305	1212	1087	182	0	400
Future Vol, veh/h	305	1212	1087	182	0	400
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	700	-	-	0	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	3	8	8	3	3	3
Mvmt Flow	318	1263	1132	190	0	417

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	1322	0	0
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	4.16	-	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	2.23	-	-
Pot Cap-1 Maneuver	513	-	-
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	513	-	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	4.6	0	49.9
HCM LOS			E

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	513	-	-	-	465
HCM Lane V/C Ratio	0.619	-	-	-	0.896
HCM Control Delay (s)	22.8	-	-	-	49.9
HCM Lane LOS	C	-	-	-	E
HCM 95th %tile Q(veh)	4.2	-	-	-	9.8

2040 ACP PM

31: Royal Gorge Blvd & City Market Parking Lot (Free Southbound Right)

Intersection

Int Delay, s/veh 2.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	305	1212	1087	182	0	400
Future Vol, veh/h	305	1212	1087	182	0	400
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Free
Storage Length	700	-	-	0	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	3	8	8	3	3	3
Mvmt Flow	318	1263	1132	190	0	417

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	1322	0	0
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	4.16	-	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	2.23	-	-
Pot Cap-1 Maneuver	513	-	0
Stage 1	-	-	0
Stage 2	-	-	0
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	513	-	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	4.6	0	0
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	513	-	-	-	-
HCM Lane V/C Ratio	0.619	-	-	-	-
HCM Control Delay (s)	22.8	-	-	-	0
HCM Lane LOS	C	-	-	-	A
HCM 95th %tile Q(veh)	4.2	-	-	-	-

2040 ACP PM
37: Cottonwood Ave & Royal Gorge Blvd

Intersection

Int Delay, s/veh 2.1

Movement	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑	↑		↑	↑↑	↑			↑			↑
Traffic Vol, veh/h	0	1378	12	84	12	1270	97	0	0	12	0	0	95
Future Vol, veh/h	0	1378	12	84	12	1270	97	0	0	12	0	0	95
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	-	None	-	-	Free	-	-	None
Storage Length	-	-	0	-	350	-	0	-	-	0	-	-	0
Veh in Median Storage, #	-	0	-	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	90	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	3	8	3	0	3	8	3	3	3	3	3	3	3
Mvmt Flow	0	1435	13	93	13	1323	101	0	0	13	0	0	99

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	-	0	0	1435	1448	0	0	-	-	-	-	662
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	-	6.4	4.16	-	-	-	-	-	-	6.96
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	2.5	2.23	-	-	-	-	-	-	3.33
Pot Cap-1 Maneuver	0	-	-	177	459	-	-	0	0	0	0	402
Stage 1	0	-	-	-	-	-	-	0	0	0	0	-
Stage 2	0	-	-	-	-	-	-	0	0	0	0	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	191	191	-	-	-	-	-	-	402
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	3.1	0	16.9
HCM LOS			A	C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	191	-	-	402
HCM Lane V/C Ratio	-	-	-	0.554	-	-	0.246
HCM Control Delay (s)	0	-	-	45.1	-	-	16.9
HCM Lane LOS	A	-	-	E	-	-	C
HCM 95th %tile Q(veh)	-	-	-	2.9	-	-	1

2040 ACP PM
40: Greydene Ave & Royal Gorge Blvd

Intersection													
Int Delay, s/veh	1.7												
Movement	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations													
Traffic Vol, veh/h	64	15	1365	24	0	1303	66	0	0	12	0	0	85
Future Vol, veh/h	64	15	1365	24	0	1303	66	0	0	12	0	0	85
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	-	None	-	-	None	-	-	Free	-	-	None
Storage Length	-	350	-	0	-	-	0	-	-	0	-	-	0
Veh in Median Storage, #	-	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	0	3	8	3	3	8	3	3	3	3	3	3	3
Mvmt Flow	71	16	1422	25	0	1357	69	0	0	13	0	0	89
Major/Minor	Major1			Major2			Minor1			Minor2			
Conflicting Flow All	1357	1426	0	0	-	-	0	-	-	-	-	-	679
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	6.4	4.16	-	-	-	-	-	-	-	-	-	-	6.96
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	2.5	2.23	-	-	-	-	-	-	-	-	-	-	3.33
Pot Cap-1 Maneuver	199	468	-	-	0	-	-	0	0	0	0	0	392
Stage 1	-	-	-	-	0	-	-	0	0	0	0	0	-
Stage 2	-	-	-	-	0	-	-	0	0	0	0	0	-
Platoon blocked, %			-	-			-						
Mov Cap-1 Maneuver	177	177	-	-	-	-	-	-	-	-	-	-	392
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-	-
Approach	EB			WB			NB			SB			
HCM Control Delay, s	2.5			0			0			16.8			
HCM LOS							A			C			
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBT	WBR	SBLn1						
Capacity (veh/h)	-	177	-	-	-	-	392						
HCM Lane V/C Ratio	-	0.49	-	-	-	-	0.226						
HCM Control Delay (s)	0	43.3	-	-	-	-	16.8						
HCM Lane LOS	A	E	-	-	-	-	C						
HCM 95th %tile O(veh)	-	2.4	-	-	-	-	0.9						

2040 ACP PM
5: 15th St & Main St/Fremont Dr

Intersection					
Intersection Delay, s/veh	15.8				
Intersection LOS	C				
Approach	EB	WB	NB	SB	
Entry Lanes	1	1	1	1	
Conflicting Circle Lanes	1	1	1	1	
Adj Approach Flow, veh/h	561	167	893	512	
Demand Flow Rate, veh/h	578	171	920	527	
Vehicles Circulating, veh/h	487	951	255	224	
Vehicles Exiting, veh/h	265	224	465	898	
Ped Vol Crossing Leg, #/h	0	0	0	0	
Ped Cap Adj	1.000	1.000	1.000	1.000	
Approach Delay, s/veh	8.5	12.1	25.1	8.9	
Approach LOS	A	B	D	A	
Lane	Left	Bypass	Left	Left	Left
Designated Moves	LT	R	LTR	LTR	LTR
Assumed Moves	LT	R	LTR	LTR	LTR
RT Channelized		Yield			
Lane Util	1.000		1.000	1.000	1.000
Follow-Up Headway, s	2.609		2.609	2.609	2.609
Critical Headway, s	4.976	345	4.976	4.976	4.976
Entry Flow, veh/h	233	859	171	920	527
Cap Entry Lane, veh/h	840	0.971	523	1064	1098
Entry HV Adj Factor	0.971	335	0.975	0.971	0.971
Flow Entry, veh/h	226	834	167	893	512
Cap Entry, veh/h	816	0.402	510	1033	1066
V/C Ratio	0.277	9.2	0.327	0.865	0.480
Control Delay, s/veh	7.5	A	12.1	25.1	8.9
LOS	A	2	B	D	A
95th %tile Queue, veh	1		1	12	3

APPENDIX E

**ACCESS PLAN METHODOLOGY AND EVALUATION
PROCESS**



Memorandum

TO: Canon City Access Control Plan (ACP) Project Team
FROM: Michelle Hansen, PE
DATE: December 20, 2017
PROJECT: Canon City ACP; US 50 – 15th St. to Raynolds Ave.
RE: Access Plan Methodology

This memorandum describes the general approach proposed by Stolfus & Associates, Inc. to develop the US 50 Canon City Access Plan. The purpose of this memorandum is to outline, for the benefit of the City of Canon City and CDOT, the primary assumptions that will be used in developing the recommended access plan and to document agency concurrence with the proposed methodology. A separate methodology for the related traffic engineering and transportation planning elements of the project has been prepared documenting the primary assumptions and procedures that will be used to develop future traffic projections.

STUDY AREA

The study area consists of a segment of US 50 through Canon City, totaling approximately 1.5 miles between 15th Street (MP 279.2) and the Holy Cross Abbey access (MP 280.7). A frontage road (Fremont Drive) exists on the north side of US 50 for the entire length of the study area. On the south side of US 50, a frontage road (Rainbow Drive) extends approximately 1/3 mile east of 15th Street. The Rock and Rail railroad tracks parallel US 50 on the south side of the highway with several at-grade crossings with city streets.

HIGHWAY ASSUMPTIONS

The highway category as defined by the State Highway Access Code (SHAC) for US 50 through this segment is Category NR-A or Non-Rural Principal Highway. The frontage roads are assigned Category FR or Frontage Road. Based on Canon City's US 50 Corridor Plan prepared in June 2015, the City intends to eliminate the frontage roads altogether through this segment and re-purpose the available right-of-way to develop a parkway type highway segment. In considering access for the proposed highway modification, we will assume that the highway category will remain NR-A through this segment.

Per the SHAC, Category NR-A or Non-Rural Principal Highway applies to medium to high speed sections with medium to high traffic volumes within suburban and urban areas. Direct access is subordinate to through traffic movements. Full movement intersections are spaced 1/2 mile apart. Exceptions to 1/2 mile spacing may be permitted if no reasonable alternative exists, the need for the intersection is justified, and minimum 35% signal progression efficiency is achieved. One access is granted per parcel if reasonable access cannot be obtained from the local street system. Locations of full movement intersections should serve as many properties and interest as possible. Three-quarter movements may be permitted if operations at adjacent full movement intersections are improved and

design standards are met. Guidance from the SHAC for the NR-A classification will be considered in developing the Access Plan.

An access control plan table will be developed for US 50 to be incorporated into the intergovernmental agreement between the City and CDOT. An access ID number and a reference point (milepost) will identify the location of each access point in the tables. A control point will be established for US 50 at 15th Street based on the CDOT Highway Segment Description Table to establish reference points (mileposts). All other access point locations will be measured from the control point established.

ACCESS ASSUMPTIONS

The following assumptions regarding access points will be used during the development of the access plan:

- Maximum 1-mile out of direction travel standard (1/2 mile each way) on US 50.
- Minimum full movement intersection spacing to be based on the following measures:
 - o Functional Intersection Area – AASHTO and the TRB Access Management Manual indicate separation of access points by a distance not less than the functional area of the intersection. The functional intersection area extends upstream and downstream from the physical intersection. The upstream distance is a combination of the storage length, deceleration and taper length, and the perception-reaction distance required for the speed of the segment. The downstream distance is measured as either acceleration length or decision sight distance. Providing acceleration length allows vehicles to accelerate to normal speed without conflict. Providing decision sight distance allows drivers to pass through an intersection before considering potential conflicts at the next intersection. Based on the urban character of US 50 through this segment, the need for acceleration lanes is low. Therefore, we will use decision sight distance as the controlling downstream functional intersection distance.

The functional intersection area will depend on the speed of the segment and the number of projected turning vehicles. As an example, in a 45-mph suburban section with a maximum of 100 turning vehicles during the peak hour, the upstream and downstream functional intersection areas (FIA) are as follows:

- Upstream FIA = 100' (SHAC storage) + 350' (AASHTO decel + taper) + 100' (Access Management Manual suburban perception-reaction) = 550'
- Downstream FIA = 590' (Access Management Manual suburban DSD)

For additional explanation of the functional intersection area, refer to attached excerpts from AASHTO A Policy on Geometric Design of Highways and Streets, 2011 and TRB Access Management Manual, 2014. The most current guidance available from AASHTO will be used for deceleration and taper lengths.

Ideally, the full functional intersection area will be provided between full movement intersections. At a minimum, the physical length needed to accommodate storage length, deceleration and taper length will be provided between intersections for the current speed limit to ensure that proposed improvements will meet current design standards on opening day upon construction.

