

Kettle Creek North Update

Traffic Impact Study

Prepared for:
Vintage Communities
c/o Ron O’Canna
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JUNE 9, 2022*

LSC Transportation Consultants
Prepared by: Jeffrey C. Hodsdon, P.E.

*w/ 2/22/2023 notes
LSC # 194541



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June 9, 2022
(w/ 2/22/2023 notes)

Vintage Communities
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Construction Management and Consulting, Inc.
P.O. Box 7207
Colorado Springs, Colorado 80933-7207

RE: Kettle Creek North Update
Traffic Impact Study
Colorado Springs, CO
LSC # 194541

Dear Mr. O'Canna,

LSC Transportation Consultants, Inc. has prepared this updated traffic impact study for the proposed Kettle Creek North residential development in Colorado Springs, Colorado. The 320-acre site (development area about 65 acres) is located generally southeast of the intersection of Powers Boulevard and State Highway 83. Single-family residential is the proposed land use, and primary access would be to Thunder Mountain Avenue. A minor secondary vehicular connection to the east to Howells Road is also proposed. This is intended primarily for use in case of emergency/evacuation, but the connection would not be gated. This report has been prepared for submittal to the City of Colorado Springs.

REPORT CONTENTS

The preparation of this report included the following:

- Inventory of existing adjacent and nearby area street system, including surface conditions, functional classifications, roadway widths, lane configurations, traffic control, posted speed limits, pavement markings, intersection and access spacing, roadway and intersection alignments, auxiliary left- and right-turn lanes, intersection sight distances, etc.;

- Summary of morning, mid-afternoon and late-afternoon peak-hour turning-movement traffic counts at the following “study-area” intersections:
 - Old Ranch Road/Thunder Mountain Avenue
 - Thunder Mountain Avenue/Pine Creek High School main entrance
 - Thunder Mountain Avenue/Red Cavern Road
 - Old Ranch Road/Cordera Crest/Blue Horizon Way
 - Old Ranch Road/Forest Creek Road
 - Thunder Mountain Avenue/Falling Leaf Drive
 - Thunder Mountain Avenue/Daydreamer Drive
 - Forest Creek Road/Falling Leaf Drive
 - Forest Creek Road/Daydreamer Drive
 - Echo Canyon Drive/Daydreamer Drive
 - Echo Canyon Drive/Falling Leaf Drive
- Review of previously-conducted traffic impact studies for this site;
- Estimates of average weekday and peak-hour trip generation for the proposed residential development;
- Estimation of directional distribution of site-generated vehicle trips on the area street system;
- Projections of site-generated turning-movement traffic volumes at the following “study-area” intersections:
 - Old Ranch Road/Thunder Mountain Avenue
 - Thunder Mountain Avenue/Pine Creek High School main entrance
 - Thunder Mountain Avenue/Red Cavern Road
 - Old Ranch Road/Cordera Crest/Blue Horizon Way
 - Old Ranch Road/Forest Creek Road
- Estimates of long-term background traffic volumes at the study-area intersections and access points;
- Total traffic (site traffic-plus-baseline/background traffic) projections at these intersections for the short term and long term;
- Level of service (LOS) analysis at the study-area intersections;
- Evaluation of existing, short-term, and long-term projected intersection volumes to determine the potential need for any new auxiliary right-/left-turn lanes based on the criteria in the City’s *Traffic Criteria Manual*;
- Other recommended improvements and modifications to the study-area streets and intersections; and
- Summary of compiled data, analysis, findings, and recommendations.

PRIOR AREA TRAFFIC REPORTS

LSC utilized the following previous traffic reports to assist in the production of this report:

- Kettle Creek North – dated July 26, 2019
- Kettle Creek North – dated January 22, 2020
- Kettle Creek North – dated March 5, 2020

LAND USE AND ACCESS

Figure 1 shows the site location relative to the adjacent and nearby streets. The proposed Kettle Creek North residential development is proposed to contain approximately 247 single-family detached dwelling units. The 320-acre site is located north of the North Fork Development, Pine Creek High School, and the Old Ranch Road/Powers interchange. A copy of the site plan is shown in Figure 2, which shows the proposed land uses, site circulation, and access points.

Primary site access would be to Thunder Mountain Avenue at several locations. Although the property is located southeast of the intersection of Powers Boulevard and State Highway 83, access to/from the north is not feasible due to Kettle Creek. No direct access to Powers Boulevard would be permitted. A minor secondary vehicular connection to the east to Howells Road is also proposed. This is intended primarily for use in case of emergency/evacuation, but the connection would not be gated. Figure 2 shows the preliminary alignment.

ROAD AND TRAFFIC CONDITIONS

Figure 1 shows the streets adjacent to and in the vicinity of the site. Adjacent streets serving the site are identified below followed by a brief description of each:

Old Ranch Road currently extends east from just west of Voyager Parkway to Milam Road. West of Thunder Mountain Avenue, Old Ranch Road has two through lanes in each direction and a raised median. East of the Cordera Crest/Old Ranch Road roundabout, Old Ranch Road has a two-lane rural cross-section. Approximately 1.5 miles east of Thunder Mountain Avenue, Old Ranch Road turns 90 degrees to the north at Milam Road, which extends north into the Black Forest area. The intersection of Old Ranch Road/Powers is a grade-separated interchange.

Thunder Mountain Avenue extends north from Old Ranch Road. Thunder Mountain Avenue adjacent to Pine Creek High School has a five-lane, Minor Arterial cross section, but due to the high turning-traffic volumes generated by the high school, has been striped for essentially one through lane in each direction plus auxiliary turn lanes. The intersection of Old Ranch/Thunder Mountain is currently signalized. **[2/22/2023 note – the intersection of Thunder Mountain Avenue/north Pine Creek High School access is now also signalized]**

Forest Creek Drive is a two-lane local street extending north from Old Ranch Road to Daydreamer Drive.

Cordera Crest Avenue is a three-lane Minor Arterial that parallels Powers Boulevard to the east between Old Ranch Road and Union Boulevard. The intersection of Cordera Crest Avenue/Old Ranch Road is a modern roundabout.

Union Boulevard is a north/south Principal Arterial. As of the prior traffic impact study (TIS) report for this project, Union Boulevard had only been constructed about three-quarters of a

mile east of Powers Boulevard. Since that time, Union Boulevard has been extended north to the intersection of Old Ranch Road and Milam Road, completing the key “Union/Milam” roadway connection.

Existing Traffic Volumes

Vehicular-turning-movement counts were conducted at the following intersections between November 2021 and February 2022.

- Old Ranch Road/Thunder Mountain Avenue
- Thunder Mountain Avenue/Pine Creek High School main entrance
- Thunder Mountain Avenue/Red Cavern Road
- Old Ranch Road/Cordera Crest/Blue Horizon Way
- Old Ranch Road/Forest Creek Road

Peak-hour volumes at the five intersections above were analyzed for the following peak periods:

- Morning peak – 7:00-8:00 a.m.
- Mid-day school peak- 2:45-3:45 p.m.
- Afternoon peak – 5:00-6:00 p.m.

Figure 3 shows these existing turning-movement volumes on the study-area streets. Raw count data is attached.

Additional AM and mid-day peak-hour vehicular-turning-movement counts were conducted at the following intersections. These were conducted primarily for purposes of updating traffic estimates but are provided for reference. Please refer to Appendix Figure 1 and attached count data for more detail:

- Thunder Mountain Avenue/Falling Leaf Drive
- Thunder Mountain Avenue/Daydreamer Drive
- Forest Creek Road/Falling Leaf Drive
- Forest Creek Road/Daydreamer Drive
- Echo Canyon Drive/Daydreamer Drive
- Echo Canyon Drive/Falling Leaf Drive

TRIP GENERATION

Estimates of the existing and projected vehicle trips to be generated by the site have been made using land use code “220 – Single-Family (Detached) Housing” from the nationally-published average trip-generation rates land-use codes in *Trip Generation, 11th Edition, 2021* by the Institute of Transportation Engineers (ITE).

Table 1 below presents a summary of the estimated site trip generation. A detailed trip-generation estimate for the development, including ITE rates for the proposed land use, is presented in Table 3 (attached).

Table 1: Estimated External Site Vehicle-Trip Generation

Analysis Period	Weekday		
	In	Out	Total
Morning Peak Hour	45	128	173
Mid-Day School Peak Hour	133	78	211
Evening Peak Hour	146	86	234
Daily/24-Hour	1,165	1,165	2,329

Based on the ITE estimate for the proposed Kettle Creek North residential development, the site would generate about 2,329 vehicle trips on the average weekday. Peak-hour trip-generation estimates are as follows:

- Weekday morning peak hour – 45 entering vehicles and 128 exiting vehicles
- Weekday mid-day school peak hour – 133 entering vehicles and 78 exiting vehicles
- Weekday afternoon peak hour – 146 entering vehicles and 86 exiting vehicles

Comparison to Previously-Approved Site Plan

The current site plan contains 247 dwelling units, which is 92 fewer dwelling units than the previously-proposed site plan and TIS report. Peak-hour trip-generation differences for the new versus previous site plan/TIS report are as follows:

- Average weekday – 871 fewer total trips during the average 24-hour period
- Weekday morning peak hour – 18 fewer entering vehicles and 60 fewer exiting vehicles
- Weekday afternoon peak hour – 65 fewer entering vehicles and 38 fewer exiting vehicles

TRIP DISTRIBUTION AND ASSIGNMENT

Trip Directional Distribution

Estimating the directional distribution of site-generated vehicle trips to the study-area roads and intersections is a necessary component in determining the site’s traffic impacts. Figure 4 shows the percentages of the site-generated vehicle trips projected to be oriented to and from the site’s major approaches. Estimates have been based on the following factors: the proposed new land use, the area street and road system serving the site, and the site’s geographic location relative to the balance of the City of Colorado Springs, El Paso County, and the Pikes Peak region.

The directional distribution also shows an estimated one percent of daily site-generated trips using the proposed connection to Howells Road.

Site-Generated Traffic

Figure 5 shows the projected site-generated traffic volumes for the weekday morning, mid-afternoon, and evening peak hours. Site-generated traffic volumes at the study-area intersections have been calculated by applying the directional-distribution percentages estimated by LSC (from Figure 4) to the trip-generation estimates (from Table 3).

Existing-Plus-Site-Generated Traffic Volumes

Figure 6 shows the sum of the adjusted existing traffic volumes (from Figure 3) and site-generated peak-hour traffic volumes (shown in Figure 5).

A few notes regarding current background conditions:

- The North Fork development is essentially built-out.
- The 2021/2022 school year enrollment at Encompass Heights Elementary School was about 406 students.
- The Union/Milam roadway connection between Old Ranch Road and Fraser Valley Lane has been completed.
- Significant portions of the Cordera Filings 4-9 and Bradley Ranch residential developments have been completed. These developments have seen very rapid growth since completion of the prior TIS report.
- The commercial development along the south side of Old Ranch Road between Powers Boulevard and the Cordera Crest/Old Ranch roundabout has also been developing rapidly.

Background Traffic on the Connection to Howells Road

LSC estimates an average daily background traffic volume of about 75 vehicles per day on the proposed vehicular connection to the east to Howells Road. As described in the land use/access section of the report, this proposed connection is intended primarily for use in case of emergency/evacuation, but the connection would not be gated. County residents to the east along Howells Road may utilize the connection to travel to/from the school campuses along Thunder Mountain Avenue, the parks, and homes of residents of the North Fork neighborhood. Also, residents within the north portion of the North Fork neighborhood may have a trip purpose to the homes in the county along Howells Road or in that area.

Estimated Future 2042 Background Traffic Volumes

Figure 7 shows the projected 20-year background traffic volumes for the year 2042. Projected 20-year background traffic volumes do **not** include projected traffic to be generated by the proposed Kettle Creek North residential development. Background volumes include/account for:

- General traffic growth in the area, including full buildout of the Cordera Master Plan, Bradley Ranch, and Encompass Heights Elementary School

Future volumes generally reflect the following annual growth rates:

- Old Ranch Road
 - Eastbound – 2.0 percent per year
 - Westbound – 1.8 percent per year
- Thunder Mountain Road
 - Northbound – 0.6 percent per year
 - Southbound – 1.0 percent per year

The elementary school is expected to see increased enrollment over the next couple of years, potentially up to about 600 students. Note: The morning peak hour of the elementary school occurs after the general morning peak/high school peak, and the elementary school dismissal peak period occurs after the mid-afternoon high school peak but prior to the late afternoon “commuter” peak hour.

Future 2042 Total Traffic Volumes

Figure 8 shows the projected 2042 total traffic volumes, which are the sum of 2042 background traffic volumes (from Figure 7) plus the site-generated traffic volumes (from Figure 5).

LEVEL OF SERVICE ANALYSIS

The following intersections have been analyzed to determine the projected intersection levels of service for existing and long-term traffic scenarios for the morning, mid-day, and evening peak-hour time periods:

- Old Ranch Road/Thunder Mountain Avenue
- Thunder Mountain Avenue/Pine Creek High School main entrance
- Thunder Mountain Avenue/Red Cavern Road
- Old Ranch Road/Cordera Crest/Blue Horizon Way
- Old Ranch Road/Forest Creek Road

Level of service (LOS) is a quantitative measure of the level of congestion or delay at an intersection and is indicated on a scale from “A” to “F.” LOS A is indicative of little congestion or delay. LOS F indicates a high level of congestion or delay. Table 2 shows the level of service delay ranges for signalized and unsignalized intersections.

Table 2: Intersection Levels of Service Delay Ranges

Level of Service	Signalized Intersections	Unsignalized Intersections
	Average Control Delay (seconds per vehicle)	Average Control Delay (seconds per vehicle) ¹
A	10.0 sec or less	10.0 sec or less
B	10.1-20.0 sec	10.1-15.0 sec
C	20.1-35.0 sec	15.1-25.0 sec
D	35.1-55.0 sec	25.1-35.0 sec
E	55.1-80.0 sec	35.1-50.0 sec
F	80.1 sec or more	50.1sec or more

¹ For unsignalized intersections, if V/C ratio is greater than 1.0 the level of service is LOS F, regardless of the projected average control delay per vehicle.

Detailed Synchro reports are attached. A summary of LOS during the weekday morning and evening peak hours for the following unsignalized intersections is shown in the following figures:

- Figure 3: Existing Traffic, Lane Geometry, Traffic Control, and LOS
- Figure 6: Existing + Site Traffic, Lane Geometry, Traffic Control, and LOS
- Figure 7: 2041 Background Traffic, Lane Geometry, Traffic Control, and LOS
- Figure 8: 2041 Background + Site Traffic, Lane Geometry, Traffic Control, and LOS

Old Ranch Road/Thunder Mountain Avenue

Overall, the intersection of Old Ranch Road/Thunder Mountain Avenue is projected to remain LOS C during all peak periods through the long term.

Note: no modifications were made to existing signal timings (provided by the City of Colorado Springs) for any scenario. It is possible that the signal timings/phasings may be adjusted in the future, based on additional development served by this intersection.

Old Ranch Road/Forest Creek Road

Side-street, single-lane approaches and individual major street left-turning movements currently operate at and are projected to remain at LOS C or better during both short-term and long-term peak hours, with or without the addition of site-generated traffic.

Old Ranch Road/Cordera Crest/Blue Horizon Way

Individual approaches/turning movements at the roundabout currently operate at and are projected to remain at LOS C or better during both short-term and long-term peak hours, with or without the addition of site-generated traffic.

Thunder Mountain Avenue/Pine Creek High School (PCHS) Main Entrance

Per the City of Colorado Springs, construction of a mid-block traffic signal on Thunder Mountain Avenue at the PCHS main entrance is scheduled to occur in June 2022. **[2/22/2023 note – the intersection of Thunder Mountain Avenue/north Pine Creek High School access is now also signalized]**. This signal would have half the cycle length (57 seconds) of the existing signal timing at Old Ranch Road/Thunder Mountain Avenue (114 seconds). A 24-second pedestrian phase would also be part of the proposed signal-timing plan. As such, LSC has analyzed this intersection assuming it would be signalized for the “Existing + Site” scenario and all long-term scenarios.

All individual turning lanes would operate at LOS D or better through the long term, based on signal timings provided by the City of Colorado Springs.

Approximately 420 feet of southbound stacking length would be available on Thunder Mountain between Red Cavern and the PCHS access. The southbound through lane has a calculated 95th-percentile queue length of 301 feet during the AM peak hour and 112 feet during the mid-day school PM peak hour, which would not exceed the available stacking distance between these two intersections.

Thunder Mountain Avenue/Red Cavern Road

Side-street, single-lane approaches and individual turning movements at the stop-sign-controlled intersection of Thunder Mountain Avenue/Red Cavern Road currently operate at and are projected to remain at LOS B or better during both short-term and long-term peak hours, with or without the addition of site-generated traffic.

AUXILIARY TURN-LANE NEEDS ANALYSIS

Old Ranch Road/Thunder Mountain Avenue

A fourth (south) intersection leg was added to the former signalized T-intersection of Old Ranch Road/Thunder Mountain Avenue since the last traffic impact study submittal for this site. No modifications to existing striping and laneage would be required as a result of traffic-related impacts from the proposed Kettle Creek North residential development.

Old Ranch Road/Forest Creek Road

A fourth (south) intersection leg was added to the former stop-sign-controlled T-intersection of Old Ranch Road/Forest Creek Road since the last traffic impact study submittal for this site. No modifications to existing striping and laneage would be required as a result of traffic-related impacts from the proposed Kettle Creek North residential development.

Old Ranch Road/Cordera Crest/Blue Horizon Way

No modifications would be required to the existing roundabout intersection of Old Ranch Road/Cordera Crest Avenue/Blue Horizon View, which currently consists of four single-lane, yield-controlled approaches. The existing laneage and cross-section of Old Ranch Road will be adequate to accommodate the projected turning movements to be generated by this development.

CONNECTION TO HOWELLS ROAD

LSC estimates an average daily traffic volume of about 100 vehicles per day on the proposed vehicular connection to the east to Howells Road. As described in the land use/access section of the report, this proposed connection is intended primarily for use in case of emergency/evacuation, but the connection would not be gated. County residents to the east along Howells Road may utilize the connection to travel to/from the school campuses along Thunder Mountain Avenue, the parks, and homes of residents of the North Fork neighborhood. Also, residents within Kettle Creek North and the north portion of the North Fork neighborhood may have a trip purpose to the homes in the county along Howells Road or in that area. **[2/22/2023 note – this gravel road connection is planned with the initial development and will be converted to a paved connection with Phase 4 of the development, at which time Howells Road will also be paved south to Old Ranch Road.]**

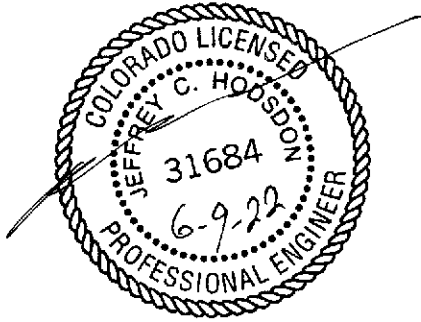
CONCLUSIONS

- The site is projected to generate about 2,329 new driveway vehicle trips during the average weekday 24-hour period. This represents a reduction of 871 trips during the average 24-hour weekday period compared to the previous site plan/TIS report.
- During the AM peak hour, 45 vehicles would enter the site while 128 vehicles would exit. Compared to the previous plan, 18 fewer entering vehicles and 60 fewer exiting vehicles would access the site during the AM peak hour.
- During the mid-day school PM peak hour, 133 vehicles would enter the site and 78 vehicles would exit the site.
- During the late afternoon peak hour, 146 vehicles would enter the site while 86 vehicles would exit. Compared to the previous plan, 65 fewer entering vehicles and 38 fewer exiting vehicles would access the site during the AM peak hour.
- Please refer to the “Level of Service” section above for detailed LOS analysis results for intersection levels of service, including details for individual turning movements and approaches at all studied intersections, during both peak hours through the 2042 horizon year.
- Please refer to the “Auxiliary Turn-Lane Needs Analysis” section for recommended auxiliary turn-lane additions/modifications at the study-area intersections.

Please contact me if you have any questions regarding this report.

Respectfully Submitted,

LSC TRANSPORTATION CONSULTANTS, INC.



By: Jeffrey C. Hodsdon, P.E.
Principal

JCH/JAB:jas

Enclosures: Table 3
Figure 1 – Figure 8
Traffic Count Reports
Synchro LOS Reports

Table 3



Table 3: Detailed Trip-Generation Estimate

ITE		Value	Units ¹	Trip Generation Rates ²						Total Trips Generated								
Code	Description			Average Weekday	A.M.		Mid-Day		P.M.		Average Weekday	A.M.		Mid-Day		P.M.		
				In	Out	In	Out	In	Out		In	Out	In	Out	In	Out		
Currently-Proposed Site Plan																		
210	Single-Family (Detached) Housing	247	DU	9.43	0.18	0.52	0.54	0.32	0.59	0.35	2329	45	128	133	78	146	86	
Previously-Approved Site Plan																		
210	Single-Family (Detached) Housing	339	DU	9.44	0.19	0.56	-	-	0.62	0.37	3200	63	188	-	-	211	124	
Change in Trip Generation																		
	Current Site Plan	247	DU								Current Site Plan	2329	45	128	133	78	146	86
	Previous Site Plan	339	DU								Previous Site Plan	3200	63	188	-	-	211	124
	Difference	-92	DU								Difference	-871	-18	-60	-	-	-65	-38
¹ DU = dwelling units																		
² Source: Trip Generation, 11th Edition, 2021, by the Institute of Transportation Engineers (ITE)																		
Updated by LSC on 05/18/2022																		

Figures 1-8





Not to scale

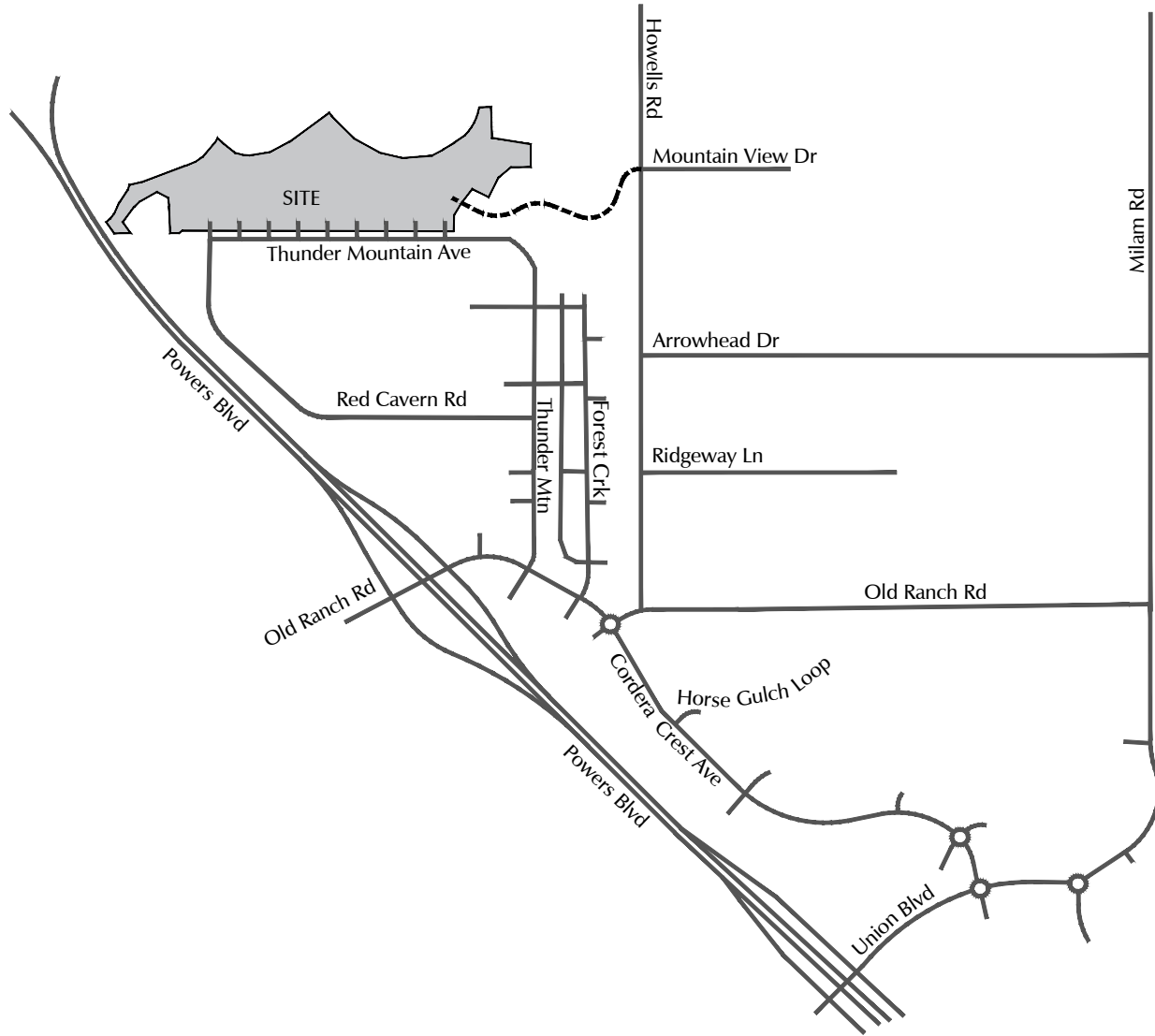
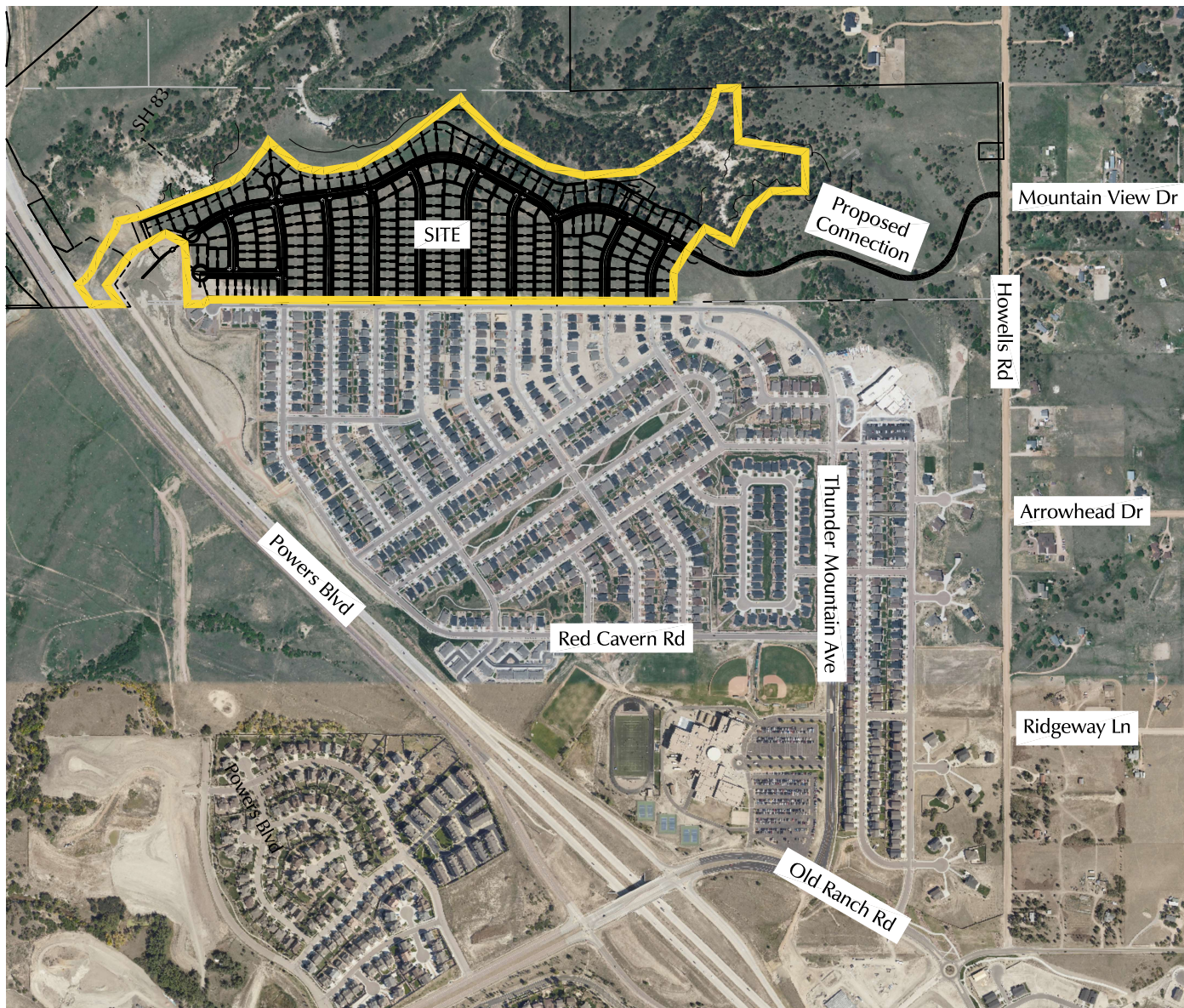


Figure 1
Vicinity Map

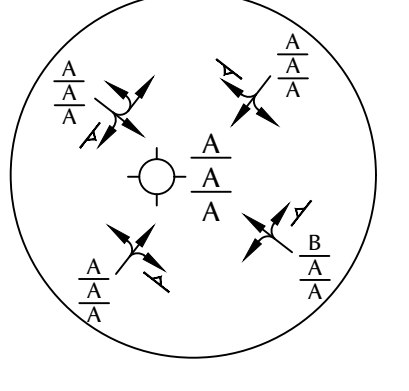
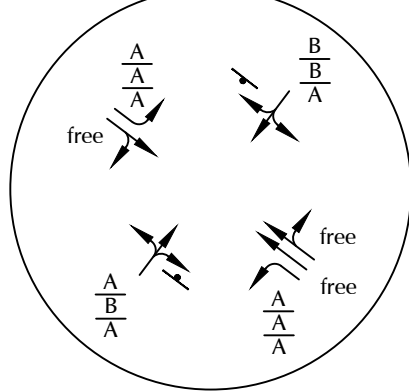
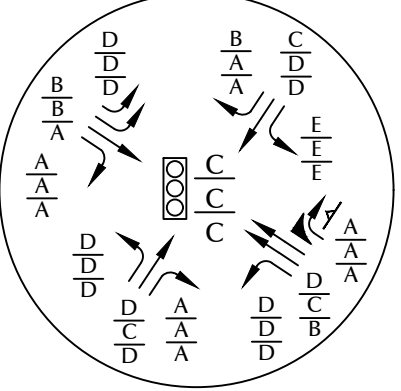
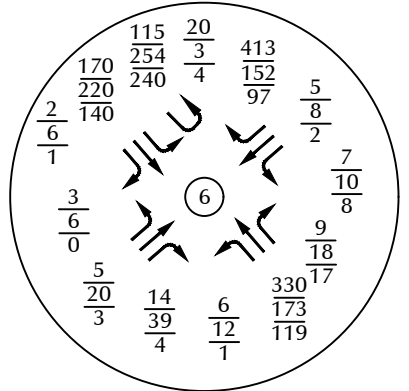
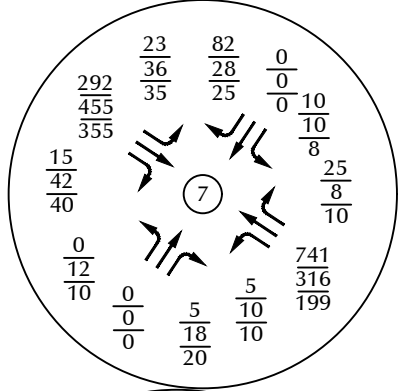
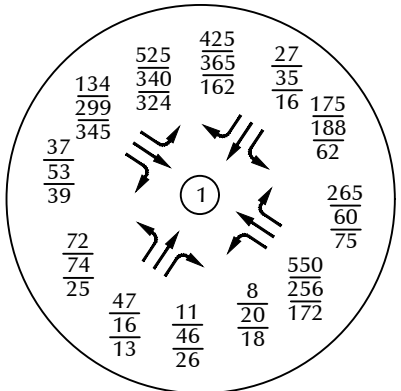
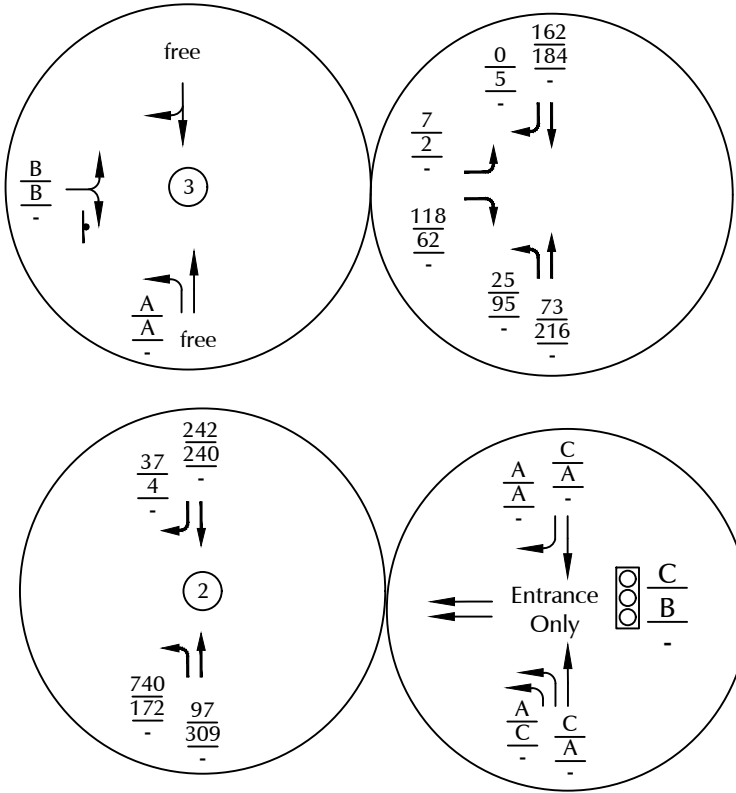
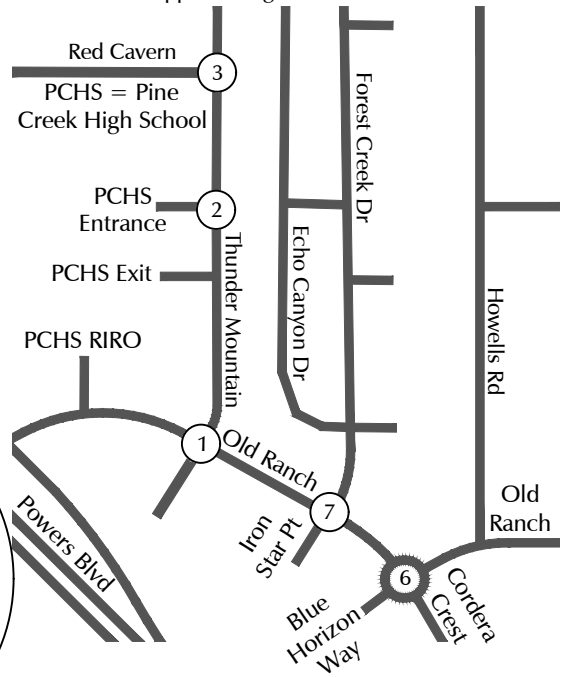
Kettle Creek North Update (LSC# 194541)



1" = 1,000'
scale



Please refer to Appendix Figure 1 for additional count data



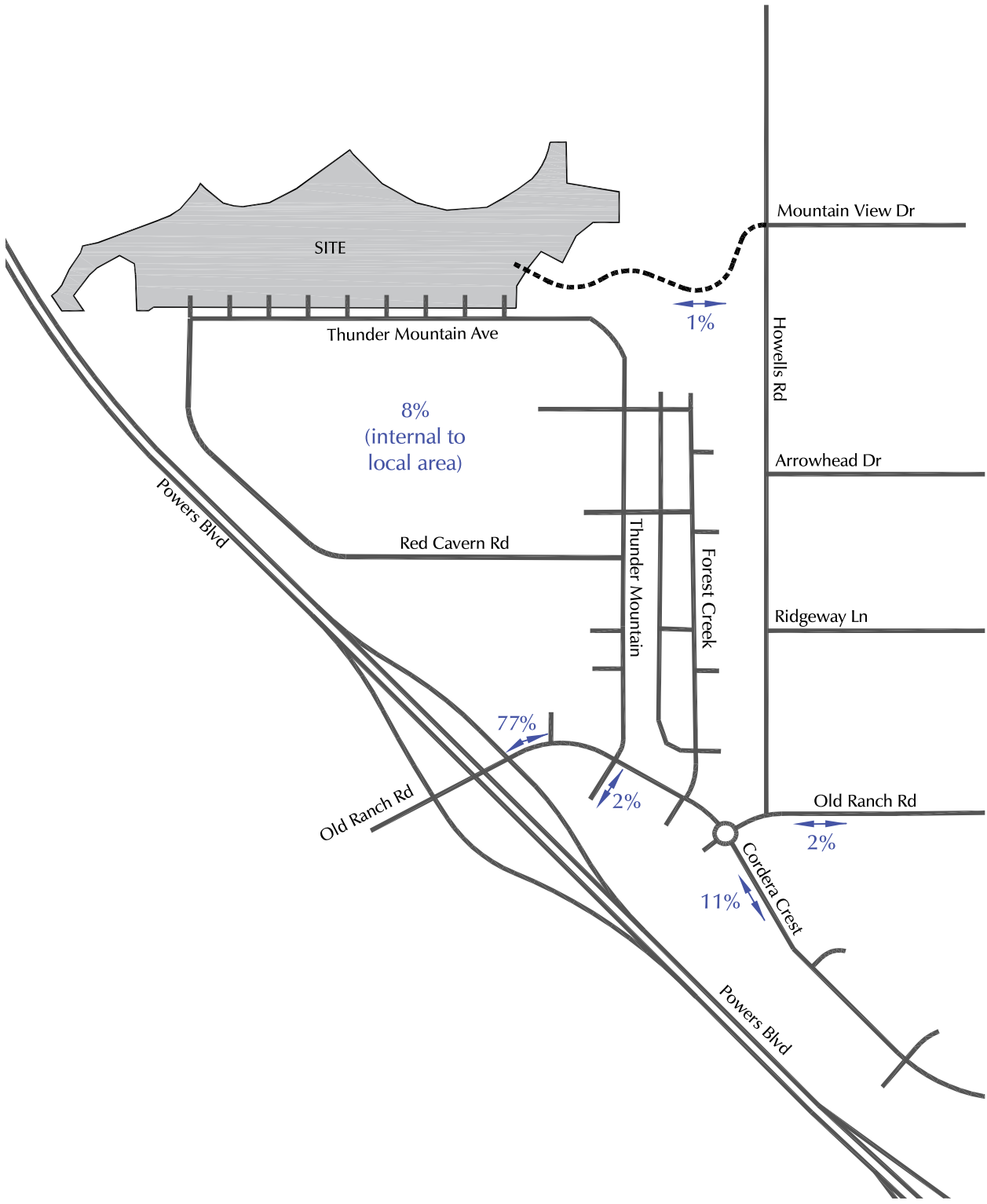
= Roundabout
 = Traffic Signal
 = Yield Sign
 = Stop Sign

X AM Peak-Hour LOS (7:00 - 8:00 am)
 X School PM Peak-Hour LOS (2:45 - 3:45 pm)
 X PM Peak-Hour LOS (5:00 - 6:00 pm)
 XX AM Peak-Hour Traffic (Veh/Hr, 7:00 - 8:00 am)
 XX School PM Peak-Hour Traffic (Veh/Hr, 2:45 - 3:45 am)
 XX PM Peak-Hour Traffic (Veh/Hr, 5:00 - 6:00 pm)

Figure 3
Existing Traffic, Lane
Geometry, Traffic
Control, and LOS

Kettle Creek North Update (LSC# 194541)





XX % = Estimated % Distribution of Site-Generated Trips

Figure 4
Directional Distribution

Kettle Creek North Update (LSC# 194541)

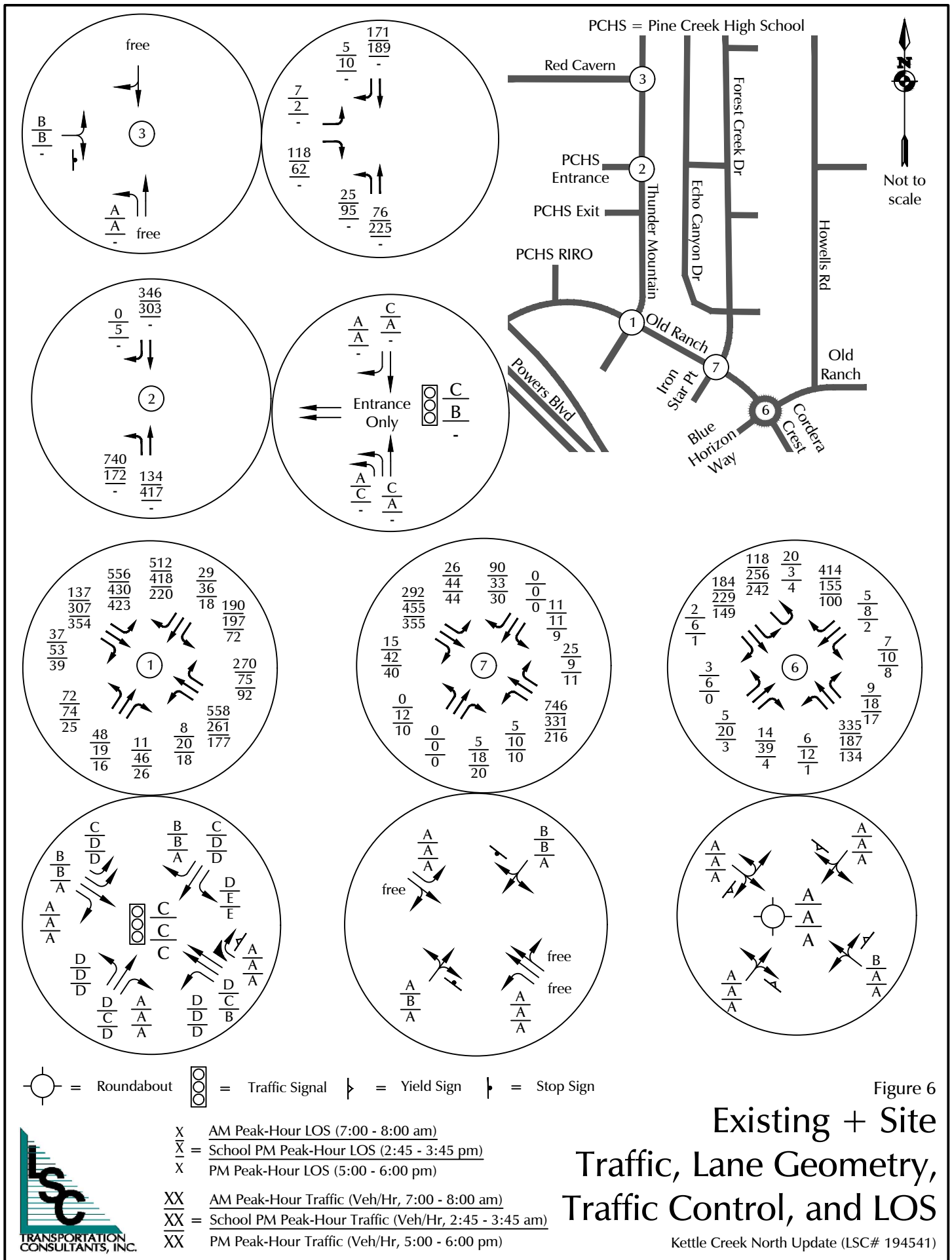


Figure 6

Existing + Site Traffic, Lane Geometry, Traffic Control, and LOS



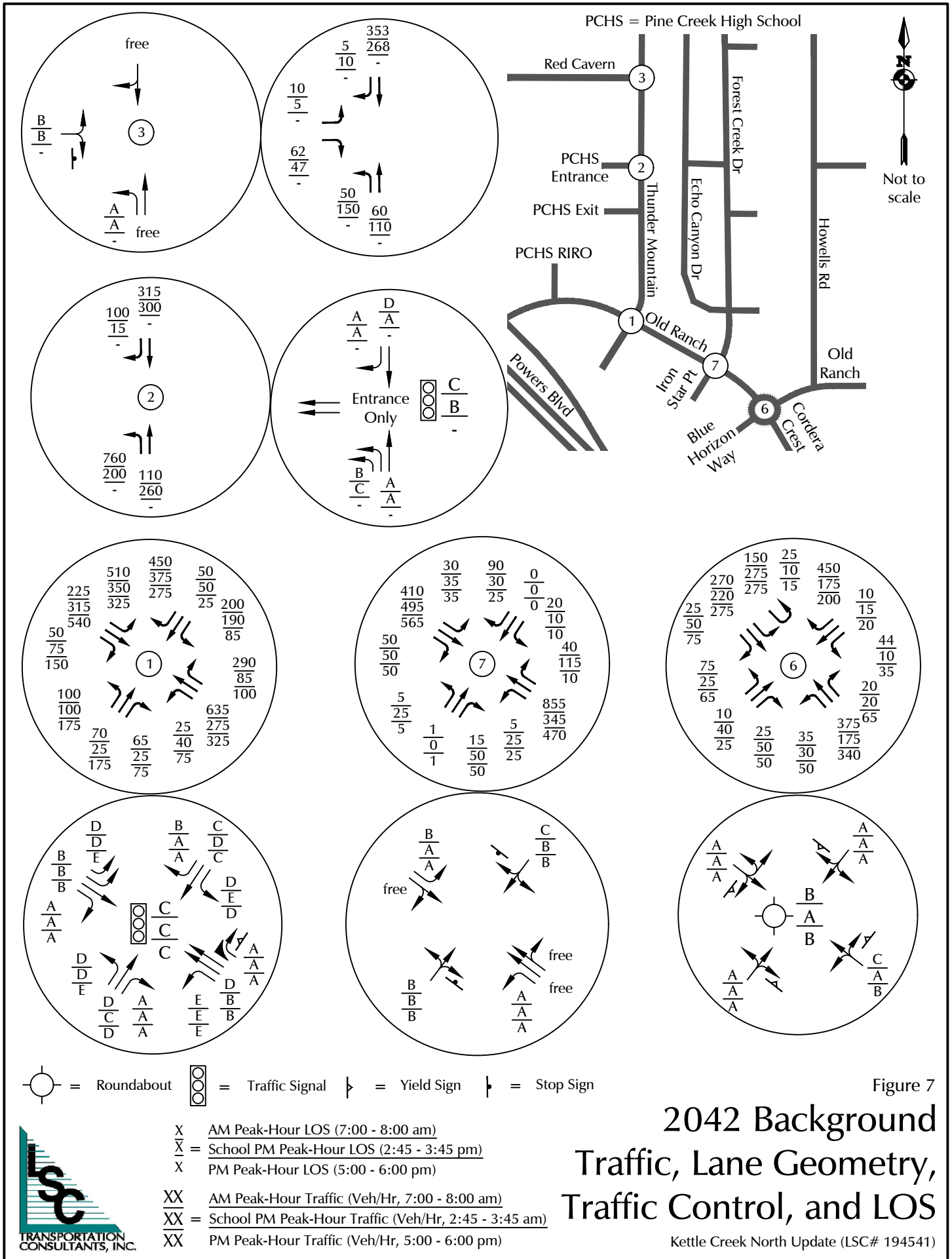
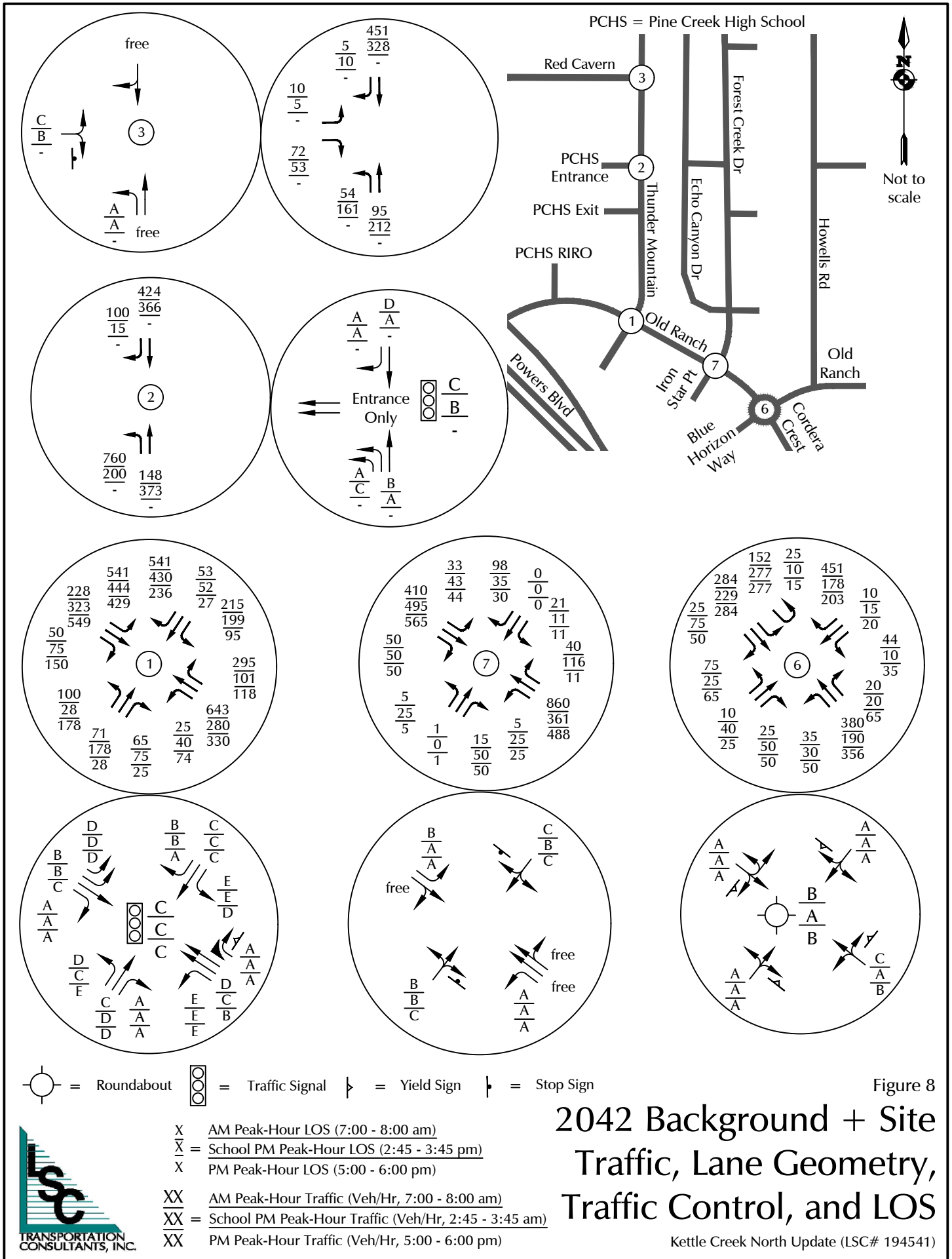


Figure 7

2042 Background Traffic, Lane Geometry, Traffic Control, and LOS

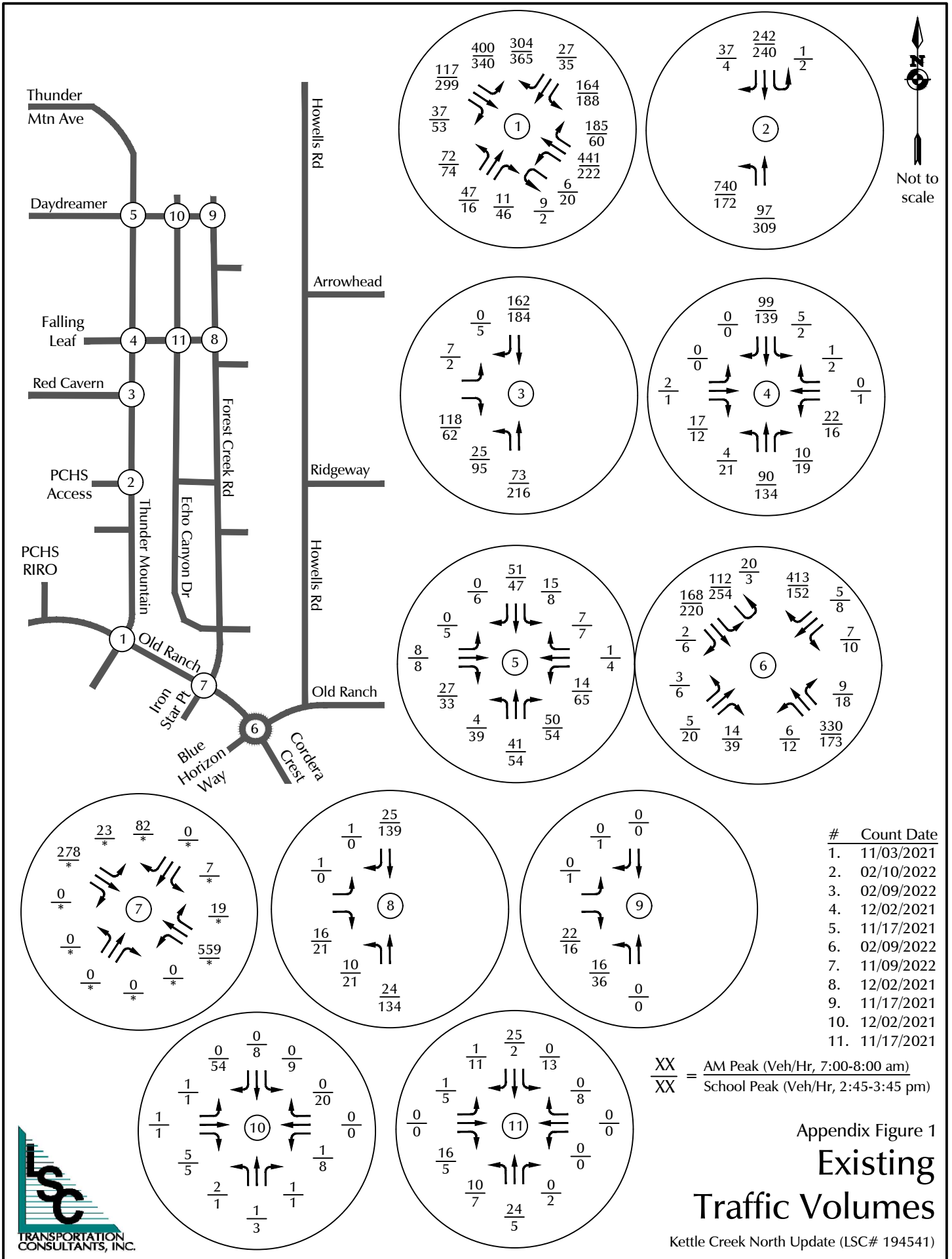
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Appendix Figure 1





#	Count Date
1.	11/03/2021
2.	02/10/2022
3.	02/09/2022
4.	12/02/2021
5.	11/17/2021
6.	02/09/2022
7.	11/09/2022
8.	12/02/2021
9.	11/17/2021
10.	12/02/2021
11.	11/17/2021

Appendix Figure 1
Existing Traffic Volumes

Kettle Creek North Update (LSC# 194541)



Traffic Counts



LSC Transportation Consultants, Inc.
 2504 E Pikes Peak Ave, Suite 304
 Colorado Springs, CO 80909
 719-633-2868

File Name : Thunder Mtn Ave - Old Ranch Rd AM
 Site Code : 00194540
 Start Date : 11/3/2021
 Page No : 1

Groups Printed- Unshifted

Start Time	Thunder Mtn Ave Southbound					Old Ranch Rd Westbound					Thunder Mtn Ave Northbound					Old Ranch Rd Eastbound					Int. Total
	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	
06:40 AM	1	0	9	0	10	2	27	2	0	31	6	0	1	0	7	5	1	2	0	8	56
06:45 AM	2	0	7	0	9	1	13	2	0	16	3	0	0	0	3	8	8	4	0	20	48
06:50 AM	1	0	11	0	12	2	24	3	0	29	2	1	1	0	4	9	6	4	0	19	64
06:55 AM	2	2	11	0	15	2	19	9	0	30	4	0	2	0	6	17	5	2	0	24	75
Total	6	2	38	0	46	7	83	16	0	106	15	1	4	0	20	39	20	12	0	71	243
07:00 AM	2	1	17	0	20	1	29	2	0	32	5	0	1	0	6	24	7	0	0	31	89
07:05 AM	0	0	24	0	24	1	33	15	0	49	1	5	1	0	7	14	2	1	0	17	97
07:10 AM	14	0	25	0	39	0	32	21	0	53	2	1	1	0	4	31	4	2	0	37	133
07:15 AM	15	1	37	0	53	0	47	22	0	69	6	4	0	0	10	16	9	2	0	27	159
07:20 AM	9	4	23	0	36	0	28	25	9	62	7	2	0	0	9	72	8	6	0	86	193
07:25 AM	18	8	24	4	54	0	21	24	0	45	9	6	0	0	15	36	8	5	0	49	163
07:30 AM	13	0	25	0	38	0	40	22	0	62	15	9	1	0	25	55	7	5	0	67	192
07:35 AM	12	4	23	0	39	0	59	20	0	79	11	9	1	0	21	31	13	7	0	51	190
07:40 AM	39	8	31	0	78	0	46	16	0	62	7	7	3	0	17	35	12	1	0	48	205
07:45 AM	24	1	42	0	67	0	49	6	0	55	4	2	1	0	7	41	20	2	0	63	192
07:50 AM	14	0	21	0	35	2	39	5	0	46	4	1	1	0	6	21	13	3	0	37	124
07:55 AM	4	0	12	0	16	2	18	7	0	27	1	1	1	0	3	24	14	3	0	41	87
Total	164	27	304	4	499	6	441	185	9	641	72	47	11	0	130	400	117	37	0	554	1824
08:00 AM	4	0	14	1	19	1	36	2	0	39	3	2	1	0	6	8	14	1	0	23	87
08:05 AM	2	0	14	0	16	0	34	7	0	41	2	1	0	0	3	11	19	2	0	32	92
08:10 AM	2	2	14	0	18	0	36	5	0	41	2	0	0	0	2	26	10	2	1	39	100

LSC Transportation Consultants, Inc.

2504 E Pikes Peak Ave, Suite 304
 Colorado Springs, CO 80909
 719-633-2868

File Name : Thunder Mtn Ave - Old Ranch Rd AM
 Site Code : 00194540
 Start Date : 11/3/2021
 Page No : 2

Groups Printed- Unshifted

Start Time	Thunder Mtn Ave Southbound					Old Ranch Rd Westbound					Thunder Mtn Ave Northbound					Old Ranch Rd Eastbound					Int. Total
	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	
08:15 AM	6	0	28	0	34	1	31	3	0	35	1	2	2	0	5	26	11	3	0	40	114
08:20 AM	11	0	30	0	41	1	12	6	0	19	4	1	2	0	7	21	11	1	0	33	100
08:25 AM	10	2	30	0	42	1	24	3	0	28	6	2	0	0	8	13	14	3	1	31	109
08:30 AM	4	0	21	0	25	2	23	1	0	26	3	1	3	0	7	17	18	1	0	36	94
08:35 AM	3	0	28	0	31	0	26	2	0	28	2	1	2	0	5	7	8	1	0	16	80
08:40 AM	4	1	14	0	19	3	16	4	0	23	2	0	0	0	2	10	12	1	0	23	67
Grand Total	216	34	535	5	790	22	762	234	9	1027	112	58	25	0	195	578	254	64	2	898	2910
Apprch %	27.3	4.3	67.7	0.6		2.1	74.2	22.8	0.9		57.4	29.7	12.8	0		64.4	28.3	7.1	0.2		
Total %	7.4	1.2	18.4	0.2	27.1	0.8	26.2	8	0.3	35.3	3.8	2	0.9	0	6.7	19.9	8.7	2.2	0.1	30.9	

LSC Transportation Consultants, Inc.

2504 E Pikes Peak Ave, Suite 304
 Colorado Springs, CO 80909
 719-633-2868

File Name : Thunder Mtn Ave - Old Ranch Rd AM
 Site Code : 00194540
 Start Date : 11/3/2021
 Page No : 3

Start Time	Thunder Mtn Ave Southbound					Old Ranch Rd Westbound					Thunder Mtn Ave Northbound					Old Ranch Rd Eastbound					Int. Total
	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	
Peak Hour Analysis From 06:40 AM to 08:40 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:00 AM																					
07:00 AM	2	1	17	0	20	1	29	2	0	32	5	0	1	0	6	24	7	0	0	31	89
07:05 AM	0	0	24	0	24	1	33	15	0	49	1	5	1	0	7	14	2	1	0	17	97
07:10 AM	14	0	25	0	39	0	32	21	0	53	2	1	1	0	4	31	4	2	0	37	133
07:15 AM	15	1	37	0	53	0	47	22	0	69	6	4	0	0	10	16	9	2	0	27	159
07:20 AM	9	4	23	0	36	0	28	25	9	62	7	2	0	0	9	72	8	6	0	86	193
07:25 AM	18	8	24	4	54	0	21	24	0	45	9	6	0	0	15	36	8	5	0	49	163
07:30 AM	13	0	25	0	38	0	40	22	0	62	15	9	1	0	25	55	7	5	0	67	192
07:35 AM	12	4	23	0	39	0	59	20	0	79	11	9	1	0	21	31	13	7	0	51	190
07:40 AM	39	8	31	0	78	0	46	16	0	62	7	7	3	0	17	35	12	1	0	48	205
07:45 AM	24	1	42	0	67	0	49	6	0	55	4	2	1	0	7	41	20	2	0	63	192
07:50 AM	14	0	21	0	35	2	39	5	0	46	4	1	1	0	6	21	13	3	0	37	124
07:55 AM	4	0	12	0	16	2	18	7	0	27	1	1	1	0	3	24	14	3	0	41	87
Total Volume	164	27	304	4	499	6	441	185	9	641	72	47	11	0	130	400	117	37	0	554	1824
% App. Total	32.9	5.4	60.9	0.8		0.9	68.8	28.9	1.4		55.4	36.2	8.5	0		72.2	21.1	6.7	0		
PHF	.350	.281	.603	.083	.533	.250	.623	.617	.083	.676	.400	.435	.306	.000	.433	.463	.488	.440	.000	.537	.741

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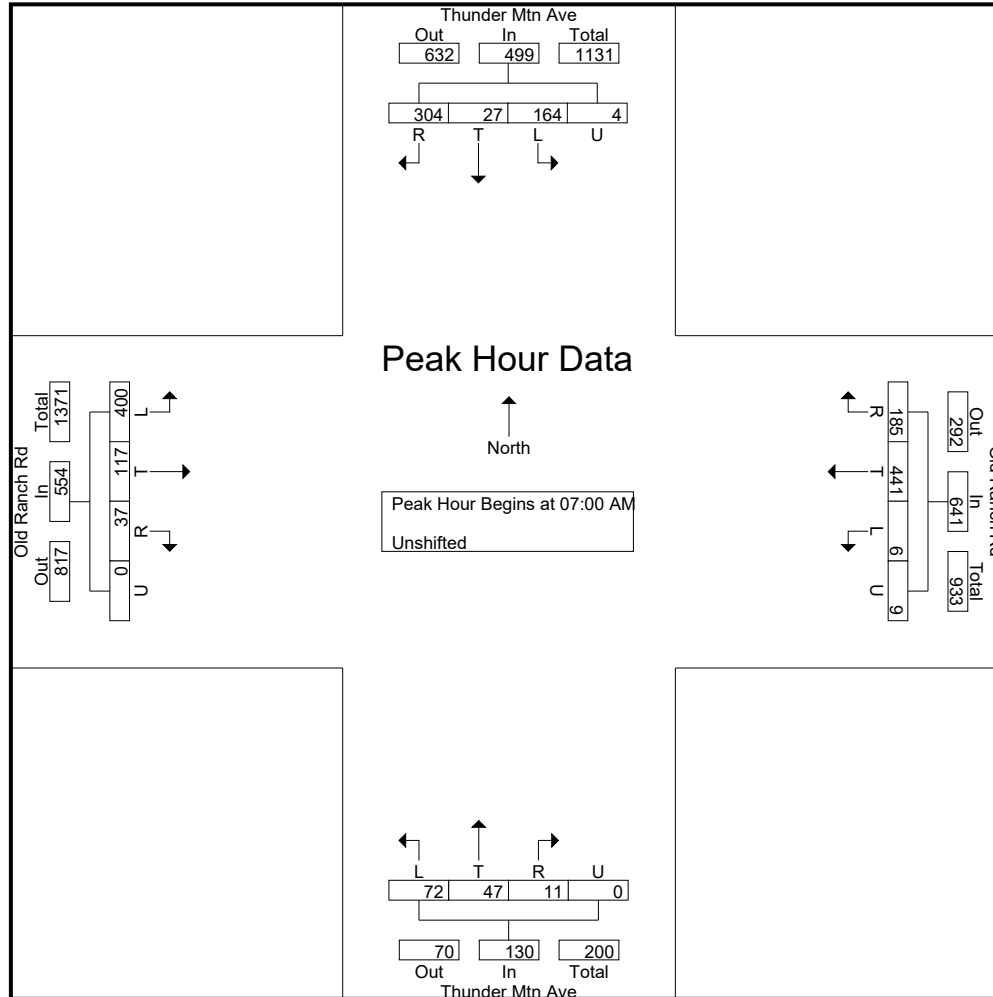
2504 E Pikes Peak Ave, Suite 304
 Colorado Springs, CO 80909
 719-633-2868

File Name : Thunder Mtn Ave - Old Ranch Rd AM

Site Code : 00194540

Start Date : 11/3/2021

Page No : 4



LSC Transportation Consultants, Inc.

