

# **PALMER HIGH SCHOOL RENOVATION TRAFFIC STUDY**

Prepared for:

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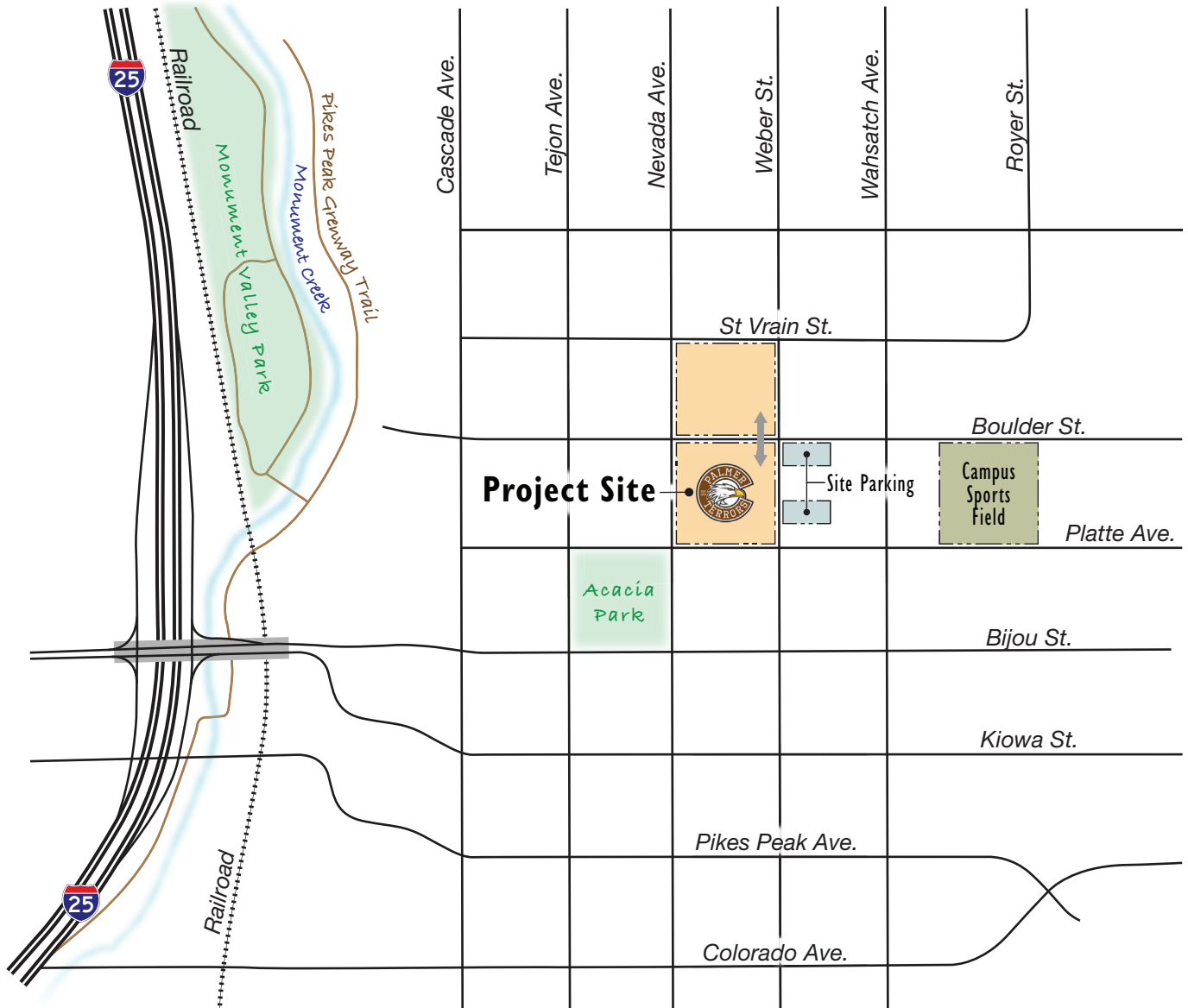
# I. INTRODUCTION

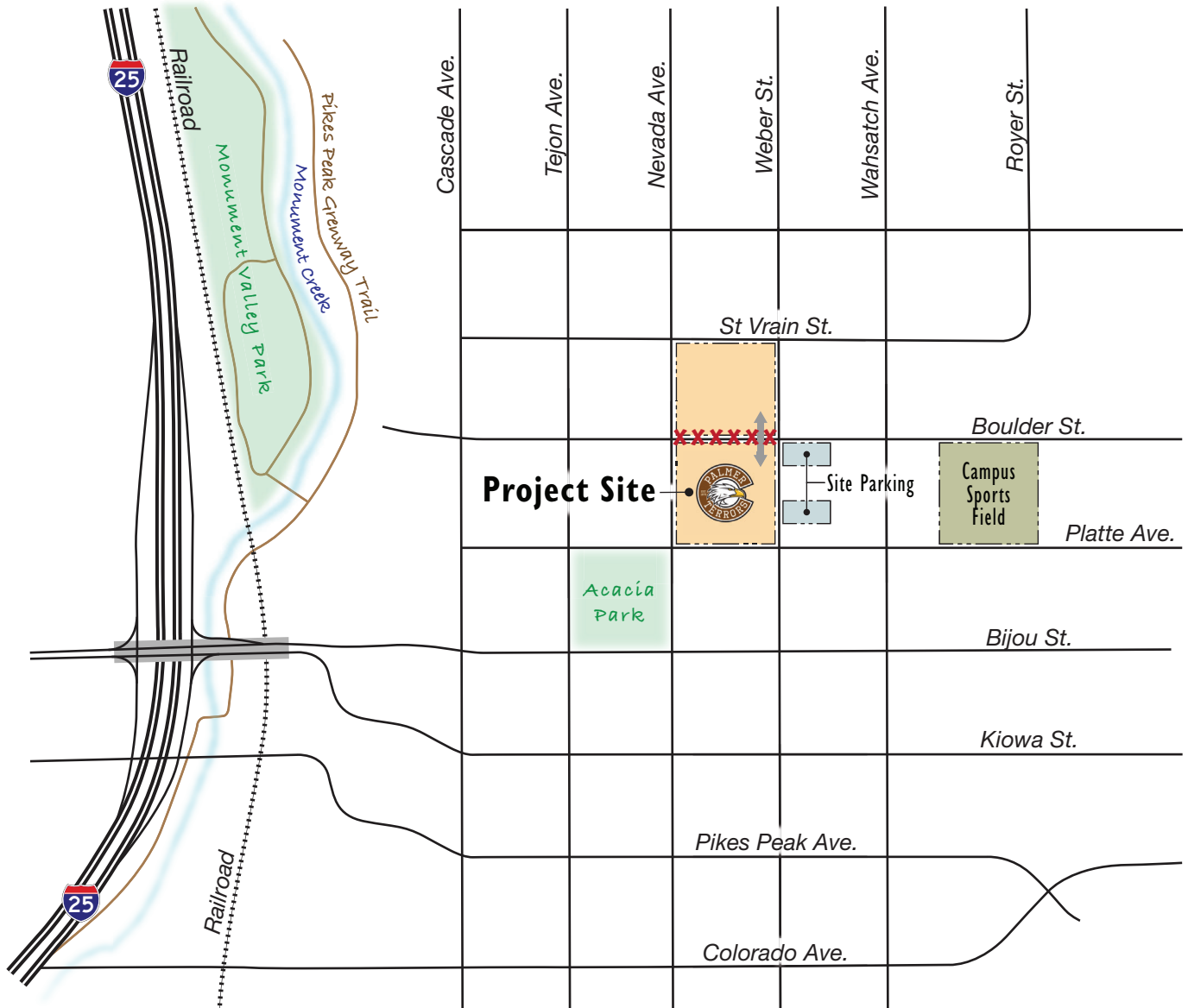
Located in downtown Colorado Springs and within the Colorado Springs School District 11, William J. Palmer High School spans two adjacent blocks between Platte Avenue and St. Vrain Street separated by Boulder Street. The southern block houses the main school building, while the northern block contains the athletic field and recreational center. Students and staff frequently cross Boulder Street to access both facilities, creating pedestrian safety concerns and potential traffic flow issues. **Figure 1** shows the location of the development and the primary roadway network.

As part of renovating Palmer High School, the design team is considering closing vehicular traffic to the section of Boulder Street between Weber Street and Nevada Avenue – the section that currently divides the campus. This closure would result in a change of travel patterns throughout a multiblock area surrounding the school. **Figure 2** presents the proposed closure location on a vicinity map overlaid on a satellite image, providing a spatial context for the development and its surrounding roadway network. Given the potential impacts, the City of Colorado Springs has requested that a traffic analysis be prepared to assess the feasibility of this closure and evaluate transportation outcomes. By analyzing current traffic conditions and projected traffic redirections, this study provides insight into whether the closure would cause operational concerns.

To address transportation outcomes in support of the renovation design process, the study contains:

- ▶ Existing traffic volumes recorded during February 2025 at eight intersections surrounding the proposed closure location, and operational analyses of all intersections to understand current Level of Service (LOS) conditions. Weekday AM and PM peak hour conditions are evaluated to capture higher traffic volume times of day.
- ▶ Development of Year 2030 forecasts with and without the Boulder Street closure and associated operational analyses to gauge the impact of the closure on traffic conditions.
- ▶ Evaluation of Platte Avenue/Nevada Avenue intersection with various intersection configuration options, including a roundabout and Platte Avenue lane reduction scenario. The Platte Avenue lane reduction scenario was included as a recommendation in the *Platte Avenue Corridor Study*, completed by Felsburg Holt & Ullevig in February 2024.
- ▶ Identification of other potential transportation implications of the proposed closure.





## II. EXISTING CONDITIONS

### II.A Roadway Network

The roadway facilities near Palmer High School are described as follows:

1. **St Vrain Street:** A local two lane east-west road that provides access to residential and commercial areas in the downtown district. St Vrain Street currently accommodates moderate traffic volumes with stop sign controlled intersections.
2. **Boulder Street:** A four lane east-west minor arterial that bisects the Palmer High School campus. It accommodates both vehicular and pedestrian traffic and is posted at 25 miles per hour (mph).
3. **Platte Avenue:** A major east-west arterial road that carries high traffic volumes and serves as a primary route for commuters traveling through downtown Colorado Springs. Platte Avenue is posted at 25 mph near the site.
4. **Nevada Avenue:** A major north-south arterial road posted at 25 mph that carries significant through traffic and provides direct access to commercial and institutional properties, including Palmer High School.
5. **Weber Street:** Bordering the high school's eastern edge and posted at 30 mph, Weber Street is a north-south, three lane minor arterial road with striped bike lanes (buffered south of Boulder Street) and on-street parking running parallel to Nevada Avenue, handling moderate traffic volumes, and serving as an alternative route for local access. Weber Street also grants access to the Palmer High School parking lot, just south of Boulder Street.
6. **Wahsatch Avenue:** Posted at 30 mph, Wahsatch Avenue is a four-lane divided north-south major arterial road that serves residential and commercial properties. Wahsatch Avenue is a block removed east from Palmer High School.

### II.B Surrounding Land Use

Set in downtown Colorado Springs, the area surrounding Palmer High School consists of a mix of commercial land uses consistent with downtown Colorado Springs. Existing land uses near the site include small commercial and retail stores along Nevada and Platte avenues. Surrounding neighborhoods contain a mix of single-family and multi-family housing units. Downtown Colorado Springs hosts various civic buildings, including municipal offices and public services, that influence daily traffic flows. Several parking structures and street parking options exist nearby to support local businesses and school visitors.

### II.C Traffic Volumes and Operations

Traffic counts were recorded on Thursday, February 13, 2025 (count data are included in **Appendix A**). Counts were conducted for a total of 6 hours (7–9 AM and 2:30–6:30 PM) to capture the ambient and school peak hours. The weekday AM and PM peak hours were observed to occur from 7:15–8:15 AM and 4:30–5:30 PM, respectively. Palmer High School's daily bell schedule runs from 7:30 AM–2:00 PM.

Traffic operations within the study area were evaluated according to techniques documented in the *Highway Capacity Manual, 6<sup>th</sup> Edition*, and executed using Trafficware's Synchro v.11 software. Operations were evaluated using the existing traffic volumes and intersection geometry. Level of Service (LOS) is a qualitative measure of traffic operational conditions based on roadway capacity and vehicle delay. LOS is described by a letter designation ranging from A to F, with LOS A representing almost free-flow travel, while LOS F represents congested conditions. For signalized intersections, LOS is reported as an average for the entire intersection. Roundabouts were specifically analyzed using SIDRA to assess their operational performance.

Traffic operations along eight intersections were analyzed in this study and listed as follows:

1. St Vrain Street and Nevada Avenue
2. Boulder Street and Nevada Avenue
3. Platte Avenue and Nevada Avenue
4. Platte Avenue and Weber Street
5. Boulder Street and Weber Street
6. St Vrain Street and Weber Street
7. Boulder Street and Wahsatch Avenue
8. Platte Avenue and Wahsatch Avenue

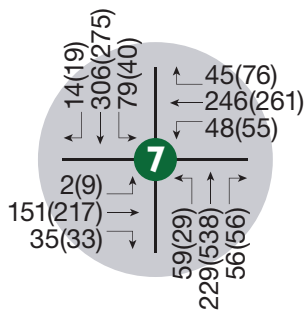
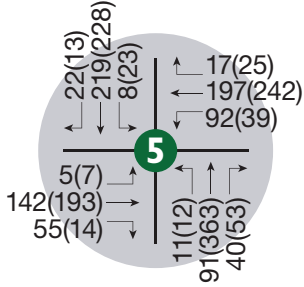
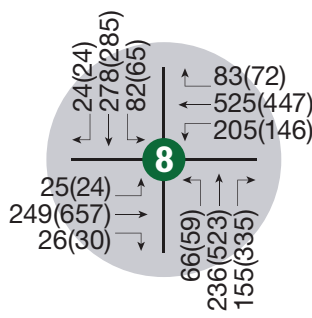
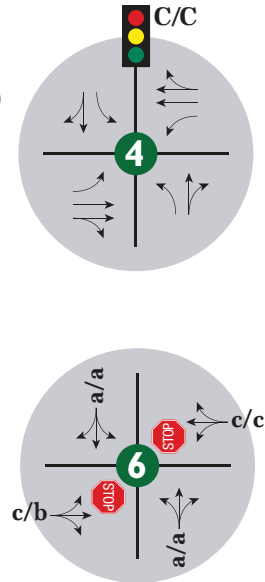
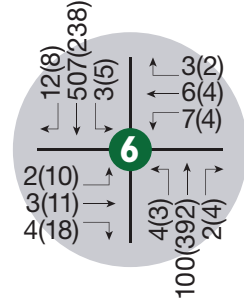
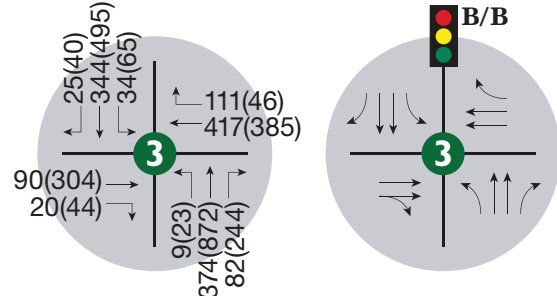
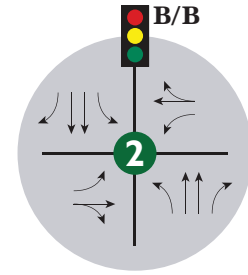
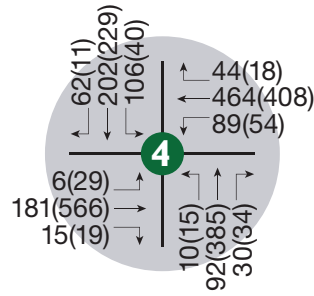
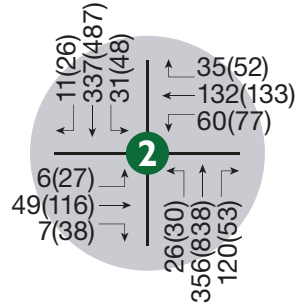
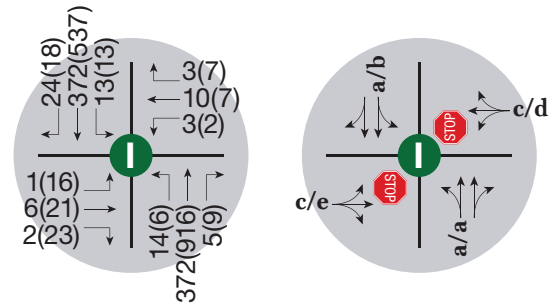
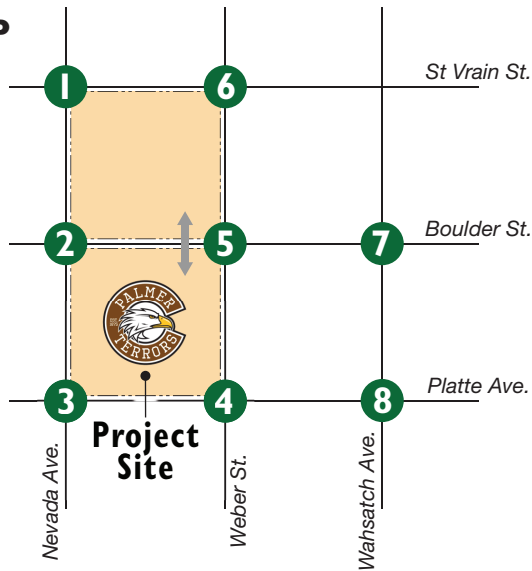
**Figure 3** summarizes the existing traffic volumes, LOS, and lane geometry at all study area intersections, also summarized by movement in **Table I**. LOS worksheets are included in **Appendix B**

**Table I. Existing Intersection/Movement Level of Service**

| Unsignalized Intersection            | Movement | AM Peak Hour | PM Peak Hour |
|--------------------------------------|----------|--------------|--------------|
| 1 – St Vrain Street & Nevada Avenue  | EBL      | C            | E            |
|                                      | WBL      | C            | D            |
|                                      | NBL      | A            | A            |
|                                      | SBL      | A            | B            |
| 6 – St Vrain Street & Weber Street   | EBL      | C            | B            |
|                                      | WBL      | C            | C            |
|                                      | NBL      | A            | A            |
|                                      | SBL      | A            | A            |
| Signalized Intersection              |          | AM Peak Hour | PM Peak Hour |
| 2 – Boulder Street & Nevada Avenue   |          | B            | B            |
| 3 – Platte Avenue & Nevada Avenue    |          | B            | B            |
| 4 – Platte Avenue & Weber Street     |          | C            | C            |
| 5 – Boulder Street & Weber Street    |          | B            | B            |
| 7 – Boulder Street & Wahsatch Avenue |          | B            | B            |
| 8 – Platte Avenue & Wahsatch Avenue  |          | C            | C            |

As shown, all signalized intersections currently operate at LOS C or better. Side street left turns at unsignalized intersections along St Vrain Street all operate at LOS D or better, with the exception of the eastbound left turn at Nevada Avenue during the PM peak hour, which is projected to operate at LOS E. Based on the analysis findings, the eastbound left turn at St Vrain Street and Nevada Avenue showed a maximum 95<sup>th</sup> percentile queue length of 50 feet and a volume to capacity (v/c) ratio of 0.41. It is common for minor street left turn movements to suffer some delay at intersections with high conflicting volumes, and the poor side street LOS at the intersection of St Vrain Street with Nevada Avenue does not show a condition exceeding capacity or lengthy queues.

## KEY MAP



### LEGEND

XXX(XXX) = AM(PM) Peak Hour Traffic Volumes

X/X = AM/PM Peak Hour Signalized Intersection Level of Service

x/x = AM/PM Peak Hour Unsignalized Intersection Level of Service

STOP = Stop Sign

Traffic Signal

X = Study Intersection

### III. FUTURE CONDITIONS

#### III.A Future Traffic Conditions – Boulder Street Open

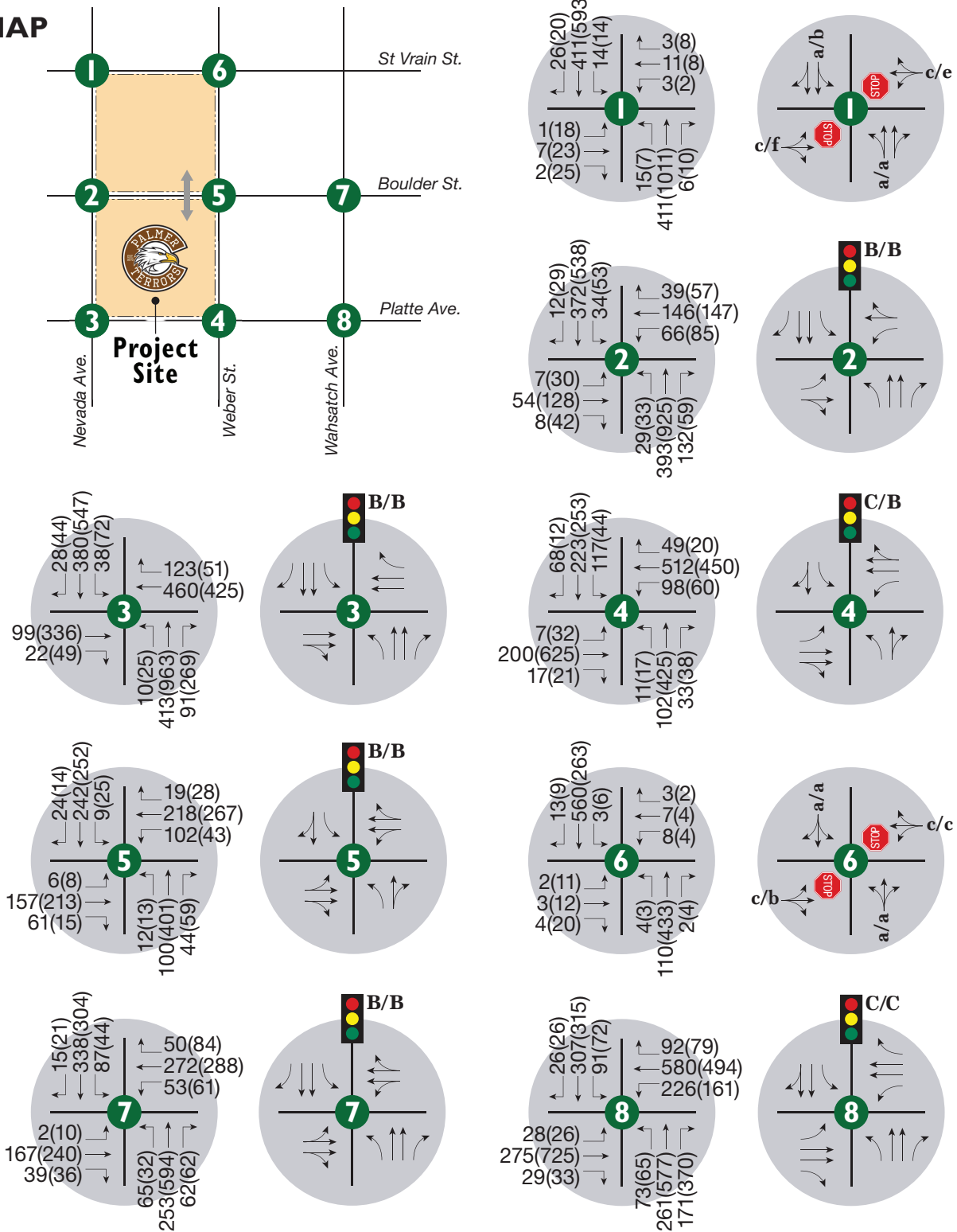
In collaboration with the city of Colorado Springs, the year 2030 was identified as an appropriate horizon for traffic analysis, as the renovation of Palmer High School is anticipated to be completed by then. Future traffic growth estimates from the Colorado Department of Transportation (CDOT) Online Transportation Information System (OTIS) indicate that Nevada Avenue is projected to experience approximately 2.25 percent growth in Colorado Springs. The *Platte Avenue Corridor Study, 2024*, projected Platte Avenue to experience 1.75 percent annual growth. Accordingly and for simplicity, all traffic volumes within the analyzed network were grown at a rate of 2 percent to estimate year 2030 traffic levels for the purpose of this analysis. **Figure 4** and **Table 2** show the 2030 traffic volumes and operations in a scenario where no road configuration changes are made. LOS worksheets are included in **Appendix C**.