- o Other site-specific considerations as appropriate, including: locations of existing intersections, physical and/or right-of-way limitations, community and stakeholder input, type of access/traffic using access, etc.
- Consolidate private access to one access per ownership unless extenuating circumstances are identified related to property size, circulation and/or business operations
- Share private accesses or locate public accesses to serve multiple properties, wherever possible.
- Eliminate direct private access to US 50 if reasonable access to the local street network is available. Reasonable access is defined per the SHAC as: "Reasonable local access will be determined in consultation with the appropriate local authority. A determination of reasonable access from a local street or road should include consideration of the local street or road function, purpose, capacity, operational and safety conditions and opportunities to improve the local street or road. Direct access to the highway should not be denied if the alternative local access would create a significant operational or safety problem at the alternative location and the direct access to the state highway would not be a significant problem to the highway."
- The appropriateness of additional access points between full movement intersections will be considered on a case-by-case basis. If such access is appropriate, it will be limited to right-in, right-out unless extenuating circumstances suggest that $\frac{3}{4}$ movement is more appropriate.
- No additional access points that require an at-grade crossing of the Rock and Rail railroad on the south side of US 50 will be proposed unless multiple access points are consolidated into one new location or a safety issue is identified.
- The US 50 Corridor Plan will be considered in identifying future access points. Additional or modified connections that provide circulation will be identified, if applicable. These local alternate routes will not be included in the IGA, but may be adopted separately by the City, if deemed beneficial.
- Conditions related to when access modifications will be implemented will be identified in the access control plan table. Consideration of which modifications can be made with a public project versus which modifications require redevelopment to occur prior to implementation will be made and documented in the table. Compatibility between access modifications with a public project or redevelopment will be considered to allow for incremental implementation if redevelopment occurs with the frontage road conditions still in place.
- Potential techniques for access management will be identified within the study document, but particular techniques will not be identified for specific access points.

ACCESS PLAN EVALUATION

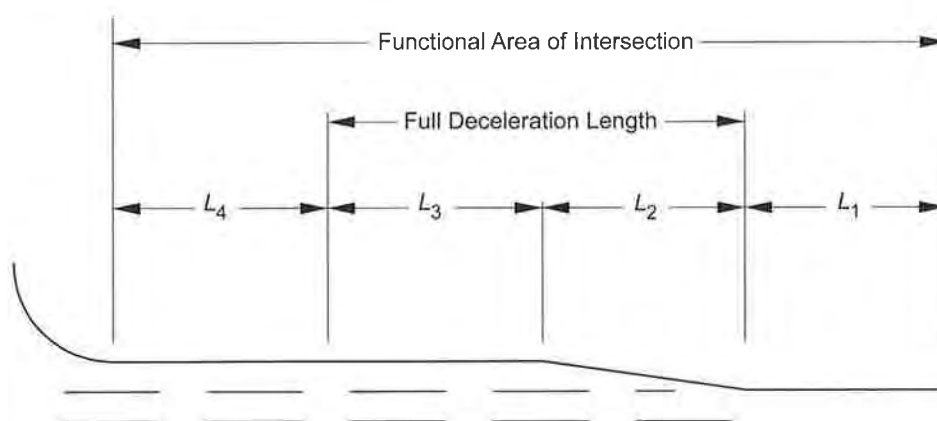
The project team will develop a single overall recommended access scenario. While options for specific areas may be identified and evaluated during the overall development of the plan, multiple corridor scenarios will not be developed and compared beyond those defined in the Traffic Methodology Memo. In order to provide a logical means for determining whether the Access Plan meets the established project goals without comparing multiple corridor alternatives, a compatibility index was developed. The index identifies a set of evaluation criteria that correspond with each project objective defined by the project team at the beginning of the project. A simple rating system that identifies if the plan is favorable, neutral or unfavorable with respect to each criterion is defined. Each of the three ratings under each criterion is given a definition specific to the criterion to assist in the evaluation. In cases where the evaluation requires a comparison, the criteria will be measured against the Year 2040 without ACP scenario. Please refer to the attached compatibility index for evaluation criteria and definitions.

Access Plan Compatibility Index



The Access Plan will be evaluated using the following criteria to determine if the Plan meets the established project goals. In cases where the evaluation requires a comparison, the criteria will be measured against the Year 2040 without ACP scenario.

Project Goal	Evaluation Criteria	Status with Respect to Criteria		
		Favorable (+)	Neutral (0)	Unfavorable (-)
Provide effective and efficient travel for traffic on US 50.	Corridor Travel Time	Decreases from No-ACP scenario	Little or no change from No-ACP scenario	Increases from No-ACP scenario
	Functional Intersection Area	Full functional intersection area provided between intersections.	At a minimum, accommodates turn lane storage, decel and taper lengths between intersections without overlap.	Turn lane storage, decel and taper lengths overlap between intersections.
	Number of Access Points	Fewer accesses per mile	Number of accesses is maintained	More accesses per mile
	Intersection Sight Distance	More intersections have adequate sight distance	Same number of intersections have adequate sight distance	Fewer intersections have adequate sight distance
	Intersection Level of Service (LOS)	LOS improves for most intersections as compared to the No-ACP scenario	Little or no change to LOS for most intersections as compared to the No-ACP scenario	LOS reduced for most intersections as compared to the No-ACP scenario
Provide safe, effective, and efficient access to and from US 50 for businesses, residents and guests.	Conformance with State Highway Access Code Auxiliary Lane Requirements	More locations meet auxiliary lane standards	Some locations meet auxiliary lane standards	Fewer locations meet auxiliary lane standards
	Out of Direction Travel Distance	Less out-of-direction travel distance is required	No change	More out-of-direction travel distance is required
	Conflict Points	Reduce conflict points by implementing needed physical improvements and access control measures	Maintain conflict points by implementing needed physical improvements only	Increase conflict points due to failure to implement needed physical improvements or access control measures
	Local Route Connectivity	Improve connectivity of local routes	Maintain connectivity of local routes	Reduce connectivity of local routes
Maintain compatibility with existing and proposed off-system connections that provide local circulation to support the transportation system.	Local Route Intersection Configurations	Improve operations and safety of local intersections by improving geometrics and control	Maintain operations and safety of local intersections by maintaining existing configurations	Reduce operations and safety of local intersection configurations
	Serviceability of Local Routes to Developments and Properties within the Study Area	Improve serviceability of local routes	Maintain serviceability of local routes	Reduce serviceability of local routes
Provide a plan that is adoptable by all entities and can be implemented in phases	Public Support	Has positive public support	Has balanced public support	Does not have public support
	Phasing Opportunities	Plan recommendations can be segmented into logical, compatible pieces funded by private development	Plan recommendations can be segmented into logical, compatible pieces requiring public & private funding	Plan recommendations not easily segmented and require significant public investment to implement
	Physical Constraints	No physical constraints	Manageable physical constraints	Physical constraints are not manageable
	Funding Opportunities	Commitment for public and/or private funding	Opportunity for public and/or private funding	Opportunity for public and/or private funding unlikely
Support the economic viability of the project area	Business Market Area	Expands market area for the majority of businesses in the corridor	Market area maintained for a majority of businesses in the corridor	Reduced market area for a majority of businesses in the corridor
	Corridor Aesthetics	Increase opportunities to implement corridor aesthetics and community identity	Maintain current opportunities to implement corridor aesthetics and community identity	Reduce opportunities to implement corridor aesthetics and community identity
	Development Process	Development process becomes more predictable based on plan recommendations	Development process maintained with SHAC process	Development process becomes more complicated based on plan recommendations
Maintain compatibility with previous and ongoing local planning efforts	Compatibility with Local Planning	Expands/improves upon previous local planning recommendations	Consistent with previous local planning recommendations	Not consistent with previous local planning efforts
Support multi-modal transportation	Pedestrian/Bicycle Access	Opportunities to expand access and/or improve safety	Current level of access maintained	Access reduced through the corridor



Notes: L_1 = Distance traveled during perception-reaction time
 L_2 = Taper distance to begin deceleration and complete lateral movement
 L_3 = Distance traveled to complete deceleration to a stop
 L_4 = Storage length

Figure 9-48. Functional Area Upstream of an Intersection Illustrating Components of Deceleration Lane Length

Deceleration Length

Provision for deceleration clear of the through-traffic lanes is a desirable objective on arterial roads and streets and should be incorporated into design, whenever practical. Table 9-22 presents the estimated distances needed by drivers to maneuver from the through lane into a turn bay and brake to a stop (6).

Table 9-22. Desirable Full Deceleration Lengths

Metric		U.S. Customary	
Speed, km/h	Distance, ^a m	Speed [mph]	Distance ^a [ft]
30	20	[20]	[70]
50	45	[30]	[160]
65	85	[40]	[275]
80	130	[50]	[425]
95	185	[60]	[605]
110	245	[70]	[820]

^a Rounded to 5 m [5 ft]

Notes:

1. The above full deceleration lengths are $L_2 = L_3$ in Figure 9-48.
2. Assumes a turning vehicle has "cleared the through lane" when it has moved laterally approximately 3 m [9 ft] so that a following through vehicle can pass without encroaching upon the adjacent traffic lane.
3. The speed differential between the turning vehicle and following through vehicles is 15 km/h [10 mph] when the turning vehicle "clears the through traffic lane."
4. 1.8 m/s^2 [5.8 ft/s^2] deceleration while moving from the through lane into the turn lane; 2.0 m/s^2 [6.5 ft/s^2] average deceleration after completing lateral shift into the turn lane.

Functional Intersection Area and Access Location

14.1 INTRODUCTION

The area around an urban intersection is complex and unique. It is affected by the numerous conflicts that can occur within and near the intersection. Consequently, the design and control of access features, geometrics, and operations in the vicinity of intersections must be explicitly considered. Considerations include

- Geometrics within and near the intersection, such as number and width of lanes, presence of raised medians, curb returns, channelization features, and turn lanes;
- Traffic conditions, including the volume, peak times, mix of vehicle types, speeds, traffic control, and queuing;
- Driver performance and human factors, including perception–reaction time, deceleration characteristics, and drivers' understanding of traffic controls;
- Transit, pedestrian, and bicycle presence, considering the number, frequency, and location of transit stops, pedestrian crossings, and bicycle lanes; and
- Land use activities that require access, generate travel demand, and require transportation service for patrons and deliveries.

Management of conflicts within the intersection area requires identification of the functional area of the intersection. The functional area of an intersection extends both upstream and downstream from the physical intersection area and includes the longitudinal limits of auxiliary lanes. The influence area associated with a driveway includes (a) the impact length (the distance back from a driveway in which cars begin to be affected), (b) the perception–reaction distance, and (c) the car length.

Thus, the functional intersection area includes any area upstream or downstream of an intersection where intersection operation and conflicts significantly influence driver behavior, vehicle operations, or traffic conditions. Consequently, the functional intersection area can always be expected to be larger than the physical intersection, as shown in Exhibit 14-1. Although the intersection depicted in Exhibit 14-1 is a typical at-grade intersection,

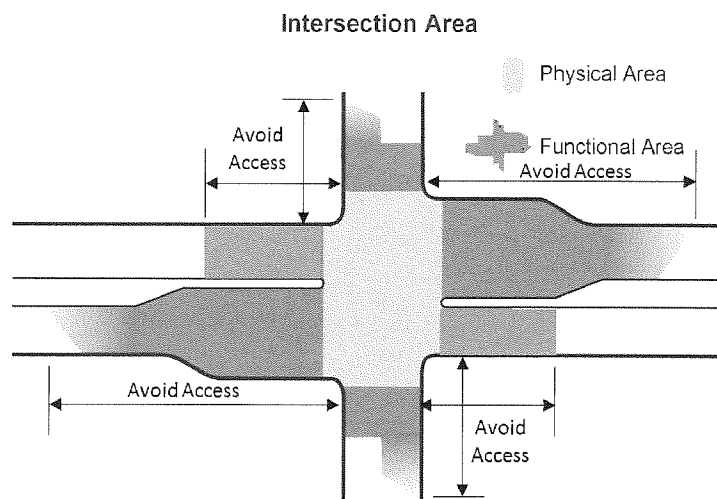


EXHIBIT 14-1 Functional area in which access should be avoided (1).

the concept of functional intersection area applies to stop-controlled intersections, signalized intersections, and roundabouts.