2504 E Pikes Peak Ave, Suite 304
 Colorado Springs, CO 80909
 719-633-2868

File Name : Thunder Mtn Ave - Old Ranch Rd AM
 Site Code : 00194540
 Start Date : 11/3/2021
 Page No : 5

Start Time	Thunder Mtn Ave Southbound					Old Ranch Rd Westbound					Thunder Mtn Ave Northbound					Old Ranch Rd Eastbound					Int. Total
	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	

Peak Hour Analysis From 06:40 AM to 08:40 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:00 AM					07:05 AM					06:55 AM					07:20 AM				
+0 mins.	2	1	17	0	20	1	33	15	0	49	4	0	2	0	6	72	8	6	0	86
+5 mins.	0	0	24	0	24	0	32	21	0	53	5	0	1	0	6	36	8	5	0	49
+10 mins.	14	0	25	0	39	0	47	22	0	69	1	5	1	0	7	55	7	5	0	67
+15 mins.	15	1	37	0	53	0	28	25	9	62	2	1	1	0	4	31	13	7	0	51
+20 mins.	9	4	23	0	36	0	21	24	0	45	6	4	0	0	10	35	12	1	0	48
+25 mins.	18	8	24	4	54	0	40	22	0	62	7	2	0	0	9	41	20	2	0	63
+30 mins.	13	0	25	0	38	0	59	20	0	79	9	6	0	0	15	21	13	3	0	37
+35 mins.	12	4	23	0	39	0	46	16	0	62	15	9	1	0	25	24	14	3	0	41
+40 mins.	39	8	31	0	78	0	49	6	0	55	11	9	1	0	21	8	14	1	0	23
+45 mins.	24	1	42	0	67	2	39	5	0	46	7	7	3	0	17	11	19	2	0	32
+50 mins.	14	0	21	0	35	2	18	7	0	27	4	2	1	0	7	26	10	2	1	39
+55 mins.	4	0	12	0	16	1	36	2	0	39	4	1	1	0	6	26	11	3	0	40
Total Volume	164	27	304	4	499	6	448	185	9	648	75	46	12	0	133	386	149	40	1	576
% App. Total	32.9	5.4	60.9	0.8		0.9	69.1	28.5	1.4		56.4	34.6	9	0		67	25.9	6.9	0.2	
PHF	.350	.281	.603	.083	.533	.250	.633	.617	.083	.684	.417	.426	.333	.000	.443	.447	.621	.476	.083	.558

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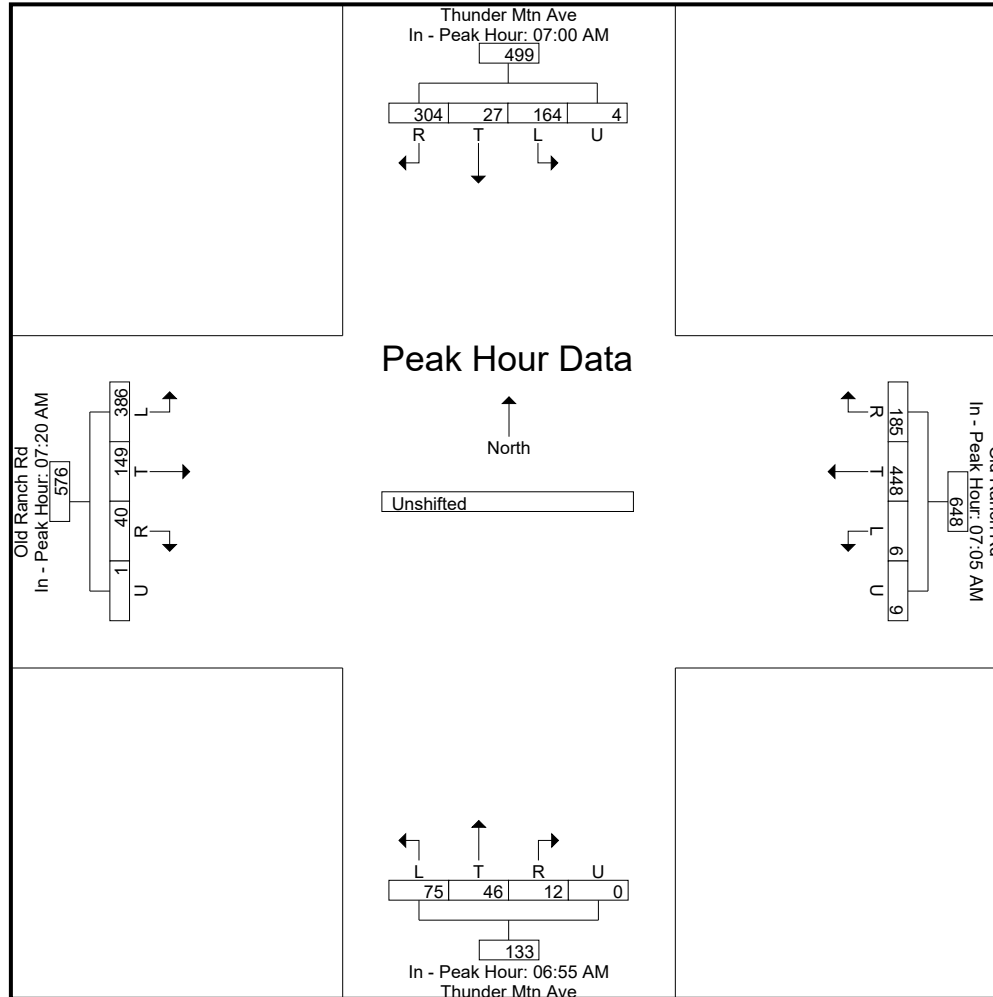
2504 E Pikes Peak Ave, Suite 304
 Colorado Springs, CO 80909
 719-633-2868

File Name : Thunder Mtn Ave - Old Ranch Rd AM

Site Code : 00194540

Start Date : 11/3/2021

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LSC Transportation Consultants, Inc.

2504 E Pikes Peak Ave, Suite 304
 Colorado Springs, CO 80909
 719-633-2868

File Name : Thunder Mtn Ave - Old Ranch Rd AM2
 Site Code : 00194540
 Start Date : 11/4/2021
 Page No : 1

Groups Printed- Unshifted

Start Time	Thunder Mtn Ave Southbound					Old Ranch Rd Westbound					Thunder Mtn Ave Northbound					Old Ranch Rd Eastbound					Int. Total
	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	
06:45 AM	3	0	16	0	19	0	25	2	0	27	3	0	1	0	4	17	4	2	0	23	73
06:50 AM	3	0	10	0	13	3	24	3	0	30	1	0	1	0	2	17	3	2	0	22	67
06:55 AM	1	0	15	0	16	1	22	4	0	27	2	0	1	0	3	17	5	5	0	27	73
Total	7	0	41	0	48	4	71	9	0	84	6	0	3	0	9	51	12	9	0	72	213
07:00 AM	5	0	24	0	29	0	27	5	0	32	1	0	0	0	1	16	0	3	0	19	81
07:05 AM	2	0	32	0	34	0	24	14	0	38	0	1	2	0	3	31	4	2	0	37	112
07:10 AM	12	1	18	0	31	2	32	16	0	50	1	4	0	0	5	31	8	8	1	48	134
07:15 AM	9	0	54	0	63	0	32	22	0	54	3	3	0	0	6	62	7	1	0	70	193
07:20 AM	11	3	43	0	57	1	60	28	0	89	0	3	4	0	7	63	10	6	0	79	232
07:25 AM	26	4	33	0	63	0	43	22	0	65	9	2	3	0	14	54	13	14	0	81	223
07:30 AM	15	1	35	0	51	2	74	15	0	91	16	1	5	0	22	72	18	17	0	107	271
07:35 AM	25	6	39	0	70	2	65	23	0	90	9	6	0	0	15	54	10	8	1	73	248
07:40 AM	32	2	48	0	82	0	55	6	0	61	13	3	1	0	17	49	18	11	0	78	238
07:45 AM	25	2	43	0	70	1	30	9	0	40	8	2	4	0	14	25	11	4	0	40	164
07:50 AM	7	0	18	0	25	1	27	9	0	37	1	0	0	0	1	29	25	4	0	58	121
07:55 AM	9	0	24	0	33	2	28	10	0	40	1	1	3	0	5	22	9	2	1	34	112
Total	178	19	411	0	608	11	497	179	0	687	62	26	22	0	110	508	133	80	3	724	2129
08:00 AM	2	1	21	0	24	0	20	7	0	27	2	2	0	0	4	15	16	7	1	39	94
08:05 AM	2	1	20	0	23	2	37	5	0	44	4	2	2	0	8	25	12	0	0	37	112
08:10 AM	1	1	19	0	21	0	23	3	0	26	2	0	0	0	2	25	24	4	0	53	102
08:15 AM	9	0	31	0	40	2	21	3	0	26	3	1	1	0	5	27	17	2	1	47	118

LSC Transportation Consultants, Inc.

2504 E Pikes Peak Ave, Suite 304
 Colorado Springs, CO 80909
 719-633-2868

File Name : Thunder Mtn Ave - Old Ranch Rd AM2
 Site Code : 00194540
 Start Date : 11/4/2021
 Page No : 2

Groups Printed- Unshifted

Start Time	Thunder Mtn Ave Southbound					Old Ranch Rd Westbound					Thunder Mtn Ave Northbound					Old Ranch Rd Eastbound					Int. Total
	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	
08:20 AM	9	2	44	0	55	0	34	4	0	38	5	0	0	0	5	19	16	3	0	38	136
08:25 AM	9	0	38	0	47	4	30	0	0	34	1	2	0	0	3	19	18	4	0	41	125
08:30 AM	7	1	31	0	39	1	20	1	0	22	4	3	1	0	8	13	13	2	0	28	97
08:35 AM	3	0	23	0	26	3	25	5	0	33	0	1	0	0	1	7	11	5	0	23	83
08:40 AM	2	0	12	0	14	0	34	4	0	38	3	1	2	0	6	10	12	3	0	25	83
Grand Total	229	25	691	0	945	27	812	220	0	1059	92	38	31	0	161	719	284	119	5	1127	3292
Apprch %	24.2	2.6	73.1	0		2.5	76.7	20.8	0		57.1	23.6	19.3	0		63.8	25.2	10.6	0.4		
Total %	7	0.8	21	0	28.7	0.8	24.7	6.7	0	32.2	2.8	1.2	0.9	0	4.9	21.8	8.6	3.6	0.2	34.2	

LSC Transportation Consultants, Inc.

2504 E Pikes Peak Ave, Suite 304
 Colorado Springs, CO 80909
 719-633-2868

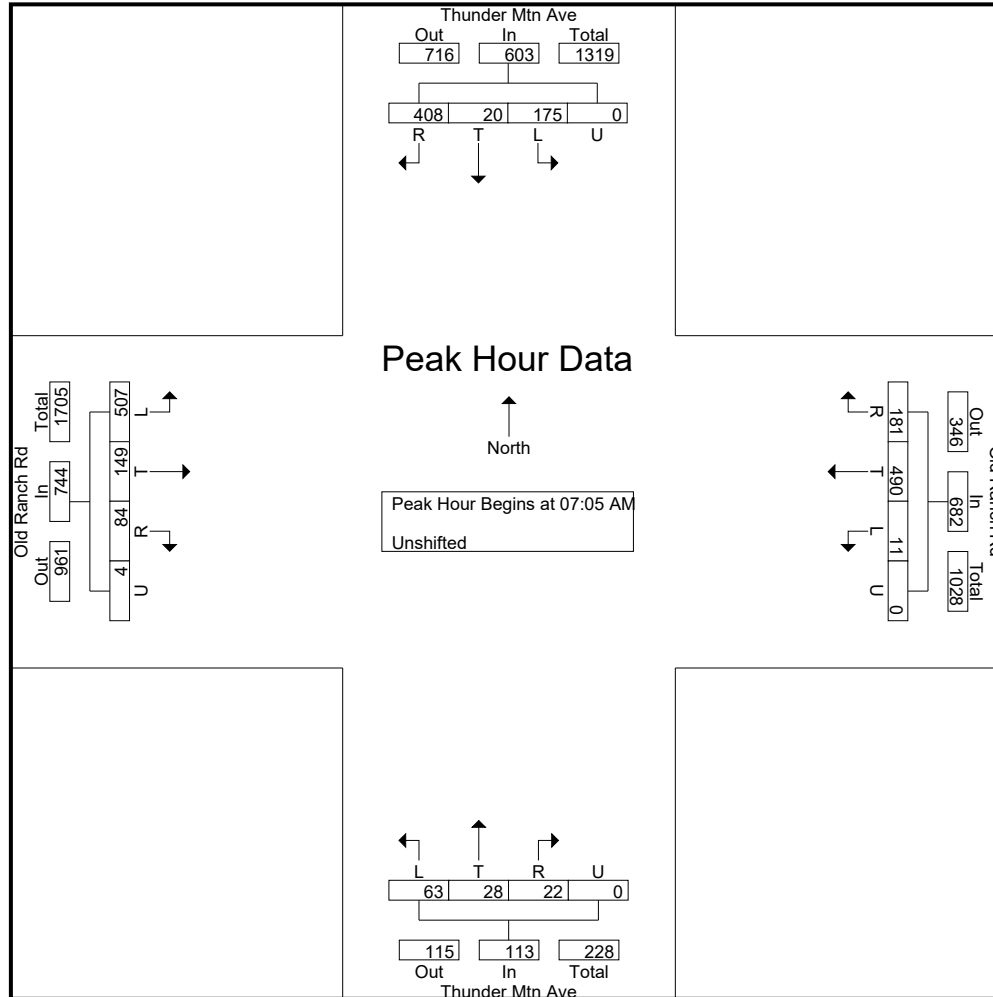
File Name : Thunder Mtn Ave - Old Ranch Rd AM2
 Site Code : 00194540
 Start Date : 11/4/2021
 Page No : 3

Start Time	Thunder Mtn Ave Southbound					Old Ranch Rd Westbound					Thunder Mtn Ave Northbound					Old Ranch Rd Eastbound					Int. Total
	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	
Peak Hour Analysis From 06:45 AM to 08:40 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:05 AM																					
07:05 AM	2	0	32	0	34	0	24	14	0	38	0	1	2	0	3	31	4	2	0	37	112
07:10 AM	12	1	18	0	31	2	32	16	0	50	1	4	0	0	5	31	8	8	1	48	134
07:15 AM	9	0	54	0	63	0	32	22	0	54	3	3	0	0	6	62	7	1	0	70	193
07:20 AM	11	3	43	0	57	1	60	28	0	89	0	3	4	0	7	63	10	6	0	79	232
07:25 AM	26	4	33	0	63	0	43	22	0	65	9	2	3	0	14	54	13	14	0	81	223
07:30 AM	15	1	35	0	51	2	74	15	0	91	16	1	5	0	22	72	18	17	0	107	271
07:35 AM	25	6	39	0	70	2	65	23	0	90	9	6	0	0	15	54	10	8	1	73	248
07:40 AM	32	2	48	0	82	0	55	6	0	61	13	3	1	0	17	49	18	11	0	78	238
07:45 AM	25	2	43	0	70	1	30	9	0	40	8	2	4	0	14	25	11	4	0	40	164
07:50 AM	7	0	18	0	25	1	27	9	0	37	1	0	0	0	1	29	25	4	0	58	121
07:55 AM	9	0	24	0	33	2	28	10	0	40	1	1	3	0	5	22	9	2	1	34	112
08:00 AM	2	1	21	0	24	0	20	7	0	27	2	2	0	0	4	15	16	7	1	39	94
Total Volume	175	20	408	0	603	11	490	181	0	682	63	28	22	0	113	507	149	84	4	744	2142
% App. Total	29	3.3	67.7	0		1.6	71.8	26.5	0		55.8	24.8	19.5	0		68.1	20	11.3	0.5		
PHF	.456	.278	.630	.000	.613	.458	.552	.539	.000	.625	.328	.389	.367	.000	.428	.587	.497	.412	.333	.579	.659

LSC Transportation Consultants, Inc.

2504 E Pikes Peak Ave, Suite 304
 Colorado Springs, CO 80909
 719-633-2868

File Name : Thunder Mtn Ave - Old Ranch Rd AM2
 Site Code : 00194540
 Start Date : 11/4/2021
 Page No : 4



LSC Transportation Consultants, Inc.

2504 E Pikes Peak Ave, Suite 304
 Colorado Springs, CO 80909
 719-633-2868

File Name : Thunder Mtn Ave - Old Ranch Rd AM2
 Site Code : 00194540
 Start Date : 11/4/2021
 Page No : 5

Start Time	Thunder Mtn Ave Southbound					Old Ranch Rd Westbound					Thunder Mtn Ave Northbound					Old Ranch Rd Eastbound					Int. Total
	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	

Peak Hour Analysis From 06:45 AM to 08:40 AM - Peak 1 of 1

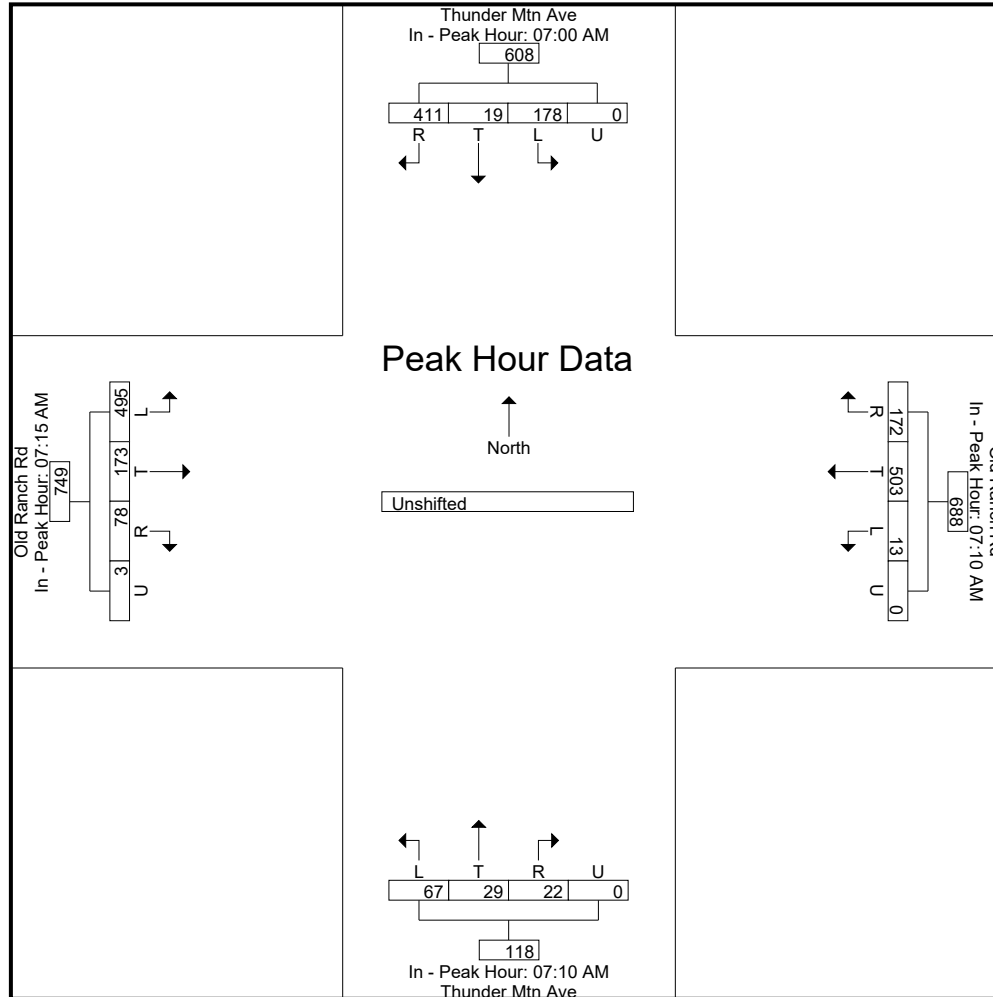
Peak Hour for Each Approach Begins at:

	07:00 AM					07:10 AM					07:10 AM					07:15 AM				
+0 mins.	5	0	24	0	29	2	32	16	0	50	1	4	0	0	5	62	7	1	0	70
+5 mins.	2	0	32	0	34	0	32	22	0	54	3	3	0	0	6	63	10	6	0	79
+10 mins.	12	1	18	0	31	1	60	28	0	89	0	3	4	0	7	54	13	14	0	81
+15 mins.	9	0	54	0	63	0	43	22	0	65	9	2	3	0	14	72	18	17	0	107
+20 mins.	11	3	43	0	57	2	74	15	0	91	16	1	5	0	22	54	10	8	1	73
+25 mins.	26	4	33	0	63	2	65	23	0	90	9	6	0	0	15	49	18	11	0	78
+30 mins.	15	1	35	0	51	0	55	6	0	61	13	3	1	0	17	25	11	4	0	40
+35 mins.	25	6	39	0	70	1	30	9	0	40	8	2	4	0	14	29	25	4	0	58
+40 mins.	32	2	48	0	82	1	27	9	0	37	1	0	0	0	1	22	9	2	1	34
+45 mins.	25	2	43	0	70	2	28	10	0	40	1	1	3	0	5	15	16	7	1	39
+50 mins.	7	0	18	0	25	0	20	7	0	27	2	2	0	0	4	25	12	0	0	37
+55 mins.	9	0	24	0	33	2	37	5	0	44	4	2	2	0	8	25	24	4	0	53
Total Volume	178	19	411	0	608	13	503	172	0	688	67	29	22	0	118	495	173	78	3	749
% App. Total	29.3	3.1	67.6	0		1.9	73.1	25	0		56.8	24.6	18.6	0		66.1	23.1	10.4	0.4	
PHF	.464	.264	.634	.000	.618	.542	.566	.512	.000	.630	.349	.403	.367	.000	.447	.573	.577	.382	.250	.583

LSC Transportation Consultants, Inc.

2504 E Pikes Peak Ave, Suite 304
 Colorado Springs, CO 80909
 719-633-2868

File Name : Thunder Mtn Ave - Old Ranch Rd AM2
 Site Code : 00194540
 Start Date : 11/4/2021
 Page No : 6



LSC Transportation Consultants, Inc.
 2504 E Pikes Peak Ave, Suite 304
 Colorado Springs, CO 80909
 719-633-2868

File Name : Thunder Mtn Ave - Old Ranch Rd PM
 Site Code : 00194540
 Start Date : 11/3/2021
 Page No : 1

Groups Printed- Unshifted

Start Time	Thunder Mtn Ave Southbound					Old Ranch Rd Westbound					Thunder Mtn Ave Northbound					Old Ranch Rd Eastbound					Int. Total
	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	
04:00 PM	8	1	24	0	33	1	16	11	0	28	3	2	1	0	6	25	30	1	0	56	123
04:05 PM	9	2	21	0	32	0	21	4	0	25	2	0	2	0	4	24	29	0	0	53	114
04:10 PM	5	0	23	0	28	1	16	4	0	21	1	3	2	0	6	32	27	2	0	61	116
04:15 PM	4	2	19	0	25	1	18	8	0	27	1	0	0	0	1	25	20	4	0	49	102
04:20 PM	7	2	20	0	29	0	15	4	0	19	2	1	3	0	6	27	29	3	0	59	113
04:25 PM	1	0	25	0	26	2	16	4	0	22	2	2	0	0	4	27	28	2	0	57	109
04:30 PM	0	0	13	0	13	1	17	1	0	19	1	0	3	0	4	22	28	2	0	52	88
04:35 PM	9	1	16	0	26	1	18	1	0	20	0	2	1	0	3	21	26	5	0	52	101
04:40 PM	1	0	13	0	14	0	13	3	0	16	6	2	3	0	11	26	22	3	0	51	92
04:45 PM	3	0	20	0	23	2	14	2	0	18	2	1	1	0	4	20	27	2	1	50	95
04:50 PM	1	0	11	0	12	2	27	4	0	33	0	0	1	0	1	18	25	5	0	48	94
04:55 PM	2	0	13	0	15	0	12	3	0	15	4	2	1	0	7	13	29	2	0	44	81
Total	50	8	218	0	276	11	203	49	0	263	24	15	18	0	57	280	320	31	1	632	1228
05:00 PM	4	1	17	0	22	2	26	2	0	30	0	1	1	0	2	29	33	3	0	65	119
05:05 PM	3	0	9	0	12	0	11	9	0	20	4	0	3	0	7	27	30	8	0	65	104
05:10 PM	3	0	20	0	23	2	10	3	0	15	3	3	2	0	8	20	33	2	0	55	101
05:15 PM	7	4	13	0	24	4	18	12	0	34	1	0	2	0	3	24	38	5	0	67	128
05:20 PM	11	1	13	0	25	0	26	5	0	31	3	1	4	0	8	31	38	4	0	73	137
05:25 PM	9	3	7	0	19	2	10	4	0	16	4	2	2	0	8	31	28	4	0	63	106
05:30 PM	5	0	11	0	16	1	22	8	0	31	0	3	4	0	7	34	25	4	0	63	117
05:35 PM	8	1	15	0	24	1	15	0	0	16	4	2	1	0	7	27	29	3	0	59	106
05:40 PM	7	3	18	0	28	2	26	2	0	30	2	0	2	0	4	26	26	2	0	54	116

LSC Transportation Consultants, Inc.

2504 E Pikes Peak Ave, Suite 304
 Colorado Springs, CO 80909
 719-633-2868

File Name : Thunder Mtn Ave - Old Ranch Rd PM
 Site Code : 00194540
 Start Date : 11/3/2021
 Page No : 2

Groups Printed- Unshifted

Start Time	Thunder Mtn Ave Southbound					Old Ranch Rd Westbound					Thunder Mtn Ave Northbound					Old Ranch Rd Eastbound					Int. Total
	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	
05:45 PM	1	0	12	0	13	2	15	6	0	23	3	0	2	0	5	25	23	2	0	50	91
05:50 PM	1	1	12	0	14	1	20	1	0	22	1	1	2	0	4	20	21	0	0	41	81
05:55 PM	3	2	15	0	20	1	25	5	0	31	0	0	1	0	1	30	21	2	0	53	105
Total	62	16	162	0	240	18	224	57	0	299	25	13	26	0	64	324	345	39	0	708	1311
Grand Total	112	24	380	0	516	29	427	106	0	562	49	28	44	0	121	604	665	70	1	1340	2539
Apprch %	21.7	4.7	73.6	0		5.2	76	18.9	0		40.5	23.1	36.4	0		45.1	49.6	5.2	0.1		
Total %	4.4	0.9	15	0	20.3	1.1	16.8	4.2	0	22.1	1.9	1.1	1.7	0	4.8	23.8	26.2	2.8	0	52.8	

LSC Transportation Consultants, Inc.

2504 E Pikes Peak Ave, Suite 304
 Colorado Springs, CO 80909
 719-633-2868

File Name : Thunder Mtn Ave - Old Ranch Rd PM
 Site Code : 00194540
 Start Date : 11/3/2021
 Page No : 3

Start Time	Thunder Mtn Ave Southbound					Old Ranch Rd Westbound					Thunder Mtn Ave Northbound					Old Ranch Rd Eastbound					Int. Total
	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	
Peak Hour Analysis From 04:00 PM to 05:55 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	4	1	17	0	22	2	26	2	0	30	0	1	1	0	2	29	33	3	0	65	119
05:05 PM	3	0	9	0	12	0	11	9	0	20	4	0	3	0	7	27	30	8	0	65	104
05:10 PM	3	0	20	0	23	2	10	3	0	15	3	3	2	0	8	20	33	2	0	55	101
05:15 PM	7	4	13	0	24	4	18	12	0	34	1	0	2	0	3	24	38	5	0	67	128
05:20 PM	11	1	13	0	25	0	26	5	0	31	3	1	4	0	8	31	38	4	0	73	137
05:25 PM	9	3	7	0	19	2	10	4	0	16	4	2	2	0	8	31	28	4	0	63	106
05:30 PM	5	0	11	0	16	1	22	8	0	31	0	3	4	0	7	34	25	4	0	63	117
05:35 PM	8	1	15	0	24	1	15	0	0	16	4	2	1	0	7	27	29	3	0	59	106
05:40 PM	7	3	18	0	28	2	26	2	0	30	2	0	2	0	4	26	26	2	0	54	116
05:45 PM	1	0	12	0	13	2	15	6	0	23	3	0	2	0	5	25	23	2	0	50	91
05:50 PM	1	1	12	0	14	1	20	1	0	22	1	1	2	0	4	20	21	0	0	41	81
05:55 PM	3	2	15	0	20	1	25	5	0	31	0	0	1	0	1	30	21	2	0	53	105
Total Volume	62	16	162	0	240	18	224	57	0	299	25	13	26	0	64	324	345	39	0	708	1311
% App. Total	25.8	6.7	67.5	0		6	74.9	19.1	0		39.1	20.3	40.6	0		45.8	48.7	5.5	0		
PHF	.470	.333	.675	.000	.714	.375	.718	.396	.000	.733	.521	.361	.542	.000	.667	.794	.757	.406	.000	.808	.797

LSC Transportation Consultants, Inc.

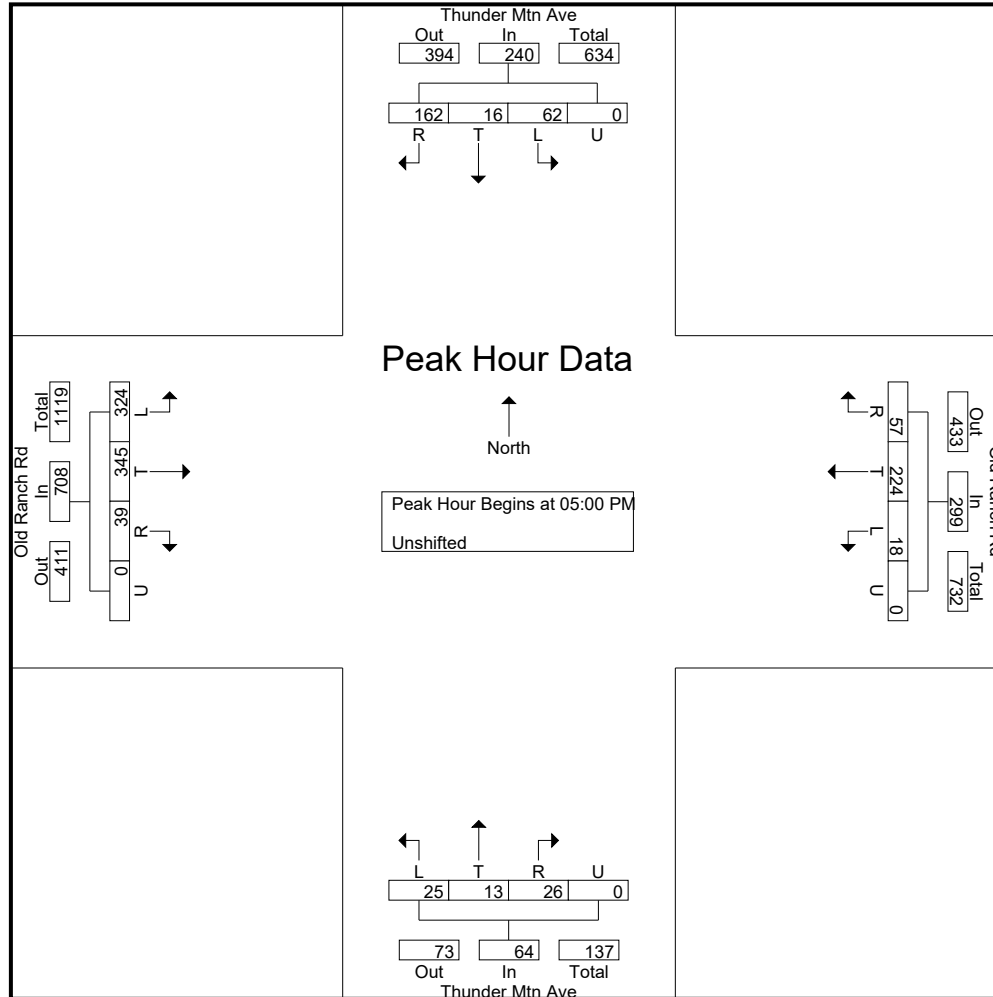
2504 E Pikes Peak Ave, Suite 304
 Colorado Springs, CO 80909
 719-633-2868

File Name : Thunder Mtn Ave - Old Ranch Rd PM

Site Code : 00194540

Start Date : 11/3/2021

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2504 E Pikes Peak Ave, Suite 304
 Colorado Springs, CO 80909
 719-633-2868

File Name : Thunder Mtn Ave - Old Ranch Rd PM
 Site Code : 00194540
 Start Date : 11/3/2021
 Page No : 5

Start Time	Thunder Mtn Ave Southbound					Old Ranch Rd Westbound					Thunder Mtn Ave Northbound					Old Ranch Rd Eastbound					Int. Total
	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	

Peak Hour Analysis From 04:00 PM to 05:55 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:00 PM					05:00 PM					04:40 PM					05:00 PM				
+0 mins.	8	1	24	0	33	2	26	2	0	30	6	2	3	0	11	29	33	3	0	65
+5 mins.	9	2	21	0	32	0	11	9	0	20	2	1	1	0	4	27	30	8	0	65
+10 mins.	5	0	23	0	28	2	10	3	0	15	0	0	1	0	1	20	33	2	0	55
+15 mins.	4	2	19	0	25	4	18	12	0	34	4	2	1	0	7	24	38	5	0	67
+20 mins.	7	2	20	0	29	0	26	5	0	31	0	1	1	0	2	31	38	4	0	73
+25 mins.	1	0	25	0	26	2	10	4	0	16	4	0	3	0	7	31	28	4	0	63
+30 mins.	0	0	13	0	13	1	22	8	0	31	3	3	2	0	8	34	25	4	0	63
+35 mins.	9	1	16	0	26	1	15	0	0	16	1	0	2	0	3	27	29	3	0	59
+40 mins.	1	0	13	0	14	2	26	2	0	30	3	1	4	0	8	26	26	2	0	54
+45 mins.	3	0	20	0	23	2	15	6	0	23	4	2	2	0	8	25	23	2	0	50
+50 mins.	1	0	11	0	12	1	20	1	0	22	0	3	4	0	7	20	21	0	0	41
+55 mins.	2	0	13	0	15	1	25	5	0	31	4	2	1	0	7	30	21	2	0	53
Total Volume	50	8	218	0	276	18	224	57	0	299	31	17	25	0	73	324	345	39	0	708
% App. Total	18.1	2.9	79	0		6	74.9	19.1	0		42.5	23.3	34.2	0		45.8	48.7	5.5	0	
PHF	.463	.333	.727	.000	.697	.375	.718	.396	.000	.733	.431	.472	.521	.000	.553	.794	.757	.406	.000	.808

LSC Transportation Consultants, Inc.

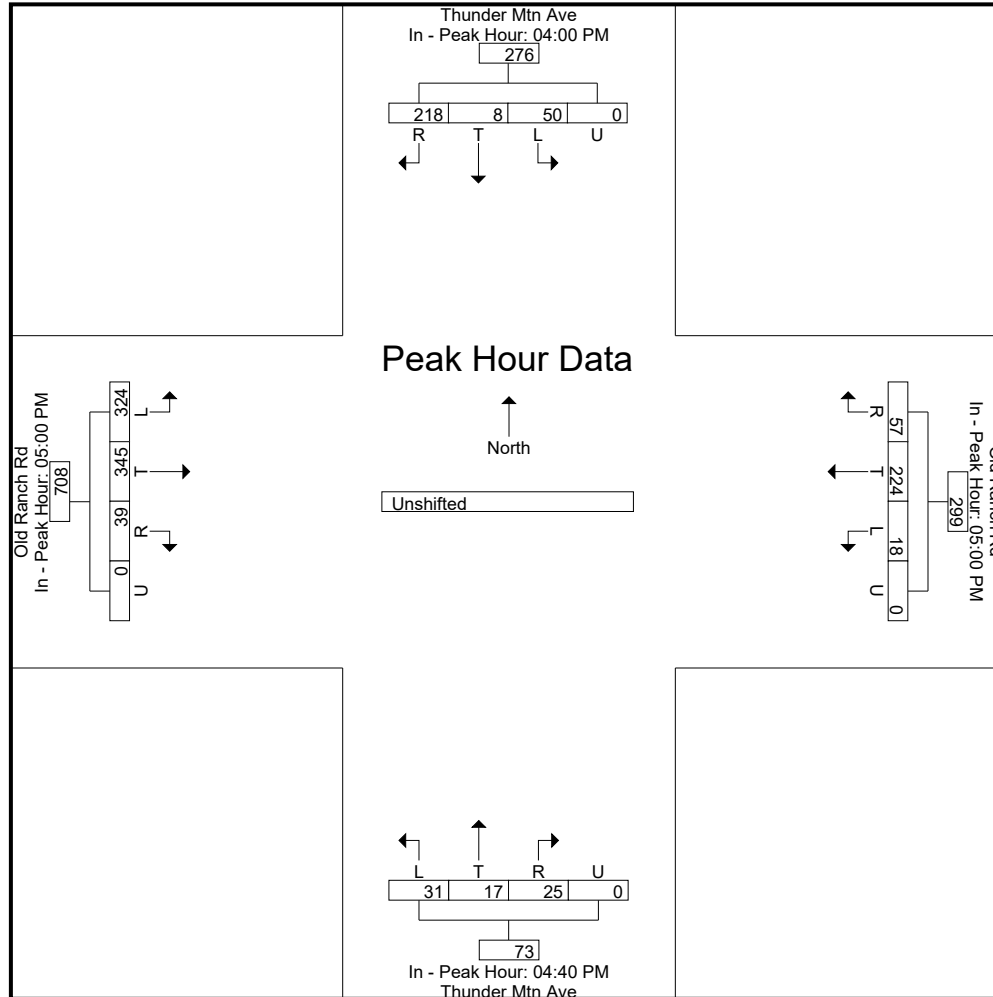
2504 E Pikes Peak Ave, Suite 304
 Colorado Springs, CO 80909
 719-633-2868

File Name : Thunder Mtn Ave - Old Ranch Rd PM

Site Code : 00194540

Start Date : 11/3/2021

Page No : 6



PM (4-6 pm)

Colorado Springs, CO 80909
719-633-2868

File Name : Forest Creek Dr - Old Ranch Rd PM
Site Code : 00194540
: 11/3/2021
: 1

Thunder
Mt.

Commercial
Access

Groups Printed- Unshifted

Start Time	Forest Creek Dr Southbound					Old Ranch Rd Westbound					Northbound					Old Ranch Rd Eastbound					Int. Total
	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	
04:00 PM	8	1	24	0	33	1	16	11	0	28	3	2	1	0	6	25	30	1	0	56	123
04:05 PM	9	2	21	0	32	0	21	4	0	25	2	0	2	0	4	24	29	0	0	53	114
04:10 PM	5	0	23	0	28	1	16	4	0	21	1	3	2	0	6	32	27	2	0	61	116
04:15 PM	4	2	19	0	25	1	18	8	0	27	1	0	0	0	1	25	20	4	0	49	102
04:20 PM	7	2	20	0	29	0	15	4	0	19	2	1	3	0	6	27	29	3	0	59	113
04:25 PM	1	0	25	0	26	2	16	4	0	22	2	2	0	0	4	27	28	2	0	57	109
04:30 PM	0	0	13	0	13	1	17	1	0	19	1	0	3	0	4	22	28	2	0	52	88
04:35 PM	9	1	16	0	26	1	18	1	0	20	0	2	1	0	3	21	26	5	0	52	101
04:40 PM	1	0	13	0	14	0	13	3	0	16	6	2	3	0	11	26	22	3	0	51	92
04:45 PM	3	0	20	0	23	2	14	2	0	18	2	1	1	0	4	20	27	2	1	50	95
04:50 PM	1	0	11	0	12	2	27	4	0	33	0	0	1	0	1	18	25	5	0	48	94
04:55 PM	2	0	13	0	15	0	12	3	0	15	4	2	1	0	7	13	29	2	0	44	81
Total	50	8	218	0	276	11	203	49	0	263	24	15	18	0	57	280	320	31	1	632	1228
05:00 PM	4	1	17	0	22	2	26	2	0	30	0	1	1	0	2	29	33	3	0	65	119
05:05 PM	3	0	9	0	12	0	11	9	0	20	4	0	3	0	7	27	30	8	0	65	104
05:10 PM	3	0	20	0	23	2	10	3	0	15	3	3	2	0	8	20	33	2	0	55	101
05:15 PM	7	4	13	0	24	4	18	12	0	34	1	0	2	0	3	24	38	5	0	67	128
05:20 PM	11	1	13	0	25	0	26	5	0	31	3	1	4	0	8	31	38	4	0	73	137
05:25 PM	9	3	7	0	19	2	10	4	0	16	4	2	2	0	8	31	28	4	0	63	106
05:30 PM	5	0	11	0	16	1	22	8	0	31	0	3	4	0	7	34	25	4	0	63	117
05:35 PM	8	1	15	0	24	1	15	0	0	16	4	2	1	0	7	27	29	3	0	59	106
05:40 PM	7	3	18	0	28	2	26	2	0	30	2	0	2	0	4	26	26	2	0	54	116

LSC Transportation Consultants, Inc.

2504 E Pikes Peak Ave, Suite 304
 Colorado Springs, CO 80909
 719-633-2868

File Name : Forest Creek Dr - Old Ranch Rd PM
 Site Code : 00194540
 Start Date : 11/3/2021
 Page No : 2

Groups Printed- Unshifted

Start Time	Forest Creek Dr Southbound					Old Ranch Rd Westbound					Northbound					Old Ranch Rd Eastbound					Int. Total
	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	
05:45 PM	1	0	12	0	13	2	15	6	0	23	3	0	2	0	5	25	23	2	0	50	91
05:50 PM	1	1	12	0	14	1	20	1	0	22	1	1	2	0	4	20	21	0	0	41	81
05:55 PM	3	2	15	0	20	1	25	5	0	31	0	0	1	0	1	30	21	2	0	53	105
Total	62	16	162	0	240	18	224	57	0	299	25	13	26	0	64	324	345	39	0	708	1311
Grand Total	112	24	380	0	516	29	427	106	0	562	49	28	44	0	121	604	665	70	1	1340	2539
Apprch %	21.7	4.7	73.6	0		5.2	76	18.9	0		40.5	23.1	36.4	0		45.1	49.6	5.2	0.1		
Total %	4.4	0.9	15	0	20.3	1.1	16.8	4.2	0	22.1	1.9	1.1	1.7	0	4.8	23.8	26.2	2.8	0	52.8	

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2504 E Pikes Peak Ave, Suite 304
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 719-633-2868

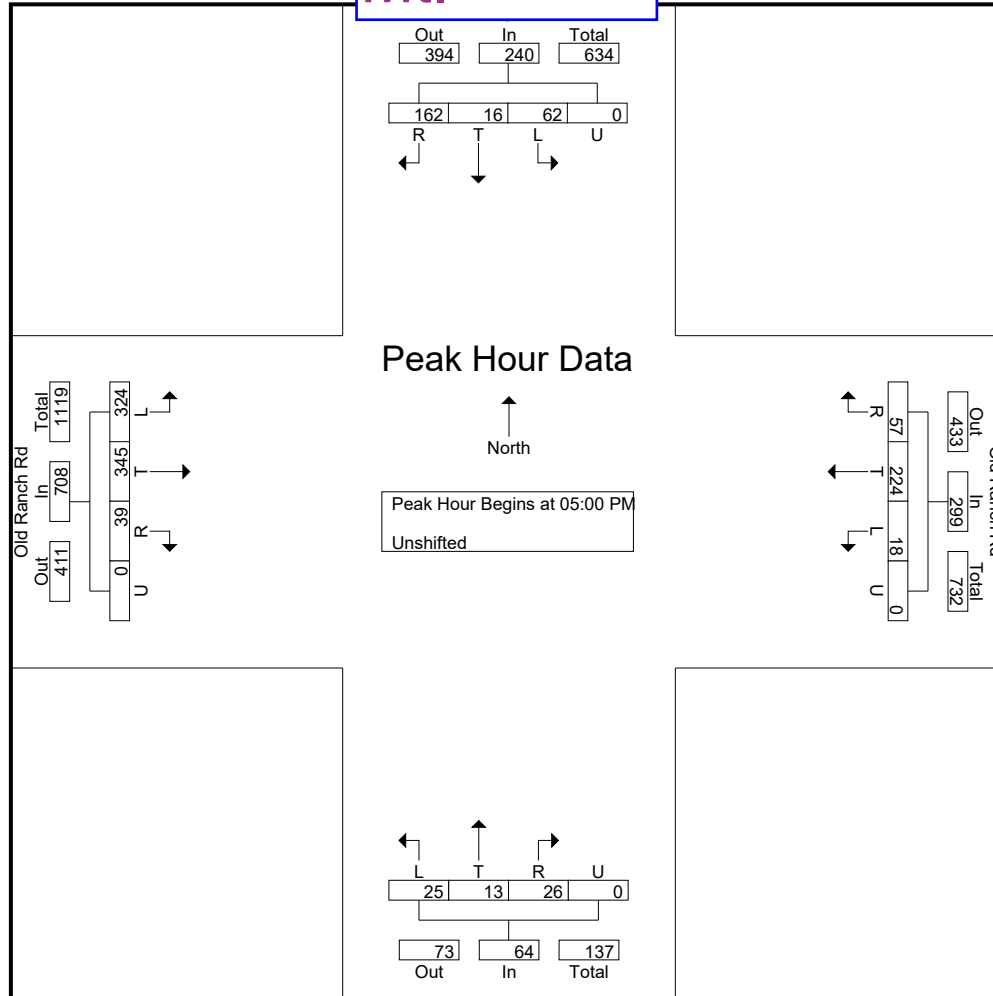
File Name : Forest Creek Dr - Old Ranch Rd PM
 Site Code : 00194540
 Start Date : 11/3/2021
 Page No : 3

Start Time	Forest Creek Dr Southbound					Old Ranch Rd Westbound					Northbound					Old Ranch Rd Eastbound					Int. Total
	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	
Peak Hour Analysis From 04:00 PM to 05:55 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	4	1	17	0	22	2	26	2	0	30	0	1	1	0	2	29	33	3	0	65	119
05:05 PM	3	0	9	0	12	0	11	9	0	20	4	0	3	0	7	27	30	8	0	65	104
05:10 PM	3	0	20	0	23	2	10	3	0	15	3	3	2	0	8	20	33	2	0	55	101
05:15 PM	7	4	13	0	24	4	18	12	0	34	1	0	2	0	3	24	38	5	0	67	128
05:20 PM	11	1	13	0	25	0	26	5	0	31	3	1	4	0	8	31	38	4	0	73	137
05:25 PM	9	3	7	0	19	2	10	4	0	16	4	2	2	0	8	31	28	4	0	63	106
05:30 PM	5	0	11	0	16	1	22	8	0	31	0	3	4	0	7	34	25	4	0	63	117
05:35 PM	8	1	15	0	24	1	15	0	0	16	4	2	1	0	7	27	29	3	0	59	106
05:40 PM	7	3	18	0	28	2	26	2	0	30	2	0	2	0	4	26	26	2	0	54	116
05:45 PM	1	0	12	0	13	2	15	6	0	23	3	0	2	0	5	25	23	2	0	50	91
05:50 PM	1	1	12	0	14	1	20	1	0	22	1	1	2	0	4	20	21	0	0	41	81
05:55 PM	3	2	15	0	20	1	25	5	0	31	0	0	1	0	1	30	21	2	0	53	105
Total Volume	62	16	162	0	240	18	224	57	0	299	25	13	26	0	64	324	345	39	0	708	1311
% App. Total	25.8	6.7	67.5	0		6	74.9	19.1	0		39.1	20.3	40.6	0		45.8	48.7	5.5	0		
PHF	.470	.333	.675	.000	.714	.375	.718	.396	.000	.733	.521	.361	.542	.000	.667	.794	.757	.406	.000	.808	.797

LSC Transportation Consultants, Inc.
 2504 E Pikes Peak Ave, Suite 304
 Colorado Springs, CO 80909
 719-633-2868

File Name : Forest Creek Dr - Old Ranch Rd PM
 Site Code : 00194540
 Start Date : 11/3/2021
 Page No : 4

Thunder Mt.



Commercial Access

LSC Transportation Consultants, Inc.

2504 E Pikes Peak Ave, Suite 304
 Colorado Springs, CO 80909
 719-633-2868

File Name : Forest Creek Dr - Old Ranch Rd PM
 Site Code : 00194540
 Start Date : 11/3/2021
 Page No : 5

Start Time	Forest Creek Dr Southbound					Old Ranch Rd Westbound					Northbound					Old Ranch Rd Eastbound					Int. Total
	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	

Peak Hour Analysis From 04:00 PM to 05:55 PM - Peak 1 of 1

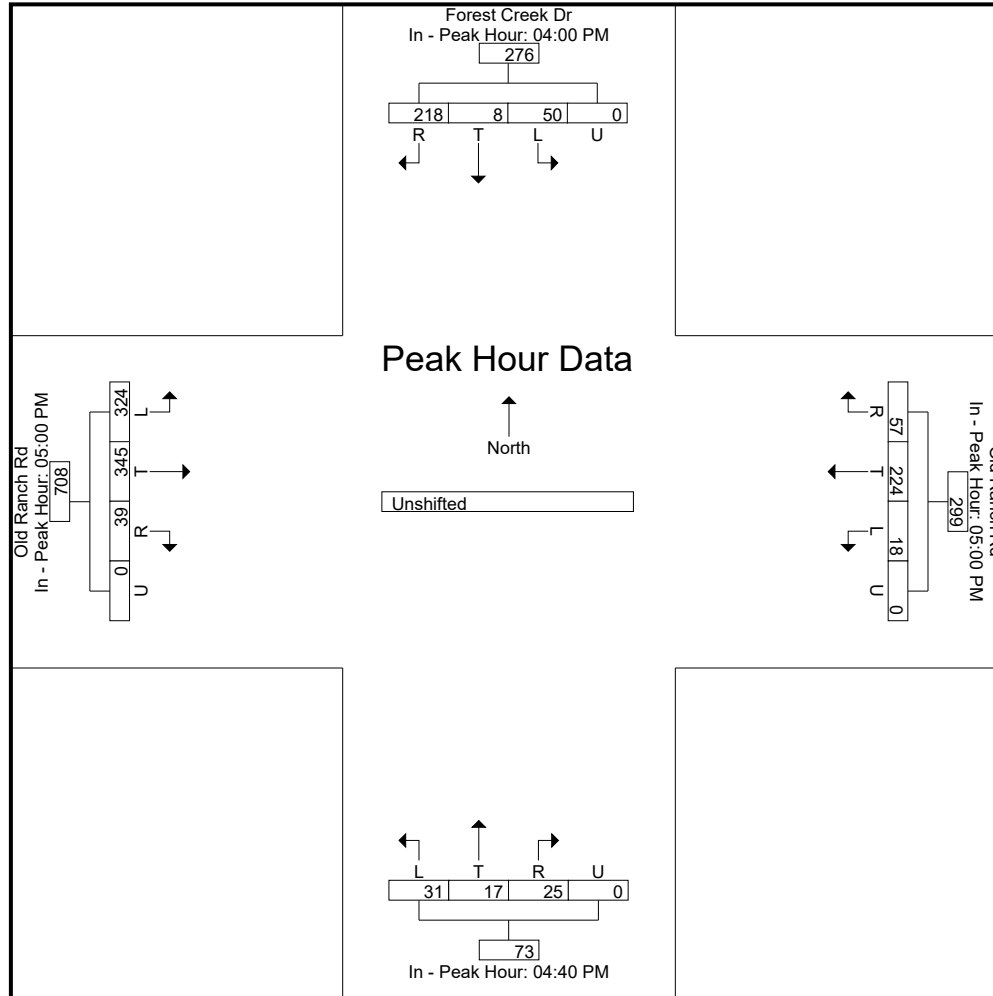
Peak Hour for Each Approach Begins at:

	04:00 PM					05:00 PM					04:40 PM					05:00 PM				
+0 mins.	8	1	24	0	33	2	26	2	0	30	6	2	3	0	11	29	33	3	0	65
+5 mins.	9	2	21	0	32	0	11	9	0	20	2	1	1	0	4	27	30	8	0	65
+10 mins.	5	0	23	0	28	2	10	3	0	15	0	0	1	0	1	20	33	2	0	55
+15 mins.	4	2	19	0	25	4	18	12	0	34	4	2	1	0	7	24	38	5	0	67
+20 mins.	7	2	20	0	29	0	26	5	0	31	0	1	1	0	2	31	38	4	0	73
+25 mins.	1	0	25	0	26	2	10	4	0	16	4	0	3	0	7	31	28	4	0	63
+30 mins.	0	0	13	0	13	1	22	8	0	31	3	3	2	0	8	34	25	4	0	63
+35 mins.	9	1	16	0	26	1	15	0	0	16	1	0	2	0	3	27	29	3	0	59
+40 mins.	1	0	13	0	14	2	26	2	0	30	3	1	4	0	8	26	26	2	0	54
+45 mins.	3	0	20	0	23	2	15	6	0	23	4	2	2	0	8	25	23	2	0	50
+50 mins.	1	0	11	0	12	1	20	1	0	22	0	3	4	0	7	20	21	0	0	41
+55 mins.	2	0	13	0	15	1	25	5	0	31	4	2	1	0	7	30	21	2	0	53
Total Volume	50	8	218	0	276	18	224	57	0	299	31	17	25	0	73	324	345	39	0	708
% App. Total	18.1	2.9	79	0		6	74.9	19.1	0		42.5	23.3	34.2	0		45.8	48.7	5.5	0	
PHF	.463	.333	.727	.000	.697	.375	.718	.396	.000	.733	.431	.472	.521	.000	.553	.794	.757	.406	.000	.808

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2504 E Pikes Peak Ave, Suite 304
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 719-633-2868

File Name : Forest Creek Dr - Old Ranch Rd PM
 Site Code : 00194540
 Start Date : 11/3/2021
 Page No : 6



LSC Transportation Consultants, Inc.
 2504 E Pikes Peak Ave, Suite 304
 Colorado Springs, CO 80909
 719-633-2868

File Name : Forest Creek Dr - Old Ranch Rd AM
 Site Code : 00194540
 Start Date : 11/3/2021
 Page No : 1

Groups Printed- Bank 1

Start Time	Thunder Mtn Ave Southbound					Old Ranch Rd Westbound					Thunder Mtn Ave Northbound					Old Ranch Rd Eastbound					Int. Total
	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	
06:40 AM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
06:45 AM	1	0	2	0	3	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
06:50 AM	0	0	3	0	3	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
06:55 AM	0	0	1	0	1	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0
Total	1	0	7	0	8	0	0	1	0	1	0	0	0	0	0	2	0	0	0	0	2
07:00 AM	0	0	7	0	7	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
07:05 AM	0	0	4	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:10 AM	0	0	11	0	11	0	0	1	0	1	0	0	0	0	0	2	0	0	0	0	2
07:15 AM	0	0	9	0	9	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0
07:20 AM	0	0	8	0	8	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0
07:25 AM	0	0	9	0	9	0	0	5	0	5	0	0	0	0	0	2	0	0	0	0	2
07:30 AM	0	0	8	0	8	0	0	2	0	2	0	0	0	0	0	2	0	0	0	0	2
07:35 AM	2	0	11	0	13	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	4
07:40 AM	0	0	6	0	6	0	0	3	0	3	0	0	0	0	0	2	0	0	0	0	2
07:45 AM	2	0	7	0	9	0	0	0	0	0	0	0	0	0	0	7	0	0	0	0	7
07:50 AM	2	0	1	0	3	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
07:55 AM	1	0	1	0	2	0	0	6	0	6	0	0	0	0	0	2	0	0	0	0	2
Total	7	0	82	0	89	0	0	19	0	19	0	0	0	0	0	23	0	0	0	0	23
08:00 AM	2	0	0	0	2	0	0	7	0	7	0	0	0	0	0	2	0	0	0	0	2
08:05 AM	0	0	1	0	1	0	0	4	0	4	0	0	0	0	0	5	0	0	0	0	5
08:10 AM	0	0	5	0	5	0	0	17	0	17	0	0	0	0	0	3	0	0	0	0	3

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2504 E Pikes Peak Ave, Suite 304
 Colorado Springs, CO 80909
 719-633-2868

File Name : Forest Creek Dr - Old Ranch Rd AM
 Site Code : 00194540
 Start Date : 11/3/2021
 Page No : 2

Groups Printed- Bank 1

Start Time	Thunder Mtn Ave Southbound					Old Ranch Rd Westbound					Thunder Mtn Ave Northbound					Old Ranch Rd Eastbound					Int. Total
	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	
08:15 AM	5	0	9	0	14	0	0	11	0	11	0	0	0	0	0	5	0	0	0	5	30
08:20 AM	8	0	3	0	11	0	0	8	0	8	0	0	0	0	0	3	0	0	0	3	22
08:25 AM	8	0	3	0	11	0	0	1	0	1	0	0	0	0	0	2	0	0	0	2	14
08:30 AM	1	0	1	0	2	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	4
08:35 AM	1	0	6	0	7	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	8
08:40 AM	1	0	3	0	4	0	0	1	0	1	0	0	0	0	0	1	0	0	0	1	6
Grand Total	34	0	120	0	154	0	0	70	0	70	0	0	0	0	0	48	0	0	0	48	272
Apprch %	22.1	0	77.9	0		0	0	100	0		0	0	0	0		100	0	0	0		
Total %	12.5	0	44.1	0	56.6	0	0	25.7	0	25.7	0	0	0	0	0	17.6	0	0	0	17.6	

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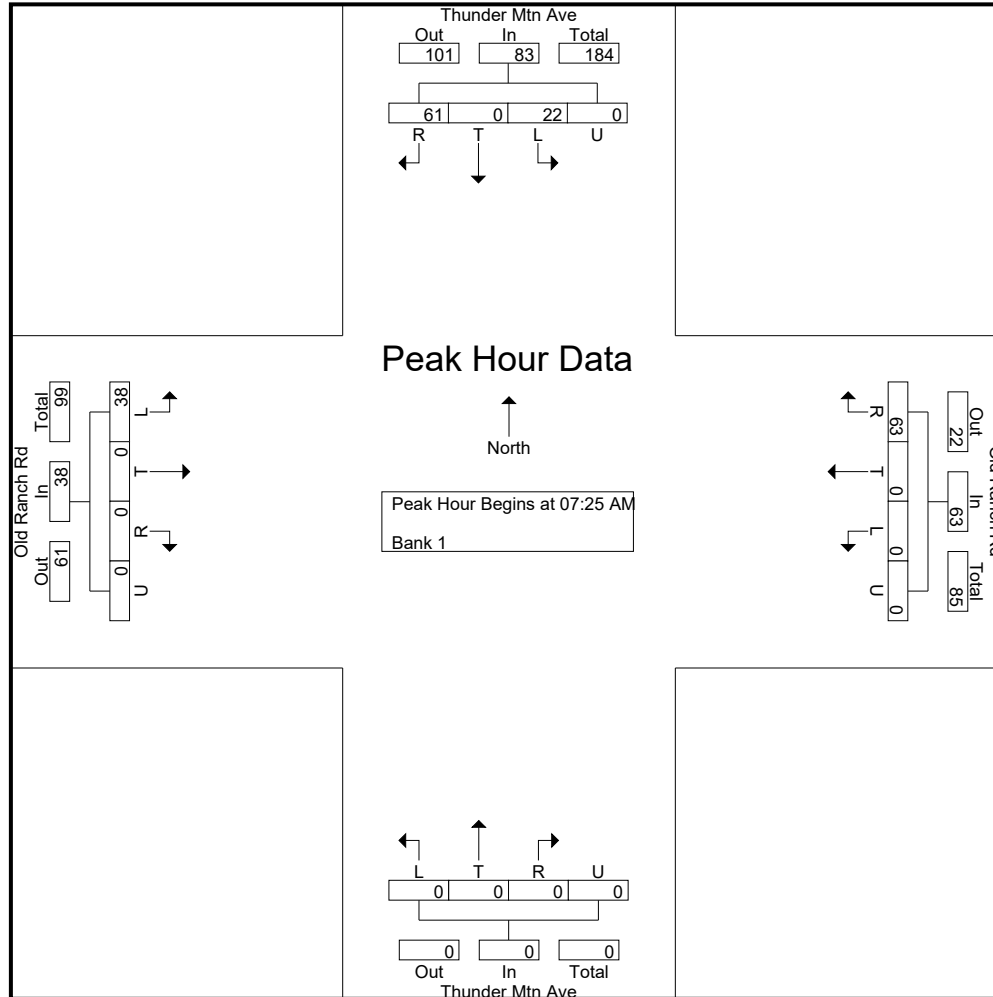
File Name : Forest Creek Dr - Old Ranch Rd AM
 Site Code : 00194540
 Start Date : 11/3/2021
 Page No : 3

Start Time	Thunder Mtn Ave Southbound					Old Ranch Rd Westbound					Thunder Mtn Ave Northbound					Old Ranch Rd Eastbound					Int. Total
	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	
Peak Hour Analysis From 06:40 AM to 08:40 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:25 AM																					
07:25 AM	0	0	9	0	9	0	0	5	0	5	0	0	0	0	0	2	0	0	0	2	16
07:30 AM	0	0	8	0	8	0	0	2	0	2	0	0	0	0	0	2	0	0	0	2	12
07:35 AM	2	0	11	0	13	0	0	0	0	0	0	0	0	0	0	4	0	0	0	4	17
07:40 AM	0	0	6	0	6	0	0	3	0	3	0	0	0	0	0	2	0	0	0	2	11
07:45 AM	2	0	7	0	9	0	0	0	0	0	0	0	0	0	0	7	0	0	0	7	16
07:50 AM	2	0	1	0	3	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	4
07:55 AM	1	0	1	0	2	0	0	6	0	6	0	0	0	0	0	2	0	0	0	2	10
08:00 AM	2	0	0	0	2	0	0	7	0	7	0	0	0	0	0	2	0	0	0	2	11
08:05 AM	0	0	1	0	1	0	0	4	0	4	0	0	0	0	0	5	0	0	0	5	10
08:10 AM	0	0	5	0	5	0	0	17	0	17	0	0	0	0	0	3	0	0	0	3	25
08:15 AM	5	0	9	0	14	0	0	11	0	11	0	0	0	0	0	5	0	0	0	5	30
08:20 AM	8	0	3	0	11	0	0	8	0	8	0	0	0	0	0	3	0	0	0	3	22
Total Volume	22	0	61	0	83	0	0	63	0	63	0	0	0	0	0	38	0	0	0	38	184
% App. Total	26.5	0	73.5	0		0	0	100	0		0	0	0	0		100	0	0	0		
PHF	.229	.000	.462	.000	.494	.000	.000	.309	.000	.309	.000	.000	.000	.000	.000	.452	.000	.000	.000	.452	.511

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File Name : Forest Creek Dr - Old Ranch Rd AM
 Site Code : 00194540
 Start Date : 11/3/2021
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LSC Transportation Consultants, Inc.

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File Name : Forest Creek Dr - Old Ranch Rd AM
 Site Code : 00194540
 Start Date : 11/3/2021
 Page No : 5

Start Time	Thunder Mtn Ave Southbound					Old Ranch Rd Westbound					Thunder Mtn Ave Northbound					Old Ranch Rd Eastbound					Int. Total
	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	
Peak Hour Analysis From 06:40 AM to 08:40 AM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	07:00 AM					07:25 AM					06:40 AM					07:25 AM					
+0 mins.	0	0	7	0	7	0	0	5	0	5	0	0	0	0	0	2	0	0	0	2	
+5 mins.	0	0	4	0	4	0	0	2	0	2	0	0	0	0	0	2	0	0	0	2	
+10 mins.	0	0	11	0	11	0	0	0	0	0	0	0	0	0	0	4	0	0	0	4	
+15 mins.	0	0	9	0	9	0	0	3	0	3	0	0	0	0	0	2	0	0	0	2	
+20 mins.	0	0	8	0	8	0	0	0	0	0	0	0	0	0	0	7	0	0	0	7	
+25 mins.	0	0	9	0	9	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	
+30 mins.	0	0	8	0	8	0	0	6	0	6	0	0	0	0	0	2	0	0	0	2	
+35 mins.	2	0	11	0	13	0	0	7	0	7	0	0	0	0	0	2	0	0	0	2	
+40 mins.	0	0	6	0	6	0	0	4	0	4	0	0	0	0	0	5	0	0	0	5	
+45 mins.	2	0	7	0	9	0	0	17	0	17	0	0	0	0	0	3	0	0	0	3	
+50 mins.	2	0	1	0	3	0	0	11	0	11	0	0	0	0	0	5	0	0	0	5	
+55 mins.	1	0	1	0	2	0	0	8	0	8	0	0	0	0	0	3	0	0	0	3	
Total Volume	7	0	82	0	89	0	0	63	0	63	0	0	0	0	0	38	0	0	0	38	
% App. Total	7.9	0	92.1	0		0	0	100	0		0	0	0	0		100	0	0	0		
PHF	.292	.000	.621	.000	.571	.000	.000	.309	.000	.309	.000	.000	.000	.000	.000	.452	.000	.000	.000	.452	

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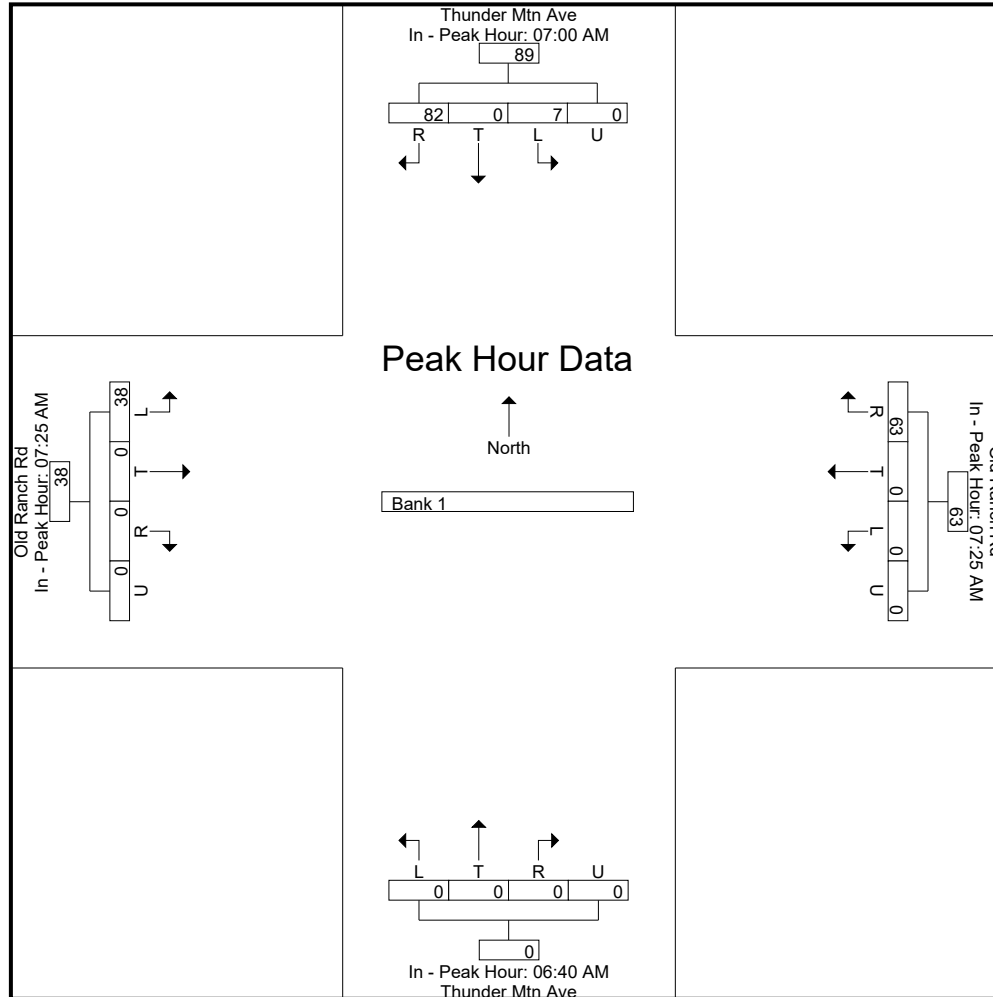
2504 E Pikes Peak Ave, Suite 304
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719-633-2868

File Name : Forest Creek Dr - Old Ranch Rd AM

Site Code : 00194540

Start Date : 11/3/2021

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LSC Transportation Consultants, Inc.
 2504 E Pikes Peak Ave, Suite 304
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 719-633-2868

File Name : Old Ranch Rd - Cordera Crest Dr AM
 Site Code : 194540
 Start Date : 2/9/2022
 Page No : 1

Groups Printed- Unshifted

Start Time	Old Ranch Rd Southbound					Old Ranch Rd Westbound					Cordera Crest Ave Northbound					Blue Horizon View Dr Eastbound					Int. Total
	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	
06:45 AM	3	2	0	0	5	0	0	10	0	10	0	6	0	0	6	0	0	0	0	0	21
06:50 AM	1	8	0	0	9	1	0	20	0	21	0	7	1	0	8	0	0	0	0	0	38
06:55 AM	3	4	0	0	7	0	0	19	0	19	0	5	0	0	5	0	0	0	0	0	31
Total	7	14	0	0	21	1	0	49	0	50	0	18	1	0	19	0	0	0	0	0	90
07:00 AM	4	4	0	0	8	1	0	26	0	27	0	6	0	0	6	0	0	0	0	0	41
07:05 AM	3	6	0	0	9	1	0	22	0	23	0	30	2	0	32	0	0	0	0	0	64
07:10 AM	6	8	0	0	14	0	1	33	0	34	0	16	1	0	17	1	0	0	0	1	66
07:15 AM	4	14	0	0	18	0	0	24	0	24	0	26	0	0	26	1	0	0	0	1	69
07:20 AM	3	7	0	2	12	0	2	54	0	56	1	45	1	0	47	0	0	1	0	1	116
07:25 AM	9	26	0	2	37	0	0	51	0	51	1	52	0	0	53	0	0	1	0	1	142
07:30 AM	6	14	0	1	21	0	0	50	0	50	1	52	0	0	53	1	0	2	0	3	127
07:35 AM	18	19	0	8	45	1	0	39	0	40	2	30	0	0	32	0	0	1	0	1	118
07:40 AM	10	18	1	6	35	0	1	43	0	44	1	31	2	0	34	0	2	4	0	6	119
07:45 AM	22	25	0	1	48	2	0	22	0	24	0	13	0	0	13	0	1	3	0	4	89
07:50 AM	16	16	1	0	33	2	1	19	0	22	0	13	2	0	15	0	2	0	0	2	72
07:55 AM	11	11	0	0	22	0	0	30	0	30	0	16	1	0	17	0	0	2	0	2	71
Total	112	168	2	20	302	7	5	413	0	425	6	330	9	0	345	3	5	14	0	22	1094
08:00 AM	7	6	0	0	13	2	0	25	0	27	0	18	1	0	19	0	1	0	0	1	60
08:05 AM	11	6	0	0	17	1	0	28	0	29	0	22	0	0	22	0	0	0	0	0	68
08:10 AM	7	13	0	0	20	1	0	26	0	27	0	9	1	0	10	0	0	0	0	0	57
08:15 AM	17	9	0	0	26	0	0	15	0	15	0	19	1	0	20	0	0	0	0	0	61

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2504 E Pikes Peak Ave, Suite 304
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 719-633-2868

File Name : Old Ranch Rd - Cordera Crest Dr AM
 Site Code : 194540
 Start Date : 2/9/2022
 Page No : 2

Groups Printed- Unshifted

Start Time	Old Ranch Rd Southbound					Old Ranch Rd Westbound					Cordera Crest Ave Northbound					Blue Horizon View Dr Eastbound					Int. Total
	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	
08:20 AM	12	12	0	0	24	1	0	23	0	24	0	11	0	0	11	0	0	1	0	1	60
08:25 AM	13	17	0	0	30	1	0	12	0	13	0	5	2	0	7	0	0	0	0	0	50
08:30 AM	14	9	1	0	24	2	1	13	0	16	0	2	1	0	3	0	1	1	0	2	45
08:35 AM	7	6	0	0	13	0	0	16	0	16	0	3	1	0	4	0	0	0	0	0	33
08:40 AM	10	3	0	0	13	0	0	22	0	22	0	7	2	0	9	0	0	0	0	0	44
Grand Total	217	263	3	20	503	16	6	642	0	664	6	444	19	0	469	3	7	16	0	26	1662
Apprch %	43.1	52.3	0.6	4		2.4	0.9	96.7	0		1.3	94.7	4.1	0		11.5	26.9	61.5	0		
Total %	13.1	15.8	0.2	1.2	30.3	1	0.4	38.6	0	40	0.4	26.7	1.1	0	28.2	0.2	0.4	1	0	1.6	

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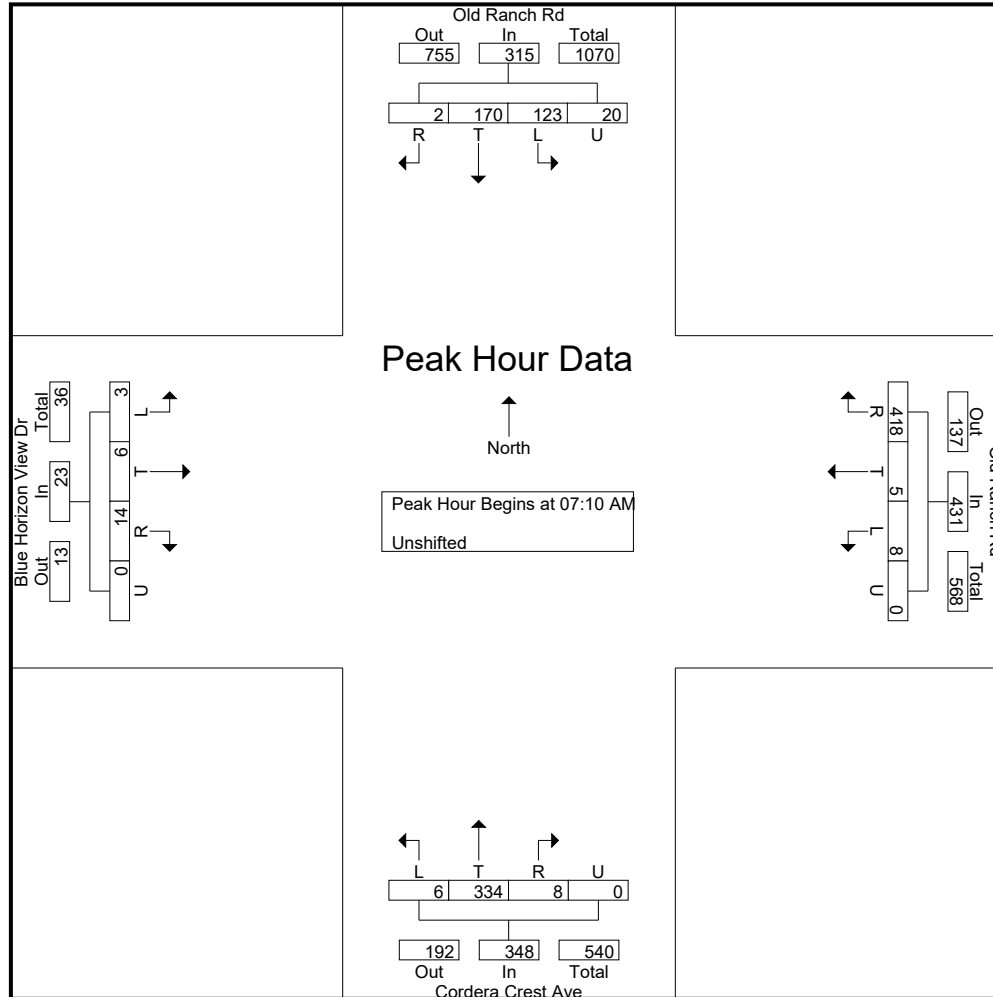
File Name : Old Ranch Rd - Cordera Crest Dr AM
 Site Code : 194540
 Start Date : 2/9/2022
 Page No : 3

Start Time	Old Ranch Rd Southbound					Old Ranch Rd Westbound					Cordera Crest Ave Northbound					Blue Horizon View Dr Eastbound					Int. Total
	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	
Peak Hour Analysis From 06:45 AM to 08:40 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:10 AM																					
07:10 AM	6	8	0	0	14	0	1	33	0	34	0	16	1	0	17	1	0	0	0	1	66
07:15 AM	4	14	0	0	18	0	0	24	0	24	0	26	0	0	26	1	0	0	0	1	69
07:20 AM	3	7	0	2	12	0	2	54	0	56	1	45	1	0	47	0	0	1	0	1	116
07:25 AM	9	26	0	2	37	0	0	51	0	51	1	52	0	0	53	0	0	1	0	1	142
07:30 AM	6	14	0	1	21	0	0	50	0	50	1	52	0	0	53	1	0	2	0	3	127
07:35 AM	18	19	0	8	45	1	0	39	0	40	2	30	0	0	32	0	0	1	0	1	118
07:40 AM	10	18	1	6	35	0	1	43	0	44	1	31	2	0	34	0	2	4	0	6	119
07:45 AM	22	25	0	1	48	2	0	22	0	24	0	13	0	0	13	0	1	3	0	4	89
07:50 AM	16	16	1	0	33	2	1	19	0	22	0	13	2	0	15	0	2	0	0	2	72
07:55 AM	11	11	0	0	22	0	0	30	0	30	0	16	1	0	17	0	0	2	0	2	71
08:00 AM	7	6	0	0	13	2	0	25	0	27	0	18	1	0	19	0	1	0	0	1	60
08:05 AM	11	6	0	0	17	1	0	28	0	29	0	22	0	0	22	0	0	0	0	0	68
Total Volume	123	170	2	20	315	8	5	418	0	431	6	334	8	0	348	3	6	14	0	23	1117
% App. Total	39	54	0.6	6.3		1.9	1.2	97	0		1.7	96	2.3	0		13	26.1	60.9	0		
PHF	.466	.545	.167	.208	.547	.333	.208	.645	.000	.641	.250	.535	.333	.000	.547	.250	.250	.292	.000	.319	.656

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File Name : Old Ranch Rd - Cordera Crest Dr AM
 Site Code : 194540
 Start Date : 2/9/2022
 Page No : 4



LSC Transportation Consultants, Inc.