**Table 2. 2030 No Change Intersection/Movement Level of Service**

| Unsignalized Intersection            | Movement | AM Peak Hour | PM Peak Hour |
|--------------------------------------|----------|--------------|--------------|
| 1 – St Vrain Street & Nevada Avenue  | EBL      | C            | F            |
|                                      | WBL      | C            | E            |
|                                      | NBL      | A            | A            |
|                                      | SBL      | A            | B            |
| 6 – St Vrain Street & Weber Street   | EBL      | C            | B            |
|                                      | WBL      | C            | C            |
|                                      | NBL      | A            | A            |
|                                      | SBL      | A            | A            |
| Signalized Intersection              |          | AM Peak Hour | PM Peak Hour |
| 2 – Boulder Street & Nevada Avenue   |          | B            | B            |
| 3 – Platte Avenue & Nevada Avenue    |          | B            | B            |
| 4 – Platte Avenue & Weber Street     |          | C            | B            |
| 5 – Boulder Street & Weber Street    |          | B            | B            |
| 7 – Boulder Street & Wahsatch Avenue |          | B            | B            |
| 8 – Platte Avenue & Wahsatch Avenue  |          | C            | C            |

As shown in **Table 2**, all signalized intersections would continue to operate at LOS C or better during peak hours. All unsignalized movements are expected to operate at LOS C or better, with the exception of the eastbound left and westbound left movements onto Nevada Avenue from St Vrain Street (intersection 1), which are expected to operate at LOS F and LOS E respectively. The analysis shows that the maximum 95<sup>th</sup> percentile queue length is 75 and 25 feet and has a volume to capacity (v/c) ratio of 0.57 and 0.18 for eastbound left and westbound left turns, respectively.

## KEY MAP



### LEGEND

XXX(XXX) = AM(PM) Peak Hour Traffic Volumes

X/X = AM/PM Peak Hour Signalized Intersection Level of Service

x/x = AM/PM Peak Hour Unsignalized Intersection Level of Service

STOP = Stop Sign

Traffic Signal

X = Study Intersection

### III.B Boulder Street Closure

The potential closure of Boulder Street between Nevada Avenue and Weber Street is expected to create changes to traffic operations and patterns in the downtown Colorado Springs vicinity. Several movements will be eliminated as a result of the road closure and redistributed to other routes to complete trips.

**Figure 5** shows the changes in traffic volumes anticipated due to the closing of Boulder Street.

To evaluate the impacts of the Boulder Street closure on traffic operations, affected movements eliminated by the closure were first identified. At the intersection of Nevada Avenue with Boulder Street, the closure would eliminate all westbound movements. At the intersection of Weber Street with Boulder Street, all eastbound movements would be eliminated. Using recorded traffic counts and an analysis of AM and PM peak traffic trends, these eliminated movements were traced back to their origins and destinations within the roadway network. The eliminated movements were then subtracted from the existing traffic network to establish a baseline.

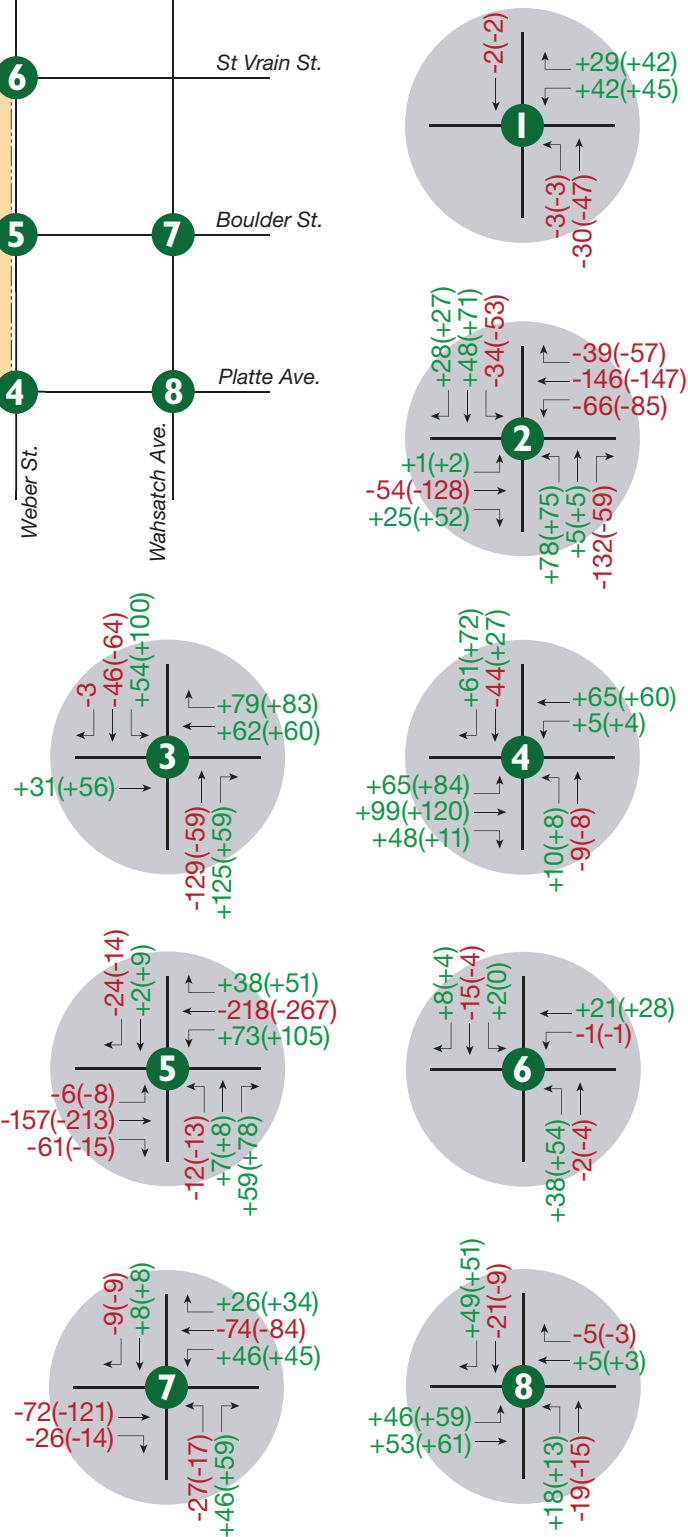
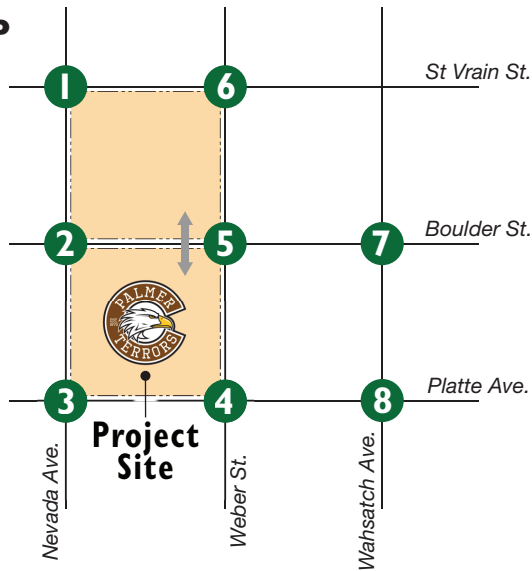
Next, traffic redistribution was assessed by estimating where trips would be rerouted based on logical alternative paths within the network. These reassigned volumes were added to the projected 2030 traffic volumes to reflect anticipated future conditions. Additionally, to account for potential trip reductions, a conservative assumption was made that 5 percent of the traffic from the six eliminated movements would be lost from the area, as some trips would divert to alternative routes outside the analyzed network.

**Table 3** indicates that traffic demand increases along St Vrain Street between Nevada Avenue and Weber Street, as well as along Platte Avenue between Nevada Avenue and Weber Street, because of the Boulder Street closure.

**Table 3. Peak Hour Traffic Demand Increase on Parallel Roads Due to Boulder Street Closure (2030)**

| Roadway Segment | Time Period | Pre-Closure | Post-Closure | Increase in Volume |
|-----------------|-------------|-------------|--------------|--------------------|
| St Vrain Street | AM          | 26          | 97           | +273%              |
|                 | PM          | 61          | 148          | +143%              |
| Platte Avenue   | AM          | 819         | 1165         | +42%               |
|                 | PM          | 1156        | 1511         | +31%               |

## KEY MAP



### LEGEND

XXX(XXX) = AM(PM) Peak Hour Traffic Volumes

XXX(XXX) = Reductions

XXX(XXX) = Increases

**X** = Study Intersection

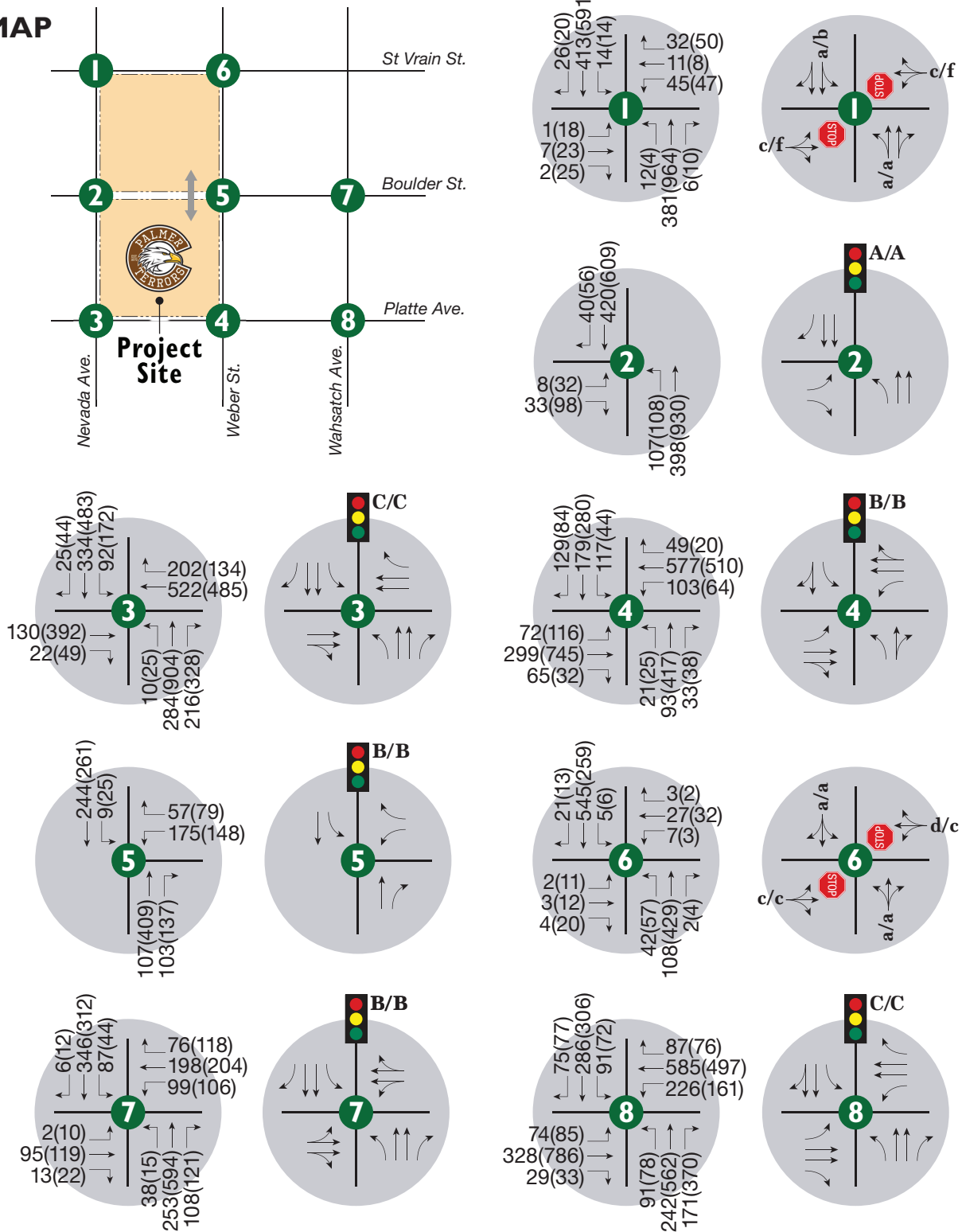
**Figure 6** and **Table 4** show the 2030 anticipated traffic conditions in the event of Boulder Street closing from Nevada Avenue to Weber Street. Signal timing splits were optimized to accommodate new traffic volumes. **Appendix D** shows LOS worksheets.

**Table 4. 2030 Boulder Street Closure Scenario  
Intersection/Movement Level of Service**

| Unsignalized Intersection            | Movement | AM Peak Hour | PM Peak Hour |
|--------------------------------------|----------|--------------|--------------|
| 1 – St Vrain Street & Nevada Avenue  | EBL      | C            | F            |
|                                      | WBL      | C            | F            |
|                                      | NBL      | A            | A            |
|                                      | SBL      | A            | B            |
| 6 – St Vrain Street & Weber Street   | EBL      | C            | C            |
|                                      | WBL      | D            | C            |
|                                      | NBL      | A            | A            |
|                                      | SBL      | A            | A            |
| Signalized Intersection              |          | AM Peak Hour | PM Peak Hour |
| 2 – Boulder Street & Nevada Avenue   |          | A            | A            |
| 3 – Platte Avenue & Nevada Avenue    |          | B            | C            |
| 4 – Platte Avenue & Weber Street     |          | B            | B            |
| 5 – Boulder Street & Weber Street    |          | B            | B            |
| 7 – Boulder Street & Wahsatch Avenue |          | B            | B            |
| 8 – Platte Avenue & Wahsatch Avenue  |          | C            | C            |

As shown in **Table 4**, the closure of Boulder Street from Nevada Avenue to Weber Street would minimally impact traffic operations at the study intersections. All signalized intersections would continue to operate at LOS C or better. All unsignalized movements would operate at LOS D or better, except for the eastbound left and westbound left movements onto Nevada Avenue from St Vrain Street (Intersection #1), which are both expected to operate at LOS F. The maximum 95<sup>th</sup> percentile queue length is 75 and 175 feet and has a volume to capacity (v/c) ratio of 0.53 and 0.97 for eastbound left and westbound left turns, respectively.

## KEY MAP



### LEGEND

XXX(XXX) = AM(PM) Peak Hour Traffic Volumes

X/X = AM/PM Peak Hour Signalized Intersection Level of Service

x/x = AM/PM Peak Hour Unsignalized Intersection Level of Service

STOP = Stop Sign

Traffic Signal

X = Study Intersection

Upon closure of Boulder Street, Intersections #2 (Boulder & Nevada) and #5 (Boulder & Weber) would transition into three-legged intersections. This change is expected to impact queue lengths due to the elimination of through movements and turning pockets associated with the closed segment. **Table 5** presents the projected 95th percentile queue lengths for these intersections under 2030 conditions with the closure.

**Table 5. 2030 Boulder Street Closure Scenario  
Intersection/Movement 95<sup>th</sup> Percentile Queue Lengths**

| Intersection                       | Movement | Existing Storage Length (ft) | Maximum Peak Hour Queue Length (ft) |
|------------------------------------|----------|------------------------------|-------------------------------------|
| 2 – Boulder Street & Nevada Avenue | EBL      | 100                          | 50                                  |
|                                    | EBR      | N/A                          | 175                                 |
|                                    | NBL      | 50                           | 25                                  |
|                                    | NBT      | N/A                          | 25                                  |
|                                    | SBT      | N/A                          | 75                                  |
|                                    | SBR      | 100                          | 125*                                |
| 3 – Platte Avenue & Nevada Avenue  | EBT      | N/A                          | 275                                 |
|                                    | EBR      | N/A                          | 300                                 |
|                                    | WBT      | N/A                          | 225                                 |
|                                    | WBR      | 50                           | 175*                                |
|                                    | NBL      | 50                           | 25                                  |
|                                    | NBT      | N/A                          | 250                                 |
|                                    | NBR      | 50                           | 200*                                |
|                                    | SBL      | 50                           | 275*                                |
|                                    | SBT      | N/A                          | 275                                 |
|                                    | SBR      | 125                          | 50                                  |
| 5 – Boulder Street & Weber Street  | WBL      | N/A                          | 275                                 |
|                                    | WBR      | N/A                          | 125                                 |
|                                    | NBT      | N/A                          | 25                                  |
|                                    | NBR      | 50                           | 25                                  |
|                                    | SBL      | 100                          | 25                                  |
|                                    | SBT      | N/A                          | 100                                 |

\*Queue length exceeds existing storage

The projected queue lengths at Intersections #2 and #5 indicate that most movements would operate within existing storage capacities, with some increases due to the closure of Boulder Street. At Intersection #2, the eastbound right-turn queue is projected to reach 175 feet, while the southbound right-turn queue is expected to extend to 125 feet. At Intersection #5, the westbound left-turn queue could reach 275 feet, and the westbound right-turn queue up to 125 feet, while all other movements are anticipated to remain at or below 100 feet. This suggests that while some queuing increases, overall traffic operations are expected to remain efficient. Given that existing eastbound and westbound blocks on Boulder stretch 400 feet in width, these queue lengths are not expected to cause spillback issues.

At Intersection #3, the Platte Avenue/Nevada Avenue intersection, the westbound right-turn queue length is expected to reach 175 feet, and the northbound right-turn queue up to 200 feet. While these queues would exceed the available storage length, this does not indicate they are caused by the Boulder Street closure as operational analyses of existing queue lengths for these movements indicates these already exceed the available storage lengths.

The southbound left-turn queue length, however, would be affected by the closure of Boulder Street as additional traffic is redirected to this movement. The queue length is anticipated to reach 275 feet during the PM peak hour, which would exceed the available 50 feet. There are limited options available for addressing this condition due to the presence of the William J. Palmer statue within the intersection. One possible option is to adjust signal phasing to allow for protected/permissive southbound left turn movements instead of the current permissive only phasing. With protected/permissive phasing implemented during the PM peak hour, the southbound left turn movement would improve to LOS B with a queue length of 100 feet.

The following recommendations are provided to support the conversion of the current 4-leg Boulder Street intersections with Nevada Avenue and Weber Street (intersections 2 and 5) to 3-leg intersections and accommodate intersection traffic flow upon implementation of the closure:

- ▶ Eliminate northbound right turn pocket on Nevada Avenue onto Boulder Street.
- ▶ Eliminate southbound left turn pocket on Nevada Avenue onto Boulder Street.
- ▶ Restripe eastbound movements onto Boulder Street at the Nevada intersection to be left turn and right turn only.
- ▶ Eliminate southbound right turn pocket on Weber Street onto Boulder Street.
- ▶ Eliminate northbound left turn pocket on Weber Street onto Boulder Street.
- ▶ Restripe westbound movements onto Boulder Street at the Weber intersection to be left turn and right turn only.
- ▶ Update signal timings on the intersections of Boulder and Nevada, and Boulder and Weber to accommodate protected left turn phases only.

## IV. OTHER CONSIDERATIONS

### IV.A Platte Avenue/Nevada Avenue Intersection

The intersection of Platte and Nevada Avenues (Intersection #3) currently operates as a signalized intersection, with a statue of General William Jackson Palmer in the center. Eastbound and westbound left turns are currently prohibited at this location. The complexity of this intersection presents operational challenges, leading the City of Colorado Springs to evaluate the feasibility of converting it into a roundabout while preserving the statue within the central island.

Traffic operations for the roundabout scenarios at Intersection #3 were evaluated using SIDRA, a software tool designed specifically for analyzing roundabouts and assessing capacity, delay, and Level of Service (LOS) under various traffic conditions. **Figure 7** presents a comparison of operational scenarios for this intersection, including:

1. Existing conditions
2. 2030 conditions with Boulder Street closed and the intersection remaining signalized.
3. 2030 signalized conditions with Boulder Street closed and Platte Avenue reduced to two lanes, based on recommendations within the *Platte Avenue Corridor Study (2024)*.
4. 2030 roundabout design with Nevada Avenue and Platte Avenue each operating with four lanes.
5. 2030 roundabout design with Platte Avenue reduced to two lanes, based on recommendations from the *Platte Avenue Corridor Study (2024)*.

A roundabout would reintroduce the currently restricted left turns from Platte Avenue onto Nevada Avenue in both eastbound and westbound directions. To accurately reflect future traffic patterns, left-turn volumes were obtained from the *Platte Avenue Corridor Study*. These counts were adjusted to estimate 2030 traffic conditions and incorporated into the roundabout analysis scenario.

If Boulder Street were to remain open, introducing a roundabout at the intersection of Platte and Nevada Avenues would result in LOS A/C conditions with a 4-lane Platte Avenue and LOS B/F conditions with a 2-lane Platte Avenue. With Boulder closed, the roundabout would operate at A/D with a 4-lane Platte Avenue and LOS B/F with a 2-lane Platte Avenue.

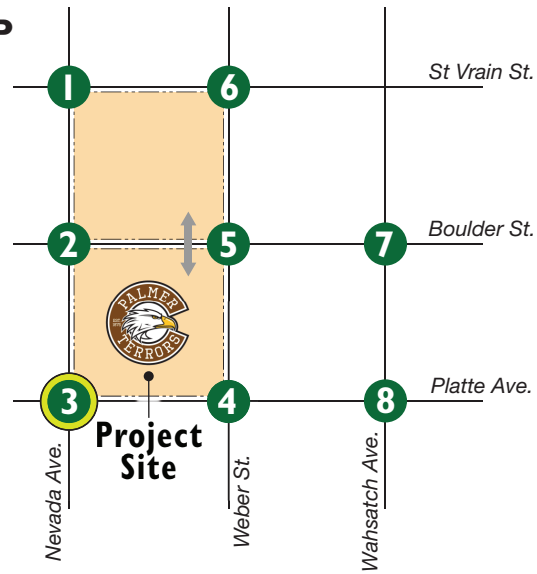
As shown in **Table 6**, the intersection would function acceptably (at LOS D or better) for all scenarios except for the roundabout with Platte Avenue lane reduction and the roundabout with Boulder Street open combined with the Platte Avenue lane reduction – both operating at LOS F during the PM peak hour. This indicates that the LOS F conditions at the roundabout are more likely due to the Platte Avenue lane reduction, rather than the Boulder Street closure alone. Therefore, the Platte Avenue lane reduction recommendation in the *Platte Avenue Corridor Study* should be carefully reconsidered in light of this finding.

Platte Avenue and Nevada Avenue Alternative Scenarios LOS worksheets can be found in **Appendix E**.

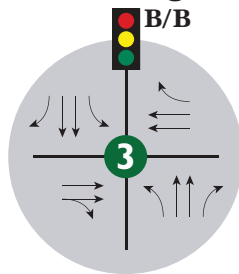
**Table 6. Level of Service of Platte Avenue/Nevada Avenue Intersection Under Different Scenarios**

| Peak Hour | Movement                        | Traffic Control Scenarios |                |                                       |                |                                       |                                     |
|-----------|---------------------------------|---------------------------|----------------|---------------------------------------|----------------|---------------------------------------|-------------------------------------|
|           |                                 | Signalized Control        |                |                                       | Roundabout     |                                       |                                     |
|           |                                 | 2025                      | 2030           |                                       | 2030           |                                       |                                     |
|           |                                 | Existing Conditions       | Boulder Closed | Boulder Closed, Platte Lane Reduction | Boulder Closed | Boulder Closed, Platte Lane Reduction | Boulder Open, Platte Lane Reduction |
| AM        | EBL                             | N/A                       | N/A            | N/A                                   | A (6)          | A (7)                                 | A (6)                               |
|           | EBT                             | D (39)                    | C (33)         | C (27)                                | A (6)          | A (7)                                 | A (6)                               |
|           | EBR                             | D (39)                    | C (33)         | C (27)                                | A (5)          | A (7)                                 | A (6)                               |
|           | WBL                             | N/A                       | N/A            | N/A                                   | A (9)          | C (25)                                | C (23)                              |
|           | WBT                             | C (33)                    | C (25)         | B (19)                                | A (9)          | C (25)                                | C (23)                              |
|           | WBR                             | C (31)                    | C (25)         | B (12)                                | A (9)          | C (25)                                | C (23)                              |
|           | NBL                             | A (6)                     | B (12)         | B (19)                                | A (6)          | A (6)                                 | A (5)                               |
|           | NBT                             | A (7)                     | A (10)         | B (15)                                | A (6)          | A (6)                                 | A (5)                               |
|           | NBR                             | A (7)                     | B (11)         | B (17)                                | A (6)          | A (6)                                 | A (5)                               |
|           | SBL                             | A (0)                     | B (20)         | C (34)                                | A (10)         | A (10)                                | A (9)                               |
|           | SBT                             | A (0)                     | B (16)         | C (28)                                | A (9)          | A (9)                                 | A (8)                               |
|           | SBR                             | A (0)                     | B (14)         | C (24)                                | A (9)          | A (9)                                 | A (8)                               |
|           | <b>Overall Intersection LOS</b> | <b>B (17)</b>             | <b>B (20)</b>  | <b>C (20)</b>                         | <b>A (8)</b>   | <b>B (15)</b>                         | <b>B (13)</b>                       |
| PM        | EBL                             | N/A                       | N/A            | N/A                                   | B (12)         | C (21)                                | C (16)                              |
|           | EBT                             | D (49)                    | D (46)         | D (52)                                | B (11)         | C (21)                                | C (16)                              |
|           | EBR                             | D (49)                    | D (46)         | D (52)                                | B (11)         | C (21)                                | C (16)                              |
|           | WBL                             | N/A                       | N/A            | N/A                                   | D (28)         | F (204)                               | F (215)                             |
|           | WBT                             | D (37)                    | C (32)         | D (37)                                | D (27)         | F (204)                               | F (215)                             |
|           | WBR                             | C (31)                    | C (30)         | B (17)                                | D (26)         | F (204)                               | F (215)                             |
|           | NBL                             | A (6)                     | B (13)         | B (19)                                | E (38)         | E (38)                                | C (21)                              |
|           | NBT                             | A (8)                     | A (10)         | B (16)                                | E (37)         | E (37)                                | C (21)                              |
|           | NBR                             | A (7)                     | A (10)         | B (15)                                | E (36)         | E (36)                                | C (20)                              |
|           | SBL                             | A (3)                     | E (61)         | F (85)                                | B (12)         | B (10)                                | A (9)                               |
|           | SBT                             | A (0)                     | C (21)         | C (26)                                | B (11)         | A (9.6)                               | A (9)                               |
|           | SBR                             | A (0)                     | B (17)         | C (21)                                | B (11)         | A (9)                                 | A (9)                               |
|           | <b>Overall Intersection LOS</b> | <b>B (17)</b>             | <b>C (25)</b>  | <b>C (30)</b>                         | <b>D (25)</b>  | <b>F (67)</b>                         | <b>F (62)</b>                       |

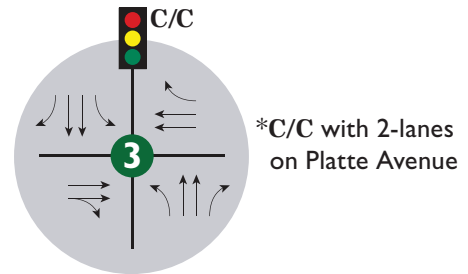
## KEY MAP



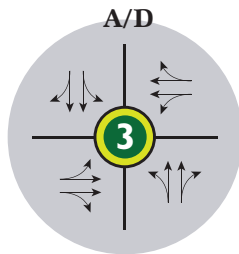
### Existing



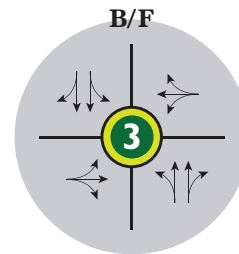
### 2030 Boulder Closure\*



### 2030 Boulder Closure (with 4-lanes on Platte Avenue)



### 2030 Boulder Closure (with 2-lanes on Platte Avenue)



## LEGEND

xxx(XXX) = AM(PM) Peak Hour Traffic Volumes

X/X = AM/PM Peak Hour Signalized  
Intersection Level of Service

x/x = AM/PM Peak Hour Unsignalized  
Intersection Level of Service

= Stop Sign

= Traffic Signal

= Study Intersection

= Roundabout

## **IV.B Multimodal Considerations**

Based on the Mountain Metro Transit network, bus route 5 serves as a key connection between Boulder Street and the Citadel Transfer Center. Given that the route turns southbound onto Wahsatch Avenue, and continues south toward Kiowa Avenue, the proposed closure of Boulder Street between Nevada Avenue and Weber Street is not expected to impact the operation of this bus route. Given the existing transit network and available alternative routes, bus services are expected to continue operating without significant disruptions.