Ideally, no access should be provided within these functional distances. If access must be provided within the functional distance, the challenge is to determine the best location and the type of access that may be permitted. This chapter provides methods and guidelines for determining the upstream and downstream functional distances of an intersection, how to manage access connections within the functional area, and how to determine the best location, or window, where access can be provided with the least negative impact on the intersection. Also addressed are considerations relative to connection on opposite sides of a roadway, as well as the location of transit access.

14.2 UPSTREAM FUNCTIONAL DISTANCE

The presence of an auxiliary lane, such as a right-turn lane, can potentially extend the functional intersection area if the transition from the through lane to the turn lane requires additional time and attention by the driver. As illustrated in Exhibit 14-2, the upstream functional distance of an intersection on a roadway consists of three elements:

- Distance traveled during a perception–reaction time (d_1);

- Deceleration distance while the driver maneuvers to a stop (d_2); and
- Queue storage (d_3).

The minimum physical length consists of the perception–reaction distance (d_1), the deceleration–maneuver distance (d_2), plus the queue storage (d_3). Exhibit 14-2a demonstrates the upstream functional intersection area for locations without a turn lane; Exhibit 14-2b represents the upstream functional intersection area at locations where a right-turn lane is present.

The functional intersection area is defined for through lanes on the basis of the same three elements: perception–reaction distance, deceleration to a stop at the back of the queue, and size of the queue. Thus, the functional intersection area is defined by the largest functional intersection distance of the lanes on an approach.

14.2.1 Distance Traveled During Perception–Reaction Time

Distance d_1 in Exhibit 14-2 increases with perception–reaction time and speed. The perception–reaction time varies with the driver's familiarity with the roadway segment and state of alertness. The perception–reaction time of an alert driver who is familiar with the roadway and traffic conditions is less than that of an unfamiliar driver.

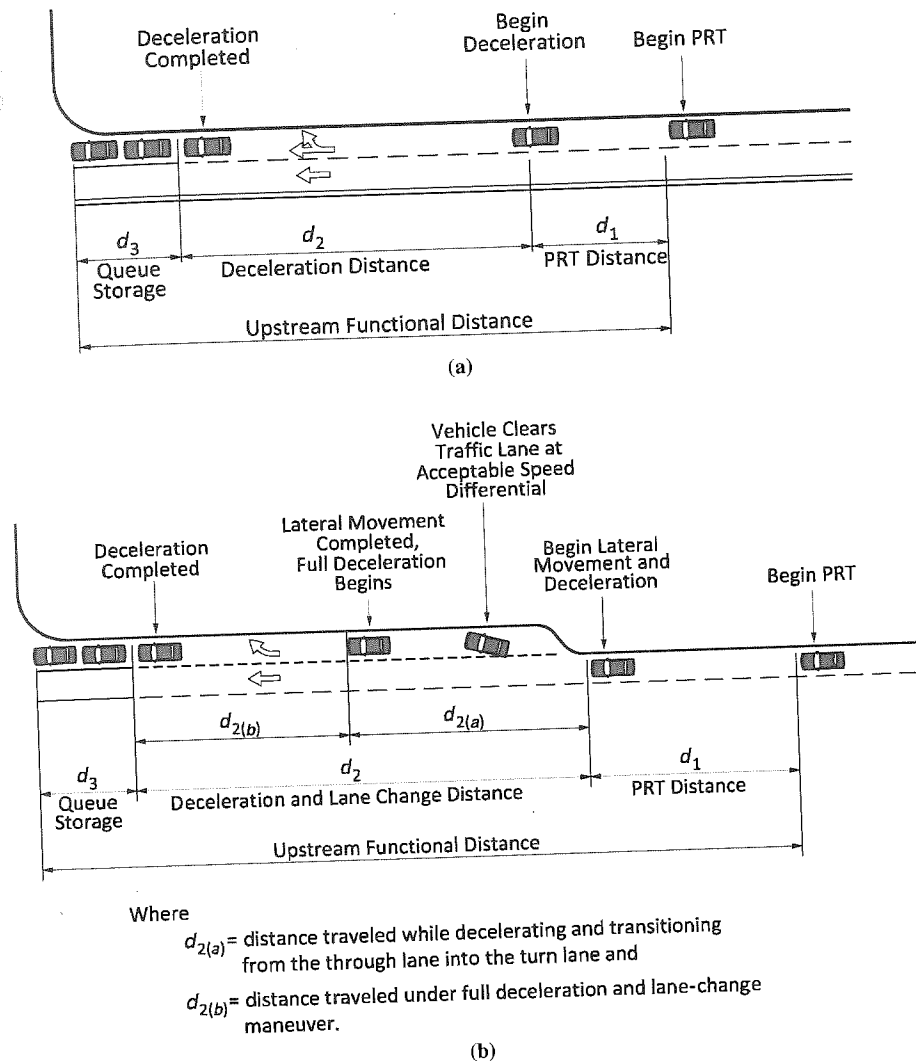


EXHIBIT 14-2 Upstream functional intersection area: (a) without a turn bay and (b) with a turn bay (1, 2). (NOTE: PRT = perception–reaction time.)

Additionally, traffic conditions on urban and suburban roadways result in drivers having a higher level of alertness than drivers on rural highways. Thus, a value of 1.5 s is often used as the perception–reaction time for urban and suburban conditions, and 2.5 s is often used for rural situations (1). Exhibit 14-3 demonstrates the perception–reaction distances for a variety of speed and perception–reaction time values.

14.2.2 Distance Traveled During Deceleration–Maneuver

During low-volume conditions and in locations with only a few driveways, deceleration charac-

teristics of the vehicles and their drivers determine the length of the deceleration–maneuver distance (d_2). Studies have determined, however, that with increasing and closely spaced driveway density, the additional influence of driveway maneuvers introduces associated delays and reduced roadway capacity (3). Consequently, the deceleration–maneuver distance can also be influenced by ambient traffic activities, including driveway maneuvers. National Cooperative Highway Research Program (NCHRP) Report 420 (3) introduced the concept of probability-based impact lengths that take into consideration these additional operational constraints. The distance traveled during the deceleration–maneuver component

EXHIBIT 14-3 Distance Traveled During Driver's Perception-Reaction

Speed (mph)	Perception-Reaction Distance (d_1) (ft), by Perception-Reaction Time						
	1.0 s	1.5 s	2.0 s	2.5 s	3.0 s	3.5 s	4.0 s
20	30	45	60	75	90	105	120
25	35	55	75	90	110	130	145
30	45	65	85	110	130	155	175
35	50	75	105	130	155	180	205
40	60	90	120	145	175	205	235
45	65	100	130	165	200	230	265
50	75	110	145	185	220	255	295
55	80	120	160	200	240	285	325
60	90	130	175	220	265	265	355
65	95	145	190	240	285	335	380
70	105	155	205	255	310	360	410
75	110	165	220	275	330	385	440

NOTE: Distances rounded to 5 ft.

of upstream functional distance may be determined by two parameters:

1. Deceleration distance and
2. Impact distance.

The largest length should then be conservatively applied.

The deceleration method provides values of d_2 for a wide range of speeds on the basis of deceleration rate; the impact method is applicable only for select speeds of 30, 40, 45, and 50 mph. For the impact distance method, the difference in the recommended distance for 30 and 35 mph is very small (on the order of 20% or less); thus, it is suggested that the 30-mph curve also be used for 35 mph.

The deceleration and impact methods are described in detail in the following subsections.

14.2.2.1 Deceleration Distance

Gates et al. (4), Chang et al. (5), and Williams (6) reported similar deceleration rates for drivers braking to a stop at a traffic signal without changing lanes. The research by Gates et al. (4) is the most recent and the most detailed and is used as the basis for the deceleration-maneuver distances in Exhibit 14-4. Gates et al. also reported that deceleration rate is

related to drivers traveling at a slower speed before braking and thereby using a lower average deceleration rate than those traveling at a higher initial speed (4). Thus, the deceleration distances at slower speeds (less than 40 mph) are slightly longer (15 ft or less) than the deceleration-maneuver distances given in Exhibit 14-4. The conservative and recommended deceleration distance for locations with left-turn or right-turn lanes is associated with the column labeled "Most Drivers" in Exhibit 14-4. Because turn-lane operations are more complex than queuing in a through lane, the column labeled "Limiting Conditions" can be applied to through lanes or shared right-turn lanes, as the sighting conditions and braking to the back of the queue are straightforward and less complex than those of the turning lanes.

As demonstrated in Exhibit 14-2, more distance is required for d_2 at turn-lane locations than for d_2 at locations without turn lanes. In general, a vehicle will reduce speed by approximately 10 mph while maneuvering into a turn lane. Because of the attention needed to accomplish the lane change, the vehicle does not initiate full deceleration until it has cleared the through lane. Consequently, the full deceleration portion of d_2 [referred to as $d_{2(b)}$ (see Exhibit 14-2b)] begins at a lower speed than the initial intersection

EXHIBIT 14-4 Deceleration-Maneuver Distance Based on Average Deceleration Rate

Speed (mph)	Deceleration-Maneuver Distance (d_2) (ft)	
	Most Drivers ^a	Limiting Conditions ^b
20	60	45
25	95	70
30	135	100
35	185	135
40	240	175
45	305	220
50	375	275
55	455	330
60	540	395
65	635	460
70	735	535
75	840	610

NOTE: Deceleration while steering straight ahead.
Distances rounded to 5 ft.

^aEighty-five percent of drivers traveling at a speed of 40 mph or less were reported to use a deceleration rate of 7.2 ft/s² or less. Thus, the distance for d_2 given in the table accommodates 85% of drivers; only 15% will require a longer distance (4).

^bBased on 50th percentile of drivers using a deceleration rate of 9.9 ft/s², yielding a shorter deceleration-manuever distance (4). Braking distances to determine AASHTO stopping sight distance are based on 11.2 ft/s² (7).

approach speed. Exhibit 14-5 presents distances similar to those shown in Exhibit 14-4 that directly define the two distances that collectively result in the d_2 value. These candidate values are based on assumed values for time in lateral movement and their respective deceleration rates. Exhibit 14-6 shows how one agency has adapted d_2 values on the basis of deceleration for its jurisdiction.

14.2.2.2 Impact Distance

Impact distance is the distance upstream of an access connection at which the brake lights of a through vehicle in the curb lane are activated in response to the interference of a right-turning vehicle. This impact distance concept is based on the research in NCHRP 420 (3). This empirical method for determining d_2 has two advantages: (a) a value for d_2

EXHIBIT 14-5 Distance Traveled During Lane Change and Deceleration to a Stop

Speed (mph)	Distance Traveled (ft)		
	Deceleration ^a and Lateral Movement [$d_{2(a)}$]	Full Deceleration Distance ^b [$d_{2(b)}$]	Total Distance (d_2)
20	55	15	70
25	70	35	105
30	90	60	150
35	130	95	225
40	155	135	290
45	175	185	360
50	200	240	440
55	220	305	525
60	380	375	655
65	310	455	755
70	335	540	875
75	360	635	995

NOTE: Distance traveled rounded to 5 ft.

^aDeceleration while moving laterally from through lane into turn lane:

Speed (mph)	Time in Lateral Movement (s)	Deceleration Rate (ft/s ²)
≤30	2.5	5.9
30–55	3	4.9
≥60	3.5	4.2

^b7.2 ft/s².

EXHIBIT 14-6 Alternative Values for d_2 from the Lincoln, Nebraska, Access Management Policy (8)

Speed (mph)	d_2 (ft)	AASHTO (ft)
15	NA	80
20	NA	115
25	80	155
30	115	200
35	155	250
40	200	305
45	250	360
50	305	425
55	360	496

NOTE: AASHTO values for stopping sight distance after 10-mph speed reduction before entering the turn lane (assumes deceleration rate of 11.2 ft/s²); NA = not available.