2504 E Pikes Peak Ave, Suite 304
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 719-633-2868

File Name : Old Ranch Rd - Cordera Crest Dr AM
 Site Code : 194540
 Start Date : 2/9/2022
 Page No : 5

Start Time	Old Ranch Rd Southbound					Old Ranch Rd Westbound					Cordera Crest Ave Northbound					Blue Horizon View Dr Eastbound					Int. Total
	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	

Peak Hour Analysis From 06:45 AM to 08:40 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:25 AM					07:10 AM					07:05 AM					07:05 AM				
+0 mins.	9	26	0	2	37	0	1	33	0	34	0	30	2	0	32	0	0	0	0	0
+5 mins.	6	14	0	1	21	0	0	24	0	24	0	16	1	0	17	1	0	0	0	1
+10 mins.	18	19	0	8	45	0	2	54	0	56	0	26	0	0	26	1	0	0	0	1
+15 mins.	10	18	1	6	35	0	0	51	0	51	1	45	1	0	47	0	0	1	0	1
+20 mins.	22	25	0	1	48	0	0	50	0	50	1	52	0	0	53	0	0	1	0	1
+25 mins.	16	16	1	0	33	1	0	39	0	40	1	52	0	0	53	1	0	2	0	3
+30 mins.	11	11	0	0	22	0	1	43	0	44	2	30	0	0	32	0	0	1	0	1
+35 mins.	7	6	0	0	13	2	0	22	0	24	1	31	2	0	34	0	2	4	0	6
+40 mins.	11	6	0	0	17	2	1	19	0	22	0	13	0	0	13	0	1	3	0	4
+45 mins.	7	13	0	0	20	0	0	30	0	30	0	13	2	0	15	0	2	0	0	2
+50 mins.	17	9	0	0	26	2	0	25	0	27	0	16	1	0	17	0	0	2	0	2
+55 mins.	12	12	0	0	24	1	0	28	0	29	0	18	1	0	19	0	1	0	0	1
Total Volume	146	175	2	18	341	8	5	418	0	431	6	342	10	0	358	3	6	14	0	23
% App. Total	42.8	51.3	0.6	5.3		1.9	1.2	97	0		1.7	95.5	2.8	0		13	26.1	60.9	0	
PHF	.553	.561	.167	.188	.592	.333	.208	.645	.000	.641	.250	.548	.417	.000	.563	.250	.250	.292	.000	.319

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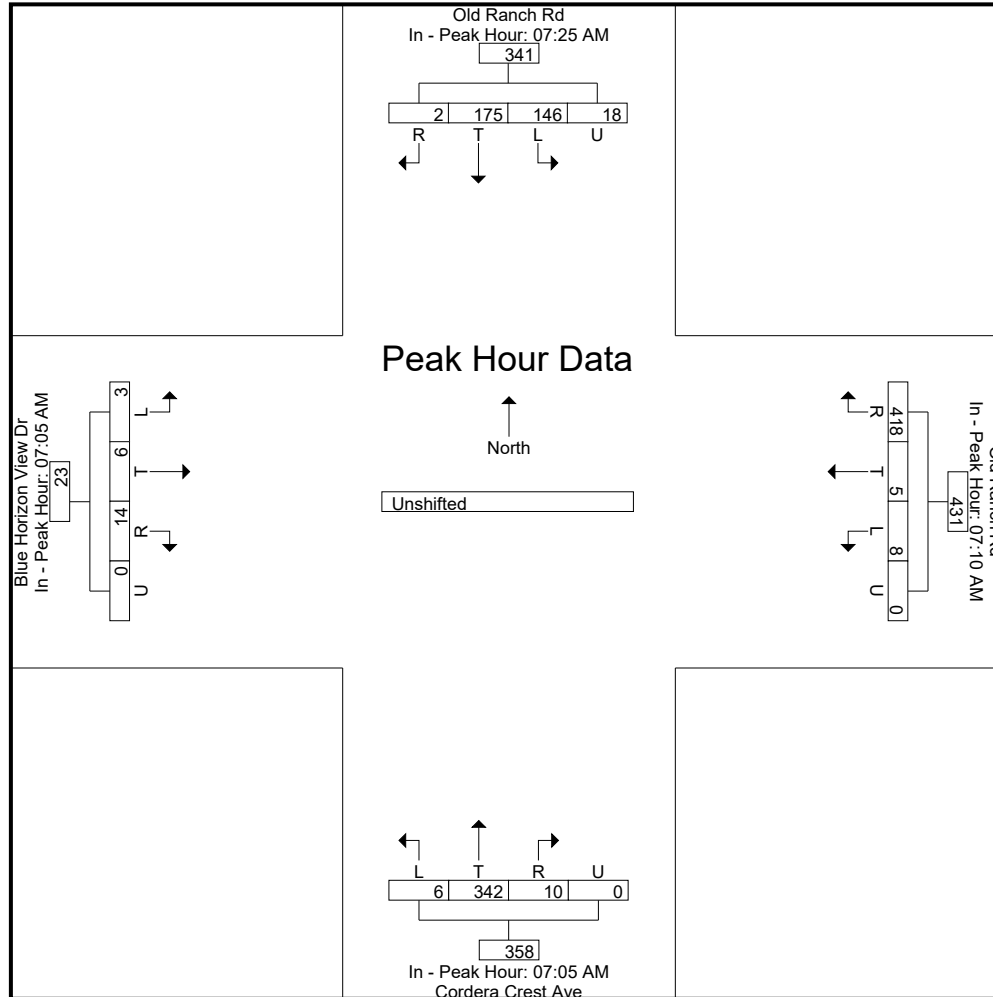
2504 E Pikes Peak Ave, Suite 304
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719-633-2868

File Name : Old Ranch Rd - Cordera Crest Dr AM

Site Code : 194540

Start Date : 2/9/2022

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LSC Transportation Consultants, Inc.
 2504 E Pikes Peak Ave, Suite 304
 Colorado Springs, CO 80909
 719-633-2868

Evening
PK

File Name : Old Ranch Rd - Cordera Crest Dr
 Site Code : 194540
 Start Date : 2/8/2022
 Page No : 2

Groups Printed- Unshifted

Start Time	Old Ranch Rd Southbound					Old Ranch Rd Westbound					Cordera Crest Dr Northbound					Blue Horizon View Dr Eastbound					Int. Total
	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	
04:00 PM	16	14	1	0	31	0	0	10	0	10	0	6	1	0	7	0	2	0	0	2	50
04:05 PM	21	9	2	0	32	1	0	17	0	18	0	12	2	0	14	0	0	0	0	0	64
04:10 PM	17	11	0	0	28	3	0	12	0	15	0	15	2	1	18	0	0	0	0	0	61
04:15 PM	24	11	0	0	35	0	0	11	0	11	0	13	2	0	15	0	0	0	0	0	61
04:20 PM	21	10	0	0	31	0	1	12	0	13	0	13	1	0	14	0	0	0	0	0	58
04:25 PM	12	11	0	0	23	2	0	13	0	15	0	13	2	0	15	0	1	0	0	1	54
04:30 PM	16	9	0	0	25	1	2	7	0	10	0	13	0	0	13	0	0	0	0	0	48
04:35 PM	27	15	0	0	42	1	0	11	1	13	0	5	6	0	11	1	0	1	0	2	68
04:40 PM	13	15	0	0	28	2	0	11	0	13	1	8	3	0	12	0	0	1	0	1	54
04:45 PM	18	9	0	0	27	2	0	9	0	11	0	12	0	0	12	0	0	0	0	0	50
04:50 PM	21	13	0	0	34	0	0	10	0	10	2	4	4	0	10	0	0	0	0	0	54
04:55 PM	10	8	0	0	18	0	0	7	0	7	0	7	1	0	8	0	0	1	0	1	34
Total	216	135	3	0	354	12	3	130	1	146	3	121	24	1	149	1	3	3	0	7	656
05:00 PM	22	12	0	0	34	3	0	11	0	14	0	7	1	0	8	0	0	0	0	0	56
05:05 PM	15	8	0	0	23	1	0	7	0	8	0	11	1	0	12	0	0	0	0	0	43
05:10 PM	23	9	0	0	32	0	0	7	0	7	0	11	2	0	13	0	1	0	0	1	53
05:15 PM	29	9	0	0	38	1	0	12	0	13	0	9	1	0	10	0	0	0	0	0	61
05:20 PM	25	19	0	0	44	0	1	11	0	12	0	15	4	0	19	0	0	2	0	2	77
05:25 PM	16	13	0	0	29	0	1	2	1	4	0	13	2	0	15	0	0	0	0	0	48
05:30 PM	18	6	1	0	25	2	0	7	0	9	0	12	2	0	14	0	0	0	0	0	48
05:35 PM	14	15	0	0	29	0	0	7	0	7	0	4	1	0	5	0	0	1	0	1	42
05:40 PM	19	6	0	0	25	0	0	9	0	9	1	14	1	0	16	0	0	0	0	0	50
05:45 PM	22	12	0	0	34	1	0	8	0	9	0	11	1	0	12	0	1	0	0	1	56
05:50 PM	20	14	0	0	34	0	0	9	0	9	0	6	1	0	7	0	1	1	0	2	52
05:55 PM	6	8	0	0	14	0	0	7	0	7	0	6	0	0	6	0	0	0	0	0	27
Total	229	131	1	0	361	8	2	97	1	108	1	119	17	0	137	0	3	4	0	7	613
Grand Total	821	587	11	5	1424	34	17	522	2	575	19	519	70	3	611	8	27	49	0	84	2694
Apprch %	57.7	41.2	0.8	0.4		5.9	3	90.8	0.3		3.1	84.9	11.5	0.5		9.5	32.1	58.3	0		
Total %	30.5	21.8	0.4	0.2	52.9	1.3	0.6	19.4	0.1	21.3	0.7	19.3	2.6	0.1	22.7	0.3	1	1.8	0	3.1	

LSC Transportation Consultants, Inc.
 2504 E Pikes Peak Ave, Suite 304
 Colorado Springs, CO 80909
 719-633-2868

File Name : Old Ranch Rd - Cordera Crest Dr Mid-PM
 Site Code : 194540
 Start Date : 2/8/2022
 Page No : 1

Groups Printed- Unshifted

Start Time	Old Ranch Rd Southbound					Old Ranch Rd Westbound					Cordera Crest Dr Northbound					Blue Horizon View Dr Eastbound					Int. Total
	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	
02:15 PM	15	12	0	1	28	0	0	17	0	17	0	12	0	1	13	0	0	0	0	0	58
02:20 PM	5	12	0	0	17	0	2	16	0	18	0	9	1	0	10	0	0	1	0	1	46
02:25 PM	7	11	0	0	18	0	0	7	0	7	0	11	1	0	12	0	0	0	0	0	37
02:30 PM	2	4	0	0	6	1	0	14	0	15	1	12	3	0	16	0	0	0	0	0	37
02:35 PM	12	6	0	0	18	0	0	16	0	16	0	15	0	0	15	0	0	0	0	0	49
02:40 PM	7	8	1	1	17	1	2	17	0	20	2	12	1	0	15	0	0	0	0	0	52
02:45 PM	22	14	1	0	37	0	2	11	0	13	3	17	1	0	21	1	0	2	0	3	74
02:50 PM	14	23	2	0	39	2	5	14	0	21	3	17	0	0	20	0	4	12	0	16	96
02:55 PM	16	31	1	0	48	0	0	19	0	19	3	18	2	0	23	3	4	8	0	15	105
Total	100	121	5	2	228	4	11	131	0	146	12	123	9	1	145	4	8	23	0	35	554
03:00 PM	30	29	0	1	60	0	0	7	0	7	0	14	2	0	16	0	5	10	0	15	98
03:05 PM	37	20	1	0	58	1	0	8	0	9	1	15	3	0	19	0	4	0	0	4	90
03:10 PM	23	18	0	1	42	0	0	20	0	20	0	16	0	0	16	0	1	3	0	4	82
03:15 PM	17	9	0	1	27	0	1	19	0	20	0	14	3	0	17	0	1	2	0	3	67
03:20 PM	20	10	0	0	30	1	0	12	0	13	1	14	1	0	16	1	1	0	0	2	61
03:25 PM	16	16	0	0	32	3	0	14	0	17	0	15	2	0	17	0	0	1	0	1	67
03:30 PM	15	9	1	0	25	0	0	15	0	15	0	9	3	1	13	0	0	0	0	0	53
03:35 PM	17	15	0	0	32	1	0	5	0	6	0	11	0	0	11	0	0	0	0	0	49
03:40 PM	27	26	0	0	53	2	0	8	0	10	1	13	1	0	15	1	0	1	0	2	80
03:45 PM	28	22	0	0	50	0	0	16	0	16	0	13	2	0	15	0	1	0	0	1	82
03:50 PM	28	15	0	0	43	0	0	12	0	12	0	8	2	0	10	1	0	1	0	2	67
03:55 PM	18	11	0	0	29	2	0	28	0	30	0	14	1	0	15	0	0	1	0	1	75
Total	276	200	2	3	481	10	1	164	0	175	3	156	20	1	180	3	13	19	0	35	871

LSC Transportation Consultants, Inc.
 2504 E Pikes Peak Ave, Suite 304
 Colorado Springs, CO 80909
 719-633-2868

File Name : Old Ranch Rd - Cordera Crest Dr Mid-PM
 Site Code : 194540
 Start Date : 2/8/2022
 Page No : 2

Groups Printed- Unshifted

Start Time	Old Ranch Rd Southbound					Old Ranch Rd Westbound					Cordera Crest Dr Northbound					Blue Horizon View Dr Eastbound					Int. Total
	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	
04:00 PM	16	14	1	0	31	0	0	10	0	10	0	6	1	0	7	0	2	0	0	2	50
04:05 PM	21	9	2	0	32	1	0	17	0	18	0	12	2	0	14	0	0	0	0	0	64
04:10 PM	17	11	0	0	28	3	0	12	0	15	0	15	2	1	18	0	0	0	0	0	61
04:15 PM	24	11	0	0	35	0	0	11	0	11	0	13	2	0	15	0	0	0	0	0	61
04:20 PM	21	10	0	0	31	0	1	12	0	13	0	13	1	0	14	0	0	0	0	0	58
04:25 PM	12	11	0	0	23	2	0	13	0	15	0	13	2	0	15	0	1	0	0	1	54
04:30 PM	16	9	0	0	25	1	2	7	0	10	0	13	0	0	13	0	0	0	0	0	48
04:35 PM	27	15	0	0	42	1	0	11	1	13	0	5	6	0	11	1	0	1	0	2	68
04:40 PM	13	15	0	0	28	2	0	11	0	13	1	8	3	0	12	0	0	1	0	1	54
04:45 PM	18	9	0	0	27	2	0	9	0	11	0	12	0	0	12	0	0	0	0	0	50
04:50 PM	21	13	0	0	34	0	0	10	0	10	2	4	4	0	10	0	0	0	0	0	54
04:55 PM	10	8	0	0	18	0	0	7	0	7	0	7	1	0	8	0	0	1	0	1	34
Total	216	135	3	0	354	12	3	130	1	146	3	121	24	1	149	1	3	3	0	7	656
05:00 PM	22	12	0	0	34	3	0	11	0	14	0	7	1	0	8	0	0	0	0	0	56
05:05 PM	15	8	0	0	23	1	0	7	0	8	0	11	1	0	12	0	0	0	0	0	43
05:10 PM	23	9	0	0	32	0	0	7	0	7	0	11	2	0	13	0	1	0	0	1	53
05:15 PM	29	9	0	0	38	1	0	12	0	13	0	9	1	0	10	0	0	0	0	0	61
05:20 PM	25	19	0	0	44	0	1	11	0	12	0	15	4	0	19	0	0	2	0	2	77
05:25 PM	16	13	0	0	29	0	1	2	1	4	0	13	2	0	15	0	0	0	0	0	48
05:30 PM	18	6	1	0	25	2	0	7	0	9	0	12	2	0	14	0	0	0	0	0	48
05:35 PM	14	15	0	0	29	0	0	7	0	7	0	4	1	0	5	0	0	1	0	1	42
05:40 PM	19	6	0	0	25	0	0	9	0	9	1	14	1	0	16	0	0	0	0	0	50
05:45 PM	22	12	0	0	34	1	0	8	0	9	0	11	1	0	12	0	1	0	0	1	56
05:50 PM	20	14	0	0	34	0	0	9	0	9	0	6	1	0	7	0	1	1	0	2	52
05:55 PM	6	8	0	0	14	0	0	7	0	7	0	6	0	0	6	0	0	0	0	0	27
Total	229	131	1	0	361	8	2	97	1	108	1	119	17	0	137	0	3	4	0	7	613
Grand Total	821	587	11	5	1424	34	17	522	2	575	19	519	70	3	611	8	27	49	0	84	2694
Apprch %	57.7	41.2	0.8	0.4		5.9	3	90.8	0.3		3.1	84.9	11.5	0.5		9.5	32.1	58.3	0		
Total %	30.5	21.8	0.4	0.2	52.9	1.3	0.6	19.4	0.1	21.3	0.7	19.3	2.6	0.1	22.7	0.3	1	1.8	0	3.1	

LSC Transportation Consultants, Inc.

2504 E Pikes Peak Ave, Suite 304
 Colorado Springs, CO 80909
 719-633-2868

File Name : Old Ranch Rd - Cordera Crest Dr Mid-PM
 Site Code : 194540
 Start Date : 2/8/2022
 Page No : 3

Start Time	Old Ranch Rd Southbound					Old Ranch Rd Westbound					Cordera Crest Dr Northbound					Blue Horizon View Dr Eastbound					Int. Total
	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	
Peak Hour Analysis From 02:15 PM to 05:55 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 02:50 PM																					
02:50 PM	14	23	2	0	39	2	5	14	0	21	3	17	0	0	20	0	4	12	0	16	96
02:55 PM	16	31	1	0	48	0	0	19	0	19	3	18	2	0	23	3	4	8	0	15	105
03:00 PM	30	29	0	1	60	0	0	7	0	7	0	14	2	0	16	0	5	10	0	15	98
03:05 PM	37	20	1	0	58	1	0	8	0	9	1	15	3	0	19	0	4	0	0	4	90
03:10 PM	23	18	0	1	42	0	0	20	0	20	0	16	0	0	16	0	1	3	0	4	82
03:15 PM	17	9	0	1	27	0	1	19	0	20	0	14	3	0	17	0	1	2	0	3	67
03:20 PM	20	10	0	0	30	1	0	12	0	13	1	14	1	0	16	1	1	0	0	2	61
03:25 PM	16	16	0	0	32	3	0	14	0	17	0	15	2	0	17	0	0	1	0	1	67
03:30 PM	15	9	1	0	25	0	0	15	0	15	0	9	3	1	13	0	0	0	0	0	53
03:35 PM	17	15	0	0	32	1	0	5	0	6	0	11	0	0	11	0	0	0	0	0	49
03:40 PM	27	26	0	0	53	2	0	8	0	10	1	13	1	0	15	1	0	1	0	2	80
03:45 PM	28	22	0	0	50	0	0	16	0	16	0	13	2	0	15	0	1	0	0	1	82
Total Volume	260	228	5	3	496	10	6	157	0	173	9	169	19	1	198	5	21	37	0	63	930
% App. Total	52.4	46	1	0.6		5.8	3.5	90.8	0		4.5	85.4	9.6	0.5		7.9	33.3	58.7	0		
PHF	.586	.613	.208	.250	.689	.278	.100	.654	.000	.687	.250	.782	.528	.083	.717	.139	.350	.257	.000	.328	.738

LSC Transportation Consultants, Inc.

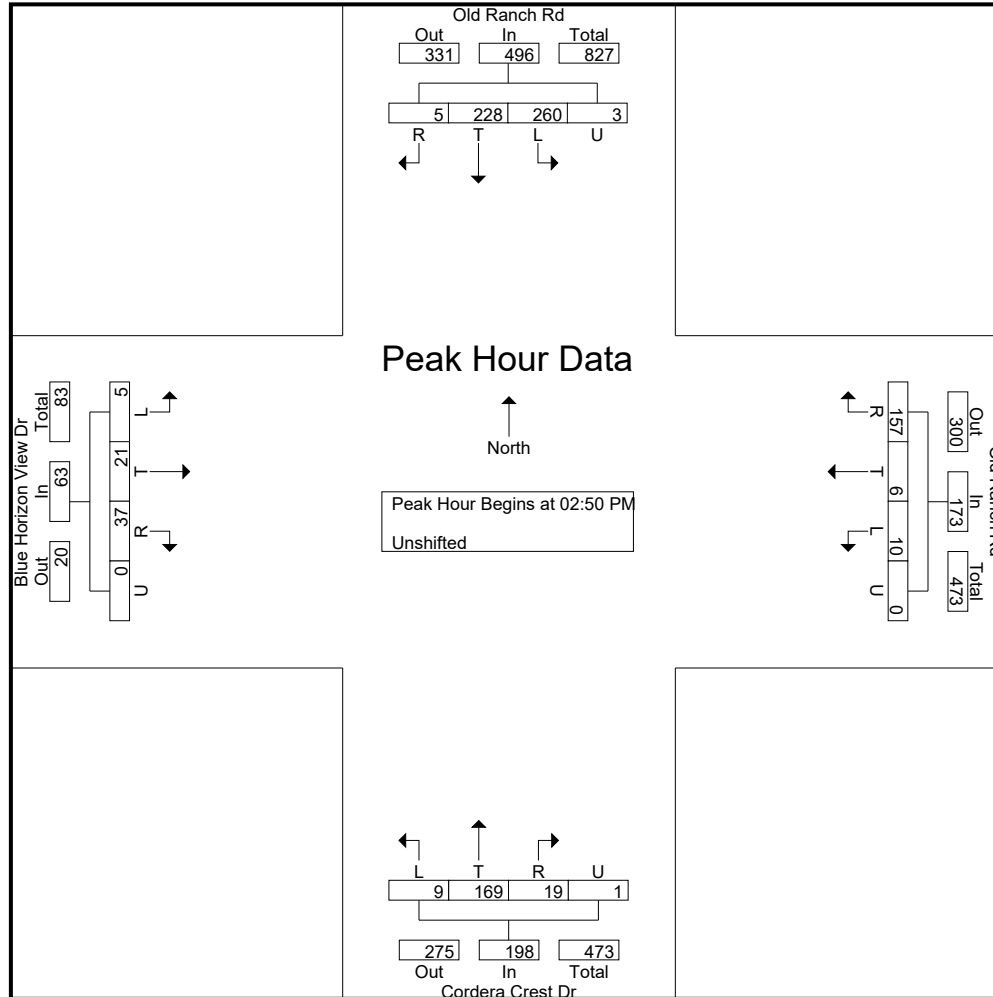
2504 E Pikes Peak Ave, Suite 304
 Colorado Springs, CO 80909
 719-633-2868

File Name : Old Ranch Rd - Cordera Crest Dr Mid-PM

Site Code : 194540

Start Date : 2/8/2022

Page No : 4



LSC Transportation Consultants, Inc.

2504 E Pikes Peak Ave, Suite 304
 Colorado Springs, CO 80909
 719-633-2868

File Name : Old Ranch Rd - Cordera Crest Dr Mid-PM
 Site Code : 194540
 Start Date : 2/8/2022
 Page No : 5

Start Time	Old Ranch Rd Southbound					Old Ranch Rd Westbound					Cordera Crest Dr Northbound					Blue Horizon View Dr Eastbound					Int. Total
	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	

Peak Hour Analysis From 02:15 PM to 05:55 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	02:55 PM					02:30 PM					02:30 PM					02:45 PM				
+0 mins.	16	31	1	0	48	1	0	14	0	15	1	12	3	0	16	1	0	2	0	3
+5 mins.	30	29	0	1	60	0	0	16	0	16	0	15	0	0	15	0	4	12	0	16
+10 mins.	37	20	1	0	58	1	2	17	0	20	2	12	1	0	15	3	4	8	0	15
+15 mins.	23	18	0	1	42	0	2	11	0	13	3	17	1	0	21	0	5	10	0	15
+20 mins.	17	9	0	1	27	2	5	14	0	21	3	17	0	0	20	0	4	0	0	4
+25 mins.	20	10	0	0	30	0	0	19	0	19	3	18	2	0	23	0	1	3	0	4
+30 mins.	16	16	0	0	32	0	0	7	0	7	0	14	2	0	16	0	1	2	0	3
+35 mins.	15	9	1	0	25	1	0	8	0	9	1	15	3	0	19	1	1	0	0	2
+40 mins.	17	15	0	0	32	0	0	20	0	20	0	16	0	0	16	0	0	1	0	1
+45 mins.	27	26	0	0	53	0	1	19	0	20	0	14	3	0	17	0	0	0	0	0
+50 mins.	28	22	0	0	50	1	0	12	0	13	1	14	1	0	16	0	0	0	0	0
+55 mins.	28	15	0	0	43	3	0	14	0	17	0	15	2	0	17	1	0	1	0	2
Total Volume	274	220	3	3	500	9	10	171	0	190	14	179	18	0	211	6	20	39	0	65
% App. Total	54.8	44	0.6	0.6		4.7	5.3	90	0		6.6	84.8	8.5	0		9.2	30.8	60	0	
PHF	.617	.591	.250	.250	.694	.250	.167	.713	.000	.754	.389	.829	.500	.000	.764	.167	.333	.271	.000	.339

LSC Transportation Consultants, Inc.

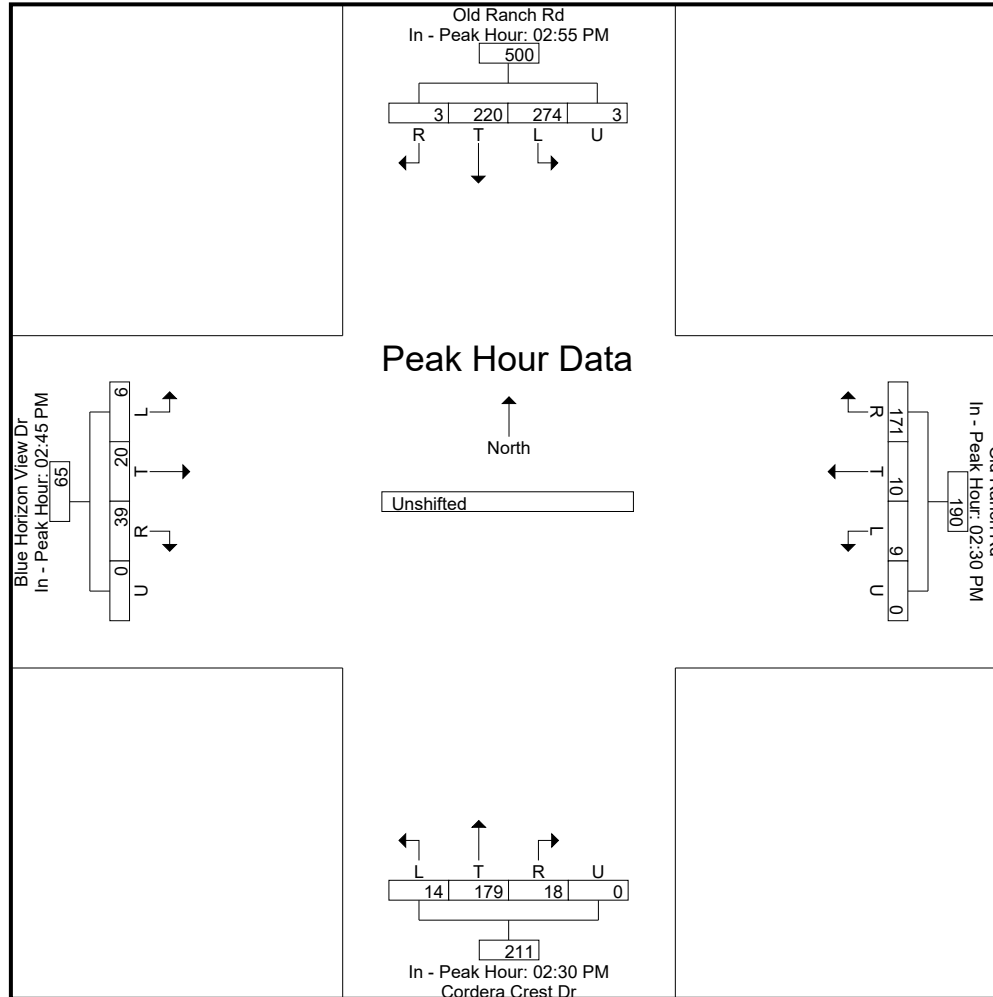
2504 E Pikes Peak Ave, Suite 304
 Colorado Springs, CO 80909
 719-633-2868

File Name : Old Ranch Rd - Cordera Crest Dr Mid-PM

Site Code : 194540

Start Date : 2/8/2022

Page No : 6



LSC Transportation Consultants, Inc.
 2504 E Pikes Peak Ave, Suite 304
 Colorado Springs, CO 80909
 719-633-2868

File Name : Thunder Mountain Ave - PCHS Access AM
 Site Code : 194540
 Start Date : 2/10/2022
 Page No : 1

Groups Printed- Unshifted

Start Time	Thunder Mountain Ave Southbound					Westbound					Thunder Mountain Ave Northbound					PCHS Access Eastbound					Int. Total
	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	
06:45 AM	0	16	0	0	16	0	0	0	0	0	5	0	0	0	5	0	0	0	0	0	21
06:50 AM	0	18	1	0	19	0	0	0	0	0	6	0	0	0	6	0	0	0	0	0	25
06:55 AM	0	11	0	0	11	0	0	0	0	0	11	2	0	0	13	0	0	0	0	0	24
Total	0	45	1	0	46	0	0	0	0	0	22	2	0	0	24	0	0	0	0	0	70
07:00 AM	0	15	1	0	16	0	0	0	0	0	30	8	0	0	38	0	0	0	0	0	54
07:05 AM	0	27	3	0	30	0	0	0	0	0	43	6	0	0	49	0	0	0	0	0	79
07:10 AM	0	19	0	0	19	0	0	0	0	0	44	4	0	0	48	0	0	0	0	0	67
07:15 AM	0	26	3	0	29	0	0	0	0	0	65	8	0	0	73	0	0	0	0	0	102
07:20 AM	0	11	4	0	15	0	0	0	0	0	107	7	0	0	114	0	0	0	0	0	129
07:25 AM	0	14	3	0	17	0	0	0	0	0	92	3	0	0	95	0	0	0	0	0	112
07:30 AM	0	22	8	0	30	0	0	0	0	0	98	7	0	0	105	0	0	0	0	0	135
07:35 AM	0	23	5	0	28	0	0	0	0	0	100	4	0	0	104	0	0	0	0	0	132
07:40 AM	0	20	6	0	26	0	0	0	0	0	93	10	0	0	103	0	0	1	0	1	130
07:45 AM	0	32	4	0	36	0	0	0	0	0	46	9	0	0	55	0	0	0	0	0	91
07:50 AM	0	18	0	0	18	0	0	0	0	0	14	16	0	0	30	0	0	0	0	0	48
07:55 AM	0	15	0	1	16	0	0	0	0	0	8	15	0	0	23	0	0	0	0	0	39
Total	0	242	37	1	280	0	0	0	0	0	740	97	0	0	837	0	0	1	0	1	1118
08:00 AM	0	19	0	0	19	0	0	0	0	0	6	13	0	0	19	0	0	0	0	0	38
08:05 AM	0	17	1	0	18	0	0	0	0	0	7	19	0	0	26	0	0	0	0	0	44
08:10 AM	0	19	0	0	19	0	0	0	0	0	3	22	0	0	25	0	0	0	0	0	44
08:15 AM	0	44	1	0	45	0	0	0	0	0	6	27	0	0	33	0	0	0	0	0	78

LSC Transportation Consultants, Inc.

2504 E Pikes Peak Ave, Suite 304
 Colorado Springs, CO 80909
 719-633-2868

File Name : Thunder Mountain Ave - PCHS Access AM
 Site Code : 194540
 Start Date : 2/10/2022
 Page No : 2

Groups Printed- Unshifted

Start Time	Thunder Mountain Ave Southbound					Westbound					Thunder Mountain Ave Northbound					PCHS Access Eastbound					Int. Total
	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	
08:20 AM	0	46	0	0	46	0	0	0	0	0	2	23	0	0	25	0	0	0	0	0	71
08:25 AM	0	51	0	0	51	0	0	0	0	0	3	21	0	0	24	0	0	0	0	0	75
08:30 AM	0	35	0	0	35	0	0	0	0	0	2	9	0	0	11	0	0	0	0	0	46
Grand Total	0	518	40	1	559	0	0	0	0	0	791	233	0	0	1024	0	0	1	0	1	1584
Apprch %	0	92.7	7.2	0.2		0	0	0	0		77.2	22.8	0	0		0	0	100	0		
Total %	0	32.7	2.5	0.1	35.3	0	0	0	0	0	49.9	14.7	0	0	64.6	0	0	0.1	0	0.1	

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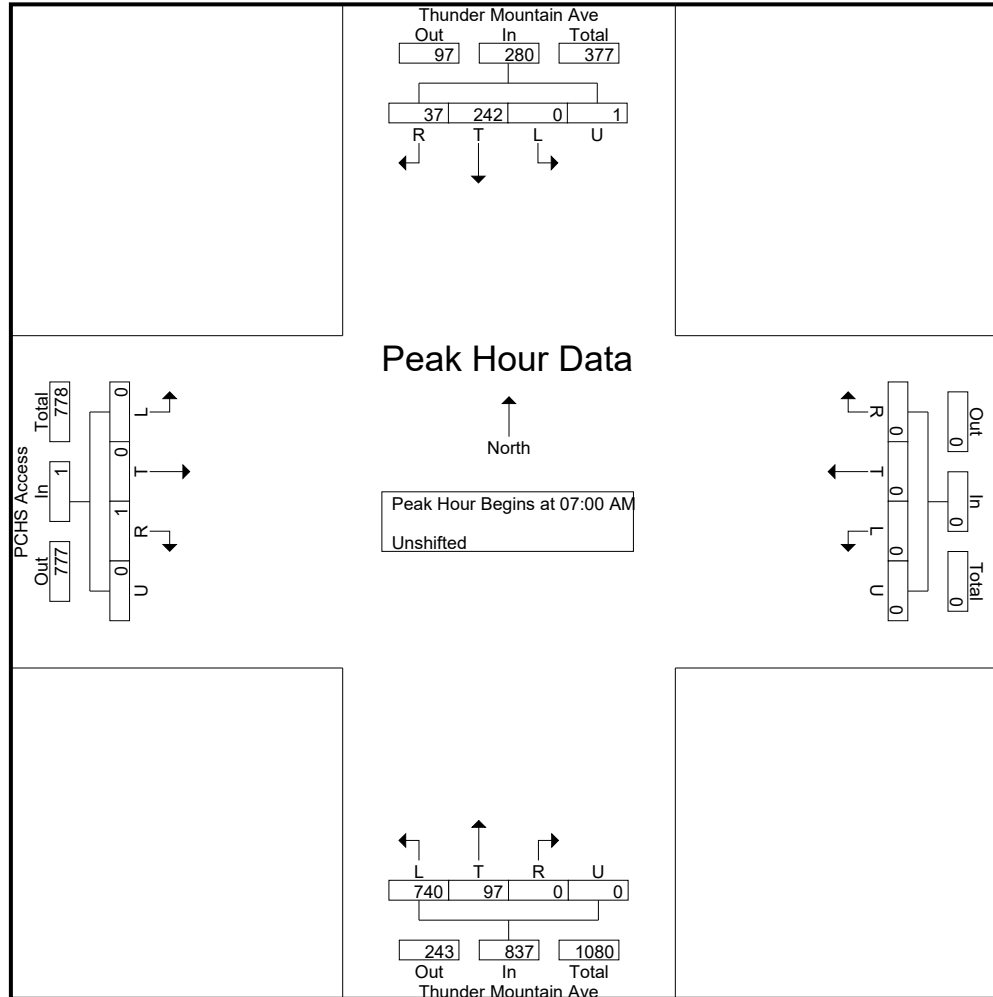
File Name : Thunder Mountain Ave - PCHS Access AM
 Site Code : 194540
 Start Date : 2/10/2022
 Page No : 3

Start Time	Thunder Mountain Ave Southbound					Westbound					Thunder Mountain Ave Northbound					PCHS Access Eastbound					Int. Total
	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	
Peak Hour Analysis From 06:45 AM to 08:30 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:00 AM																					
07:00 AM	0	15	1	0	16	0	0	0	0	0	30	8	0	0	38	0	0	0	0	0	54
07:05 AM	0	27	3	0	30	0	0	0	0	0	43	6	0	0	49	0	0	0	0	0	79
07:10 AM	0	19	0	0	19	0	0	0	0	0	44	4	0	0	48	0	0	0	0	0	67
07:15 AM	0	26	3	0	29	0	0	0	0	0	65	8	0	0	73	0	0	0	0	0	102
07:20 AM	0	11	4	0	15	0	0	0	0	0	107	7	0	0	114	0	0	0	0	0	129
07:25 AM	0	14	3	0	17	0	0	0	0	0	92	3	0	0	95	0	0	0	0	0	112
07:30 AM	0	22	8	0	30	0	0	0	0	0	98	7	0	0	105	0	0	0	0	0	135
07:35 AM	0	23	5	0	28	0	0	0	0	0	100	4	0	0	104	0	0	0	0	0	132
07:40 AM	0	20	6	0	26	0	0	0	0	0	93	10	0	0	103	0	0	1	0	1	130
07:45 AM	0	32	4	0	36	0	0	0	0	0	46	9	0	0	55	0	0	0	0	0	91
07:50 AM	0	18	0	0	18	0	0	0	0	0	14	16	0	0	30	0	0	0	0	0	48
07:55 AM	0	15	0	1	16	0	0	0	0	0	8	15	0	0	23	0	0	0	0	0	39
Total Volume	0	242	37	1	280	0	0	0	0	0	740	97	0	0	837	0	0	1	0	1	1118
% App. Total	0	86.4	13.2	0.4		0	0	0	0		88.4	11.6	0	0		0	0	100	0		
PHF	.000	.630	.385	.083	.648	.000	.000	.000	.000	.000	.576	.505	.000	.000	.612	.000	.000	.083	.000	.083	.690

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File Name : Thunder Mountain Ave - PCHS Access AM
 Site Code : 194540
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LSC Transportation Consultants, Inc.

2504 E Pikes Peak Ave, Suite 304
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File Name : Thunder Mountain Ave - PCHS Access AM
 Site Code : 194540
 Start Date : 2/10/2022
 Page No : 5

Start Time	Thunder Mountain Ave Southbound					Westbound					Thunder Mountain Ave Northbound					PCHS Access Eastbound					Int. Total
	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	

Peak Hour Analysis From 06:45 AM to 08:30 AM - Peak 1 of 1

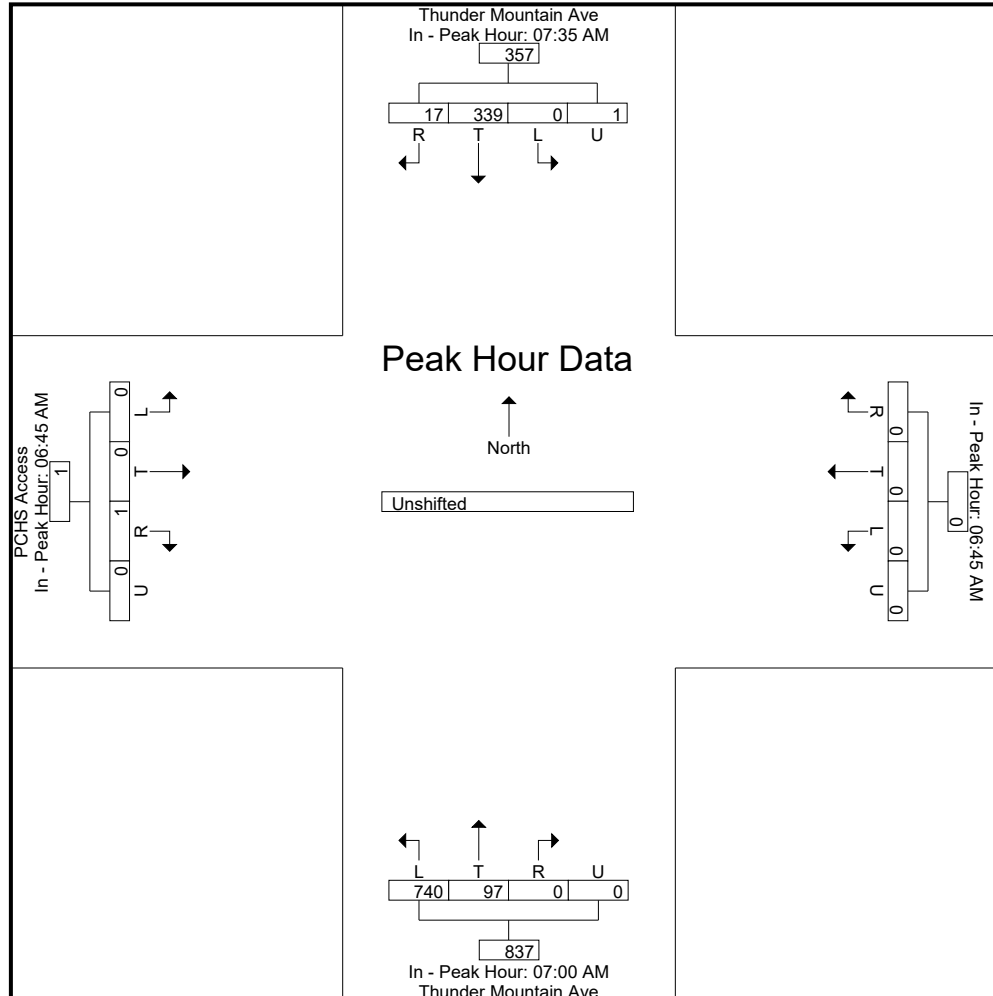
Peak Hour for Each Approach Begins at:

	07:35 AM					06:45 AM					07:00 AM					06:45 AM				
+0 mins.	0	23	5	0	28	0	0	0	0	0	30	8	0	0	38	0	0	0	0	0
+5 mins.	0	20	6	0	26	0	0	0	0	0	43	6	0	0	49	0	0	0	0	0
+10 mins.	0	32	4	0	36	0	0	0	0	0	44	4	0	0	48	0	0	0	0	0
+15 mins.	0	18	0	0	18	0	0	0	0	0	65	8	0	0	73	0	0	0	0	0
+20 mins.	0	15	0	1	16	0	0	0	0	0	107	7	0	0	114	0	0	0	0	0
+25 mins.	0	19	0	0	19	0	0	0	0	0	92	3	0	0	95	0	0	0	0	0
+30 mins.	0	17	1	0	18	0	0	0	0	0	98	7	0	0	105	0	0	0	0	0
+35 mins.	0	19	0	0	19	0	0	0	0	0	100	4	0	0	104	0	0	0	0	0
+40 mins.	0	44	1	0	45	0	0	0	0	0	93	10	0	0	103	0	0	0	0	0
+45 mins.	0	46	0	0	46	0	0	0	0	0	46	9	0	0	55	0	0	0	0	0
+50 mins.	0	51	0	0	51	0	0	0	0	0	14	16	0	0	30	0	0	0	0	0
+55 mins.	0	35	0	0	35	0	0	0	0	0	8	15	0	0	23	0	0	1	0	1
Total Volume	0	339	17	1	357	0	0	0	0	0	740	97	0	0	837	0	0	1	0	1
% App. Total	0	95	4.8	0.3		0	0	0	0	0	88.4	11.6	0	0		0	0	100	0	
PHF	.000	.554	.236	.083	.583	.000	.000	.000	.000	.000	.576	.505	.000	.000	.612	.000	.000	.083	.000	.083

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File Name : Thunder Mountain Ave - PCHS Access AM
 Site Code : 194540
 Start Date : 2/10/2022
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LSC Transportation Consultants, Inc.

2504 E Pikes Peak Ave, Suite 304
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File Name : Thunder Mountain Ave - PCHS Access Mid
 Site Code : 194540
 Start Date : 2/9/2022
 Page No : 1

Groups Printed- Unshifted

Start Time	Thunder Mountain Ave Southbound					Westbound					Thunder Mountain Ave Northbound					PCHS Access Eastbound					Int. Total
	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	
02:15 PM	0	11	0	0	11	0	0	0	0	0	14	15	0	0	29	0	0	0	0	0	40
02:20 PM	0	12	0	0	12	0	0	0	0	0	16	12	0	0	28	0	0	0	0	0	40
02:25 PM	0	4	0	0	4	0	0	0	0	0	19	15	0	1	35	0	0	0	0	0	39
02:30 PM	0	8	0	0	8	0	0	0	0	0	19	10	0	1	30	0	0	0	0	0	38
02:35 PM	0	16	2	0	18	0	0	0	0	0	21	21	0	0	42	0	0	2	0	2	62
02:40 PM	0	11	0	0	11	0	0	0	0	0	24	7	0	0	31	0	0	4	0	4	46
02:45 PM	0	15	0	0	15	0	0	0	0	0	17	21	0	0	38	0	0	1	0	1	54
02:50 PM	0	30	1	1	32	0	0	0	0	0	19	13	0	0	32	0	0	0	0	0	64
02:55 PM	0	15	1	0	16	0	0	0	0	0	16	13	0	0	29	0	0	0	0	0	45
Total	0	122	4	1	127	0	0	0	0	0	165	127	0	2	294	0	0	7	0	7	428
03:00 PM	0	15	0	0	15	0	0	0	0	0	28	26	0	0	54	0	0	0	0	0	69
03:05 PM	0	15	1	0	16	0	0	0	0	0	26	32	0	0	58	0	0	0	0	0	74
03:10 PM	0	8	0	0	8	0	0	0	0	0	18	26	0	0	44	0	0	0	0	0	52
03:15 PM	0	10	0	0	10	0	0	0	0	0	17	30	0	0	47	0	0	0	0	0	57
03:20 PM	0	15	0	0	15	0	0	0	0	0	7	38	0	0	45	0	0	0	0	0	60
03:25 PM	0	13	0	0	13	0	0	0	0	0	7	34	0	0	41	0	0	0	0	0	54
03:30 PM	0	12	0	0	12	0	0	0	0	0	7	17	0	0	24	0	0	0	0	0	36
03:35 PM	0	39	0	1	40	0	0	0	0	0	5	29	0	0	34	0	0	0	0	0	74
03:40 PM	0	53	1	0	54	0	0	0	0	0	5	30	0	0	35	0	0	0	0	0	89
03:45 PM	0	45	0	0	45	0	0	0	0	0	10	17	0	0	27	0	0	0	0	0	72
03:50 PM	0	11	0	0	11	0	0	0	0	0	11	21	0	0	32	0	0	0	0	0	43
03:55 PM	0	20	1	0	21	0	0	0	0	0	9	21	0	0	30	0	0	0	0	0	51
Total	0	256	3	1	260	0	0	0	0	0	150	321	0	0	471	0	0	0	0	0	731

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File Name : Thunder Mountain Ave - PCHS Access Mid
 Site Code : 194540
 Start Date : 2/9/2022
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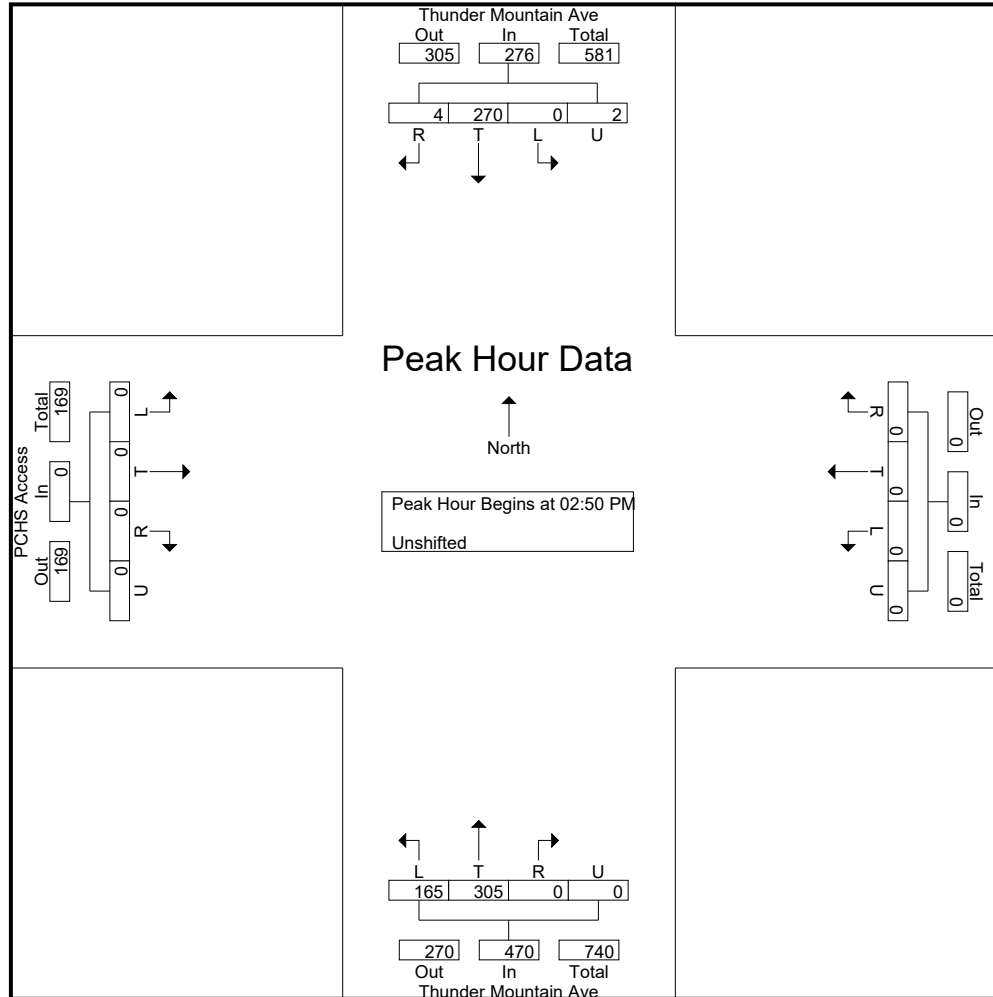
Groups Printed- Unshifted

Start Time	Thunder Mountain Ave Southbound					Westbound					Thunder Mountain Ave Northbound					PCHS Access Eastbound					Int. Total
	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	
04:00 PM	0	19	0	0	19	0	0	0	0	0	12	19	0	0	31	0	0	0	0	0	50
Grand Total	0	397	7	2	406	0	0	0	0	0	327	467	0	2	796	0	0	7	0	7	1209
Apprch %	0	97.8	1.7	0.5		0	0	0	0		41.1	58.7	0	0.3		0	0	100	0		
Total %	0	32.8	0.6	0.2	33.6	0	0	0	0	0	27	38.6	0	0.2	65.8	0	0	0.6	0	0.6	

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2504 E Pikes Peak Ave, Suite 304
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File Name : Thunder Mountain Ave - PCHS Access Mid
 Site Code : 194540
 Start Date : 2/9/2022
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LSC Transportation Consultants, Inc.

2504 E Pikes Peak Ave, Suite 304
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 719-633-2868

File Name : Thunder Mountain Ave - PCHS Access Mid
 Site Code : 194540
 Start Date : 2/9/2022
 Page No : 5

Start Time	Thunder Mountain Ave Southbound					Westbound					Thunder Mountain Ave Northbound					PCHS Access Eastbound					Int. Total
	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	

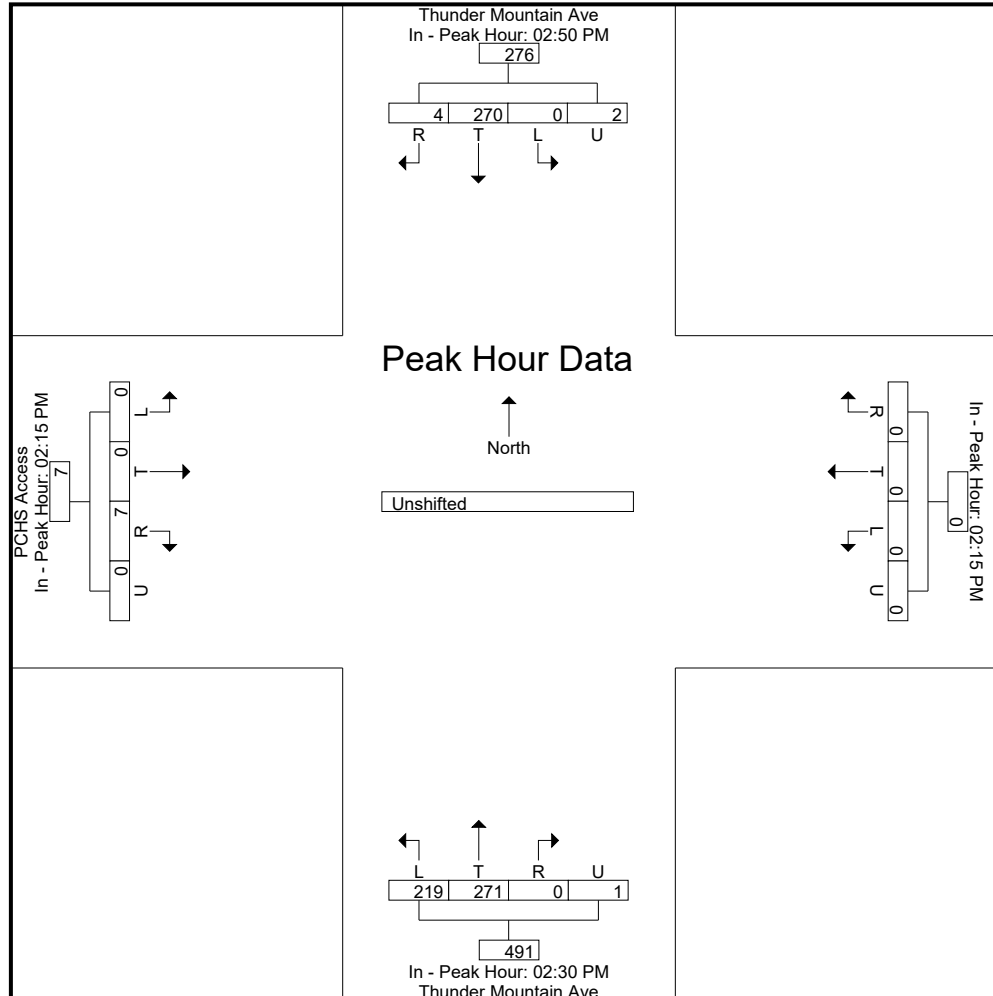
Peak Hour Analysis From 02:15 PM to 04:00 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	02:50 PM					02:15 PM					02:30 PM					02:15 PM				
+0 mins.	0	30	1	1	32	0	0	0	0	0	19	10	0	1	30	0	0	0	0	0
+5 mins.	0	15	1	0	16	0	0	0	0	0	21	21	0	0	42	0	0	0	0	0
+10 mins.	0	15	0	0	15	0	0	0	0	0	24	7	0	0	31	0	0	0	0	0
+15 mins.	0	15	1	0	16	0	0	0	0	0	17	21	0	0	38	0	0	0	0	0
+20 mins.	0	8	0	0	8	0	0	0	0	0	19	13	0	0	32	0	0	2	0	2
+25 mins.	0	10	0	0	10	0	0	0	0	0	16	13	0	0	29	0	0	4	0	4
+30 mins.	0	15	0	0	15	0	0	0	0	0	28	26	0	0	54	0	0	1	0	1
+35 mins.	0	13	0	0	13	0	0	0	0	0	26	32	0	0	58	0	0	0	0	0
+40 mins.	0	12	0	0	12	0	0	0	0	0	18	26	0	0	44	0	0	0	0	0
+45 mins.	0	39	0	1	40	0	0	0	0	0	17	30	0	0	47	0	0	0	0	0
+50 mins.	0	53	1	0	54	0	0	0	0	0	7	38	0	0	45	0	0	0	0	0
+55 mins.	0	45	0	0	45	0	0	0	0	0	7	34	0	0	41	0	0	0	0	0
Total Volume	0	270	4	2	276	0	0	0	0	0	219	271	0	1	491	0	0	7	0	7
% App. Total	0	97.8	1.4	0.7		0	0	0	0		44.6	55.2	0	0.2		0	0	100	0	
PHF	.000	.425	.333	.167	.426	.000	.000	.000	.000	.000	.652	.594	.000	.083	.705	.000	.000	.146	.000	.146

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 719-633-2868

File Name : Thunder Mountain Ave - PCHS Access Mid
 Site Code : 194540
 Start Date : 2/9/2022
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LSC Transportation Consultants, Inc.