Furthermore, since the intersection is proposed to become a three-legged intersection, there is an opportunity to maximize green time for pedestrian crossings, improving safety and accessibility. Additionally, the closed section of Boulder Street should serve as a gateway for students and faculty of Palmer High School, ensuring a well-integrated and pedestrian-friendly connection to the campus.

## **IV.C School Operations**

This traffic study does not consider school-related operations, including student drop-off and pick-up activities, school bus routing, and schedules, and does not account for how these factors may influence traffic patterns within the network upon implementation of a Boulder Street closure. With the renovation process, it is recommended that separate evaluations and planning occur to determine the appropriate school traffic circulation plan upon implementation.

## V. SUMMARY AND RECOMMENDATIONS

This traffic analysis highlights the key impacts of the proposed closure of Boulder Street between Weber Street and Nevada Avenue, as well as potential modifications at the Platte Avenue and Nevada Avenue intersection. While closing Boulder Street will improve pedestrian safety for Palmer High School students and staff, it would result in a redistribution of vehicular traffic onto adjacent roadways.

### Closure Traffic Operations

Traffic operations analyses of conditions without and with the closure for the 2030 horizon year demonstrate that the surrounding roadway network and intersections can accommodate the anticipated traffic volume shifts. Upon implementing the closure, all intersections and movements would continue to operate at acceptable levels of service during peak hours. The only exception would occur at the Nevada Avenue/St. Vrain Street intersection, where the left turn movements entering Nevada Avenue from St. Vrain Street show substandard LOS E with Boulder Street remaining open. These movements would operate at LOS E/F with the closure of Boulder Street based on calculated movement delay. However, these conditions are not expected to result in lengthy queue lengths and the traffic volume would remain within capacity.

Intersection modifications will be needed to support conversion of the current 4-leg Boulder Street intersections with Nevada Avenue and Weber Street (intersections 2 and 5) to 3-leg intersections and accommodate intersection traffic flow upon implementation of the closure, including adjustments to turn lanes and traffic signal timings/configuration.

### Platte Avenue/Nevada Avenue Intersection

Based on the operational analyses in this report, the proposed Boulder Street Closure would introduce constraints on future flexibility and some operational concerns at the Platte Avenue/Nevada Avenue intersection.

The proposed closure would limit future flexibility for modifications to the Platte Avenue/Nevada Avenue intersection. Two potential modifications are the introduction of a roundabout and the reduction of Platte Avenue from 4 travel lanes to 2 travel lanes through the intersection. Operational analyses show that a roundabout could provide operational benefits in terms of reduced vehicle delay but would not operate acceptably with reduction of Platte Avenue to two travel lanes. A signalized intersection would operate acceptably with Platte Avenue reduced to 2 travel lanes and Boulder Street closed. It is recommended that the Platte Avenue lane reduction recommendation contained within the *Platte Avenue Corridor Study* should be carefully reconsidered in light of these constraints.

The southbound left-turn queue length would be affected by the closure of Boulder Street as additional traffic is redirected to this movement. Some improvement could be realized if signal phasing is adjusted to allow for protected/permissive southbound left turn movements instead of the current permissive only phasing. Further coordination with City Staff would provide clarity on the ability to implement this change.

These potential intersection issues should be considered within the decision process to close Boulder Street.

### Next Steps

Overall, the proposed changes align with the goals of improving safety and connectivity for Palmer High School while maintaining reasonable traffic operations within downtown Colorado Springs. Additional community engagement and ongoing assessment and monitoring will be essential to refine implementation plans and address any unforeseen traffic concerns.

## Appendix A. Traffic Counts



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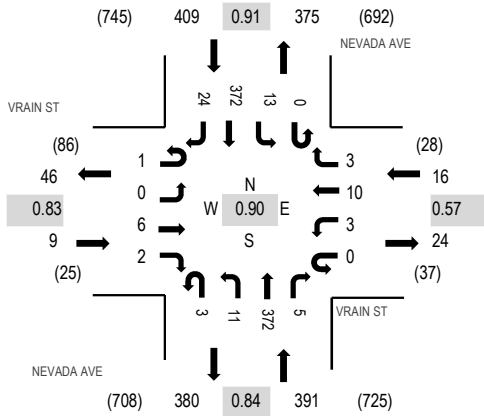
**Location:** 1 NEVADA AVE & VRAIN ST AM

**Date:** Thursday, February 13, 2025

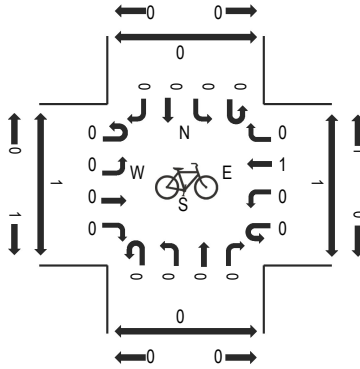
**Peak Hour:** 07:15 AM - 08:15 AM

**Peak 15-Minutes:** 07:30 AM - 07:45 AM

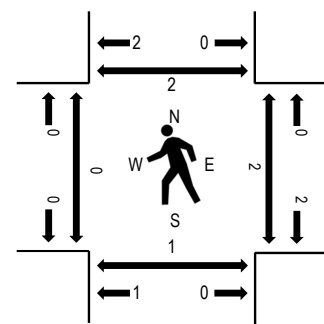
### Peak Hour - Motorized Vehicles



### Peak Hour - Bicycles



### Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

### Traffic Counts - Motorized Vehicles

| Interval<br>Start Time | VRAIN ST<br>Eastbound |      |      |       | VRAIN ST<br>Westbound |      |      |       | NEVADA AVE<br>Northbound |      |      |       | NEVADA AVE<br>Southbound |      |      |       | Total | Rolling<br>Hour | Pedestrian Crossings |      |       |       |
|------------------------|-----------------------|------|------|-------|-----------------------|------|------|-------|--------------------------|------|------|-------|--------------------------|------|------|-------|-------|-----------------|----------------------|------|-------|-------|
|                        | U-Turn                | Left | Thru | Right | U-Turn                | Left | Thru | Right | U-Turn                   | Left | Thru | Right | U-Turn                   | Left | Thru | Right |       |                 | West                 | East | South | North |
| 7:00 AM                | 0                     | 0    | 0    | 0     | 0                     | 0    | 2    | 0     | 0                        | 0    | 50   | 0     | 0                        | 1    | 48   | 3     | 104   | 739             | 3                    | 0    | 0     | 0     |
| 7:15 AM                | 0                     | 0    | 2    | 0     | 0                     | 2    | 3    | 2     | 1                        | 0    | 96   | 3     | 0                        | 7    | 73   | 4     | 193   | 825             | 0                    | 0    | 0     | 0     |
| 7:30 AM                | 0                     | 0    | 1    | 1     | 0                     | 0    | 3    | 0     | 0                        | 5    | 111  | 1     | 0                        | 3    | 98   | 6     | 229   | 810             | 0                    | 0    | 0     | 2     |
| 7:45 AM                | 0                     | 0    | 1    | 0     | 0                     | 0    | 3    | 0     | 1                        | 5    | 91   | 0     | 0                        | 1    | 104  | 7     | 213   | 755             | 0                    | 2    | 0     | 0     |
| 8:00 AM                | 1                     | 0    | 2    | 1     | 0                     | 1    | 1    | 1     | 1                        | 1    | 74   | 1     | 0                        | 2    | 97   | 7     | 190   | 784             | 0                    | 0    | 1     | 0     |
| 8:15 AM                | 0                     | 1    | 2    | 3     | 0                     | 1    | 3    | 0     | 0                        | 2    | 81   | 1     | 0                        | 0    | 78   | 6     | 178   |                 | 1                    | 0    | 1     | 0     |
| 8:30 AM                | 0                     | 1    | 2    | 1     | 0                     | 1    | 1    | 0     | 3                        | 6    | 78   | 0     | 0                        | 2    | 75   | 4     | 174   |                 | 1                    | 2    | 0     | 0     |
| 8:45 AM                | 0                     | 1    | 2    | 3     | 0                     | 2    | 2    | 0     | 0                        | 5    | 105  | 3     | 0                        | 0    | 113  | 6     | 242   |                 | 0                    | 0    | 0     | 1     |
| Count Total            | 1                     | 3    | 12   | 9     | 0                     | 7    | 18   | 3     | 6                        | 24   | 686  | 9     | 0                        | 16   | 686  | 43    | 1,523 |                 | 5                    | 4    | 2     | 3     |
| Peak Hour              | 1                     | 0    | 6    | 2     | 0                     | 3    | 10   | 3     | 3                        | 11   | 372  | 5     | 0                        | 13   | 372  | 24    | 825   |                 | 0                    | 2    | 1     | 2     |



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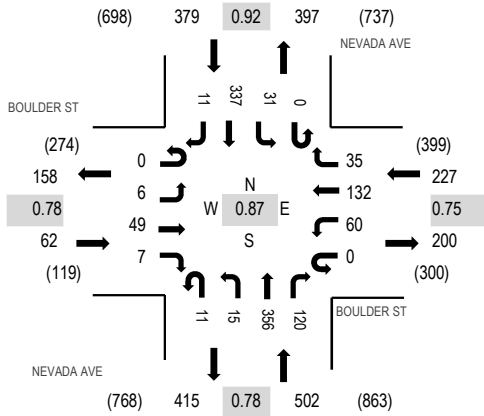
**Location:** 2 NEVADA AVE & BOULDER ST AM

**Date:** Thursday, February 13, 2025

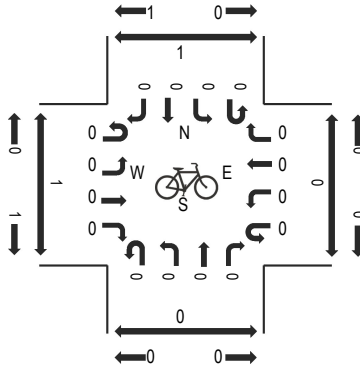
**Peak Hour:** 07:15 AM - 08:15 AM

**Peak 15-Minutes:** 07:30 AM - 07:45 AM

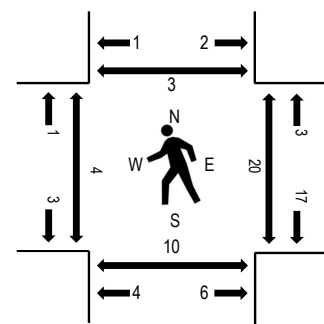
### Peak Hour - Motorized Vehicles



### Peak Hour - Bicycles



### Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

### Traffic Counts - Motorized Vehicles

| Interval<br>Start Time | BOULDER ST<br>Eastbound |      |      |       | BOULDER ST<br>Westbound |      |      |       | NEVADA AVE<br>Northbound |      |      |       | NEVADA AVE<br>Southbound |      |      |       | Total | Rolling<br>Hour | Pedestrian Crossings |      |       |       |
|------------------------|-------------------------|------|------|-------|-------------------------|------|------|-------|--------------------------|------|------|-------|--------------------------|------|------|-------|-------|-----------------|----------------------|------|-------|-------|
|                        | U-Turn                  | Left | Thru | Right | U-Turn                  | Left | Thru | Right | U-Turn                   | Left | Thru | Right | U-Turn                   | Left | Thru | Right |       |                 | West                 | East | South | North |
| 7:00 AM                | 0                       | 0    | 10   | 2     | 0                       | 13   | 16   | 7     | 2                        | 3    | 48   | 13    | 0                        | 1    | 47   | 1     | 163   | 1,090           | 3                    | 3    | 0     | 0     |
| 7:15 AM                | 0                       | 0    | 18   | 2     | 0                       | 10   | 18   | 14    | 8                        | 4    | 88   | 47    | 0                        | 11   | 63   | 0     | 283   | 1,170           | 1                    | 11   | 7     | 2     |
| 7:30 AM                | 0                       | 2    | 17   | 3     | 0                       | 14   | 34   | 10    | 3                        | 6    | 108  | 43    | 0                        | 7    | 87   | 4     | 338   | 1,121           | 0                    | 4    | 2     | 0     |
| 7:45 AM                | 0                       | 4    | 10   | 1     | 0                       | 20   | 51   | 5     | 0                        | 2    | 89   | 19    | 0                        | 4    | 96   | 5     | 306   | 1,008           | 1                    | 4    | 0     | 0     |
| 8:00 AM                | 0                       | 0    | 4    | 1     | 0                       | 16   | 29   | 6     | 0                        | 3    | 71   | 11    | 0                        | 9    | 91   | 2     | 243   | 989             | 2                    | 1    | 1     | 1     |
| 8:15 AM                | 0                       | 0    | 13   | 0     | 0                       | 8    | 24   | 5     | 0                        | 6    | 83   | 12    | 0                        | 1    | 80   | 2     | 234   |                 | 3                    | 2    | 0     | 1     |
| 8:30 AM                | 0                       | 2    | 8    | 5     | 0                       | 13   | 26   | 7     | 0                        | 1    | 77   | 10    | 0                        | 7    | 65   | 4     | 225   |                 | 0                    | 2    | 0     | 1     |
| 8:45 AM                | 0                       | 5    | 9    | 3     | 0                       | 14   | 29   | 10    | 0                        | 2    | 96   | 8     | 0                        | 8    | 101  | 2     | 287   |                 | 1                    | 0    | 0     | 2     |
| Count Total            | 0                       | 13   | 89   | 17    | 0                       | 108  | 227  | 64    | 13                       | 27   | 660  | 163   | 0                        | 48   | 630  | 20    | 2,079 |                 | 11                   | 27   | 10    | 7     |
| Peak Hour              | 0                       | 6    | 49   | 7     | 0                       | 60   | 132  | 35    | 11                       | 15   | 356  | 120   | 0                        | 31   | 337  | 11    | 1,170 |                 | 4                    | 20   | 10    | 3     |



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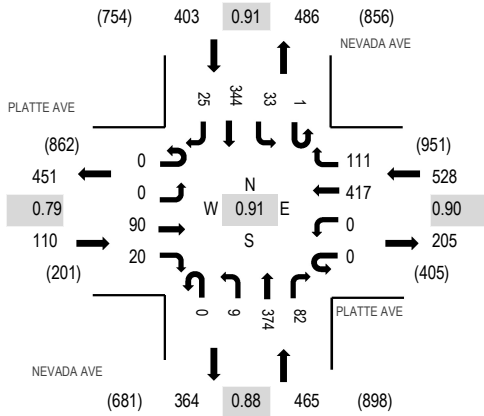
**Location:** 3 NEVADA AVE & PLATTE AVE AM

**Date:** Thursday, February 13, 2025

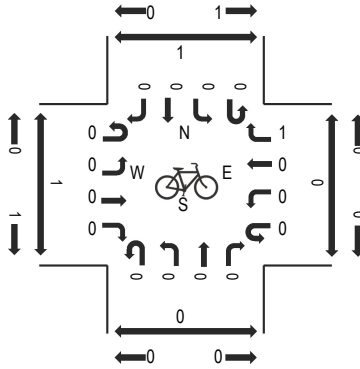
**Peak Hour:** 07:15 AM - 08:15 AM

**Peak 15-Minutes:** 07:30 AM - 07:45 AM

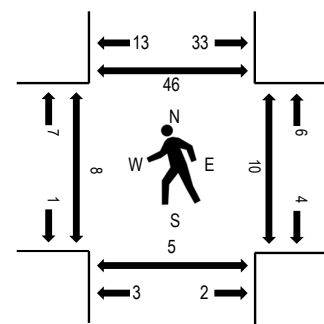
### Peak Hour - Motorized Vehicles



### Peak Hour - Bicycles



### Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

### Traffic Counts - Motorized Vehicles

| Interval<br>Start Time | PLATTE AVE<br>Eastbound |      |      |       | PLATTE AVE<br>Westbound |      |      |       | NEVADA AVE<br>Northbound |      |      |       | NEVADA AVE<br>Southbound |      |      |       | Total | Rolling<br>Hour | Pedestrian Crossings |      |       |       |
|------------------------|-------------------------|------|------|-------|-------------------------|------|------|-------|--------------------------|------|------|-------|--------------------------|------|------|-------|-------|-----------------|----------------------|------|-------|-------|
|                        | U-Turn                  | Left | Thru | Right | U-Turn                  | Left | Thru | Right | U-Turn                   | Left | Thru | Right | U-Turn                   | Left | Thru | Right |       |                 | West                 | East | South | North |
| 7:00 AM                | 0                       | 0    | 8    | 2     | 0                       | 1    | 71   | 6     | 1                        | 1    | 67   | 14    | 0                        | 5    | 51   | 4     | 231   | 1,400           | 7                    | 2    | 2     | 17    |
| 7:15 AM                | 0                       | 0    | 17   | 3     | 0                       | 0    | 87   | 40    | 0                        | 2    | 105  | 25    | 1                        | 6    | 70   | 3     | 359   | 1,506           | 2                    | 1    | 1     | 17    |
| 7:30 AM                | 0                       | 0    | 29   | 2     | 0                       | 0    | 101  | 42    | 0                        | 0    | 108  | 24    | 0                        | 11   | 91   | 4     | 412   | 1,484           | 1                    | 3    | 2     | 19    |
| 7:45 AM                | 0                       | 0    | 20   | 6     | 0                       | 0    | 127  | 19    | 0                        | 3    | 90   | 19    | 0                        | 7    | 96   | 11    | 398   | 1,382           | 3                    | 4    | 1     | 6     |
| 8:00 AM                | 0                       | 0    | 24   | 9     | 0                       | 0    | 102  | 10    | 0                        | 4    | 71   | 14    | 0                        | 9    | 87   | 7     | 337   | 1,404           | 2                    | 2    | 1     | 4     |
| 8:15 AM                | 0                       | 0    | 20   | 2     | 0                       | 0    | 104  | 7     | 0                        | 3    | 97   | 14    | 0                        | 9    | 77   | 4     | 337   |                 | 4                    | 2    | 1     | 3     |
| 8:30 AM                | 0                       | 0    | 21   | 2     | 0                       | 1    | 90   | 7     | 0                        | 4    | 78   | 24    | 0                        | 9    | 71   | 3     | 310   |                 | 3                    | 2    | 0     | 3     |
| 8:45 AM                | 0                       | 0    | 33   | 3     | 0                       | 1    | 119  | 16    | 1                        | 4    | 91   | 34    | 1                        | 9    | 104  | 4     | 420   |                 | 3                    | 1    | 2     | 6     |
| Count Total            | 0                       | 0    | 172  | 29    | 0                       | 3    | 801  | 147   | 2                        | 21   | 707  | 168   | 2                        | 65   | 647  | 40    | 2,804 |                 | 25                   | 17   | 10    | 75    |
| Peak Hour              | 0                       | 0    | 90   | 20    | 0                       | 0    | 417  | 111   | 0                        | 9    | 374  | 82    | 1                        | 33   | 344  | 25    | 1,506 |                 | 8                    | 10   | 5     | 46    |



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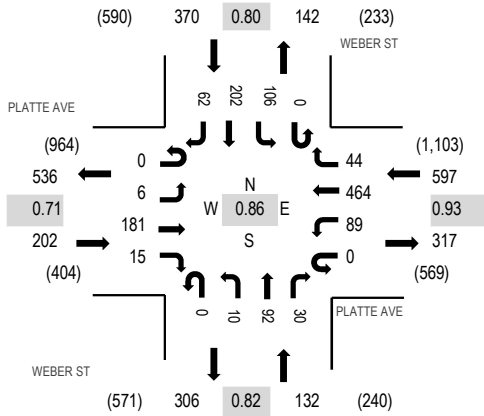
Location: 4 WEBER ST & PLATTE AVE AM

Date: Thursday, February 13, 2025

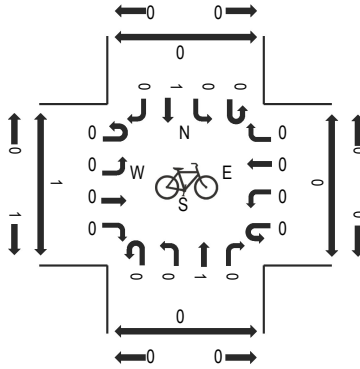
Peak Hour: 07:15 AM - 08:15 AM

Peak 15-Minutes: 07:30 AM - 07:45 AM

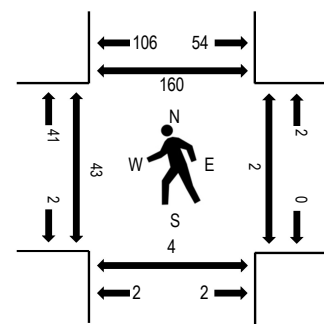
### Peak Hour - Motorized Vehicles



### Peak Hour - Bicycles



### Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

### Traffic Counts - Motorized Vehicles

| Interval<br>Start Time | PLATTE AVE<br>Eastbound |      |      |       | PLATTE AVE<br>Westbound |      |      |       | WEBER ST<br>Northbound |      |      |       | WEBER ST<br>Southbound |      |      |       | Total | Rolling<br>Hour | Pedestrian Crossings |      |       |       |
|------------------------|-------------------------|------|------|-------|-------------------------|------|------|-------|------------------------|------|------|-------|------------------------|------|------|-------|-------|-----------------|----------------------|------|-------|-------|
|                        | U-Turn                  | Left | Thru | Right | U-Turn                  | Left | Thru | Right | U-Turn                 | Left | Thru | Right | U-Turn                 | Left | Thru | Right |       |                 | West                 | East | South | North |
| 7:00 AM                | 0                       | 2    | 25   | 1     | 0                       | 23   | 68   | 3     | 0                      | 3    | 12   | 8     | 0                      | 9    | 33   | 10    | 197   | 1,234           | 7                    | 2    | 5     | 30    |
| 7:15 AM                | 0                       | 4    | 37   | 4     | 0                       | 16   | 114  | 14    | 0                      | 1    | 19   | 7     | 0                      | 39   | 56   | 21    | 332   | 1,301           | 18                   | 0    | 1     | 68    |
| 7:30 AM                | 0                       | 2    | 58   | 5     | 0                       | 24   | 115  | 19    | 0                      | 4    | 33   | 4     | 0                      | 38   | 50   | 25    | 377   | 1,212           | 12                   | 1    | 3     | 79    |
| 7:45 AM                | 0                       | 0    | 43   | 3     | 0                       | 29   | 127  | 5     | 0                      | 1    | 18   | 12    | 0                      | 17   | 60   | 13    | 328   | 1,089           | 8                    | 1    | 0     | 8     |
| 8:00 AM                | 0                       | 0    | 43   | 3     | 0                       | 20   | 108  | 6     | 0                      | 4    | 22   | 7     | 0                      | 12   | 36   | 3     | 264   | 1,103           | 5                    | 0    | 0     | 5     |
| 8:15 AM                | 0                       | 0    | 43   | 2     | 0                       | 19   | 101  | 5     | 0                      | 0    | 18   | 12    | 0                      | 10   | 28   | 5     | 243   |                 | 1                    | 1    | 3     | 3     |
| 8:30 AM                | 0                       | 0    | 49   | 2     | 0                       | 18   | 106  | 3     | 0                      | 0    | 19   | 7     | 0                      | 8    | 42   | 0     | 254   |                 | 4                    | 0    | 0     | 9     |
| 8:45 AM                | 0                       | 2    | 64   | 12    | 0                       | 19   | 134  | 7     | 0                      | 0    | 20   | 9     | 0                      | 8    | 66   | 1     | 342   |                 | 2                    | 1    | 3     | 6     |
| Count Total            | 0                       | 10   | 362  | 32    | 0                       | 168  | 873  | 62    | 0                      | 13   | 161  | 66    | 0                      | 141  | 371  | 78    | 2,337 |                 | 57                   | 6    | 15    | 208   |
| Peak Hour              | 0                       | 6    | 181  | 15    | 0                       | 89   | 464  | 44    | 0                      | 10   | 92   | 30    | 0                      | 106  | 202  | 62    | 1,301 |                 | 43                   | 2    | 4     | 160   |