EXHIBIT 14-7 Suggested Percentage of Through Vehicles That Will Sustain an Impact, by Functional Roadway Category

Functional Roadway Category	Through Vehicles Sustaining Impact ^a (%)
Principal arterial	2–4
Minor arterial	4–10
Major collector	5–20
Minor collector	10–30
Local	na

NOTE: na = not applicable.

^aMay also be stated as “the probability that a through vehicle must decelerate because of a preceding turning vehicle.”

can be obtained for different probabilities that a through vehicle will sustain an impact (see Exhibit 14-7) and (b) the probability that a through vehicle will sustain an impact can be estimated for a queue distance d_2 .

Exhibit 14-8 depicts these impact distances. For example, if it is acceptable to affect 10% of through vehicles on a 40-mph roadway, the d_2 distance is approximately 250 ft. This distance is comparable to the 240 ft for most drivers based on the deceleration–maneuver distance in Exhibit 14-4.

EXHIBIT 14-9 Example of Calculation of d_2 by Impact Method**Estimation of d_2 by the impact method:**

Given a principal arterial where 2% probability of impact is considered acceptable,

if

speed = 45 mph

then

$d_2 = 460$ ft (according to Exhibit 14-8).

Estimation of probability of impact given d_2 :

If

impact distance = 220 ft and
speed = 40 mph,

then

probability of impact $\approx 20\%$
(according to Exhibit 14-8).

A limitation of the impact distance for determining d_2 is that data are available for only four speeds; in contrast, the deceleration method provides a d_2 value for all speeds. The examples in Exhibit 14-9 demonstrate the use of the impact method to estimate d_2 .

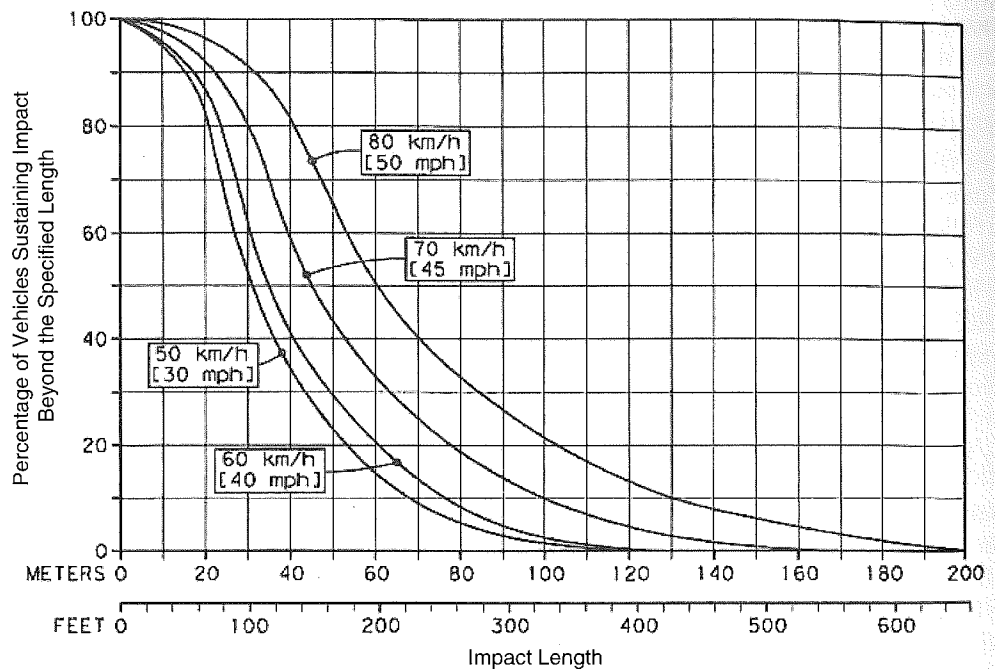


EXHIBIT 14-8 Cumulative frequency distribution of impact lengths.

[SOURCE: Research conducted in association with NCHRP Report 420 (3).]

14.2.3 Queue Storage

In rural areas, turn volumes are typically low and speeds are high. Although queue storage (d_3) is short, long upstream functional distances result from the long distances traveled during drivers' perception–reaction times plus the long maneuver distances.

In urban areas, different traffic conditions are encountered in peak and off-peak periods. In peak periods, traffic volumes are high and speeds are slow in comparison with off-peak conditions. Peak periods commonly require more queue storage and less maneuver distance, as well as shorter distances for the perception–reaction (decision-making) process. The upstream functional distance may thus be determined by the peak or the off-peak, whichever results in the greater sum of $d_1 + d_2 + d_3$. Thus, determination of the upstream functional distance requires calculation for both the peak and off-peak, especially for urban roadways.

As illustrated in Exhibit 14-2, the physical length of a turn bay is the functional length minus the distance traveled during the driver's perception–reaction time (i.e., $d_2 + d_3$). The physical length, which is an access design topic, is discussed in Chapter 16. The functional distance for a specific approach can be calculated by adding the appropriate distance for d_1 from Exhibit 14-3 to the maneuver distance (d_2) plus queue storage (d_3) by using procedures presented in Chapter 16. When traffic volumes and speeds are different in peak and off-peak periods, the sum of $d_1 + d_2 + d_3$ is calculated for both the peak and off-peak for the through lanes and the turn lanes; the largest distance is the upstream functional intersection distance.

The examples in Exhibit 14-10 demonstrate the calculation for the overall functional intersection distance. For the purposes of these examples, a queue storage length (d_3) is assumed. In the calculation of the upstream functional distance of a specific access connection, the procedures presented in Chapter 16 would be used.

14.3 DOWNSTREAM FUNCTIONAL DISTANCE

The downstream functional distance can be affected by various factors:

- **Geometric features**—acceleration lanes, bus bays, bus pullouts, parked

vehicles, midblock pedestrian crossings, bulb-outs;

- **Operational effects**—speeds, right and left turns into driveways, right and left turns out of driveways, bicycles, multilane cross sections, two-way left-turn lanes (TWLTLs), bus stops and reentry points, major weaving movement from the side access to a downstream left-turn opportunity; and
- **Human factors**—driver perception–reaction times, acceleration and deceleration characteristics, and drivers' sighting ability.

Drivers must have the time and distance provided by the downstream functional distance to deal with traffic conflicts, roadside activities, and roadway features. This requirement may be addressed by providing sight distance to see and avoid conflicts or by assuring there is adequate distance to accelerate to roadway speed.

Research conducted for NCHRP Project 03-99, "Development and Application of Access Management Guidelines," suggests that the nonemergency driving activity associated with driveway detection and reaction, during which a vehicle may reduce speed to accommodate driveway activities, results in driver perception–reaction times that range from 2.8 s for left-turn driveway maneuvers up to 6.5 s for right-turn driveway maneuvers. An average perception–reaction time associated with access management activities is approximately 2.8 s, with an 85th percentile perception–reaction duration of 4.3 s. These lengths are considerably longer than the values based on geometric design associated with the AASHTO geometric design policy for alert drivers (7).

The downstream functional distances discussed in the following subsections help to limit access points that are close enough to the intersection to create unacceptable conflicts, cause breakdowns in platoons, and generate shock waves when slower vehicles enter the traffic stream. If conditions are restricted, a variance in determination of the downstream functional distance may be offered. If conditions are not complex, reduced stopping sight distance or perception–reaction times may be accepted, if a study of the conditions shows these changes are acceptable. Principal and strategic arterials would not receive this variance.

EXHIBIT 14-10 Examples of Calculation of Overall Functional Intersection Distance**Example 1. Determination of upstream functional distance for a rural roadway environment**

Given a perception–reaction time of 3.5 s and a speed of 65 mph, the upstream functional intersection distance is calculated as follows:

If

$$\begin{aligned} d_1 (\text{Exhibit 14-3}) &= 335 \text{ ft,} \\ d_2 (\text{Exhibit 14-4}) &= 635 \text{ ft, and} \\ d_3 (\text{assuming one vehicle}) &= 25 \text{ ft,} \end{aligned}$$

then

$$\text{upstream functional distance} = 1,195 \text{ ft.}$$

Example 2. Comparison of upstream functional distance for peak and off-peak conditions for a suburban roadway environment

Given

$$\begin{aligned} \text{perception–reaction time} &= 1.5 \text{ s,} \\ \text{off-peak speed} &= 45 \text{ mph,} \\ \text{peak speed} &= 30 \text{ mph,} \\ \text{assumed off-peak queue storage} &= 75 \text{ ft, and} \\ \text{assumed peak queue storage} &= 225 \text{ ft,} \end{aligned}$$

Find the upstream functional distance on the basis of

Method A, deceleration–maneuver distance or
Method B, impact distance.

Method A: Upstream Functional Distance Based on Deceleration–Maneuver Distance

Component	Off-Peak (ft)	Peak (ft)
d_1 (Exhibit 14-3)	100	65
d_2 (Exhibit 14-4)	305	135
d_3 (assumed)	75	225
Upstream functional distance	480	425

Solution: The off-peak distance is longer than the peak period distance; thus, the upstream functional distance is 480 ft.

Method B. Upstream Functional Distance Based on Impact Distance

Component	Off-Peak (ft)	Peak (ft)
d_1 (Exhibit 14-3)	100	65
d_2 (Exhibit 14-4, 15% probability of impact)	280	190
d_3 (assumed)	75	225
Upstream functional distance	455	480

Solution: The peak period distance is longer; thus, the upstream functional distance is 480 ft.

14.3.1 Adequate Downstream Acceleration Distance

Sufficient distance must be provided for vehicles leaving the intersection from a stop to accelerate to normal roadway speed. Access points within this distance would introduce unacceptable conflicts and unexpected opera-

tions. These acceleration distances are given in Exhibit 14-11.

The total acceleration lane length, including the taper distance, would be the required downstream functional distance. If an acceleration lane is not provided, the downstream functional distance would be the acceleration distance alone. Acceleration rates are much

EXHIBIT 14-11 Ideal Downstream Functional Distance Based on Acceleration

Speed (mph)	Acceleration Distance ^a (ft)	Typical Taper Distance ^b (ft)	Downstream Functional Distance ^c (ft)
20	100	60	160
25	150	80	230
30	220	100	320
35	320	120	440
40	440	140	580
45	580	160	740
50	770	180	950
55	1,000	200	1,200
60	1,300	220	1,520
65	1,750	240	1,990
70	2,320	260	2,580

^aBased on AASHTO (7, Figure 2-24).^bBased on AASHTO (7, Figure 9-49 and p. 9-127).^cAcceleration lane length.

less than comfortable deceleration rates, which may result in acceleration lane lengths and downstream functional distances that exceed upstream functional distances at some intersections. No driveway access should be allowed in the acceleration-based ideal downstream intersection distance.

14.3.2 Sufficient Downstream Sight Distance

If a vehicle is not required to stop at a traffic signal, the driver requires sufficient time to identify conflicts and associated downstream operational constraints after he or she has successfully navigated the intersection. The available distance must be long enough so that the driver can see, understand, and react to downstream conditions. Depending on the complexity of the downstream configuration, a distance longer than stopping sight distance may be necessary. Stopping sight distance provides perception–reaction time plus braking distance to a single clearly discernible hazard in the middle of the roadway. The downstream functional distance often must provide sight distance to more subtle and complex situations, both within the traffic stream and along the roadside. Consequently, a longer sight distance, such as decision sight distance, should be provided.

Use of decision sight distance for recommended downstream functional distances recognizes the added complexity, increased conflicts, and added difficulty in viewing both roadside and traffic stream conditions through increased perception–reaction times and longer braking or maneuver times. These values are given in Exhibit 14-12.

Decision sight distance to a stop is a logical minimum downstream functional distance for arterials and is based on adequate perception–reaction and maneuver times plus braking to a stop. Multilane arterials may use decision sight distance for changes in speed, path, or direction that accommodate safe, smooth, comfortable operations. Decision sight distance for a change in speed, path, or direction provides sufficient travel time to adjust to traffic conditions and make a lane change in multilane facilities. The larger of the distances—acceleration distance versus decision sight distance—should be used to determine the downstream functional distance.