2504 E Pikes Peak Ave, Suite 304
 Colorado Springs, CO 80909
 719-633-2868

File Name : Thunder Mountain Ave - Red Canyon AM
 Site Code : 194540
 Start Date : 2/10/2022
 Page No : 1

Groups Printed- Bank 1

Start Time	Thunder Mountain Ave Southbound					Westbound					Thunder Mountain Ave Northbound					Red Canyon Eastbound					Int. Total
	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	
06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	5	5
06:50 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14	0	14	14
06:55 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	4	0	4	5
Total	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	23	0	23	24
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	6	0	7	7
07:05 AM	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	0	0	16	0	16	19
07:10 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	0	9	0	10	11
07:15 AM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	9	0	9	11
07:20 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11	0	11	11
07:25 AM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	8	0	8	10
07:30 AM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	1	0	13	0	14	16
07:35 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	14	0	17	17
07:40 AM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	1	0	6	0	7	9
07:45 AM	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	0	0	11	0	11	14
07:50 AM	0	0	0	0	0	0	0	0	0	0	4	0	0	0	4	0	0	11	0	11	15
07:55 AM	0	0	0	0	0	0	0	0	0	0	6	0	0	0	6	0	0	4	0	4	10
Total	0	0	0	0	0	0	0	0	0	0	25	0	0	0	25	7	0	118	0	125	150
08:00 AM	0	0	0	0	0	0	0	0	0	0	5	0	0	0	5	0	0	9	0	9	14
08:05 AM	0	0	0	0	0	0	0	0	0	0	4	0	0	0	4	0	0	9	0	9	13
08:10 AM	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	1	0	8	0	9	12
08:15 AM	0	0	1	0	1	0	0	0	0	0	4	0	0	0	4	0	0	8	0	8	13

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File Name : Thunder Mountain Ave - Red Canyon AM
 Site Code : 194540
 Start Date : 2/10/2022
 Page No : 2

Groups Printed- Bank 1

Start Time	Thunder Mountain Ave Southbound					Westbound					Thunder Mountain Ave Northbound					Red Canyon Eastbound					Int. Total
	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	
08:20 AM	0	0	1	0	1	0	0	0	0	0	7	0	0	0	7	1	0	5	0	6	14
08:25 AM	0	1	1	0	2	0	0	0	0	0	7	0	0	0	7	0	0	7	0	7	16
08:30 AM	0	0	0	0	0	0	0	0	0	0	5	0	0	0	5	0	0	7	0	7	12
Grand Total	0	1	3	0	4	0	0	0	0	0	61	0	0	0	61	9	0	194	0	203	268
Apprch %	0	25	75	0		0	0	0	0		100	0	0	0		4.4	0	95.6	0		
Total %	0	0.4	1.1	0	1.5	0	0	0	0	0	22.8	0	0	0	22.8	3.4	0	72.4	0	75.7	

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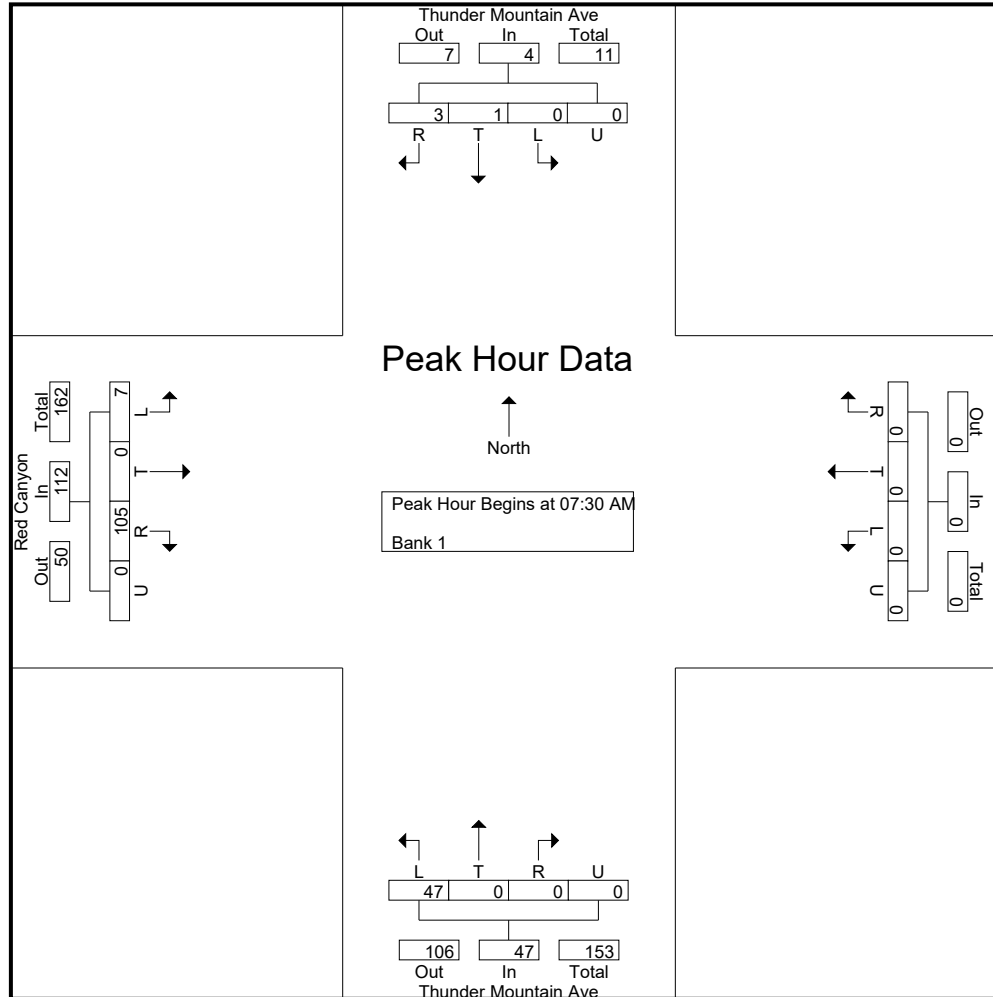
File Name : Thunder Mountain Ave - Red Canyon AM
 Site Code : 194540
 Start Date : 2/10/2022
 Page No : 3

Start Time	Thunder Mountain Ave Southbound					Westbound					Thunder Mountain Ave Northbound					Red Canyon Eastbound					Int. Total
	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	
Peak Hour Analysis From 06:45 AM to 08:30 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	1	0	13	0	14	16
07:35 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	14	0	17	17
07:40 AM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	1	0	6	0	7	9
07:45 AM	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	0	0	11	0	11	14
07:50 AM	0	0	0	0	0	0	0	0	0	0	4	0	0	0	4	0	0	11	0	11	15
07:55 AM	0	0	0	0	0	0	0	0	0	0	6	0	0	0	6	0	0	4	0	4	10
08:00 AM	0	0	0	0	0	0	0	0	0	0	5	0	0	0	5	0	0	9	0	9	14
08:05 AM	0	0	0	0	0	0	0	0	0	0	4	0	0	0	4	0	0	9	0	9	13
08:10 AM	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	1	0	8	0	9	12
08:15 AM	0	0	1	0	1	0	0	0	0	0	4	0	0	0	4	0	0	8	0	8	13
08:20 AM	0	0	1	0	1	0	0	0	0	0	7	0	0	0	7	1	0	5	0	6	14
08:25 AM	0	1	1	0	2	0	0	0	0	0	7	0	0	0	7	0	0	7	0	7	16
Total Volume	0	1	3	0	4	0	0	0	0	0	47	0	0	0	47	7	0	105	0	112	163
% App. Total	0	25	75	0		0	0	0	0		100	0	0	0		6.2	0	93.8	0		
PHF	.000	.083	.250	.000	.167	.000	.000	.000	.000	.000	.560	.000	.000	.000	.560	.194	.000	.625	.000	.549	.799

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2504 E Pikes Peak Ave, Suite 304
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File Name : Thunder Mountain Ave - Red Canyon AM
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2504 E Pikes Peak Ave, Suite 304
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File Name : Thunder Mountain Ave - Red Canyon AM
 Site Code : 194540
 Start Date : 2/10/2022
 Page No : 5

Start Time	Thunder Mountain Ave Southbound					Westbound					Thunder Mountain Ave Northbound					Red Canyon Eastbound					Int. Total
	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	

Peak Hour Analysis From 06:45 AM to 08:30 AM - Peak 1 of 1

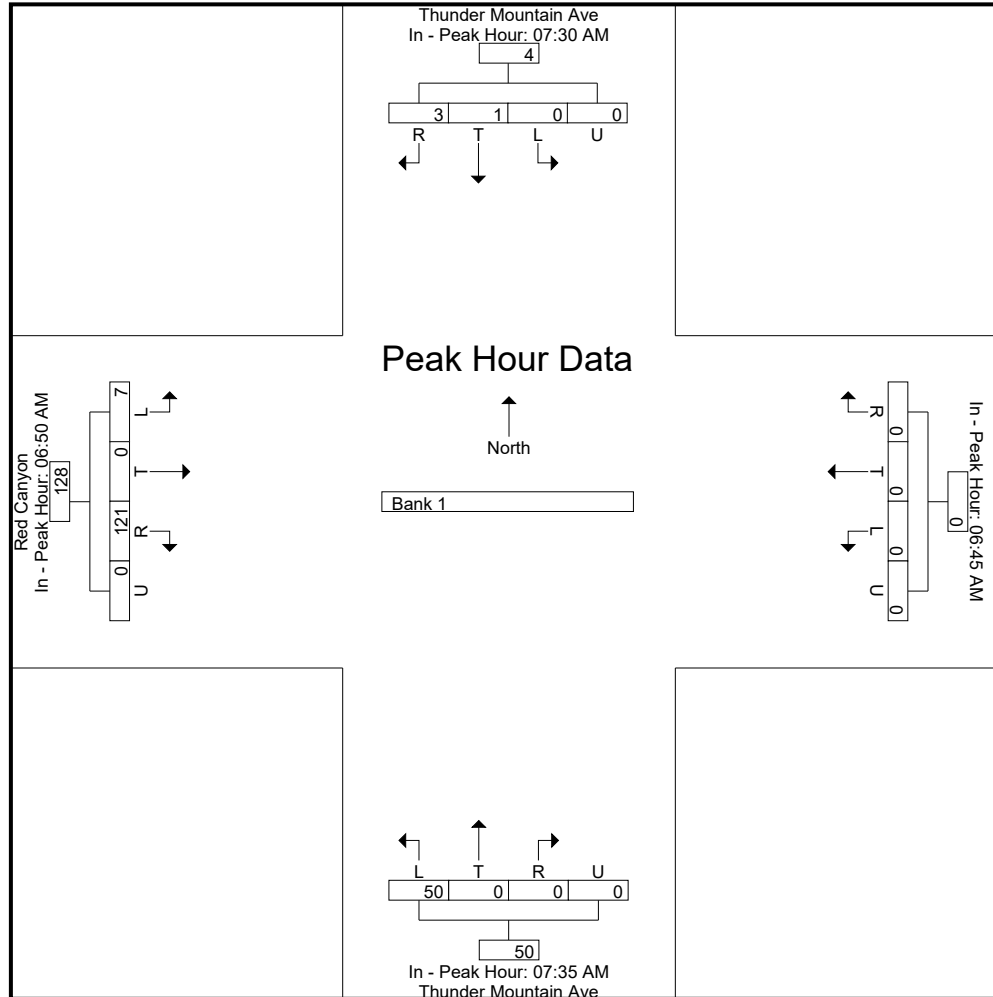
Peak Hour for Each Approach Begins at:

	07:30 AM					06:45 AM					07:35 AM					06:50 AM				
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14	0	14
+5 mins.	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	4	0	4
+10 mins.	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	1	0	6	0	7
+15 mins.	0	0	0	0	0	0	0	0	0	0	4	0	0	0	4	0	0	16	0	16
+20 mins.	0	0	0	0	0	0	0	0	0	0	6	0	0	0	6	1	0	9	0	10
+25 mins.	0	0	0	0	0	0	0	0	0	0	5	0	0	0	5	0	0	9	0	9
+30 mins.	0	0	0	0	0	0	0	0	0	0	4	0	0	0	4	0	0	11	0	11
+35 mins.	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	0	0	8	0	8
+40 mins.	0	0	0	0	0	0	0	0	0	0	4	0	0	0	4	1	0	13	0	14
+45 mins.	0	0	1	0	1	0	0	0	0	0	7	0	0	0	7	3	0	14	0	17
+50 mins.	0	0	1	0	1	0	0	0	0	0	7	0	0	0	7	1	0	6	0	7
+55 mins.	0	1	1	0	2	0	0	0	0	0	5	0	0	0	5	0	0	11	0	11
Total Volume	0	1	3	0	4	0	0	0	0	0	50	0	0	0	50	7	0	121	0	128
% App. Total	0	25	75	0		0	0	0	0		100	0	0	0		5.5	0	94.5	0	
PHF	.000	.083	.250	.000	.167	.000	.000	.000	.000	.000	.595	.000	.000	.000	.595	.194	.000	.630	.000	.627

LSC Transportation Consultants, Inc.

2504 E Pikes Peak Ave, Suite 304
 Colorado Springs, CO 80909
 719-633-2868

File Name : Thunder Mountain Ave - Red Canyon AM
 Site Code : 194540
 Start Date : 2/10/2022
 Page No : 6



LSC Transportation Consultants, Inc.

2504 E Pikes Peak Ave, Suite 304
 Colorado Springs, CO 80909
 719-633-2868

File Name : Thunder Mountain Ave - Red Canyon Mid
 Site Code : 194540
 Start Date : 2/9/2022
 Page No : 1

Groups Printed- Bank 1

Start Time	Thunder Mountain Ave Southbound					Westbound					Thunder Mountain Ave Northbound					Red Canyon Eastbound					Int. Total
	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	
02:15 PM	0	0	0	0	0	0	0	0	0	0	6	0	0	0	6	0	0	4	0	4	10
02:20 PM	0	0	0	0	0	0	0	0	0	0	5	0	0	0	5	0	0	8	0	8	13
02:25 PM	0	0	0	0	0	0	0	0	0	0	7	0	0	4	11	1	0	4	0	5	16
02:30 PM	0	0	1	0	1	0	0	0	0	0	5	0	0	0	5	0	0	6	0	6	12
02:35 PM	0	0	0	0	0	0	0	0	0	0	7	0	0	2	9	0	0	8	0	8	17
*** BREAK ***																					
02:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
02:50 PM	0	0	0	0	0	0	0	0	0	0	7	0	0	1	8	0	0	11	0	11	19
02:55 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	2	0	2	4
Total	0	0	1	0	1	0	0	0	0	0	40	0	0	7	47	1	0	43	0	44	92
03:00 PM	0	0	1	0	1	0	0	0	0	0	12	0	0	0	12	0	0	5	0	5	18
03:05 PM	0	0	0	0	0	0	0	0	0	0	9	0	0	0	9	1	0	5	0	6	15
03:10 PM	0	0	0	0	0	0	0	0	0	0	6	0	0	0	6	0	0	5	0	5	11
03:15 PM	0	0	0	0	0	0	0	0	0	0	7	0	0	0	7	0	0	6	0	6	13
03:20 PM	0	0	1	0	1	0	0	0	0	0	6	0	0	0	6	0	0	6	0	6	13
03:25 PM	0	0	1	0	1	0	0	0	0	0	7	0	0	0	7	1	0	3	0	4	12
03:30 PM	0	0	0	0	0	0	0	0	0	0	9	0	0	0	9	0	0	5	0	5	14
03:35 PM	0	0	1	0	1	0	0	0	0	0	14	0	0	0	14	0	0	5	0	5	20
03:40 PM	0	0	1	0	1	0	0	0	0	0	15	0	0	0	15	0	0	9	0	9	25
03:45 PM	0	0	0	0	0	0	0	0	0	0	10	0	0	0	10	0	0	10	0	10	20
03:50 PM	0	0	0	0	0	0	0	0	0	0	9	0	0	0	9	0	0	5	0	5	14
03:55 PM	0	0	0	0	0	0	0	0	0	0	7	0	0	0	7	0	0	5	0	5	12
Total	0	0	5	0	5	0	0	0	0	0	111	0	0	0	111	2	0	69	0	71	187

LSC Transportation Consultants, Inc.

2504 E Pikes Peak Ave, Suite 304
 Colorado Springs, CO 80909
 719-633-2868

File Name : Thunder Mountain Ave - Red Canyon Mid
 Site Code : 194540
 Start Date : 2/9/2022
 Page No : 2

Groups Printed- Bank 1

Start Time	Thunder Mountain Ave Southbound					Westbound					Thunder Mountain Ave Northbound					Red Canyon Eastbound					Int. Total
	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	
04:00 PM	0	0	0	0	0	0	0	0	0	0	6	0	0	0	6	0	0	7	0	7	13
Grand Total	0	0	6	0	6	0	0	0	0	0	157	0	0	7	164	3	0	119	0	122	292
Apprch %	0	0	100	0		0	0	0	0		95.7	0	0	4.3		2.5	0	97.5	0		
Total %	0	0	2.1	0	2.1	0	0	0	0	0	53.8	0	0	2.4	56.2	1	0	40.8	0	41.8	

LSC Transportation Consultants, Inc.

2504 E Pikes Peak Ave, Suite 304
 Colorado Springs, CO 80909
 719-633-2868

File Name : Thunder Mountain Ave - Red Canyon Mid
 Site Code : 194540
 Start Date : 2/9/2022
 Page No : 3

Start Time	Thunder Mountain Ave Southbound					Westbound					Thunder Mountain Ave Northbound					Red Canyon Eastbound					Int. Total
	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	
Peak Hour Analysis From 02:15 PM to 04:00 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 03:00 PM																					
03:00 PM	0	0	1	0	1	0	0	0	0	0	12	0	0	0	12	0	0	5	0	5	18
03:05 PM	0	0	0	0	0	0	0	0	0	0	9	0	0	0	9	1	0	5	0	6	15
03:10 PM	0	0	0	0	0	0	0	0	0	0	6	0	0	0	6	0	0	5	0	5	11
03:15 PM	0	0	0	0	0	0	0	0	0	0	7	0	0	0	7	0	0	6	0	6	13
03:20 PM	0	0	1	0	1	0	0	0	0	0	6	0	0	0	6	0	0	6	0	6	13
03:25 PM	0	0	1	0	1	0	0	0	0	0	7	0	0	0	7	1	0	3	0	4	12
03:30 PM	0	0	0	0	0	0	0	0	0	0	9	0	0	0	9	0	0	5	0	5	14
03:35 PM	0	0	1	0	1	0	0	0	0	0	14	0	0	0	14	0	0	5	0	5	20
03:40 PM	0	0	1	0	1	0	0	0	0	0	15	0	0	0	15	0	0	9	0	9	25
03:45 PM	0	0	0	0	0	0	0	0	0	0	10	0	0	0	10	0	0	10	0	10	20
03:50 PM	0	0	0	0	0	0	0	0	0	0	9	0	0	0	9	0	0	5	0	5	14
03:55 PM	0	0	0	0	0	0	0	0	0	0	7	0	0	0	7	0	0	5	0	5	12
Total Volume	0	0	5	0	5	0	0	0	0	0	111	0	0	0	111	2	0	69	0	71	187
% App. Total	0	0	100	0		0	0	0	0		100	0	0	0		2.8	0	97.2	0		
PHF	.000	.000	.417	.000	.417	.000	.000	.000	.000	.000	.617	.000	.000	.000	.617	.167	.000	.575	.000	.592	.623

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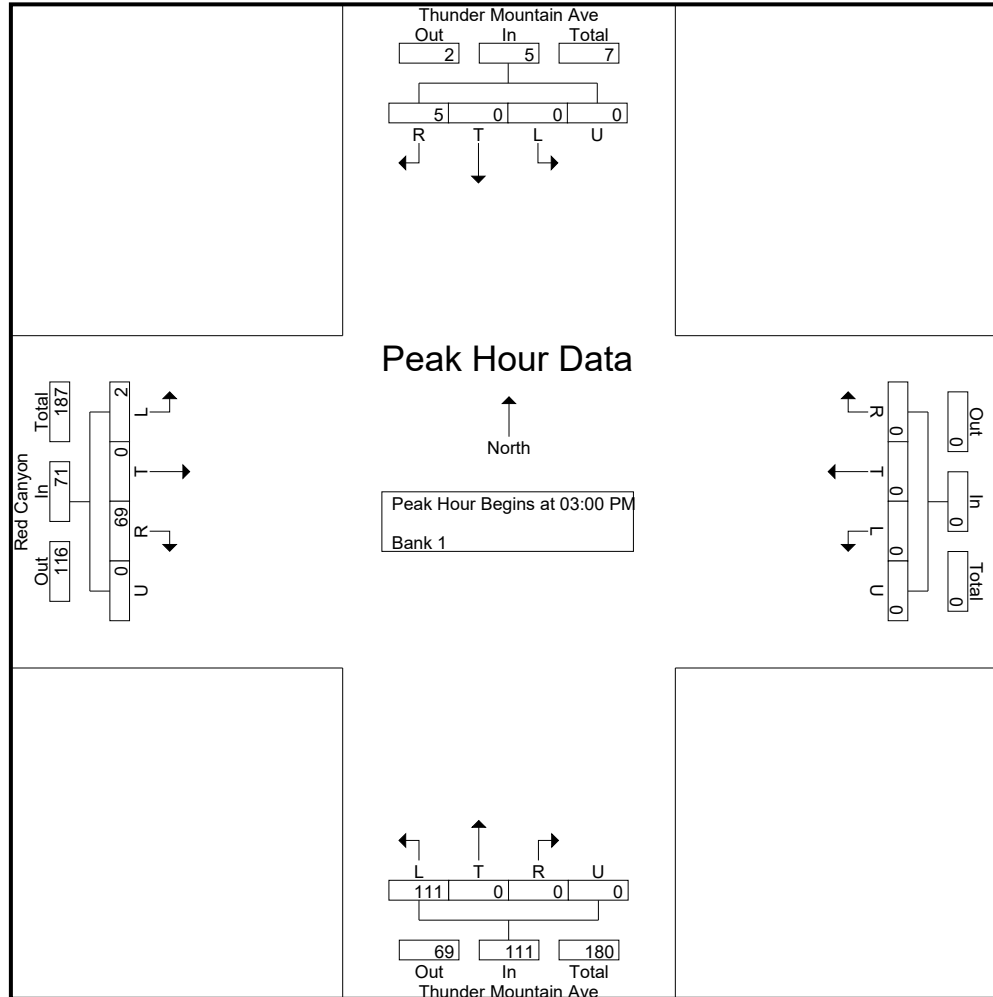
2504 E Pikes Peak Ave, Suite 304
 Colorado Springs, CO 80909
 719-633-2868

File Name : Thunder Mountain Ave - Red Canyon Mid

Site Code : 194540

Start Date : 2/9/2022

Page No : 4



LSC Transportation Consultants, Inc.

2504 E Pikes Peak Ave, Suite 304
 Colorado Springs, CO 80909
 719-633-2868

File Name : Thunder Mountain Ave - Red Canyon Mid
 Site Code : 194540
 Start Date : 2/9/2022
 Page No : 5

Start Time	Thunder Mountain Ave Southbound					Westbound					Thunder Mountain Ave Northbound					Red Canyon Eastbound					Int. Total
	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	

Peak Hour Analysis From 02:15 PM to 04:00 PM - Peak 1 of 1

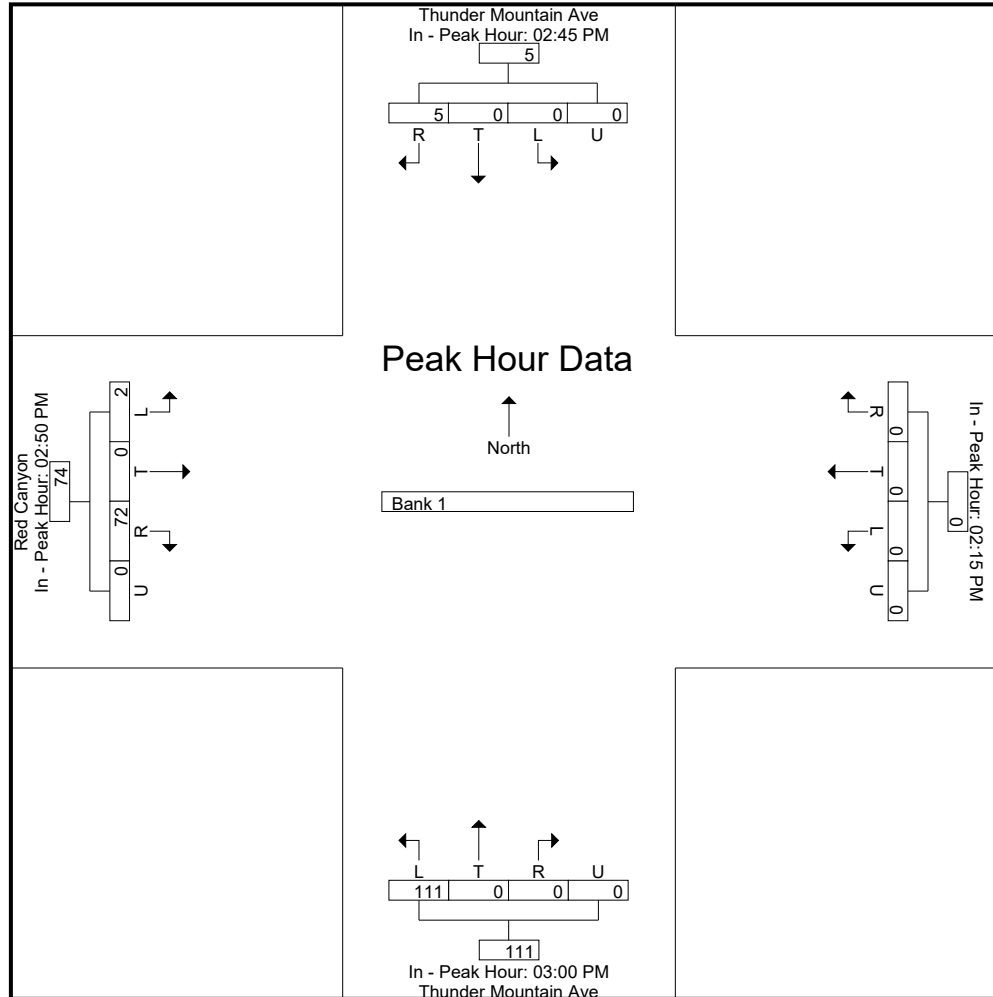
Peak Hour for Each Approach Begins at:

	02:45 PM					02:15 PM					03:00 PM					02:50 PM				
+0 mins.	0	0	0	0	0	0	0	0	0	0	12	0	0	0	12	0	0	11	0	11
+5 mins.	0	0	0	0	0	0	0	0	0	0	9	0	0	0	9	0	0	2	0	2
+10 mins.	0	0	0	0	0	0	0	0	0	0	6	0	0	0	6	0	0	5	0	5
+15 mins.	0	0	1	0	1	0	0	0	0	0	7	0	0	0	7	1	0	5	0	6
+20 mins.	0	0	0	0	0	0	0	0	0	0	6	0	0	0	6	0	0	5	0	5
+25 mins.	0	0	0	0	0	0	0	0	0	0	7	0	0	0	7	0	0	6	0	6
+30 mins.	0	0	0	0	0	0	0	0	0	0	9	0	0	0	9	0	0	6	0	6
+35 mins.	0	0	1	0	1	0	0	0	0	0	14	0	0	0	14	1	0	3	0	4
+40 mins.	0	0	1	0	1	0	0	0	0	0	15	0	0	0	15	0	0	5	0	5
+45 mins.	0	0	0	0	0	0	0	0	0	0	10	0	0	0	10	0	0	5	0	5
+50 mins.	0	0	1	0	1	0	0	0	0	0	9	0	0	0	9	0	0	9	0	9
+55 mins.	0	0	1	0	1	0	0	0	0	0	7	0	0	0	7	0	0	10	0	10
Total Volume	0	0	5	0	5	0	0	0	0	0	111	0	0	0	111	2	0	72	0	74
% App. Total	0	0	100	0	0	0	0	0	0	0	100	0	0	0	0	2.7	0	97.3	0	0
PHF	.000	.000	.417	.000	.417	.000	.000	.000	.000	.000	.617	.000	.000	.000	.617	.167	.000	.545	.000	.561

LSC Transportation Consultants, Inc.

2504 E Pikes Peak Ave, Suite 304
 Colorado Springs, CO 80909
 719-633-2868

File Name : Thunder Mountain Ave - Red Canyon Mid
 Site Code : 194540
 Start Date : 2/9/2022
 Page No : 6



LSC Transportation Consultants, Inc.

2504 E Pikes Peak Ave, Suite 304
 Colorado Springs, CO 80909
 719-633-2868

File Name : Thunder Mtn Ave - Falling Leaf Dr AM
 Site Code : 00194540
 Start Date : 12/2/2021
 Page No : 1

Groups Printed- Unshifted

Start Time	Thunder Mtn Ave Southbound					Falling Leaf Dr Westbound					Thunder Mtn Ave Northbound					Falling Leaf Dr Eastbound					Int. Total
	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	
07:00 AM	0	5	0	0	5	1	0	0	0	1	0	4	0	0	4	0	0	0	0	0	10
07:05 AM	0	7	0	0	7	0	0	0	0	0	0	6	0	0	6	0	0	1	0	1	14
07:10 AM	1	11	0	0	12	1	0	0	0	1	0	4	1	0	5	0	1	0	0	1	19
07:15 AM	1	8	0	0	9	1	0	0	0	1	0	7	1	0	8	0	0	1	0	1	19
07:20 AM	0	10	0	0	10	3	0	0	0	3	0	8	1	0	9	0	0	0	0	0	22
07:25 AM	0	11	0	0	11	3	0	0	0	3	0	10	1	0	11	0	0	2	0	2	27
07:30 AM	3	6	0	0	9	1	0	1	0	2	0	5	3	0	8	0	1	2	0	3	22
07:35 AM	0	5	0	0	5	5	0	0	0	5	0	12	0	0	12	0	0	2	0	2	24
07:40 AM	0	9	0	0	9	2	0	0	0	2	0	10	1	0	11	0	0	1	0	1	23
07:45 AM	0	10	0	0	10	2	0	0	0	2	0	8	1	0	9	0	0	4	0	4	25
07:50 AM	0	8	0	0	8	2	0	0	0	2	2	9	1	0	12	0	0	3	0	3	25
07:55 AM	0	9	0	0	9	1	0	0	0	1	2	7	0	0	9	0	0	1	0	1	20
Total	5	99	0	0	104	22	0	1	0	23	4	90	10	0	104	0	2	17	0	19	250
08:00 AM	0	6	0	0	6	2	0	0	0	2	1	15	0	0	16	0	0	0	0	0	24
08:05 AM	0	6	0	0	6	0	0	0	0	0	1	15	0	0	16	0	0	1	0	1	23
08:10 AM	0	9	0	0	9	1	0	0	0	1	0	24	1	0	25	0	0	3	0	3	38
08:15 AM	0	27	0	0	27	4	0	0	0	4	0	22	2	0	24	0	0	0	0	0	55
08:20 AM	1	41	0	0	42	3	0	0	0	3	0	10	3	0	13	0	1	1	0	2	60
08:25 AM	0	38	2	0	40	1	0	0	0	1	1	8	1	0	10	0	0	3	0	3	54
08:30 AM	0	14	0	0	14	4	0	0	0	4	0	3	1	0	4	0	0	0	0	0	22
08:35 AM	0	8	0	0	8	0	0	0	0	0	0	7	1	0	8	0	0	1	0	1	17
Grand Total	6	248	2	0	256	37	0	1	0	38	7	194	19	0	220	0	3	26	0	29	543
Apprch %	2.3	96.9	0.8	0		97.4	0	2.6	0		3.2	88.2	8.6	0		0	10.3	89.7	0		
Total %	1.1	45.7	0.4	0	47.1	6.8	0	0.2	0	7	1.3	35.7	3.5	0	40.5	0	0.6	4.8	0	5.3	

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2504 E Pikes Peak Ave, Suite 304
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 719-633-2868

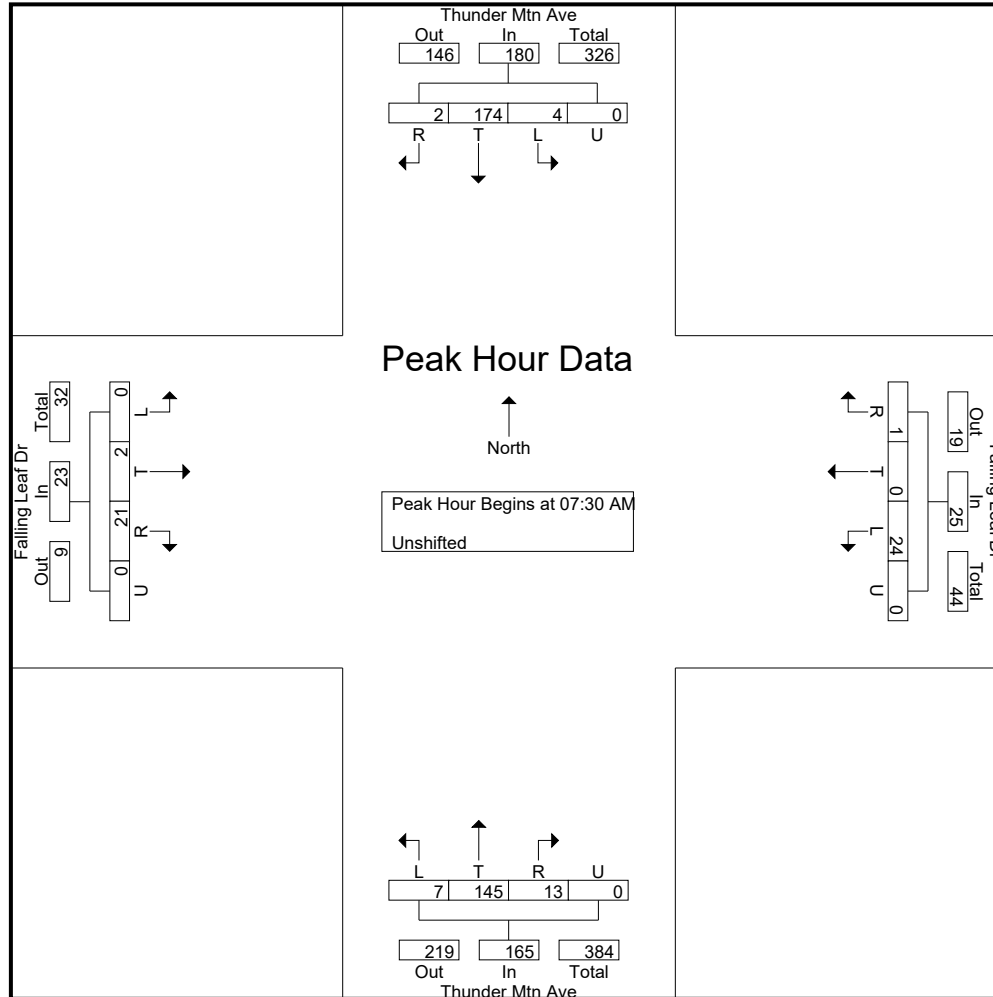
File Name : Thunder Mtn Ave - Falling Leaf Dr AM
 Site Code : 00194540
 Start Date : 12/2/2021
 Page No : 2

Start Time	Thunder Mtn Ave Southbound					Falling Leaf Dr Westbound					Thunder Mtn Ave Northbound					Falling Leaf Dr Eastbound					Int. Total
	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	
Peak Hour Analysis From 07:00 AM to 08:30 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	3	6	0	0	9	1	0	1	0	2	0	5	3	0	8	0	1	2	0	3	22
07:35 AM	0	5	0	0	5	5	0	0	0	5	0	12	0	0	12	0	0	2	0	2	24
07:40 AM	0	9	0	0	9	2	0	0	0	2	0	10	1	0	11	0	0	1	0	1	23
07:45 AM	0	10	0	0	10	2	0	0	0	2	0	8	1	0	9	0	0	4	0	4	25
07:50 AM	0	8	0	0	8	2	0	0	0	2	2	9	1	0	12	0	0	3	0	3	25
07:55 AM	0	9	0	0	9	1	0	0	0	1	2	7	0	0	9	0	0	1	0	1	20
08:00 AM	0	6	0	0	6	2	0	0	0	2	1	15	0	0	16	0	0	0	0	0	24
08:05 AM	0	6	0	0	6	0	0	0	0	0	1	15	0	0	16	0	0	1	0	1	23
08:10 AM	0	9	0	0	9	1	0	0	0	1	0	24	1	0	25	0	0	3	0	3	38
08:15 AM	0	27	0	0	27	4	0	0	0	4	0	22	2	0	24	0	0	0	0	0	55
08:20 AM	1	41	0	0	42	3	0	0	0	3	0	10	3	0	13	0	1	1	0	2	60
08:25 AM	0	38	2	0	40	1	0	0	0	1	1	8	1	0	10	0	0	3	0	3	54
Total Volume	4	174	2	0	180	24	0	1	0	25	7	145	13	0	165	0	2	21	0	23	393
% App. Total	2.2	96.7	1.1	0		96	0	4	0		4.2	87.9	7.9	0		0	8.7	91.3	0		
PHF	.111	.354	.083	.000	.357	.400	.000	.083	.000	.417	.292	.503	.361	.000	.550	.000	.167	.438	.000	.479	.546

LSC Transportation Consultants, Inc.

2504 E Pikes Peak Ave, Suite 304
 Colorado Springs, CO 80909
 719-633-2868

File Name : Thunder Mtn Ave - Falling Leaf Dr AM
 Site Code : 00194540
 Start Date : 12/2/2021
 Page No : 3



LSC Transportation Consultants, Inc.

2504 E Pikes Peak Ave, Suite 304
 Colorado Springs, CO 80909
 719-633-2868

File Name : Thunder Mtn Ave - Falling Leaf Dr AM
 Site Code : 00194540
 Start Date : 12/2/2021
 Page No : 4

Start Time	Thunder Mtn Ave Southbound					Falling Leaf Dr Westbound					Thunder Mtn Ave Northbound					Falling Leaf Dr Eastbound					Int. Total
	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	

Peak Hour Analysis From 07:00 AM to 08:30 AM - Peak 1 of 1

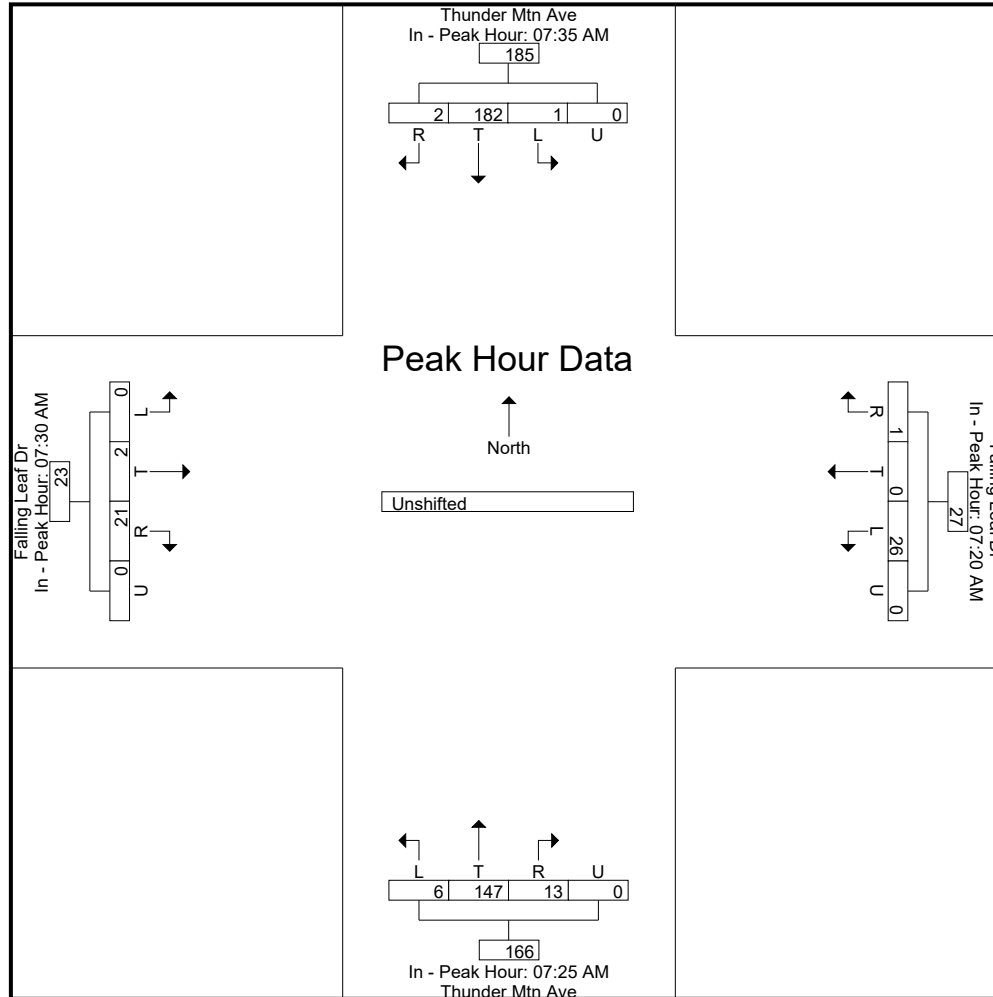
Peak Hour for Each Approach Begins at:

	07:35 AM					07:20 AM					07:25 AM					07:30 AM				
+0 mins.	0	5	0	0	5	3	0	0	0	3	0	10	1	0	11	0	1	2	0	3
+5 mins.	0	9	0	0	9	3	0	0	0	3	0	5	3	0	8	0	0	2	0	2
+10 mins.	0	10	0	0	10	1	0	1	0	2	0	12	0	0	12	0	0	1	0	1
+15 mins.	0	8	0	0	8	5	0	0	0	5	0	10	1	0	11	0	0	4	0	4
+20 mins.	0	9	0	0	9	2	0	0	0	2	0	8	1	0	9	0	0	3	0	3
+25 mins.	0	6	0	0	6	2	0	0	0	2	2	9	1	0	12	0	0	1	0	1
+30 mins.	0	6	0	0	6	2	0	0	0	2	2	7	0	0	9	0	0	0	0	0
+35 mins.	0	9	0	0	9	1	0	0	0	1	1	15	0	0	16	0	0	1	0	1
+40 mins.	0	27	0	0	27	2	0	0	0	2	1	15	0	0	16	0	0	3	0	3
+45 mins.	1	41	0	0	42	0	0	0	0	0	0	24	1	0	25	0	0	0	0	0
+50 mins.	0	38	2	0	40	1	0	0	0	1	0	22	2	0	24	0	1	1	0	2
+55 mins.	0	14	0	0	14	4	0	0	0	4	0	10	3	0	13	0	0	3	0	3
Total Volume	1	182	2	0	185	26	0	1	0	27	6	147	13	0	166	0	2	21	0	23
% App. Total	0.5	98.4	1.1	0		96.3	0	3.7	0		3.6	88.6	7.8	0		0	8.7	91.3	0	
PHF	.083	.370	.083	.000	.367	.433	.000	.083	.000	.450	.250	.510	.361	.000	.553	.000	.167	.438	.000	.479

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2504 E Pikes Peak Ave, Suite 304
 Colorado Springs, CO 80909
 719-633-2868

File Name : Thunder Mtn Ave - Falling Leaf Dr AM
 Site Code : 00194540
 Start Date : 12/2/2021
 Page No : 5



LSC Transportation Consultants, Inc.

2504 E Pikes Peak Ave, Suite 304
 Colorado Springs, CO 80909
 719-633-2868

File Name : Thunder Mtn Ave - Falling Leaf Dr AM
 Site Code : 00194540
 Start Date : 12/2/2021
 Page No : 1

Groups Printed- Unshifted

Start Time	Thunder Mtn Ave Southbound					Falling Leaf Dr Westbound					Thunder Mtn Ave Northbound					Falling Leaf Dr Eastbound					Int. Total
	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	
07:00 AM	1	23	0	0	24	2	0	0	0	2	0	14	1	0	15	0	1	1	0	2	43
07:15 AM	1	29	0	0	30	7	0	0	0	7	0	25	3	0	28	0	0	3	0	3	68
07:30 AM	3	20	0	0	23	8	0	1	0	9	0	27	4	0	31	0	1	5	0	6	69
07:45 AM	0	27	0	0	27	5	0	0	0	5	4	24	2	0	30	0	0	8	0	8	70
Total	5	99	0	0	104	22	0	1	0	23	4	90	10	0	104	0	2	17	0	19	250
08:00 AM	0	21	0	0	21	3	0	0	0	3	2	54	1	0	57	0	0	4	0	4	85
08:15 AM	1	106	2	0	109	8	0	0	0	8	1	40	6	0	47	0	1	4	0	5	169
08:30 AM	0	22	0	0	22	4	0	0	0	4	0	10	2	0	12	0	0	1	0	1	39
Grand Total	6	248	2	0	256	37	0	1	0	38	7	194	19	0	220	0	3	26	0	29	543
Apprch %	2.3	96.9	0.8	0		97.4	0	2.6	0		3.2	88.2	8.6	0		0	10.3	89.7	0		
Total %	1.1	45.7	0.4	0	47.1	6.8	0	0.2	0	7	1.3	35.7	3.5	0	40.5	0	0.6	4.8	0	5.3	

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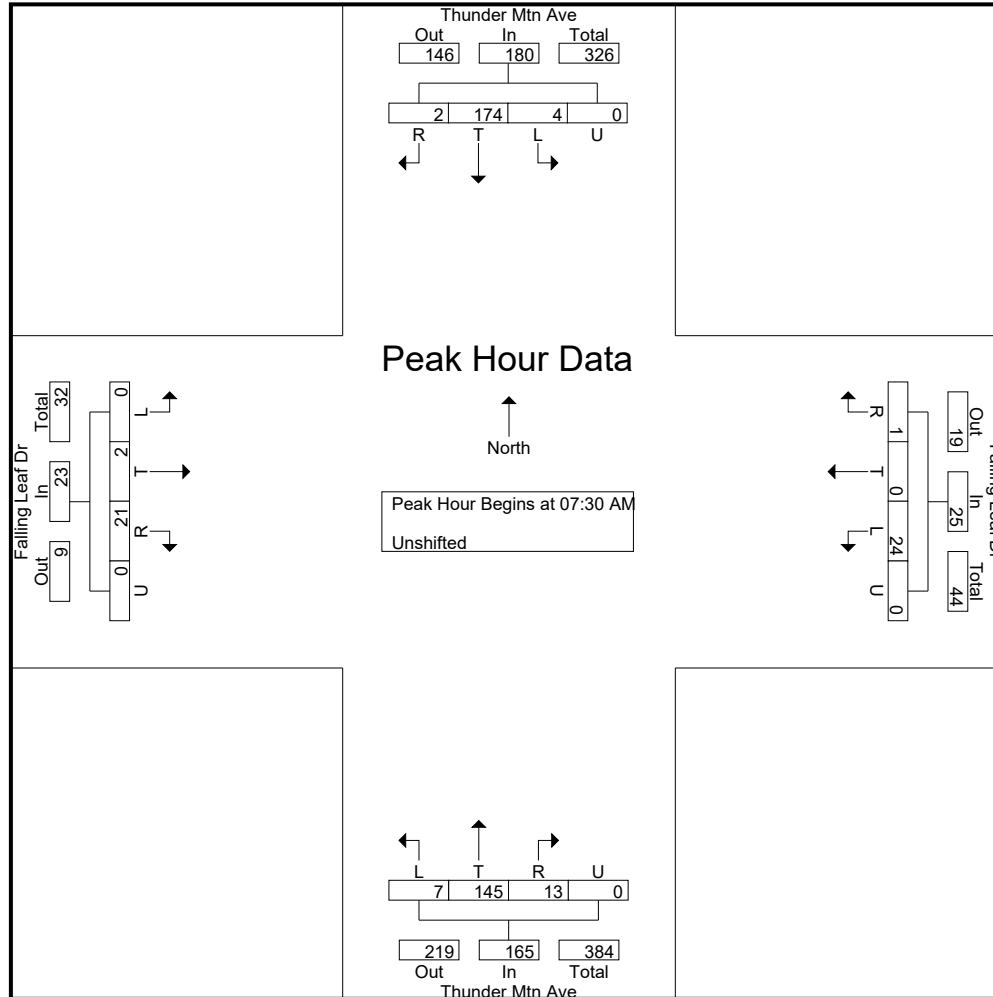
File Name : Thunder Mtn Ave - Falling Leaf Dr AM
 Site Code : 00194540
 Start Date : 12/2/2021
 Page No : 2

Start Time	Thunder Mtn Ave Southbound					Falling Leaf Dr Westbound					Thunder Mtn Ave Northbound					Falling Leaf Dr Eastbound					Int. Total
	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	
Peak Hour Analysis From 7:00:00 AM to 8:30:00 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 7:30:00 AM																					
7:30:00 AM	3	20	0	0	23	8	0	1	0	9	0	27	4	0	31	0	1	5	0	6	69
7:45:00 AM	0	27	0	0	27	5	0	0	0	5	4	24	2	0	30	0	0	8	0	8	70
8:00:00 AM	0	21	0	0	21	3	0	0	0	3	2	54	1	0	57	0	0	4	0	4	85
8:15:00 AM	1	106	2	0	109	8	0	0	0	8	1	40	6	0	47	0	1	4	0	5	169
Total Volume	4	174	2	0	180	24	0	1	0	25	7	145	13	0	165	0	2	21	0	23	393
% App. Total	2.2	96.7	1.1	0		96	0	4	0		4.2	87.9	7.9	0		0	8.7	91.3	0		
PHF	.333	.410	.250	.000	.413	.750	.000	.250	.000	.694	.438	.671	.542	.000	.724	.000	.500	.656	.000	.719	.581

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2504 E Pikes Peak Ave, Suite 304
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File Name : Thunder Mtn Ave - Falling Leaf Dr AM
 Site Code : 00194540
 Start Date : 12/2/2021
 Page No : 3



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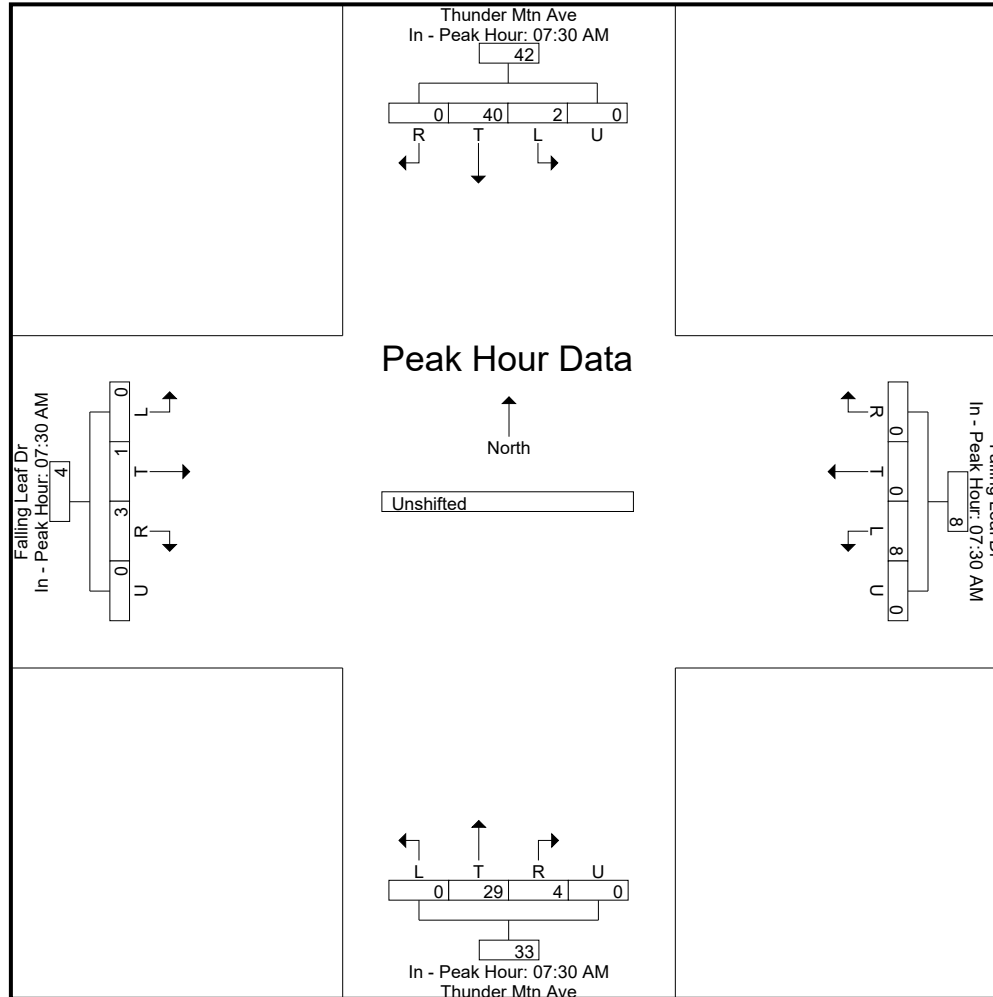
File Name : Thunder Mtn Ave - Falling Leaf Dr AM
 Site Code : 00194540
 Start Date : 12/2/2021
 Page No : 4

Start Time	Thunder Mtn Ave Southbound					Falling Leaf Dr Westbound					Thunder Mtn Ave Northbound					Falling Leaf Dr Eastbound					Int. Total
	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	
Peak Hour Analysis From 7:00:00 AM to 8:30:00 AM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	7:30:00 AM					7:30:00 AM					7:30:00 AM					7:30:00 AM					
+0 mins.	3	20	0	0	23	8	0	1	0	9	0	27	4	0	31	0	1	5	0	6	
+5 mins.	0	27	0	0	27	5	0	0	0	5	4	24	2	0	30	0	0	8	0	8	
+10 mins.	0	21	0	0	21	3	0	0	0	3	2	54	1	0	57	0	0	4	0	4	
+15 mins.	1	106	2	0	109	8	0	0	0	8	1	40	6	0	47	0	1	4	0	5	
Total Volume	4	174	2	0	180	24	0	1	0	25	7	145	13	0	165	0	2	21	0	23	
% App. Total	2.2	96.7	1.1	0		96	0	4	0		4.2	87.9	7.9	0		0	8.7	91.3	0		
PHF	.333	.410	.250	.000	.413	.750	.000	.250	.000	.694	.438	.671	.542	.000	.724	.000	.500	.656	.000	.719	

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2504 E Pikes Peak Ave, Suite 304
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File Name : Thunder Mtn Ave - Falling Leaf Dr AM
 Site Code : 00194540
 Start Date : 12/2/2021
 Page No : 5



LSC Transportation Consultants, Inc.

2504 E Pikes Peak Ave, Suite 304
 Colorado Springs, CO 80909
 719-633-2868

File Name : Thunder Mtn Ave - Falling Leaf Dr Mid
 Site Code : 00194540
 Start Date : 12/2/2021
 Page No : 1

Groups Printed- Unshifted

Start Time	Thunder Mountain Ave Southbound					Falling Leaf Dr Westbound					Thunder Mountain Ave Northbound					Falling Leaf Dr Eastbound					Int. Total
	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	
02:15 PM	0	7	0	0	7	1	0	0	0	1	0	5	0	0	5	0	0	2	0	2	15
02:20 PM	0	2	0	0	2	4	0	0	0	4	1	8	0	0	9	0	0	0	0	0	15
02:25 PM	0	4	0	0	4	0	0	0	0	0	0	6	0	0	6	0	0	1	0	1	11
02:30 PM	0	5	0	0	5	0	0	0	0	0	2	6	0	0	8	0	0	3	0	3	16
02:35 PM	0	2	0	0	2	1	0	0	0	1	1	5	2	2	10	0	0	1	0	1	14
02:40 PM	0	8	0	0	8	2	0	1	0	3	2	5	0	1	8	0	0	3	0	3	22
02:45 PM	0	4	0	0	4	0	1	0	0	1	1	3	0	1	5	0	0	0	0	0	10
02:50 PM	0	3	0	0	3	1	0	0	0	1	2	9	4	0	15	0	0	2	0	2	21
02:55 PM	0	7	0	0	7	1	0	0	0	1	0	3	1	0	4	0	0	0	0	0	12
Total	0	42	0	0	42	10	1	1	0	12	9	50	7	4	70	0	0	12	0	12	136
03:00 PM	0	3	0	0	3	1	0	0	0	1	2	13	1	0	16	0	0	3	0	3	23
03:05 PM	0	4	0	0	4	1	0	0	0	1	1	18	2	0	21	0	0	1	0	1	27
03:10 PM	0	6	0	0	6	1	0	0	0	1	2	13	0	0	15	0	1	0	0	1	23
03:15 PM	0	5	0	0	5	2	0	0	0	2	2	9	2	0	13	0	0	0	0	0	20
03:20 PM	0	3	0	0	3	0	0	0	0	0	3	27	1	0	31	0	0	0	0	0	34
03:25 PM	0	9	0	0	9	0	0	1	0	1	1	11	1	0	13	0	0	1	0	1	24
03:30 PM	0	13	0	0	13	1	0	0	0	1	2	10	3	0	15	0	0	1	0	1	30
03:35 PM	1	46	0	0	47	6	0	1	0	7	0	8	2	0	10	0	0	4	0	4	68
03:40 PM	1	36	0	0	37	2	0	0	0	2	5	10	2	0	17	0	0	0	0	0	56
Grand Total	2	167	0	0	169	24	1	3	0	28	27	169	21	4	221	0	1	22	0	23	441
Apprch %	1.2	98.8	0	0		85.7	3.6	10.7	0		12.2	76.5	9.5	1.8		0	4.3	95.7	0		
Total %	0.5	37.9	0	0	38.3	5.4	0.2	0.7	0	6.3	6.1	38.3	4.8	0.9	50.1	0	0.2	5	0	5.2	

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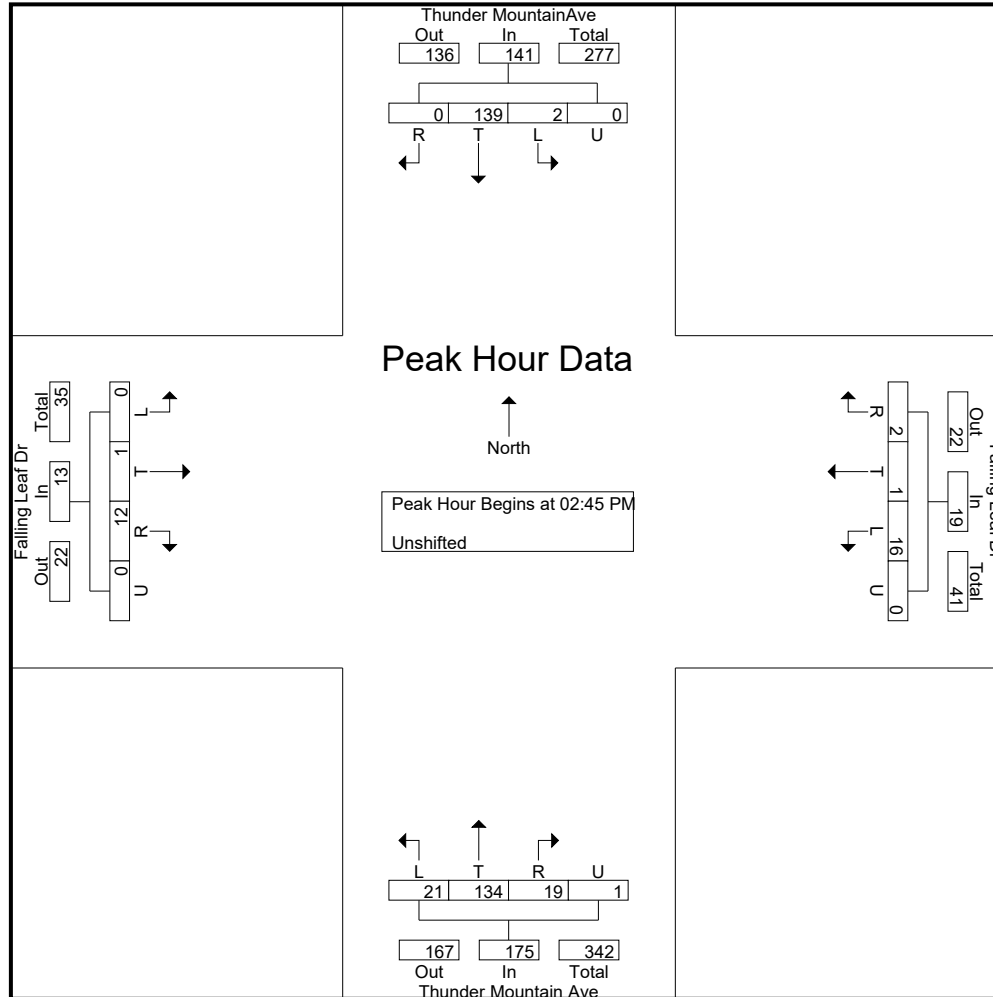
File Name : Thunder Mtn Ave - Falling Leaf Dr Mid
 Site Code : 00194540
 Start Date : 12/2/2021
 Page No : 2

Start Time	Thunder Mountain Ave Southbound					Falling Leaf Dr Westbound					Thunder Mountain Ave Northbound					Falling Leaf Dr Eastbound					Int. Total
	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	
Peak Hour Analysis From 02:15 PM to 03:40 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 02:45 PM																					
02:45 PM	0	4	0	0	4	0	1	0	0	1	1	3	0	1	5	0	0	0	0	0	10
02:50 PM	0	3	0	0	3	1	0	0	0	1	2	9	4	0	15	0	0	2	0	2	21
02:55 PM	0	7	0	0	7	1	0	0	0	1	0	3	1	0	4	0	0	0	0	0	12
03:00 PM	0	3	0	0	3	1	0	0	0	1	2	13	1	0	16	0	0	3	0	3	23
03:05 PM	0	4	0	0	4	1	0	0	0	1	1	18	2	0	21	0	0	1	0	1	27
03:10 PM	0	6	0	0	6	1	0	0	0	1	2	13	0	0	15	0	1	0	0	1	23
03:15 PM	0	5	0	0	5	2	0	0	0	2	2	9	2	0	13	0	0	0	0	0	20
03:20 PM	0	3	0	0	3	0	0	0	0	0	3	27	1	0	31	0	0	0	0	0	34
03:25 PM	0	9	0	0	9	0	0	1	0	1	1	11	1	0	13	0	0	1	0	1	24
03:30 PM	0	13	0	0	13	1	0	0	0	1	2	10	3	0	15	0	0	1	0	1	30
03:35 PM	1	46	0	0	47	6	0	1	0	7	0	8	2	0	10	0	0	4	0	4	68
03:40 PM	1	36	0	0	37	2	0	0	0	2	5	10	2	0	17	0	0	0	0	0	56
Total Volume	2	139	0	0	141	16	1	2	0	19	21	134	19	1	175	0	1	12	0	13	348
% App. Total	1.4	98.6	0	0		84.2	5.3	10.5	0		12	76.6	10.9	0.6		0	7.7	92.3	0		
PHF	.167	.252	.000	.000	.250	.222	.083	.167	.000	.226	.350	.414	.396	.083	.470	.000	.083	.250	.000	.271	.426

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2504 E Pikes Peak Ave, Suite 304
 Colorado Springs, CO 80909
 719-633-2868

File Name : Thunder Mtn Ave - Falling Leaf Dr Mid
 Site Code : 00194540
 Start Date : 12/2/2021
 Page No : 3



LSC Transportation Consultants, Inc.

2504 E Pikes Peak Ave, Suite 304
 Colorado Springs, CO 80909
 719-633-2868

File Name : Thunder Mtn Ave - Falling Leaf Dr Mid
 Site Code : 00194540
 Start Date : 12/2/2021
 Page No : 4

Start Time	Thunder Mountain Ave Southbound					Falling Leaf Dr Westbound					Thunder Mountain Ave Northbound					Falling Leaf Dr Eastbound					Int. Total
	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	

Peak Hour Analysis From 02:15 PM to 03:40 PM - Peak 1 of 1

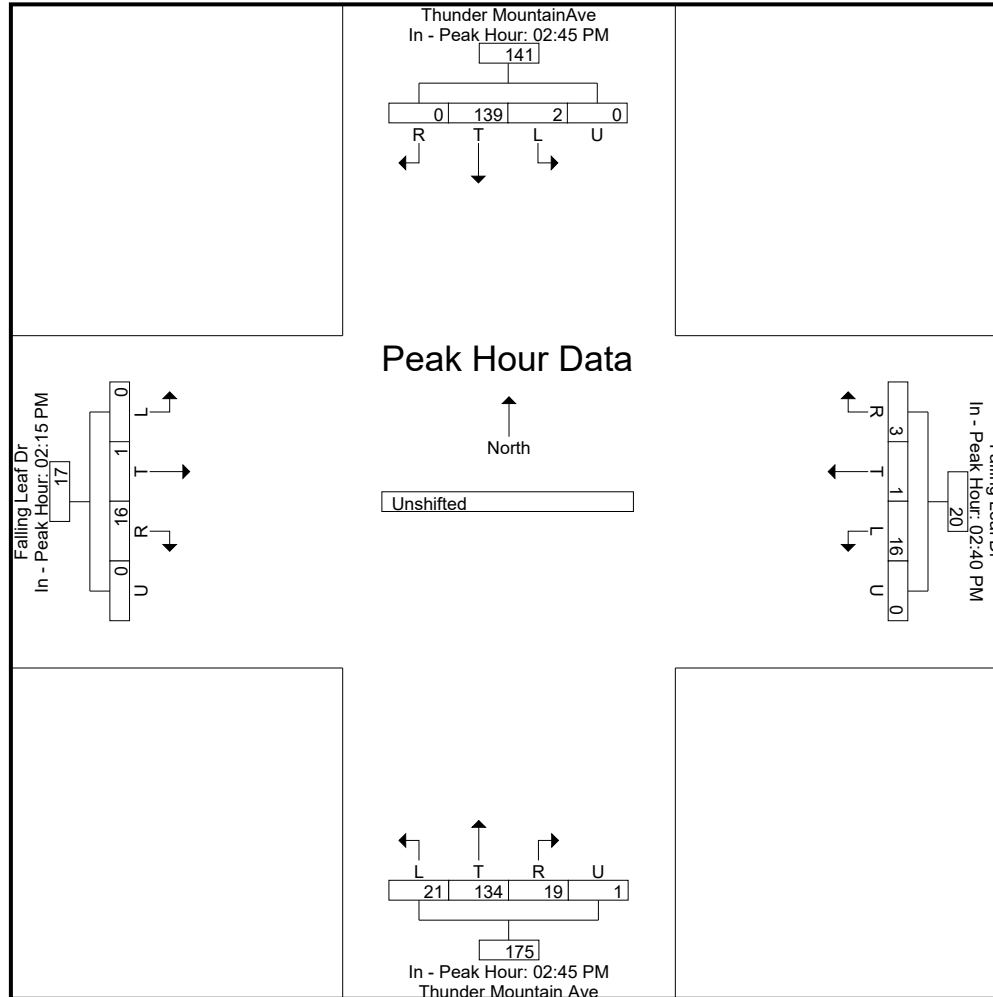
Peak Hour for Each Approach Begins at:

	02:45 PM					02:40 PM					02:45 PM					02:15 PM				
+0 mins.	0	4	0	0	4	2	0	1	0	3	1	3	0	1	5	0	0	2	0	2
+5 mins.	0	3	0	0	3	0	1	0	0	1	2	9	4	0	15	0	0	0	0	0
+10 mins.	0	7	0	0	7	1	0	0	0	1	0	3	1	0	4	0	0	1	0	1
+15 mins.	0	3	0	0	3	1	0	0	0	1	2	13	1	0	16	0	0	3	0	3
+20 mins.	0	4	0	0	4	1	0	0	0	1	1	18	2	0	21	0	0	1	0	1
+25 mins.	0	6	0	0	6	1	0	0	0	1	2	13	0	0	15	0	0	3	0	3
+30 mins.	0	5	0	0	5	1	0	0	0	1	2	9	2	0	13	0	0	0	0	0
+35 mins.	0	3	0	0	3	2	0	0	0	2	3	27	1	0	31	0	0	2	0	2
+40 mins.	0	9	0	0	9	0	0	0	0	0	1	11	1	0	13	0	0	0	0	0
+45 mins.	0	13	0	0	13	0	0	1	0	1	2	10	3	0	15	0	0	3	0	3
+50 mins.	1	46	0	0	47	1	0	0	0	1	0	8	2	0	10	0	0	1	0	1
+55 mins.	1	36	0	0	37	6	0	1	0	7	5	10	2	0	17	0	1	0	0	1
Total Volume	2	139	0	0	141	16	1	3	0	20	21	134	19	1	175	0	1	16	0	17
% App. Total	1.4	98.6	0	0		80	5	15	0		12	76.6	10.9	0.6		0	5.9	94.1	0	
PHF	.167	.252	.000	.000	.250	.222	.083	.250	.000	.238	.350	.414	.396	.083	.470	.000	.083	.444	.000	.472

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2504 E Pikes Peak Ave, Suite 304
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File Name : Thunder Mtn Ave - Falling Leaf Dr Mid
 Site Code : 00194540
 Start Date : 12/2/2021
 Page No : 5



LSC Transportation Consultants, Inc.