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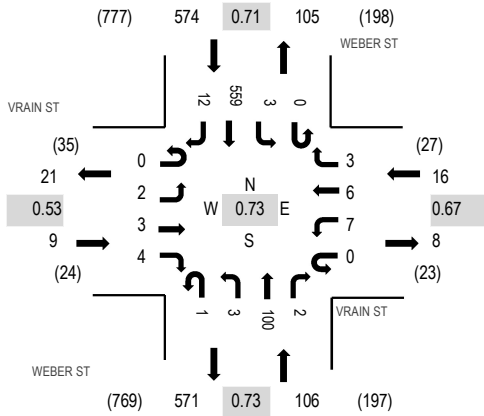
Location: 6 WEBER ST & VRAIN ST AM

Date: Thursday, February 13, 2025

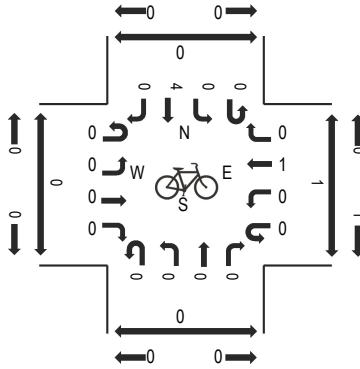
Peak Hour: 07:00 AM - 08:00 AM

Peak 15-Minutes: 07:15 AM - 07:30 AM

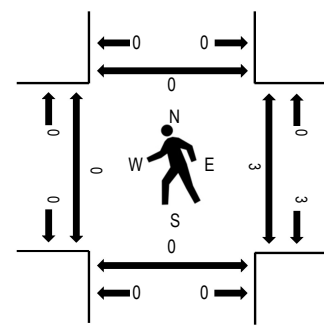
### Peak Hour - Motorized Vehicles



### Peak Hour - Bicycles



### Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

### Traffic Counts - Motorized Vehicles

| Interval<br>Start Time | VRAIN ST<br>Eastbound |      |      |       | VRAIN ST<br>Westbound |      |      |       | WEBER ST<br>Northbound |      |      |       | WEBER ST<br>Southbound |      |      |       | Total | Rolling<br>Hour | Pedestrian Crossings |      |       |       |
|------------------------|-----------------------|------|------|-------|-----------------------|------|------|-------|------------------------|------|------|-------|------------------------|------|------|-------|-------|-----------------|----------------------|------|-------|-------|
|                        | U-Turn                | Left | Thru | Right | U-Turn                | Left | Thru | Right | U-Turn                 | Left | Thru | Right | U-Turn                 | Left | Thru | Right |       |                 | West                 | East | South | North |
| 7:00 AM                | 0                     | 0    | 0    | 0     | 0                     | 2    | 1    | 0     | 0                      | 0    | 15   | 1     | 0                      | 0    | 88   | 2     | 109   | 705             | 0                    | 0    | 0     | 0     |
| 7:15 AM                | 0                     | 0    | 1    | 3     | 0                     | 2    | 4    | 0     | 0                      | 1    | 28   | 1     | 0                      | 3    | 190  | 8     | 241   | 674             | 0                    | 2    | 0     | 0     |
| 7:30 AM                | 0                     | 1    | 2    | 1     | 0                     | 3    | 0    | 1     | 1                      | 2    | 38   | 0     | 0                      | 0    | 154  | 0     | 203   | 500             | 0                    | 0    | 0     | 0     |
| 7:45 AM                | 0                     | 1    | 0    | 0     | 0                     | 0    | 1    | 2     | 0                      | 0    | 19   | 0     | 0                      | 0    | 127  | 2     | 152   | 370             | 0                    | 1    | 0     | 0     |
| 8:00 AM                | 0                     | 2    | 6    | 0     | 0                     | 0    | 1    | 0     | 0                      | 1    | 28   | 1     | 0                      | 2    | 36   | 1     | 78    | 320             | 2                    | 0    | 1     | 0     |
| 8:15 AM                | 0                     | 1    | 1    | 0     | 0                     | 1    | 1    | 0     | 0                      | 0    | 19   | 1     | 0                      | 0    | 41   | 2     | 67    |                 | 0                    | 0    | 0     | 0     |
| 8:30 AM                | 0                     | 0    | 1    | 1     | 0                     | 1    | 2    | 1     | 0                      | 1    | 17   | 0     | 0                      | 1    | 48   | 0     | 73    |                 | 0                    | 0    | 0     | 0     |
| 8:45 AM                | 0                     | 1    | 1    | 1     | 0                     | 0    | 2    | 2     | 0                      | 1    | 22   | 0     | 0                      | 1    | 69   | 2     | 102   |                 | 0                    | 0    | 1     | 1     |
| Count Total            | 0                     | 6    | 12   | 6     | 0                     | 9    | 12   | 6     | 1                      | 6    | 186  | 4     | 0                      | 7    | 753  | 17    | 1,025 |                 | 2                    | 3    | 2     | 1     |
| Peak Hour              | 0                     | 2    | 3    | 4     | 0                     | 7    | 6    | 3     | 1                      | 3    | 100  | 2     | 0                      | 3    | 559  | 12    | 705   |                 | 0                    | 3    | 0     | 0     |



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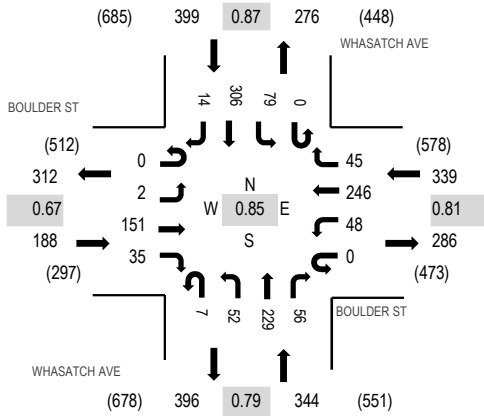
Location: 7 WHASATCH AVE & BOULDER ST AM

Date: Thursday, February 13, 2025

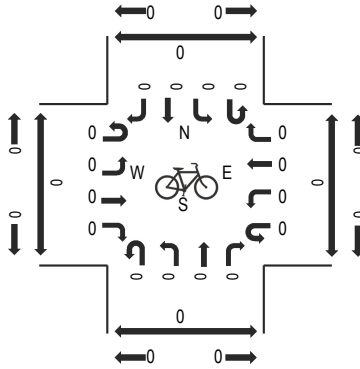
Peak Hour: 07:15 AM - 08:15 AM

Peak 15-Minutes: 07:30 AM - 07:45 AM

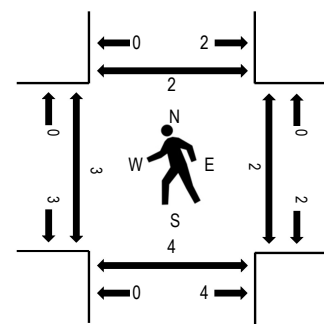
### Peak Hour - Motorized Vehicles



### Peak Hour - Bicycles



### Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

### Traffic Counts - Motorized Vehicles

| Interval<br>Start Time | BOULDER ST<br>Eastbound |      |      |       | BOULDER ST<br>Westbound |      |      |       | WHASATCH AVE<br>Northbound |      |      |       | WHASATCH AVE<br>Southbound |      |      |       | Total | Rolling<br>Hour | Pedestrian Crossings |      |       |       |
|------------------------|-------------------------|------|------|-------|-------------------------|------|------|-------|----------------------------|------|------|-------|----------------------------|------|------|-------|-------|-----------------|----------------------|------|-------|-------|
|                        | U-Turn                  | Left | Thru | Right | U-Turn                  | Left | Thru | Right | U-Turn                     | Left | Thru | Right | U-Turn                     | Left | Thru | Right |       |                 | West                 | East | South | North |
| 7:00 AM                | 0                       | 0    | 19   | 2     | 0                       | 11   | 41   | 7     | 0                          | 5    | 23   | 9     | 1                          | 20   | 31   | 2     | 171   | 1,170           | 0                    | 1    | 0     | 0     |
| 7:15 AM                | 0                       | 1    | 47   | 12    | 0                       | 10   | 48   | 8     | 1                          | 15   | 50   | 15    | 0                          | 21   | 59   | 3     | 290   | 1,270           | 0                    | 0    | 0     | 0     |
| 7:30 AM                | 0                       | 1    | 53   | 16    | 0                       | 13   | 65   | 13    | 2                          | 17   | 64   | 26    | 0                          | 18   | 85   | 2     | 375   | 1,186           | 1                    | 2    | 1     | 2     |
| 7:45 AM                | 0                       | 0    | 28   | 3     | 0                       | 12   | 79   | 13    | 3                          | 14   | 59   | 8     | 0                          | 20   | 90   | 5     | 334   | 1,044           | 0                    | 0    | 1     | 0     |
| 8:00 AM                | 0                       | 0    | 23   | 4     | 0                       | 13   | 54   | 11    | 1                          | 6    | 56   | 7     | 0                          | 20   | 72   | 4     | 271   | 941             | 2                    | 0    | 2     | 0     |
| 8:15 AM                | 0                       | 0    | 24   | 2     | 0                       | 9    | 30   | 9     | 2                          | 6    | 35   | 11    | 0                          | 13   | 62   | 3     | 206   |                 | 1                    | 1    | 1     | 3     |
| 8:30 AM                | 0                       | 1    | 31   | 1     | 0                       | 16   | 44   | 5     | 0                          | 7    | 45   | 10    | 0                          | 10   | 63   | 0     | 233   |                 | 0                    | 1    | 0     | 0     |
| 8:45 AM                | 0                       | 1    | 23   | 5     | 0                       | 11   | 50   | 6     | 1                          | 7    | 39   | 7     | 0                          | 10   | 66   | 5     | 231   |                 | 0                    | 0    | 0     | 1     |
| Count Total            | 0                       | 4    | 248  | 45    | 0                       | 95   | 411  | 72    | 10                         | 77   | 371  | 93    | 1                          | 132  | 528  | 24    | 2,111 |                 | 4                    | 5    | 5     | 6     |
| Peak Hour              | 0                       | 2    | 151  | 35    | 0                       | 48   | 246  | 45    | 7                          | 52   | 229  | 56    | 0                          | 79   | 306  | 14    | 1,270 |                 | 3                    | 2    | 4     | 2     |



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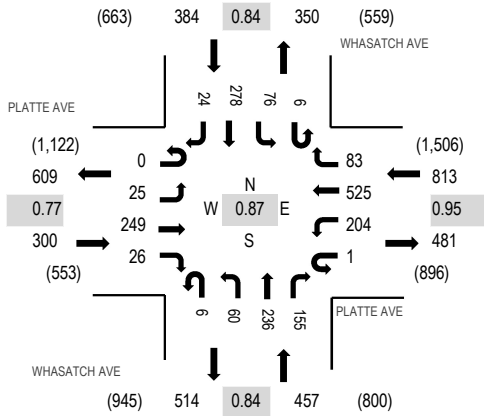
**Location:** 8 WHASATCH AVE & PLATTE AVE AM

**Date:** Thursday, February 13, 2025

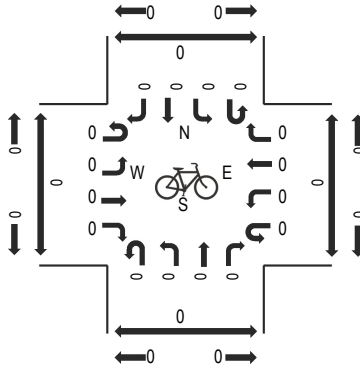
**Peak Hour:** 07:15 AM - 08:15 AM

**Peak 15-Minutes:** 07:30 AM - 07:45 AM

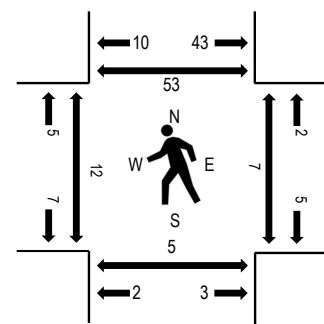
### Peak Hour - Motorized Vehicles



### Peak Hour - Bicycles



### Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

### Traffic Counts - Motorized Vehicles

| Interval<br>Start Time | PLATTE AVE<br>Eastbound |      |      |       | PLATTE AVE<br>Westbound |      |      |       | WHASATCH AVE<br>Northbound |      |      |       | WHASATCH AVE<br>Southbound |      |      |       | Total | Rolling<br>Hour | Pedestrian Crossings |      |       |       |
|------------------------|-------------------------|------|------|-------|-------------------------|------|------|-------|----------------------------|------|------|-------|----------------------------|------|------|-------|-------|-----------------|----------------------|------|-------|-------|
|                        | U-Turn                  | Left | Thru | Right | U-Turn                  | Left | Thru | Right | U-Turn                     | Left | Thru | Right | U-Turn                     | Left | Thru | Right |       |                 | West                 | East | South | North |
| 7:00 AM                | 0                       | 2    | 35   | 4     | 0                       | 42   | 83   | 10    | 0                          | 7    | 27   | 31    | 0                          | 12   | 31   | 1     | 285   | 1,814           | 3                    | 0    | 4     | 1     |
| 7:15 AM                | 0                       | 8    | 58   | 8     | 0                       | 44   | 137  | 27    | 0                          | 11   | 49   | 53    | 1                          | 16   | 52   | 7     | 471   | 1,954           | 0                    | 1    | 1     | 11    |
| 7:30 AM                | 0                       | 14   | 74   | 10    | 1                       | 55   | 134  | 25    | 2                          | 27   | 73   | 34    | 2                          | 22   | 85   | 5     | 563   | 1,900           | 4                    | 3    | 0     | 34    |
| 7:45 AM                | 0                       | 3    | 63   | 5     | 0                       | 53   | 132  | 17    | 2                          | 12   | 59   | 39    | 2                          | 21   | 78   | 9     | 495   | 1,745           | 5                    | 2    | 1     | 6     |
| 8:00 AM                | 0                       | 0    | 54   | 3     | 0                       | 52   | 122  | 14    | 2                          | 10   | 55   | 29    | 1                          | 17   | 63   | 3     | 425   | 1,708           | 3                    | 1    | 3     | 2     |
| 8:15 AM                | 0                       | 1    | 60   | 5     | 0                       | 50   | 113  | 15    | 2                          | 15   | 38   | 44    | 1                          | 8    | 62   | 3     | 417   |                 | 4                    | 0    | 2     | 1     |
| 8:30 AM                | 0                       | 5    | 61   | 2     | 0                       | 43   | 121  | 11    | 0                          | 8    | 45   | 35    | 1                          | 4    | 69   | 3     | 408   |                 | 1                    | 2    | 1     | 2     |
| 8:45 AM                | 0                       | 2    | 68   | 8     | 0                       | 48   | 142  | 15    | 3                          | 14   | 36   | 38    | 0                          | 19   | 62   | 3     | 458   |                 | 0                    | 1    | 0     | 1     |
| Count Total            | 0                       | 35   | 473  | 45    | 1                       | 387  | 984  | 134   | 11                         | 104  | 382  | 303   | 8                          | 119  | 502  | 34    | 3,522 |                 | 20                   | 10   | 12    | 58    |
| Peak Hour              | 0                       | 25   | 249  | 26    | 1                       | 204  | 525  | 83    | 6                          | 60   | 236  | 155   | 6                          | 76   | 278  | 24    | 1,954 |                 | 12                   | 7    | 5     | 53    |



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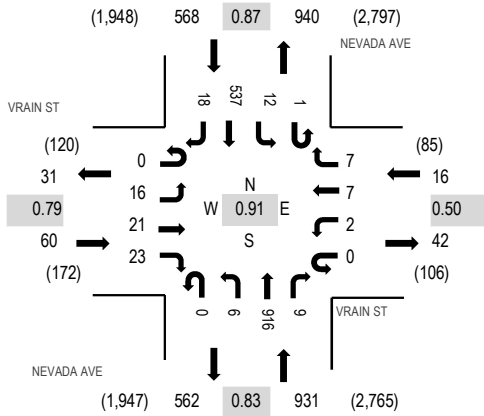
Location: 1 NEVADA AVE & VRAIN ST PM

Date: Thursday, February 13, 2025

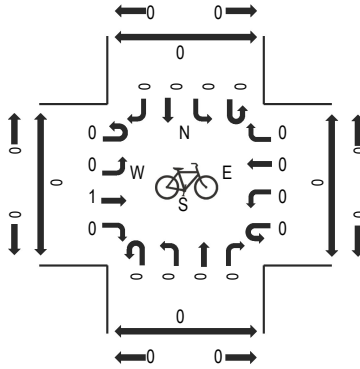
Peak Hour: 04:45 PM - 05:45 PM

Peak 15-Minutes: 05:00 PM - 05:15 PM

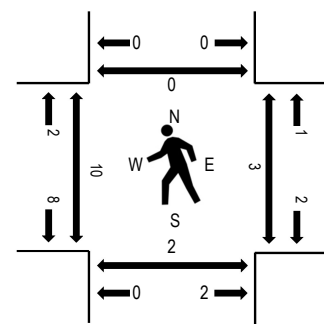
### Peak Hour - Motorized Vehicles



### Peak Hour - Bicycles



### Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

### Traffic Counts - Motorized Vehicles

| Interval<br>Start Time | VRAIN ST<br>Eastbound |      |      |       | VRAIN ST<br>Westbound |      |      |       | NEVADA AVE<br>Northbound |      |       |       | NEVADA AVE<br>Southbound |      |       |       | Total | Rolling<br>Hour | Pedestrian Crossings |      |       |       |
|------------------------|-----------------------|------|------|-------|-----------------------|------|------|-------|--------------------------|------|-------|-------|--------------------------|------|-------|-------|-------|-----------------|----------------------|------|-------|-------|
|                        | U-Turn                | Left | Thru | Right | U-Turn                | Left | Thru | Right | U-Turn                   | Left | Thru  | Right | U-Turn                   | Left | Thru  | Right |       |                 | West                 | East | South | North |
| 2:30 PM                | 0                     | 4    | 3    | 5     | 0                     | 1    | 4    | 2     | 0                        | 0    | 103   | 1     | 1                        | 1    | 97    | 4     | 226   | 1,072           | 2                    | 2    | 0     | 0     |
| 2:45 PM                | 0                     | 3    | 4    | 2     | 0                     | 3    | 1    | 2     | 0                        | 3    | 110   | 4     | 0                        | 2    | 113   | 3     | 250   | 1,147           | 1                    | 0    | 0     | 0     |
| 3:00 PM                | 0                     | 3    | 2    | 2     | 0                     | 0    | 1    | 2     | 0                        | 2    | 144   | 6     | 0                        | 3    | 121   | 7     | 293   | 1,194           | 0                    | 4    | 0     | 0     |
| 3:15 PM                | 0                     | 2    | 1    | 6     | 0                     | 2    | 4    | 14    | 0                        | 4    | 156   | 2     | 0                        | 2    | 107   | 3     | 303   | 1,250           | 5                    | 2    | 1     | 1     |
| 3:30 PM                | 0                     | 1    | 2    | 5     | 0                     | 3    | 3    | 5     | 0                        | 1    | 161   | 1     | 0                        | 3    | 111   | 5     | 301   | 1,241           | 0                    | 3    | 0     | 2     |
| 3:45 PM                | 0                     | 4    | 4    | 5     | 0                     | 2    | 1    | 1     | 1                        | 3    | 150   | 1     | 0                        | 0    | 120   | 5     | 297   | 1,263           | 0                    | 1    | 0     | 0     |
| 4:00 PM                | 0                     | 4    | 2    | 7     | 0                     | 1    | 1    | 0     | 1                        | 1    | 188   | 1     | 1                        | 0    | 139   | 3     | 349   | 1,399           | 3                    | 2    | 3     | 1     |
| 4:15 PM                | 0                     | 6    | 0    | 2     | 0                     | 0    | 0    | 0     | 0                        | 4    | 168   | 2     | 0                        | 2    | 106   | 4     | 294   | 1,485           | 0                    | 2    | 2     | 0     |
| 4:30 PM                | 0                     | 5    | 3    | 3     | 0                     | 1    | 4    | 4     | 0                        | 1    | 171   | 2     | 0                        | 1    | 123   | 5     | 323   | 1,563           | 0                    | 0    | 0     | 2     |
| 4:45 PM                | 0                     | 2    | 4    | 6     | 0                     | 1    | 3    | 1     | 0                        | 1    | 278   | 2     | 0                        | 4    | 124   | 7     | 433   | 1,575           | 2                    | 0    | 0     | 0     |
| 5:00 PM                | 0                     | 6    | 8    | 5     | 0                     | 0    | 1    | 4     | 0                        | 2    | 265   | 4     | 1                        | 4    | 131   | 4     | 435   | 1,410           | 3                    | 0    | 2     | 0     |
| 5:15 PM                | 0                     | 4    | 4    | 4     | 0                     | 0    | 2    | 0     | 0                        | 0    | 192   | 3     | 0                        | 2    | 159   | 2     | 372   | 1,261           | 2                    | 1    | 0     | 0     |
| 5:30 PM                | 0                     | 4    | 5    | 8     | 0                     | 1    | 1    | 2     | 0                        | 3    | 181   | 0     | 0                        | 2    | 123   | 5     | 335   | 1,094           | 3                    | 2    | 0     | 0     |
| 5:45 PM                | 0                     | 2    | 1    | 4     | 0                     | 0    | 1    | 0     | 2                        | 1    | 160   | 1     | 1                        | 0    | 95    | 0     | 268   |                 | 0                    | 0    | 0     | 1     |
| 6:00 PM                | 0                     | 4    | 2    | 2     | 0                     | 1    | 1    | 1     | 0                        | 0    | 166   | 0     | 1                        | 0    | 107   | 1     | 286   |                 | 1                    | 0    | 0     | 0     |
| 6:15 PM                | 0                     | 3    | 1    | 3     | 0                     | 1    | 2    | 0     | 2                        | 2    | 104   | 4     | 0                        | 0    | 79    | 4     | 205   |                 | 0                    | 1    | 0     | 0     |
| Count Total            | 0                     | 57   | 46   | 69    | 0                     | 17   | 30   | 38    | 6                        | 28   | 2,697 | 34    | 5                        | 26   | 1,855 | 62    | 4,970 |                 | 22                   | 20   | 8     | 7     |
| Peak Hour              | 0                     | 16   | 21   | 23    | 0                     | 2    | 7    | 7     | 0                        | 6    | 916   | 9     | 1                        | 12   | 537   | 18    | 1,575 |                 | 10                   | 3    | 2     | 0     |



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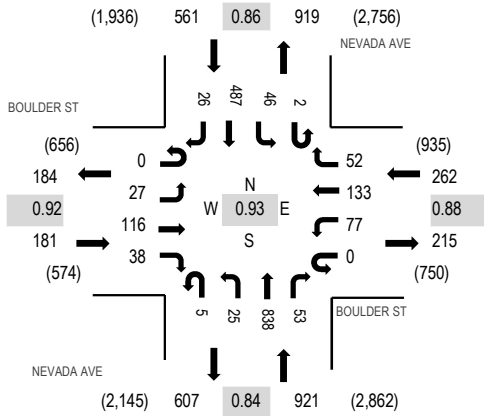
Location: 2 NEVADA AVE & BOULDER ST PM