14.4 IDENTIFYING THE ACCESS WINDOW

AASHTO states, “Ideally, driveways should not be situated within the functional area of an intersection or in the influence area of an

EXHIBIT 14-12 Ideal Downstream Functional Distance Based on Decision Sight Distance to Stop and for Change in Speed, Path, or Direction

Speed (mph)	Decision Sight Distance to Stop (ft)			Decision Sight Distance (ft) for Change in Speed, Path, or Direction		
	Rural ^a	Suburban ^b	Urban ^c	Rural ^d	Suburban ^e	Urban ^f
20	130	215	305	305	340	430
25	180	280	400	375	400	525
30	220	350	490	450	535	620
35	275	425	590	525	625	720
40	330	505	690	600	715	825
45	395	590	800	675	800	930
50	465	680	910	750	890	1,030
55	535	775	1,030	865	980	1,135
60	610	875	1,150	990	1,125	1,280
65	695	980	1,275	1,050	1,220	1,365
70	780	1,090	1,410	1,105	1,275	1,445
75	875	1,200	1,545	1,180	1,365	1,545

^aStop on a rural road with perception–reaction time (PRT) = 3.0 s.

^bStop on a suburban road with PRT = 6.0 s.

^cStop on an urban road with PRT = 9.1 s.

^dChange in speed, path, or direction on a rural road, PRT = 10.2 to 11.2 s.

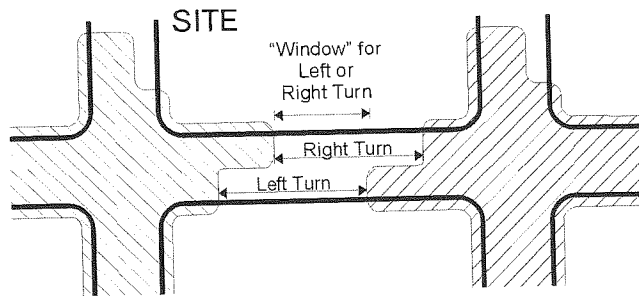
^eChange in speed, path, or direction on a suburban road, PRT = 12.1 to 12.9 s.

^fChange in speed, path, or direction on an urban road, PRT = 14.0 to 14.5 s.

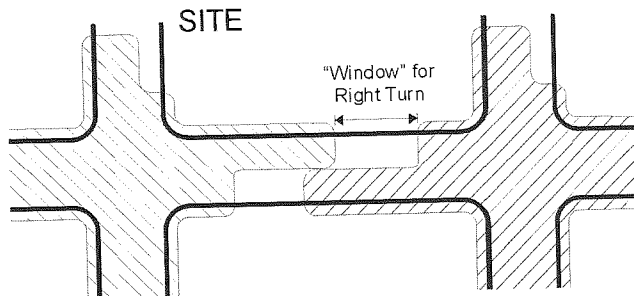
adjacent driveway” (7, p. 9-182). To identify where access can best be located, it is helpful to first identify where access should not be located (Exhibit 14-13). The remaining window is where access can be located with the least interference to the abutting roadway and with the most benefit and flexibility for the site (1).

The steps in determining the location and size of the access window are as follows:

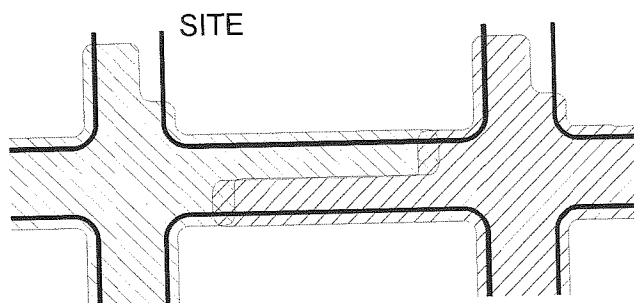
1. Locate nearby intersections (streets and driveway connections).
2. Arrange these intersections in descending order of importance; for example, arterial-to-arterial intersections are the most important, arterial-collector intersections are next in importance, and so on.
3. Define the upstream functional area of each intersection (i.e., the distance traveled during perception–reaction time plus maneuver distance plus queue storage). Note the largest queue may be in a through lane.
4. Define the downstream functional area of each intersection.
5. Identify the window in which direct access can best be provided. The larger the window, the greater the flexibility in site layout, including building location, site circulation design, and driveway design. Keep in mind that traffic queue lengths (and, therefore, upstream functional areas) are sensitive to changing traffic volumes and intersection traffic control.
6. Ask the question, how much flexibility is there for the site access and circulation to accommodate changing traffic conditions?
7. If the access window is very small or if there is no access window, additional questions need to be asked:
 - How much interference will be caused by the site development and direct access to the abutting street? What safety and operational problems can be expected?
 - Can the site traffic that is necessary for a successful development adequately enter or exit the site? If not, how much traffic can be accommodated and at what times of the day?



(a)



(b)



(c)

EXHIBIT 14-13 Window of opportunity for direct access drive: (a) left or right turn, (b) right turn only, and (c) no window (1).

14.5 ACCESS CONNECTIONS WITHIN THE FUNCTIONAL AREA

Although it is desirable to avoid access within the functional area, this is not always possible in urban areas, where short street spacing and small property frontages are common. If the property frontage is within the functional intersection area and alternative access is not available or cannot be provided at reasonable cost, it may be necessary to permit an access connection. Locating a connection within the functional area may be necessary if (a) no other reasonable access to the property is available or (b) topographic conditions preclude locating the access beyond the upstream or downstream functional distance. In such cases, including the following condi-

tions in the access permit can minimize the adverse impacts of the connection:

1. Require that the access connection be located as far as possible from the intersection.
2. Limit movements to right in, right out by provision of a nontraversable median or flexible pylons (see Exhibits 14-14 and 14-15 for examples).
3. Specify the maximum volume entering and leaving the driveway in the 1-h peak and in a 24-h period.
4. Require the applicant to agree to close the access connection if and when alternative access becomes available.

If the property frontage is within the functional intersection area, and alternative access is not available or cannot be provided at reasonable cost, it may be necessary to permit an access connection.

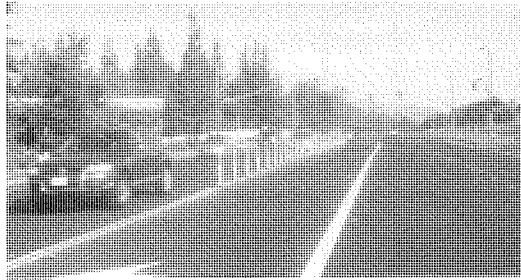


EXHIBIT 14-14 Installation of flexible pylons to restrict movements on opposite sides of this roadway and permit right-in, right-out only.

(Photograph by V.G. Stover.)

Exhibit 14-16 illustrates a problem that can occur when an access connection is located within the upstream functional distance of an intersection. After exiting from a driveway that is within the upstream functional intersection distance, a driver blocks the through traffic lanes while waiting to enter the left-turn lane. Corrective actions might be to make the driveway a one-way entrance only and to use flexible pylons between the left-turn lane and the adjacent through lane.

14.5.1 Driveways and Auxiliary Lanes

The placement of a driveway within the physical boundaries of a turn lane or located in the upstream deceleration lanes or downstream acceleration lanes should be avoided. Placing

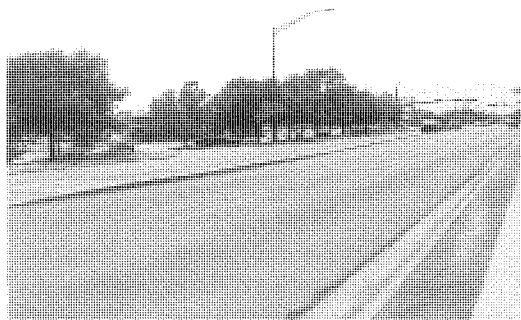


EXHIBIT 14-15 Nontraversable median installed circa 2009 on Southwest Parkway at Texas Avenue, College Station, Texas, as a retrofit action to restrict left turns at a driveway serving a strip commercial center.

(Photograph by V.G. Stover.)



EXHIBIT 14-16 Problem resulting from an access connection located within the left-turn queue length.

(Photograph by V.G. Stover.)

a driveway within the turn-lane boundaries creates a driver expectancy problem: drivers of trailing vehicles expect the leading vehicle to turn at the intersection and often must stop abruptly to accommodate the vehicle turning into the driveway. Similarly, drivers should be introduced to one decision at a time. Positioning a driveway in acceleration or deceleration lanes or adjacent to lanes where acceleration and deceleration movements are expected to occur creates unexpected vehicle conflicts with turning vehicles.

14.5.2 Corner Clearance

Corner clearance represents the distance that is provided between an intersection and the nearest driveway. Because it is a special case of access spacing, it is addressed in Chapter 15. Section 15.4 discusses how corner clearance is determined and is integrated with the functional intersection area.

14.6 CONNECTIONS ON OPPOSITE SIDES OF A ROADWAY

Access connections on opposite sides of a roadway present specific access location and management issues. Closely spaced connections on opposite sides of an undivided roadway or on a roadway with a TWLTL result in jog maneuvers instead of separate and distinct turning movements, as illustrated in Exhibit 14-17. Such connections can also result in conflicting left turns, as illustrated in Exhibit 14-18.

Separation of the access connections to create two separately functioning T-intersections

APPENDIX F
INTERGOVERNMENTAL AGREEMENT

**INTERGOVERNMENTAL AGREEMENT
BETWEEN
THE CITY OF CAÑON CITY AND
THE STATE OF COLORADO
DEPARTMENT OF TRANSPORTATION**

THIS AGREEMENT (hereinafter referred to as the "Agreement") is entered into effective as of the date defined below by and between the City of Cañon City (hereinafter referred to as the "City"), and the State of Colorado, Department of Transportation (hereinafter referred to as the "Department"), said parties being referred to collectively herein as the "Agencies."

RECITALS:

WHEREAS, The Agencies are authorized by the provisions of Article XIV, Section 18(2)(a), Colorado Constitution, and Sections 29-1-201, et. seq., C.R.S., to enter into contracts with each other for the performance of functions that they are authorized by law to perform on their own; and

WHEREAS, Each Agency is authorized by Section 43-2-147(1)(a), C.R.S., to regulate access to public highways within its jurisdiction; and

WHEREAS, The coordinated regulation of vehicular access to public highways is necessary to maintain the efficient and smooth flow of traffic without compromising pedestrian and alternative modes of transportation circulation, to reduce the potential for traffic accidents, to protect the functional level and optimize the traffic capacity, to provide an efficient spacing of traffic signals, and to protect the public health, safety and welfare; and

WHEREAS, The Agencies collaborated and adopted the US 50 Corridor Plan, dated June 2015, which contemplates the devolution of Fremont Drive (United States Highway 50 Frontage Road); and

WHEREAS, The Agencies desire to support economic viability with safe, effective and efficient access to businesses on United States Highway 50 through Cañon City; and

WHEREAS, The Agencies desire to provide for the coordinated regulation of vehicular access for the section of United States Highway 50 through Cañon City between 15th Street (MP 279.2) and the Holy Cross Abbey (MP 280.7) (hereinafter referred to as the "Segment"), which is within the jurisdiction of the Agencies; and

WHEREAS, The Agencies desire to collaborate to assure all transportation modes including pedestrian, bicycle, vehicle, and mass transit are given sufficient consideration and adequate funding support with each transportation improvement project that affects access within the identified project limits; and

WHEREAS, The Agencies are authorized pursuant to Section 2.12 of the 2002 State Highway Access Code, 2 C.C.R. 601-1 (the "Access Code") to achieve such objective by written agreement among themselves adopting and implementing a comprehensive and mutually

acceptable highway access control plan for the Segment for the purposes recited above; and

WHEREAS, The development of this Access Control Plan adheres to the requirements of the Access Code, Section 2.12.