2504 E Pikes Peak Ave, Suite 304
 Colorado Springs, CO 80909
 719-633-2868

File Name : Thunder Mtn Ave - Daydreamer AM
 Site Code : S194540
 Start Date : 11/17/2021
 Page No : 1

Groups Printed- Unshifted

Start Time	Thunder Mtn Southbound					Daydreamer Westbound					Thunder Mtn Northbound					Daydreamer Eastbound					Int. Total
	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	
06:45 AM	0	2	0	0	2	2	0	0	0	2	1	1	0	0	2	0	0	4	0	4	10
06:50 AM	0	3	0	0	3	0	0	0	0	0	0	0	1	0	1	0	0	1	0	1	5
06:55 AM	0	1	0	0	1	2	0	0	0	2	2	0	0	0	2	0	0	2	0	2	7
Total	0	6	0	0	6	4	0	0	0	4	3	1	1	0	5	0	0	7	0	7	22
07:00 AM	0	4	0	0	4	2	0	0	0	2	0	5	4	0	9	0	0	3	0	3	18
07:05 AM	0	5	0	0	5	5	0	0	0	5	0	3	4	0	7	0	0	2	0	2	19
07:10 AM	0	2	0	0	2	2	0	1	0	3	0	3	4	0	7	0	1	2	0	3	15
07:15 AM	1	4	0	0	5	1	1	2	0	4	1	5	3	0	9	0	4	1	0	5	23
07:20 AM	4	8	0	0	12	1	0	0	0	1	0	2	2	0	4	0	0	3	0	3	20
07:25 AM	3	7	0	0	10	0	0	0	0	0	0	3	2	0	5	0	1	3	0	4	19
07:30 AM	1	3	0	0	4	1	0	0	0	1	0	2	1	0	3	0	0	4	0	4	12
07:35 AM	1	2	0	0	3	1	0	0	0	1	0	4	1	0	5	0	1	2	0	3	12
07:40 AM	0	4	0	0	4	0	0	2	0	2	0	4	5	0	9	0	1	4	0	5	20
07:45 AM	2	5	0	0	7	1	0	1	0	2	0	4	7	0	11	0	0	1	0	1	21
07:50 AM	1	2	0	0	3	0	0	0	0	0	1	2	7	0	10	0	0	2	0	2	15
07:55 AM	2	5	0	0	7	0	0	1	0	1	2	4	10	0	16	0	0	0	0	0	24
Total	15	51	0	0	66	14	1	7	0	22	4	41	50	0	95	0	8	27	0	35	218
08:00 AM	2	4	0	0	6	1	0	0	0	1	1	5	7	0	13	0	2	4	0	6	26
08:05 AM	2	4	1	0	7	0	0	0	0	0	0	7	10	0	17	0	3	2	0	5	29
08:10 AM	0	8	0	0	8	4	0	0	0	4	2	3	9	0	14	0	1	3	0	4	30
08:15 AM	2	4	0	0	6	16	3	0	0	19	5	4	12	0	21	0	2	2	0	4	50

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2504 E Pikes Peak Ave, Suite 304
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 719-633-2868

File Name : Thunder Mtn Ave - Daydreamer AM
 Site Code : S194540
 Start Date : 11/17/2021
 Page No : 2

Groups Printed- Unshifted

Start Time	Thunder Mtn Southbound					Daydreamer Westbound					Thunder Mtn Northbound					Daydreamer Eastbound					Int. Total
	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	
08:20 AM	1	5	1	0	7	30	2	0	0	32	2	8	10	1	21	0	3	5	0	8	68
08:25 AM	2	4	0	0	6	20	2	1	0	23	2	3	5	0	10	2	1	1	0	4	43
08:30 AM	0	9	0	0	9	11	0	1	0	12	3	1	2	0	6	0	1	2	0	3	30
08:35 AM	0	7	0	0	7	4	0	0	0	4	1	2	2	0	5	0	2	2	0	4	20
08:40 AM	0	2	0	0	2	1	2	0	0	3	1	1	1	0	3	0	0	1	0	1	9
Grand Total	24	104	2	0	130	105	10	9	0	124	24	76	109	1	210	2	23	56	0	81	545
Apprch %	18.5	80	1.5	0		84.7	8.1	7.3	0		11.4	36.2	51.9	0.5		2.5	28.4	69.1	0		
Total %	4.4	19.1	0.4	0	23.9	19.3	1.8	1.7	0	22.8	4.4	13.9	20	0.2	38.5	0.4	4.2	10.3	0	14.9	

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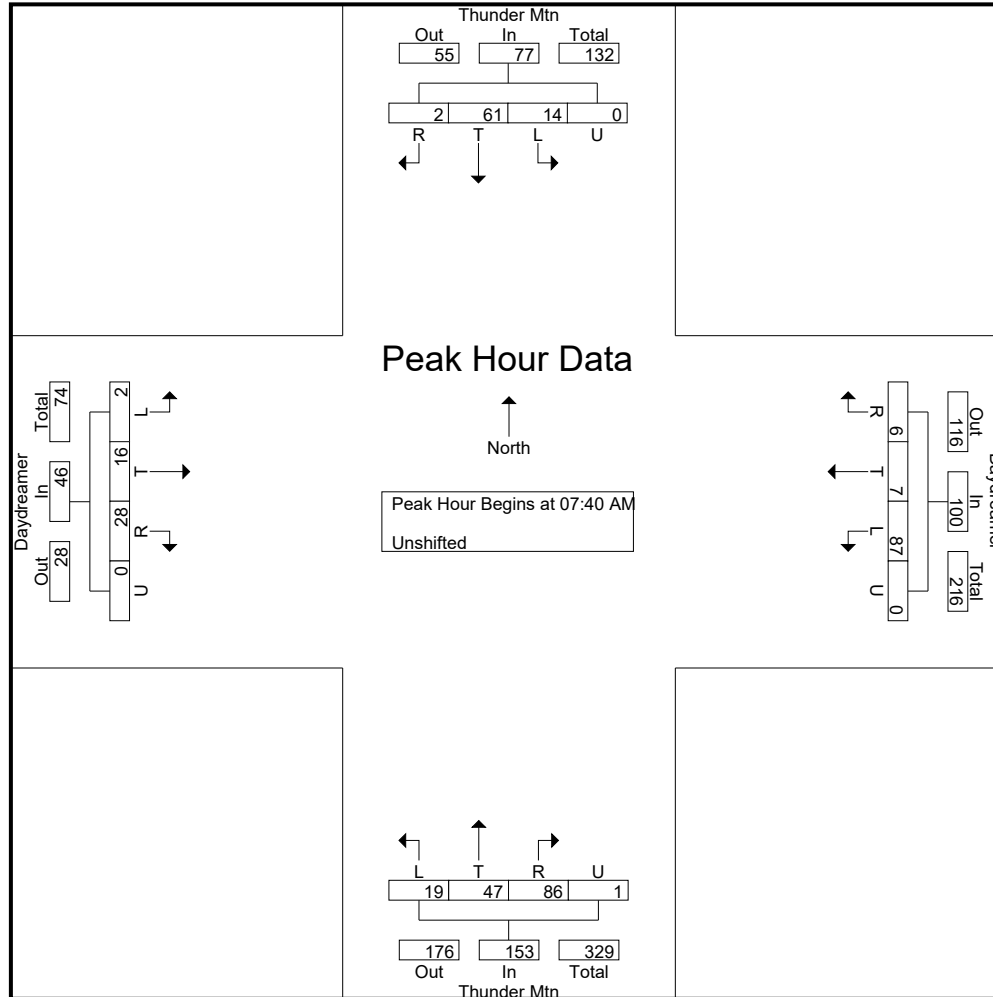
File Name : Thunder Mtn Ave - Daydreamer AM
 Site Code : S194540
 Start Date : 11/17/2021
 Page No : 3

Start Time	Thunder Mtn Southbound					Daydreamer Westbound					Thunder Mtn Northbound					Daydreamer Eastbound					Int. Total
	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	
Peak Hour Analysis From 06:45 AM to 08:40 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:40 AM																					
07:40 AM	0	4	0	0	4	0	0	2	0	2	0	4	5	0	9	0	1	4	0	5	20
07:45 AM	2	5	0	0	7	1	0	1	0	2	0	4	7	0	11	0	0	1	0	1	21
07:50 AM	1	2	0	0	3	0	0	0	0	0	1	2	7	0	10	0	0	2	0	2	15
07:55 AM	2	5	0	0	7	0	0	1	0	1	2	4	10	0	16	0	0	0	0	0	24
08:00 AM	2	4	0	0	6	1	0	0	0	1	1	5	7	0	13	0	2	4	0	6	26
08:05 AM	2	4	1	0	7	0	0	0	0	0	0	7	10	0	17	0	3	2	0	5	29
08:10 AM	0	8	0	0	8	4	0	0	0	4	2	3	9	0	14	0	1	3	0	4	30
08:15 AM	2	4	0	0	6	16	3	0	0	19	5	4	12	0	21	0	2	2	0	4	50
08:20 AM	1	5	1	0	7	30	2	0	0	32	2	8	10	1	21	0	3	5	0	8	68
08:25 AM	2	4	0	0	6	20	2	1	0	23	2	3	5	0	10	2	1	1	0	4	43
08:30 AM	0	9	0	0	9	11	0	1	0	12	3	1	2	0	6	0	1	2	0	3	30
08:35 AM	0	7	0	0	7	4	0	0	0	4	1	2	2	0	5	0	2	2	0	4	20
Total Volume	14	61	2	0	77	87	7	6	0	100	19	47	86	1	153	2	16	28	0	46	376
% App. Total	18.2	79.2	2.6	0		87	7	6	0		12.4	30.7	56.2	0.7		4.3	34.8	60.9	0		
PHF	.583	.565	.167	.000	.713	.242	.194	.250	.000	.260	.317	.490	.597	.083	.607	.083	.444	.467	.000	.479	.461

LSC Transportation Consultants, Inc.

2504 E Pikes Peak Ave, Suite 304
 Colorado Springs, CO 80909
 719-633-2868

File Name : Thunder Mtn Ave - Daydreamer AM
 Site Code : S194540
 Start Date : 11/17/2021
 Page No : 4



LSC Transportation Consultants, Inc.

2504 E Pikes Peak Ave, Suite 304
 Colorado Springs, CO 80909
 719-633-2868

File Name : Thunder Mtn Ave - Daydreamer AM
 Site Code : S194540
 Start Date : 11/17/2021
 Page No : 5

Start Time	Thunder Mtn Southbound					Daydreamer Westbound					Thunder Mtn Northbound					Daydreamer Eastbound					Int. Total
	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	

Peak Hour Analysis From 06:45 AM to 08:40 AM - Peak 1 of 1

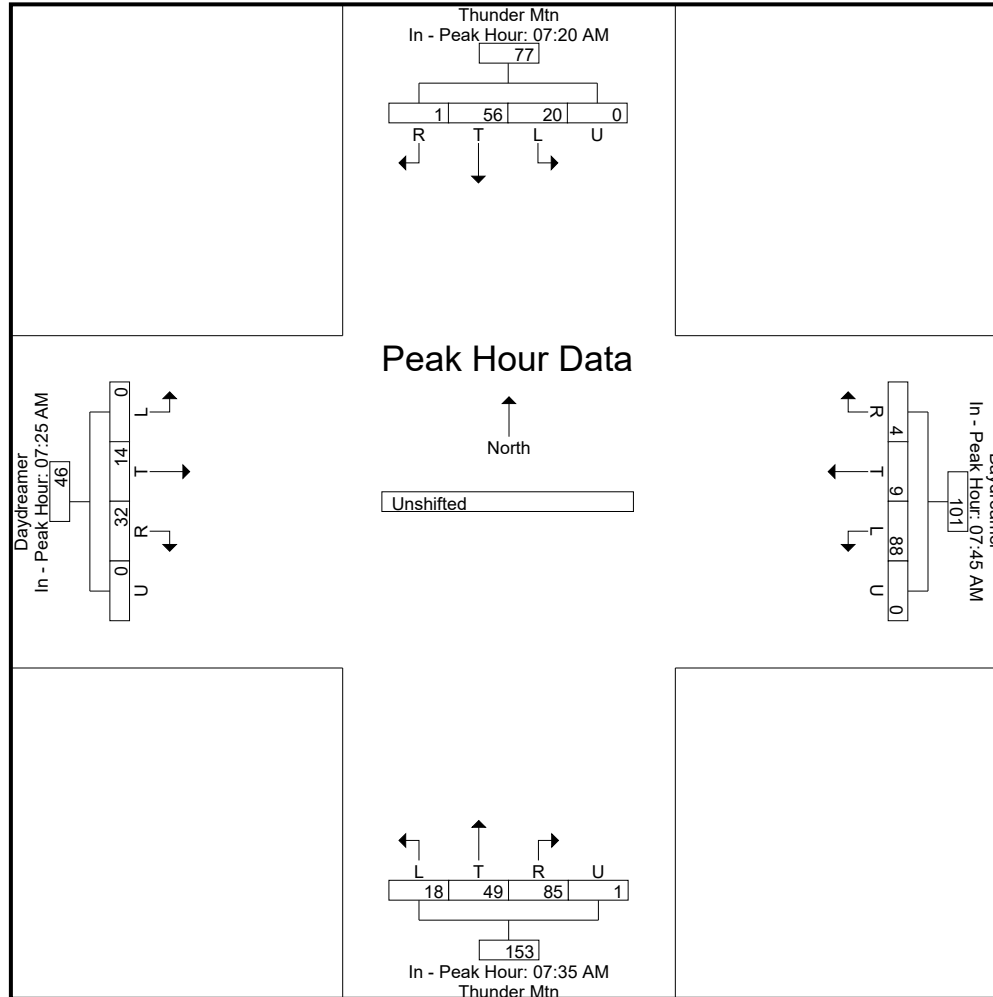
Peak Hour for Each Approach Begins at:

	07:20 AM					07:45 AM					07:35 AM					07:25 AM				
+0 mins.	4	8	0	0	12	1	0	1	0	2	0	4	1	0	5	0	1	3	0	4
+5 mins.	3	7	0	0	10	0	0	0	0	0	0	4	5	0	9	0	0	4	0	4
+10 mins.	1	3	0	0	4	0	0	1	0	1	0	4	7	0	11	0	1	2	0	3
+15 mins.	1	2	0	0	3	1	0	0	0	1	1	2	7	0	10	0	1	4	0	5
+20 mins.	0	4	0	0	4	0	0	0	0	0	2	4	10	0	16	0	0	1	0	1
+25 mins.	2	5	0	0	7	4	0	0	0	4	1	5	7	0	13	0	0	2	0	2
+30 mins.	1	2	0	0	3	16	3	0	0	19	0	7	10	0	17	0	0	0	0	0
+35 mins.	2	5	0	0	7	30	2	0	0	32	2	3	9	0	14	0	2	4	0	6
+40 mins.	2	4	0	0	6	20	2	1	0	23	5	4	12	0	21	0	3	2	0	5
+45 mins.	2	4	1	0	7	11	0	1	0	12	2	8	10	1	21	0	1	3	0	4
+50 mins.	0	8	0	0	8	4	0	0	0	4	2	3	5	0	10	0	2	2	0	4
+55 mins.	2	4	0	0	6	1	2	0	0	3	3	1	2	0	6	0	3	5	0	8
Total Volume	20	56	1	0	77	88	9	4	0	101	18	49	85	1	153	0	14	32	0	46
% App. Total	26	72.7	1.3	0		87.1	8.9	4	0		11.8	32	55.6	0.7		0	30.4	69.6	0	
PHF	.417	.583	.083	.000	.535	.244	.250	.333	.000	.263	.300	.510	.590	.083	.607	.000	.389	.533	.000	.479

LSC Transportation Consultants, Inc.

2504 E Pikes Peak Ave, Suite 304
 Colorado Springs, CO 80909
 719-633-2868

File Name : Thunder Mtn Ave - Daydreamer AM
 Site Code : S194540
 Start Date : 11/17/2021
 Page No : 6



LSC Transportation Consultants, Inc.

2504 E Pikes Peak Ave, Suite 304
 Colorado Springs, CO 80909
 719-633-2868

File Name : Thunder Mtn Ave - Dayreamer Mid
 Site Code : S194540
 Start Date : 11/17/2021
 Page No : 1

Groups Printed- Unshifted

Start Time	Thunder Mtn Southbound					Dayreamer Westbound					Thunder Mtn Northbound					Dayreamer Eastbound					Int. Total
	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	
02:30 PM	0	8	0	0	8	2	0	0	0	2	0	4	0	0	4	0	0	1	0	1	15
02:35 PM	0	1	0	0	1	4	0	0	0	4	2	2	3	0	7	0	0	3	0	3	15
02:40 PM	0	1	0	0	1	1	0	0	0	1	3	1	1	0	5	0	0	2	0	2	9
02:45 PM	0	4	1	0	5	0	0	0	0	0	3	2	0	0	5	0	1	3	0	4	14
02:50 PM	1	3	0	0	4	0	0	0	0	0	2	2	1	0	5	0	0	2	0	2	11
02:55 PM	0	2	0	0	2	0	0	0	0	0	0	4	0	0	4	0	1	1	0	2	8
Total	1	19	1	0	21	7	0	0	0	7	10	15	5	0	30	0	2	12	0	14	72
03:00 PM	1	2	0	0	3	0	0	1	0	1	4	5	5	0	14	0	0	1	0	1	19
03:05 PM	1	2	0	0	3	0	1	2	0	3	3	3	8	0	14	0	0	2	0	2	22
03:10 PM	1	2	0	0	3	0	0	0	0	0	0	7	9	0	16	0	4	1	0	5	24
03:15 PM	1	4	0	0	5	3	0	1	0	4	4	4	11	0	19	1	1	3	0	5	33
03:20 PM	0	5	1	0	6	2	0	0	0	2	11	13	8	0	32	3	1	3	0	7	47
03:25 PM	2	6	0	0	8	0	0	0	0	0	5	3	3	0	11	0	0	0	0	0	19
03:30 PM	0	4	1	62	67	4	1	0	8	13	2	3	4	1	10	0	0	1	15	16	106
03:35 PM	0	9	2	36	47	27	1	2	13	43	4	6	1	0	11	0	0	13	9	22	123
03:40 PM	1	4	1	3	9	29	1	1	0	31	1	2	4	0	7	1	0	3	0	4	51
03:45 PM	1	7	0	0	8	3	0	0	0	3	5	3	0	0	8	0	0	2	0	2	21
03:50 PM	0	4	0	0	4	3	1	0	0	4	2	5	2	0	9	0	0	2	0	2	19
03:55 PM	0	5	0	0	5	5	0	0	0	5	2	1	1	0	4	0	0	2	0	2	16
Total	8	54	5	101	168	76	5	7	21	109	43	55	56	1	155	5	6	33	24	68	500
Grand Total	9	73	6	101	189	83	5	7	21	116	53	70	61	1	185	5	8	45	24	82	572
Apprch %	4.8	38.6	3.2	53.4		71.6	4.3	6	18.1		28.6	37.8	33	0.5		6.1	9.8	54.9	29.3		
Total %	1.6	12.8	1	17.7	33	14.5	0.9	1.2	3.7	20.3	9.3	12.2	10.7	0.2	32.3	0.9	1.4	7.9	4.2	14.3	

LSC Transportation Consultants, Inc.

2504 E Pikes Peak Ave, Suite 304
 Colorado Springs, CO 80909
 719-633-2868

File Name : Thunder Mtn Ave - Daydreamer Mid
 Site Code : S194540
 Start Date : 11/17/2021
 Page No : 2

Start Time	Thunder Mtn Southbound					Daydreamer Westbound					Thunder Mtn Northbound					Daydreamer Eastbound					Int. Total
	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	
Peak Hour Analysis From 02:30 PM to 03:55 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 03:00 PM																					
03:00 PM	1	2	0	0	3	0	0	1	0	1	4	5	5	0	14	0	0	1	0	1	19
03:05 PM	1	2	0	0	3	0	1	2	0	3	3	3	8	0	14	0	0	2	0	2	22
03:10 PM	1	2	0	0	3	0	0	0	0	0	0	7	9	0	16	0	4	1	0	5	24
03:15 PM	1	4	0	0	5	3	0	1	0	4	4	4	11	0	19	1	1	3	0	5	33
03:20 PM	0	5	1	0	6	2	0	0	0	2	11	13	8	0	32	3	1	3	0	7	47
03:25 PM	2	6	0	0	8	0	0	0	0	0	5	3	3	0	11	0	0	0	0	0	19
03:30 PM	0	4	1	62	67	4	1	0	8	13	2	3	4	1	10	0	0	1	15	16	106
03:35 PM	0	9	2	36	47	27	1	2	13	43	4	6	1	0	11	0	0	13	9	22	123
03:40 PM	1	4	1	3	9	29	1	1	0	31	1	2	4	0	7	1	0	3	0	4	51
03:45 PM	1	7	0	0	8	3	0	0	0	3	5	3	0	0	8	0	0	2	0	2	21
03:50 PM	0	4	0	0	4	3	1	0	0	4	2	5	2	0	9	0	0	2	0	2	19
03:55 PM	0	5	0	0	5	5	0	0	0	5	2	1	1	0	4	0	0	2	0	2	16
Total Volume	8	54	5	101	168	76	5	7	21	109	43	55	56	1	155	5	6	33	24	68	500
% App. Total	4.8	32.1	3	60.1		69.7	4.6	6.4	19.3		27.7	35.5	36.1	0.6		7.4	8.8	48.5	35.3		
PHF	.333	.500	.208	.136	.209	.218	.417	.292	.135	.211	.326	.353	.424	.083	.404	.139	.125	.212	.133	.258	.339

LSC Transportation Consultants, Inc.

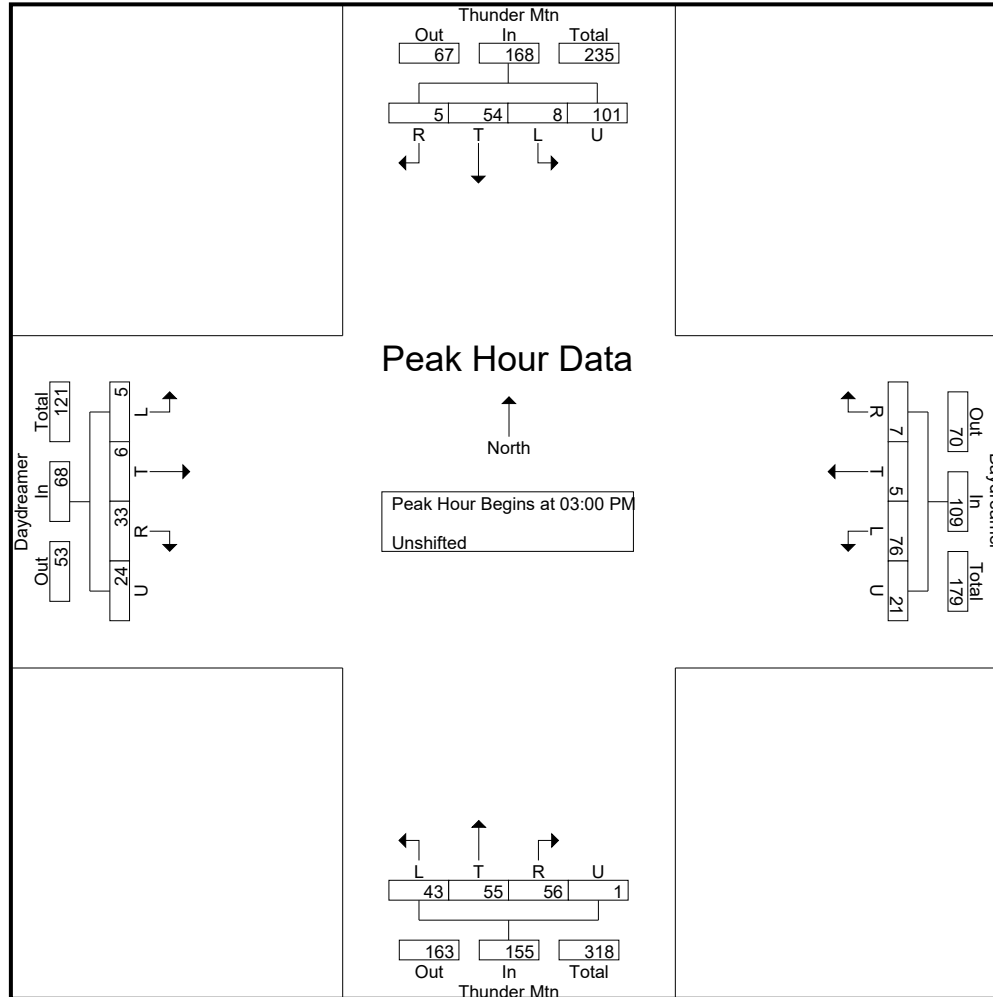
2504 E Pikes Peak Ave, Suite 304
 Colorado Springs, CO 80909
 719-633-2868

File Name : Thunder Mtn Ave - Daydreamer Mid

Site Code : S194540

Start Date : 11/17/2021

Page No : 3



LSC Transportation Consultants, Inc.

2504 E Pikes Peak Ave, Suite 304
 Colorado Springs, CO 80909
 719-633-2868

File Name : Thunder Mtn Ave - Daydreamer Mid
 Site Code : S194540
 Start Date : 11/17/2021
 Page No : 4

Start Time	Thunder Mtn Southbound					Daydreamer Westbound					Thunder Mtn Northbound					Daydreamer Eastbound					Int. Total
	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	

Peak Hour Analysis From 02:30 PM to 03:55 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	03:00 PM					03:00 PM					02:55 PM					02:45 PM				
+0 mins.	1	2	0	0	3	0	0	1	0	1	0	4	0	0	4	0	1	3	0	4
+5 mins.	1	2	0	0	3	0	1	2	0	3	4	5	5	0	14	0	0	2	0	2
+10 mins.	1	2	0	0	3	0	0	0	0	0	3	3	8	0	14	0	1	1	0	2
+15 mins.	1	4	0	0	5	3	0	1	0	4	0	7	9	0	16	0	0	1	0	1
+20 mins.	0	5	1	0	6	2	0	0	0	2	4	4	11	0	19	0	0	2	0	2
+25 mins.	2	6	0	0	8	0	0	0	0	0	11	13	8	0	32	0	4	1	0	5
+30 mins.	0	4	1	62	67	4	1	0	8	13	5	3	3	0	11	1	1	3	0	5
+35 mins.	0	9	2	36	47	27	1	2	13	43	2	3	4	1	10	3	1	3	0	7
+40 mins.	1	4	1	3	9	29	1	1	0	31	4	6	1	0	11	0	0	0	0	0
+45 mins.	1	7	0	0	8	3	0	0	0	3	1	2	4	0	7	0	0	1	15	16
+50 mins.	0	4	0	0	4	3	1	0	0	4	5	3	0	0	8	0	0	13	9	22
+55 mins.	0	5	0	0	5	5	0	0	0	5	2	5	2	0	9	1	0	3	0	4
Total Volume	8	54	5	101	168	76	5	7	21	109	41	58	55	1	155	5	8	33	24	70
% App. Total	4.8	32.1	3	60.1		69.7	4.6	6.4	19.3		26.5	37.4	35.5	0.6		7.1	11.4	47.1	34.3	
PHF	.333	.500	.208	.136	.209	.218	.417	.292	.135	.211	.311	.372	.417	.083	.404	.139	.167	.212	.133	.265

LSC Transportation Consultants, Inc.

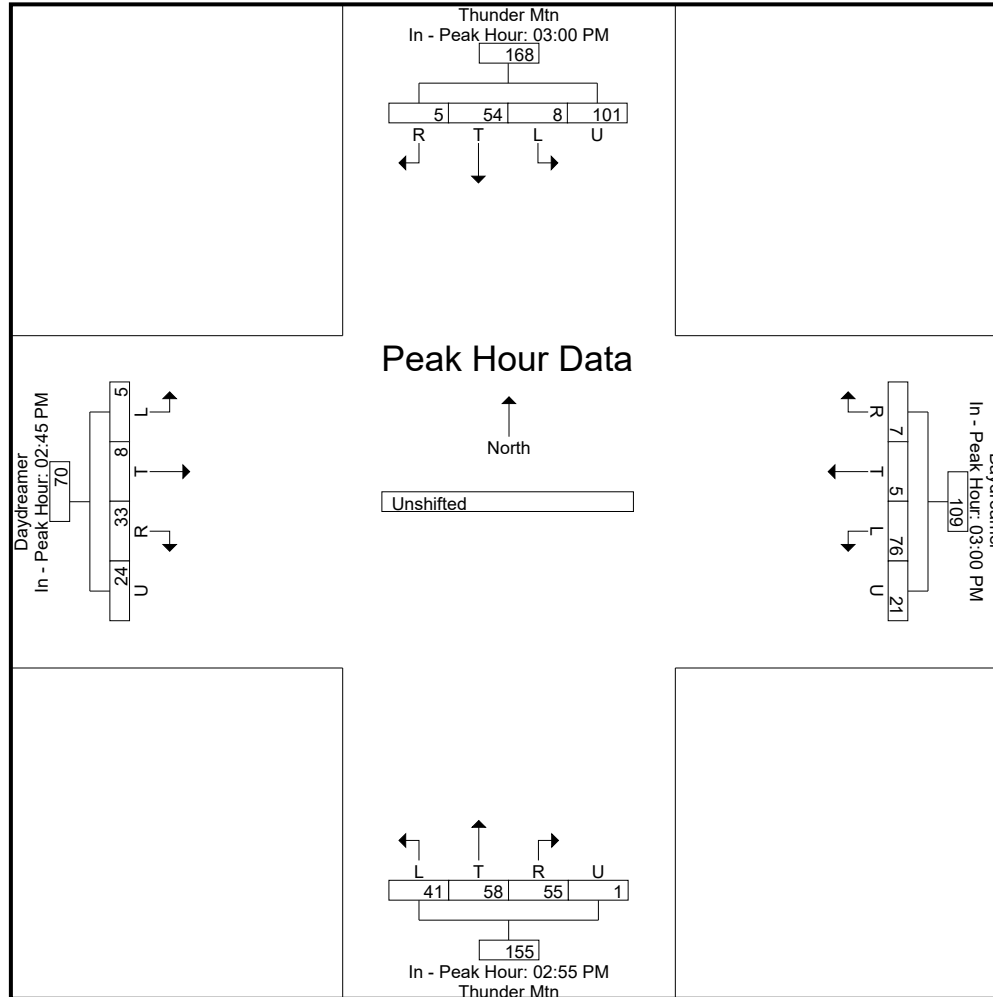
2504 E Pikes Peak Ave, Suite 304
 Colorado Springs, CO 80909
 719-633-2868

File Name : Thunder Mtn Ave - Daydreamer Mid

Site Code : S194540

Start Date : 11/17/2021

Page No : 5



LSC Transportation Consultants, Inc.

2504 E Pikes Peak Ave, Suite 304
 Colorado Springs, CO 80909
 719-633-2868

File Name : Echo Canyon Dr - Daydreamer AM
 Site Code : S194540
 Start Date : 11/17/2021
 Page No : 1

Groups Printed- Bank 1

Start Time	School Access Southbound					Daydreamer Westbound					Echo Canyon Dr Northbound					Daydreamer Eastbound					Int. Total
	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	
*** BREAK ***																					
06:50 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
*** BREAK ***																					
Total	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0
07:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0
*** BREAK ***																					
07:10 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	2	0	0	2
*** BREAK ***																					
07:40 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2
07:50 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
*** BREAK ***																					
Total	0	0	0	0	0	1	0	0	0	1	2	0	1	0	3	0	0	5	0	0	5
*** BREAK ***																					
08:05 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
08:10 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	1	0	1	2
08:15 AM	0	1	0	0	1	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
08:20 AM	0	1	0	0	1	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	0
08:25 AM	0	1	0	0	1	1	0	0	0	1	0	1	0	0	1	0	0	1	0	1	4
08:30 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2

LSC Transportation Consultants, Inc.

2504 E Pikes Peak Ave, Suite 304
 Colorado Springs, CO 80909
 719-633-2868

File Name : Echo Canyon Dr - Daydreamer AM
 Site Code : S194540
 Start Date : 11/17/2021
 Page No : 2

Groups Printed- Bank 1

Start Time	School Access Southbound					Daydreamer Westbound					Echo Canyon Dr Northbound					Daydreamer Eastbound					Int. Total
	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	
*** BREAK ***																					
Grand Total	0	4	0	0	4	5	0	0	0	5	2	3	1	0	6	0	0	9	0	9	24
Apprch %	0	100	0	0		100	0	0	0		33.3	50	16.7	0		0	0	100	0		
Total %	0	16.7	0	0	16.7	20.8	0	0	0	20.8	8.3	12.5	4.2	0	25	0	0	37.5	0	37.5	

LSC Transportation Consultants, Inc.

2504 E Pikes Peak Ave, Suite 304
 Colorado Springs, CO 80909
 719-633-2868

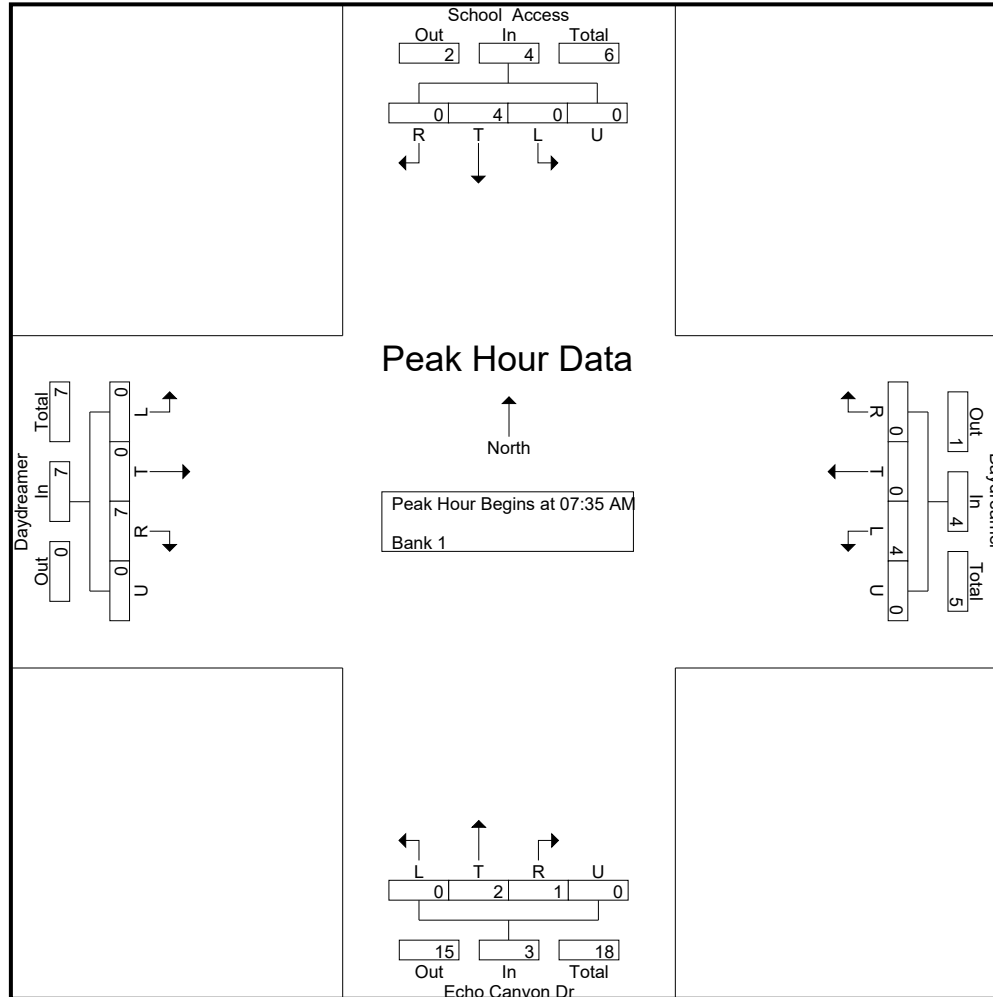
File Name : Echo Canyon Dr - Daydreamer AM
 Site Code : S194540
 Start Date : 11/17/2021
 Page No : 3

Start Time	School Access Southbound					Daydreamer Westbound					Echo Canyon Dr Northbound					Daydreamer Eastbound					Int. Total
	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	
Peak Hour Analysis From 06:45 AM to 08:40 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:35 AM																					
07:35 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:40 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0
07:50 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0
07:55 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:05 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0
08:10 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	1	0	1	0
08:15 AM	0	1	0	0	1	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
08:20 AM	0	1	0	0	1	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	0
08:25 AM	0	1	0	0	1	1	0	0	0	1	0	1	0	0	1	0	0	1	0	1	0
08:30 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0
Total Volume	0	4	0	0	4	4	0	0	0	4	0	2	1	0	3	0	0	7	0	7	0
% App. Total	0	100	0	0		100	0	0	0		0	66.7	33.3	0		0	0	100	0		
PHF	.000	.333	.000	.000	.333	.333	.000	.000	.000	.333	.000	.167	.083	.000	.250	.000	.000	.292	.000	.292	.375

LSC Transportation Consultants, Inc.

2504 E Pikes Peak Ave, Suite 304
 Colorado Springs, CO 80909
 719-633-2868

File Name : Echo Canyon Dr - Daydreamer AM
 Site Code : S194540
 Start Date : 11/17/2021
 Page No : 4



LSC Transportation Consultants, Inc.

2504 E Pikes Peak Ave, Suite 304
 Colorado Springs, CO 80909
 719-633-2868

File Name : Echo Canyon Dr - Daydreamer AM
 Site Code : S194540
 Start Date : 11/17/2021
 Page No : 5

Start Time	School Access Southbound					Daydreamer Westbound					Echo Canyon Dr Northbound					Daydreamer Eastbound					Int. Total
	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	

Peak Hour Analysis From 06:45 AM to 08:40 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:35 AM					07:30 AM					06:45 AM					07:15 AM				
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2
+5 mins.	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0
+10 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0
+20 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+25 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	2	0	2
+35 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
+40 mins.	0	1	0	0	1	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	1	0	0	1	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0
+50 mins.	0	1	0	0	1	1	0	0	0	1	0	0	0	0	0	0	0	1	0	1
+55 mins.	0	1	0	0	1	1	0	0	0	1	0	0	1	0	1	0	0	1	0	1
Total Volume	0	4	0	0	4	4	0	0	0	4	2	1	1	0	4	0	0	7	0	7
% App. Total	0	100	0	0		100	0	0	0		50	25	25	0		0	0	100	0	
PHF	.000	.333	.000	.000	.333	.333	.000	.000	.000	.333	.167	.083	.083	.000	.333	.000	.000	.292	.000	.292

LSC Transportation Consultants, Inc.

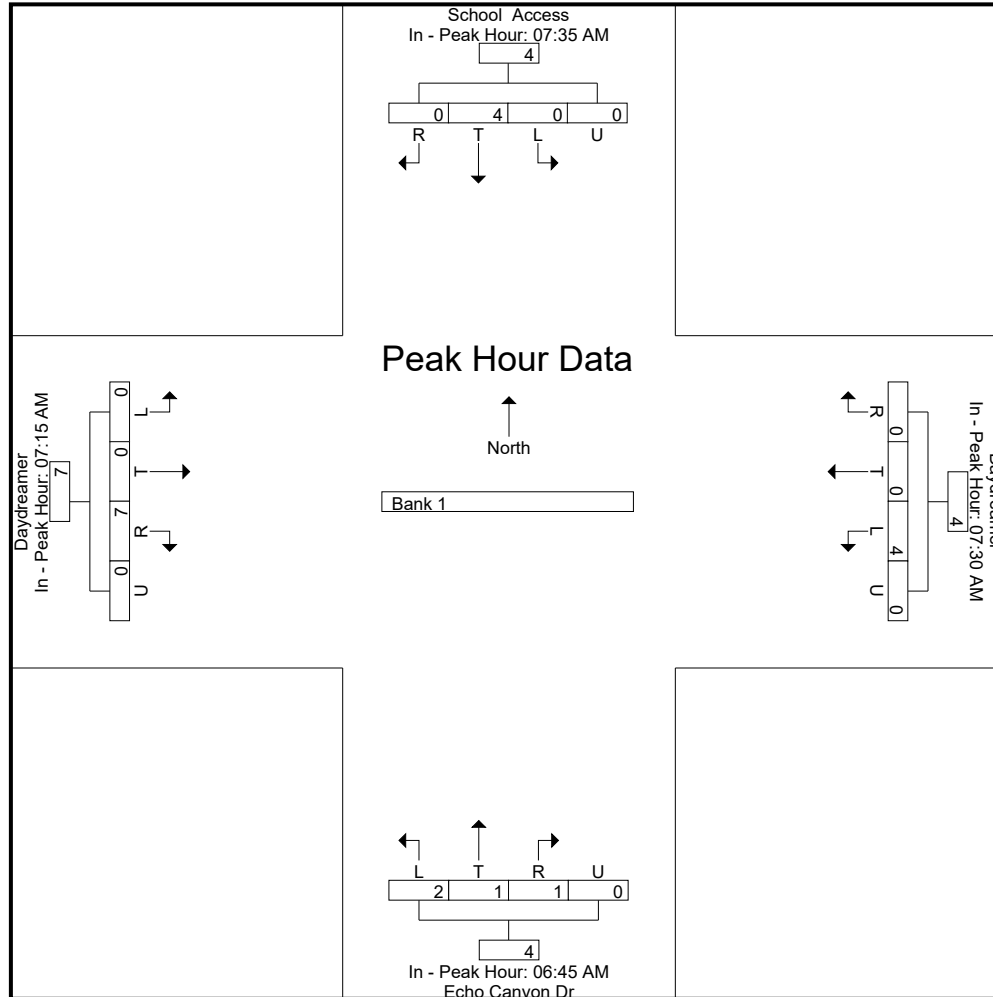
2504 E Pikes Peak Ave, Suite 304
Colorado Springs, CO 80909
719-633-2868

File Name : Echo Canyon Dr - Daydreamer AM

Site Code : S194540

Start Date : 11/17/2021

Page No : 6



LSC Transportation Consultants, Inc.

2504 E Pikes Peak Ave, Suite 304
 Colorado Springs, CO 80909
 719-633-2868

File Name : Echo Canyon Rd - Daydreamer Mid
 Site Code : S194540
 Start Date : 11/17/2021
 Page No : 1

Groups Printed- Bank 1

Start Time	School Access Southbound					Daydreamer Westbound					Echo Canyon Rd Northbound					Daydreamer Eastbound					Int. Total
	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	
*** BREAK ***																					
02:35 PM	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	4
02:40 PM	2	0	0	0	2	0	0	1	0	1	0	0	0	0	0	1	0	0	0	1	4
*** BREAK ***																					
02:50 PM	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	1	0	0	0	1	3
02:55 PM	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	1	0	0	0	1	3
Total	2	0	2	0	4	0	0	5	0	5	0	0	0	0	0	5	0	0	0	5	14
03:00 PM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	4	0	0	0	4	5
03:05 PM	1	0	0	0	1	2	0	1	0	3	0	1	0	0	1	7	0	0	0	7	12
03:10 PM	0	0	0	0	0	1	0	1	0	2	0	1	0	0	1	10	0	0	0	10	13
03:15 PM	0	1	3	0	4	1	0	4	0	5	0	0	0	0	0	9	0	2	0	11	20
03:20 PM	0	0	1	0	1	1	0	3	0	4	0	1	1	0	2	6	0	0	0	6	13
03:25 PM	0	0	0	0	0	0	0	3	0	3	0	0	0	0	0	1	0	0	0	1	4
03:30 PM	1	1	4	0	6	0	0	1	5	6	0	0	0	0	0	0	0	1	0	1	13
03:35 PM	4	5	21	0	30	3	0	2	0	5	1	0	0	0	1	2	0	1	0	3	39
03:40 PM	3	1	25	0	29	0	0	0	0	0	0	0	0	0	0	3	0	1	0	4	33
03:45 PM	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
03:50 PM	1	0	3	0	4	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	6
03:55 PM	1	0	5	0	6	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	7
Total	11	8	64	0	83	8	0	16	5	29	1	3	1	0	5	45	0	5	0	50	167
Grand Total	13	8	66	0	87	8	0	21	5	34	1	3	1	0	5	50	0	5	0	55	181
Apprch %	14.9	9.2	75.9	0		23.5	0	61.8	14.7		20	60	20	0		90.9	0	9.1	0		
Total %	7.2	4.4	36.5	0	48.1	4.4	0	11.6	2.8	18.8	0.6	1.7	0.6	0	2.8	27.6	0	2.8	0	30.4	

LSC Transportation Consultants, Inc.

2504 E Pikes Peak Ave, Suite 304
 Colorado Springs, CO 80909
 719-633-2868

File Name : Echo Canyon Rd - Daydreamer Mid
 Site Code : S194540
 Start Date : 11/17/2021
 Page No : 2

Start Time	School Access Southbound					Daydreamer Westbound					Echo Canyon Rd Northbound					Daydreamer Eastbound					Int. Total
	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	
Peak Hour Analysis From 02:30 PM to 03:55 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 03:00 PM																					
03:00 PM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	4	0	0	0	4	5
03:05 PM	1	0	0	0	1	2	0	1	0	3	0	1	0	0	1	7	0	0	0	7	12
03:10 PM	0	0	0	0	0	1	0	1	0	2	0	1	0	0	1	10	0	0	0	10	13
03:15 PM	0	1	3	0	4	1	0	4	0	5	0	0	0	0	0	9	0	2	0	11	20
03:20 PM	0	0	1	0	1	1	0	3	0	4	0	1	1	0	2	6	0	0	0	6	13
03:25 PM	0	0	0	0	0	0	0	3	0	3	0	0	0	0	0	1	0	0	0	1	4
03:30 PM	1	1	4	0	6	0	0	1	5	6	0	0	0	0	0	0	0	1	0	1	13
03:35 PM	4	5	21	0	30	3	0	2	0	5	1	0	0	0	1	2	0	1	0	3	39
03:40 PM	3	1	25	0	29	0	0	0	0	0	0	0	0	0	0	3	0	1	0	4	33
03:45 PM	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
03:50 PM	1	0	3	0	4	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	6
03:55 PM	1	0	5	0	6	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	7
Total Volume	11	8	64	0	83	8	0	16	5	29	1	3	1	0	5	45	0	5	0	50	167
% App. Total	13.3	9.6	77.1	0		27.6	0	55.2	17.2		20	60	20	0		90	0	10	0		
PHF	.229	.133	.213	.000	.231	.222	.000	.333	.083	.403	.083	.250	.083	.000	.208	.375	.000	.208	.000	.379	.357

LSC Transportation Consultants, Inc.

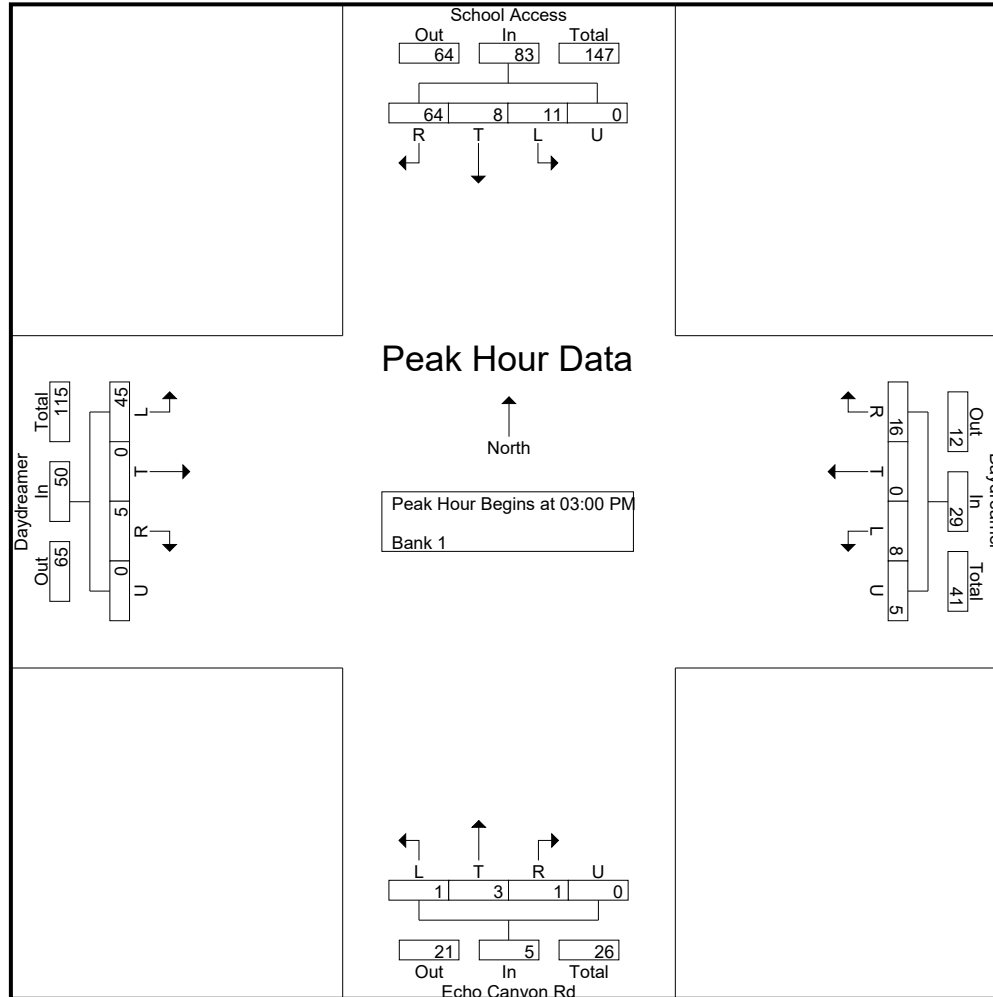
2504 E Pikes Peak Ave, Suite 304
 Colorado Springs, CO 80909
 719-633-2868

File Name : Echo Canyon Rd - Daydreamer Mid

Site Code : S194540

Start Date : 11/17/2021

Page No : 3



LSC Transportation Consultants, Inc.

2504 E Pikes Peak Ave, Suite 304
 Colorado Springs, CO 80909
 719-633-2868

File Name : Echo Canyon Rd - Daydreamer Mid
 Site Code : S194540
 Start Date : 11/17/2021
 Page No : 4

Start Time	School Access Southbound					Daydreamer Westbound					Echo Canyon Rd Northbound					Daydreamer Eastbound					Int. Total
	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	

Peak Hour Analysis From 02:30 PM to 03:55 PM - Peak 1 of 1

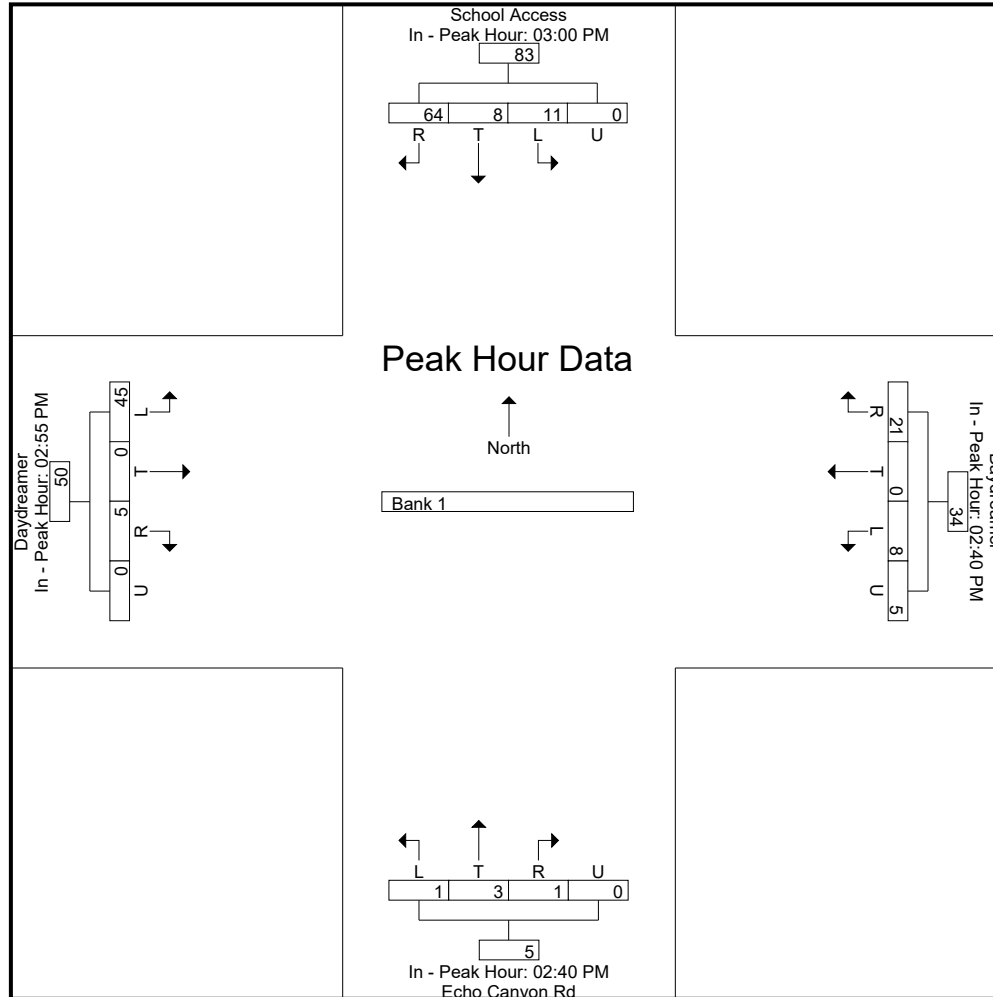
Peak Hour for Each Approach Begins at:

	03:00 PM					02:40 PM					02:40 PM					02:55 PM				
+0 mins.	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	0	0	1
+5 mins.	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	4	0	0	0	4
+10 mins.	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	7	0	0	0	7
+15 mins.	0	1	3	0	4	0	0	2	0	2	0	0	0	0	0	10	0	0	0	10
+20 mins.	0	0	1	0	1	0	0	1	0	1	0	0	0	0	0	9	0	2	0	11
+25 mins.	0	0	0	0	0	2	0	1	0	3	0	1	0	0	1	6	0	0	0	6
+30 mins.	1	1	4	0	6	1	0	1	0	2	0	1	0	0	1	1	0	0	0	1
+35 mins.	4	5	21	0	30	1	0	4	0	5	0	0	0	0	0	0	0	1	0	1
+40 mins.	3	1	25	0	29	1	0	3	0	4	0	1	1	0	2	2	0	1	0	3
+45 mins.	0	0	2	0	2	0	0	3	0	3	0	0	0	0	0	3	0	1	0	4
+50 mins.	1	0	3	0	4	0	0	1	5	6	0	0	0	0	0	0	0	0	0	0
+55 mins.	1	0	5	0	6	3	0	2	0	5	1	0	0	0	1	2	0	0	0	2
Total Volume	11	8	64	0	83	8	0	21	5	34	1	3	1	0	5	45	0	5	0	50
% App. Total	13.3	9.6	77.1	0		23.5	0	61.8	14.7		20	60	20	0		90	0	10	0	
PHF	.229	.133	.213	.000	.231	.222	.000	.438	.083	.472	.083	.250	.083	.000	.208	.375	.000	.208	.000	.379

LSC Transportation Consultants, Inc.

2504 E Pikes Peak Ave, Suite 304
 Colorado Springs, CO 80909
 719-633-2868

File Name : Echo Canyon Rd - Daydreamer Mid
 Site Code : S194540
 Start Date : 11/17/2021
 Page No : 5



LSC Transportation Consultants, Inc.
 2504 E Pikes Peak Ave, Suite 304
 Colorado Springs, CO 80909
 719-633-2868

File Name : Echo Cayno Dr - Falling Leaf Dr AM
 Site Code : 00194540
 Start Date : 12/2/2021
 Page No : 1

Groups Printed- Bank 1

Start Time	Echo Canyon Dr Southbound					Falling Leaf Dr Westbound					Echo Canyon Dr Northbound					Falling Leaf Dr Eastbound					Int. Total
	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	
07:00 AM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	3
07:05 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
07:10 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	3
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	2	0	2	5
07:20 AM	0	3	1	0	4	0	0	0	0	0	2	3	0	0	5	1	0	3	0	4	13
07:25 AM	0	5	0	0	5	0	0	0	0	0	2	4	0	0	6	0	0	2	0	2	13
07:30 AM	0	6	0	0	6	0	0	0	0	0	2	2	0	0	4	0	0	6	0	6	16
07:35 AM	0	2	0	0	2	0	0	0	0	0	3	3	0	0	6	0	0	0	0	0	8
07:40 AM	0	3	0	0	3	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	6
07:45 AM	0	3	0	0	3	0	0	0	0	0	1	2	0	0	3	0	0	0	0	0	6
07:50 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
07:55 AM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
Total	0	25	1	0	26	0	0	0	0	0	10	24	0	0	34	1	0	16	0	17	77
08:00 AM	0	2	0	0	2	0	0	0	0	0	0	7	0	0	7	0	0	1	0	1	10
08:05 AM	0	1	0	0	1	0	0	0	0	0	0	12	0	0	12	0	0	1	0	1	14
08:10 AM	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	2	0	2	5
08:15 AM	0	6	0	0	6	0	0	0	0	0	1	16	0	0	17	1	0	2	0	3	26
08:20 AM	0	7	0	0	7	0	0	0	0	0	0	9	0	0	9	2	0	4	0	6	22
08:25 AM	0	5	0	0	5	0	0	0	0	0	0	1	1	0	2	0	0	6	0	6	13
08:30 AM	0	4	0	0	4	0	0	0	0	0	1	2	0	0	3	0	0	0	0	0	7
08:35 AM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Grand Total	0	52	1	0	53	0	0	0	0	0	12	74	1	0	87	4	0	32	0	36	176
Apprch %	0	98.1	1.9	0		0	0	0	0		13.8	85.1	1.1	0		11.1	0	88.9	0		
Total %	0	29.5	0.6	0	30.1	0	0	0	0	0	6.8	42	0.6	0	49.4	2.3	0	18.2	0	20.5	

LSC Transportation Consultants, Inc.

2504 E Pikes Peak Ave, Suite 304
 Colorado Springs, CO 80909
 719-633-2868

File Name : Echo Canyon Dr - Falling Leaf Dr AM
 Site Code : 00194540
 Start Date : 12/2/2021
 Page No : 2

Start Time	Echo Canyon Dr Southbound					Falling Leaf Dr Westbound					Echo Canyon Dr Northbound					Falling Leaf Dr Eastbound					Int. Total
	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	
Peak Hour Analysis From 07:00 AM to 08:30 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:25 AM																					
07:25 AM	0	5	0	0	5	0	0	0	0	0	2	4	0	0	6	0	0	2	0	2	13
07:30 AM	0	6	0	0	6	0	0	0	0	0	2	2	0	0	4	0	0	6	0	6	16
07:35 AM	0	2	0	0	2	0	0	0	0	0	3	3	0	0	6	0	0	0	0	0	8
07:40 AM	0	3	0	0	3	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	6
07:45 AM	0	3	0	0	3	0	0	0	0	0	1	2	0	0	3	0	0	0	0	0	6
07:50 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
07:55 AM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
08:00 AM	0	2	0	0	2	0	0	0	0	0	0	7	0	0	7	0	0	1	0	1	10
08:05 AM	0	1	0	0	1	0	0	0	0	0	0	12	0	0	12	0	0	1	0	1	14
08:10 AM	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	2	0	2	5
08:15 AM	0	6	0	0	6	0	0	0	0	0	1	16	0	0	17	1	0	2	0	3	26
08:20 AM	0	7	0	0	7	0	0	0	0	0	0	9	0	0	9	2	0	4	0	6	22
Total Volume	0	36	0	0	36	0	0	0	0	0	9	63	0	0	72	3	0	18	0	21	129
% App. Total	0	100	0	0		0	0	0	0		12.5	87.5	0	0		14.3	0	85.7	0		
PHF	.000	.429	.000	.000	.429	.000	.000	.000	.000	.000	.250	.328	.000	.000	.353	.125	.000	.250	.000	.292	.413

LSC Transportation Consultants, Inc.

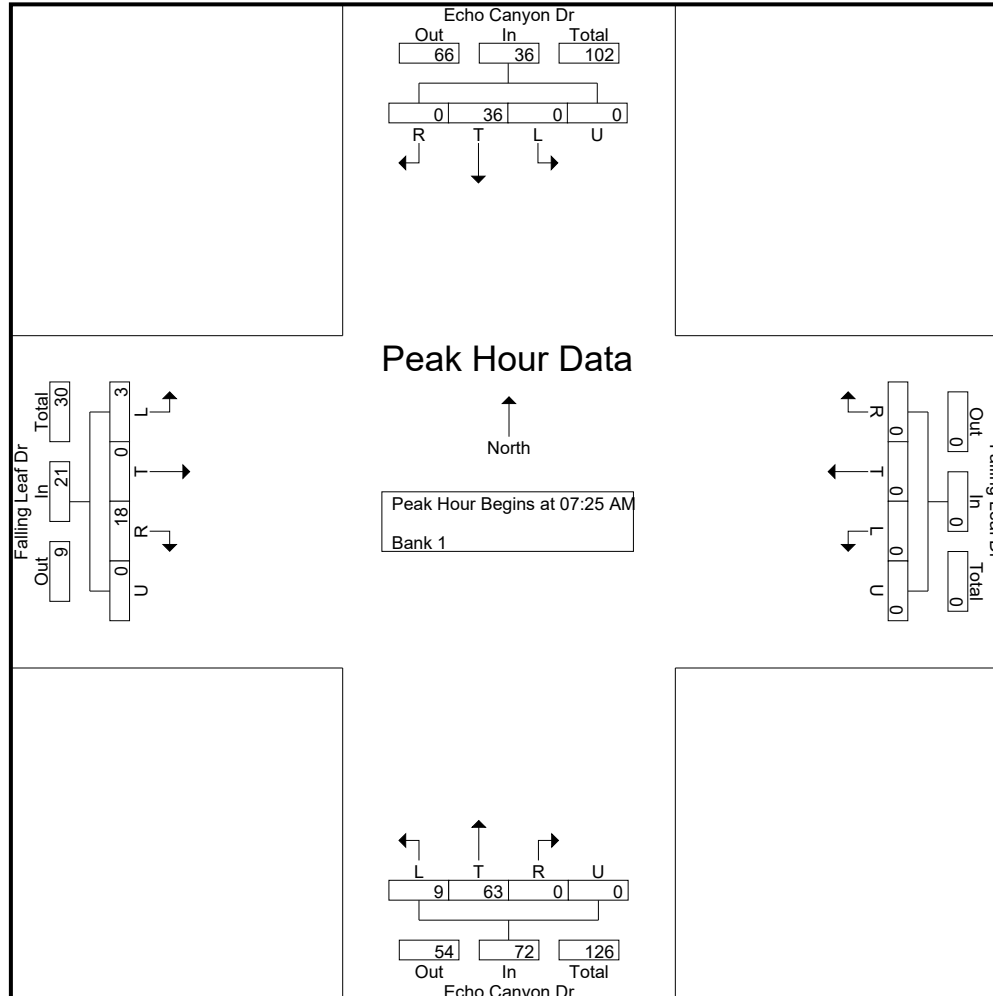
2504 E Pikes Peak Ave, Suite 304
 Colorado Springs, CO 80909
 719-633-2868

File Name : Echo Canyon Dr - Falling Leaf Dr AM

Site Code : 00194540

Start Date : 12/2/2021

Page No : 3



LSC Transportation Consultants, Inc.

2504 E Pikes Peak Ave, Suite 304
 Colorado Springs, CO 80909
 719-633-2868

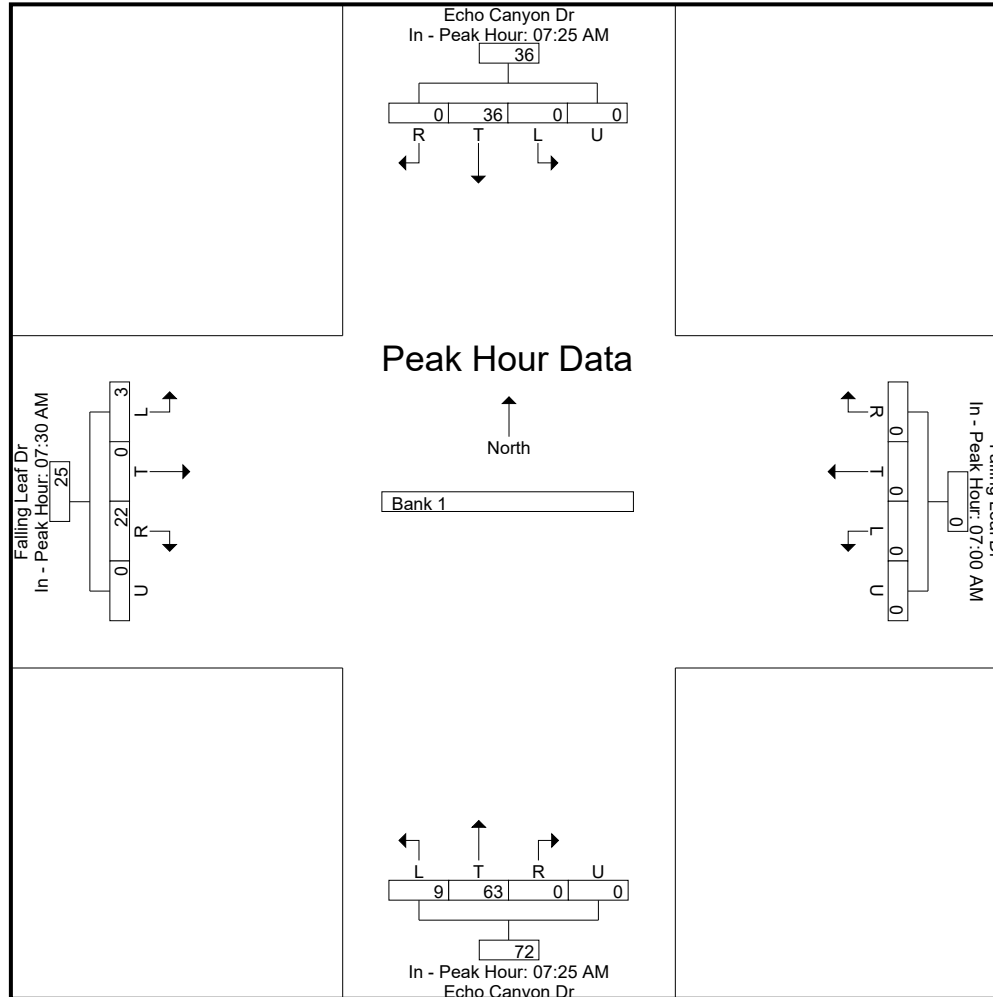
File Name : Echo Canyon Dr - Falling Leaf Dr AM
 Site Code : 00194540
 Start Date : 12/2/2021
 Page No : 4

Start Time	Echo Canyon Dr Southbound					Falling Leaf Dr Westbound					Echo Canyon Dr Northbound					Falling Leaf Dr Eastbound					Int. Total
	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	
Peak Hour Analysis From 07:00 AM to 08:30 AM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	07:25 AM					07:00 AM					07:25 AM					07:30 AM					
+0 mins.	0	5	0	0	5	0	0	0	0	0	2	4	0	0	6	0	0	6	0	6	
+5 mins.	0	6	0	0	6	0	0	0	0	0	2	2	0	0	4	0	0	0	0	0	
+10 mins.	0	2	0	0	2	0	0	0	0	0	3	3	0	0	6	0	0	0	0	0	
+15 mins.	0	3	0	0	3	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	
+20 mins.	0	3	0	0	3	0	0	0	0	0	1	2	0	0	3	0	0	0	0	0	
+25 mins.	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	1	0	1	
+35 mins.	0	2	0	0	2	0	0	0	0	0	0	7	0	0	7	0	0	1	0	1	
+40 mins.	0	1	0	0	1	0	0	0	0	0	0	12	0	0	12	0	0	2	0	2	
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	1	0	2	0	3	
+50 mins.	0	6	0	0	6	0	0	0	0	0	1	16	0	0	17	2	0	4	0	6	
+55 mins.	0	7	0	0	7	0	0	0	0	0	0	9	0	0	9	0	0	6	0	6	
Total Volume	0	36	0	0	36	0	0	0	0	0	9	63	0	0	72	3	0	22	0	25	
% App. Total	0	100	0	0		0	0	0	0		12.5	87.5	0	0		12	0	88	0		
PHF	.000	.429	.000	.000	.429	.000	.000	.000	.000	.000	.250	.328	.000	.000	.353	.125	.000	.306	.000	.347	

LSC Transportation Consultants, Inc.

2504 E Pikes Peak Ave, Suite 304
 Colorado Springs, CO 80909
 719-633-2868

File Name : Echo Canyon Dr - Falling Leaf Dr AM
 Site Code : 00194540
 Start Date : 12/2/2021
 Page No : 5



LSC Transportation Consultants, Inc.