Date: Thursday, February 13, 2025

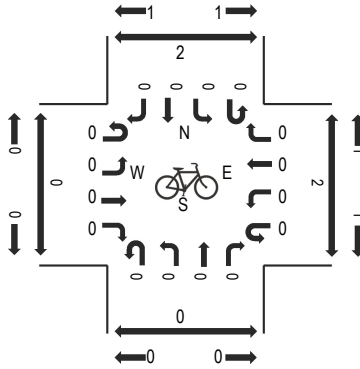
Peak Hour: 04:30 PM - 05:30 PM

Peak 15-Minutes: 04:45 PM - 05:00 PM

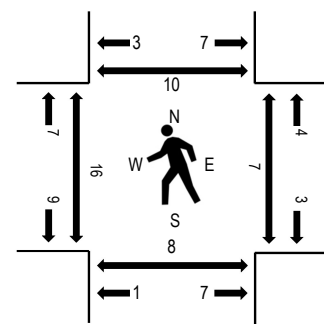
### Peak Hour - Motorized Vehicles



### Peak Hour - Bicycles



### Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

### Traffic Counts - Motorized Vehicles

| Interval<br>Start Time | BOULDER ST<br>Eastbound |      |      |       | BOULDER ST<br>Westbound |      |      |       | NEVADA AVE<br>Northbound |      |       |       | NEVADA AVE<br>Southbound |      |       |       | Total | Rolling<br>Hour | Pedestrian Crossings |      |       |       |
|------------------------|-------------------------|------|------|-------|-------------------------|------|------|-------|--------------------------|------|-------|-------|--------------------------|------|-------|-------|-------|-----------------|----------------------|------|-------|-------|
|                        | U-Turn                  | Left | Thru | Right | U-Turn                  | Left | Thru | Right | U-Turn                   | Left | Thru  | Right | U-Turn                   | Left | Thru  | Right |       |                 | West                 | East | South | North |
| 2:30 PM                | 0                       | 1    | 18   | 9     | 0                       | 14   | 27   | 9     | 2                        | 6    | 92    | 15    | 0                        | 8    | 87    | 6     | 294   | 1,452           | 3                    | 2    | 1     | 1     |
| 2:45 PM                | 0                       | 8    | 17   | 9     | 0                       | 27   | 31   | 12    | 3                        | 5    | 99    | 13    | 0                        | 6    | 109   | 2     | 341   | 1,525           | 4                    | 1    | 2     | 3     |
| 3:00 PM                | 0                       | 4    | 29   | 5     | 0                       | 17   | 36   | 19    | 1                        | 9    | 130   | 35    | 1                        | 9    | 114   | 2     | 411   | 1,569           | 0                    | 22   | 2     | 5     |
| 3:15 PM                | 0                       | 5    | 25   | 10    | 0                       | 22   | 32   | 22    | 4                        | 11   | 125   | 33    | 0                        | 11   | 97    | 9     | 406   | 1,581           | 0                    | 21   | 2     | 2     |
| 3:30 PM                | 0                       | 6    | 16   | 1     | 0                       | 20   | 22   | 8     | 1                        | 3    | 149   | 21    | 0                        | 6    | 108   | 6     | 367   | 1,546           | 1                    | 8    | 3     | 1     |
| 3:45 PM                | 0                       | 11   | 22   | 5     | 0                       | 21   | 28   | 10    | 0                        | 6    | 137   | 18    | 0                        | 9    | 114   | 4     | 385   | 1,596           | 2                    | 0    | 1     | 2     |
| 4:00 PM                | 0                       | 10   | 17   | 6     | 0                       | 12   | 37   | 7     | 0                        | 5    | 175   | 11    | 0                        | 10   | 128   | 5     | 423   | 1,728           | 5                    | 2    | 2     | 2     |
| 4:15 PM                | 0                       | 3    | 18   | 6     | 0                       | 23   | 35   | 9     | 0                        | 5    | 158   | 10    | 1                        | 8    | 92    | 3     | 371   | 1,819           | 2                    | 2    | 3     | 2     |
| 4:30 PM                | 0                       | 6    | 32   | 11    | 0                       | 18   | 21   | 14    | 1                        | 11   | 160   | 10    | 0                        | 7    | 119   | 7     | 417   | 1,925           | 5                    | 3    | 1     | 1     |
| 4:45 PM                | 0                       | 6    | 27   | 10    | 0                       | 20   | 37   | 14    | 1                        | 3    | 256   | 18    | 0                        | 9    | 110   | 6     | 517   | 1,922           | 5                    | 0    | 1     | 8     |
| 5:00 PM                | 0                       | 6    | 30   | 6     | 0                       | 19   | 37   | 15    | 2                        | 2    | 247   | 11    | 1                        | 14   | 120   | 4     | 514   | 1,749           | 3                    | 4    | 2     | 0     |
| 5:15 PM                | 0                       | 9    | 27   | 11    | 0                       | 20   | 38   | 9     | 1                        | 9    | 175   | 14    | 1                        | 16   | 138   | 9     | 477   | 1,587           | 3                    | 0    | 4     | 1     |
| 5:30 PM                | 1                       | 3    | 24   | 10    | 0                       | 12   | 30   | 6     | 1                        | 10   | 172   | 17    | 0                        | 8    | 117   | 3     | 414   | 1,384           | 2                    | 2    | 0     | 1     |
| 5:45 PM                | 0                       | 4    | 14   | 11    | 0                       | 12   | 27   | 3     | 2                        | 3    | 160   | 9     | 0                        | 9    | 82    | 8     | 344   |                 | 0                    | 0    | 0     | 0     |
| 6:00 PM                | 0                       | 7    | 15   | 8     | 0                       | 18   | 22   | 5     | 0                        | 3    | 154   | 11    | 0                        | 7    | 94    | 8     | 352   |                 | 1                    | 4    | 0     | 0     |
| 6:15 PM                | 0                       | 6    | 12   | 17    | 0                       | 18   | 12   | 8     | 1                        | 3    | 98    | 15    | 0                        | 9    | 68    | 7     | 274   |                 | 5                    | 11   | 2     | 4     |
| Count Total            | 1                       | 95   | 343  | 135   | 0                       | 293  | 472  | 170   | 20                       | 94   | 2,487 | 261   | 4                        | 146  | 1,697 | 89    | 6,307 |                 | 41                   | 82   | 26    | 33    |
| Peak Hour              | 0                       | 27   | 116  | 38    | 0                       | 77   | 133  | 52    | 5                        | 25   | 838   | 53    | 2                        | 46   | 487   | 26    | 1,925 |                 | 16                   | 7    | 8     | 10    |



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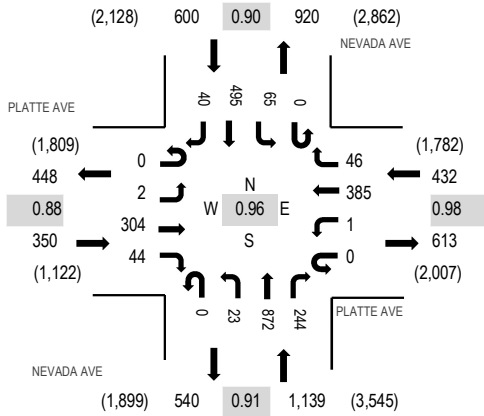
Location: 3 NEVADA AVE & PLATTE AVE PM

Date: Thursday, February 13, 2025

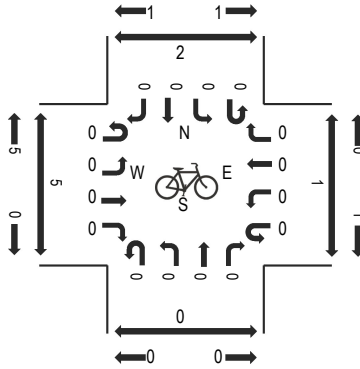
Peak Hour: 04:30 PM - 05:30 PM

Peak 15-Minutes: 05:00 PM - 05:15 PM

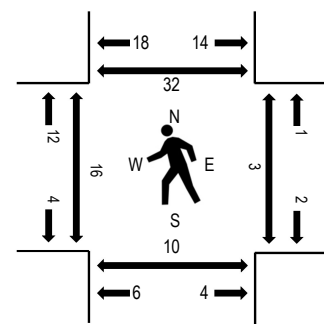
### Peak Hour - Motorized Vehicles



### Peak Hour - Bicycles



### Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

### Traffic Counts - Motorized Vehicles

| Interval<br>Start Time | PLATTE AVE<br>Eastbound |      |      |       | PLATTE AVE<br>Westbound |      |       |       | NEVADA AVE<br>Northbound |      |       |       | NEVADA AVE<br>Southbound |      |       |       | Total | Rolling<br>Hour | Pedestrian Crossings |      |       |       |
|------------------------|-------------------------|------|------|-------|-------------------------|------|-------|-------|--------------------------|------|-------|-------|--------------------------|------|-------|-------|-------|-----------------|----------------------|------|-------|-------|
|                        | U-Turn                  | Left | Thru | Right | U-Turn                  | Left | Thru  | Right | U-Turn                   | Left | Thru  | Right | U-Turn                   | Left | Thru  | Right |       |                 | West                 | East | South | North |
| 2:30 PM                | 0                       | 1    | 50   | 7     | 0                       | 0    | 93    | 11    | 1                        | 7    | 107   | 34    | 0                        | 13   | 85    | 13    | 422   | 1,932           | 4                    | 3    | 1     | 5     |
| 2:45 PM                | 0                       | 0    | 60   | 8     | 0                       | 2    | 85    | 15    | 0                        | 3    | 105   | 48    | 0                        | 13   | 124   | 10    | 473   | 2,051           | 5                    | 0    | 2     | 4     |
| 3:00 PM                | 0                       | 0    | 54   | 4     | 0                       | 0    | 113   | 15    | 0                        | 4    | 158   | 46    | 0                        | 11   | 114   | 8     | 527   | 2,119           | 7                    | 19   | 2     | 39    |
| 3:15 PM                | 0                       | 0    | 48   | 11    | 0                       | 0    | 104   | 33    | 0                        | 7    | 133   | 46    | 0                        | 19   | 100   | 9     | 510   | 2,158           | 14                   | 17   | 5     | 46    |
| 3:30 PM                | 0                       | 0    | 49   | 10    | 0                       | 0    | 118   | 17    | 0                        | 9    | 149   | 56    | 0                        | 13   | 111   | 9     | 541   | 2,213           | 1                    | 6    | 5     | 10    |
| 3:45 PM                | 0                       | 0    | 52   | 7     | 0                       | 0    | 120   | 15    | 0                        | 6    | 150   | 54    | 0                        | 19   | 112   | 6     | 541   | 2,267           | 3                    | 3    | 5     | 7     |
| 4:00 PM                | 0                       | 0    | 61   | 10    | 0                       | 0    | 107   | 10    | 0                        | 3    | 174   | 54    | 0                        | 18   | 118   | 11    | 566   | 2,355           | 5                    | 2    | 4     | 4     |
| 4:15 PM                | 0                       | 0    | 67   | 11    | 0                       | 0    | 120   | 12    | 0                        | 4    | 165   | 64    | 0                        | 13   | 101   | 8     | 565   | 2,448           | 7                    | 3    | 3     | 4     |
| 4:30 PM                | 0                       | 0    | 74   | 13    | 0                       | 1    | 107   | 11    | 0                        | 1    | 176   | 68    | 0                        | 18   | 119   | 7     | 595   | 2,521           | 9                    | 2    | 4     | 15    |
| 4:45 PM                | 0                       | 2    | 61   | 6     | 0                       | 0    | 91    | 10    | 0                        | 3    | 261   | 50    | 0                        | 13   | 118   | 14    | 629   | 2,483           | 3                    | 0    | 1     | 3     |
| 5:00 PM                | 0                       | 0    | 83   | 11    | 0                       | 0    | 102   | 15    | 0                        | 5    | 244   | 54    | 0                        | 16   | 123   | 6     | 659   | 2,324           | 2                    | 1    | 2     | 3     |
| 5:15 PM                | 0                       | 0    | 86   | 14    | 0                       | 0    | 85    | 10    | 0                        | 14   | 191   | 72    | 0                        | 18   | 135   | 13    | 638   | 2,168           | 2                    | 0    | 3     | 11    |
| 5:30 PM                | 0                       | 0    | 60   | 12    | 0                       | 0    | 90    | 12    | 0                        | 9    | 189   | 43    | 0                        | 10   | 118   | 14    | 557   | 1,911           | 8                    | 6    | 4     | 3     |
| 5:45 PM                | 0                       | 0    | 46   | 13    | 0                       | 1    | 78    | 12    | 0                        | 7    | 165   | 41    | 0                        | 7    | 92    | 8     | 470   |                 | 4                    | 2    | 0     | 5     |
| 6:00 PM                | 0                       | 1    | 61   | 15    | 0                       | 0    | 76    | 15    | 0                        | 3    | 163   | 51    | 1                        | 12   | 94    | 11    | 503   |                 | 5                    | 4    | 2     | 5     |
| 6:15 PM                | 0                       | 0    | 42   | 12    | 0                       | 0    | 64    | 12    | 0                        | 1    | 101   | 46    | 1                        | 13   | 66    | 23    | 381   |                 | 0                    | 2    | 2     | 2     |
| Count Total            | 0                       | 4    | 954  | 164   | 0                       | 4    | 1,553 | 225   | 1                        | 86   | 2,631 | 827   | 2                        | 226  | 1,730 | 170   | 8,577 |                 | 79                   | 70   | 45    | 166   |
| Peak Hour              | 0                       | 2    | 304  | 44    | 0                       | 1    | 385   | 46    | 0                        | 23   | 872   | 244   | 0                        | 65   | 495   | 40    | 2,521 |                 | 16                   | 3    | 10    | 32    |



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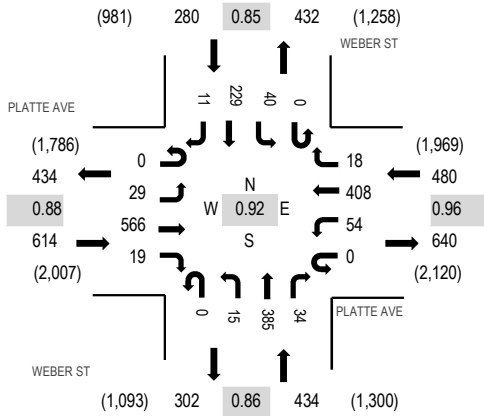
Location: 4 WEBER ST & PLATTE AVE PM

Date: Thursday, February 13, 2025

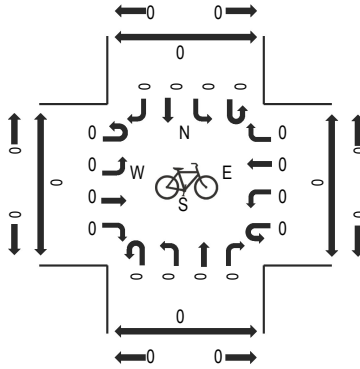
Peak Hour: 04:30 PM - 05:30 PM

Peak 15-Minutes: 05:15 PM - 05:30 PM

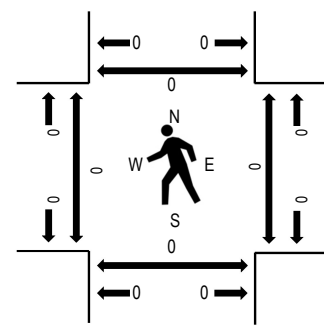
### Peak Hour - Motorized Vehicles



### Peak Hour - Bicycles



### Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

### Traffic Counts - Motorized Vehicles

| Interval<br>Start Time | PLATTE AVE<br>Eastbound |      |       |       | PLATTE AVE<br>Westbound |      |       |       | WEBER ST<br>Northbound |      |       |       | WEBER ST<br>Southbound |      |      |       | Total | Rolling<br>Hour | Pedestrian Crossings |      |       |       |
|------------------------|-------------------------|------|-------|-------|-------------------------|------|-------|-------|------------------------|------|-------|-------|------------------------|------|------|-------|-------|-----------------|----------------------|------|-------|-------|
|                        | U-Turn                  | Left | Thru  | Right | U-Turn                  | Left | Thru  | Right | U-Turn                 | Left | Thru  | Right | U-Turn                 | Left | Thru | Right |       |                 | West                 | East | South | North |
| 2:30 PM                | 0                       | 2    | 92    | 3     | 0                       | 14   | 99    | 3     | 0                      | 2    | 38    | 7     | 0                      | 9    | 38   | 2     | 309   | 1,527           | 0                    | 0    | 0     | 0     |
| 2:45 PM                | 0                       | 1    | 111   | 8     | 0                       | 12   | 92    | 5     | 0                      | 4    | 57    | 5     | 0                      | 11   | 51   | 4     | 361   | 1,635           | 0                    | 0    | 0     | 0     |
| 3:00 PM                | 0                       | 3    | 102   | 4     | 0                       | 10   | 126   | 6     | 0                      | 3    | 42    | 12    | 0                      | 12   | 71   | 3     | 394   | 1,675           | 0                    | 0    | 0     | 0     |
| 3:15 PM                | 0                       | 4    | 104   | 5     | 0                       | 11   | 130   | 5     | 0                      | 4    | 97    | 11    | 0                      | 10   | 81   | 1     | 463   | 1,689           | 0                    | 0    | 0     | 0     |
| 3:30 PM                | 0                       | 2    | 107   | 7     | 0                       | 15   | 133   | 4     | 0                      | 2    | 66    | 13    | 0                      | 8    | 59   | 1     | 417   | 1,630           | 0                    | 0    | 0     | 0     |
| 3:45 PM                | 0                       | 4    | 113   | 8     | 0                       | 12   | 125   | 9     | 0                      | 4    | 56    | 14    | 0                      | 7    | 45   | 4     | 401   | 1,644           | 0                    | 0    | 0     | 0     |
| 4:00 PM                | 0                       | 5    | 125   | 6     | 0                       | 14   | 116   | 3     | 0                      | 1    | 79    | 9     | 0                      | 9    | 39   | 2     | 408   | 1,654           | 0                    | 0    | 0     | 0     |
| 4:15 PM                | 0                       | 3    | 136   | 6     | 0                       | 10   | 127   | 5     | 0                      | 1    | 56    | 10    | 0                      | 10   | 36   | 4     | 404   | 1,722           | 0                    | 0    | 0     | 0     |
| 4:30 PM                | 0                       | 9    | 143   | 7     | 0                       | 9    | 115   | 7     | 0                      | 3    | 70    | 12    | 0                      | 12   | 41   | 3     | 431   | 1,808           | 0                    | 0    | 0     | 0     |
| 4:45 PM                | 0                       | 7    | 114   | 5     | 0                       | 17   | 91    | 2     | 0                      | 5    | 86    | 6     | 0                      | 9    | 67   | 2     | 411   | 1,748           | 0                    | 0    | 0     | 0     |
| 5:00 PM                | 0                       | 7    | 144   | 3     | 0                       | 13   | 113   | 4     | 0                      | 2    | 114   | 8     | 0                      | 11   | 53   | 4     | 476   | 1,652           | 0                    | 0    | 0     | 0     |
| 5:15 PM                | 0                       | 6    | 165   | 4     | 0                       | 15   | 89    | 5     | 0                      | 5    | 115   | 8     | 0                      | 8    | 68   | 2     | 490   | 1,517           | 0                    | 0    | 0     | 0     |
| 5:30 PM                | 0                       | 4    | 109   | 2     | 0                       | 16   | 98    | 3     | 0                      | 4    | 81    | 7     | 0                      | 8    | 38   | 1     | 371   | 1,292           | 0                    | 0    | 0     | 0     |
| 5:45 PM                | 0                       | 8    | 80    | 8     | 0                       | 18   | 78    | 5     | 0                      | 7    | 60    | 5     | 0                      | 7    | 34   | 5     | 315   |                 | 0                    | 0    | 0     | 0     |
| 6:00 PM                | 0                       | 9    | 109   | 5     | 0                       | 14   | 80    | 7     | 0                      | 9    | 53    | 3     | 0                      | 5    | 44   | 3     | 341   |                 | 0                    | 0    | 0     | 0     |
| 6:15 PM                | 0                       | 4    | 85    | 9     | 0                       | 12   | 67    | 5     | 0                      | 5    | 32    | 7     | 0                      | 8    | 26   | 5     | 265   |                 | 0                    | 0    | 0     | 0     |
| Count Total            | 0                       | 78   | 1,839 | 90    | 0                       | 212  | 1,679 | 78    | 0                      | 61   | 1,102 | 137   | 0                      | 144  | 791  | 46    | 6,257 |                 | 0                    | 0    | 0     | 0     |
| Peak Hour              | 0                       | 29   | 566   | 19    | 0                       | 54   | 408   | 18    | 0                      | 15   | 385   | 34    | 0                      | 40   | 229  | 11    | 1,808 |                 | 0                    | 0    | 0     | 0     |



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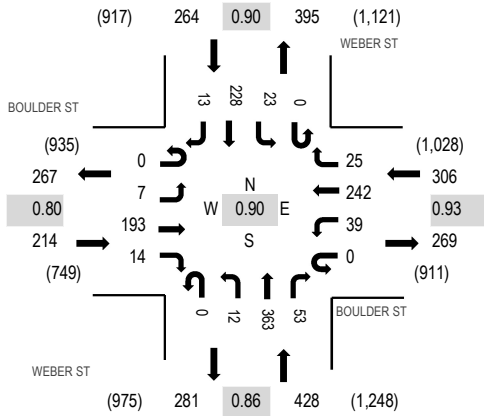
Location: 5 WEBER ST & BOULDER ST PM

Date: Thursday, February 13, 2025

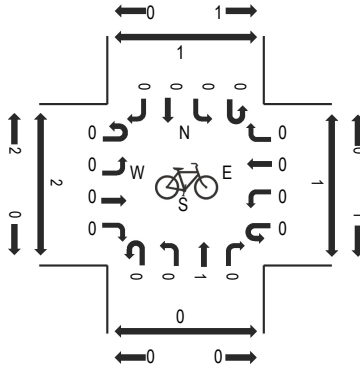
Peak Hour: 04:30 PM - 05:30 PM

Peak 15-Minutes: 05:15 PM - 05:30 PM

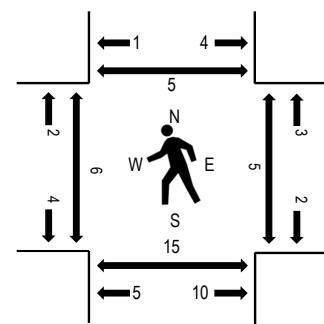
### Peak Hour - Motorized Vehicles



### Peak Hour - Bicycles



### Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

### Traffic Counts - Motorized Vehicles

| Interval<br>Start Time | BOULDER ST<br>Eastbound |      |      |       | BOULDER ST<br>Westbound |      |      |       | WEBER ST<br>Northbound |      |       |       | WEBER ST<br>Southbound |      |      |       | Total | Rolling<br>Hour | Pedestrian Crossings |      |       |       |
|------------------------|-------------------------|------|------|-------|-------------------------|------|------|-------|------------------------|------|-------|-------|------------------------|------|------|-------|-------|-----------------|----------------------|------|-------|-------|
|                        | U-Turn                  | Left | Thru | Right | U-Turn                  | Left | Thru | Right | U-Turn                 | Left | Thru  | Right | U-Turn                 | Left | Thru | Right |       |                 | West                 | East | South | North |
| 2:30 PM                | 0                       | 2    | 37   | 2     | 0                       | 10   | 47   | 8     | 0                      | 1    | 33    | 9     | 0                      | 2    | 39   | 6     | 196   | 1,035           | 3                    | 1    | 1     | 3     |
| 2:45 PM                | 0                       | 1    | 25   | 6     | 0                       | 5    | 59   | 6     | 0                      | 5    | 46    | 11    | 0                      | 0    | 53   | 10    | 227   | 1,075           | 4                    | 4    | 7     | 2     |
| 3:00 PM                | 0                       | 2    | 64   | 10    | 0                       | 13   | 60   | 3     | 0                      | 5    | 33    | 13    | 0                      | 6    | 62   | 7     | 278   | 1,081           | 78                   | 10   | 35    | 37    |
| 3:15 PM                | 0                       | 2    | 55   | 14    | 0                       | 20   | 53   | 7     | 0                      | 4    | 72    | 30    | 0                      | 10   | 58   | 9     | 334   | 1,039           | 49                   | 20   | 37    | 18    |
| 3:30 PM                | 0                       | 4    | 38   | 6     | 0                       | 6    | 47   | 5     | 0                      | 2    | 59    | 8     | 0                      | 5    | 55   | 1     | 236   | 922             | 1                    | 6    | 11    | 3     |
| 3:45 PM                | 0                       | 3    | 41   | 5     | 0                       | 7    | 51   | 3     | 0                      | 0    | 63    | 6     | 0                      | 5    | 43   | 6     | 233   | 947             | 2                    | 1    | 4     | 2     |
| 4:00 PM                | 0                       | 2    | 34   | 2     | 0                       | 3    | 48   | 2     | 0                      | 4    | 73    | 8     | 0                      | 12   | 45   | 3     | 236   | 1,004           | 2                    | 2    | 2     | 3     |
| 4:15 PM                | 0                       | 4    | 29   | 1     | 0                       | 6    | 59   | 4     | 0                      | 5    | 44    | 15    | 0                      | 5    | 42   | 3     | 217   | 1,094           | 4                    | 1    | 1     | 2     |
| 4:30 PM                | 0                       | 2    | 46   | 2     | 0                       | 9    | 59   | 5     | 0                      | 1    | 74    | 11    | 0                      | 2    | 48   | 2     | 261   | 1,212           | 1                    | 0    | 1     | 1     |
| 4:45 PM                | 0                       | 1    | 45   | 7     | 0                       | 9    | 57   | 6     | 0                      | 3    | 78    | 12    | 0                      | 8    | 61   | 3     | 290   | 1,185           | 2                    | 0    | 5     | 3     |
| 5:00 PM                | 0                       | 3    | 52   | 2     | 0                       | 10   | 65   | 4     | 0                      | 3    | 109   | 13    | 0                      | 6    | 56   | 3     | 326   | 1,088           | 0                    | 3    | 2     | 1     |
| 5:15 PM                | 0                       | 1    | 50   | 3     | 0                       | 11   | 61   | 10    | 0                      | 5    | 102   | 17    | 0                      | 7    | 63   | 5     | 335   | 957             | 3                    | 2    | 7     | 0     |
| 5:30 PM                | 0                       | 4    | 45   | 2     | 0                       | 5    | 39   | 6     | 0                      | 3    | 74    | 10    | 0                      | 3    | 40   | 3     | 234   | 773             | 1                    | 0    | 0     | 1     |
| 5:45 PM                | 0                       | 2    | 23   | 5     | 0                       | 7    | 37   | 1     | 0                      | 2    | 64    | 9     | 0                      | 4    | 36   | 3     | 193   |                 | 2                    | 0    | 2     | 0     |
| 6:00 PM                | 0                       | 2    | 31   | 2     | 0                       | 10   | 39   | 2     | 0                      | 4    | 54    | 11    | 0                      | 2    | 37   | 1     | 195   |                 | 3                    | 0    | 1     | 0     |
| 6:15 PM                | 0                       | 0    | 24   | 6     | 0                       | 5    | 35   | 4     | 0                      | 2    | 32    | 6     | 0                      | 6    | 26   | 5     | 151   |                 | 3                    | 1    | 6     | 0     |
| Count Total            | 0                       | 35   | 639  | 75    | 0                       | 136  | 816  | 76    | 0                      | 49   | 1,010 | 189   | 0                      | 83   | 764  | 70    | 3,942 |                 | 158                  | 51   | 122   | 76    |
| Peak Hour              | 0                       | 7    | 193  | 14    | 0                       | 39   | 242  | 25    | 0                      | 12   | 363   | 53    | 0                      | 23   | 228  | 13    | 1,212 |                 | 6                    | 5    | 15    | 5     |