NOW THEREFORE, for and in consideration of the mutual promises and undertakings herein contained, the Agencies agree as follows:

1. The Access Control Plan dated October 2018 for the Segment (hereinafter referred to as the “Access Control Plan”) is attached hereto as Exhibit A and incorporated herein.
2. The Agencies shall regulate access to the Segment in compliance with the Access Control Plan, the Highway Access Law, section 43-2-147, C.R.S., (the “Access Law”) and the applicable sections of the Access Code. Vehicular access to the Segment shall be permitted when such access is in compliance with the Access Control Plan, the Access Law and the applicable sections of the Access Code.
3. Accesses that were in existence in compliance with the Access Law prior to the effective date of this Agreement may continue in existence until such time as a change in the access is required by the Access Control Plan or in the course of highway reconstruction. When closure, modification, or relocation of access is necessary or required, the Agency(ies) having jurisdiction shall utilize appropriate legal process to affect such action.
4. Actions taken by any Agency with regard to transportation planning and traffic operations within the areas described in the Access Control Plan shall be in conformity with this Agreement. Per Section 2.12 (3) of the Access Code, design waivers may be approved if agreed upon by the Agencies having jurisdiction.
5. Parcels of real property created after the effective date of this Agreement that adjoin the Segment shall not be provided with direct access to the Segment unless the location, use and design thereof conform to the provisions of this Agreement.
6. This Agreement supersedes and controls all prior written and oral agreements and representations of the Agencies concerning regulating vehicular access to the Segment. This agreement may be amended or terminated only in writing executed by the Agencies with express authorization from their respective governing bodies or legally designated officials. To the extent the Access Control Plan, attached as Exhibit A to this Agreement, is modified by a change, closure, relocation, consolidation or addition of an access, the Agencies may amend the attached Exhibit A so long as the amendment to the Access Control Plan is executed in writing and amended in accord with the Access Law and Access Code. The Access Control Plan Amendment Process has been included in Exhibit B. This Agreement is based upon and is intended to be consistent with the Access Law and the Access Code as now or hereafter constituted. An amendment to either the Access Law or the Access Code that becomes effective after the effective date of this Agreement and that conflicts irreconcilably with an express provision of this Agreement may be grounds for revision of this Agreement.

7. This Agreement does not create any current financial obligation for any Agency. Any future financial obligation of any Agency shall be subject to the execution of an appropriate encumbrance document, where required. Agencies involved in or affected by any particular or site-specific undertaking provided for herein will cooperate with each other to agree upon a fair and equitable allocation of the costs associated therewith, however, notwithstanding any provision of this Agreement, no Agency shall be required to expend its public funds for such undertaking without the express prior approval of its governing body, director, and if required, state controller. All financial obligations of the Agencies hereunder shall be contingent upon sufficient funds therefore being appropriated, budgeted, and otherwise made available as provided by law.
8. Should any one or more sections or provisions of this Agreement be judicially determined to be invalid or unenforceable, such judgment shall not affect, impair or invalidate the remaining provisions of this Agreement, the intention being that the various provisions hereof are severable.
9. This Agreement supersedes and controls all prior written and oral agreements and representations of the Agencies and constitutes the whole agreement between them with respect to the subject matter of this instrument. No additional or different oral representation, promise or agreement shall be binding on either Agency. This Agreement may be amended or terminated only in writing executed by the Agencies on express authorization from their respective governing bodies or legally designated officials. Upon thirty-day notice, any party to this Agreement may withdraw from the Agreement in writing, without consent of the other party.
10. By signing this Agreement, the Agencies acknowledge and represent to one another that all procedures necessary to validly contract and execute this Agreement have been performed, and that the persons signing for each Agency have been duly authorized by such Agency to do so.
11. No portion of this Agreement shall be deemed to constitute a waiver, express or implied, of any of the immunities, rights, benefits, protections or other provisions of the Colorado Governmental Immunity Act, C.R.S. Section 24-10-101, et. seq. Nor shall any portion of this Agreement be deemed to have created a duty of care that did not previously exist with respect to any person not a party to this Agreement.
12. It is expressly understood and agreed that the enforcement of the terms and conditions of this Agreement, and all rights of action relating to such enforcement, shall be strictly reserved to the undersigned parties and nothing in this Agreement shall give or allow any claim or right of action whatsoever by any other person not included in this Agreement. It is the express intention of the undersigned parties that any entity other than the undersigned parties receiving services or benefits under this Agreement shall be an incidental beneficiary only.
13. This Agreement may be executed in counterparts, each of which shall be deemed an original and all of which together shall constitute one original Agreement. Facsimile signature shall be as effective as an original signature.

14. Effective Date. The Effective Date of this Agreement shall be the date of the last party to sign.

IN WITNESS WHEREOF, the Agencies have executed this Agreement effective as of the day and year last above written.

City of Cañon City, Colorado

ATTEST:

Mayor, City of Cañon City

City Clerk

Date

APPROVED AS TO FORM:

City Attorney

Date

State of Colorado
Department of Transportation

Chief Engineer

Date

CONCUR:

Regional Transportation Director

Date

**“EXHIBIT – A”
UNITED STATES HIGHWAY 50
CAÑON CITY
(MP 279.2 – MP 280.7)
ACCESS CONTROL PLAN
OCTOBER 2018**

City of Cañon City and the State of Colorado Department of Transportation

I. PURPOSE

The purpose of this Access Control Plan (ACP) is to provide the Agencies with a comprehensive roadway access control plan for the pertinent segment of United States Highway 50 through Cañon City between 15th Street (MP 279.2) and the Holy Cross Abbey (MP 280.7).

II. AUTHORITY

The development of this Access Control Plan was completed pursuant to the requirements of the Access Code, Section 2.12, and adopted by the attached Agreement.

III. RESPONSIBILITIES

It is the responsibility of each of the Agencies to this Agreement to ensure that vehicular access to the Segment shall only be in conformance with this Agreement. The cost of access improvements, closures and modifications shall be determined pursuant to section 43-2-147(6) C.R.S., the Agreement, and this Access Control Plan. All access construction shall be consistent with the design criteria and specifications of the Access Code.

IV. EXISTING AND FUTURE ACCESS

- A. The attached table provides a listing of each existing and future access point in the Segment. For each access point the following information is provided: location, description of the current access status, the future configuration (Access Plan), and the condition(s) for change. All access points along United States Highway 50 are defined by the approximate Department milepost (in thousandths of a mile) based on CDOT Highway Segment Description Milepost for 15th Street at US 50 MP 279.2. All access points are located at the approximate centerline of the access (+/- 50 feet) unless otherwise noted in the Access Control Plan and associated tables. Exhibits graphically illustrating the Access Plan are attached for reference. In case of discrepancy, the Access Control Plan Table takes precedence.
- B. All highway design and construction will be based on the assumption that the Segment will have a sufficient cross section to accommodate all travel lanes and sufficient right-of-way to accommodate longitudinal installation of utilities.

V. ACCESS MODIFICATION

Any proposed access modification including but not limited to an addition must be in compliance with this Agreement and the current Access Code design standards unless the Agency or Agencies having jurisdiction approves a design waiver under the waiver subsection of the Code.

Exhibit A
United States Highway 50 – Cañon City
Access Control Plan

Any access described in this section, which requires changes or closure as part of this Agreement or if significant public safety concerns develop, including but not limited to, when traffic operations have deteriorated, a documented accident history pattern has occurred, or when consistent complaints are received, may be closed, relocated, or consolidated, or turning movements may be restricted, or the access may be brought into conformance with this Access Control Plan, when a formal written request documenting reasons for the change is presented by the Agency(ies) having jurisdiction, with Department concurrence, or in the opinion of the Department, with the appropriate jurisdictional agency's concurrence, any of the following conditions occur:

- a. The access is determined to be detrimental to the public's health, safety and welfare;
- b. the access has developed an accident history that in the opinion of the Agency(ies) having jurisdiction or the Department is correctable by restricting the access;
- c. the access restrictions are necessitated by a change in road or traffic conditions;
- d. there is an approved (by the Agency(ies) having jurisdiction) change in the use of the property that would result in a change in the type of access operation as defined by the Access Code;
- e. a highway reconstruction project provides the opportunity to make highway and access improvements in support of this Access Control Plan; or
- f. the existing development does not allow for the proposed street and road network.
- g. properties are combined in ownership and use causing accesses previously approved to be consolidated per the Access Code requirements.

Access construction shall be consistent with the design and specifications of the current State Highway Access Code.

EXHIBIT A UNITED STATES HIGHWAY 50 - CAÑON CITY ACCESS CONTROL PLAN Mile Post 279.22 To Mile Post 280.71							
*Mile Posts (MP) defined per CDOT Highway Segment Description for 15th Street at 279.22							
Access ID No.	Mile Post*	Side ¹	Description/Current Business	Parcel Number	Existing Configuration	Proposed Configuration	Conditions for Implementation ^{2,3,4,5}
1	279.22	RT	S 15th St		Signalized full movement	Signalized full movement	
2	279.22	LT	S 15th St		Signalized full movement	Signalized full movement	
4	279.34	LT	Walgreens	11009730	Unsignalized full movement	Close access - use conditional access #5	Cross access agreements required between Parcel 11009730 and all adjacent parcels upon redevelopment.
5	279.37	LT	Walgreens	11009730	N/A	Conditional right-in, right-out	When a public road connection is made connecting N 16th St to Access #7, Access #5 will be closed. Direct access to the new public road will be provided. Or if cross access agreements are established for Parcels 11009730, 98804410, and 98804411 to allow access to Access #7, Access #5 will be closed. Cross access agreements required between Parcel 11009730 and all adjacent parcels upon redevelopment.
6a	279.39	LT	Multiple businesses Property owners: Mona Yellico/ 1641 Fremont Drive LLC	98804411/ 98804410	Unsignalized full movement	Close access - use driveway extension to Access #5	Alternate driveway access to Access #5 required until direct access to a new city street is available. When a public street connection is made connecting N 16th St to Access #7, Access #5 will be closed. Direct access to the new public street will be provided. Cross access agreements required between Parcel 98804410 and adjacent parcels upon redevelopment.
6b	279.42	LT	Multiple businesses Property owner: Mona Yellico	98804411	Unsignalized full movement	Close access - use driveway extension to Access #5	Alternate driveway access to Access #5 required until alternate access to Access #7 is available. When a public road connection is made connecting N 16th St to Access #7, Access #5 will be closed. Direct access to the new public road will be provided. Cross access agreements required between Parcel 98804411 and all adjacent parcels upon redevelopment.
7	279.46	LT	City Market/Big R	11080165	Unsignalized full movement	Unsignalized 3/4 movement	Cross access agreement between Parcel 11080165 and all adjacent parcels upon redevelopment.
8	279.48	LT	City Market/Big R	11080165	Unsignalized full movement	Close access - use Access # 7	Cross access agreement between Parcel 11080165 and all adjacent parcels upon redevelopment.

1 Oriented from direction of reference point (W-E)
2 Access control will be implemented with construction of the US 50 Corridor Plan (East Cañon Segment).
3 Prior to the implementation of the Corridor Plan, access control may be implemented if redevelopment occurs that increases traffic by 20% or as required by the City's Site Plan Development Process, if there is a publicly funded project by the City or CDOT, or if safety or operational issues develop.

4 Unless otherwise specified, conditions listed refer to proposed configuration.
5 Access closures are conditional upon alternative access to the highway or local street system. Refer to alternative access listed in proposed configuration.