2504 E Pikes Peak Ave, Suite 304
 Colorado Springs, CO 80909
 719-633-2868

File Name : Echo Canyon Dr - Falling Leaf Dr Mid
 Site Code : 00194540
 Start Date : 12/2/2021
 Page No : 1

Groups Printed- Unshifted

Start Time	Echo Canyon Dr Southbound					Falling Leaf Dr Westbound					Echo Canyon Dr Northbound					Falling Leaf Dr Eastbound					Int. Total
	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	
02:15 PM	0	7	0	0	7	1	0	0	0	1	0	5	0	0	5	0	0	2	0	2	15
02:20 PM	0	2	0	0	2	4	0	0	0	4	1	8	0	0	9	0	0	0	0	0	15
02:25 PM	0	4	0	0	4	0	0	0	0	0	0	6	0	0	6	0	0	1	0	1	11
02:30 PM	0	5	0	0	5	0	0	0	0	0	2	6	0	0	8	0	0	3	0	3	16
02:35 PM	0	2	0	0	2	1	0	0	0	1	1	5	2	2	10	0	0	1	0	1	14
02:40 PM	0	8	0	0	8	2	0	1	0	3	2	5	0	1	8	0	0	3	0	3	22
02:45 PM	0	4	0	0	4	0	1	0	0	1	1	3	0	1	5	0	0	0	0	0	10
02:50 PM	0	3	0	0	3	1	0	0	0	1	2	9	4	0	15	0	0	2	0	2	21
02:55 PM	0	7	0	0	7	1	0	0	0	1	0	3	1	0	4	0	0	0	0	0	12
Total	0	42	0	0	42	10	1	1	0	12	9	50	7	4	70	0	0	12	0	12	136
03:00 PM	0	3	0	0	3	1	0	0	0	1	2	13	1	0	16	0	0	3	0	3	23
03:05 PM	0	4	0	0	4	1	0	0	0	1	1	18	2	0	21	0	0	1	0	1	27
03:10 PM	0	6	0	0	6	1	0	0	0	1	2	13	0	0	15	0	1	0	0	1	23
03:15 PM	0	5	0	0	5	2	0	0	0	2	2	9	2	0	13	0	0	0	0	0	20
03:20 PM	0	3	0	0	3	0	0	0	0	0	3	27	1	0	31	0	0	0	0	0	34
03:25 PM	0	9	0	0	9	0	0	1	0	1	1	11	1	0	13	0	0	1	0	1	24
03:30 PM	0	13	0	0	13	1	0	0	0	1	2	10	3	0	15	0	0	1	0	1	30
03:35 PM	1	46	0	0	47	6	0	1	0	7	0	8	2	0	10	0	0	4	0	4	68
03:40 PM	1	36	0	0	37	2	0	0	0	2	5	10	2	0	17	0	0	0	0	0	56
Grand Total	2	167	0	0	169	24	1	3	0	28	27	169	21	4	221	0	1	22	0	23	441
Apprch %	1.2	98.8	0	0		85.7	3.6	10.7	0		12.2	76.5	9.5	1.8		0	4.3	95.7	0		
Total %	0.5	37.9	0	0	38.3	5.4	0.2	0.7	0	6.3	6.1	38.3	4.8	0.9	50.1	0	0.2	5	0	5.2	

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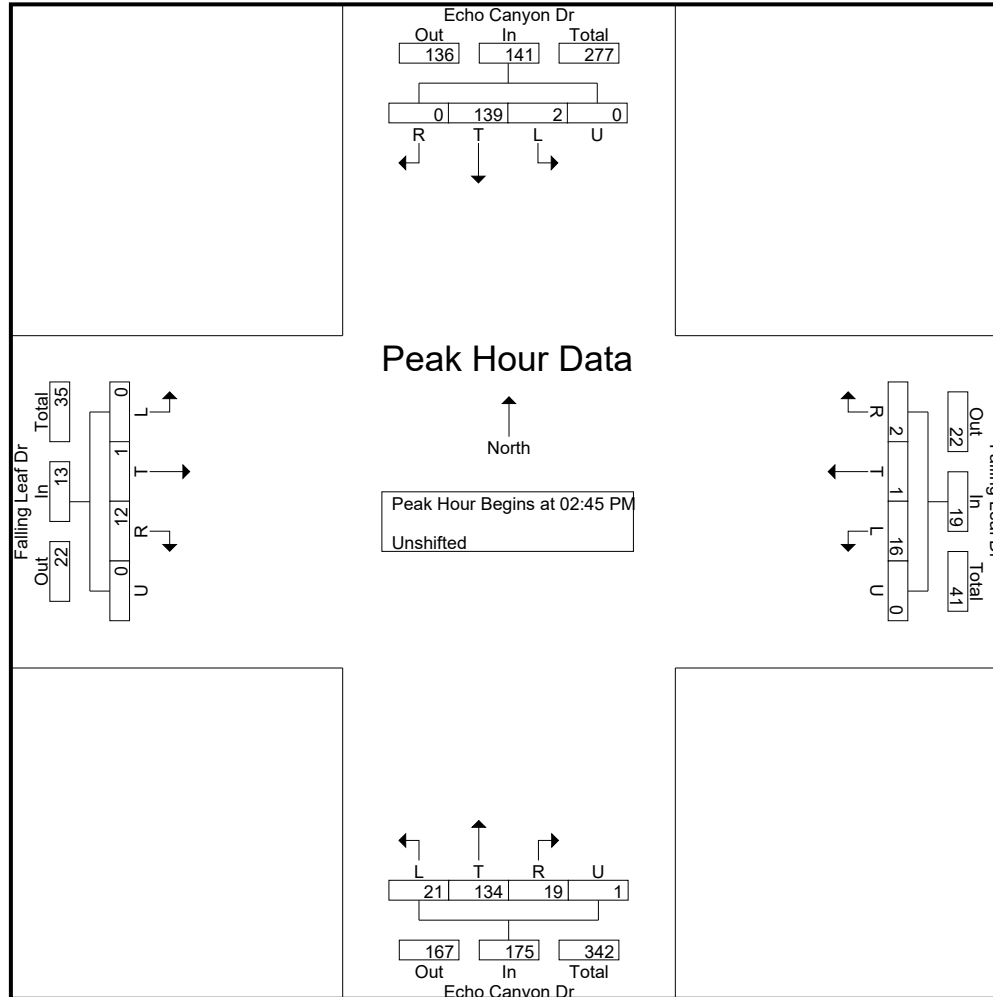
File Name : Echo Canyo Dr - Falling Leaf Dr Mid
 Site Code : 00194540
 Start Date : 12/2/2021
 Page No : 2

Start Time	Echo Canyon Dr Southbound					Falling Leaf Dr Westbound					Echo Canyon Dr Northbound					Falling Leaf Dr Eastbound					Int. Total
	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	
Peak Hour Analysis From 02:15 PM to 03:40 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 02:45 PM																					
02:45 PM	0	4	0	0	4	0	1	0	0	1	1	3	0	1	5	0	0	0	0	0	10
02:50 PM	0	3	0	0	3	1	0	0	0	1	2	9	4	0	15	0	0	2	0	2	21
02:55 PM	0	7	0	0	7	1	0	0	0	1	0	3	1	0	4	0	0	0	0	0	12
03:00 PM	0	3	0	0	3	1	0	0	0	1	2	13	1	0	16	0	0	3	0	3	23
03:05 PM	0	4	0	0	4	1	0	0	0	1	1	18	2	0	21	0	0	1	0	1	27
03:10 PM	0	6	0	0	6	1	0	0	0	1	2	13	0	0	15	0	1	0	0	1	23
03:15 PM	0	5	0	0	5	2	0	0	0	2	2	9	2	0	13	0	0	0	0	0	20
03:20 PM	0	3	0	0	3	0	0	0	0	0	3	27	1	0	31	0	0	0	0	0	34
03:25 PM	0	9	0	0	9	0	0	1	0	1	1	11	1	0	13	0	0	1	0	1	24
03:30 PM	0	13	0	0	13	1	0	0	0	1	2	10	3	0	15	0	0	1	0	1	30
03:35 PM	1	46	0	0	47	6	0	1	0	7	0	8	2	0	10	0	0	4	0	4	68
03:40 PM	1	36	0	0	37	2	0	0	0	2	5	10	2	0	17	0	0	0	0	0	56
Total Volume	2	139	0	0	141	16	1	2	0	19	21	134	19	1	175	0	1	12	0	13	348
% App. Total	1.4	98.6	0	0		84.2	5.3	10.5	0		12	76.6	10.9	0.6		0	7.7	92.3	0		
PHF	.167	.252	.000	.000	.250	.222	.083	.167	.000	.226	.350	.414	.396	.083	.470	.000	.083	.250	.000	.271	.426

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File Name : Echo Canyon Dr - Falling Leaf Dr Mid
 Site Code : 00194540
 Start Date : 12/2/2021
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File Name : Echo Canyon Dr - Falling Leaf Dr Mid
 Site Code : 00194540
 Start Date : 12/2/2021
 Page No : 4

Start Time	Echo Canyon Dr Southbound					Falling Leaf Dr Westbound					Echo Canyon Dr Northbound					Falling Leaf Dr Eastbound					Int. Total
	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	

Peak Hour Analysis From 02:15 PM to 03:40 PM - Peak 1 of 1

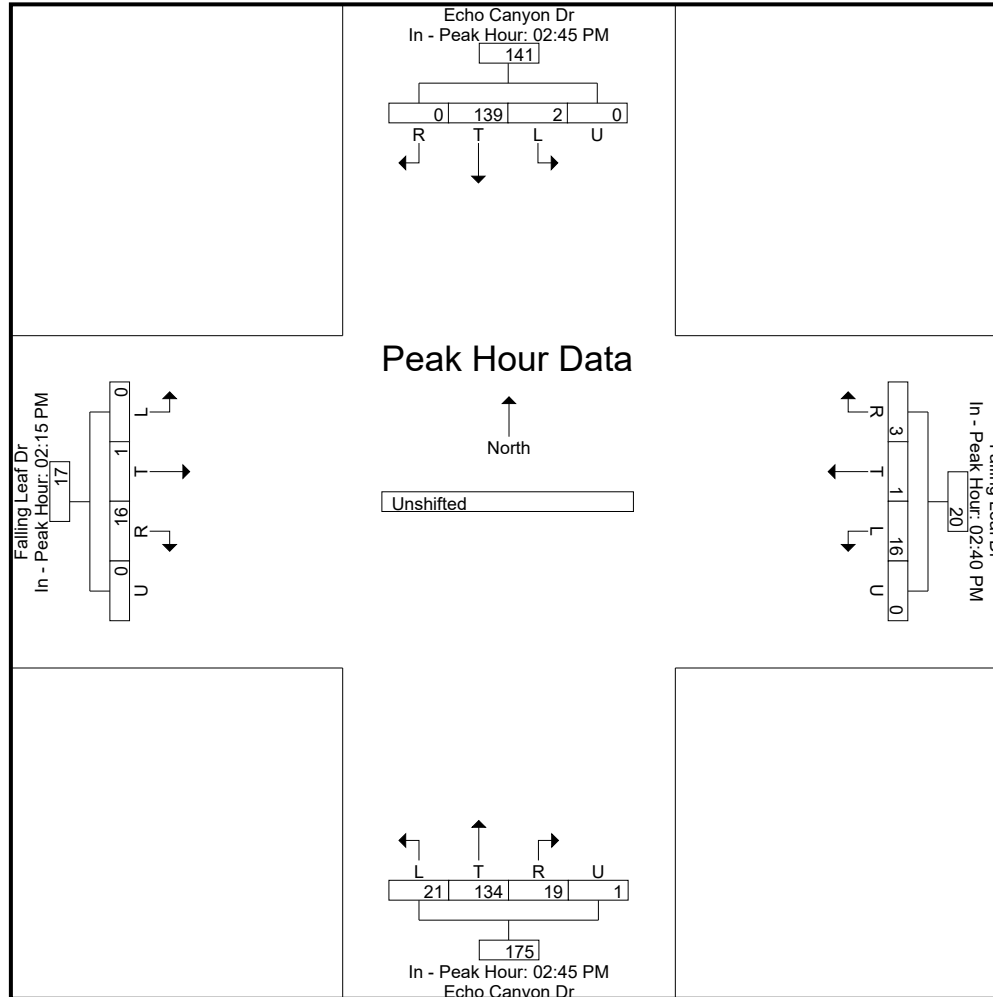
Peak Hour for Each Approach Begins at:

	02:45 PM					02:40 PM					02:45 PM					02:15 PM				
+0 mins.	0	4	0	0	4	2	0	1	0	3	1	3	0	1	5	0	0	2	0	2
+5 mins.	0	3	0	0	3	0	1	0	0	1	2	9	4	0	15	0	0	0	0	0
+10 mins.	0	7	0	0	7	1	0	0	0	1	0	3	1	0	4	0	0	1	0	1
+15 mins.	0	3	0	0	3	1	0	0	0	1	2	13	1	0	16	0	0	3	0	3
+20 mins.	0	4	0	0	4	1	0	0	0	1	1	18	2	0	21	0	0	1	0	1
+25 mins.	0	6	0	0	6	1	0	0	0	1	2	13	0	0	15	0	0	3	0	3
+30 mins.	0	5	0	0	5	1	0	0	0	1	2	9	2	0	13	0	0	0	0	0
+35 mins.	0	3	0	0	3	2	0	0	0	2	3	27	1	0	31	0	0	2	0	2
+40 mins.	0	9	0	0	9	0	0	0	0	0	1	11	1	0	13	0	0	0	0	0
+45 mins.	0	13	0	0	13	0	0	1	0	1	2	10	3	0	15	0	0	3	0	3
+50 mins.	1	46	0	0	47	1	0	0	0	1	0	8	2	0	10	0	0	1	0	1
+55 mins.	1	36	0	0	37	6	0	1	0	7	5	10	2	0	17	0	1	0	0	1
Total Volume	2	139	0	0	141	16	1	3	0	20	21	134	19	1	175	0	1	16	0	17
% App. Total	1.4	98.6	0	0		80	5	15	0		12	76.6	10.9	0.6		0	5.9	94.1	0	
PHF	.167	.252	.000	.000	.250	.222	.083	.250	.000	.238	.350	.414	.396	.083	.470	.000	.083	.444	.000	.472

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File Name : Echo Canyon Dr - Falling Leaf Dr Mid
 Site Code : 00194540
 Start Date : 12/2/2021
 Page No : 5



LSC Transportation Consultants, Inc.
 2504 E Pikes Peak Ave, Suite 304
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 719-633-2868

File Name : Forest Creek Dr - Daydreamer AM
 Site Code : S194540
 Start Date : 11/17/2021
 Page No : 1

Groups Printed- Unshifted

Start Time	Schl. Receiving Access Southbound					Daydreamer Westbound					Forest Creek Dr Northbound					Daydreamer Eastbound					Int. Total
	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	
06:45 AM	0	2	0	0	2	2	0	0	0	2	1	1	0	0	2	0	0	4	0	4	10
06:50 AM	0	3	0	0	3	0	0	0	0	0	0	0	1	0	1	0	0	1	0	1	5
06:55 AM	0	1	0	0	1	2	0	0	0	2	2	0	0	0	2	0	0	2	0	2	7
Total	0	6	0	0	6	4	0	0	0	4	3	1	1	0	5	0	0	7	0	7	22
07:00 AM	0	4	0	0	4	2	0	0	0	2	0	5	4	0	9	0	0	3	0	3	18
07:05 AM	0	5	0	0	5	5	0	0	0	5	0	3	4	0	7	0	0	2	0	2	19
07:10 AM	0	2	0	0	2	2	0	1	0	3	0	3	4	0	7	0	1	2	0	3	15
07:15 AM	1	4	0	0	5	1	1	2	0	4	1	5	3	0	9	0	4	1	0	5	23
07:20 AM	4	8	0	0	12	1	0	0	0	1	0	2	2	0	4	0	0	3	0	3	20
07:25 AM	3	7	0	0	10	0	0	0	0	0	0	3	2	0	5	0	1	3	0	4	19
07:30 AM	1	3	0	0	4	1	0	0	0	1	0	2	1	0	3	0	0	4	0	4	12
07:35 AM	1	2	0	0	3	1	0	0	0	1	0	4	1	0	5	0	1	2	0	3	12
07:40 AM	0	4	0	0	4	0	0	2	0	2	0	4	5	0	9	0	1	4	0	5	20
07:45 AM	2	5	0	0	7	1	0	1	0	2	0	4	7	0	11	0	0	1	0	1	21
07:50 AM	1	2	0	0	3	0	0	0	0	0	1	2	7	0	10	0	0	2	0	2	15
07:55 AM	2	5	0	0	7	0	0	1	0	1	2	4	10	0	16	0	0	0	0	0	24
Total	15	51	0	0	66	14	1	7	0	22	4	41	50	0	95	0	8	27	0	35	218
08:00 AM	2	4	0	0	6	1	0	0	0	1	1	5	7	0	13	0	2	4	0	6	26
08:05 AM	2	4	1	0	7	0	0	0	0	0	0	7	10	0	17	0	3	2	0	5	29
08:10 AM	0	8	0	0	8	4	0	0	0	4	2	3	9	0	14	0	1	3	0	4	30
08:15 AM	2	4	0	0	6	16	3	0	0	19	5	4	12	0	21	0	2	2	0	4	50

LSC Transportation Consultants, Inc.

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File Name : Forest Creek Dr - Daydreamer AM
 Site Code : S194540
 Start Date : 11/17/2021
 Page No : 2

Groups Printed- Unshifted

Start Time	Schl. Receiving Access Southbound					Daydreamer Westbound					Forest Creek Dr Northbound					Daydreamer Eastbound					Int. Total
	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	
08:20 AM	1	5	1	0	7	30	2	0	0	32	2	8	10	1	21	0	3	5	0	8	68
08:25 AM	2	4	0	0	6	20	2	1	0	23	2	3	5	0	10	2	1	1	0	4	43
08:30 AM	0	9	0	0	9	11	0	1	0	12	3	1	2	0	6	0	1	2	0	3	30
08:35 AM	0	7	0	0	7	4	0	0	0	4	1	2	2	0	5	0	2	2	0	4	20
08:40 AM	0	2	0	0	2	1	2	0	0	3	1	1	1	0	3	0	0	1	0	1	9
Grand Total	24	104	2	0	130	105	10	9	0	124	24	76	109	1	210	2	23	56	0	81	545
Apprch %	18.5	80	1.5	0		84.7	8.1	7.3	0		11.4	36.2	51.9	0.5		2.5	28.4	69.1	0		
Total %	4.4	19.1	0.4	0	23.9	19.3	1.8	1.7	0	22.8	4.4	13.9	20	0.2	38.5	0.4	4.2	10.3	0	14.9	

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File Name : Forest Creek Dr - Daydreamer AM
 Site Code : S194540
 Start Date : 11/17/2021
 Page No : 3

Start Time	Schl. Receiving Access Southbound					Daydreamer Westbound					Forest Creek Dr Northbound					Daydreamer Eastbound					Int. Total
	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	
Peak Hour Analysis From 06:45 AM to 08:40 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:40 AM																					
07:40 AM	0	4	0	0	4	0	0	2	0	2	0	4	5	0	9	0	1	4	0	5	20
07:45 AM	2	5	0	0	7	1	0	1	0	2	0	4	7	0	11	0	0	1	0	1	21
07:50 AM	1	2	0	0	3	0	0	0	0	0	1	2	7	0	10	0	0	2	0	2	15
07:55 AM	2	5	0	0	7	0	0	1	0	1	2	4	10	0	16	0	0	0	0	0	24
08:00 AM	2	4	0	0	6	1	0	0	0	1	1	5	7	0	13	0	2	4	0	6	26
08:05 AM	2	4	1	0	7	0	0	0	0	0	0	7	10	0	17	0	3	2	0	5	29
08:10 AM	0	8	0	0	8	4	0	0	0	4	2	3	9	0	14	0	1	3	0	4	30
08:15 AM	2	4	0	0	6	16	3	0	0	19	5	4	12	0	21	0	2	2	0	4	50
08:20 AM	1	5	1	0	7	30	2	0	0	32	2	8	10	1	21	0	3	5	0	8	68
08:25 AM	2	4	0	0	6	20	2	1	0	23	2	3	5	0	10	2	1	1	0	4	43
08:30 AM	0	9	0	0	9	11	0	1	0	12	3	1	2	0	6	0	1	2	0	3	30
08:35 AM	0	7	0	0	7	4	0	0	0	4	1	2	2	0	5	0	2	2	0	4	20
Total Volume	14	61	2	0	77	87	7	6	0	100	19	47	86	1	153	2	16	28	0	46	376
% App. Total	18.2	79.2	2.6	0		87	7	6	0		12.4	30.7	56.2	0.7		4.3	34.8	60.9	0		
PHF	.583	.565	.167	.000	.713	.242	.194	.250	.000	.260	.317	.490	.597	.083	.607	.083	.444	.467	.000	.479	.461

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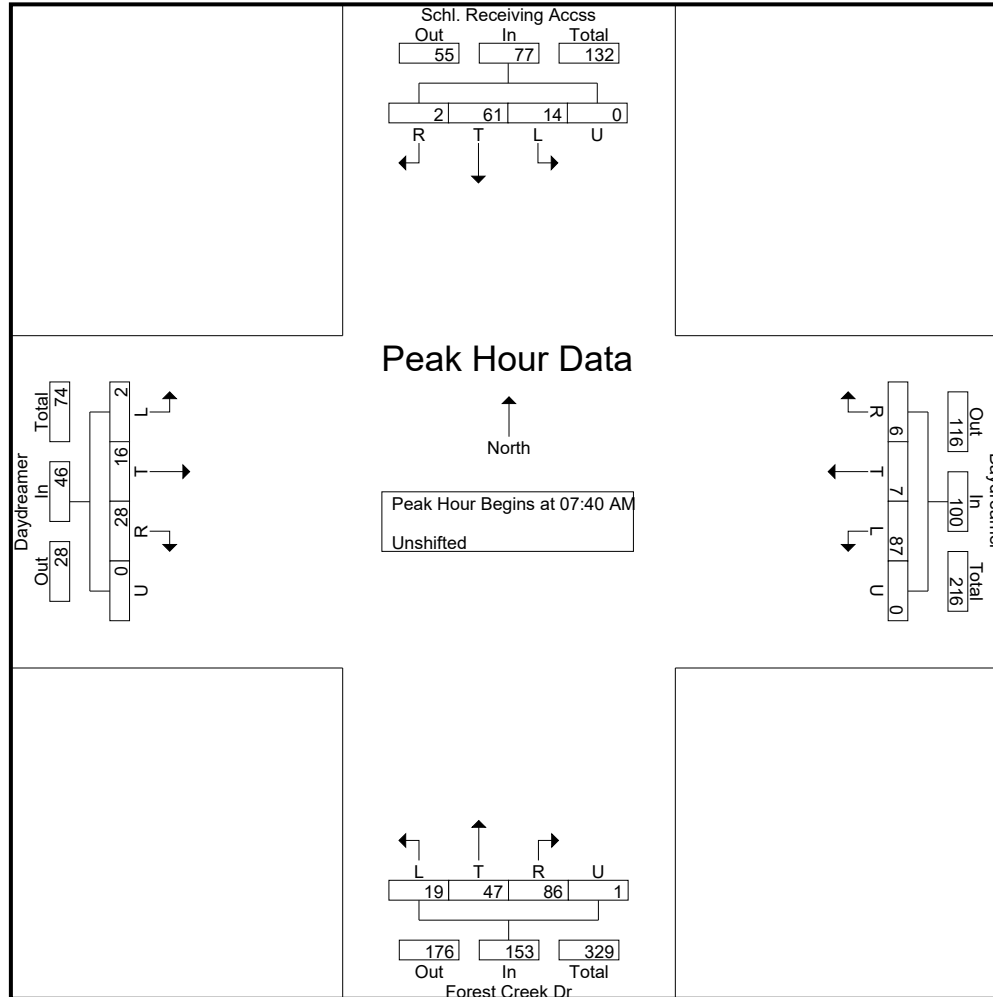
2504 E Pikes Peak Ave, Suite 304
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 719-633-2868

File Name : Forest Creek Dr - Daydreamer AM

Site Code : S194540

Start Date : 11/17/2021

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LSC Transportation Consultants, Inc.

2504 E Pikes Peak Ave, Suite 304
 Colorado Springs, CO 80909
 719-633-2868

File Name : Forest Creek Dr - Daydreamer AM
 Site Code : S194540
 Start Date : 11/17/2021
 Page No : 5

Start Time	Schl. Receiving Access Southbound					Daydreamer Westbound					Forest Creek Dr Northbound					Daydreamer Eastbound					Int. Total
	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	

Peak Hour Analysis From 06:45 AM to 08:40 AM - Peak 1 of 1

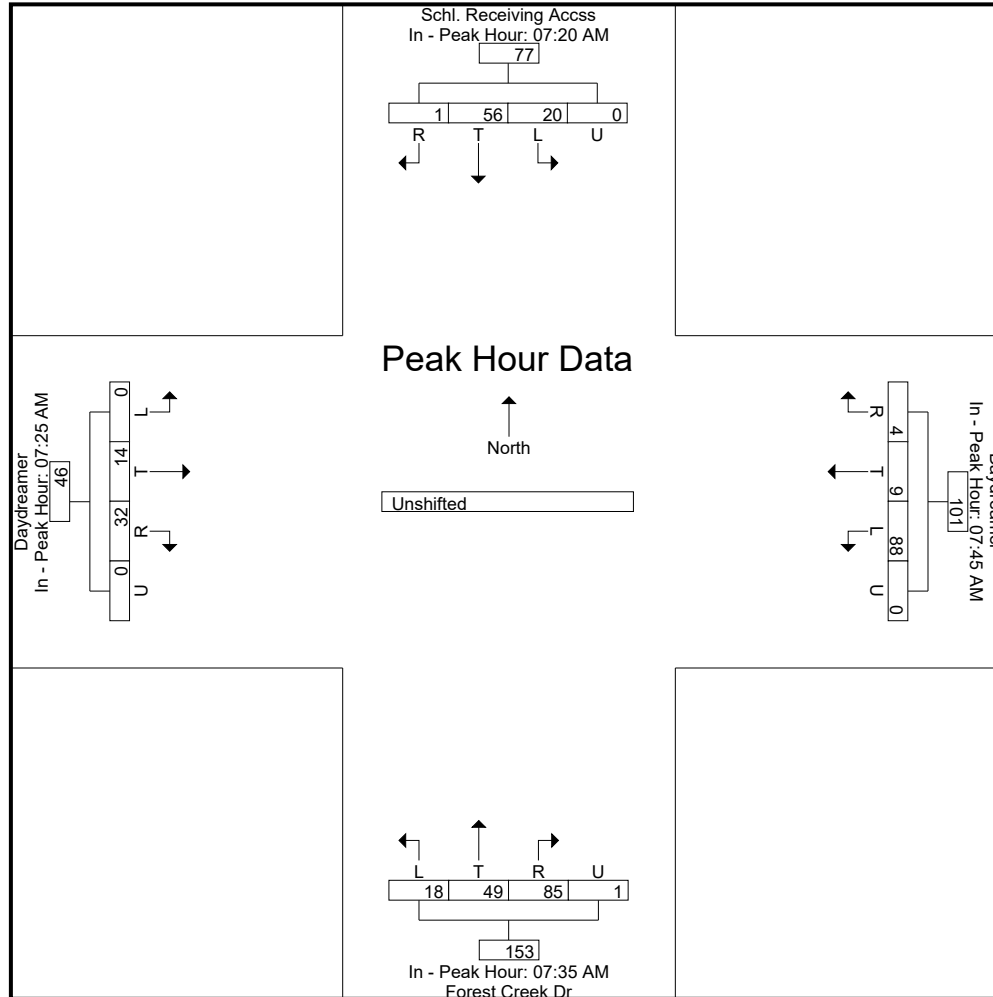
Peak Hour for Each Approach Begins at:

	07:20 AM					07:45 AM					07:35 AM					07:25 AM				
+0 mins.	4	8	0	0	12	1	0	1	0	2	0	4	1	0	5	0	1	3	0	4
+5 mins.	3	7	0	0	10	0	0	0	0	0	0	4	5	0	9	0	0	4	0	4
+10 mins.	1	3	0	0	4	0	0	1	0	1	0	4	7	0	11	0	1	2	0	3
+15 mins.	1	2	0	0	3	1	0	0	0	1	1	2	7	0	10	0	1	4	0	5
+20 mins.	0	4	0	0	4	0	0	0	0	0	2	4	10	0	16	0	0	1	0	1
+25 mins.	2	5	0	0	7	4	0	0	0	4	1	5	7	0	13	0	0	2	0	2
+30 mins.	1	2	0	0	3	16	3	0	0	19	0	7	10	0	17	0	0	0	0	0
+35 mins.	2	5	0	0	7	30	2	0	0	32	2	3	9	0	14	0	2	4	0	6
+40 mins.	2	4	0	0	6	20	2	1	0	23	5	4	12	0	21	0	3	2	0	5
+45 mins.	2	4	1	0	7	11	0	1	0	12	2	8	10	1	21	0	1	3	0	4
+50 mins.	0	8	0	0	8	4	0	0	0	4	2	3	5	0	10	0	2	2	0	4
+55 mins.	2	4	0	0	6	1	2	0	0	3	3	1	2	0	6	0	3	5	0	8
Total Volume	20	56	1	0	77	88	9	4	0	101	18	49	85	1	153	0	14	32	0	46
% App. Total	26	72.7	1.3	0		87.1	8.9	4	0		11.8	32	55.6	0.7		0	30.4	69.6	0	
PHF	.417	.583	.083	.000	.535	.244	.250	.333	.000	.263	.300	.510	.590	.083	.607	.000	.389	.533	.000	.479

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File Name : Forest Creek Dr - Daydreamer AM
 Site Code : S194540
 Start Date : 11/17/2021
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LSC Transportation Consultants, Inc.
 2504 E Pikes Peak Ave, Suite 304
 Colorado Springs, CO 80909
 719-633-2868

File Name : Forest Creek Dr - Daydreamer Mid
 Site Code : S194540
 Start Date : 11/17/2021
 Page No : 1

Groups Printed- Unshifted

Start Time	School Receiving Access Southbound					Daydreamer Westbound					Forest Creek Dr Northbound					Daydreamer Eastbound					Int. Total
	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	
02:30 PM	0	8	0	0	8	2	0	0	0	2	0	4	0	0	4	0	0	1	0	1	15
02:35 PM	0	1	0	0	1	4	0	0	0	4	2	2	3	0	7	0	0	3	0	3	15
02:40 PM	0	1	0	0	1	1	0	0	0	1	3	1	1	0	5	0	0	2	0	2	9
02:45 PM	0	4	1	0	5	0	0	0	0	0	3	2	0	0	5	0	1	3	0	4	14
02:50 PM	1	3	0	0	4	0	0	0	0	0	2	2	1	0	5	0	0	2	0	2	11
02:55 PM	0	2	0	0	2	0	0	0	0	0	0	4	0	0	4	0	1	1	0	2	8
Total	1	19	1	0	21	7	0	0	0	7	10	15	5	0	30	0	2	12	0	14	72
03:00 PM	1	2	0	0	3	0	0	1	0	1	4	5	5	0	14	0	0	1	0	1	19
03:05 PM	1	2	0	0	3	0	1	2	0	3	3	3	8	0	14	0	0	2	0	2	22
03:10 PM	1	2	0	0	3	0	0	0	0	0	0	7	9	0	16	0	4	1	0	5	24
03:15 PM	1	4	0	0	5	3	0	1	0	4	4	4	11	0	19	1	1	3	0	5	33
03:20 PM	0	5	1	0	6	2	0	0	0	2	11	13	8	0	32	3	1	3	0	7	47
03:25 PM	2	6	0	0	8	0	0	0	0	0	5	3	3	0	11	0	0	0	0	0	19
03:30 PM	0	4	1	62	67	4	1	0	8	13	2	3	4	1	10	0	0	1	15	16	106
03:35 PM	0	9	2	36	47	27	1	2	13	43	4	6	1	0	11	0	0	13	9	22	123
03:40 PM	1	4	1	3	9	29	1	1	0	31	1	2	4	0	7	1	0	3	0	4	51
03:45 PM	1	7	0	0	8	3	0	0	0	3	5	3	0	0	8	0	0	2	0	2	21
03:50 PM	0	4	0	0	4	3	1	0	0	4	2	5	2	0	9	0	0	2	0	2	19
03:55 PM	0	5	0	0	5	5	0	0	0	5	2	1	1	0	4	0	0	2	0	2	16
Total	8	54	5	101	168	76	5	7	21	109	43	55	56	1	155	5	6	33	24	68	500
Grand Total	9	73	6	101	189	83	5	7	21	116	53	70	61	1	185	5	8	45	24	82	572
Apprch %	4.8	38.6	3.2	53.4		71.6	4.3	6	18.1		28.6	37.8	33	0.5		6.1	9.8	54.9	29.3		
Total %	1.6	12.8	1	17.7	33	14.5	0.9	1.2	3.7	20.3	9.3	12.2	10.7	0.2	32.3	0.9	1.4	7.9	4.2	14.3	

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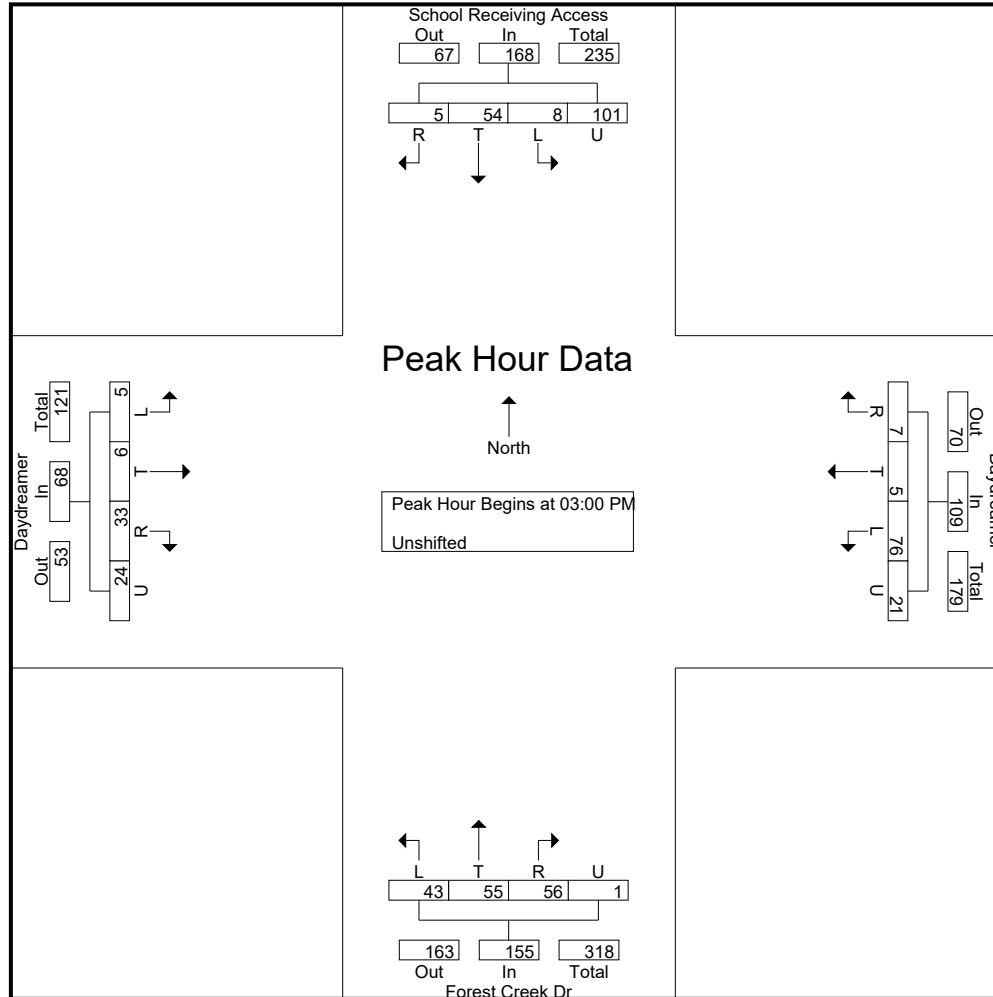
File Name : Forest Creek Dr - Daydreamer Mid
 Site Code : S194540
 Start Date : 11/17/2021
 Page No : 2

Start Time	School Receiving Access Southbound					Daydreamer Westbound					Forest Creek Dr Northbound					Daydreamer Eastbound					Int. Total
	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	
Peak Hour Analysis From 02:30 PM to 03:55 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 03:00 PM																					
03:00 PM	1	2	0	0	3	0	0	1	0	1	4	5	5	0	14	0	0	1	0	1	19
03:05 PM	1	2	0	0	3	0	1	2	0	3	3	3	8	0	14	0	0	2	0	2	22
03:10 PM	1	2	0	0	3	0	0	0	0	0	0	7	9	0	16	0	4	1	0	5	24
03:15 PM	1	4	0	0	5	3	0	1	0	4	4	4	11	0	19	1	1	3	0	5	33
03:20 PM	0	5	1	0	6	2	0	0	0	2	11	13	8	0	32	3	1	3	0	7	47
03:25 PM	2	6	0	0	8	0	0	0	0	0	5	3	3	0	11	0	0	0	0	0	19
03:30 PM	0	4	1	62	67	4	1	0	8	13	2	3	4	1	10	0	0	1	15	16	106
03:35 PM	0	9	2	36	47	27	1	2	13	43	4	6	1	0	11	0	0	13	9	22	123
03:40 PM	1	4	1	3	9	29	1	1	0	31	1	2	4	0	7	1	0	3	0	4	51
03:45 PM	1	7	0	0	8	3	0	0	0	3	5	3	0	0	8	0	0	2	0	2	21
03:50 PM	0	4	0	0	4	3	1	0	0	4	2	5	2	0	9	0	0	2	0	2	19
03:55 PM	0	5	0	0	5	5	0	0	0	5	2	1	1	0	4	0	0	2	0	2	16
Total Volume	8	54	5	101	168	76	5	7	21	109	43	55	56	1	155	5	6	33	24	68	500
% App. Total	4.8	32.1	3	60.1		69.7	4.6	6.4	19.3		27.7	35.5	36.1	0.6		7.4	8.8	48.5	35.3		
PHF	.333	.500	.208	.136	.209	.218	.417	.292	.135	.211	.326	.353	.424	.083	.404	.139	.125	.212	.133	.258	.339

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File Name : Forest Creek Dr - Daydreamer Mid
 Site Code : S194540
 Start Date : 11/17/2021
 Page No : 3



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2504 E Pikes Peak Ave, Suite 304
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File Name : Forest Creek Dr - Daydreamer Mid
 Site Code : S194540
 Start Date : 11/17/2021
 Page No : 4

Start Time	School Receiving Access Southbound					Daydreamer Westbound					Forest Creek Dr Northbound					Daydreamer Eastbound					Int. Total
	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	
Peak Hour Analysis From 02:30 PM to 03:55 PM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	03:00 PM					03:00 PM					02:55 PM					02:45 PM					
+0 mins.	1	2	0	0	3	0	0	1	0	1	0	4	0	0	4	0	1	3	0	4	
+5 mins.	1	2	0	0	3	0	1	2	0	3	4	5	5	0	14	0	0	2	0	2	
+10 mins.	1	2	0	0	3	0	0	0	0	0	3	3	8	0	14	0	1	1	0	2	
+15 mins.	1	4	0	0	5	3	0	1	0	4	0	7	9	0	16	0	0	1	0	1	
+20 mins.	0	5	1	0	6	2	0	0	0	2	4	4	11	0	19	0	0	2	0	2	
+25 mins.	2	6	0	0	8	0	0	0	0	0	11	13	8	0	32	0	4	1	0	5	
+30 mins.	0	4	1	62	67	4	1	0	8	13	5	3	3	0	11	1	1	3	0	5	
+35 mins.	0	9	2	36	47	27	1	2	13	43	2	3	4	1	10	3	1	3	0	7	
+40 mins.	1	4	1	3	9	29	1	1	0	31	4	6	1	0	11	0	0	0	0	0	
+45 mins.	1	7	0	0	8	3	0	0	0	3	1	2	4	0	7	0	0	1	15	16	
+50 mins.	0	4	0	0	4	3	1	0	0	4	5	3	0	0	8	0	0	13	9	22	
+55 mins.	0	5	0	0	5	5	0	0	0	5	2	5	2	0	9	1	0	3	0	4	
Total Volume	8	54	5	101	168	76	5	7	21	109	41	58	55	1	155	5	8	33	24	70	
% App. Total	4.8	32.1	3	60.1		69.7	4.6	6.4	19.3		26.5	37.4	35.5	0.6		7.1	11.4	47.1	34.3		
PHF	.333	.500	.208	.136	.209	.218	.417	.292	.135	.211	.311	.372	.417	.083	.404	.139	.167	.212	.133	.265	

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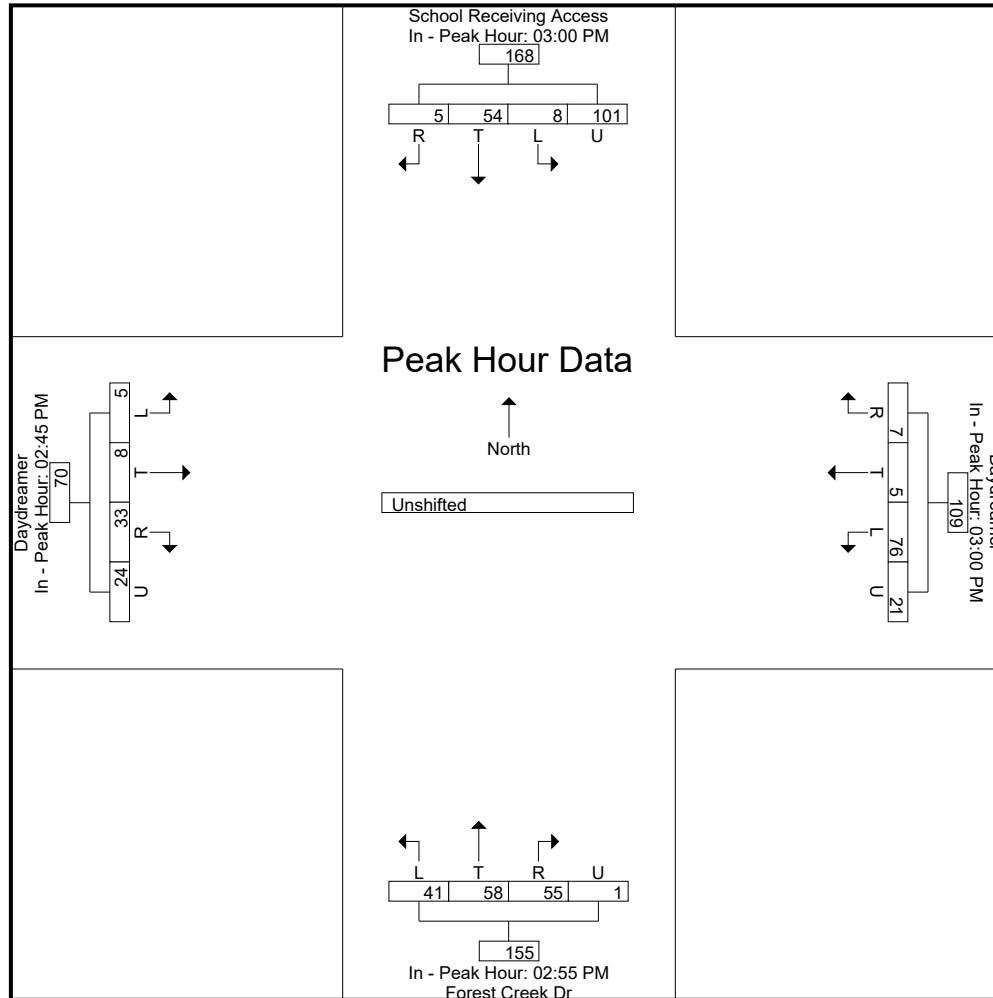
2504 E Pikes Peak Ave, Suite 304
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719-633-2868

File Name : Forest Creek Dr - Daydreamer Mid

Site Code : S194540

Start Date : 11/17/2021

Page No : 5



LSC Transportation Consultants, Inc.

2504 E Pikes Peak Ave, Suite 304
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File Name : Forest Creek Dr - Falling Leaf Dr AM
 Site Code : 00194540
 Start Date : 12/2/2021
 Page No : 1

Groups Printed- Bank 1

Start Time	Echo Canyon Dr Southbound					Falling Leaf Dr Westbound					Echo Canyon Dr Northbound					Falling Leaf Dr Eastbound					Int. Total
	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	
07:00 AM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	3
07:05 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
07:10 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	3
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	2	0	2	5
07:20 AM	0	3	1	0	4	0	0	0	0	0	2	3	0	0	5	1	0	3	0	4	13
07:25 AM	0	5	0	0	5	0	0	0	0	0	2	4	0	0	6	0	0	2	0	2	13
07:30 AM	0	6	0	0	6	0	0	0	0	0	2	2	0	0	4	0	0	6	0	6	16
07:35 AM	0	2	0	0	2	0	0	0	0	0	3	3	0	0	6	0	0	0	0	0	8
07:40 AM	0	3	0	0	3	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	6
07:45 AM	0	3	0	0	3	0	0	0	0	0	1	2	0	0	3	0	0	0	0	0	6
07:50 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
07:55 AM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
Total	0	25	1	0	26	0	0	0	0	0	10	24	0	0	34	1	0	16	0	17	77
08:00 AM	0	2	0	0	2	0	0	0	0	0	0	7	0	0	7	0	0	1	0	1	10
08:05 AM	0	1	0	0	1	0	0	0	0	0	0	12	0	0	12	0	0	1	0	1	14
08:10 AM	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	2	0	2	5
08:15 AM	0	6	0	0	6	0	0	0	0	0	1	16	0	0	17	1	0	2	0	3	26
08:20 AM	0	7	0	0	7	0	0	0	0	0	0	9	0	0	9	2	0	4	0	6	22
08:25 AM	0	5	0	0	5	0	0	0	0	0	0	1	1	0	2	0	0	6	0	6	13
08:30 AM	0	4	0	0	4	0	0	0	0	0	1	2	0	0	3	0	0	0	0	0	7
08:35 AM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Grand Total	0	52	1	0	53	0	0	0	0	0	12	74	1	0	87	4	0	32	0	36	176
Apprch %	0	98.1	1.9	0		0	0	0	0		13.8	85.1	1.1	0		11.1	0	88.9	0		
Total %	0	29.5	0.6	0	30.1	0	0	0	0	0	6.8	42	0.6	0	49.4	2.3	0	18.2	0	20.5	

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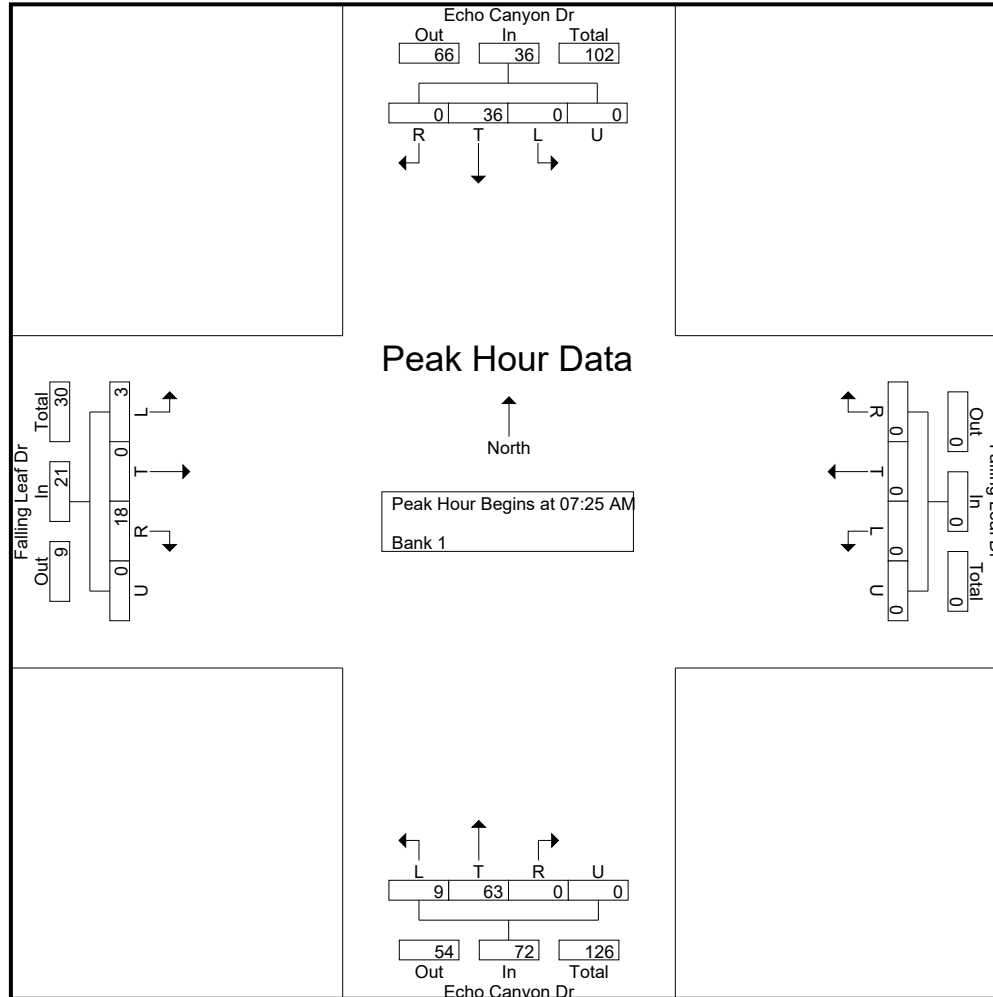
File Name : Forest Creek Dr - Falling Leaf Dr AM
 Site Code : 00194540
 Start Date : 12/2/2021
 Page No : 2

Start Time	Echo Canyon Dr Southbound					Falling Leaf Dr Westbound					Echo Canyon Dr Northbound					Falling Leaf Dr Eastbound					Int. Total
	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	
Peak Hour Analysis From 07:00 AM to 08:30 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:25 AM																					
07:25 AM	0	5	0	0	5	0	0	0	0	0	2	4	0	0	6	0	0	2	0	2	13
07:30 AM	0	6	0	0	6	0	0	0	0	0	2	2	0	0	4	0	0	6	0	6	16
07:35 AM	0	2	0	0	2	0	0	0	0	0	3	3	0	0	6	0	0	0	0	0	8
07:40 AM	0	3	0	0	3	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	6
07:45 AM	0	3	0	0	3	0	0	0	0	0	1	2	0	0	3	0	0	0	0	0	6
07:50 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
07:55 AM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
08:00 AM	0	2	0	0	2	0	0	0	0	0	0	7	0	0	7	0	0	1	0	1	10
08:05 AM	0	1	0	0	1	0	0	0	0	0	0	12	0	0	12	0	0	1	0	1	14
08:10 AM	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	2	0	2	5
08:15 AM	0	6	0	0	6	0	0	0	0	0	1	16	0	0	17	1	0	2	0	3	26
08:20 AM	0	7	0	0	7	0	0	0	0	0	0	9	0	0	9	2	0	4	0	6	22
Total Volume	0	36	0	0	36	0	0	0	0	0	9	63	0	0	72	3	0	18	0	21	129
% App. Total	0	100	0	0		0	0	0	0		12.5	87.5	0	0		14.3	0	85.7	0		
PHF	.000	.429	.000	.000	.429	.000	.000	.000	.000	.000	.250	.328	.000	.000	.353	.125	.000	.250	.000	.292	.413

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File Name : Forest Creek Dr - Falling Leaf Dr AM
 Site Code : 00194540
 Start Date : 12/2/2021
 Page No : 3



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File Name : Forest Creek Dr - Falling Leaf Dr AM
 Site Code : 00194540
 Start Date : 12/2/2021
 Page No : 4

Start Time	Echo Canyon Dr Southbound					Falling Leaf Dr Westbound					Echo Canyon Dr Northbound					Falling Leaf Dr Eastbound					Int. Total
	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	

Peak Hour Analysis From 07:00 AM to 08:30 AM - Peak 1 of 1

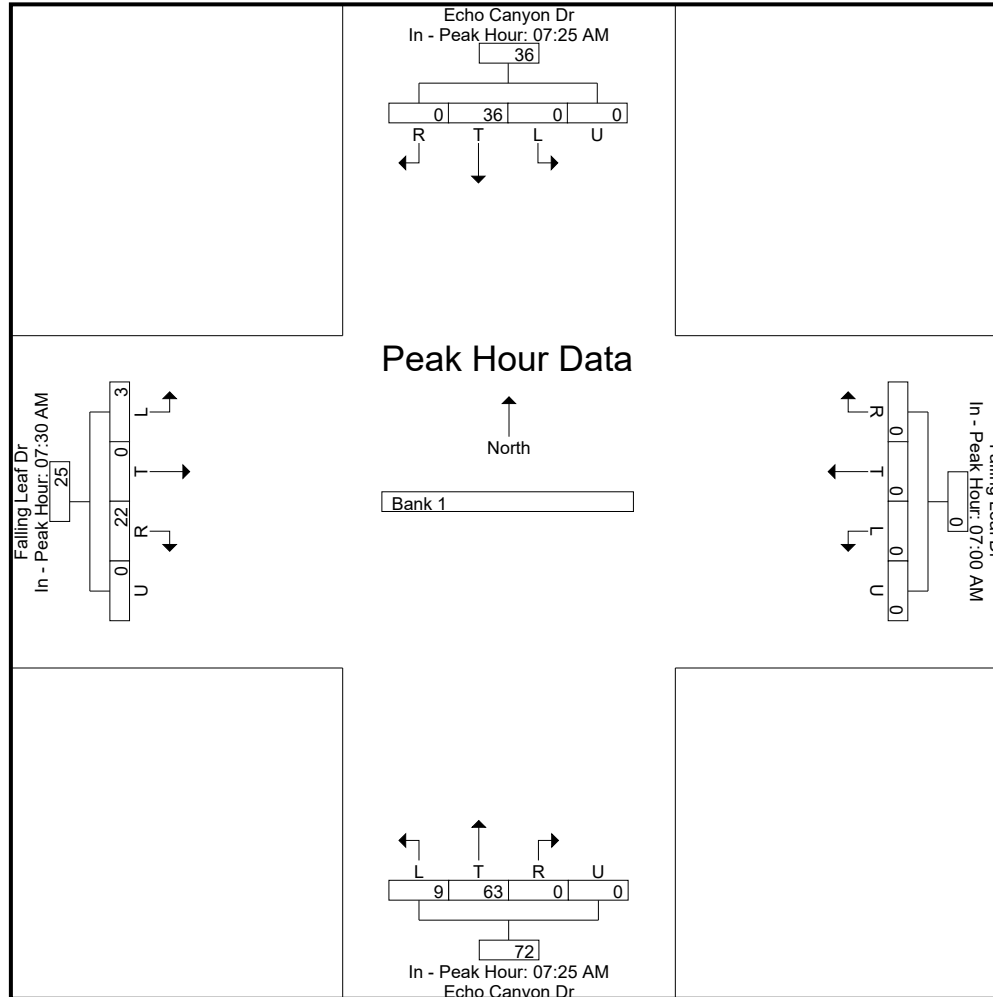
Peak Hour for Each Approach Begins at:

	07:25 AM					07:00 AM					07:25 AM					07:30 AM				
+0 mins.	0	5	0	0	5	0	0	0	0	0	2	4	0	0	6	0	0	6	0	6
+5 mins.	0	6	0	0	6	0	0	0	0	0	2	2	0	0	4	0	0	0	0	0
+10 mins.	0	2	0	0	2	0	0	0	0	0	3	3	0	0	6	0	0	0	0	0
+15 mins.	0	3	0	0	3	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0
+20 mins.	0	3	0	0	3	0	0	0	0	0	1	2	0	0	3	0	0	0	0	0
+25 mins.	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	1	0	1
+35 mins.	0	2	0	0	2	0	0	0	0	0	0	7	0	0	7	0	0	1	0	1
+40 mins.	0	1	0	0	1	0	0	0	0	0	0	12	0	0	12	0	0	2	0	2
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	1	0	2	0	3
+50 mins.	0	6	0	0	6	0	0	0	0	0	1	16	0	0	17	2	0	4	0	6
+55 mins.	0	7	0	0	7	0	0	0	0	0	0	9	0	0	9	0	0	6	0	6
Total Volume	0	36	0	0	36	0	0	0	0	0	9	63	0	0	72	3	0	22	0	25
% App. Total	0	100	0	0		0	0	0	0		12.5	87.5	0	0		12	0	88	0	
PHF	.000	.429	.000	.000	.429	.000	.000	.000	.000	.000	.250	.328	.000	.000	.353	.125	.000	.306	.000	.347

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File Name : Forest Creek Dr - Falling Leaf Dr AM
 Site Code : 00194540
 Start Date : 12/2/2021
 Page No : 5



LSC Transportation Consultants, Inc.

2504 E Pikes Peak Ave, Suite 304
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 719-633-2868

File Name : Forest Creek Dr - Falling Leaf Dr Mid
 Site Code : 00194540
 Start Date : 12/2/2021
 Page No : 1

Groups Printed- Unshifted

Start Time	Thunder Mtn Ave Southbound					Falling Leaf Dr Westbound					Thunder Mtn Ave Northbound					Falling Leaf Dr Eastbound					Int. Total
	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	
02:15 PM	0	7	0	0	7	1	0	0	0	1	0	5	0	0	5	0	0	2	0	2	15
02:20 PM	0	2	0	0	2	4	0	0	0	4	1	8	0	0	9	0	0	0	0	0	15
02:25 PM	0	4	0	0	4	0	0	0	0	0	0	6	0	0	6	0	0	1	0	1	11
02:30 PM	0	5	0	0	5	0	0	0	0	0	2	6	0	0	8	0	0	3	0	3	16
02:35 PM	0	2	0	0	2	1	0	0	0	1	1	5	2	2	10	0	0	1	0	1	14
02:40 PM	0	8	0	0	8	2	0	1	0	3	2	5	0	1	8	0	0	3	0	3	22
02:45 PM	0	4	0	0	4	0	1	0	0	1	1	3	0	1	5	0	0	0	0	0	10
02:50 PM	0	3	0	0	3	1	0	0	0	1	2	9	4	0	15	0	0	2	0	2	21
02:55 PM	0	7	0	0	7	1	0	0	0	1	0	3	1	0	4	0	0	0	0	0	12
Total	0	42	0	0	42	10	1	1	0	12	9	50	7	4	70	0	0	12	0	12	136
03:00 PM	0	3	0	0	3	1	0	0	0	1	2	13	1	0	16	0	0	3	0	3	23
03:05 PM	0	4	0	0	4	1	0	0	0	1	1	18	2	0	21	0	0	1	0	1	27
03:10 PM	0	6	0	0	6	1	0	0	0	1	2	13	0	0	15	0	1	0	0	1	23
03:15 PM	0	5	0	0	5	2	0	0	0	2	2	9	2	0	13	0	0	0	0	0	20
03:20 PM	0	3	0	0	3	0	0	0	0	0	3	27	1	0	31	0	0	0	0	0	34
03:25 PM	0	9	0	0	9	0	0	1	0	1	1	11	1	0	13	0	0	1	0	1	24
03:30 PM	0	13	0	0	13	1	0	0	0	1	2	10	3	0	15	0	0	1	0	1	30
03:35 PM	1	46	0	0	47	6	0	1	0	7	0	8	2	0	10	0	0	4	0	4	68
03:40 PM	1	36	0	0	37	2	0	0	0	2	5	10	2	0	17	0	0	0	0	0	56
Grand Total	2	167	0	0	169	24	1	3	0	28	27	169	21	4	221	0	1	22	0	23	441
Apprch %	1.2	98.8	0	0		85.7	3.6	10.7	0		12.2	76.5	9.5	1.8		0	4.3	95.7	0		
Total %	0.5	37.9	0	0	38.3	5.4	0.2	0.7	0	6.3	6.1	38.3	4.8	0.9	50.1	0	0.2	5	0	5.2	

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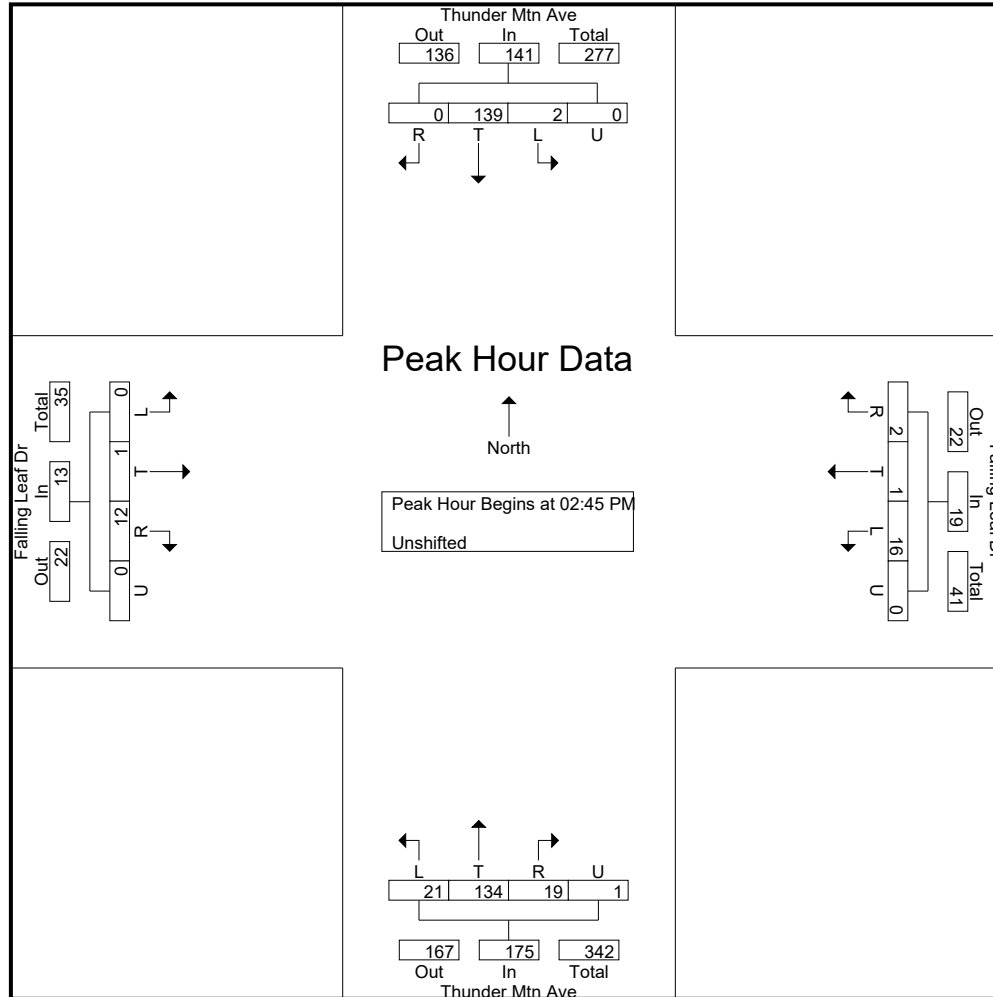
File Name : Forest Creek Dr - Falling Leaf Dr Mid
 Site Code : 00194540
 Start Date : 12/2/2021
 Page No : 2

Start Time	Thunder Mtn Ave Southbound					Falling Leaf Dr Westbound					Thunder Mtn Ave Northbound					Falling Leaf Dr Eastbound					Int. Total
	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	
Peak Hour Analysis From 02:15 PM to 03:40 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 02:45 PM																					
02:45 PM	0	4	0	0	4	0	1	0	0	1	1	3	0	1	5	0	0	0	0	0	10
02:50 PM	0	3	0	0	3	1	0	0	0	1	2	9	4	0	15	0	0	2	0	2	21
02:55 PM	0	7	0	0	7	1	0	0	0	1	0	3	1	0	4	0	0	0	0	0	12
03:00 PM	0	3	0	0	3	1	0	0	0	1	2	13	1	0	16	0	0	3	0	3	23
03:05 PM	0	4	0	0	4	1	0	0	0	1	1	18	2	0	21	0	0	1	0	1	27
03:10 PM	0	6	0	0	6	1	0	0	0	1	2	13	0	0	15	0	1	0	0	1	23
03:15 PM	0	5	0	0	5	2	0	0	0	2	2	9	2	0	13	0	0	0	0	0	20
03:20 PM	0	3	0	0	3	0	0	0	0	0	3	27	1	0	31	0	0	0	0	0	34
03:25 PM	0	9	0	0	9	0	0	1	0	1	1	11	1	0	13	0	0	1	0	1	24
03:30 PM	0	13	0	0	13	1	0	0	0	1	2	10	3	0	15	0	0	1	0	1	30
03:35 PM	1	46	0	0	47	6	0	1	0	7	0	8	2	0	10	0	0	4	0	4	68
03:40 PM	1	36	0	0	37	2	0	0	0	2	5	10	2	0	17	0	0	0	0	0	56
Total Volume	2	139	0	0	141	16	1	2	0	19	21	134	19	1	175	0	1	12	0	13	348
% App. Total	1.4	98.6	0	0		84.2	5.3	10.5	0		12	76.6	10.9	0.6		0	7.7	92.3	0		
PHF	.167	.252	.000	.000	.250	.222	.083	.167	.000	.226	.350	.414	.396	.083	.470	.000	.083	.250	.000	.271	.426

LSC Transportation Consultants, Inc.

2504 E Pikes Peak Ave, Suite 304
 Colorado Springs, CO 80909
 719-633-2868

File Name : Forest Creek Dr - Falling Leaf Dr Mid
 Site Code : 00194540
 Start Date : 12/2/2021
 Page No : 3



LSC Transportation Consultants, Inc.