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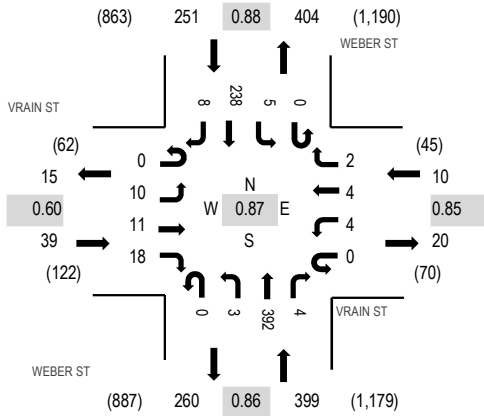
Location: 6 WEBER ST & VRAIN ST PM

Date: Thursday, February 13, 2025

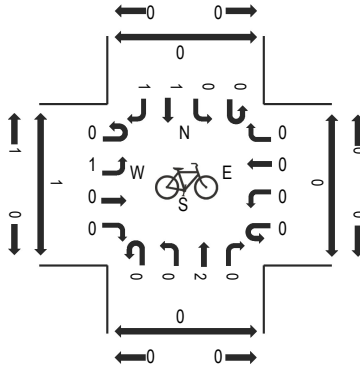
Peak Hour: 04:30 PM - 05:30 PM

Peak 15-Minutes: 05:00 PM - 05:15 PM

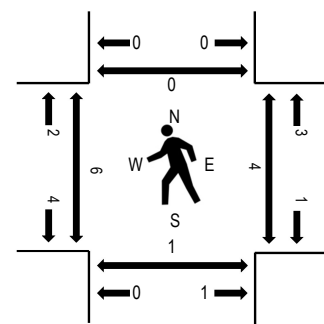
### Peak Hour - Motorized Vehicles



### Peak Hour - Bicycles



### Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

### Traffic Counts - Motorized Vehicles

| Interval<br>Start Time | VRAIN ST<br>Eastbound |      |      |       | VRAIN ST<br>Westbound |      |      |       | WEBER ST<br>Northbound |      |       |       | WEBER ST<br>Southbound |      |      |       | Total | Rolling<br>Hour | Pedestrian Crossings |      |       |       |
|------------------------|-----------------------|------|------|-------|-----------------------|------|------|-------|------------------------|------|-------|-------|------------------------|------|------|-------|-------|-----------------|----------------------|------|-------|-------|
|                        | U-Turn                | Left | Thru | Right | U-Turn                | Left | Thru | Right | U-Turn                 | Left | Thru  | Right | U-Turn                 | Left | Thru | Right |       |                 | West                 | East | South | North |
| 2:30 PM                | 0                     | 1    | 0    | 1     | 0                     | 0    | 4    | 1     | 0                      | 1    | 48    | 0     | 0                      | 2    | 46   | 0     | 104   | 556             | 1                    | 0    | 0     | 0     |
| 2:45 PM                | 0                     | 4    | 4    | 3     | 0                     | 1    | 2    | 2     | 0                      | 1    | 53    | 0     | 0                      | 1    | 59   | 1     | 131   | 584             | 2                    | 0    | 0     | 0     |
| 3:00 PM                | 0                     | 3    | 5    | 4     | 0                     | 3    | 1    | 1     | 0                      | 1    | 42    | 4     | 0                      | 0    | 71   | 6     | 141   | 587             | 2                    | 0    | 0     | 0     |
| 3:15 PM                | 0                     | 10   | 2    | 9     | 0                     | 1    | 1    | 0     | 0                      | 2    | 98    | 8     | 0                      | 0    | 46   | 3     | 180   | 596             | 6                    | 4    | 0     | 1     |
| 3:30 PM                | 0                     | 0    | 1    | 5     | 0                     | 1    | 3    | 1     | 0                      | 3    | 70    | 0     | 0                      | 4    | 44   | 0     | 132   | 518             | 1                    | 0    | 1     | 0     |
| 3:45 PM                | 0                     | 2    | 3    | 2     | 0                     | 0    | 1    | 2     | 0                      | 1    | 66    | 3     | 0                      | 1    | 53   | 0     | 134   | 527             | 0                    | 1    | 0     | 0     |
| 4:00 PM                | 0                     | 2    | 2    | 2     | 0                     | 0    | 0    | 3     | 0                      | 1    | 78    | 1     | 0                      | 1    | 57   | 3     | 150   | 554             | 3                    | 1    | 0     | 0     |
| 4:15 PM                | 0                     | 1    | 1    | 3     | 0                     | 1    | 0    | 0     | 0                      | 1    | 49    | 1     | 0                      | 1    | 44   | 0     | 102   | 605             | 1                    | 1    | 0     | 1     |
| 4:30 PM                | 0                     | 1    | 3    | 3     | 0                     | 0    | 0    | 0     | 0                      | 2    | 80    | 0     | 0                      | 1    | 49   | 2     | 141   | 699             | 2                    | 2    | 0     | 0     |
| 4:45 PM                | 0                     | 2    | 2    | 3     | 0                     | 2    | 2    | 0     | 0                      | 1    | 83    | 2     | 0                      | 0    | 63   | 1     | 161   | 699             | 2                    | 1    | 0     | 0     |
| 5:00 PM                | 0                     | 4    | 5    | 7     | 0                     | 2    | 0    | 2     | 0                      | 0    | 115   | 2     | 0                      | 2    | 59   | 3     | 201   | 648             | 1                    | 1    | 1     | 0     |
| 5:15 PM                | 0                     | 3    | 1    | 5     | 0                     | 0    | 2    | 0     | 0                      | 0    | 114   | 0     | 0                      | 2    | 67   | 2     | 196   | 548             | 1                    | 0    | 0     | 0     |
| 5:30 PM                | 0                     | 2    | 1    | 2     | 0                     | 1    | 1    | 1     | 0                      | 0    | 83    | 1     | 0                      | 1    | 46   | 2     | 141   | 436             | 1                    | 0    | 0     | 0     |
| 5:45 PM                | 0                     | 1    | 0    | 2     | 0                     | 0    | 0    | 0     | 0                      | 0    | 66    | 0     | 0                      | 0    | 40   | 1     | 110   |                 | 0                    | 1    | 0     | 0     |
| 6:00 PM                | 0                     | 1    | 0    | 1     | 0                     | 0    | 0    | 0     | 0                      | 1    | 56    | 1     | 0                      | 0    | 39   | 2     | 101   |                 | 2                    | 0    | 0     | 0     |
| 6:15 PM                | 0                     | 0    | 1    | 2     | 0                     | 2    | 1    | 0     | 0                      | 1    | 39    | 0     | 0                      | 0    | 36   | 2     | 84    |                 | 0                    | 0    | 0     | 0     |
| Count Total            | 0                     | 37   | 31   | 54    | 0                     | 14   | 18   | 13    | 0                      | 16   | 1,140 | 23    | 0                      | 16   | 819  | 28    | 2,209 |                 | 25                   | 12   | 2     | 2     |
| Peak Hour              | 0                     | 10   | 11   | 18    | 0                     | 4    | 4    | 2     | 0                      | 3    | 392   | 4     | 0                      | 5    | 238  | 8     | 699   |                 | 6                    | 4    | 1     | 0     |



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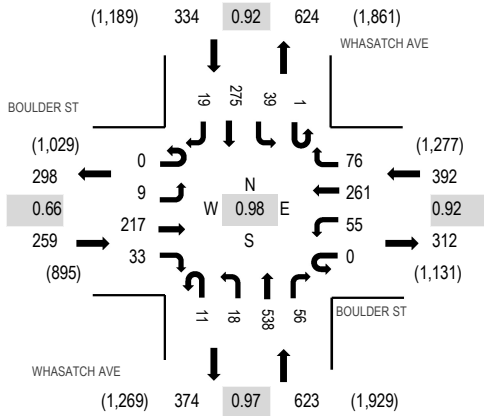
Location: 7 WHASATCH AVE & BOULDER ST PM

Date: Thursday, February 13, 2025

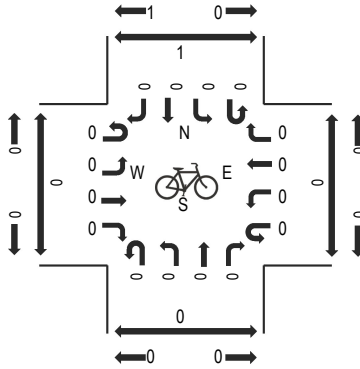
Peak Hour: 04:30 PM - 05:30 PM

Peak 15-Minutes: 05:15 PM - 05:30 PM

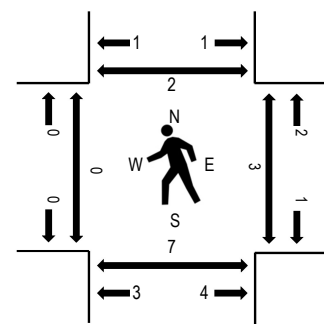
### Peak Hour - Motorized Vehicles



### Peak Hour - Bicycles



### Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

### Traffic Counts - Motorized Vehicles

| Interval<br>Start Time | BOULDER ST<br>Eastbound |      |      |       | BOULDER ST<br>Westbound |      |      |       | WHASATCH AVE<br>Northbound |      |       |       | WHASATCH AVE<br>Southbound |      |      |       | Total | Rolling<br>Hour | Pedestrian Crossings |      |       |       |
|------------------------|-------------------------|------|------|-------|-------------------------|------|------|-------|----------------------------|------|-------|-------|----------------------------|------|------|-------|-------|-----------------|----------------------|------|-------|-------|
|                        | U-Turn                  | Left | Thru | Right | U-Turn                  | Left | Thru | Right | U-Turn                     | Left | Thru  | Right | U-Turn                     | Left | Thru | Right |       |                 | West                 | East | South | North |
| 2:30 PM                | 0                       | 5    | 37   | 6     | 0                       | 11   | 61   | 11    | 3                          | 6    | 71    | 12    | 1                          | 10   | 47   | 1     | 282   | 1,309           | 2                    | 1    | 1     | 3     |
| 2:45 PM                | 0                       | 4    | 28   | 5     | 0                       | 13   | 63   | 11    | 1                          | 10   | 58    | 5     | 0                          | 11   | 49   | 1     | 259   | 1,337           | 2                    | 0    | 0     | 1     |
| 3:00 PM                | 0                       | 9    | 47   | 10    | 0                       | 14   | 67   | 15    | 3                          | 13   | 80    | 14    | 0                          | 10   | 63   | 6     | 351   | 1,397           | 2                    | 2    | 5     | 3     |
| 3:15 PM                | 0                       | 9    | 77   | 17    | 0                       | 13   | 55   | 17    | 2                          | 12   | 100   | 13    | 1                          | 14   | 78   | 9     | 417   | 1,377           | 4                    | 2    | 3     | 6     |
| 3:30 PM                | 0                       | 3    | 39   | 8     | 0                       | 15   | 50   | 18    | 1                          | 5    | 95    | 13    | 0                          | 12   | 51   | 0     | 310   | 1,307           | 2                    | 2    | 3     | 1     |
| 3:45 PM                | 0                       | 4    | 44   | 5     | 0                       | 14   | 54   | 13    | 0                          | 7    | 98    | 20    | 0                          | 9    | 47   | 4     | 319   | 1,392           | 1                    | 3    | 2     | 2     |
| 4:00 PM                | 0                       | 2    | 44   | 3     | 0                       | 11   | 40   | 19    | 1                          | 6    | 99    | 14    | 0                          | 11   | 74   | 7     | 331   | 1,468           | 1                    | 2    | 1     | 3     |
| 4:15 PM                | 0                       | 4    | 44   | 1     | 0                       | 7    | 58   | 9     | 1                          | 10   | 102   | 17    | 0                          | 13   | 77   | 4     | 347   | 1,543           | 0                    | 0    | 0     | 1     |
| 4:30 PM                | 0                       | 1    | 48   | 5     | 0                       | 15   | 66   | 17    | 3                          | 5    | 129   | 14    | 0                          | 16   | 72   | 4     | 395   | 1,608           | 0                    | 0    | 1     | 0     |
| 4:45 PM                | 0                       | 3    | 57   | 6     | 0                       | 17   | 65   | 24    | 4                          | 5    | 132   | 13    | 1                          | 6    | 60   | 2     | 395   | 1,535           | 0                    | 1    | 3     | 1     |
| 5:00 PM                | 0                       | 4    | 54   | 9     | 0                       | 16   | 63   | 18    | 2                          | 5    | 135   | 16    | 0                          | 9    | 69   | 6     | 406   | 1,412           | 0                    | 2    | 1     | 1     |
| 5:15 PM                | 0                       | 1    | 58   | 13    | 0                       | 7    | 67   | 17    | 2                          | 3    | 142   | 13    | 0                          | 8    | 74   | 7     | 412   | 1,247           | 0                    | 0    | 2     | 0     |
| 5:30 PM                | 0                       | 4    | 46   | 6     | 0                       | 12   | 46   | 9     | 3                          | 3    | 113   | 16    | 0                          | 10   | 52   | 2     | 322   | 1,066           | 0                    | 0    | 2     | 0     |
| 5:45 PM                | 0                       | 2    | 31   | 5     | 0                       | 6    | 33   | 8     | 2                          | 5    | 97    | 19    | 0                          | 15   | 45   | 4     | 272   |                 | 1                    | 0    | 0     | 1     |
| 6:00 PM                | 0                       | 4    | 38   | 6     | 0                       | 13   | 38   | 6     | 1                          | 4    | 65    | 11    | 0                          | 13   | 39   | 3     | 241   |                 | 0                    | 0    | 0     | 0     |
| 6:15 PM                | 0                       | 2    | 35   | 2     | 0                       | 6    | 39   | 10    | 2                          | 3    | 59    | 11    | 0                          | 16   | 44   | 2     | 231   |                 | 0                    | 0    | 0     | 0     |
| Count Total            | 0                       | 61   | 727  | 107   | 0                       | 190  | 865  | 222   | 31                         | 102  | 1,575 | 221   | 3                          | 183  | 941  | 62    | 5,290 |                 | 15                   | 15   | 24    | 23    |
| Peak Hour              | 0                       | 9    | 217  | 33    | 0                       | 55   | 261  | 76    | 11                         | 18   | 538   | 56    | 1                          | 39   | 275  | 19    | 1,608 |                 | 0                    | 3    | 7     | 2     |



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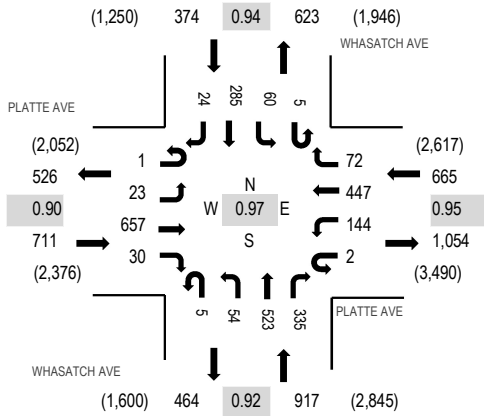
Location: 8 WHASATCH AVE & PLATTE AVE PM

Date: Thursday, February 13, 2025

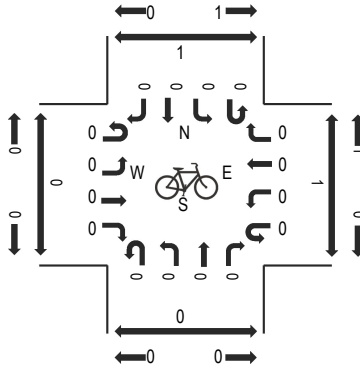
Peak Hour: 04:30 PM - 05:30 PM

Peak 15-Minutes: 05:15 PM - 05:30 PM

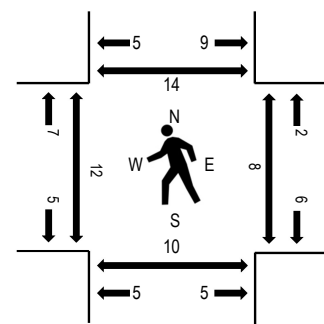
### Peak Hour - Motorized Vehicles



### Peak Hour - Bicycles



### Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

### Traffic Counts - Motorized Vehicles

| Interval<br>Start Time | PLATTE AVE<br>Eastbound |      |       |       | PLATTE AVE<br>Westbound |      |       |       | WHASATCH AVE<br>Northbound |      |       |       | WHASATCH AVE<br>Southbound |      |      |       | Total | Rolling<br>Hour | Pedestrian Crossings |      |       |       |
|------------------------|-------------------------|------|-------|-------|-------------------------|------|-------|-------|----------------------------|------|-------|-------|----------------------------|------|------|-------|-------|-----------------|----------------------|------|-------|-------|
|                        | U-Turn                  | Left | Thru  | Right | U-Turn                  | Left | Thru  | Right | U-Turn                     | Left | Thru  | Right | U-Turn                     | Left | Thru | Right |       |                 | West                 | East | South | North |
| 2:30 PM                | 0                       | 2    | 104   | 10    | 0                       | 25   | 107   | 18    | 3                          | 9    | 72    | 53    | 3                          | 9    | 55   | 4     | 474   | 2,167           | 0                    | 0    | 4     | 1     |
| 2:45 PM                | 0                       | 6    | 117   | 3     | 1                       | 29   | 111   | 16    | 1                          | 16   | 56    | 54    | 0                          | 19   | 43   | 2     | 474   | 2,275           | 5                    | 0    | 5     | 2     |
| 3:00 PM                | 0                       | 11   | 115   | 5     | 1                       | 36   | 120   | 24    | 1                          | 15   | 78    | 67    | 1                          | 20   | 57   | 2     | 553   | 2,362           | 2                    | 10   | 2     | 51    |
| 3:15 PM                | 0                       | 17   | 144   | 9     | 0                       | 39   | 131   | 26    | 4                          | 12   | 86    | 73    | 1                          | 31   | 85   | 8     | 666   | 2,413           | 7                    | 12   | 6     | 72    |
| 3:30 PM                | 0                       | 6    | 145   | 4     | 0                       | 37   | 134   | 16    | 0                          | 14   | 92    | 60    | 1                          | 14   | 56   | 3     | 582   | 2,391           | 2                    | 4    | 1     | 6     |
| 3:45 PM                | 0                       | 5    | 130   | 6     | 0                       | 35   | 134   | 14    | 1                          | 10   | 105   | 56    | 1                          | 10   | 48   | 6     | 561   | 2,459           | 3                    | 6    | 2     | 3     |
| 4:00 PM                | 0                       | 6    | 156   | 5     | 0                       | 36   | 125   | 18    | 1                          | 8    | 96    | 68    | 0                          | 12   | 68   | 5     | 604   | 2,548           | 2                    | 3    | 1     | 1     |
| 4:15 PM                | 0                       | 4    | 153   | 5     | 0                       | 35   | 127   | 22    | 0                          | 12   | 104   | 100   | 1                          | 11   | 62   | 8     | 644   | 2,625           | 3                    | 4    | 0     | 4     |
| 4:30 PM                | 1                       | 6    | 184   | 6     | 1                       | 36   | 113   | 17    | 3                          | 12   | 126   | 55    | 1                          | 13   | 71   | 5     | 650   | 2,667           | 10                   | 3    | 3     | 7     |
| 4:45 PM                | 0                       | 5    | 134   | 12    | 1                       | 44   | 112   | 18    | 1                          | 11   | 129   | 94    | 3                          | 9    | 71   | 6     | 650   | 2,551           | 0                    | 1    | 2     | 1     |
| 5:00 PM                | 0                       | 3    | 177   | 6     | 0                       | 29   | 110   | 20    | 1                          | 12   | 134   | 90    | 0                          | 18   | 73   | 8     | 681   | 2,382           | 2                    | 4    | 2     | 2     |
| 5:15 PM                | 0                       | 9    | 162   | 6     | 0                       | 35   | 112   | 17    | 0                          | 19   | 134   | 96    | 1                          | 20   | 70   | 5     | 686   | 2,160           | 0                    | 0    | 3     | 4     |
| 5:30 PM                | 0                       | 7    | 118   | 4     | 0                       | 31   | 92    | 12    | 2                          | 10   | 111   | 75    | 0                          | 10   | 56   | 6     | 534   | 1,863           | 1                    | 0    | 0     | 2     |
| 5:45 PM                | 0                       | 8    | 105   | 5     | 0                       | 31   | 92    | 23    | 2                          | 14   | 96    | 51    | 0                          | 7    | 42   | 5     | 481   |                 | 2                    | 1    | 2     | 3     |
| 6:00 PM                | 0                       | 9    | 127   | 9     | 1                       | 30   | 81    | 14    | 3                          | 9    | 56    | 64    | 0                          | 9    | 45   | 2     | 459   |                 | 2                    | 0    | 0     | 0     |
| 6:15 PM                | 0                       | 6    | 90    | 9     | 2                       | 29   | 82    | 15    | 3                          | 6    | 55    | 44    | 3                          | 10   | 31   | 4     | 389   |                 | 0                    | 1    | 0     | 1     |
| Count Total            | 1                       | 110  | 2,161 | 104   | 7                       | 537  | 1,783 | 290   | 26                         | 189  | 1,530 | 1,100 | 16                         | 222  | 933  | 79    | 9,088 |                 | 41                   | 49   | 33    | 160   |
| Peak Hour              | 1                       | 23   | 657   | 30    | 2                       | 144  | 447   | 72    | 5                          | 54   | 523   | 335   | 5                          | 60   | 285  | 24    | 2,667 |                 | 12                   | 8    | 10    | 14    |