Access ID No.	Mile Post*	Side ¹	Description/Current Business	Parcel Number	Existing Configuration	Proposed Configuration	Conditions for Implementation ^{2,3,4,5}
9	279.52	LT	AutoZone/Hastings	12008220	Unsignalized full movement	Close access - use Access #10	Cross access agreement required between Parcels 12008220 and 98804178 upon redevelopment. Cross access agreement between Parcels 12008220 and 11080165 upon redevelopment.
10	279.54	LT	AutoZone/Hastings	12008220	Unsignalized full movement	Right-in, right-out	Cross access agreement required between Parcels 12008220 and 98804178 upon redevelopment. Cross access agreement between Parcels 12008220 and 11080165 upon redevelopment.
11	279.58	LT	AutoZone/Hastings	12008220	Unsignalized full movement	Close access - use Access #10	Cross access agreement required between Parcels 12008220 and 98804178 upon redevelopment. Cross access agreement between Parcels 12008220 and 11080165 upon redevelopment.
12	279.58	RT	Rainbow Dr		Unsignalized 3/4 movement (left-in, right-out)	Conditional right-out only	When Rainbow Dr is closed, this access will be closed.
13	279.59	LT	Village Inn	12008220/ 98804178	Unsignalized full movement	Close access - use existing access on N 19th St	Cross access agreement required between Parcels 12008220 and 98804178 upon redevelopment
14	279.62	LT	N 19th St		Unsignalized full movement	Right-in, right-out	
15	279.63	LT	Subway	12008180	Unsignalized full movement	Close access - use existing access on N 19th St	Cross access agreement required between Parcels 12008180 and 1207730. Alternate driveway access to 19th St allowed until cross access agreement between Parcels 12008180 and 12007730 established.
16	279.65	LT	Old Mission Mexican Restaurant	12007730	Unsignalized full movement	Close access- use conditional driveway extension to 19th St	Cross access agreement required between Parcels 12008180 and 12007730 upon redevelopment. Alternate driveway access to 19th St required until cross access agreement between Parcels 12008180 and 12007730 established.
17	279.66	LT	Old Mission Mexican Restaurant/ America's Best Value Inn & Suites	12007730	Unsignalized full movement	Close access- use conditional driveway extension to 19th St	Cross access agreement required between Parcels 12008180 and 12007730 upon redevelopment. Alternate driveway access to 19th St required until cross access agreement between Parcels 12008180 and 12007730 established. Cross access agreement required between Parcels 12007730 and 98604461 upon redevelopment.

1 Oriented from direction of reference point (W-E)

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4 Unless otherwise specified, conditions listed refer to proposed configuration.

5 Access closures are conditional upon alternative access to the highway or local street system. Refer to alternative access listed in proposed configuration.

Access ID No.	Mile Post*	Side ¹	Description/Current Business	Parcel Number	Existing Configuration	Proposed Configuration	Conditions for Implementation ^{2,3,4,5}
20	279.69	LT	America's Best Value Inn & Suites	98604461	Unsignalized full movement	Right-in, right-out	If right-in/right-out is implemented with existing land use, parking lot extension required to accommodate on-site circulation. If parcel redevelops, on-site circulation compatible with right-in/right-out location to be developed within property boundaries . Cross access agreement required between Parcels 98604461 and 12007730 upon redevelopment.
24	279.75	LT	Shell/Kwik Stop	12080099	Unsignalized full movement	Close access - use existing access on N Orchard Ave	
25	279.78	RT	N Orchard Ave		Signalized full movement	Signalized full movement	
26	279.78	LT	N Orchard Ave		Signalized full movement	Signalized full movement	
27	279.82	LT	Bank of the San Juans	12002000	Right-in, left-in (no exit)	Close access - use existing access on N Orchard Ave	
28	279.83	LT	Check Into Cash/Bunk House Burgers	12007190	Unsignalized full movement	Conditional shared right-in, right-out	Due to common ownership, Parcels 12007190 and 98104130 will share the conditional right-in/right-out access. Cross access agreements are required between Parcels 12007190, 98104130 and 98104129 upon redevelopment. When alternate legal access to N. Diamond Ave is available for all three parcels, Access 28 will close.
29	279.85	LT	Bunk House Burgers/Advanced Weapons	98104130/ 98104129	Unsignalized full movement	Close access - use existing access on N Diamond Ave	Cross access agreements are required between Parcels 12007190, 98104129. and 98104130 upon redevelopment.
30	279.87	LT	N Diamond Ave		Unsignalized full movement	Right-in, right-out	
31	279.88	LT	The Bargain Barn/Fresenius Medical Care	12000070	Right-in, left-in (no exit)	Close access - use existing access on N Diamond Ave	
32	279.89	LT	The Bargain Barn/Fresenius Medical Care	12000070	Right-in, left-in (no exit)	Close access - use existing access on N Diamond Ave	
33	279.91	LT	Jimmy John's	12003420	Right-out, left-out (exit only)	Close access - use conditional driveway extension to Cottonwood Ave	Cross access agreement required between Parcels 12003420 and 12005680 upon redevelopment. Alternate driveway access to Cottonwood Ave required until cross access agreement between Parcel 12003420 and Parcel 12005680 established.
34	279.92	LT	Jimmy John's	12003420	Unsignalized full movement	Close access- use conditional driveway extension to Cottonwood Ave	Cross access agreement required between Parcels 12003420 and 12005680 upon redevelopment. Alternate driveway access to Cottonwood Ave required until cross access agreement between Parcel 12003420 and Parcel 12005680 established.

1 Oriented from direction of reference point (W-E)

2 Access control will be implemented with construction of the US 50 Corridor Plan (East Cañon Segment).

3 Prior to the implementation of the Corridor Plan, access control may be implemented if redevelopment occurs that increases traffic by 20% or as required by the City's Site Plan Development Process, if there is a publicly funded project by the City or CDOT, or if safety or operational issues develop.

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5 Access closures are conditional upon alternative access to the highway or local street system. Refer to alternative access listed in proposed configuration.

Access ID No.	Mile Post*	Side ¹	Description/Current Business	Parcel Number	Existing Configuration	Proposed Configuration	Conditions for Implementation ^{2,3,4,5}
35	279.93	LT	Vacant building Property owner: L&C Co.	12005680	Unsignalized full movement	Close access - use existing access on N Cottonwood Ave	Cross access agreement required between Parcels 12003420 and 12005680 upon redevelopment
36	279.96	RT	N Cottonwood Ave		Unsignalized 3/4 movement	Unsignalized 3/4 movement	
37	279.96	LT	N Cottonwood Ave		Unsignalized Full Movement	Right-in, right-out	
38	280.00	LT	McDonald's	12002631	Unsignalized full movement	Close access - use existing access on N Cottonwood Ave	
39	280.01	LT	Roller's Donuts and Pastries	12005670	Unsignalized full movement	Close access - use existing shared access on Del Rey Ave	Easement exists between Parcels 12005670 and 12005660
40	280.03	LT	Tobacco Corner	12005660	Unsignalized full movement	Close access - use existing shared access on Del Rey Ave	Easement exists between Parcels 12005670 and 12005660
41	280.05	LT	Del Rey Ave		Unsignalized full movement	Right-in, right-out	
42	280.06	LT	Bottle Shoppe Drive In Liquor	12006950	Unsignalized full movement	Close access - use existing access on Del Rey Ave	Cross access agreement required between Parcels 12006950 and 12003800 upon redevelopment
43	280.08	LT	Bottle Shoppe Drive In Liquor	12006950	Unsignalized full movement	Close access - use existing access on Del Rey Ave	Cross access agreement required between Parcels 12006950 and 12003800 upon redevelopment
44	280.11	LT	Credit Union of Colorado	12003800	Unsignalized full movement	Close access - use existing access on Greydene Ave	Cross access agreement required between Parcels 12006950 and 12003800 upon redevelopment
45	280.14	RT	Greydene Ave		Unsignalized 3/4 movement	Right-in, right-out	
46	280.14	LT	Greydene Ave		Unsignalized full movement	Unsignalized 3/4 movement	
47	280.17	LT	The Faricy Boys Ford/Vespa Canon	99925092	Unsignalized full movement	Close access - use existing access on Greydene Ave	
48	280.19	LT	The Faricy Boys Ford/Vespa Canon	12000630	Unsignalized full movement	Close access - use existing access on Barrett Dr	
49	280.20	LT	Barrett Dr		Unsignalized full movement	Right-in, right-out	
50	280.25	LT	Field Ave		Unsignalized full movement	Right-in, right-out	
50.5	280.27	LT	Great Western Auto Sales	12001000	Unsignalized full movement	Close access - use conditional access on Field Ave	Cross access agreement required between Parcels 12001000 and 98100024 upon redevelopment. Conditional access to Field Ave required until cross access agreement between Parcels 12001000 and 98100024 established.
51	280.28	LT	Great Western Auto Sales	12001000	Unsignalized full movement	Close access - use conditional access on Field Ave	Cross access agreement required between Parcels 12001000 and 98100024 upon redevelopment. Conditional access to Field Ave required until cross access agreement between Parcels 12001000 and 98100024 established.

1 Oriented from direction of reference point (W-E)

2 Access control will be implemented with construction of the US 50 Corridor Plan (East Cañon Segment).

3 Prior to the implementation of the Corridor Plan, access control may be implemented if redevelopment occurs that increases traffic by 20% or as required by the City's Site Plan Development Process, if there is a publicly funded project by the City or CDOT, or if safety or operational issues develop.

4 Unless otherwise specified, conditions listed refer to proposed configuration.

5 Access closures are conditional upon alternative access to the highway or local street system. Refer to alternative access listed in proposed configuration.

Access ID No.	Mile Post*	Side ¹	Description/Current Business	Parcel Number	Existing Configuration	Proposed Configuration	Conditions for Implementation ^{2,3,4,5}
51.5	280.29	LT	Great Western Auto Sales	12001000	Unsignalized full movement	Close access - use conditional access on Field Ave	Cross access agreement required between Parcels 12001000 and 98100024 upon redevelopment. Conditional access to Field Ave required until cross access agreement between Parcels 12001000 and 98100024 established.
52	280.30	LT	Burger King	98100024	Right-out, left-out (exit only)	Close access - use existing access on N Raynolds Ave or Field Ave	If closure is implemented with existing land use, parking lot extension required to accommodate drive-thru circulation. If parcel redevelops, on-site circulation to be developed within property boundaries . Cross access agreement required between Parcels 12001000 and 98100024 upon redevelopment.
53	280.33	LT	Burger King	98100024	Unsignalized full movement	Close access - use existing access on N Raynolds Ave or Field Ave	If closure is implemented with existing land use, parking lot extension required to accommodate drive-thru circulation. If parcel redevelops, on-site circulation to be developed within property boundaries . Cross access agreement required between Parcels 12001000 and 98100024 upon redevelopment.
54	280.35	RT	N Raynolds Ave		Signalized full movement	Signalized full movement	
55	280.35	LT	N Raynolds Ave		Signalized full movement	Signalized full movement	
56	280.40	LT	Lindner Chevrolet	12003861	Unsignalized full movement	Close access - use access #57a	Cross access agreement required between Parcels 12003861 and 12003862 upon redevelopment
57a	280.43	LT	Lindner Chevrolet	12003861	Unsignalized full movement	Right-in, right-out	Cross access agreement required between Parcels 12003861 and 12003862 upon redevelopment
57b	280.52	LT	Vacant lot Property owner: Steven Lindner	99921453	N/A	Right-in, right-out	Implemented upon redevelopment.
58	280.68	RT			Unsignalized full movement	Close access - use new Access #60	Close access when Access 59 closes and when Access 60 implemented.
59	280.68	LT	Holy Cross Abbey	99927180	Unsignalized full movement	Close access - use new Access #61	Close access upon redevelpment and when Access 61 implemented.
60	280.71	RT	E Main St		N/A	Full Movement with potential for signalization or other traffic control when warranted by MUTCD	Full movement implemented with Access 61 and when Access 58 closes.
61	280.71	LT	Holy Cross Abbey		N/A	Full Movement with potential for signalization or other traffic control when warranted by MUTCD	Full movement implemented upon redevelopment and when Access 59 closes.
62	279.25	RT	Canon City Tire and Service	11020490	Unsignalized full movement	Close access - use existing access on S 15th St	
63	279.29	RT	Multiple businesses Property owners: Jeff and Elizabeth Wilson	99920080	Unsignalized full movement	Close access - use shared Access #63a	Cross access agreement must be established between Parcels 99920080 and 99920079.