2504 E Pikes Peak Ave, Suite 304
 Colorado Springs, CO 80909
 719-633-2868

File Name : Forest Creek Dr - Falling Leaf Dr Mid
 Site Code : 00194540
 Start Date : 12/2/2021
 Page No : 4

Start Time	Thunder Mtn Ave Southbound					Falling Leaf Dr Westbound					Thunder Mtn Ave Northbound					Falling Leaf Dr Eastbound					Int. Total
	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	

Peak Hour Analysis From 02:15 PM to 03:40 PM - Peak 1 of 1

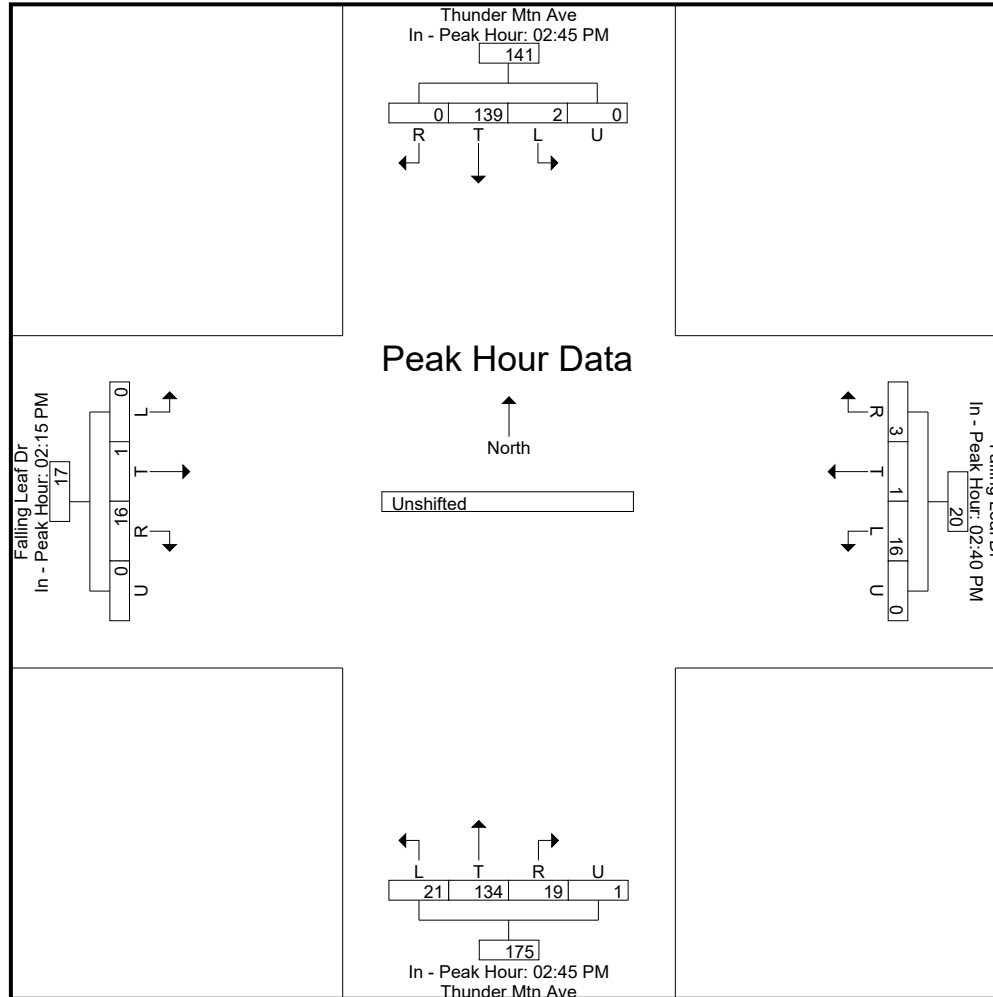
Peak Hour for Each Approach Begins at:

	02:45 PM					02:40 PM					02:45 PM					02:15 PM				
+0 mins.	0	4	0	0	4	2	0	1	0	3	1	3	0	1	5	0	0	2	0	2
+5 mins.	0	3	0	0	3	0	1	0	0	1	2	9	4	0	15	0	0	0	0	0
+10 mins.	0	7	0	0	7	1	0	0	0	1	0	3	1	0	4	0	0	1	0	1
+15 mins.	0	3	0	0	3	1	0	0	0	1	2	13	1	0	16	0	0	3	0	3
+20 mins.	0	4	0	0	4	1	0	0	0	1	1	18	2	0	21	0	0	1	0	1
+25 mins.	0	6	0	0	6	1	0	0	0	1	2	13	0	0	15	0	0	3	0	3
+30 mins.	0	5	0	0	5	1	0	0	0	1	2	9	2	0	13	0	0	0	0	0
+35 mins.	0	3	0	0	3	2	0	0	0	2	3	27	1	0	31	0	0	2	0	2
+40 mins.	0	9	0	0	9	0	0	0	0	0	1	11	1	0	13	0	0	0	0	0
+45 mins.	0	13	0	0	13	0	0	1	0	1	2	10	3	0	15	0	0	3	0	3
+50 mins.	1	46	0	0	47	1	0	0	0	1	0	8	2	0	10	0	0	1	0	1
+55 mins.	1	36	0	0	37	6	0	1	0	7	5	10	2	0	17	0	1	0	0	1
Total Volume	2	139	0	0	141	16	1	3	0	20	21	134	19	1	175	0	1	16	0	17
% App. Total	1.4	98.6	0	0		80	5	15	0		12	76.6	10.9	0.6		0	5.9	94.1	0	
PHF	.167	.252	.000	.000	.250	.222	.083	.250	.000	.238	.350	.414	.396	.083	.470	.000	.083	.444	.000	.472

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 719-633-2868

File Name : Forest Creek Dr - Falling Leaf Dr Mid
 Site Code : 00194540
 Start Date : 12/2/2021
 Page No : 5

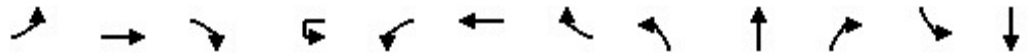


Levels of Service



Lanes, Volumes, Timings
1: Thunder Mountain Ave & Old Ranch Rd

2022 Existing
AM



Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	525	134	37	9	8	550	265	72	47	11	175	27
Future Volume (vph)	525	134	37	9	8	550	265	72	47	11	175	27
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	315		350		170		350	50		0	195	
Storage Lanes	2		1		1		1	1		1	1	
Taper Length (ft)	195				45			35				50
Lane Util. Factor	0.97	1.00	1.00	0.95	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850				0.850			0.850		
Flt Protected	0.950				0.950			0.950			0.950	
Satd. Flow (prot)	3433	1863	1583	0	1770	3539	1583	1770	1863	1583	1770	1863
Flt Permitted	0.950				0.950			0.737			0.702	
Satd. Flow (perm)	3433	1863	1583	0	1770	3539	1583	1373	1863	1583	1308	1863
Right Turn on Red			Yes				Yes			Yes		
Satd. Flow (RTOR)			81				473			124		
Link Speed (mph)		35				35			30			30
Link Distance (ft)		713				554			197			329
Travel Time (s)		13.9				10.8			4.5			7.5
Peak Hour Factor	0.56	0.93	0.93	0.93	0.93	0.93	0.56	0.83	0.56	0.83	0.88	0.88
Adj. Flow (vph)	938	144	40	10	9	591	473	87	84	13	199	31
Shared Lane Traffic (%)												
Lane Group Flow (vph)	938	144	40	0	19	591	473	87	84	13	199	31
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	R NA	Left	Left	Right	Left	Left	Right	Left	Left
Median Width(ft)		30				30			12			24
Link Offset(ft)		0				0			0			0
Crosswalk Width(ft)		16				16			16			16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	9	15		9	15		9	15	
Number of Detectors	1	2	1	1	1	2	1	1	2	1	1	2
Detector Template	Left	Thru	Right	Left	Left	Thru	Right	Left	Thru	Right	Left	Thru
Leading Detector (ft)	20	100	20	20	20	100	20	20	100	20	20	100
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	6	20	20	20	6	20	20	6	20	20	6
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94				94			94			94
Detector 2 Size(ft)		6				6			6			6
Detector 2 Type		Cl+Ex				Cl+Ex			Cl+Ex			Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)		0.0				0.0			0.0			0.0
Turn Type	Prot	NA	Perm	Prot	Prot	NA	Free	Perm	NA	Perm	Perm	NA
Protected Phases	5	2		1	1	6			8			4
Permitted Phases			2				Free	8		8	4	

Lanes, Volumes, Timings
 1: Thunder Mountain Ave & Old Ranch Rd

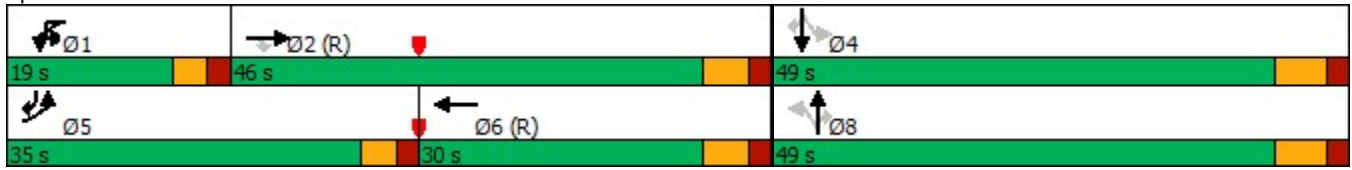
2022 Existing
 AM

Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	425
Future Volume (vph)	425
Ideal Flow (vphpl)	1900
Storage Length (ft)	0
Storage Lanes	1
Taper Length (ft)	
Lane Util. Factor	1.00
Frt	0.850
Flt Protected	
Satd. Flow (prot)	1583
Flt Permitted	
Satd. Flow (perm)	1583
Right Turn on Red	Yes
Satd. Flow (RTOR)	29
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	0.88
Adj. Flow (vph)	483
Shared Lane Traffic (%)	
Lane Group Flow (vph)	483
Enter Blocked Intersection	No
Lane Alignment	Right
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	1.00
Turning Speed (mph)	9
Number of Detectors	1
Detector Template	Right
Leading Detector (ft)	20
Trailing Detector (ft)	0
Detector 1 Position(ft)	0
Detector 1 Size(ft)	20
Detector 1 Type	Cl+Ex
Detector 1 Channel	
Detector 1 Extend (s)	0.0
Detector 1 Queue (s)	0.0
Detector 1 Delay (s)	0.0
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	
Detector 2 Extend (s)	
Turn Type	pm+ov
Protected Phases	5
Permitted Phases	4

Lanes, Volumes, Timings
 1: Thunder Mountain Ave & Old Ranch Rd

2022 Existing
 AM

Splits and Phases: 1: Thunder Mountain Ave & Old Ranch Rd



Lanes, Volumes, Timings
 1: Thunder Mountain Ave & Old Ranch Rd

2022 Existing
 AM

Lane Group	SBR
Detector Phase	5
Switch Phase	
Minimum Initial (s)	10.0
Minimum Split (s)	25.0
Total Split (s)	35.0
Total Split (%)	30.7%
Maximum Green (s)	30.0
Yellow Time (s)	3.0
All-Red Time (s)	2.0
Lost Time Adjust (s)	-2.0
Total Lost Time (s)	3.0
Lead/Lag	Lead
Lead-Lag Optimize?	Yes
Vehicle Extension (s)	3.0
Recall Mode	None
Walk Time (s)	
Flash Dont Walk (s)	
Pedestrian Calls (#/hr)	
Act Effct Green (s)	72.6
Actuated g/C Ratio	0.64
v/c Ratio	0.47
Control Delay	14.2
Queue Delay	0.0
Total Delay	14.2
LOS	B
Approach Delay	
Approach LOS	
Queue Length 50th (ft)	170
Queue Length 95th (ft)	202
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	1018
Starvation Cap Reductn	0
Spillback Cap Reductn	0
Storage Cap Reductn	0
Reduced v/c Ratio	0.47
Intersection Summary	

Lanes, Volumes, Timings
4: Thunder Mountain Ave. & North School Entrance

2022 Existing
AM



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	0	740	97	242	38
Future Volume (vph)	0	0	740	97	242	38
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.97	1.00	1.00	1.00
Fr _t						0.850
Fl _t Protected			0.950			
Satd. Flow (prot)	1863	0	3433	1863	1863	1583
Fl _t Permitted			0.950			
Satd. Flow (perm)	1863	0	3433	1863	1863	1583
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)						76
Link Speed (mph)	30			30	30	
Link Distance (ft)	215			687	498	
Travel Time (s)	4.9			15.6	11.3	
Peak Hour Factor	0.92	0.92	0.50	0.85	0.92	0.50
Adj. Flow (vph)	0	0	1480	114	263	76
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	1480	114	263	76
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	L NA	R NA	L NA	R NA
Median Width(ft)	12			24	24	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Number of Detectors	1		1	2	2	1
Detector Template	Left		Left	Thru	Thru	Right
Leading Detector (ft)	20		20	100	100	20
Trailing Detector (ft)	0		0	0	0	0
Detector 1 Position(ft)	0		0	0	0	0
Detector 1 Size(ft)	20		20	6	6	20
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	0.0
Detector 2 Position(ft)				94	94	
Detector 2 Size(ft)				6	6	
Detector 2 Type				Cl+Ex	Cl+Ex	
Detector 2 Channel						
Detector 2 Extend (s)				0.0	0.0	
Turn Type	Prot		Prot	NA	NA	Perm
Protected Phases	4		5	2	6	
Permitted Phases						6
Detector Phase	4		5	2	6	6
Switch Phase						
Minimum Initial (s)	4.0		4.0	4.0	4.0	4.0

Lanes, Volumes, Timings
4: Thunder Mountain Ave. & North School Entrance

2022 Existing
AM

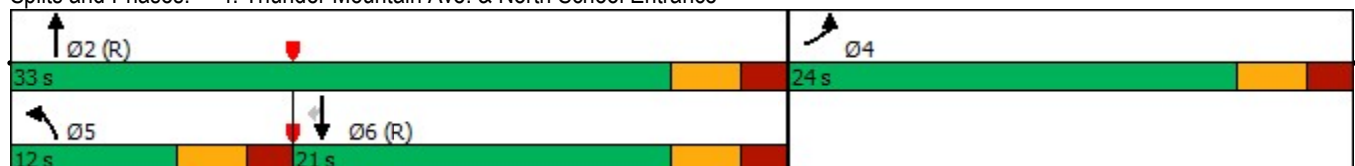


Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Minimum Split (s)	29.0		9.0	20.0	20.0	20.0
Total Split (s)	24.0		12.0	33.0	21.0	21.0
Total Split (%)	42.1%		21.1%	57.9%	36.8%	36.8%
Maximum Green (s)	19.0		7.0	28.0	16.0	16.0
Yellow Time (s)	3.0		3.0	3.0	3.0	3.0
All-Red Time (s)	2.0		2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0		5.0	5.0	5.0	5.0
Lead/Lag			Lead		Lag	Lag
Lead-Lag Optimize?			Yes		Yes	Yes
Vehicle Extension (s)	3.0		3.0	3.0	3.0	3.0
Recall Mode	None		None	C-Max	C-Max	C-Max
Walk Time (s)	7.0					
Flash Dont Walk (s)	17.0					
Pedestrian Calls (#/hr)	0					
Act Effect Green (s)			31.0	57.0	16.0	16.0
Actuated g/C Ratio			0.54	1.00	0.28	0.28
v/c Ratio			0.79	0.06	0.50	0.15
Control Delay			25.6	0.1	21.2	5.6
Queue Delay			0.0	0.0	0.0	0.0
Total Delay			25.6	0.1	21.2	5.6
LOS			C	A	C	A
Approach Delay				23.7	17.7	
Approach LOS				C	B	
Queue Length 50th (ft)			460	0	74	0
Queue Length 95th (ft)			204	m0	135	5
Internal Link Dist (ft)	135			607	418	
Turn Bay Length (ft)						
Base Capacity (vph)			1867	1863	522	499
Starvation Cap Reductn			0	0	0	0
Spillback Cap Reductn			0	0	0	0
Storage Cap Reductn			0	0	0	0
Reduced v/c Ratio			0.79	0.06	0.50	0.15

Intersection Summary

Area Type: Other
 Cycle Length: 57
 Actuated Cycle Length: 57
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.79
 Intersection Signal Delay: 22.7
 Intersection LOS: C
 Intersection Capacity Utilization 41.9%
 ICU Level of Service A
 Analysis Period (min) 15
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 4: Thunder Mountain Ave. & North School Entrance



HCM 6th Roundabout
 3: Cordera Crest Ave & Blue Horizon Vw & Old Ranch Rd

2022 Existing
 AM

Intersection				
Intersection Delay, s/veh	7.5			
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	27	462	376	334
Demand Flow Rate, veh/h	27	471	383	341
Vehicles Circulating, veh/h	346	399	159	20
Vehicles Exiting, veh/h	14	143	214	850
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	4.0	10.7	6.3	4.9
Approach LOS	A	B	A	A
Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
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	4.976	4.976	4.976
Entry Flow, veh/h	27	471	383	341
Cap Entry Lane, veh/h	970	919	1173	1352
Entry HV Adj Factor	0.996	0.981	0.981	0.979
Flow Entry, veh/h	27	462	376	334
Cap Entry, veh/h	965	901	1151	1324
V/C Ratio	0.028	0.513	0.326	0.252
Control Delay, s/veh	4.0	10.7	6.3	4.9
LOS	A	B	A	A
95th %tile Queue, veh	0	3	1	1

Intersection												
Int Delay, s/veh	1.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗			↕			↕	
Traffic Vol, veh/h	23	292	15	5	741	25	0	0	5	10	0	82
Future Vol, veh/h	23	292	15	5	741	25	0	0	5	10	0	82
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	150	-	-	50	-	185	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	56	92	92	93	93	56	78	56	78	83	83	83
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	41	317	16	5	797	45	0	0	6	12	0	99

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	842	0	0	333	0	0	816	1259	325	1240	1245	421
Stage 1	-	-	-	-	-	-	407	407	-	830	830	-
Stage 2	-	-	-	-	-	-	409	852	-	410	415	-
Critical Hdwy	4.13	-	-	4.13	-	-	7.33	6.53	6.23	7.33	6.53	6.93
Critical Hdwy Stg 1	-	-	-	-	-	-	6.13	5.53	-	6.53	5.53	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.53	5.53	-	6.13	5.53	-
Follow-up Hdwy	2.219	-	-	2.219	-	-	3.519	4.019	3.319	3.519	4.019	3.319
Pot Cap-1 Maneuver	792	-	-	*1288	-	-	*550	*249	*860	*236	*255	582
Stage 1	-	-	-	-	-	-	*812	*711	-	*331	*384	-
Stage 2	-	-	-	-	-	-	*591	*375	-	*812	*711	-
Platoon blocked, %		-	-	1	-	-	1	1	1	1	1	
Mov Cap-1 Maneuver	792	-	-	*1288	-	-	*437	*235	*860	*224	*241	582
Mov Cap-2 Maneuver	-	-	-	-	-	-	*437	*235	-	*224	*241	-
Stage 1	-	-	-	-	-	-	*770	*674	-	*314	*382	-
Stage 2	-	-	-	-	-	-	*489	*374	-	*764	*674	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	1.1	0	9.2	14.3
HCM LOS			A	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	860	792	-	-	*1288	-	-	496
HCM Lane V/C Ratio	0.007	0.052	-	-	0.004	-	-	0.223
HCM Control Delay (s)	9.2	9.8	-	-	7.8	-	-	14.3
HCM Lane LOS	A	A	-	-	A	-	-	B
HCM 95th %tile Q(veh)	0	0.2	-	-	0	-	-	0.8

Notes			
~: Volume exceeds capacity	\$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection						
Int Delay, s/veh	3.9					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	7	118	25	73	162	0
Future Vol, veh/h	7	118	25	73	162	0
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	-	330	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	83	83	83	83	87	87
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	8	142	30	88	186	0




































Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	334	186	186	0	-	0
Stage 1	186	-	-	-	-	-
Stage 2	148	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	666	856	1388	-	-	-
Stage 1	846	-	-	-	-	-
Stage 2	885	-	-	-	-	-
Platoon blocked, %	1			-	-	-
Mov Cap-1 Maneuver	651	856	1388	-	-	-
Mov Cap-2 Maneuver	651	-	-	-	-	-
Stage 1	827	-	-	-	-	-
Stage 2	885	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1388	-	841	-	-
HCM Lane V/C Ratio	0.022	-	0.179	-	-
HCM Control Delay (s)	7.7	-	10.2	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0.1	-	0.7	-	-

Lanes, Volumes, Timings
1: Thunder Mountain Ave & Old Ranch Rd

Existing
Mid

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 		 	 	 	 	 	 	 	 	 	 
Traffic Volume (vph)	340	299	53	20	256	60	74	16	46	188	35	365
Future Volume (vph)	340	299	53	20	256	60	74	16	46	188	35	365
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	315		350	170		350	50		0	195		0
Storage Lanes	2		1	1		1	1		1	1		1
Taper Length (ft)	195			45			35			50		
Lane Util. Factor	0.97	1.00	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	1863	1583	1770	3539	1583	1770	1863	1583	1770	1863	1583
Flt Permitted	0.950			0.950			0.732			0.744		
Satd. Flow (perm)	3433	1863	1583	1770	3539	1583	1364	1863	1583	1386	1863	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			81			187			124			193
Link Speed (mph)		35			35			30				30
Link Distance (ft)		713			554			197				329
Travel Time (s)		13.9			10.8			4.5				7.5
Peak Hour Factor	0.77	0.93	0.93	0.92	0.92	0.77	0.83	0.77	0.83	0.93	0.93	0.93
Adj. Flow (vph)	442	322	57	22	278	78	89	21	55	202	38	392
Shared Lane Traffic (%)												
Lane Group Flow (vph)	442	322	57	22	278	78	89	21	55	202	38	392
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		30			30			12				24
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2	1	1	2	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100	20	20	100	20	20	100	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	6	20	20	6	20	20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94				94
Detector 2 Size(ft)		6			6			6				6
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex				Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0				0.0
Turn Type	Prot	NA	Perm	Prot	NA	Free	Perm	NA	Perm	Perm	NA	pm+ov
Protected Phases	5	2		1	6			8			4	5
Permitted Phases			2			Free	8		8	4		4

Lanes, Volumes, Timings
1: Thunder Mountain Ave & Old Ranch Rd

Existing
Mid



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	5	2	2	1	6		8	8	8	4	4	5
Switch Phase												
Minimum Initial (s)	10.0	4.0	4.0	4.0	10.0		4.0	4.0	4.0	4.0	4.0	10.0
Minimum Split (s)	25.0	30.0	30.0	9.0	30.0		20.0	20.0	20.0	32.5	32.5	25.0
Total Split (s)	35.0	46.0	46.0	19.0	30.0		49.0	49.0	49.0	49.0	49.0	35.0
Total Split (%)	30.7%	40.4%	40.4%	16.7%	26.3%		43.0%	43.0%	43.0%	43.0%	43.0%	30.7%
Maximum Green (s)	30.0	40.0	40.0	14.0	24.0		42.5	42.5	42.5	42.5	42.5	30.0
Yellow Time (s)	3.0	4.0	4.0	3.0	4.0		4.5	4.5	4.5	4.5	4.5	3.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	-2.0
Total Lost Time (s)	5.0	6.0	6.0	5.0	6.0		6.5	6.5	6.5	6.5	6.5	3.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag							Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes							Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	C-Max	C-Max	None	C-Max		None	None	None	None	None	None
Walk Time (s)		7.0	7.0		7.0					7.0	7.0	
Flash Dont Walk (s)		17.0	17.0		17.0					19.0	19.0	
Pedestrian Calls (#/hr)		0	0		0					0	0	
Act Effct Green (s)	20.8	73.9	73.9	7.0	53.5	114.0	22.2	22.2	22.2	22.2	22.2	51.5
Actuated g/C Ratio	0.18	0.65	0.65	0.06	0.47	1.00	0.19	0.19	0.19	0.19	0.19	0.45
v/c Ratio	0.71	0.27	0.05	0.20	0.17	0.05	0.34	0.06	0.13	0.75	0.10	0.48
Control Delay	49.8	11.7	1.6	54.6	20.0	0.1	41.0	34.2	0.7	64.5	40.4	10.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	49.8	11.7	1.6	54.6	20.0	0.1	41.0	34.2	0.7	64.5	40.4	10.2
LOS	D	B	A	D	C	A	D	C	A	E	D	B
Approach Delay		31.5			17.9			26.7			29.4	
Approach LOS		C			B			C			C	
Queue Length 50th (ft)	158	78	0	16	60	0	57	13	0	150	25	93
Queue Length 95th (ft)	166	205	12	42	110	0	88	27	0	208	52	136
Internal Link Dist (ft)		633			474			117			249	
Turn Bay Length (ft)	315		350	170		350	50			195		
Base Capacity (vph)	903	1208	1055	217	1660	1583	508	694	667	516	694	933
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.49	0.27	0.05	0.10	0.17	0.05	0.18	0.03	0.08	0.39	0.05	0.42

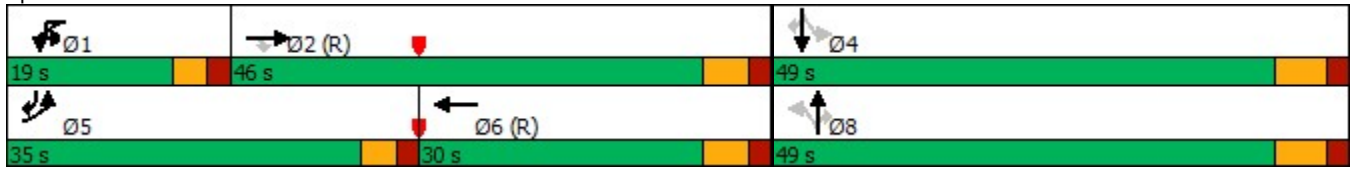
Intersection Summary

Area Type:	Other
Cycle Length:	114
Actuated Cycle Length:	114
Offset:	26 (23%), Referenced to phase 2:EBT and 6:WBT, Start of Green
Natural Cycle:	90
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.75
Intersection Signal Delay:	27.9
Intersection LOS:	C
Intersection Capacity Utilization:	52.0%
ICU Level of Service:	A
Analysis Period (min):	15

Lanes, Volumes, Timings
 1: Thunder Mountain Ave & Old Ranch Rd

Existing
 Mid

Splits and Phases: 1: Thunder Mountain Ave & Old Ranch Rd



Lanes, Volumes, Timings
4: Thunder Mountain Ave. & North School Entrance

Existing
Mid



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	0	172	309	240	4
Future Volume (vph)	0	0	172	309	240	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.97	1.00	1.00	1.00
Fr _t						0.850
Fl _t Protected			0.950			
Satd. Flow (prot)	1863	0	3433	1863	1863	1583
Fl _t Permitted			0.950			
Satd. Flow (perm)	1863	0	3433	1863	1863	1583
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)						8
Link Speed (mph)	30			30	30	
Link Distance (ft)	215			687	498	
Travel Time (s)	4.9			15.6	11.3	
Peak Hour Factor	0.92	0.92	0.50	0.92	0.87	0.50
Adj. Flow (vph)	0	0	344	336	276	8
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	344	336	276	8
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	L NA	R NA	L NA	R NA
Median Width(ft)	12			24	24	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Number of Detectors	1		1	2	2	1
Detector Template	Left		Left	Thru	Thru	Right
Leading Detector (ft)	20		20	100	100	20
Trailing Detector (ft)	0		0	0	0	0
Detector 1 Position(ft)	0		0	0	0	0
Detector 1 Size(ft)	20		20	6	6	20
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	0.0
Detector 2 Position(ft)				94	94	
Detector 2 Size(ft)				6	6	
Detector 2 Type				Cl+Ex	Cl+Ex	
Detector 2 Channel						
Detector 2 Extend (s)				0.0	0.0	
Turn Type	Prot		Prot	NA	NA	Perm
Protected Phases	4		5	2	6	
Permitted Phases						6
Detector Phase	4		5	2	6	6
Switch Phase						
Minimum Initial (s)	4.0		4.0	4.0	4.0	4.0

Lanes, Volumes, Timings
4: Thunder Mountain Ave. & North School Entrance

Existing
Mid

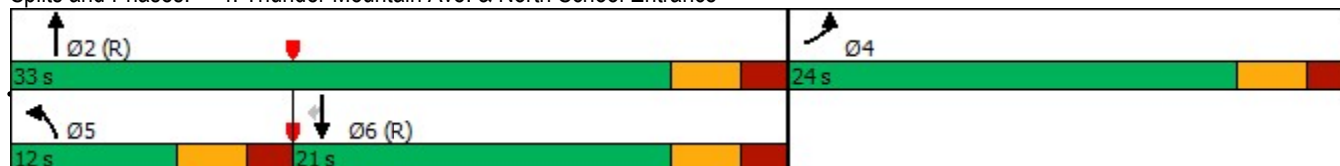


Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Minimum Split (s)	29.0		9.0	20.0	20.0	20.0
Total Split (s)	24.0		12.0	33.0	21.0	21.0
Total Split (%)	42.1%		21.1%	57.9%	36.8%	36.8%
Maximum Green (s)	19.0		7.0	28.0	16.0	16.0
Yellow Time (s)	3.0		3.0	3.0	3.0	3.0
All-Red Time (s)	2.0		2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0		5.0	5.0	5.0	5.0
Lead/Lag			Lead		Lag	Lag
Lead-Lag Optimize?			Yes		Yes	Yes
Vehicle Extension (s)	3.0		3.0	3.0	3.0	3.0
Recall Mode	None		None	C-Max	C-Max	C-Max
Walk Time (s)	7.0					
Flash Dont Walk (s)	17.0					
Pedestrian Calls (#/hr)	0					
Act Effect Green (s)			11.2	57.0	35.8	35.8
Actuated g/C Ratio			0.20	1.00	0.63	0.63
v/c Ratio			0.51	0.18	0.24	0.01
Control Delay			30.5	0.3	5.7	3.0
Queue Delay			0.0	0.0	0.0	0.0
Total Delay			30.5	0.3	5.7	3.0
LOS			C	A	A	A
Approach Delay				15.5	5.6	
Approach LOS				B	A	
Queue Length 50th (ft)			93	0	35	0
Queue Length 95th (ft)			81	0	68	2
Internal Link Dist (ft)	135			607	418	
Turn Bay Length (ft)						
Base Capacity (vph)			676	1863	1168	996
Starvation Cap Reductn			0	0	0	0
Spillback Cap Reductn			0	0	0	0
Storage Cap Reductn			0	0	0	0
Reduced v/c Ratio			0.51	0.18	0.24	0.01

Intersection Summary

Area Type: Other
 Cycle Length: 57
 Actuated Cycle Length: 57
 Offset: 21 (37%), Referenced to phase 2:NBT and 6:SBT, Start of Green
 Natural Cycle: 60
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.51
 Intersection Signal Delay: 12.6
 Intersection LOS: B
 Intersection Capacity Utilization 25.6%
 ICU Level of Service A
 Analysis Period (min) 15

Splits and Phases: 4: Thunder Mountain Ave. & North School Entrance



HCM 6th Roundabout
 3: Cordera Crest Ave & Blue Horizon Vw & Old Ranch Rd

Existing
 Mid

Intersection				
Intersection Delay, s/veh	6.0			
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	78	185	221	519
Demand Flow Rate, veh/h	79	188	225	529
Vehicles Circulating, veh/h	534	215	312	33
Vehicles Exiting, veh/h	28	322	301	370
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	5.6	4.8	5.8	6.5
Approach LOS	A	A	A	A
Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
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	4.976	4.976	4.976
Entry Flow, veh/h	79	188	225	529
Cap Entry Lane, veh/h	800	1108	1004	1334
Entry HV Adj Factor	0.981	0.983	0.983	0.981
Flow Entry, veh/h	78	185	221	519
Cap Entry, veh/h	786	1089	987	1309
V/C Ratio	0.099	0.170	0.224	0.397
Control Delay, s/veh	5.6	4.8	5.8	6.5
LOS	A	A	A	A
95th %tile Queue, veh	0	1	1	2

Intersection												
Int Delay, s/veh	1.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗			↕			↕	
Traffic Vol, veh/h	36	455	42	10	316	8	12	0	18	10	0	28
Future Vol, veh/h	36	455	42	10	316	8	12	0	18	10	0	28
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	150	-	-	50	-	185	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	77	92	92	92	92	77	78	77	78	78	78	78
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	47	495	46	11	343	10	15	0	23	13	0	36

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	353	0	0	541	0	0	806	987	518	994	1005	177
Stage 1	-	-	-	-	-	-	612	612	-	370	370	-
Stage 2	-	-	-	-	-	-	194	375	-	624	635	-
Critical Hdwy	4.13	-	-	4.13	-	-	7.33	6.53	6.23	7.33	6.53	6.93
Critical Hdwy Stg 1	-	-	-	-	-	-	6.13	5.53	-	6.53	5.53	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.53	5.53	-	6.13	5.53	-
Follow-up Hdwy	2.219	-	-	2.219	-	-	3.519	4.019	3.319	3.519	4.019	3.319
Pot Cap-1 Maneuver	1204	-	-	*1086	-	-	*684	*599	*725	*680	*584	836
Stage 1	-	-	-	-	-	-	*685	*599	-	*623	*619	-
Stage 2	-	-	-	-	-	-	*790	*616	-	*685	*599	-
Platoon blocked, %	-	-	-	1	-	-	1	1	1	1	1	-
Mov Cap-1 Maneuver	1204	-	-	*1086	-	-	*630	*570	*725	*634	*555	836
Mov Cap-2 Maneuver	-	-	-	-	-	-	*630	*570	-	*634	*555	-
Stage 1	-	-	-	-	-	-	*658	*576	-	*599	*613	-
Stage 2	-	-	-	-	-	-	*748	*610	-	*637	*576	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.6			0.2			10.6			10		
HCM LOS							B			B		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	684	1204	-	-	*1086	-	-	771
HCM Lane V/C Ratio	0.056	0.039	-	-	0.01	-	-	0.063
HCM Control Delay (s)	10.6	8.1	-	-	8.3	-	-	10
HCM Lane LOS	B	A	-	-	A	-	-	B
HCM 95th %tile Q(veh)	0.2	0.1	-	-	0	-	-	0.2

Notes
 ~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

HCM 6th TWSC
5: Thunder Mountain Ave. & Red Cavern Rd

Existing
Mid

Intersection						
Int Delay, s/veh	2.5					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↔		↔	↑	↑	
Traffic Vol, veh/h	2	62	95	216	184	5
Future Vol, veh/h	2	62	95	216	184	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	-	330	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	83	83	92	92	87	87
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	2	75	103	235	211	6

























Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	655	214	217	0	0
Stage 1	214	-	-	-	-
Stage 2	441	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-
Pot Cap-1 Maneuver	442	826	1353	-	-
Stage 1	822	-	-	-	-
Stage 2	663	-	-	-	-
Platoon blocked, %	1			-	-
Mov Cap-1 Maneuver	408	826	1353	-	-
Mov Cap-2 Maneuver	408	-	-	-	-
Stage 1	760	-	-	-	-
Stage 2	663	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10	2.4	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1353	-	800	-	-
HCM Lane V/C Ratio	0.076	-	0.096	-	-
HCM Control Delay (s)	7.9	-	10	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0.2	-	0.3	-	-

Lanes, Volumes, Timings
1: Thunder Mountain Ave & Old Ranch Rd

2022 Existing
PM

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	324	345	39	18	172	75	25	13	26	62	16	162
Future Volume (vph)	324	345	39	18	172	75	25	13	26	62	16	162
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	315		350	170		350	50		0	195		0
Storage Lanes	2		1	1		1	1		1	1		1
Taper Length (ft)	195			45			35			50		
Lane Util. Factor	0.97	1.00	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	1863	1583	1770	3539	1583	1770	1863	1583	1770	1863	1583
Flt Permitted	0.950			0.950			0.746			0.747		
Satd. Flow (perm)	3433	1863	1583	1770	3539	1583	1390	1863	1583	1391	1863	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			81			139			77			176
Link Speed (mph)		35			35			30				30
Link Distance (ft)		713			554			197				329
Travel Time (s)		13.9			10.8			4.5				7.5
Peak Hour Factor	0.93	0.93	0.93	0.92	0.92	0.92	0.83	0.83	0.83	0.92	0.92	0.92
Adj. Flow (vph)	348	371	42	20	187	82	30	16	31	67	17	176
Shared Lane Traffic (%)												
Lane Group Flow (vph)	348	371	42	20	187	82	30	16	31	67	17	176
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		30			30			12				24
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2	1	1	2	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100	20	20	100	20	20	100	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	6	20	20	6	20	20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94				94
Detector 2 Size(ft)		6			6			6				6
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex				Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0				0.0
Turn Type	Prot	NA	Perm	Prot	NA	Free	Perm	NA	Perm	Perm	NA	pm+ov
Protected Phases	5	2		1	6			8			4	5
Permitted Phases			2			Free	8		8	4		4

Lanes, Volumes, Timings
1: Thunder Mountain Ave & Old Ranch Rd

2022 Existing
PM



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	5	2	2	1	6		8	8	8	4	4	5
Switch Phase												
Minimum Initial (s)	10.0	4.0	4.0	4.0	10.0		4.0	4.0	4.0	4.0	4.0	10.0
Minimum Split (s)	25.0	30.0	30.0	9.0	30.0		20.0	20.0	20.0	32.5	32.5	25.0
Total Split (s)	19.0	58.0	58.0	19.0	58.0		37.0	37.0	37.0	37.0	37.0	19.0
Total Split (%)	16.7%	50.9%	50.9%	16.7%	50.9%		32.5%	32.5%	32.5%	32.5%	32.5%	16.7%
Maximum Green (s)	14.0	52.0	52.0	14.0	52.0		30.5	30.5	30.5	30.5	30.5	14.0
Yellow Time (s)	3.0	4.0	4.0	3.0	4.0		4.5	4.5	4.5	4.5	4.5	3.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	-2.0
Total Lost Time (s)	5.0	6.0	6.0	5.0	6.0		6.5	6.5	6.5	6.5	6.5	3.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag							Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes							Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	C-Max	C-Max	None	C-Max		None	None	None	None	None	None
Walk Time (s)		7.0	7.0		7.0					7.0	7.0	
Flash Dont Walk (s)		17.0	17.0		17.0					19.0	19.0	
Pedestrian Calls (#/hr)		0	0		0					0	0	
Act Effct Green (s)	17.2	89.1	89.1	6.9	70.9	114.0	10.7	10.7	10.7	10.9	10.9	34.1
Actuated g/C Ratio	0.15	0.78	0.78	0.06	0.62	1.00	0.09	0.09	0.09	0.10	0.10	0.30
v/c Ratio	0.67	0.25	0.03	0.19	0.08	0.05	0.23	0.09	0.14	0.51	0.10	0.30
Control Delay	52.1	6.2	0.3	54.4	10.6	0.1	50.2	45.9	1.3	61.3	46.1	4.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	52.1	6.2	0.3	54.4	10.6	0.1	50.2	45.9	1.3	61.3	46.1	4.7
LOS	D	A	A	D	B	A	D	D	A	E	D	A
Approach Delay		26.9			10.7			29.6			22.0	
Approach LOS		C			B			C			C	
Queue Length 50th (ft)	125	56	0	14	28	0	21	11	0	48	12	0
Queue Length 95th (ft)	167	168	3	39	54	0	45	29	0	91	33	43
Internal Link Dist (ft)		633			474			117			249	
Turn Bay Length (ft)	315		350	170		350	50			195		
Base Capacity (vph)	525	1456	1255	217	2202	1583	371	498	479	372	498	599
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.66	0.25	0.03	0.09	0.08	0.05	0.08	0.03	0.06	0.18	0.03	0.29

Intersection Summary

Area Type:	Other
Cycle Length:	114
Actuated Cycle Length:	114
Offset:	26 (23%), Referenced to phase 2:EBT and 6:WBT, Start of Green
Natural Cycle:	90
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.67
Intersection Signal Delay:	22.7
Intersection LOS:	C
Intersection Capacity Utilization:	47.4%
ICU Level of Service:	A
Analysis Period (min):	15

Lanes, Volumes, Timings
1: Thunder Mountain Ave & Old Ranch Rd

2022 Existing
PM

Splits and Phases: 1: Thunder Mountain Ave & Old Ranch Rd



HCM 6th Roundabout
 3: Cordera Crest Ave & Blue Horizon Vw & Old Ranch Rd

2022 Existing
 PM

Intersection				
Intersection Delay, s/veh	4.9			
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	9	129	47	414
Demand Flow Rate, veh/h	9	131	47	422
Vehicles Circulating, veh/h	431	25	270	13
Vehicles Exiting, veh/h	4	292	170	143
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	4.2	3.5	3.9	5.5
Approach LOS	A	A	A	A
Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
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	4.976	4.976	4.976
Entry Flow, veh/h	9	131	47	422
Cap Entry Lane, veh/h	889	1345	1048	1362
Entry HV Adj Factor	0.991	0.984	0.990	0.981
Flow Entry, veh/h	9	129	47	414
Cap Entry, veh/h	881	1324	1037	1336
V/C Ratio	0.010	0.097	0.045	0.310
Control Delay, s/veh	4.2	3.5	3.9	5.5
LOS	A	A	A	A
95th %tile Queue, veh	0	0	0	1

Intersection												
Int Delay, s/veh	1.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗			↕			↕	
Traffic Vol, veh/h	35	355	40	10	199	10	10	0	20	8	0	25
Future Vol, veh/h	35	355	40	10	199	10	10	0	20	8	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	-	-	None	-	-	None
Storage Length	150	-	-	50	-	185	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	87	87	87	78	78	78	78	78	78
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	38	386	43	11	229	11	13	0	26	10	0	32

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	240	0	0	429	0	0	621	746	408	754	762	120
Stage 1	-	-	-	-	-	-	484	484	-	257	257	-
Stage 2	-	-	-	-	-	-	137	262	-	497	505	-
Critical Hdwy	4.13	-	-	4.13	-	-	7.33	6.53	6.23	7.33	6.53	6.93
Critical Hdwy Stg 1	-	-	-	-	-	-	6.13	5.53	-	6.53	5.53	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.53	5.53	-	6.13	5.53	-
Follow-up Hdwy	2.219	-	-	2.219	-	-	3.519	4.019	3.319	3.519	4.019	3.319
Pot Cap-1 Maneuver	1325	-	-	*1207	-	-	*760	*666	*806	*760	*666	909
Stage 1	-	-	-	-	-	-	*761	*666	-	*726	*694	-
Stage 2	-	-	-	-	-	-	*853	*691	-	*761	*666	-
Platoon blocked, %		-	-	1	-	-	1	1	1	1	1	
Mov Cap-1 Maneuver	1325	-	-	*1207	-	-	*712	*641	*806	*715	*641	909
Mov Cap-2 Maneuver	-	-	-	-	-	-	*712	*641	-	*715	*641	-
Stage 1	-	-	-	-	-	-	*739	*647	-	*705	*688	-
Stage 2	-	-	-	-	-	-	*815	*685	-	*716	*647	-



























Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.6			0.4			9.9			9.4		
HCM LOS							A			A		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	772	1325	-	-	*1207	-	-	853
HCM Lane V/C Ratio	0.05	0.029	-	-	0.01	-	-	0.05
HCM Control Delay (s)	9.9	7.8	-	-	8	-	-	9.4
HCM Lane LOS	A	A	-	-	A	-	-	A
HCM 95th %tile Q(veh)	0.2	0.1	-	-	0	-	-	0.2

Notes
 ~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Lanes, Volumes, Timings
1: Thunder Mountain Ave & Old Ranch Rd

2022 Existing + Site
AM

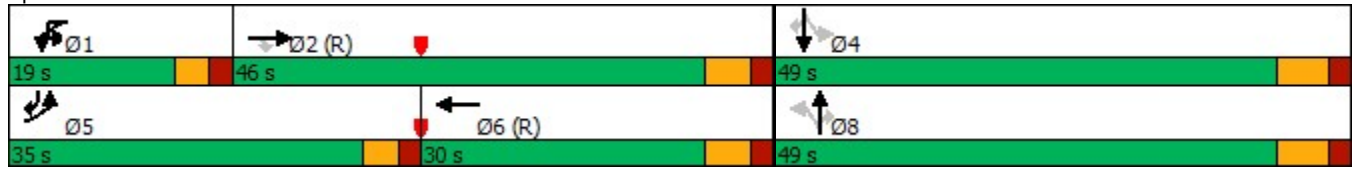
												
Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations	 				 	 						
Traffic Volume (vph)	556	137	37	9	8	558	270	72	48	11	190	29
Future Volume (vph)	556	137	37	9	8	558	270	72	48	11	190	29
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	315		350		170		350	50		0	195	
Storage Lanes	2		1		1		1	1		1	1	
Taper Length (ft)	195				45			35				50
Lane Util. Factor	0.97	1.00	1.00	0.95	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850				0.850			0.850		
Flt Protected	0.950				0.950			0.950			0.950	
Satd. Flow (prot)	3433	1863	1583	0	1770	3539	1583	1770	1863	1583	1770	1863
Flt Permitted	0.950				0.950			0.736			0.701	
Satd. Flow (perm)	3433	1863	1583	0	1770	3539	1583	1371	1863	1583	1306	1863
Right Turn on Red			Yes				Yes			Yes		
Satd. Flow (RTOR)			81				482			124		
Link Speed (mph)		35				35			30			30
Link Distance (ft)		713				554			197			329
Travel Time (s)		13.9				10.8			4.5			7.5
Peak Hour Factor	0.56	0.93	0.93	0.93	0.93	0.93	0.56	0.87	0.56	0.87	0.88	0.88
Adj. Flow (vph)	993	147	40	10	9	600	482	83	86	13	216	33
Shared Lane Traffic (%)												
Lane Group Flow (vph)	993	147	40	0	19	600	482	83	86	13	216	33
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	R NA	Left	Left	Right	Left	Left	Right	Left	Left
Median Width(ft)		30				30			12			24
Link Offset(ft)		0				0			0			0
Crosswalk Width(ft)		16				16			16			16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	9	15		9	15		9	15	
Number of Detectors	1	2	1	1	1	2	1	1	2	1	1	2
Detector Template	Left	Thru	Right	Left	Left	Thru	Right	Left	Thru	Right	Left	Thru
Leading Detector (ft)	20	100	20	20	20	100	20	20	100	20	20	100
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	6	20	20	20	6	20	20	6	20	20	6
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94				94			94			94
Detector 2 Size(ft)		6				6			6			6
Detector 2 Type		Cl+Ex				Cl+Ex			Cl+Ex			Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)		0.0				0.0			0.0			0.0
Turn Type	Prot	NA	Perm	Prot	Prot	NA	Free	Perm	NA	Perm	Perm	NA
Protected Phases	5	2		1	1	6			8			4
Permitted Phases			2				Free	8		8		4

Lanes, Volumes, Timings
 1: Thunder Mountain Ave & Old Ranch Rd

2022 Existing + Site
 AM

Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	512
Future Volume (vph)	512
Ideal Flow (vphpl)	1900
Storage Length (ft)	0
Storage Lanes	1
Taper Length (ft)	
Lane Util. Factor	1.00
Frt	0.850
Flt Protected	
Satd. Flow (prot)	1583
Flt Permitted	
Satd. Flow (perm)	1583
Right Turn on Red	Yes
Satd. Flow (RTOR)	29
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	0.88
Adj. Flow (vph)	582
Shared Lane Traffic (%)	
Lane Group Flow (vph)	582
Enter Blocked Intersection	No
Lane Alignment	Right
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	1.00
Turning Speed (mph)	9
Number of Detectors	1
Detector Template	Right
Leading Detector (ft)	20
Trailing Detector (ft)	0
Detector 1 Position(ft)	0
Detector 1 Size(ft)	20
Detector 1 Type	Cl+Ex
Detector 1 Channel	
Detector 1 Extend (s)	0.0
Detector 1 Queue (s)	0.0
Detector 1 Delay (s)	0.0
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	
Detector 2 Extend (s)	
Turn Type	pm+ov
Protected Phases	5
Permitted Phases	4

Splits and Phases: 1: Thunder Mountain Ave & Old Ranch Rd



Lane Group	SBR
Detector Phase	5
Switch Phase	
Minimum Initial (s)	10.0
Minimum Split (s)	25.0
Total Split (s)	35.0
Total Split (%)	30.7%
Maximum Green (s)	30.0
Yellow Time (s)	3.0
All-Red Time (s)	2.0
Lost Time Adjust (s)	-2.0
Total Lost Time (s)	3.0
Lead/Lag	Lead
Lead-Lag Optimize?	Yes
Vehicle Extension (s)	3.0
Recall Mode	None
Walk Time (s)	
Flash Dont Walk (s)	
Pedestrian Calls (#/hr)	
Act Effct Green (s)	77.3
Actuated g/C Ratio	0.68
v/c Ratio	0.54
Control Delay	15.1
Queue Delay	0.0
Total Delay	15.1
LOS	B
Approach Delay	
Approach LOS	
Queue Length 50th (ft)	206
Queue Length 95th (ft)	256
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	1083
Starvation Cap Reductn	0
Spillback Cap Reductn	0
Storage Cap Reductn	0
Reduced v/c Ratio	0.54
Intersection Summary	

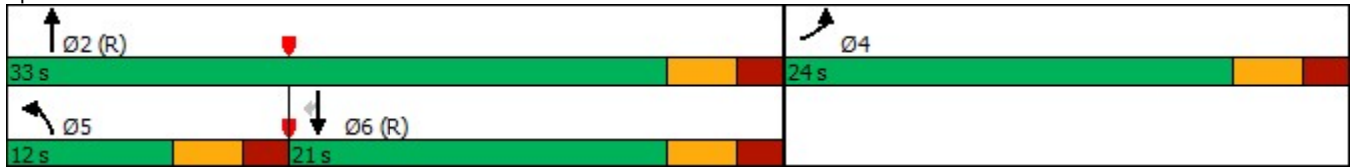
Lanes, Volumes, Timings
4: Thunder Mountain Ave. & North School Entrance

2022 Existing + Site
AM



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	0	740	134	346	37
Future Volume (vph)	0	0	740	134	346	37
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.97	1.00	1.00	1.00
Fr _t						0.850
Fl _t Protected			0.950			
Satd. Flow (prot)	1863	0	3433	1863	1863	1583
Fl _t Permitted			0.950			
Satd. Flow (perm)	1863	0	3433	1863	1863	1583
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)						74
Link Speed (mph)	30			30	30	
Link Distance (ft)	215			687	498	
Travel Time (s)	4.9			15.6	11.3	
Peak Hour Factor	0.92	0.92	0.50	0.87	0.92	0.50
Adj. Flow (vph)	0	0	1480	154	376	74
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	1480	154	376	74
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	L NA	R NA	L NA	R NA
Median Width(ft)	12			24	24	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Number of Detectors	1		1	2	2	1
Detector Template	Left		Left	Thru	Thru	Right
Leading Detector (ft)	20		20	100	100	20
Trailing Detector (ft)	0		0	0	0	0
Detector 1 Position(ft)	0		0	0	0	0
Detector 1 Size(ft)	20		20	6	6	20
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	0.0
Detector 2 Position(ft)				94	94	
Detector 2 Size(ft)				6	6	
Detector 2 Type				Cl+Ex	Cl+Ex	
Detector 2 Channel						
Detector 2 Extend (s)				0.0	0.0	
Turn Type	Prot		Prot	NA	NA	Perm
Protected Phases	4		5	2	6	
Permitted Phases						6
Detector Phase	4		5	2	6	6
Switch Phase						
Minimum Initial (s)	4.0		4.0	4.0	4.0	4.0

Splits and Phases: 4: Thunder Mountain Ave. & North School Entrance



HCM 6th Roundabout
 3: Cordera Crest Ave & Blue Horizon Vw & Old Ranch Rd

2022 Existing + Site
 AM

Intersection				
Intersection Delay, s/veh	7.6			
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	27	463	381	351
Demand Flow Rate, veh/h	27	472	388	358
Vehicles Circulating, veh/h	364	404	162	20
Vehicles Exiting, veh/h	14	146	229	856
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	4.1	10.8	6.3	5.0
Approach LOS	A	B	A	A
Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
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	4.976	4.976	4.976
Entry Flow, veh/h	27	472	388	358
Cap Entry Lane, veh/h	952	914	1170	1352
Entry HV Adj Factor	0.996	0.981	0.981	0.979
Flow Entry, veh/h	27	463	381	351
Cap Entry, veh/h	948	896	1148	1324
V/C Ratio	0.028	0.516	0.332	0.265
Control Delay, s/veh	4.1	10.8	6.3	5.0
LOS	A	B	A	A
95th %tile Queue, veh	0	3	1	1

Intersection												
Int Delay, s/veh	1.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗			↕			↕	
Traffic Vol, veh/h	26	292	15	5	746	25	0	0	5	11	0	90
Future Vol, veh/h	26	292	15	5	746	25	0	0	5	11	0	90
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	150	-	-	50	-	185	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	56	92	92	93	93	56	78	56	78	83	83	83
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	46	317	16	5	802	45	0	0	6	13	0	108

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	847	0	0	333	0	0	828	1274	325	1255	1260	424
Stage 1	-	-	-	-	-	-	417	417	-	835	835	-
Stage 2	-	-	-	-	-	-	411	857	-	420	425	-
Critical Hdwy	4.13	-	-	4.13	-	-	7.33	6.53	6.23	7.33	6.53	6.93
Critical Hdwy Stg 1	-	-	-	-	-	-	6.13	5.53	-	6.53	5.53	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.53	5.53	-	6.13	5.53	-
Follow-up Hdwy	2.219	-	-	2.219	-	-	3.519	4.019	3.319	3.519	4.019	3.319
Pot Cap-1 Maneuver	788	-	-	*1288	-	-	*537	*243	*860	*229	*249	579
Stage 1	-	-	-	-	-	-	*812	*711	-	*329	*382	-
Stage 2	-	-	-	-	-	-	*589	*373	-	*812	*711	-
Platoon blocked, %		-	-	1	-	-	1	1	1	1	1	
Mov Cap-1 Maneuver	788	-	-	*1288	-	-	*416	*228	*860	*216	*233	579
Mov Cap-2 Maneuver	-	-	-	-	-	-	*416	*228	-	*216	*233	-
Stage 1	-	-	-	-	-	-	*765	*670	-	*310	*380	-
Stage 2	-	-	-	-	-	-	*477	*372	-	*759	*670	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	1.2	0	9.2	14.8
HCM LOS			A	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	860	788	-	-	*1288	-	-	489
HCM Lane V/C Ratio	0.007	0.059	-	-	0.004	-	-	0.249
HCM Control Delay (s)	9.2	9.9	-	-	7.8	-	-	14.8
HCM Lane LOS	A	A	-	-	A	-	-	B
HCM 95th %tile Q(veh)	0	0.2	-	-	0	-	-	1

Notes
 ~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection						
Int Delay, s/veh	3.8					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	7	118	25	76	171	0
Future Vol, veh/h	7	118	25	76	171	0
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	-	330	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	83	83	83	83	87	87
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	8	142	30	92	197	0

























Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	349	197	197	0	-	0
Stage 1	197	-	-	-	-	-
Stage 2	152	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	648	844	1376	-	-	-
Stage 1	836	-	-	-	-	-
Stage 2	876	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	634	844	1376	-	-	-
Mov Cap-2 Maneuver	634	-	-	-	-	-
Stage 1	818	-	-	-	-	-
Stage 2	876	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10.3	1.9	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1376	-	829	-	-
HCM Lane V/C Ratio	0.022	-	0.182	-	-
HCM Control Delay (s)	7.7	-	10.3	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0.1	-	0.7	-	-

Lanes, Volumes, Timings
1: Thunder Mountain Ave & Old Ranch Rd

Existing + Site
Mid

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	430	307	53	20	261	75	74	19	46	197	36	418
Future Volume (vph)	430	307	53	20	261	75	74	19	46	197	36	418
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	315		350	170		350	50		0	195		0
Storage Lanes	2		1	1		1	1		1	1		1
Taper Length (ft)	195			45			35			50		
Lane Util. Factor	0.97	1.00	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	1863	1583	1770	3539	1583	1770	1863	1583	1770	1863	1583
Flt Permitted	0.950			0.950			0.732			0.741		
Satd. Flow (perm)	3433	1863	1583	1770	3539	1583	1364	1863	1583	1380	1863	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			81			187			124			186
Link Speed (mph)		35			35			30				30
Link Distance (ft)		713			554			197				329
Travel Time (s)		13.9			10.8			4.5				7.5
Peak Hour Factor	0.77	0.93	0.93	0.92	0.92	0.77	0.83	0.77	0.83	0.93	0.93	0.93
Adj. Flow (vph)	558	330	57	22	284	97	89	25	55	212	39	449
Shared Lane Traffic (%)												
Lane Group Flow (vph)	558	330	57	22	284	97	89	25	55	212	39	449
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		30			30			12				24
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2	1	1	2	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100	20	20	100	20	20	100	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	6	20	20	6	20	20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94				94
Detector 2 Size(ft)		6			6			6				6
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex				Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0				0.0
Turn Type	Prot	NA	Perm	Prot	NA	Free	Perm	NA	Perm	Perm	NA	pm+ov
Protected Phases	5	2		1	6			8			4	5
Permitted Phases			2			Free	8		8	4		4

Lanes, Volumes, Timings
1: Thunder Mountain Ave & Old Ranch Rd

Existing + Site
Mid



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	5	2	2	1	6		8	8	8	4	4	5
Switch Phase												
Minimum Initial (s)	10.0	4.0	4.0	4.0	10.0		4.0	4.0	4.0	4.0	4.0	10.0
Minimum Split (s)	25.0	30.0	30.0	9.0	30.0		20.0	20.0	20.0	32.5	32.5	25.0
Total Split (s)	35.0	46.0	46.0	19.0	30.0		49.0	49.0	49.0	49.0	49.0	35.0
Total Split (%)	30.7%	40.4%	40.4%	16.7%	26.3%		43.0%	43.0%	43.0%	43.0%	43.0%	30.7%
Maximum Green (s)	30.0	40.0	40.0	14.0	24.0		42.5	42.5	42.5	42.5	42.5	30.0
Yellow Time (s)	3.0	4.0	4.0	3.0	4.0		4.5	4.5	4.5	4.5	4.5	3.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	-2.0
Total Lost Time (s)	5.0	6.0	6.0	5.0	6.0		6.5	6.5	6.5	6.5	6.5	3.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag							Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes							Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	C-Max	C-Max	None	C-Max		None	None	None	None	None	None
Walk Time (s)		7.0	7.0		7.0					7.0	7.0	
Flash Dont Walk (s)		17.0	17.0		17.0					19.0	19.0	
Pedestrian Calls (#/hr)		0	0		0					0	0	
Act Effct Green (s)	24.9	73.0	73.0	7.0	48.4	114.0	23.2	23.2	23.2	23.2	23.2	56.6
Actuated g/C Ratio	0.22	0.64	0.64	0.06	0.42	1.00	0.20	0.20	0.20	0.20	0.20	0.50
v/c Ratio	0.74	0.28	0.05	0.20	0.19	0.06	0.32	0.07	0.13	0.76	0.10	0.51
Control Delay	47.6	12.3	1.7	54.6	23.6	0.1	39.8	33.6	0.7	64.1	39.5	11.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	47.6	12.3	1.7	54.6	23.6	0.1	39.8	33.6	0.7	64.1	39.5	11.0
LOS	D	B	A	D	C	A	D	C	A	E	D	B
Approach Delay		32.5			19.6			26.2			28.7	
Approach LOS		C			B			C			C	
Queue Length 50th (ft)	196	83	0	16	67	0	56	15	0	158	26	118
Queue Length 95th (ft)	198	215	12	42	122	0	86	30	0	213	52	163
Internal Link Dist (ft)		633			474			117			249	
Turn Bay Length (ft)	315		350	170		350	50			195		
Base Capacity (vph)	911	1193	1042	217	1502	1583	508	694	667	514	694	944
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.61	0.28	0.05	0.10	0.19	0.06	0.18	0.04	0.08	0.41	0.06	0.48

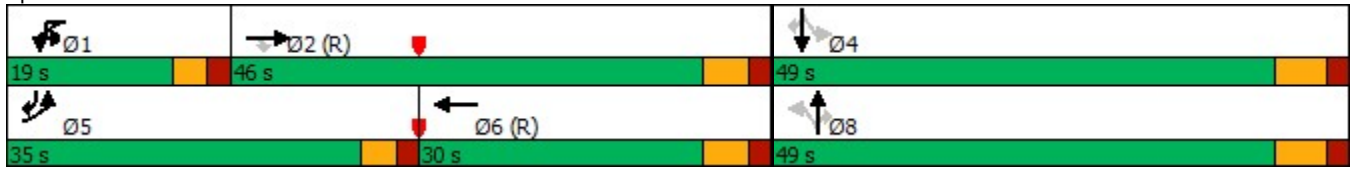
Intersection Summary

Area Type:	Other
Cycle Length:	114
Actuated Cycle Length:	114
Offset:	26 (23%), Referenced to phase 2:EBT and 6:WBT, Start of Green
Natural Cycle:	90
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.76
Intersection Signal Delay:	28.5
Intersection LOS:	C
Intersection Capacity Utilization:	52.9%
ICU Level of Service:	A
Analysis Period (min):	15

Lanes, Volumes, Timings
 1: Thunder Mountain Ave & Old Ranch Rd

Existing + Site
 Mid

Splits and Phases: 1: Thunder Mountain Ave & Old Ranch Rd



Lanes, Volumes, Timings
4: Thunder Mountain Ave. & North School Entrance

Existing + Site
Mid



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	0	172	417	303	5
Future Volume (vph)	0	0	172	417	303	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.97	1.00	1.00	1.00
Fr _t						0.850
Fl _t Protected			0.950			
Satd. Flow (prot)	1863	0	3433	1863	1863	1583
Fl _t Permitted			0.950			
Satd. Flow (perm)	1863	0	3433	1863	1863	1583
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)						10
Link Speed (mph)	30			30	30	
Link Distance (ft)	215			687	498	
Travel Time (s)	4.9			15.6	11.3	
Peak Hour Factor	0.92	0.92	0.50	0.93	0.92	0.50
Adj. Flow (vph)	0	0	344	448	329	10
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	344	448	329	10
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	L NA	R NA	L NA	R NA
Median Width(ft)	12			24	24	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Number of Detectors	1		1	2	2	1
Detector Template	Left		Left	Thru	Thru	Right
Leading Detector (ft)	20		20	100	100	20
Trailing Detector (ft)	0		0	0	0	0
Detector 1 Position(ft)	0		0	0	0	0
Detector 1 Size(ft)	20		20	6	6	20
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	0.0
Detector 2 Position(ft)				94	94	
Detector 2 Size(ft)				6	6	
Detector 2 Type				Cl+Ex	Cl+Ex	
Detector 2 Channel						
Detector 2 Extend (s)				0.0	0.0	
Turn Type	Prot		Prot	NA	NA	Perm
Protected Phases	4		5	2	6	
Permitted Phases						6
Detector Phase	4		5	2	6	6
Switch Phase						
Minimum Initial (s)	4.0		4.0	4.0	4.0	4.0

Lanes, Volumes, Timings
4: Thunder Mountain Ave. & North School Entrance

Existing + Site
Mid

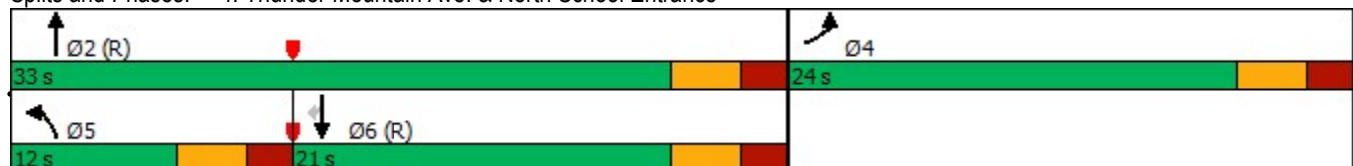


Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Minimum Split (s)	29.0		9.0	20.0	20.0	20.0
Total Split (s)	24.0		12.0	33.0	21.0	21.0
Total Split (%)	42.1%		21.1%	57.9%	36.8%	36.8%
Maximum Green (s)	19.0		7.0	28.0	16.0	16.0
Yellow Time (s)	3.0		3.0	3.0	3.0	3.0
All-Red Time (s)	2.0		2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0		5.0	5.0	5.0	5.0
Lead/Lag			Lead		Lag	Lag
Lead-Lag Optimize?			Yes		Yes	Yes
Vehicle Extension (s)	3.0		3.0	3.0	3.0	3.0
Recall Mode	None		None	C-Max	C-Max	C-Max
Walk Time (s)	7.0					
Flash Dont Walk (s)	17.0					
Pedestrian Calls (#/hr)	0					
Act Effect Green (s)			11.2	57.0	35.8	35.8
Actuated g/C Ratio			0.20	1.00	0.63	0.63
v/c Ratio			0.51	0.24	0.28	0.01
Control Delay			31.8	1.1	6.0	2.8
Queue Delay			0.0	0.0	0.0	0.0
Total Delay			31.8	1.1	6.0	2.8
LOS			C	A	A	A
Approach Delay				14.4	5.9	
Approach LOS				B	A	
Queue Length 50th (ft)			106	18	43	0
Queue Length 95th (ft)			85	28	86	2
Internal Link Dist (ft)	135			607	418	
Turn Bay Length (ft)						
Base Capacity (vph)			676	1863	1168	996
Starvation Cap Reductn			0	0	0	0
Spillback Cap Reductn			0	0	0	0
Storage Cap Reductn			0	0	0	0
Reduced v/c Ratio			0.51	0.24	0.28	0.01

Intersection Summary

Area Type: Other
 Cycle Length: 57
 Actuated Cycle Length: 57
 Offset: 21 (37%), Referenced to phase 2:NBT and 6:SBT, Start of Green
 Natural Cycle: 60
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.51
 Intersection Signal Delay: 11.9
 Intersection Capacity Utilization 28.9%
 Analysis Period (min) 15
 Intersection LOS: B
 ICU Level of Service A

Splits and Phases: 4: Thunder Mountain Ave. & North School Entrance



HCM 6th Roundabout
 3: Cordera Crest Ave & Blue Horizon Vw & Old Ranch Rd

Existing + Site
 Mid

Intersection				
Intersection Delay, s/veh	6.1			
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	78	188	236	528
Demand Flow Rate, veh/h	79	191	240	538
Vehicles Circulating, veh/h	543	230	313	33
Vehicles Exiting, veh/h	28	323	309	388
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	5.6	4.9	6.0	6.6
Approach LOS	A	A	A	A
Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
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	4.976	4.976	4.976
Entry Flow, veh/h	79	191	240	538
Cap Entry Lane, veh/h	793	1091	1003	1334
Entry HV Adj Factor	0.981	0.983	0.983	0.981
Flow Entry, veh/h	78	188	236	528
Cap Entry, veh/h	778	1073	986	1309
V/C Ratio	0.100	0.175	0.239	0.403
Control Delay, s/veh	5.6	4.9	6.0	6.6
LOS	A	A	A	A
95th %tile Queue, veh	0	1	1	2

Intersection												
Int Delay, s/veh	1.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗			↕			↕	
Traffic Vol, veh/h	44	455	42	10	331	9	12	0	18	11	0	33
Future Vol, veh/h	44	455	42	10	331	9	12	0	18	11	0	33
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	150	-	-	50	-	185	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	77	92	92	92	92	77	78	77	78	78	78	78
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	57	495	46	11	360	12	15	0	23	14	0	42

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	372	0	0	541	0	0	834	1026	518	1032	1043	186
Stage 1	-	-	-	-	-	-	632	632	-	388	388	-
Stage 2	-	-	-	-	-	-	202	394	-	644	655	-
Critical Hdwy	4.13	-	-	4.13	-	-	7.33	6.53	6.23	7.33	6.53	6.93
Critical Hdwy Stg 1	-	-	-	-	-	-	6.13	5.53	-	6.53	5.53	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.53	5.53	-	6.13	5.53	-
Follow-up Hdwy	2.219	-	-	2.219	-	-	3.519	4.019	3.319	3.519	4.019	3.319
Pot Cap-1 Maneuver	1185	-	-	*1086	-	-	*684	*561	*725	*623	*544	825
Stage 1	-	-	-	-	-	-	*685	*599	-	*608	*608	-
Stage 2	-	-	-	-	-	-	*781	*604	-	*685	*599	-
Platoon blocked, %		-	-	1	-	-	1	1	1	1	1	
Mov Cap-1 Maneuver	1185	-	-	*1086	-	-	*620	*529	*725	*576	*512	825
Mov Cap-2 Maneuver	-	-	-	-	-	-	*620	*529	-	*576	*512	-
Stage 1	-	-	-	-	-	-	*652	*571	-	*579	*602	-
Stage 2	-	-	-	-	-	-	*733	*598	-	*631	*571	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.8			0.2			10.6			10.2		
HCM LOS							B			B		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	679	1185	-	-	* 1086	-	-	745
HCM Lane V/C Ratio	0.057	0.048	-	-	0.01	-	-	0.076
HCM Control Delay (s)	10.6	8.2	-	-	8.3	-	-	10.2
HCM Lane LOS	B	A	-	-	A	-	-	B
HCM 95th %tile Q(veh)	0.2	0.2	-	-	0	-	-	0.2

Notes
 ~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection						
Int Delay, s/veh	2.4					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	2	62	95	225	189	10
Future Vol, veh/h	2	62	95	225	189	10
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	-	330	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	83	83	92	92	87	87
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	2	75	103	245	217	11

























Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	674	223	228	0	-	0
Stage 1	223	-	-	-	-	-
Stage 2	451	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	437	817	1340	-	-	-
Stage 1	814	-	-	-	-	-
Stage 2	666	-	-	-	-	-
Platoon blocked, %	1			-	-	-
Mov Cap-1 Maneuver	403	817	1340	-	-	-
Mov Cap-2 Maneuver	403	-	-	-	-	-
Stage 1	751	-	-	-	-	-
Stage 2	666	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10	2.3	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1340	-	792	-	-
HCM Lane V/C Ratio	0.077	-	0.097	-	-
HCM Control Delay (s)	7.9	-	10	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0.2	-	0.3	-	-

Lanes, Volumes, Timings
1: Thunder Mountain Ave & Old Ranch Rd

2022 Existing + Site
PM

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	423	354	39	18	177	92	25	16	26	72	18	220
Future Volume (vph)	423	354	39	18	177	92	25	16	26	72	18	220
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	315		350	170		350	50		0	195		0
Storage Lanes	2		1	1		1	1		1	1		1
Taper Length (ft)	195			45			35			50		
Lane Util. Factor	0.97	1.00	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	1863	1583	1770	3539	1583	1770	1863	1583	1770	1863	1583
Flt Permitted	0.950			0.950			0.744			0.745		
Satd. Flow (perm)	3433	1863	1583	1770	3539	1583	1386	1863	1583	1388	1863	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			81			139			77			239
Link Speed (mph)		35			35			30				30
Link Distance (ft)		713			554			197				329
Travel Time (s)		13.9			10.8			4.5				7.5
Peak Hour Factor	0.93	0.93	0.93	0.92	0.92	0.92	0.83	0.83	0.83	0.92	0.92	0.92
Adj. Flow (vph)	455	381	42	20	192	100	30	19	31	78	20	239
Shared Lane Traffic (%)												
Lane Group Flow (vph)	455	381	42	20	192	100	30	19	31	78	20	239
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		30			30			12				24
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2	1	1	2	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100	20	20	100	20	20	100	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	6	20	20	6	20	20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94				94
Detector 2 Size(ft)		6			6			6				6
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex				Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0				0.0
Turn Type	Prot	NA	Perm	Prot	NA	Free	Perm	NA	Perm	Perm	NA	pm+ov
Protected Phases	5	2		1	6			8			4	5
Permitted Phases			2			Free	8		8	4		4

Lanes, Volumes, Timings
1: Thunder Mountain Ave & Old Ranch Rd

2022 Existing + Site
PM



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	5	2	2	1	6		8	8	8	4	4	5
Switch Phase												
Minimum Initial (s)	10.0	4.0	4.0	4.0	10.0		4.0	4.0	4.0	4.0	4.0	10.0
Minimum Split (s)	25.0	30.0	30.0	9.0	30.0		20.0	20.0	20.0	32.5	32.5	25.0
Total Split (s)	19.0	58.0	58.0	19.0	58.0		37.0	37.0	37.0	37.0	37.0	19.0
Total Split (%)	16.7%	50.9%	50.9%	16.7%	50.9%		32.5%	32.5%	32.5%	32.5%	32.5%	16.7%
Maximum Green (s)	14.0	52.0	52.0	14.0	52.0		30.5	30.5	30.5	30.5	30.5	14.0
Yellow Time (s)	3.0	4.0	4.0	3.0	4.0		4.5	4.5	4.5	4.5	4.5	3.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	-2.0
Total Lost Time (s)	5.0	6.0	6.0	5.0	6.0		6.5	6.5	6.5	6.5	6.5	3.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag							Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes							Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	C-Max	C-Max	None	C-Max		None	None	None	None	None	None
Walk Time (s)		7.0	7.0		7.0					7.0	7.0	
Flash Dont Walk (s)		17.0	17.0		17.0					19.0	19.0	
Pedestrian Calls (#/hr)		0	0		0					0	0	
Act Effct Green (s)	24.2	88.3	88.3	6.9	63.2	114.0	11.6	11.6	11.6	11.8	11.8	41.8
Actuated g/C Ratio	0.21	0.77	0.77	0.06	0.55	1.00	0.10	0.10	0.10	0.10	0.10	0.37
v/c Ratio	0.63	0.26	0.03	0.19	0.10	0.06	0.21	0.10	0.14	0.55	0.10	0.33
Control Delay	45.1	6.6	0.4	54.4	13.8	0.1	48.6	45.1	1.2	61.7	45.2	3.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	45.1	6.6	0.4	54.4	13.8	0.1	48.6	45.1	1.2	61.7	45.2	3.7
LOS	D	A	A	D	B	A	D	D	A	E	D	A
Approach Delay		26.3			12.0			29.4			19.6	
Approach LOS		C			B			C			B	
Queue Length 50th (ft)	159	61	0	14	34	0	20	13	0	55	14	0
Queue Length 95th (ft)	209	179	3	39	62	0	45	32	0	102	36	45
Internal Link Dist (ft)		633			474			117			249	
Turn Bay Length (ft)	315		350	170		350	50			195		
Base Capacity (vph)	727	1443	1244	217	1961	1583	370	498	479	371	498	732
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.63	0.26	0.03	0.09	0.10	0.06	0.08	0.04	0.06	0.21	0.04	0.33