## Appendix B. Existing (2025) Level of Service Worksheets

HCM 6th TWSC  
1: N Nevada Ave & St Vrain St

04-23-2025

| Intersection             |        |      |        |            |        |       |        |      |      |      |      |      |
|--------------------------|--------|------|--------|------------|--------|-------|--------|------|------|------|------|------|
| Int Delay, s/veh         | 1.1    |      |        |            |        |       |        |      |      |      |      |      |
| Movement                 | EBL    | EBT  | EBR    | WBL        | WBT    | WBR   | NBL    | NBT  | NBR  | SBL  | SBT  | SBR  |
| Lane Configurations      |        | ↕    |        |            | ↕      |       |        | ↕    |      |      | ↕    |      |
| Traffic Vol, veh/h       | 1      | 6    | 2      | 3          | 10     | 3     | 14     | 372  | 5    | 13   | 372  | 24   |
| Future Vol, veh/h        | 1      | 6    | 2      | 3          | 10     | 3     | 14     | 372  | 5    | 13   | 372  | 24   |
| Conflicting Peds, #/hr   | 0      | 0    | 0      | 0          | 0      | 0     | 0      | 0    | 0    | 0    | 0    | 0    |
| Sign Control             | Stop   | Stop | Stop   | Stop       | Stop   | Stop  | Free   | Free | Free | Free | Free | Free |
| RT Channelized           | -      | -    | None   | -          | -      | None  | -      | -    | None | -    | -    | None |
| Storage Length           | -      | -    | -      | -          | -      | -     | -      | -    | -    | -    | -    | -    |
| Veh in Median Storage, # | -      | 0    | -      | -          | 0      | -     | -      | 0    | -    | -    | 0    | -    |
| Grade, %                 | -      | 0    | -      | -          | 0      | -     | -      | 0    | -    | -    | 0    | -    |
| Peak Hour Factor         | 83     | 83   | 83     | 57         | 57     | 57    | 84     | 84   | 84   | 91   | 91   | 91   |
| Heavy Vehicles, %        | 2      | 2    | 2      | 2          | 2      | 2     | 2      | 2    | 2    | 2    | 2    | 2    |
| Mvmt Flow                | 1      | 7    | 2      | 5          | 18     | 5     | 17     | 443  | 6    | 14   | 409  | 26   |
|                          |        |      |        |            |        |       |        |      |      |      |      |      |
| Major/Minor              | Minor2 |      | Minor1 |            | Major1 |       | Major2 |      |      |      |      |      |
| Conflicting Flow All     | 715    | 933  | 218    | 716        | 943    | 225   | 435    | 0    | 0    | 449  | 0    | 0    |
| Stage 1                  | 450    | 450  | -      | 480        | 480    | -     | -      | -    | -    | -    | -    | -    |
| Stage 2                  | 265    | 483  | -      | 236        | 463    | -     | -      | -    | -    | -    | -    | -    |
| Critical Hdwy            | 7.54   | 6.54 | 6.94   | 7.54       | 6.54   | 6.94  | 4.14   | -    | -    | 4.14 | -    | -    |
| Critical Hdwy Stg 1      | 6.54   | 5.54 | -      | 6.54       | 5.54   | -     | -      | -    | -    | -    | -    | -    |
| Critical Hdwy Stg 2      | 6.54   | 5.54 | -      | 6.54       | 5.54   | -     | -      | -    | -    | -    | -    | -    |
| Follow-up Hdwy           | 3.52   | 4.02 | 3.32   | 3.52       | 4.02   | 3.32  | 2.22   | -    | -    | 2.22 | -    | -    |
| Pot Cap-1 Maneuver       | 318    | 265  | 786    | 317        | 261    | 778   | 1121   | -    | -    | 1108 | -    | -    |
| Stage 1                  | 558    | 570  | -      | 536        | 553    | -     | -      | -    | -    | -    | -    | -    |
| Stage 2                  | 717    | 551  | -      | 746        | 562    | -     | -      | -    | -    | -    | -    | -    |
| Platoon blocked, %       |        |      |        |            |        |       |        | -    | -    |      | -    | -    |
| Mov Cap-1 Maneuver       | 291    | 255  | 786    | 301        | 251    | 778   | 1121   | -    | -    | 1108 | -    | -    |
| Mov Cap-2 Maneuver       | 291    | 255  | -      | 301        | 251    | -     | -      | -    | -    | -    | -    | -    |
| Stage 1                  | 547    | 560  | -      | 525        | 542    | -     | -      | -    | -    | -    | -    | -    |
| Stage 2                  | 675    | 540  | -      | 722        | 552    | -     | -      | -    | -    | -    | -    | -    |
|                          |        |      |        |            |        |       |        |      |      |      |      |      |
| Approach                 | EB     |      | WB     |            | NB     |       | SB     |      |      |      |      |      |
| HCM Control Delay, s     | 17.2   |      | 18.3   |            | 0.4    |       | 0.4    |      |      |      |      |      |
| HCM LOS                  | C      |      | C      |            |        |       |        |      |      |      |      |      |
|                          |        |      |        |            |        |       |        |      |      |      |      |      |
| Minor Lane/Major Mvmt    | NBL    | NBT  | NBR    | EBLn1WBLn1 | SBL    | SBT   | SBR    |      |      |      |      |      |
| Capacity (veh/h)         | 1121   | -    | -      | 305        | 298    | 1108  | -      | -    |      |      |      |      |
| HCM Lane V/C Ratio       | 0.015  | -    | -      | 0.036      | 0.094  | 0.013 | -      | -    |      |      |      |      |
| HCM Control Delay (s)    | 8.3    | 0.1  | -      | 17.2       | 18.3   | 8.3   | 0.1    | -    |      |      |      |      |
| HCM Lane LOS             | A      | A    | -      | C          | C      | A     | A      | -    |      |      |      |      |
| HCM 95th %tile Q(veh)    | 0      | -    | -      | 0.1        | 0.3    | 0     | -      | -    |      |      |      |      |

# Timings

## 2: N Nevada Ave & E Boulder St

04-23-2025



| Lane Group           | EBL   | EBT   | WBL   | WBT   | NBL   | NBT   | NBR   | SBL   | SBT   | SBR   |
|----------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| Lane Configurations  | ←     | →     | ←     | →     | ←     | →     | ←     | ←     | →     | ←     |
| Traffic Volume (vph) | 6     | 49    | 60    | 132   | 26    | 356   | 120   | 31    | 337   | 11    |
| Future Volume (vph)  | 6     | 49    | 60    | 132   | 26    | 356   | 120   | 31    | 337   | 11    |
| Turn Type            | Perm  | NA    | Perm  | NA    | Perm  | NA    | Perm  | Perm  | NA    | Perm  |
| Protected Phases     |       | 4     |       | 8     |       | 2     |       |       | 6     |       |
| Permitted Phases     | 4     |       | 8     |       | 2     |       | 2     | 6     |       | 6     |
| Detector Phase       | 4     | 4     | 8     | 8     | 2     | 2     | 2     | 6     | 6     | 6     |
| Switch Phase         |       |       |       |       |       |       |       |       |       |       |
| Minimum Initial (s)  | 20.0  | 20.0  | 20.0  | 20.0  | 20.0  | 20.0  | 20.0  | 20.0  | 20.0  | 20.0  |
| Minimum Split (s)    | 44.5  | 44.5  | 44.5  | 44.5  | 47.5  | 47.5  | 47.5  | 47.5  | 47.5  | 47.5  |
| Total Split (s)      | 48.0  | 48.0  | 48.0  | 48.0  | 66.0  | 66.0  | 66.0  | 66.0  | 66.0  | 66.0  |
| Total Split (%)      | 42.1% | 42.1% | 42.1% | 42.1% | 57.9% | 57.9% | 57.9% | 57.9% | 57.9% | 57.9% |
| Yellow Time (s)      | 4.5   | 4.5   | 4.5   | 4.5   | 3.5   | 3.5   | 3.5   | 3.5   | 3.5   | 3.5   |
| All-Red Time (s)     | 2.0   | 2.0   | 2.0   | 2.0   | 2.0   | 2.0   | 2.0   | 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)  | 6.5   | 6.5   | 6.5   | 6.5   | 5.5   | 5.5   | 5.5   | 5.5   | 5.5   | 5.5   |
| Lead/Lag             |       |       |       |       |       |       |       |       |       |       |
| Lead-Lag Optimize?   |       |       |       |       |       |       |       |       |       |       |
| Recall Mode          | None  | None  | None  | None  | C-Max | C-Max | C-Max | C-Max | C-Max | C-Max |
| Act Effect Green (s) | 23.6  | 23.6  | 23.6  | 23.6  | 78.4  | 78.4  | 78.4  | 78.4  | 78.4  | 78.4  |
| Actuated g/C Ratio   | 0.21  | 0.21  | 0.21  | 0.21  | 0.69  | 0.69  | 0.69  | 0.69  | 0.69  | 0.69  |
| v/c Ratio            | 0.05  | 0.19  | 0.29  | 0.58  | 0.05  | 0.19  | 0.14  | 0.05  | 0.15  | 0.01  |
| Control Delay        | 34.0  | 33.4  | 52.6  | 56.1  | 5.0   | 4.7   | 0.9   | 7.2   | 6.8   | 0.5   |
| Queue Delay          | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   |
| Total Delay          | 34.0  | 33.4  | 52.6  | 56.1  | 5.0   | 4.7   | 0.9   | 7.2   | 6.8   | 0.5   |
| LOS                  | C     | C     | D     | E     | A     | A     | A     | A     | A     | A     |
| Approach Delay       |       | 33.5  |       | 55.2  |       | 3.8   |       |       | 6.7   |       |
| Approach LOS         |       | C     |       | E     |       | A     |       |       | A     |       |

### Intersection Summary

Cycle Length: 114

Actuated Cycle Length: 114

Offset: 37 (32%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow

Natural Cycle: 95

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.58

Intersection Signal Delay: 17.1

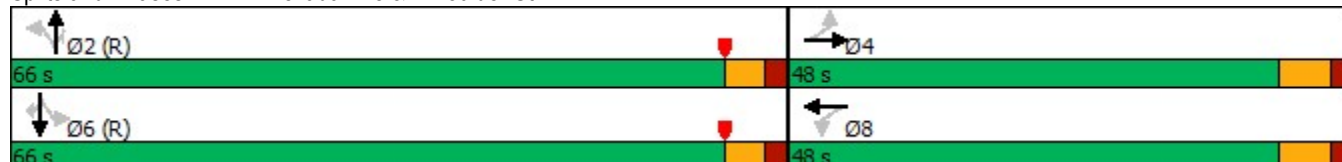
Intersection LOS: B

Intersection Capacity Utilization 64.6%

ICU Level of Service C

Analysis Period (min) 15

Splits and Phases: 2: N Nevada Ave & E Boulder St



# HCM 6th Signalized Intersection Summary

## 2: N Nevada Ave & E Boulder St

04-23-2025

|                              |  |  |  |  |  |  |   |  |  |  |  |  |
|------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Movement                     | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                 | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations          |  |  |                                                                                   |  |  |                                                                                   |  |  |  |  |  |  |
| Traffic Volume (veh/h)       | 6                                                                                 | 49                                                                                | 7                                                                                 | 60                                                                                | 132                                                                               | 35                                                                                | 26                                                                                  | 356                                                                                 | 120                                                                                 | 31                                                                                  | 337                                                                                 | 11                                                                                  |
| Future Volume (veh/h)        | 6                                                                                 | 49                                                                                | 7                                                                                 | 60                                                                                | 132                                                                               | 35                                                                                | 26                                                                                  | 356                                                                                 | 120                                                                                 | 31                                                                                  | 337                                                                                 | 11                                                                                  |
| Initial Q (Qb), veh          | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   |
| Ped-Bike Adj(A_pbT)          | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                                |                                                                                     | 1.00                                                                                | 1.00                                                                                |                                                                                     | 1.00                                                                                |
| Parking Bus, Adj             | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Work Zone On Approach        | No                                                                                |                                                                                   |                                                                                   | No                                                                                |                                                                                   |                                                                                   | No                                                                                  |                                                                                     |                                                                                     | No                                                                                  |                                                                                     |                                                                                     |
| Adj Sat Flow, veh/h/ln       | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                                | 1870                                                                                | 1870                                                                                | 1870                                                                                | 1870                                                                                | 1870                                                                                |
| Adj Flow Rate, veh/h         | 8                                                                                 | 63                                                                                | 9                                                                                 | 80                                                                                | 176                                                                               | 47                                                                                | 33                                                                                  | 456                                                                                 | 154                                                                                 | 34                                                                                  | 366                                                                                 | 12                                                                                  |
| Peak Hour Factor             | 0.78                                                                              | 0.78                                                                              | 0.78                                                                              | 0.75                                                                              | 0.75                                                                              | 0.75                                                                              | 0.78                                                                                | 0.78                                                                                | 0.78                                                                                | 0.92                                                                                | 0.92                                                                                | 0.92                                                                                |
| Percent Heavy Veh, %         | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                   | 2                                                                                   | 2                                                                                   | 2                                                                                   | 2                                                                                   | 2                                                                                   |
| Cap, veh/h                   | 143                                                                               | 281                                                                               | 40                                                                                | 251                                                                               | 250                                                                               | 67                                                                                | 754                                                                                 | 2556                                                                                | 1140                                                                                | 647                                                                                 | 2556                                                                                | 1140                                                                                |
| Arrive On Green              | 0.18                                                                              | 0.18                                                                              | 0.18                                                                              | 0.35                                                                              | 0.35                                                                              | 0.35                                                                              | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 0.72                                                                                | 0.72                                                                                | 0.72                                                                                |
| Sat Flow, veh/h              | 1158                                                                              | 1601                                                                              | 229                                                                               | 1328                                                                              | 1422                                                                              | 380                                                                               | 1005                                                                                | 3554                                                                                | 1585                                                                                | 811                                                                                 | 3554                                                                                | 1585                                                                                |
| Grp Volume(v), veh/h         | 8                                                                                 | 0                                                                                 | 72                                                                                | 80                                                                                | 0                                                                                 | 223                                                                               | 33                                                                                  | 456                                                                                 | 154                                                                                 | 34                                                                                  | 366                                                                                 | 12                                                                                  |
| Grp Sat Flow(s),veh/h/ln     | 1158                                                                              | 0                                                                                 | 1829                                                                              | 1328                                                                              | 0                                                                                 | 1802                                                                              | 1005                                                                                | 1777                                                                                | 1585                                                                                | 811                                                                                 | 1777                                                                                | 1585                                                                                |
| Q Serve(g_s), s              | 0.7                                                                               | 0.0                                                                               | 3.9                                                                               | 5.6                                                                               | 0.0                                                                               | 12.2                                                                              | 0.2                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 1.4                                                                                 | 3.7                                                                                 | 0.2                                                                                 |
| Cycle Q Clear(g_c), s        | 12.9                                                                              | 0.0                                                                               | 3.9                                                                               | 9.4                                                                               | 0.0                                                                               | 12.2                                                                              | 3.8                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 1.4                                                                                 | 3.7                                                                                 | 0.2                                                                                 |
| Prop In Lane                 | 1.00                                                                              |                                                                                   | 0.13                                                                              | 1.00                                                                              |                                                                                   | 0.21                                                                              | 1.00                                                                                |                                                                                     | 1.00                                                                                | 1.00                                                                                |                                                                                     | 1.00                                                                                |
| Lane Grp Cap(c), veh/h       | 143                                                                               | 0                                                                                 | 321                                                                               | 251                                                                               | 0                                                                                 | 316                                                                               | 754                                                                                 | 2556                                                                                | 1140                                                                                | 647                                                                                 | 2556                                                                                | 1140                                                                                |
| V/C Ratio(X)                 | 0.06                                                                              | 0.00                                                                              | 0.22                                                                              | 0.32                                                                              | 0.00                                                                              | 0.71                                                                              | 0.04                                                                                | 0.18                                                                                | 0.14                                                                                | 0.05                                                                                | 0.14                                                                                | 0.01                                                                                |
| Avail Cap(c_a), veh/h        | 361                                                                               | 0                                                                                 | 666                                                                               | 502                                                                               | 0                                                                                 | 656                                                                               | 754                                                                                 | 2556                                                                                | 1140                                                                                | 647                                                                                 | 2556                                                                                | 1140                                                                                |
| HCM Platoon Ratio            | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 2.00                                                                              | 2.00                                                                              | 2.00                                                                              | 2.00                                                                                | 2.00                                                                                | 2.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Upstream Filter(I)           | 1.00                                                                              | 0.00                                                                              | 1.00                                                                              | 0.71                                                                              | 0.00                                                                              | 0.71                                                                              | 0.99                                                                                | 0.99                                                                                | 0.99                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Uniform Delay (d), s/veh     | 49.8                                                                              | 0.0                                                                               | 40.3                                                                              | 35.1                                                                              | 0.0                                                                               | 34.5                                                                              | 0.1                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 4.7                                                                                 | 5.0                                                                                 | 4.5                                                                                 |
| Incr Delay (d2), s/veh       | 0.6                                                                               | 0.0                                                                               | 1.3                                                                               | 1.9                                                                               | 0.0                                                                               | 7.2                                                                               | 0.1                                                                                 | 0.2                                                                                 | 0.2                                                                                 | 0.2                                                                                 | 0.1                                                                                 | 0.0                                                                                 |
| Initial Q Delay(d3),s/veh    | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| %ile BackOfQ(50%),veh/ln     | 0.2                                                                               | 0.0                                                                               | 1.9                                                                               | 1.7                                                                               | 0.0                                                                               | 5.2                                                                               | 0.0                                                                                 | 0.1                                                                                 | 0.1                                                                                 | 0.2                                                                                 | 1.3                                                                                 | 0.1                                                                                 |
| Unsig. Movement Delay, s/veh |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| LnGrp Delay(d),s/veh         | 50.4                                                                              | 0.0                                                                               | 41.6                                                                              | 37.0                                                                              | 0.0                                                                               | 41.7                                                                              | 0.2                                                                                 | 0.2                                                                                 | 0.2                                                                                 | 4.8                                                                                 | 5.1                                                                                 | 4.5                                                                                 |
| LnGrp LOS                    | D                                                                                 | A                                                                                 | D                                                                                 | D                                                                                 | A                                                                                 | D                                                                                 | A                                                                                   | A                                                                                   | A                                                                                   | A                                                                                   | A                                                                                   | A                                                                                   |
| Approach Vol, veh/h          | 80                                                                                |                                                                                   |                                                                                   | 303                                                                               |                                                                                   |                                                                                   | 643                                                                                 |                                                                                     |                                                                                     | 412                                                                                 |                                                                                     |                                                                                     |
| Approach Delay, s/veh        | 42.5                                                                              |                                                                                   |                                                                                   | 40.4                                                                              |                                                                                   |                                                                                   | 0.2                                                                                 |                                                                                     |                                                                                     | 5.1                                                                                 |                                                                                     |                                                                                     |
| Approach LOS                 | D                                                                                 |                                                                                   |                                                                                   | D                                                                                 |                                                                                   |                                                                                   | A                                                                                   |                                                                                     |                                                                                     | A                                                                                   |                                                                                     |                                                                                     |
| Timer - Assigned Phs         | 2                                                                                 |                                                                                   |                                                                                   | 4                                                                                 |                                                                                   |                                                                                   | 6                                                                                   |                                                                                     |                                                                                     | 8                                                                                   |                                                                                     |                                                                                     |
| Phs Duration (G+Y+Rc), s     | 87.5                                                                              |                                                                                   |                                                                                   | 26.5                                                                              |                                                                                   |                                                                                   | 87.5                                                                                |                                                                                     |                                                                                     | 26.5                                                                                |                                                                                     |                                                                                     |
| Change Period (Y+Rc), s      | 5.5                                                                               |                                                                                   |                                                                                   | 6.5                                                                               |                                                                                   |                                                                                   | 5.5                                                                                 |                                                                                     |                                                                                     | 6.5                                                                                 |                                                                                     |                                                                                     |
| Max Green Setting (Gmax), s  | 60.5                                                                              |                                                                                   |                                                                                   | 41.5                                                                              |                                                                                   |                                                                                   | 60.5                                                                                |                                                                                     |                                                                                     | 41.5                                                                                |                                                                                     |                                                                                     |
| Max Q Clear Time (g_c+I1), s | 5.8                                                                               |                                                                                   |                                                                                   | 14.9                                                                              |                                                                                   |                                                                                   | 5.7                                                                                 |                                                                                     |                                                                                     | 14.2                                                                                |                                                                                     |                                                                                     |
| Green Ext Time (p_c), s      | 15.7                                                                              |                                                                                   |                                                                                   | 0.9                                                                               |                                                                                   |                                                                                   | 10.1                                                                                |                                                                                     |                                                                                     | 4.2                                                                                 |                                                                                     |                                                                                     |
| Intersection Summary         |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 6th Ctrl Delay           | 12.4                                                                              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 6th LOS                  | B                                                                                 |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |

# Timings

## 3: N Nevada Ave & E Platte Ave

04-23-2025



| Lane Group           | EBT   | WBT   | WBR   | NBL   | NBT   | NBR   | SBL   | SBT   | SBR   |
|----------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| Lane Configurations  | ↑↑    | ↑↑    | ↑     | ↑     | ↑↑    | ↑     | ↑     | ↑↑    | ↑     |
| Traffic Volume (vph) | 90    | 417   | 111   | 9     | 374   | 82    | 34    | 344   | 25    |
| Future Volume (vph)  | 90    | 417   | 111   | 9     | 374   | 82    | 34    | 344   | 25    |
| Turn Type            | NA    | NA    | Perm  | Perm  | NA    | Perm  | Perm  | NA    | Perm  |
| Protected Phases     | 4     | 8     |       |       | 2     |       |       | 6     |       |
| Permitted Phases     |       |       | 8     | 2     |       | 2     | 6     |       | 6     |
| Detector Phase       | 4     | 8     | 8     | 2     | 2     | 2     | 6     | 6     | 6     |
| Switch Phase         |       |       |       |       |       |       |       |       |       |
| Minimum Initial (s)  | 20.0  | 20.0  | 20.0  | 20.0  | 20.0  | 20.0  | 20.0  | 20.0  | 20.0  |
| Minimum Split (s)    | 45.5  | 45.5  | 45.5  | 45.0  | 45.0  | 45.0  | 45.0  | 45.0  | 45.0  |
| Total Split (s)      | 50.0  | 50.0  | 50.0  | 64.0  | 64.0  | 64.0  | 64.0  | 64.0  | 64.0  |
| Total Split (%)      | 43.9% | 43.9% | 43.9% | 56.1% | 56.1% | 56.1% | 56.1% | 56.1% | 56.1% |
| Yellow Time (s)      | 4.5   | 4.5   | 4.5   | 4.0   | 4.0   | 4.0   | 4.0   | 4.0   | 4.0   |
| All-Red Time (s)     | 4.0   | 4.0   | 4.0   | 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   |
| Total Lost Time (s)  | 8.5   | 8.5   | 8.5   | 6.0   | 6.0   | 6.0   | 6.0   | 6.0   | 6.0   |
| Lead/Lag             |       |       |       |       |       |       |       |       |       |
| Lead-Lag Optimize?   |       |       |       |       |       |       |       |       |       |
| Recall Mode          | None  | None  | None  | C-Max | C-Max | C-Max | C-Max | C-Max | C-Max |
| Act Effect Green (s) | 27.2  | 27.2  | 27.2  | 72.3  | 72.3  | 72.3  | 72.3  | 72.3  | 72.3  |
| Actuated g/C Ratio   | 0.24  | 0.24  | 0.24  | 0.63  | 0.63  | 0.63  | 0.63  | 0.63  | 0.63  |
| v/c Ratio            | 0.17  | 0.55  | 0.28  | 0.02  | 0.19  | 0.09  | 0.06  | 0.17  | 0.03  |
| Control Delay        | 27.0  | 44.9  | 23.1  | 10.0  | 9.7   | 3.2   | 8.1   | 7.6   | 0.6   |
| Queue Delay          | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   |
| Total Delay          | 27.0  | 44.9  | 23.1  | 10.0  | 9.7   | 3.2   | 8.1   | 7.6   | 0.6   |
| LOS                  | C     | D     | C     | A     | A     | A     | A     | A     | A     |
| Approach Delay       | 27.0  | 40.3  |       |       | 8.5   |       |       | 7.2   |       |
| Approach LOS         | C     | D     |       |       | A     |       |       | A     |       |