1 Oriented from direction of reference point (W-E)

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3 Prior to the implementation of the Corridor Plan, access control may be implemented if redevelopment occurs that increases traffic by 20% or as required by the City's Site Plan Development Process, if there is a publicly funded project by the City or CDOT, or if safety or operational issues develop.

4 Unless otherwise specified, conditions listed refer to proposed configuration.

5 Access closures are conditional upon alternative access to the highway or local street system. Refer to alternative access listed in proposed configuration.

Access ID No.	Mile Post*	Side ¹	Description/Current Business	Parcel Number	Existing Configuration	Proposed Configuration	Conditions for Implementation ^{2,3,4,5}
63a	279.29	RT	Multiple businesses Property owners: Jeff and Elizabeth Wilson/Robert and Shirley Miller	99920080/ 99920079	N/A	Shared right-in, right-out	Right-in,right-out to US 50 implemented when Rainbow Dr. is closed. Cross access agreement must be established between Parcels 99920080 and 99920079.
64	279.30	RT	Multiple businesses Property owners: Robert and Shirley Miller	99920079	Unsignalized full movement	Close access - use shared Access #63a	Cross access agreement must be established between Parcels 99920080 and 99920079.
65	279.37	RT	E Main St		Unsignalized full movement	Shared Right-in, right-out	If Main St is reconfigured to run parallel to the railroad and connect to 15th St and Rainbow Drive is closed, a right-in/right-out to US 50 will be implemented to serve Parcels 11032655 and 11028730. If E Main St ROW is vacated, a cross access agreement is required between Parcels 11032655 and 11028730.
66	279.51	RT	Sears	98704659	Unsignalized full movement	Right-in, right-out	Right-in,right-out to US 50 implemented when Rainbow Dr. is closed.

1 Oriented from direction of reference point (W-E)

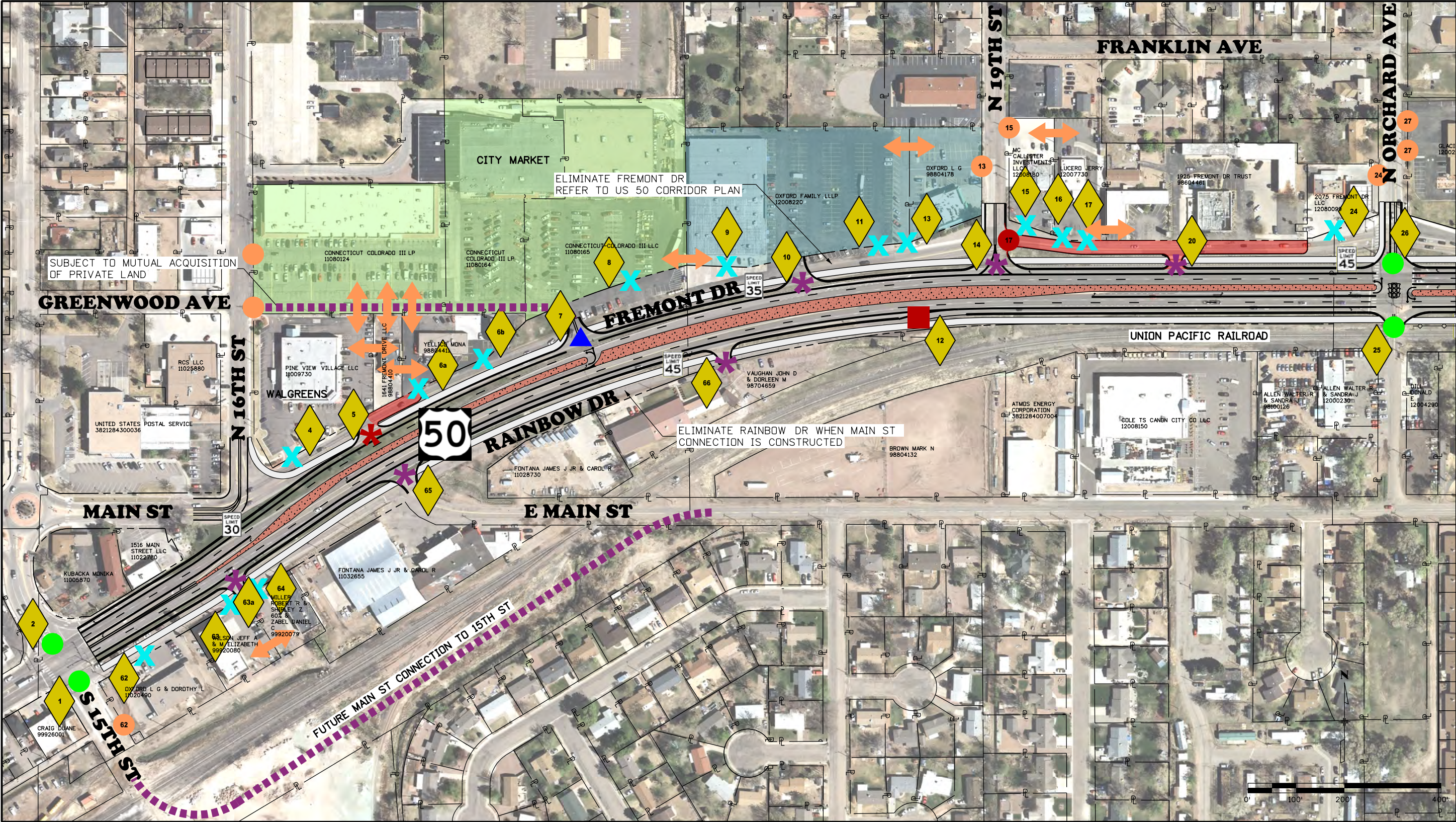
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MATCHLINE - SEE SHEET 2

CAÑON CITY US 50 ACCESS PLAN



Legend:

- | | | |
|-------------------------------------|---|---|
| Access Point Identification Number | Proposed Cross Access for Shared Access Point | Proposed Street |
| Milepost | Existing Cross Access Agreement | Highway Right-of-Way |
| City Street Access Point | Proposed Conditional City Street Access Point | Property Line |
| Close Existing Access Point | Proposed Conditional Right-In, Right-Out Access | Multi-Use Trail |
| Proposed Right-In, Right-Out Access | Proposed Conditional Right-Out Only Access | Future Raised Median |
| Proposed 3/4 Movement | Left-Turn and U-Turn Allowed | Proposed Driveway/Parking Lot Extension |
| | | Owned by Same Person/Company |
| | | Owned by Same Family |



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MATCHLINE - SEE SHEET 2



CAÑON CITY US 50 ACCESS PLAN



Legend:

- | | | | |
|-------------------------------------|--|------------------------------|---|
| Access Point Identification Number | Proposed Cross Access for Shared Access Point | Proposed Street | Proposed Driveway/
Parking Lot Extension |
| Milepost | Existing Cross Access Agreement | Highway Right-of-Way | Owned by Same
Person/Company |
| Full Movement Access Point | Proposed Conditional City
Street Access Point | Property Line | Owned by Same
Family |
| City Street Access Point | Proposed Conditional
Right-In, Right-Out Access | Multi-Use Trail | |
| Close Existing Access Point | Proposed Conditional
Right-Out Only Access | Future Raised Median | |
| Proposed Right-In, Right-Out Access | | Left-Turn and U-Turn Allowed | |
| Proposed 3/4 Movement | | | |

“EXHIBIT - B”
UNITED STATES HIGHWAY 50
CAÑON CITY
(MP 279.2 – MP 280.7)
ACCESS CONTROL PLAN
AMENDMENT PROCESS

1. A request for an amendment of the Access Control Plan must be initiated by one of the Agencies. The initiating Agency will be responsible for the costs associated with completing and documenting the Amendment.
2. Amendment requests must be submitted to and agreed upon by the affected jurisdictions: Department Permit Manager and/or City Traffic Engineer of the Intergovernmental Agreement, depending on the property location. The property or properties that are directly affected by the proposed amendment must be located within a jurisdiction’s boundaries or within the boundaries of a legally recognized planning area, such as a Growth Management Area, for the jurisdiction to be considered an affected jurisdiction.
3. An amendment request shall include hard copy and electronic files of the following:
 - a) Description of changes to the Access Control Plan requested
 - b) Justification for the Amendment
 - c) Traffic Impact Study or analysis, depending upon the magnitude of the change requested. Any affected jurisdiction of the Intergovernmental Agreement can request this supporting documentation.
 - d) Amended Access Control Plan Table
 - e) Amended Access Control Plan Exhibit(s)/Map(s)
4. The Agencies shall review the submittal concurrently for completeness and for consistency with the access objectives, principles, and strategies described in the *Cañon City United States Highway 50 Access Control Plan* (Stolfus & Associates, Inc., October, 2018) report for this corridor and with the design criteria and permit process of the State Highway Access Code.
5. Prior to approval of an amendment, all property owners directly affected by the amendment must be notified in writing and be given thirty (30) calendar days to state any objections. If an objection is lodged, approval of the amendment must be referred to the Agencies respective governing bodies. Depending on the magnitude of the change requested, a public meeting may be required. Any affected jurisdiction of the Intergovernmental Agreement can request a public meeting. The Agency initiating the amendment request shall be responsible for all public notification and public process, unless otherwise agreed to by the Agencies.
6. Amendments must be approved in writing by the following authorized designated officials: Regional Transportation Director for the Department and the City Administrator for the City. At the authorized designated official’s discretion, approval may be referred

Exhibit B
United States Highway 50 – Cañon City
Access Control Plan Amendment Process

to their respective governing bodies: Chief Engineer for the Department and local elected officials for the City.

7. A written amendment must include the following:
 - a) Declarations page defining the parties, effective date, and details of the amendment. Refer to sample amendment attached to this Exhibit as Exhibit C.
 - b) Signatures page for authorized designated officials. Refer to Exhibit C.
 - c) Amended Access Control Plan table and exhibits. Table and exhibits should be replaced in their entirety.

A signed amendment must be attached to the original Intergovernmental Agreement.

8. If all affected jurisdictions of the Intergovernmental Agreement do not come to agreement on a proposed amendment, the content of the original Access Control Plan remains intact.

“EXHIBIT – C”
SAMPLE AMENDMENT TO
INTERGOVERNMENTAL AGREEMENT
BETWEEN THE CITY OF CAÑON CITY AND
THE STATE OF COLORADO
DEPARTMENT OF TRANSPORTATION
DATED _____

WHEREAS:

The City of Cañon City (hereinafter referred to as the “City”) and the State of Colorado, Department of Transportation (hereinafter referred to as the “Department”), said parties being referred to collectively herein as the “Agencies”, entered into an Agreement on _____, 2018 to adopt an Access Control Plan dated October 2018 for the section of United States Highway 50 through Cañon City between 15th Street (MP 279.2) and the Holy Cross Abbey (MP 280.7) (hereinafter referred to as the "Segment").

The Agencies desire to amend this Agreement in accordance with the attached table for the Segment.

NOW, THEREFORE, the Agencies do hereby agree:

The Agreement and the terms and conditions therein shall remain unchanged other than those sections and exhibits listed below:

The attached table and exhibits for United States Highway 50 in Exhibit A shall be replaced with the table attached to this Amendment.

IN WITNESS WHEREOF, the parties hereto have executed this Amendment as of the day and year written above:

City of Cañon City, Colorado

City Administrator

Date

State of Colorado, Department of Transportation

Regional Transportation Director

Date