Intersection Summary

Area Type:	Other
Cycle Length:	114
Actuated Cycle Length:	114
Offset:	26 (23%), Referenced to phase 2:EBT and 6:WBT, Start of Green
Natural Cycle:	90
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.63
Intersection Signal Delay:	22.3
Intersection LOS:	C
Intersection Capacity Utilization:	48.4%
ICU Level of Service:	A
Analysis Period (min):	15

Splits and Phases: 1: Thunder Mountain Ave & Old Ranch Rd



Intersection				
Intersection Delay, s/veh	5.2			
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	9	129	175	426
Demand Flow Rate, veh/h	9	131	178	434
Vehicles Circulating, veh/h	443	158	272	13
Vehicles Exiting, veh/h	4	292	180	276
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	4.2	4.1	5.1	5.5
Approach LOS	A	A	A	A
Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
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	4.976	4.976	4.976
Entry Flow, veh/h	9	131	178	434
Cap Entry Lane, veh/h	878	1174	1046	1362
Entry HV Adj Factor	0.991	0.984	0.983	0.981
Flow Entry, veh/h	9	129	175	426
Cap Entry, veh/h	871	1156	1027	1336
V/C Ratio	0.010	0.112	0.170	0.319
Control Delay, s/veh	4.2	4.1	5.1	5.5
LOS	A	A	A	A
95th %tile Queue, veh	0	0	1	1

Intersection												
Int Delay, s/veh	1.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗			↕			↕	
Traffic Vol, veh/h	44	355	40	10	216	11	10	0	20	9	0	30
Future Vol, veh/h	44	355	40	10	216	11	10	0	20	9	0	30
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	150	-	-	50	-	185	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	87	87	87	78	78	78	78	78	78
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	48	386	43	11	248	13	13	0	26	12	0	38

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	261	0	0	429	0	0	650	787	408	794	802	131
Stage 1	-	-	-	-	-	-	504	504	-	277	277	-
Stage 2	-	-	-	-	-	-	146	283	-	517	525	-
Critical Hdwy	4.13	-	-	4.13	-	-	7.33	6.53	6.23	7.33	6.53	6.93
Critical Hdwy Stg 1	-	-	-	-	-	-	6.13	5.53	-	6.53	5.53	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.53	5.53	-	6.13	5.53	-
Follow-up Hdwy	2.219	-	-	2.219	-	-	3.519	4.019	3.319	3.519	4.019	3.319
Pot Cap-1 Maneuver	1302	-	-	*1207	-	-	*760	*644	*806	*719	*628	895
Stage 1	-	-	-	-	-	-	*761	*666	-	*707	*680	-
Stage 2	-	-	-	-	-	-	*842	*676	-	*761	*666	-
Platoon blocked, %		-	-	1	-	-	1	1	1	1	1	
Mov Cap-1 Maneuver	1302	-	-	*1207	-	-	*702	*614	*806	*672	*599	895
Mov Cap-2 Maneuver	-	-	-	-	-	-	*702	*614	-	*672	*599	-
Stage 1	-	-	-	-	-	-	*733	*642	-	*681	*674	-
Stage 2	-	-	-	-	-	-	*798	*670	-	*710	*642	-

































Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.8			0.3			9.9			9.6		
HCM LOS							A			A		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	768	1302	-	-	* 1207	-	-	831
HCM Lane V/C Ratio	0.05	0.037	-	-	0.01	-	-	0.06
HCM Control Delay (s)	9.9	7.9	-	-	8	-	-	9.6
HCM Lane LOS	A	A	-	-	A	-	-	A
HCM 95th %tile Q(veh)	0.2	0.1	-	-	0	-	-	0.2

Notes			
~: Volume exceeds capacity	\$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Lanes, Volumes, Timings
1: Thunder Mountain Ave & Old Ranch Rd

2042 Background
AM

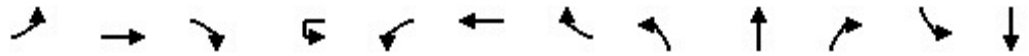
												
Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations	 		 		 	 	 	 		 	 	 
Traffic Volume (vph)	510	225	50	9	25	635	290	100	70	65	200	50
Future Volume (vph)	510	225	50	9	25	635	290	100	70	65	200	50
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	315		350		170		350	50		0	195	
Storage Lanes	2		1		1		1	1		1	1	
Taper Length (ft)	195				45			35				50
Lane Util. Factor	0.97	1.00	1.00	0.95	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850				0.850			0.850		
Flt Protected	0.950				0.950			0.950			0.950	
Satd. Flow (prot)	3433	1863	1583	0	1770	3539	1583	1770	1863	1583	1770	1863
Flt Permitted	0.950				0.950			0.720			0.675	
Satd. Flow (perm)	3433	1863	1583	0	1770	3539	1583	1341	1863	1583	1257	1863
Right Turn on Red			Yes				Yes			Yes		
Satd. Flow (RTOR)			81				518			124		
Link Speed (mph)		35				35			30			30
Link Distance (ft)		713				554			197			329
Travel Time (s)		13.9				10.8			4.5			7.5
Peak Hour Factor	0.56	0.93	0.93	0.93	0.93	0.93	0.56	0.87	0.56	0.87	0.88	0.88
Adj. Flow (vph)	911	242	54	10	27	683	518	115	125	75	227	57
Shared Lane Traffic (%)												
Lane Group Flow (vph)	911	242	54	0	37	683	518	115	125	75	227	57
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	R NA	Left	Left	Right	Left	Left	Right	Left	Left
Median Width(ft)		30				30			12			24
Link Offset(ft)		0				0			0			0
Crosswalk Width(ft)		16				16			16			16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	9	15		9	15		9	15	
Number of Detectors	1	2	1	1	1	2	1	1	2	1	1	2
Detector Template	Left	Thru	Right	Left	Left	Thru	Right	Left	Thru	Right	Left	Thru
Leading Detector (ft)	20	100	20	20	20	100	20	20	100	20	20	100
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	6	20	20	20	6	20	20	6	20	20	6
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94				94			94			94
Detector 2 Size(ft)		6				6			6			6
Detector 2 Type		Cl+Ex				Cl+Ex			Cl+Ex			Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)		0.0				0.0			0.0			0.0
Turn Type	Prot	NA	Perm	Prot	Prot	NA	Free	Perm	NA	Perm	Perm	NA
Protected Phases	5	2		1	1	6			8			4
Permitted Phases			2				Free	8		8		4

Lanes, Volumes, Timings
 1: Thunder Mountain Ave & Old Ranch Rd

Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	450
Future Volume (vph)	450
Ideal Flow (vphpl)	1900
Storage Length (ft)	0
Storage Lanes	1
Taper Length (ft)	
Lane Util. Factor	1.00
Frt	0.850
Flt Protected	
Satd. Flow (prot)	1583
Flt Permitted	
Satd. Flow (perm)	1583
Right Turn on Red	Yes
Satd. Flow (RTOR)	29
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	0.88
Adj. Flow (vph)	511
Shared Lane Traffic (%)	
Lane Group Flow (vph)	511
Enter Blocked Intersection	No
Lane Alignment	Right
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	1.00
Turning Speed (mph)	9
Number of Detectors	1
Detector Template	Right
Leading Detector (ft)	20
Trailing Detector (ft)	0
Detector 1 Position(ft)	0
Detector 1 Size(ft)	20
Detector 1 Type	Cl+Ex
Detector 1 Channel	
Detector 1 Extend (s)	0.0
Detector 1 Queue (s)	0.0
Detector 1 Delay (s)	0.0
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	
Detector 2 Extend (s)	
Turn Type	pm+ov
Protected Phases	5
Permitted Phases	4

Lanes, Volumes, Timings
1: Thunder Mountain Ave & Old Ranch Rd

2042 Background
AM



Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Detector Phase	5	2	2	1	1	6		8	8	8	4	4
Switch Phase												
Minimum Initial (s)	10.0	4.0	4.0	4.0	4.0	10.0		4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	25.0	30.0	30.0	9.0	9.0	30.0		20.0	20.0	20.0	32.5	32.5
Total Split (s)	35.0	46.0	46.0	19.0	19.0	30.0		49.0	49.0	49.0	49.0	49.0
Total Split (%)	30.7%	40.4%	40.4%	16.7%	16.7%	26.3%		43.0%	43.0%	43.0%	43.0%	43.0%
Maximum Green (s)	30.0	40.0	40.0	14.0	14.0	24.0		42.5	42.5	42.5	42.5	42.5
Yellow Time (s)	3.0	4.0	4.0	3.0	3.0	4.0		4.5	4.5	4.5	4.5	4.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	6.0	6.0		5.0	6.0		6.5	6.5	6.5	6.5	6.5
Lead/Lag	Lead	Lag	Lag	Lead	Lead	Lag						
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes						
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0
Recall Mode	None	C-Max	C-Max	None	None	C-Max		None	None	None	None	None
Walk Time (s)		7.0	7.0			7.0					7.0	7.0
Flash Dont Walk (s)		17.0	17.0			17.0					19.0	19.0
Pedestrian Calls (#/hr)		0	0			0					0	0
Act Effct Green (s)	38.8	66.9	66.9		7.9	31.5	114.0	26.2	26.2	26.2	26.2	26.2
Actuated g/C Ratio	0.34	0.59	0.59		0.07	0.28	1.00	0.23	0.23	0.23	0.23	0.23
v/c Ratio	0.78	0.22	0.06		0.30	0.70	0.33	0.37	0.29	0.16	0.79	0.13
Control Delay	39.3	15.0	1.9		56.2	43.2	0.6	38.6	36.1	1.7	59.6	33.1
Queue Delay	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	39.3	15.0	1.9		56.2	43.2	0.6	38.6	36.1	1.7	59.6	33.1
LOS	D	B	A		E	D	A	D	D	A	E	C
Approach Delay		32.8				25.8			28.8			28.8
Approach LOS		C				C			C			C
Queue Length 50th (ft)	302	88	0		26	240	0	71	76	0	159	37
Queue Length 95th (ft)	211	172	12		60	#370	0	108	69	6	m157	m43
Internal Link Dist (ft)		633				474			117			249
Turn Bay Length (ft)	315		350		170		350	50			195	
Base Capacity (vph)	1169	1092	962		217	977	1583	499	694	667	468	694
Starvation Cap Reductn	0	0	0		0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0		0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0		0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.78	0.22	0.06		0.17	0.70	0.33	0.23	0.18	0.11	0.49	0.08

Intersection Summary

Area Type: Other
 Cycle Length: 114
 Actuated Cycle Length: 114
 Offset: 26 (23%), Referenced to phase 2:EBT and 6:WBT, Start of Green
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.79
 Intersection Signal Delay: 29.1
 Intersection LOS: C
 Intersection Capacity Utilization 64.3%
 ICU Level of Service C
 Analysis Period (min) 15

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



Lane Group	SBR
Detector Phase	5
Switch Phase	
Minimum Initial (s)	10.0
Minimum Split (s)	25.0
Total Split (s)	35.0
Total Split (%)	30.7%
Maximum Green (s)	30.0
Yellow Time (s)	3.0
All-Red Time (s)	2.0
Lost Time Adjust (s)	-2.0
Total Lost Time (s)	3.0
Lead/Lag	Lead
Lead-Lag Optimize?	Yes
Vehicle Extension (s)	3.0
Recall Mode	None
Walk Time (s)	
Flash Dont Walk (s)	
Pedestrian Calls (#/hr)	
Act Effct Green (s)	73.5
Actuated g/C Ratio	0.64
v/c Ratio	0.50
Control Delay	14.7
Queue Delay	0.0
Total Delay	14.7
LOS	B
Approach Delay	
Approach LOS	
Queue Length 50th (ft)	179
Queue Length 95th (ft)	m211
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	1031
Starvation Cap Reductn	0
Spillback Cap Reductn	0
Storage Cap Reductn	0
Reduced v/c Ratio	0.50
Intersection Summary	

Queue shown is maximum after two cycles.

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

Splits and Phases: 1: Thunder Mountain Ave & Old Ranch Rd



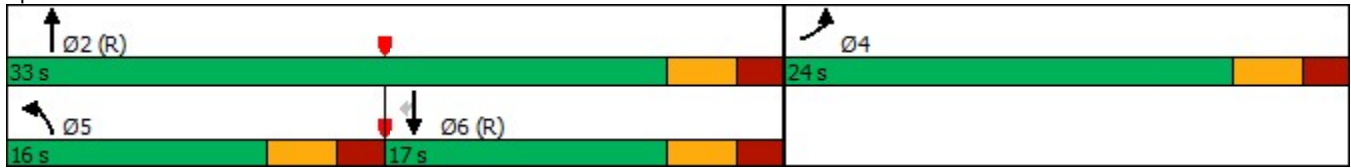
Lanes, Volumes, Timings
4: Thunder Mountain Ave. & North School Entrance

2042 Background
AM



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	0	760	110	315	100
Future Volume (vph)	0	0	760	110	315	100
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.97	1.00	1.00	1.00
Fr _t						0.850
Fl _t Protected			0.950			
Satd. Flow (prot)	1863	0	3433	1863	1863	1583
Fl _t Permitted			0.950			
Satd. Flow (perm)	1863	0	3433	1863	1863	1583
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)						200
Link Speed (mph)	30			30	30	
Link Distance (ft)	215			687	498	
Travel Time (s)	4.9			15.6	11.3	
Peak Hour Factor	0.92	0.92	0.50	0.87	0.93	0.50
Adj. Flow (vph)	0	0	1520	126	339	200
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	1520	126	339	200
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	L NA	R NA	L NA	R NA
Median Width(ft)	12			24	24	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Number of Detectors	1		1	2	2	1
Detector Template	Left		Left	Thru	Thru	Right
Leading Detector (ft)	20		20	100	100	20
Trailing Detector (ft)	0		0	0	0	0
Detector 1 Position(ft)	0		0	0	0	0
Detector 1 Size(ft)	20		20	6	6	20
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	0.0
Detector 2 Position(ft)				94	94	
Detector 2 Size(ft)				6	6	
Detector 2 Type				Cl+Ex	Cl+Ex	
Detector 2 Channel						
Detector 2 Extend (s)				0.0	0.0	
Turn Type	Prot		Prot	NA	NA	Perm
Protected Phases	4		5	2	6	
Permitted Phases						6
Detector Phase	4		5	2	6	6
Switch Phase						
Minimum Initial (s)	4.0		4.0	4.0	4.0	4.0

Splits and Phases: 4: Thunder Mountain Ave. & North School Entrance



Intersection				
Intersection Delay, s/veh	11.9			
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	132	548	468	510
Demand Flow Rate, veh/h	135	559	477	521
Vehicles Circulating, veh/h	542	575	298	99
Vehicles Exiting, veh/h	78	200	379	1035
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	6.4	20.1	9.1	7.1
Approach LOS	A	C	A	A
Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
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	4.976	4.976	4.976
Entry Flow, veh/h	135	559	477	521
Cap Entry Lane, veh/h	794	768	1018	1247
Entry HV Adj Factor	0.976	0.980	0.981	0.980
Flow Entry, veh/h	132	548	468	511
Cap Entry, veh/h	775	752	999	1222
V/C Ratio	0.170	0.728	0.468	0.418
Control Delay, s/veh	6.4	20.1	9.1	7.1
LOS	A	C	A	A
95th %tile Queue, veh	1	6	3	2

Intersection												
Int Delay, s/veh	2.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗			↕			↕	
Traffic Vol, veh/h	30	410	50	5	855	40	5	1	15	20	0	90
Future Vol, veh/h	30	410	50	5	855	40	5	1	15	20	0	90
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	150	-	-	50	-	185	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	56	92	92	93	93	56	78	56	78	83	83	83
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	54	446	54	5	919	71	6	2	19	24	0	108

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	990	0	0	500	0	0	1051	1581	473	1557	1573	495
Stage 1	-	-	-	-	-	-	581	581	-	965	965	-
Stage 2	-	-	-	-	-	-	470	1000	-	592	608	-
Critical Hdwy	4.13	-	-	4.13	-	-	7.33	6.53	6.23	7.33	6.53	6.93
Critical Hdwy Stg 1	-	-	-	-	-	-	6.13	5.53	-	6.53	5.53	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.53	5.53	-	6.13	5.53	-
Follow-up Hdwy	2.219	-	-	2.219	-	-	3.519	4.019	3.319	3.519	4.019	3.319
Pot Cap-1 Maneuver	696	-	-	*1126	-	-	*525	*179	*752	*165	*181	521
Stage 1	-	-	-	-	-	-	*710	*622	-	*274	*332	-
Stage 2	-	-	-	-	-	-	*544	*320	-	*710	*622	-
Platoon blocked, %		-	-	1	-	-	1	1	1	1	1	
Mov Cap-1 Maneuver	696	-	-	*1126	-	-	*390	*164	*752	*149	*166	521
Mov Cap-2 Maneuver	-	-	-	-	-	-	*390	*164	-	*149	*166	-
Stage 1	-	-	-	-	-	-	*655	*573	-	*253	*331	-
Stage 2	-	-	-	-	-	-	*429	*319	-	*636	*573	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	1	0	12.3	20.8
HCM LOS			B	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	518	696	-	-	*1126	-	-	358
HCM Lane V/C Ratio	0.053	0.077	-	-	0.005	-	-	0.37
HCM Control Delay (s)	12.3	10.6	-	-	8.2	-	-	20.8
HCM Lane LOS	B	B	-	-	A	-	-	C
HCM 95th %tile Q(veh)	0.2	0.2	-	-	0	-	-	1.7

Notes
 ~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection						
Int Delay, s/veh	2.5					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	W		W	↑	↑	
Traffic Vol, veh/h	10	62	50	60	353	5
Future Vol, veh/h	10	62	50	60	353	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	-	330	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	83	83	83	83	93	93
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	12	75	60	72	380	5

























Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	575	383	385	0	-	0
Stage 1	383	-	-	-	-	-
Stage 2	192	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	480	664	1173	-	-	-
Stage 1	689	-	-	-	-	-
Stage 2	841	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	456	664	1173	-	-	-
Mov Cap-2 Maneuver	456	-	-	-	-	-
Stage 1	654	-	-	-	-	-
Stage 2	841	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	11.7	3.7	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1173	-	624	-	-
HCM Lane V/C Ratio	0.051	-	0.139	-	-
HCM Control Delay (s)	8.2	-	11.7	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0.2	-	0.5	-	-

Lanes, Volumes, Timings
1: Thunder Mountain Ave & Old Ranch Rd

2042 Background
Mid

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	350	315	75	40	275	85	100	25	25	190	50	375
Future Volume (vph)	350	315	75	40	275	85	100	25	25	190	50	375
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	315		350	170		350	50		0	195		0
Storage Lanes	2		1	1		1	1		1	1		1
Taper Length (ft)	195			45			35			50		
Lane Util. Factor	0.97	1.00	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	1863	1583	1770	3539	1583	1770	1863	1583	1770	1863	1583
Flt Permitted	0.950			0.950			0.719			0.740		
Satd. Flow (perm)	3433	1863	1583	1770	3539	1583	1339	1863	1583	1378	1863	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			81			187			124			169
Link Speed (mph)		35			35			30				30
Link Distance (ft)		713			554			197				329
Travel Time (s)		13.9			10.8			4.5				7.5
Peak Hour Factor	0.77	0.95	0.95	0.92	0.92	0.77	0.92	0.92	0.92	0.85	0.85	0.85
Adj. Flow (vph)	455	332	79	43	299	110	109	27	27	224	59	441
Shared Lane Traffic (%)												
Lane Group Flow (vph)	455	332	79	43	299	110	109	27	27	224	59	441
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		30			30			12				24
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2	1	1	2	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100	20	20	100	20	20	100	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	6	20	20	6	20	20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94				94
Detector 2 Size(ft)		6			6			6				6
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex				Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0				0.0
Turn Type	Prot	NA	Perm	Prot	NA	Free	Perm	NA	Perm	Perm	NA	pm+ov
Protected Phases	5	2		1	6			8			4	5
Permitted Phases			2			Free	8		8	4		4

Lanes, Volumes, Timings
1: Thunder Mountain Ave & Old Ranch Rd

2042 Background
Mid

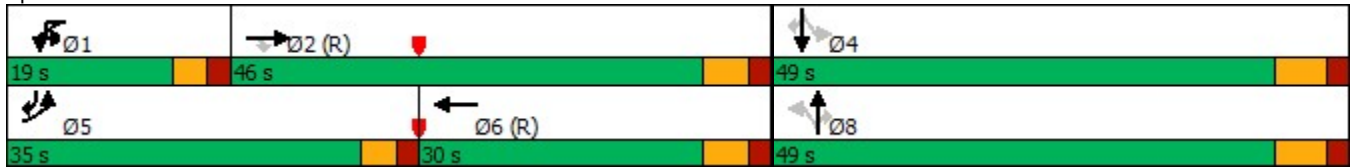


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	5	2	2	1	6		8	8	8	4	4	5
Switch Phase												
Minimum Initial (s)	10.0	4.0	4.0	4.0	10.0		4.0	4.0	4.0	4.0	4.0	10.0
Minimum Split (s)	25.0	30.0	30.0	9.0	30.0		20.0	20.0	20.0	32.5	32.5	25.0
Total Split (s)	35.0	46.0	46.0	19.0	30.0		49.0	49.0	49.0	49.0	49.0	35.0
Total Split (%)	30.7%	40.4%	40.4%	16.7%	26.3%		43.0%	43.0%	43.0%	43.0%	43.0%	30.7%
Maximum Green (s)	30.0	40.0	40.0	14.0	24.0		42.5	42.5	42.5	42.5	42.5	30.0
Yellow Time (s)	3.0	4.0	4.0	3.0	4.0		4.5	4.5	4.5	4.5	4.5	3.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	-2.0
Total Lost Time (s)	5.0	6.0	6.0	5.0	6.0		6.5	6.5	6.5	6.5	6.5	3.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag							Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes							Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	C-Max	C-Max	None	C-Max		None	None	None	None	None	None
Walk Time (s)		7.0	7.0		7.0					7.0	7.0	
Flash Dont Walk (s)		17.0	17.0		17.0					19.0	19.0	
Pedestrian Calls (#/hr)		0	0		0					0	0	
Act Effct Green (s)	21.3	66.2	66.2	8.2	51.0	114.0	24.2	24.2	24.2	24.2	24.2	54.0
Actuated g/C Ratio	0.19	0.58	0.58	0.07	0.45	1.00	0.21	0.21	0.21	0.21	0.21	0.47
v/c Ratio	0.71	0.31	0.08	0.34	0.19	0.07	0.38	0.07	0.06	0.77	0.15	0.53
Control Delay	49.4	15.7	3.7	56.7	21.9	0.1	40.6	32.8	0.3	63.5	39.4	12.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	49.4	15.7	3.7	56.7	21.9	0.1	40.6	32.8	0.3	63.5	39.4	12.3
LOS	D	B	A	E	C	A	D	C	A	E	D	B
Approach Delay		32.3			19.9			32.7			30.4	
Approach LOS		C			B			C			C	
Queue Length 50th (ft)	162	123	0	31	67	0	69	16	0	167	39	129
Queue Length 95th (ft)	170	230	26	67	122	0	111	37	0	207	66	153
Internal Link Dist (ft)		633			474			117			249	
Turn Bay Length (ft)	315		350	170		350	50			195		
Base Capacity (vph)	903	1081	952	217	1582	1583	499	694	667	513	694	946
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.50	0.31	0.08	0.20	0.19	0.07	0.22	0.04	0.04	0.44	0.09	0.47

Intersection Summary

Area Type:	Other
Cycle Length:	114
Actuated Cycle Length:	114
Offset:	26 (23%), Referenced to phase 2:EBT and 6:WBT, Start of Green
Natural Cycle:	90
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.77
Intersection Signal Delay:	29.1
Intersection LOS:	C
Intersection Capacity Utilization:	52.9%
ICU Level of Service:	A
Analysis Period (min):	15

Splits and Phases: 1: Thunder Mountain Ave & Old Ranch Rd



Lanes, Volumes, Timings
4: Thunder Mountain Ave. & North School Entrance



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	0	200	260	300	15
Future Volume (vph)	0	0	200	260	300	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.97	1.00	1.00	1.00
Fr t						0.850
Flt Protected			0.950			
Satd. Flow (prot)	1863	0	3433	1863	1863	1583
Flt Permitted			0.950			
Satd. Flow (perm)	1863	0	3433	1863	1863	1583
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)						30
Link Speed (mph)	30			30	30	
Link Distance (ft)	215			687	498	
Travel Time (s)	4.9			15.6	11.3	
Peak Hour Factor	0.92	0.92	0.50	0.93	0.92	0.50
Adj. Flow (vph)	0	0	400	280	326	30
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	400	280	326	30
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	L NA	R NA	L NA	R NA
Median Width(ft)	12			24	24	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Number of Detectors	1		1	2	2	1
Detector Template	Left		Left	Thru	Thru	Right
Leading Detector (ft)	20		20	100	100	20
Trailing Detector (ft)	0		0	0	0	0
Detector 1 Position(ft)	0		0	0	0	0
Detector 1 Size(ft)	20		20	6	6	20
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	0.0
Detector 2 Position(ft)				94	94	
Detector 2 Size(ft)				6	6	
Detector 2 Type				Cl+Ex	Cl+Ex	
Detector 2 Channel						
Detector 2 Extend (s)				0.0	0.0	
Turn Type	Prot		Prot	NA	NA	Perm
Protected Phases	4		5	2	6	
Permitted Phases						6
Detector Phase	4		5	2	6	6
Switch Phase						
Minimum Initial (s)	4.0		4.0	4.0	4.0	4.0

Lanes, Volumes, Timings
4: Thunder Mountain Ave. & North School Entrance

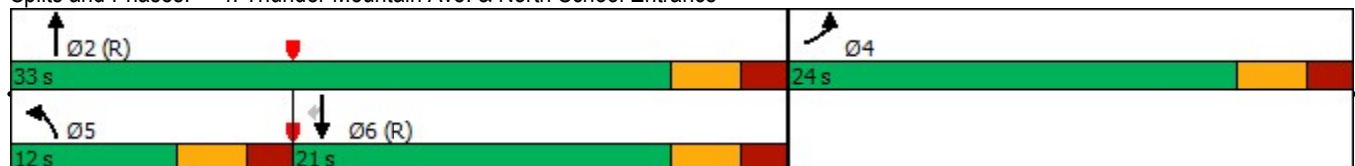


Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Minimum Split (s)	29.0		9.0	20.0	20.0	20.0
Total Split (s)	24.0		12.0	33.0	21.0	21.0
Total Split (%)	42.1%		21.1%	57.9%	36.8%	36.8%
Maximum Green (s)	19.0		7.0	28.0	16.0	16.0
Yellow Time (s)	3.0		3.0	3.0	3.0	3.0
All-Red Time (s)	2.0		2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0		5.0	5.0	5.0	5.0
Lead/Lag			Lead		Lag	Lag
Lead-Lag Optimize?			Yes		Yes	Yes
Vehicle Extension (s)	3.0		3.0	3.0	3.0	3.0
Recall Mode	None		None	C-Max	C-Max	C-Max
Walk Time (s)	7.0					
Flash Dont Walk (s)	17.0					
Pedestrian Calls (#/hr)	0					
Act Effect Green (s)			12.8	57.0	34.2	34.2
Actuated g/C Ratio			0.22	1.00	0.60	0.60
v/c Ratio			0.52	0.15	0.29	0.03
Control Delay			29.3	0.2	6.7	2.5
Queue Delay			0.0	0.0	0.0	0.0
Total Delay			29.3	0.2	6.7	2.5
LOS			C	A	A	A
Approach Delay				17.3	6.3	
Approach LOS				B	A	
Queue Length 50th (ft)			113	0	47	0
Queue Length 95th (ft)			93	0	90	3
Internal Link Dist (ft)	135			607	418	
Turn Bay Length (ft)						
Base Capacity (vph)			769	1863	1118	962
Starvation Cap Reductn			0	0	0	0
Spillback Cap Reductn			0	0	0	0
Storage Cap Reductn			0	0	0	0
Reduced v/c Ratio			0.52	0.15	0.29	0.03

Intersection Summary

Area Type: Other
 Cycle Length: 57
 Actuated Cycle Length: 57
 Offset: 21 (37%), Referenced to phase 2:NBT and 6:SBT, Start of Green
 Natural Cycle: 60
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.52
 Intersection Signal Delay: 13.5
 Intersection Capacity Utilization 29.6%
 Analysis Period (min) 15
 Intersection LOS: B
 ICU Level of Service A

Splits and Phases: 4: Thunder Mountain Ave. & North School Entrance



Intersection				
Intersection Delay, s/veh	7.0			
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	138	217	245	598
Demand Flow Rate, veh/h	141	221	250	610
Vehicles Circulating, veh/h	566	270	393	61
Vehicles Exiting, veh/h	105	373	314	430
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	6.7	5.5	6.8	7.7
Approach LOS	A	A	A	A
Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
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	4.976	4.976	4.976
Entry Flow, veh/h	141	221	250	610
Cap Entry Lane, veh/h	775	1048	924	1297
Entry HV Adj Factor	0.979	0.980	0.981	0.980
Flow Entry, veh/h	138	217	245	598
Cap Entry, veh/h	758	1027	906	1271
V/C Ratio	0.182	0.211	0.271	0.470
Control Delay, s/veh	6.7	5.5	6.8	7.7
LOS	A	A	A	A
95th %tile Queue, veh	1	1	1	3

Intersection												
Int Delay, s/veh	1.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗			↕			↕	
Traffic Vol, veh/h	35	495	50	25	345	115	25	0	50	10	0	30
Future Vol, veh/h	35	495	50	25	345	115	25	0	50	10	0	30
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	150	-	-	50	-	185	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	77	93	93	92	92	77	83	77	83	78	78	78
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	45	532	54	27	375	149	30	0	60	13	0	38

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	524	0	0	586	0	0	891	1227	559	1183	1180	262
Stage 1	-	-	-	-	-	-	649	649	-	504	504	-
Stage 2	-	-	-	-	-	-	242	578	-	679	676	-
Critical Hdwy	4.13	-	-	4.13	-	-	7.33	6.53	6.23	7.33	6.53	6.93
Critical Hdwy Stg 1	-	-	-	-	-	-	6.13	5.53	-	6.53	5.53	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.53	5.53	-	6.13	5.53	-
Follow-up Hdwy	2.219	-	-	2.219	-	-	3.519	4.019	3.319	3.519	4.019	3.319
Pot Cap-1 Maneuver	1041	-	-	*1045	-	-	*658	*420	*698	*497	*462	737
Stage 1	-	-	-	-	-	-	*659	*577	-	*519	*540	-
Stage 2	-	-	-	-	-	-	*741	*500	-	*659	*577	-
Platoon blocked, %		-	-	1	-	-	1	1	1	1	1	
Mov Cap-1 Maneuver	1041	-	-	*1045	-	-	*592	*392	*698	*431	*430	737
Mov Cap-2 Maneuver	-	-	-	-	-	-	*592	*392	-	*431	*430	-
Stage 1	-	-	-	-	-	-	*631	*552	-	*497	*526	-
Stage 2	-	-	-	-	-	-	*684	*487	-	*576	*552	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.6			0.4			11.3			11.3		
HCM LOS							B			B		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	659	1041	-	-	* 1045	-	-	626
HCM Lane V/C Ratio	0.137	0.044	-	-	0.026	-	-	0.082
HCM Control Delay (s)	11.3	8.6	-	-	8.5	-	-	11.3
HCM Lane LOS	B	A	-	-	A	-	-	B
HCM 95th %tile Q(veh)	0.5	0.1	-	-	0.1	-	-	0.3

Notes
 ~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection						
Int Delay, s/veh	3.2					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↔		↔	↑	↑	
Traffic Vol, veh/h	5	47	150	110	268	10
Future Vol, veh/h	5	47	150	110	268	10
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	-	330	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	83	83	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	6	57	163	120	291	11

























Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	743	297	302	0	-	0
Stage 1	297	-	-	-	-	-
Stage 2	446	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	384	742	1259	-	-	-
Stage 1	754	-	-	-	-	-
Stage 2	652	-	-	-	-	-
Platoon blocked, %	1			-	-	-
Mov Cap-1 Maneuver	335	742	1259	-	-	-
Mov Cap-2 Maneuver	335	-	-	-	-	-
Stage 1	657	-	-	-	-	-
Stage 2	652	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	11	4.8	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1259	-	664	-	-
HCM Lane V/C Ratio	0.13	-	0.094	-	-
HCM Control Delay (s)	8.3	-	11	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0.4	-	0.3	-	-

Lanes, Volumes, Timings
1: Thunder Mountain Ave & Old Ranch Rd

2042 Background
PM

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	325	540	150	75	325	100	175	175	75	85	25	275
Future Volume (vph)	325	540	150	75	325	100	175	175	75	85	25	275
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	315		350	170		350	50		0	195		0
Storage Lanes	2		1	1		1	1		1	1		1
Taper Length (ft)	195			45			35			50		
Lane Util. Factor	0.97	1.00	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	1863	1583	1770	3539	1583	1770	1863	1583	1770	1863	1583
Flt Permitted	0.950			0.950			0.740			0.489		
Satd. Flow (perm)	3433	1863	1583	1770	3539	1583	1378	1863	1583	911	1863	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			161			139			86			296
Link Speed (mph)		35			35			30				30
Link Distance (ft)		713			554			197				329
Travel Time (s)		13.9			10.8			4.5				7.5
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.87	0.87	0.87	0.93	0.93	0.93
Adj. Flow (vph)	349	581	161	81	349	108	201	201	86	91	27	296
Shared Lane Traffic (%)												
Lane Group Flow (vph)	349	581	161	81	349	108	201	201	86	91	27	296
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		30			30			12				24
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2	1	1	2	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100	20	20	100	20	20	100	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	6	20	20	6	20	20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94				94
Detector 2 Size(ft)		6			6			6				6
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex				Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0				0.0
Turn Type	Prot	NA	Perm	Prot	NA	Free	Perm	NA	Perm	Perm	NA	pm+ov
Protected Phases	5	2		1	6			8			4	5
Permitted Phases			2			Free	8		8	4		4

Queue shown is maximum after two cycles.

Splits and Phases: 1: Thunder Mountain Ave & Old Ranch Rd



Intersection				
Intersection Delay, s/veh	10.6			
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	168	293	523	689
Demand Flow Rate, veh/h	172	299	533	703
Vehicles Circulating, veh/h	661	553	429	122
Vehicles Exiting, veh/h	164	409	404	730
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	8.1	9.4	13.0	9.9
Approach LOS	A	A	B	A
Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
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	4.976	4.976	4.976
Entry Flow, veh/h	172	299	533	703
Cap Entry Lane, veh/h	703	785	891	1218
Entry HV Adj Factor	0.979	0.978	0.982	0.980
Flow Entry, veh/h	168	293	523	689
Cap Entry, veh/h	688	768	874	1194
V/C Ratio	0.245	0.381	0.598	0.577
Control Delay, s/veh	8.1	9.4	13.0	9.9
LOS	A	A	B	A
95th %tile Queue, veh	1	2	4	4

Intersection												
Int Delay, s/veh	1.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗			↕			↕	
Traffic Vol, veh/h	35	565	50	25	470	10	5	1	50	10	0	25
Future Vol, veh/h	35	565	50	25	470	10	5	1	50	10	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	-	-	None	-	-	None
Storage Length	150	-	-	50	-	185	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	92	92	92	83	83	83	78	78	78
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	38	608	54	27	511	11	6	1	60	13	0	32

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	522	0	0	662	0	0	1021	1287	635	1313	1309	261
Stage 1	-	-	-	-	-	-	711	711	-	571	571	-
Stage 2	-	-	-	-	-	-	310	576	-	742	738	-
Critical Hdwy	4.13	-	-	4.13	-	-	7.33	6.53	6.23	7.33	6.53	6.93
Critical Hdwy Stg 1	-	-	-	-	-	-	6.13	5.53	-	6.53	5.53	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.53	5.53	-	6.13	5.53	-
Follow-up Hdwy	2.219	-	-	2.219	-	-	3.519	4.019	3.319	3.519	4.019	3.319
Pot Cap-1 Maneuver	1042	-	-	*924	-	-	*582	*510	*617	*547	*490	738
Stage 1	-	-	-	-	-	-	*583	*510	-	*474	*504	-
Stage 2	-	-	-	-	-	-	*676	*501	-	*583	*510	-
Platoon blocked, %		-	-	1	-	-	1	1	1	1	1	
Mov Cap-1 Maneuver	1042	-	-	*924	-	-	*529	*478	*617	*468	*458	738
Mov Cap-2 Maneuver	-	-	-	-	-	-	*529	*478	-	*468	*458	-
Stage 1	-	-	-	-	-	-	*562	*492	-	*457	*489	-
Stage 2	-	-	-	-	-	-	*628	*486	-	*505	*492	-
























Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.5			0.4			11.7			11.1		
HCM LOS							B			B		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	605	1042	-	-	* 924	-	-	634
HCM Lane V/C Ratio	0.112	0.036	-	-	0.029	-	-	0.071
HCM Control Delay (s)	11.7	8.6	-	-	9	-	-	11.1
HCM Lane LOS	B	A	-	-	A	-	-	B
HCM 95th %tile Q(veh)	0.4	0.1	-	-	0.1	-	-	0.2

Notes
 ~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Lanes, Volumes, Timings
1: Thunder Mountain Ave & Old Ranch Rd

2042 Background + Site
AM

												
Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	541	228	50	9	25	643	295	100	71	65	215	52
Future Volume (vph)	541	228	50	9	25	643	295	100	71	65	215	52
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	315		350		170		350	50		0	195	
Storage Lanes	2		1		1		1	1		1	1	
Taper Length (ft)	195				45			35				50
Lane Util. Factor	0.97	1.00	1.00	0.95	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850				0.850			0.850		
Flt Protected	0.950				0.950			0.950			0.950	
Satd. Flow (prot)	3433	1863	1583	0	1770	3539	1583	1770	1863	1583	1770	1863
Flt Permitted	0.950				0.950			0.719			0.675	
Satd. Flow (perm)	3433	1863	1583	0	1770	3539	1583	1339	1863	1583	1257	1863
Right Turn on Red			Yes				Yes			Yes		
Satd. Flow (RTOR)			81				527			124		
Link Speed (mph)		35				35			30			30
Link Distance (ft)		713				554			197			329
Travel Time (s)		13.9				10.8			4.5			7.5
Peak Hour Factor	0.56	0.93	0.93	0.93	0.93	0.93	0.56	0.87	0.56	0.87	0.88	0.88
Adj. Flow (vph)	966	245	54	10	27	691	527	115	127	75	244	59
Shared Lane Traffic (%)												
Lane Group Flow (vph)	966	245	54	0	37	691	527	115	127	75	244	59
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	R NA	Left	Left	Right	Left	Left	Right	Left	Left
Median Width(ft)		30				30			12			24
Link Offset(ft)		0				0			0			0
Crosswalk Width(ft)		16				16			16			16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	9	15		9	15		9	15	
Number of Detectors	1	2	1	1	1	2	1	1	2	1	1	2
Detector Template	Left	Thru	Right	Left	Left	Thru	Right	Left	Thru	Right	Left	Thru
Leading Detector (ft)	20	100	20	20	20	100	20	20	100	20	20	100
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	6	20	20	20	6	20	20	6	20	20	6
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94				94			94			94
Detector 2 Size(ft)		6				6			6			6
Detector 2 Type		Cl+Ex				Cl+Ex			Cl+Ex			Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)		0.0				0.0			0.0			0.0
Turn Type	Prot	NA	Perm	Prot	Prot	NA	Free	Perm	NA	Perm	Perm	NA
Protected Phases	5	2		1	1	6			8			4
Permitted Phases			2				Free	8		8		4

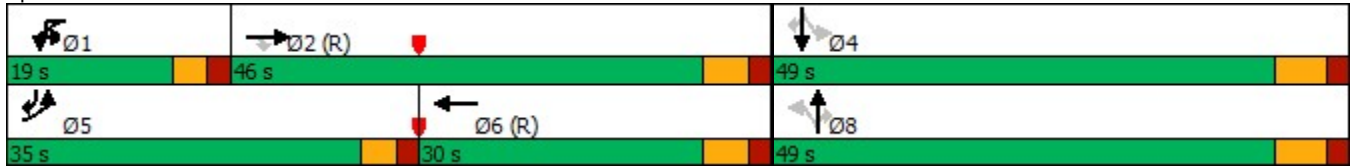
Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	537
Future Volume (vph)	537
Ideal Flow (vphpl)	1900
Storage Length (ft)	0
Storage Lanes	1
Taper Length (ft)	
Lane Util. Factor	1.00
Frt	0.850
Flt Protected	
Satd. Flow (prot)	1583
Flt Permitted	
Satd. Flow (perm)	1583
Right Turn on Red	Yes
Satd. Flow (RTOR)	29
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	0.88
Adj. Flow (vph)	610
Shared Lane Traffic (%)	
Lane Group Flow (vph)	610
Enter Blocked Intersection	No
Lane Alignment	Right
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	1.00
Turning Speed (mph)	9
Number of Detectors	1
Detector Template	Right
Leading Detector (ft)	20
Trailing Detector (ft)	0
Detector 1 Position(ft)	0
Detector 1 Size(ft)	20
Detector 1 Type	Cl+Ex
Detector 1 Channel	
Detector 1 Extend (s)	0.0
Detector 1 Queue (s)	0.0
Detector 1 Delay (s)	0.0
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	
Detector 2 Extend (s)	
Turn Type	pm+ov
Protected Phases	5
Permitted Phases	4

Lane Group	SBR
Detector Phase	5
Switch Phase	
Minimum Initial (s)	10.0
Minimum Split (s)	25.0
Total Split (s)	35.0
Total Split (%)	30.7%
Maximum Green (s)	30.0
Yellow Time (s)	3.0
All-Red Time (s)	2.0
Lost Time Adjust (s)	-2.0
Total Lost Time (s)	3.0
Lead/Lag	Lead
Lead-Lag Optimize?	Yes
Vehicle Extension (s)	3.0
Recall Mode	None
Walk Time (s)	
Flash Dont Walk (s)	
Pedestrian Calls (#/hr)	
Act Effct Green (s)	77.8
Actuated g/C Ratio	0.68
v/c Ratio	0.56
Control Delay	10.1
Queue Delay	0.0
Total Delay	10.1
LOS	B
Approach Delay	
Approach LOS	
Queue Length 50th (ft)	216
Queue Length 95th (ft)	m254
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	1089
Starvation Cap Reductn	0
Spillback Cap Reductn	0
Storage Cap Reductn	0
Reduced v/c Ratio	0.56
Intersection Summary	

Queue shown is maximum after two cycles.

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

Splits and Phases: 1: Thunder Mountain Ave & Old Ranch Rd

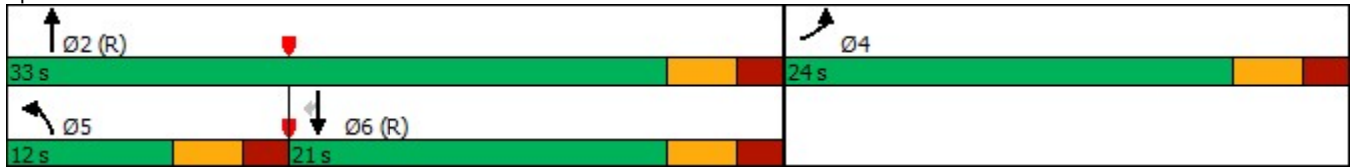


Lanes, Volumes, Timings
4: Thunder Mountain Ave. & North School Entrance



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	0	760	148	424	100
Future Volume (vph)	0	0	760	148	424	100
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.97	1.00	1.00	1.00
Fr _t						0.850
Fl _t Protected			0.950			
Satd. Flow (prot)	1863	0	3433	1863	1863	1583
Fl _t Permitted			0.950			
Satd. Flow (perm)	1863	0	3433	1863	1863	1583
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)						200
Link Speed (mph)	30			30	30	
Link Distance (ft)	215			687	498	
Travel Time (s)	4.9			15.6	11.3	
Peak Hour Factor	0.92	0.92	0.50	0.93	0.88	0.50
Adj. Flow (vph)	0	0	1520	159	482	200
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	1520	159	482	200
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	L NA	R NA	L NA	R NA
Median Width(ft)	12			24	24	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Number of Detectors	1		1	2	2	1
Detector Template	Left		Left	Thru	Thru	Right
Leading Detector (ft)	20		20	100	100	20
Trailing Detector (ft)	0		0	0	0	0
Detector 1 Position(ft)	0		0	0	0	0
Detector 1 Size(ft)	20		20	6	6	20
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	0.0
Detector 2 Position(ft)				94	94	
Detector 2 Size(ft)				6	6	
Detector 2 Type				Cl+Ex	Cl+Ex	
Detector 2 Channel						
Detector 2 Extend (s)				0.0	0.0	
Turn Type	Prot		Prot	NA	NA	Perm
Protected Phases	4		5	2	6	
Permitted Phases						6
Detector Phase	4		5	2	6	6
Switch Phase						
Minimum Initial (s)	4.0		4.0	4.0	4.0	4.0

Splits and Phases: 4: Thunder Mountain Ave. & North School Entrance



Intersection				
Intersection Delay, s/veh	12.1			
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	132	549	473	528
Demand Flow Rate, veh/h	135	560	482	539
Vehicles Circulating, veh/h	560	580	300	99
Vehicles Exiting, veh/h	78	202	395	1041
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	6.6	20.5	9.2	7.3
Approach LOS	A	C	A	A
Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
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	4.976	4.976	4.976
Entry Flow, veh/h	135	560	482	539
Cap Entry Lane, veh/h	779	764	1016	1247
Entry HV Adj Factor	0.976	0.980	0.981	0.980
Flow Entry, veh/h	132	549	473	528
Cap Entry, veh/h	761	748	997	1223
V/C Ratio	0.173	0.733	0.474	0.432
Control Delay, s/veh	6.6	20.5	9.2	7.3
LOS	A	C	A	A
95th %tile Queue, veh	1	7	3	2

Intersection												
Int Delay, s/veh	2.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗			↕			↕	
Traffic Vol, veh/h	33	410	50	5	860	40	5	1	15	21	0	98
Future Vol, veh/h	33	410	50	5	860	40	5	1	15	21	0	98
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	150	-	-	50	-	185	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	56	92	92	93	93	56	78	56	78	83	83	83
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	59	446	54	5	925	71	6	2	19	25	0	118

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	996	0	0	500	0	0	1064	1597	473	1573	1589	498
Stage 1	-	-	-	-	-	-	591	591	-	971	971	-
Stage 2	-	-	-	-	-	-	473	1006	-	602	618	-
Critical Hdwy	4.13	-	-	4.13	-	-	7.33	6.53	6.23	7.33	6.53	6.93
Critical Hdwy Stg 1	-	-	-	-	-	-	6.13	5.53	-	6.53	5.53	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.53	5.53	-	6.13	5.53	-
Follow-up Hdwy	2.219	-	-	2.219	-	-	3.519	4.019	3.319	3.519	4.019	3.319
Pot Cap-1 Maneuver	692	-	-	*1126	-	-	*510	*173	*752	*159	*176	519
Stage 1	-	-	-	-	-	-	*710	*622	-	*272	*330	-
Stage 2	-	-	-	-	-	-	*542	*318	-	*710	*622	-
Platoon blocked, %		-	-	1	-	-	1	1	1	1	1	
Mov Cap-1 Maneuver	692	-	-	*1126	-	-	*367	*158	*752	*143	*160	519
Mov Cap-2 Maneuver	-	-	-	-	-	-	*367	*158	-	*143	*160	-
Stage 1	-	-	-	-	-	-	*650	*569	-	*249	*329	-
Stage 2	-	-	-	-	-	-	*417	*317	-	*631	*569	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	1.1	0	12.5	21.8
HCM LOS			B	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	505	692	-	-	*1126	-	-	355
HCM Lane V/C Ratio	0.054	0.085	-	-	0.005	-	-	0.404
HCM Control Delay (s)	12.5	10.7	-	-	8.2	-	-	21.8
HCM Lane LOS	B	B	-	-	A	-	-	C
HCM 95th %tile Q(veh)	0.2	0.3	-	-	0	-	-	1.9

Notes			
~: Volume exceeds capacity	\$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection						
Int Delay, s/veh	2.4					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	10	72	54	95	451	5
Future Vol, veh/h	10	72	54	95	451	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	-	330	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	83	83	83	83	93	93
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	12	87	65	114	485	5

























Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	732	488	490	0	-	0
Stage 1	488	-	-	-	-	-
Stage 2	244	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	390	580	1073	-	-	-
Stage 1	617	-	-	-	-	-
Stage 2	815	-	-	-	-	-
Platoon blocked, %	1			-	-	-
Mov Cap-1 Maneuver	366	580	1073	-	-	-
Mov Cap-2 Maneuver	366	-	-	-	-	-
Stage 1	579	-	-	-	-	-
Stage 2	815	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	13.1	3.1	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1073	-	541	-	-
HCM Lane V/C Ratio	0.061	-	0.183	-	-
HCM Control Delay (s)	8.6	-	13.1	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0.2	-	0.7	-	-

Lanes, Volumes, Timings
1: Thunder Mountain Ave & Old Ranch Rd

2042 Background + Site
Mid

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	444	323	75	40	280	101	28	175	75	199	52	430
Future Volume (vph)	444	323	75	40	280	101	28	175	75	199	52	430
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	315		350	170		350	50		0	195		0
Storage Lanes	2		1	1		1	1		1	1		1
Taper Length (ft)	195			45			35			50		
Lane Util. Factor	0.97	1.00	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	1863	1583	1770	3539	1583	1770	1863	1583	1770	1863	1583
Flt Permitted	0.950			0.950			0.717			0.561		
Satd. Flow (perm)	3433	1863	1583	1770	3539	1583	1336	1863	1583	1045	1863	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			81			187			124			164
Link Speed (mph)		35			35			30				30
Link Distance (ft)		713			554			197				329
Travel Time (s)		13.9			10.8			4.5				7.5
Peak Hour Factor	0.77	0.95	0.95	0.92	0.92	0.77	0.92	0.92	0.92	0.85	0.85	0.85
Adj. Flow (vph)	577	340	79	43	304	131	30	190	82	234	61	506
Shared Lane Traffic (%)												
Lane Group Flow (vph)	577	340	79	43	304	131	30	190	82	234	61	506
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		30			30			12				24
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2	1	1	2	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100	20	20	100	20	20	100	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	6	20	20	6	20	20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94				94
Detector 2 Size(ft)		6			6			6				6
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex				Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0				0.0
Turn Type	Prot	NA	Perm	Prot	NA	Free	Perm	NA	Perm	Perm	NA	pm+ov
Protected Phases	5	2		1	6			8			4	5
Permitted Phases			2			Free	8		8	4		4

Lanes, Volumes, Timings
1: Thunder Mountain Ave & Old Ranch Rd

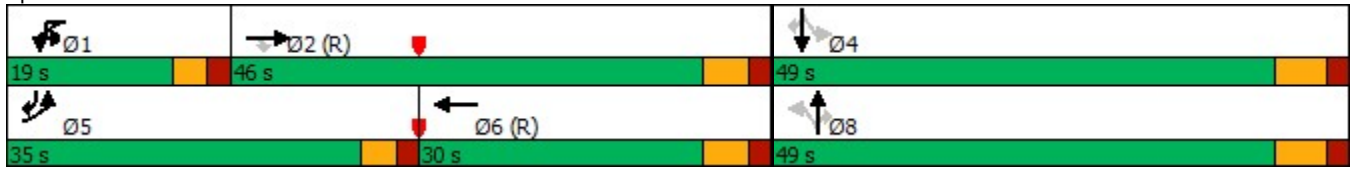


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	5	2	2	1	6		8	8	8	4	4	5
Switch Phase												
Minimum Initial (s)	10.0	4.0	4.0	4.0	10.0		4.0	4.0	4.0	4.0	4.0	10.0
Minimum Split (s)	25.0	30.0	30.0	9.0	30.0		20.0	20.0	20.0	32.5	32.5	25.0
Total Split (s)	35.0	46.0	46.0	19.0	30.0		49.0	49.0	49.0	49.0	49.0	35.0
Total Split (%)	30.7%	40.4%	40.4%	16.7%	26.3%		43.0%	43.0%	43.0%	43.0%	43.0%	30.7%
Maximum Green (s)	30.0	40.0	40.0	14.0	24.0		42.5	42.5	42.5	42.5	42.5	30.0
Yellow Time (s)	3.0	4.0	4.0	3.0	4.0		4.5	4.5	4.5	4.5	4.5	3.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	-2.0
Total Lost Time (s)	5.0	6.0	6.0	5.0	6.0		6.5	6.5	6.5	6.5	6.5	3.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag							Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes							Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	C-Max	C-Max	None	C-Max		None	None	None	None	None	None
Walk Time (s)		7.0	7.0		7.0					7.0	7.0	
Flash Dont Walk (s)		17.0	17.0		17.0					19.0	19.0	
Pedestrian Calls (#/hr)		0	0		0					0	0	
Act Effct Green (s)	26.0	61.3	61.3	8.2	41.4	114.0	29.1	29.1	29.1	29.1	29.1	63.6
Actuated g/C Ratio	0.23	0.54	0.54	0.07	0.36	1.00	0.26	0.26	0.26	0.26	0.26	0.56
v/c Ratio	0.74	0.34	0.09	0.34	0.24	0.08	0.09	0.40	0.17	0.88	0.13	0.53
Control Delay	46.4	19.2	4.5	56.7	29.2	0.1	29.2	36.1	2.1	72.4	31.8	11.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	46.4	19.2	4.5	56.7	29.2	0.1	29.2	36.1	2.1	72.4	31.8	11.4
LOS	D	B	A	E	C	A	C	D	A	E	C	B
Approach Delay		33.8			23.7			26.1			30.8	
Approach LOS		C			C			C			C	
Queue Length 50th (ft)	203	142	0	31	81	0	17	116	0	167	38	144
Queue Length 95th (ft)	202	264	29	67	145	0	37	159	12	193	58	173
Internal Link Dist (ft)		633			474			117			249	
Turn Bay Length (ft)	315		350	170		350	50			195		
Base Capacity (vph)	919	1001	888	217	1284	1583	498	694	667	389	694	1011
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.63	0.34	0.09	0.20	0.24	0.08	0.06	0.27	0.12	0.60	0.09	0.50

Intersection Summary

Area Type:	Other
Cycle Length:	114
Actuated Cycle Length:	114
Offset:	26 (23%), Referenced to phase 2:EBT and 6:WBT, Start of Green
Natural Cycle:	90
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.88
Intersection Signal Delay:	30.1
Intersection LOS:	C
Intersection Capacity Utilization:	60.3%
ICU Level of Service:	B
Analysis Period (min):	15

Splits and Phases: 1: Thunder Mountain Ave & Old Ranch Rd



Lanes, Volumes, Timings
4: Thunder Mountain Ave. & North School Entrance



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	0	200	373	366	15
Future Volume (vph)	0	0	200	373	366	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.97	1.00	1.00	1.00
Fr t						0.850
Flt Protected			0.950			
Satd. Flow (prot)	1863	0	3433	1863	1863	1583
Flt Permitted			0.950			
Satd. Flow (perm)	1863	0	3433	1863	1863	1583
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)						30
Link Speed (mph)	30			30	30	
Link Distance (ft)	215			687	498	
Travel Time (s)	4.9			15.6	11.3	
Peak Hour Factor	0.92	0.92	0.50	0.93	0.92	0.50
Adj. Flow (vph)	0	0	400	401	398	30
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	400	401	398	30
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	L NA	R NA	L NA	R NA
Median Width(ft)	12			24	24	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Number of Detectors	1		1	2	2	1
Detector Template	Left		Left	Thru	Thru	Right
Leading Detector (ft)	20		20	100	100	20
Trailing Detector (ft)	0		0	0	0	0
Detector 1 Position(ft)	0		0	0	0	0
Detector 1 Size(ft)	20		20	6	6	20
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	0.0
Detector 2 Position(ft)				94	94	
Detector 2 Size(ft)				6	6	
Detector 2 Type				Cl+Ex	Cl+Ex	
Detector 2 Channel						
Detector 2 Extend (s)				0.0	0.0	
Turn Type	Prot		Prot	NA	NA	Perm
Protected Phases	4		5	2	6	
Permitted Phases						6
Detector Phase	4		5	2	6	6
Switch Phase						
Minimum Initial (s)	4.0		4.0	4.0	4.0	4.0

Lanes, Volumes, Timings
4: Thunder Mountain Ave. & North School Entrance

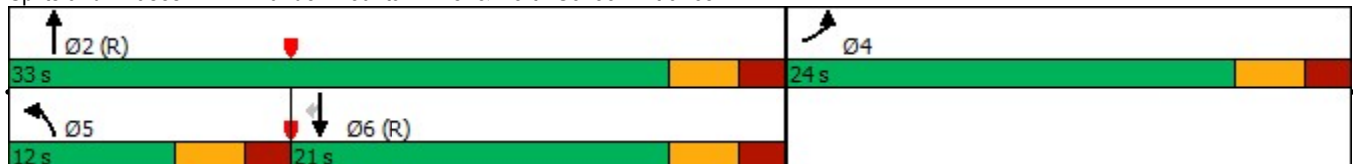


Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Minimum Split (s)	29.0		9.0	20.0	20.0	20.0
Total Split (s)	24.0		12.0	33.0	21.0	21.0
Total Split (%)	42.1%		21.1%	57.9%	36.8%	36.8%
Maximum Green (s)	19.0		7.0	28.0	16.0	16.0
Yellow Time (s)	3.0		3.0	3.0	3.0	3.0
All-Red Time (s)	2.0		2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0		5.0	5.0	5.0	5.0
Lead/Lag			Lead		Lag	Lag
Lead-Lag Optimize?			Yes		Yes	Yes
Vehicle Extension (s)	3.0		3.0	3.0	3.0	3.0
Recall Mode	None		None	C-Max	C-Max	C-Max
Walk Time (s)	7.0					
Flash Dont Walk (s)	17.0					
Pedestrian Calls (#/hr)	0					
Act Effect Green (s)			12.8	57.0	34.2	34.2
Actuated g/C Ratio			0.22	1.00	0.60	0.60
v/c Ratio			0.52	0.22	0.36	0.03
Control Delay			27.9	0.2	7.2	2.5
Queue Delay			0.0	0.0	0.0	0.0
Total Delay			27.9	0.2	7.2	2.5
LOS			C	A	A	A
Approach Delay				14.1	6.9	
Approach LOS				B	A	
Queue Length 50th (ft)			114	0	60	0
Queue Length 95th (ft)			84	0	112	3
Internal Link Dist (ft)	135			607	418	
Turn Bay Length (ft)						
Base Capacity (vph)			769	1863	1118	962
Starvation Cap Reductn			0	0	0	0
Spillback Cap Reductn			0	0	0	0
Storage Cap Reductn			0	0	0	0
Reduced v/c Ratio			0.52	0.22	0.36	0.03

Intersection Summary

Area Type: Other
 Cycle Length: 57
 Actuated Cycle Length: 57
 Offset: 21 (37%), Referenced to phase 2:NBT and 6:SBT, Start of Green
 Natural Cycle: 60
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.52
 Intersection Signal Delay: 11.6
 Intersection Capacity Utilization 33.0%
 Analysis Period (min) 15
 Intersection LOS: B
 ICU Level of Service A

Splits and Phases: 4: Thunder Mountain Ave. & North School Entrance



Intersection				
Intersection Delay, s/veh	7.4			
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	138	220	262	643
Demand Flow Rate, veh/h	141	224	267	656
Vehicles Circulating, veh/h	583	287	398	61
Vehicles Exiting, veh/h	134	378	326	450
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	5.6	7.1	8.2
Approach LOS	A	A	A	A
Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
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	4.976	4.976	4.976
Entry Flow, veh/h	141	224	267	656
Cap Entry Lane, veh/h	761	1030	919	1297
Entry HV Adj Factor	0.979	0.981	0.981	0.980
Flow Entry, veh/h	138	220	262	643
Cap Entry, veh/h	745	1010	902	1271
V/C Ratio	0.185	0.218	0.290	0.506
Control Delay, s/veh	6.8	5.6	7.1	8.2
LOS	A	A	A	A
95th %tile Queue, veh	1	1	1	3

Intersection												
Int Delay, s/veh	1.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗			↕			↕	
Traffic Vol, veh/h	43	495	50	25	361	116	25	0	50	11	0	35
Future Vol, veh/h	43	495	50	25	361	116	25	0	50	11	0	35
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	150	-	-	50	-	185	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	77	93	93	92	92	77	83	77	83	78	78	78
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	56	532	54	27	392	151	30	0	60	14	0	45

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	543	0	0	586	0	0	921	1268	559	1223	1220	272
Stage 1	-	-	-	-	-	-	671	671	-	522	522	-
Stage 2	-	-	-	-	-	-	250	597	-	701	698	-
Critical Hdwy	4.13	-	-	4.13	-	-	7.33	6.53	6.23	7.33	6.53	6.93
Critical Hdwy Stg 1	-	-	-	-	-	-	6.13	5.53	-	6.53	5.53	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.53	5.53	-	6.13	5.53	-
Follow-up Hdwy	2.219	-	-	2.219	-	-	3.519	4.019	3.319	3.519	4.019	3.319
Pot Cap-1 Maneuver	1024	-	-	*1045	-	-	*658	*388	*698	*451	*426	726
Stage 1	-	-	-	-	-	-	*659	*577	-	*507	*530	-
Stage 2	-	-	-	-	-	-	*733	*490	-	*659	*577	-
Platoon blocked, %		-	-	1	-	-	1	1	1	1	1	
Mov Cap-1 Maneuver	1024	-	-	*1045	-	-	*580	*357	*698	*387	*392	726
Mov Cap-2 Maneuver	-	-	-	-	-	-	*580	*357	-	*387	*392	-
Stage 1	-	-	-	-	-	-	*623	*545	-	*479	*516	-
Stage 2	-	-	-	-	-	-	*670	*477	-	*569	*545	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.8			0.4			11.4			11.7		
HCM LOS							B			B		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	654	1024	-	-	* 1045	-	-	600
HCM Lane V/C Ratio	0.138	0.055	-	-	0.026	-	-	0.098
HCM Control Delay (s)	11.4	8.7	-	-	8.5	-	-	11.7
HCM Lane LOS	B	A	-	-	A	-	-	B
HCM 95th %tile Q(veh)	0.5	0.2	-	-	0.1	-	-	0.3

Notes
 ~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection						
Int Delay, s/veh	2.8					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	5	53	161	212	328	10
Future Vol, veh/h	5	53	161	212	328	10
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	-	330	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	83	83	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	6	64	175	230	357	11





























Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	943	363	368	0	-	0
Stage 1	363	-	-	-	-	-
Stage 2	580	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	285	682	1191	-	-	-
Stage 1	704	-	-	-	-	-
Stage 2	562	-	-	-	-	-
Platoon blocked, %	1			-	-	-
Mov Cap-1 Maneuver	243	682	1191	-	-	-
Mov Cap-2 Maneuver	243	-	-	-	-	-
Stage 1	601	-	-	-	-	-
Stage 2	562	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	11.9	3.7	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1191	-	590	-	-
HCM Lane V/C Ratio	0.147	-	0.118	-	-
HCM Control Delay (s)	8.5	-	11.9	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0.5	-	0.4	-	-

Lanes, Volumes, Timings
1: Thunder Mountain Ave & Old Ranch Rd

2042 Background + Site
PM

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 			 	 					 		
Traffic Volume (vph)	429	549	150	74	330	118	178	28	25	95	27	236
Future Volume (vph)	429	549	150	74	330	118	178	28	25	95	27	236
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	315		350	170		350	50		0	195		0
Storage Lanes	2		1	1		1	1		1	1		1
Taper Length (ft)	195			45			35			50		
Lane Util. Factor	0.97	1.00	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	1863	1583	1770	3539	1583	1770	1863	1583	1770	1863	1583
Flt Permitted	0.950			0.950			0.738			0.736		
Satd. Flow (perm)	3433	1863	1583	1770	3539	1583	1375	1863	1583	1371	1863	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			161			139			77			254
Link Speed (mph)		35			35			30				30
Link Distance (ft)		713			554			197				329
Travel Time (s)		13.9			10.8			4.5				7.5
Peak Hour Factor	0.93	0.93	0.93	0.92	0.92	0.92	0.87	0.87	0.87	0.93	0.93	0.93
Adj. Flow (vph)	461	590	161	80	359	128	205	32	29	102	29	254
Shared Lane Traffic (%)												
Lane Group Flow (vph)	461	590	161	80	359	128	205	32	29	102	29	254
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		30			30			12				24
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2	1	1	2	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100	20	20	100	20	20	100	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	6	20	20	6	20	20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94				94
Detector 2 Size(ft)		6			6			6				6
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex				Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0				0.0
Turn Type	Prot	NA	Perm	Prot	NA	Free	Perm	NA	Perm	Perm	NA	pm+ov
Protected Phases	5	2		1	6			8			4	5
Permitted Phases			2			Free	8		8	4		4

Queue shown is maximum after two cycles.

Splits and Phases: 1: Thunder Mountain Ave & Old Ranch Rd



Intersection				
Intersection Delay, s/veh	10.8			
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	168	296	541	673
Demand Flow Rate, veh/h	172	302	551	686
Vehicles Circulating, veh/h	672	571	431	122
Vehicles Exiting, veh/h	136	411	413	751
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	8.3	9.8	13.7	9.6
Approach LOS	A	A	B	A
Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
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	4.976	4.976	4.976
Entry Flow, veh/h	172	302	551	686
Cap Entry Lane, veh/h	695	771	889	1218
Entry HV Adj Factor	0.979	0.979	0.982	0.980
Flow Entry, veh/h	168	296	541	673
Cap Entry, veh/h	681	754	873	1195
V/C Ratio	0.247	0.392	0.620	0.563
Control Delay, s/veh	8.3	9.8	13.7	9.6
LOS	A	A	B	A
95th %tile Queue, veh	1	2	4	4

Intersection												
Int Delay, s/veh	2.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗			↕			↕	
Traffic Vol, veh/h	44	565	50	25	488	11	5	1	50	11	0	30
Future Vol, veh/h	44	565	50	25	488	11	5	1	50	11	0	30
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	150	-	-	50	-	185	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	92	92	92	83	83	83	78	78	78
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	47	608	54	27	530	12	6	1	60	14	0	38

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	542	0	0	662	0	0	1048	1325	635	1350	1346	271
Stage 1	-	-	-	-	-	-	729	729	-	590	590	-
Stage 2	-	-	-	-	-	-	319	596	-	760	756	-
Critical Hdwy	4.13	-	-	4.13	-	-	7.33	6.53	6.23	7.33	6.53	6.93
Critical Hdwy Stg 1	-	-	-	-	-	-	6.13	5.53	-	6.53	5.53	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.53	5.53	-	6.13	5.53	-
Follow-up Hdwy	2.219	-	-	2.219	-	-	3.519	4.019	3.319	3.519	4.019	3.319
Pot Cap-1 Maneuver	1025	-	-	925	-	-	194	155	478	118	151	728
Stage 1	-	-	-	-	-	-	413	427	-	462	494	-
Stage 2	-	-	-	-	-	-	668	491	-	397	415	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1025	-	-	925	-	-	173	144	478	97	140	728
Mov Cap-2 Maneuver	-	-	-	-	-	-	173	144	-	97	140	-
Stage 1	-	-	-	-	-	-	394	407	-	441	480	-
Stage 2	-	-	-	-	-	-	614	477	-	330	396	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.6			0.4			15.9			21.9		
HCM LOS							C			C		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	399	1025	-	-	925	-	-	265
HCM Lane V/C Ratio	0.169	0.046	-	-	0.029	-	-	0.198
HCM Control Delay (s)	15.9	8.7	-	-	9	-	-	21.9
HCM Lane LOS	C	A	-	-	A	-	-	C
HCM 95th %tile Q(veh)	0.6	0.1	-	-	0.1	-	-	0.7