### Intersection Summary

Cycle Length: 114

Actuated Cycle Length: 114

Offset: 34 (30%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow

Natural Cycle: 95

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.55

Intersection Signal Delay: 20.7

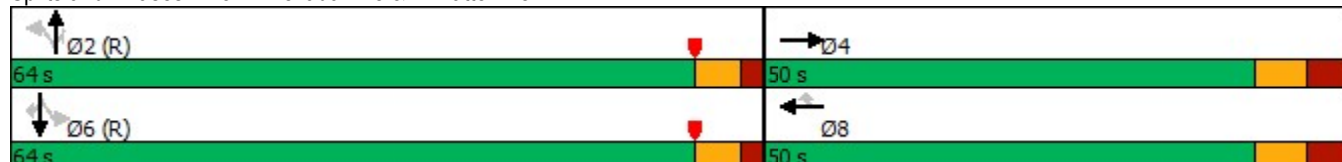
Intersection LOS: C

Intersection Capacity Utilization 67.1%

ICU Level of Service C

Analysis Period (min) 15

Splits and Phases: 3: N Nevada Ave & E Platte Ave



# HCM 6th Signalized Intersection Summary

## 3: N Nevada Ave & E Platte Ave

04-23-2025

|                                                                    |  |  |  |  |  |  |   |  |  |  |  |  |
|--------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Movement                                                           | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                 | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations                                                |                                                                                   |  |                                                                                   |                                                                                   |  |  |  |  |  |  |  |  |
| Traffic Volume (veh/h)                                             | 0                                                                                 | 90                                                                                | 20                                                                                | 0                                                                                 | 417                                                                               | 111                                                                               | 9                                                                                   | 374                                                                                 | 82                                                                                  | 34                                                                                  | 344                                                                                 | 25                                                                                  |
| Future Volume (veh/h)                                              | 0                                                                                 | 90                                                                                | 20                                                                                | 0                                                                                 | 417                                                                               | 111                                                                               | 9                                                                                   | 374                                                                                 | 82                                                                                  | 34                                                                                  | 344                                                                                 | 25                                                                                  |
| Initial Q (Qb), veh                                                | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   |
| Ped-Bike Adj(A_pbT)                                                | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                                |                                                                                     | 1.00                                                                                | 1.00                                                                                |                                                                                     | 1.00                                                                                |
| Parking Bus, Adj                                                   | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Work Zone On Approach                                              |                                                                                   | No                                                                                |                                                                                   |                                                                                   | No                                                                                |                                                                                   |                                                                                     | No                                                                                  |                                                                                     |                                                                                     | No                                                                                  |                                                                                     |
| Adj Sat Flow, veh/h/ln                                             | 0                                                                                 | 1870                                                                              | 1870                                                                              | 0                                                                                 | 1870                                                                              | 1870                                                                              | 1870                                                                                | 1870                                                                                | 1870                                                                                | 1870                                                                                | 1870                                                                                | 1870                                                                                |
| Adj Flow Rate, veh/h                                               | 0                                                                                 | 114                                                                               | 25                                                                                | 0                                                                                 | 463                                                                               | 123                                                                               | 10                                                                                  | 425                                                                                 | 93                                                                                  | 37                                                                                  | 378                                                                                 | 27                                                                                  |
| Peak Hour Factor                                                   | 0.79                                                                              | 0.79                                                                              | 0.79                                                                              | 0.90                                                                              | 0.90                                                                              | 0.90                                                                              | 0.88                                                                                | 0.88                                                                                | 0.88                                                                                | 0.91                                                                                | 0.91                                                                                | 0.91                                                                                |
| Percent Heavy Veh, %                                               | 0                                                                                 | 2                                                                                 | 2                                                                                 | 0                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                   | 2                                                                                   | 2                                                                                   | 2                                                                                   | 2                                                                                   | 2                                                                                   |
| Cap, veh/h                                                         | 0                                                                                 | 590                                                                               | 126                                                                               | 0                                                                                 | 720                                                                               | 321                                                                               | 720                                                                                 | 2382                                                                                | 1062                                                                                | 616                                                                                 | 2382                                                                                | 1062                                                                                |
| Arrive On Green                                                    | 0.00                                                                              | 0.20                                                                              | 0.20                                                                              | 0.00                                                                              | 0.41                                                                              | 0.41                                                                              | 0.67                                                                                | 0.67                                                                                | 0.67                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Sat Flow, veh/h                                                    | 0                                                                                 | 3007                                                                              | 622                                                                               | 0                                                                                 | 3647                                                                              | 1585                                                                              | 980                                                                                 | 3554                                                                                | 1585                                                                                | 883                                                                                 | 3554                                                                                | 1585                                                                                |
| Grp Volume(v), veh/h                                               | 0                                                                                 | 68                                                                                | 71                                                                                | 0                                                                                 | 463                                                                               | 123                                                                               | 10                                                                                  | 425                                                                                 | 93                                                                                  | 37                                                                                  | 378                                                                                 | 27                                                                                  |
| Grp Sat Flow(s),veh/h/ln                                           | 0                                                                                 | 1777                                                                              | 1758                                                                              | 0                                                                                 | 1777                                                                              | 1585                                                                              | 980                                                                                 | 1777                                                                                | 1585                                                                                | 883                                                                                 | 1777                                                                                | 1585                                                                                |
| Q Serve(g_s), s                                                    | 0.0                                                                               | 3.6                                                                               | 3.8                                                                               | 0.0                                                                               | 11.9                                                                              | 6.2                                                                               | 0.4                                                                                 | 5.1                                                                                 | 2.3                                                                                 | 0.3                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| Cycle Q Clear(g_c), s                                              | 0.0                                                                               | 3.6                                                                               | 3.8                                                                               | 0.0                                                                               | 11.9                                                                              | 6.2                                                                               | 0.4                                                                                 | 5.1                                                                                 | 2.3                                                                                 | 5.4                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| Prop In Lane                                                       | 0.00                                                                              |                                                                                   | 0.35                                                                              | 0.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                                |                                                                                     | 1.00                                                                                | 1.00                                                                                |                                                                                     | 1.00                                                                                |
| Lane Grp Cap(c), veh/h                                             | 0                                                                                 | 360                                                                               | 356                                                                               | 0                                                                                 | 720                                                                               | 321                                                                               | 720                                                                                 | 2382                                                                                | 1062                                                                                | 616                                                                                 | 2382                                                                                | 1062                                                                                |
| V/C Ratio(X)                                                       | 0.00                                                                              | 0.19                                                                              | 0.20                                                                              | 0.00                                                                              | 0.64                                                                              | 0.38                                                                              | 0.01                                                                                | 0.18                                                                                | 0.09                                                                                | 0.06                                                                                | 0.16                                                                                | 0.03                                                                                |
| Avail Cap(c_a), veh/h                                              | 0                                                                                 | 647                                                                               | 640                                                                               | 0                                                                                 | 1294                                                                              | 577                                                                               | 720                                                                                 | 2382                                                                                | 1062                                                                                | 616                                                                                 | 2382                                                                                | 1062                                                                                |
| HCM Platoon Ratio                                                  | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 2.00                                                                              | 2.00                                                                              | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 2.00                                                                                | 2.00                                                                                | 2.00                                                                                |
| Upstream Filter(I)                                                 | 0.00                                                                              | 1.00                                                                              | 1.00                                                                              | 0.00                                                                              | 0.76                                                                              | 0.76                                                                              | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 0.99                                                                                | 0.99                                                                                | 0.99                                                                                |
| Uniform Delay (d), s/veh                                           | 0.0                                                                               | 37.7                                                                              | 37.8                                                                              | 0.0                                                                               | 30.6                                                                              | 28.9                                                                              | 6.3                                                                                 | 7.0                                                                                 | 6.6                                                                                 | 0.2                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| Incr Delay (d2), s/veh                                             | 0.0                                                                               | 0.9                                                                               | 1.0                                                                               | 0.0                                                                               | 2.6                                                                               | 2.1                                                                               | 0.0                                                                                 | 0.2                                                                                 | 0.2                                                                                 | 0.2                                                                                 | 0.1                                                                                 | 0.0                                                                                 |
| Initial Q Delay(d3),s/veh                                          | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| %ile BackOfQ(50%),veh/ln                                           | 0.0                                                                               | 1.7                                                                               | 1.8                                                                               | 0.0                                                                               | 4.6                                                                               | 2.4                                                                               | 0.1                                                                                 | 1.9                                                                                 | 0.8                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| Unsig. Movement Delay, s/veh                                       |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| LnGrp Delay(d),s/veh                                               | 0.0                                                                               | 38.6                                                                              | 38.7                                                                              | 0.0                                                                               | 33.2                                                                              | 31.0                                                                              | 6.3                                                                                 | 7.2                                                                                 | 6.7                                                                                 | 0.4                                                                                 | 0.1                                                                                 | 0.0                                                                                 |
| LnGrp LOS                                                          | A                                                                                 | D                                                                                 | D                                                                                 | A                                                                                 | C                                                                                 | C                                                                                 | A                                                                                   | A                                                                                   | A                                                                                   | A                                                                                   | A                                                                                   | A                                                                                   |
| Approach Vol, veh/h                                                |                                                                                   | 139                                                                               |                                                                                   |                                                                                   | 586                                                                               |                                                                                   |                                                                                     | 528                                                                                 |                                                                                     |                                                                                     | 442                                                                                 |                                                                                     |
| Approach Delay, s/veh                                              |                                                                                   | 38.7                                                                              |                                                                                   |                                                                                   | 32.8                                                                              |                                                                                   |                                                                                     | 7.1                                                                                 |                                                                                     |                                                                                     | 0.2                                                                                 |                                                                                     |
| Approach LOS                                                       |                                                                                   | D                                                                                 |                                                                                   |                                                                                   | C                                                                                 |                                                                                   |                                                                                     | A                                                                                   |                                                                                     |                                                                                     | A                                                                                   |                                                                                     |
| Timer - Assigned Phs                                               |                                                                                   | 2                                                                                 |                                                                                   | 4                                                                                 |                                                                                   | 6                                                                                 |                                                                                     | 8                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Phs Duration (G+Y+Rc), s                                           |                                                                                   | 82.4                                                                              |                                                                                   | 31.6                                                                              |                                                                                   | 82.4                                                                              |                                                                                     | 31.6                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Change Period (Y+Rc), s                                            |                                                                                   | 6.0                                                                               |                                                                                   | 8.5                                                                               |                                                                                   | 6.0                                                                               |                                                                                     | 8.5                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Green Setting (Gmax), s                                        |                                                                                   | 58.0                                                                              |                                                                                   | 41.5                                                                              |                                                                                   | 58.0                                                                              |                                                                                     | 41.5                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Q Clear Time (g_c+I1), s                                       |                                                                                   | 7.1                                                                               |                                                                                   | 5.8                                                                               |                                                                                   | 7.4                                                                               |                                                                                     | 13.9                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Green Ext Time (p_c), s                                            |                                                                                   | 10.0                                                                              |                                                                                   | 2.1                                                                               |                                                                                   | 8.4                                                                               |                                                                                     | 9.1                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Intersection Summary                                               |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 6th Ctrl Delay                                                 |                                                                                   |                                                                                   |                                                                                   | 16.8                                                                              |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 6th LOS                                                        |                                                                                   |                                                                                   |                                                                                   | B                                                                                 |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Notes                                                              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| User approved pedestrian interval to be less than phase max green. |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |

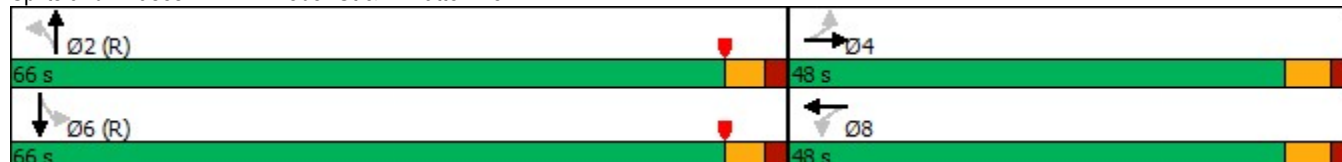
# Timings

## 4: N Weber St & E Platte Ave

04-23-2025

|                                                                          |  |  |  |  |  |  |   |  |
|--------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Lane Group                                                               | EBL                                                                               | EBT                                                                               | WBL                                                                               | WBT                                                                               | NBL                                                                               | NBT                                                                               | SBL                                                                                 | SBT                                                                                 |
| Lane Configurations                                                      |  |  |  |  |  |  |  |  |
| Traffic Volume (vph)                                                     | 6                                                                                 | 181                                                                               | 89                                                                                | 464                                                                               | 10                                                                                | 92                                                                                | 106                                                                                 | 202                                                                                 |
| Future Volume (vph)                                                      | 6                                                                                 | 181                                                                               | 89                                                                                | 464                                                                               | 10                                                                                | 92                                                                                | 106                                                                                 | 202                                                                                 |
| Turn Type                                                                | Perm                                                                              | NA                                                                                | Perm                                                                              | NA                                                                                | Perm                                                                              | NA                                                                                | Perm                                                                                | NA                                                                                  |
| Protected Phases                                                         |                                                                                   | 4                                                                                 |                                                                                   | 8                                                                                 |                                                                                   | 2                                                                                 |                                                                                     | 6                                                                                   |
| Permitted Phases                                                         | 4                                                                                 |                                                                                   | 8                                                                                 |                                                                                   | 2                                                                                 |                                                                                   | 6                                                                                   |                                                                                     |
| Detector Phase                                                           | 4                                                                                 | 4                                                                                 | 8                                                                                 | 8                                                                                 | 2                                                                                 | 2                                                                                 | 6                                                                                   | 6                                                                                   |
| Switch Phase                                                             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |
| Minimum Initial (s)                                                      | 20.0                                                                              | 20.0                                                                              | 20.0                                                                              | 20.0                                                                              | 20.0                                                                              | 20.0                                                                              | 20.0                                                                                | 20.0                                                                                |
| Minimum Split (s)                                                        | 45.0                                                                              | 45.0                                                                              | 45.0                                                                              | 45.0                                                                              | 47.5                                                                              | 47.5                                                                              | 47.5                                                                                | 47.5                                                                                |
| Total Split (s)                                                          | 48.0                                                                              | 48.0                                                                              | 48.0                                                                              | 48.0                                                                              | 66.0                                                                              | 66.0                                                                              | 66.0                                                                                | 66.0                                                                                |
| Total Split (%)                                                          | 42.1%                                                                             | 42.1%                                                                             | 42.1%                                                                             | 42.1%                                                                             | 57.9%                                                                             | 57.9%                                                                             | 57.9%                                                                               | 57.9%                                                                               |
| Yellow Time (s)                                                          | 4.0                                                                               | 4.0                                                                               | 4.0                                                                               | 4.0                                                                               | 3.5                                                                               | 3.5                                                                               | 3.5                                                                                 | 3.5                                                                                 |
| All-Red Time (s)                                                         | 2.0                                                                               | 2.0                                                                               | 2.0                                                                               | 2.0                                                                               | 2.0                                                                               | 2.0                                                                               | 2.0                                                                                 | 2.0                                                                                 |
| Lost Time Adjust (s)                                                     | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                                 | 0.0                                                                                 |
| Total Lost Time (s)                                                      | 6.0                                                                               | 6.0                                                                               | 6.0                                                                               | 6.0                                                                               | 5.5                                                                               | 5.5                                                                               | 5.5                                                                                 | 5.5                                                                                 |
| Lead/Lag                                                                 |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |
| Lead-Lag Optimize?                                                       |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |
| Recall Mode                                                              | None                                                                              | None                                                                              | None                                                                              | None                                                                              | C-Max                                                                             | C-Max                                                                             | C-Max                                                                               | C-Max                                                                               |
| Act Effct Green (s)                                                      | 28.4                                                                              | 28.4                                                                              | 28.4                                                                              | 28.4                                                                              | 74.1                                                                              | 74.1                                                                              | 74.1                                                                                | 74.1                                                                                |
| Actuated g/C Ratio                                                       | 0.25                                                                              | 0.25                                                                              | 0.25                                                                              | 0.25                                                                              | 0.65                                                                              | 0.65                                                                              | 0.65                                                                                | 0.65                                                                                |
| v/c Ratio                                                                | 0.06                                                                              | 0.31                                                                              | 0.38                                                                              | 0.62                                                                              | 0.02                                                                              | 0.13                                                                              | 0.17                                                                                | 0.28                                                                                |
| Control Delay                                                            | 26.3                                                                              | 27.7                                                                              | 37.3                                                                              | 35.6                                                                              | 9.3                                                                               | 7.8                                                                               | 9.0                                                                                 | 9.2                                                                                 |
| Queue Delay                                                              | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                                 | 0.0                                                                                 |
| Total Delay                                                              | 26.3                                                                              | 27.7                                                                              | 37.3                                                                              | 35.6                                                                              | 9.3                                                                               | 7.8                                                                               | 9.0                                                                                 | 9.2                                                                                 |
| LOS                                                                      | C                                                                                 | C                                                                                 | D                                                                                 | D                                                                                 | A                                                                                 | A                                                                                 | A                                                                                   | A                                                                                   |
| Approach Delay                                                           |                                                                                   | 27.7                                                                              |                                                                                   | 35.9                                                                              |                                                                                   | 7.9                                                                               |                                                                                     | 9.1                                                                                 |
| Approach LOS                                                             |                                                                                   | C                                                                                 |                                                                                   | D                                                                                 |                                                                                   | A                                                                                 |                                                                                     | A                                                                                   |
| Intersection Summary                                                     |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |
| Cycle Length: 114                                                        |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |
| Actuated Cycle Length: 114                                               |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |
| Offset: 34 (30%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |
| Natural Cycle: 95                                                        |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |
| Control Type: Actuated-Coordinated                                       |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |
| Maximum v/c Ratio: 0.62                                                  |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |
| Intersection Signal Delay: 23.5                                          |                                                                                   |                                                                                   |                                                                                   | Intersection LOS: C                                                               |                                                                                   |                                                                                   |                                                                                     |                                                                                     |
| Intersection Capacity Utilization 85.8%                                  |                                                                                   |                                                                                   |                                                                                   | ICU Level of Service E                                                            |                                                                                   |                                                                                   |                                                                                     |                                                                                     |
| Analysis Period (min) 15                                                 |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |

Splits and Phases: 4: N Weber St & E Platte Ave



# HCM 6th Signalized Intersection Summary

## 4: N Weber St & E Platte Ave

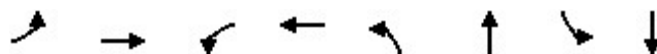
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|------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Movement                     | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                 | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations          |  |  |                                                                                   |  |  |                                                                                   |  |  |                                                                                     |  |  |                                                                                     |
| Traffic Volume (veh/h)       | 6                                                                                 | 181                                                                               | 15                                                                                | 89                                                                                | 464                                                                               | 44                                                                                | 10                                                                                  | 92                                                                                  | 30                                                                                  | 106                                                                                 | 202                                                                                 | 62                                                                                  |
| Future Volume (veh/h)        | 6                                                                                 | 181                                                                               | 15                                                                                | 89                                                                                | 464                                                                               | 44                                                                                | 10                                                                                  | 92                                                                                  | 30                                                                                  | 106                                                                                 | 202                                                                                 | 62                                                                                  |
| Initial Q (Qb), veh          | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   |
| Ped-Bike Adj(A_pbT)          | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                                |                                                                                     | 1.00                                                                                | 1.00                                                                                |                                                                                     | 1.00                                                                                |
| Parking Bus, Adj             | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Work Zone On Approach        | No                                                                                |                                                                                   |                                                                                   | No                                                                                |                                                                                   |                                                                                   | No                                                                                  |                                                                                     |                                                                                     | No                                                                                  |                                                                                     |                                                                                     |
| Adj Sat Flow, veh/h/ln       | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                                | 1870                                                                                | 1870                                                                                | 1870                                                                                | 1870                                                                                | 1870                                                                                |
| Adj Flow Rate, veh/h         | 8                                                                                 | 255                                                                               | 21                                                                                | 96                                                                                | 499                                                                               | 47                                                                                | 12                                                                                  | 112                                                                                 | 37                                                                                  | 132                                                                                 | 252                                                                                 | 78                                                                                  |
| Peak Hour Factor             | 0.71                                                                              | 0.71                                                                              | 0.71                                                                              | 0.93                                                                              | 0.93                                                                              | 0.93                                                                              | 0.82                                                                                | 0.82                                                                                | 0.82                                                                                | 0.80                                                                                | 0.80                                                                                | 0.80                                                                                |
| Percent Heavy Veh, %         | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                   | 2                                                                                   | 2                                                                                   | 2                                                                                   | 2                                                                                   | 2                                                                                   |
| Cap, veh/h                   | 135                                                                               | 755                                                                               | 62                                                                                | 259                                                                               | 746                                                                               | 70                                                                                | 769                                                                                 | 904                                                                                 | 299                                                                                 | 859                                                                                 | 921                                                                                 | 285                                                                                 |
| Arrive On Green              | 0.45                                                                              | 0.45                                                                              | 0.45                                                                              | 0.15                                                                              | 0.15                                                                              | 0.15                                                                              | 0.67                                                                                | 0.67                                                                                | 0.67                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Sat Flow, veh/h              | 861                                                                               | 3326                                                                              | 272                                                                               | 1103                                                                              | 3283                                                                              | 308                                                                               | 1050                                                                                | 1346                                                                                | 445                                                                                 | 1239                                                                                | 1370                                                                                | 424                                                                                 |
| Grp Volume(v), veh/h         | 8                                                                                 | 135                                                                               | 141                                                                               | 96                                                                                | 269                                                                               | 277                                                                               | 12                                                                                  | 0                                                                                   | 149                                                                                 | 132                                                                                 | 0                                                                                   | 330                                                                                 |
| Grp Sat Flow(s),veh/h/ln     | 861                                                                               | 1777                                                                              | 1821                                                                              | 1103                                                                              | 1777                                                                              | 1815                                                                              | 1050                                                                                | 0                                                                                   | 1790                                                                                | 1239                                                                                | 0                                                                                   | 1794                                                                                |
| Q Serve(g_s), s              | 0.9                                                                               | 5.6                                                                               | 5.7                                                                               | 9.3                                                                               | 16.3                                                                              | 16.4                                                                              | 0.4                                                                                 | 0.0                                                                                 | 3.4                                                                                 | 0.6                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| Cycle Q Clear(g_c), s        | 17.3                                                                              | 5.6                                                                               | 5.7                                                                               | 15.0                                                                              | 16.3                                                                              | 16.4                                                                              | 0.4                                                                                 | 0.0                                                                                 | 3.4                                                                                 | 4.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| Prop In Lane                 | 1.00                                                                              |                                                                                   | 0.15                                                                              | 1.00                                                                              |                                                                                   | 0.17                                                                              | 1.00                                                                                |                                                                                     | 0.25                                                                                | 1.00                                                                                |                                                                                     | 0.24                                                                                |
| Lane Grp Cap(c), veh/h       | 135                                                                               | 403                                                                               | 414                                                                               | 259                                                                               | 403                                                                               | 412                                                                               | 769                                                                                 | 0                                                                                   | 1203                                                                                | 859                                                                                 | 0                                                                                   | 1206                                                                                |
| V/C Ratio(X)                 | 0.06                                                                              | 0.34                                                                              | 0.34                                                                              | 0.37                                                                              | 0.67                                                                              | 0.67                                                                              | 0.02                                                                                | 0.00                                                                                | 0.12                                                                                | 0.15                                                                                | 0.00                                                                                | 0.27                                                                                |
| Avail Cap(c_a), veh/h        | 256                                                                               | 655                                                                               | 671                                                                               | 415                                                                               | 655                                                                               | 669                                                                               | 769                                                                                 | 0                                                                                   | 1203                                                                                | 859                                                                                 | 0                                                                                   | 1206                                                                                |
| HCM Platoon Ratio            | 2.00                                                                              | 2.00                                                                              | 2.00                                                                              | 0.67                                                                              | 0.67                                                                              | 0.67                                                                              | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 2.00                                                                                | 2.00                                                                                | 2.00                                                                                |
| Upstream Filter(I)           | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 0.89                                                                              | 0.89                                                                              | 0.89                                                                              | 1.00                                                                                | 0.00                                                                                | 1.00                                                                                | 0.98                                                                                | 0.00                                                                                | 0.98                                                                                |
| Uniform Delay (d), s/veh     | 35.7                                                                              | 25.6                                                                              | 25.6                                                                              | 46.4                                                                              | 44.3                                                                              | 44.3                                                                              | 6.2                                                                                 | 0.0                                                                                 | 6.7                                                                                 | 0.1                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| Incr Delay (d2), s/veh       | 0.4                                                                               | 1.0                                                                               | 1.0                                                                               | 1.7                                                                               | 3.6                                                                               | 3.6                                                                               | 0.0                                                                                 | 0.0                                                                                 | 0.2                                                                                 | 0.4                                                                                 | 0.0                                                                                 | 0.6                                                                                 |
| Initial Q Delay(d3),s/veh    | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| %ile BackOfQ(50%),veh/ln     | 0.2                                                                               | 2.3                                                                               | 2.4                                                                               | 2.8                                                                               | 7.9                                                                               | 8.1                                                                               | 0.1                                                                                 | 0.0                                                                                 | 1.3                                                                                 | 0.1                                                                                 | 0.0                                                                                 | 0.2                                                                                 |
| Unsig. Movement Delay, s/veh |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| LnGrp Delay(d),s/veh         | 36.1                                                                              | 26.6                                                                              | 26.6                                                                              | 48.0                                                                              | 47.9                                                                              | 47.9                                                                              | 6.2                                                                                 | 0.0                                                                                 | 6.9                                                                                 | 0.5                                                                                 | 0.0                                                                                 | 0.6                                                                                 |
| LnGrp LOS                    | D                                                                                 | C                                                                                 | C                                                                                 | D                                                                                 | D                                                                                 | D                                                                                 | A                                                                                   | A                                                                                   | A                                                                                   | A                                                                                   | A                                                                                   | A                                                                                   |
| Approach Vol, veh/h          | 284                                                                               |                                                                                   |                                                                                   | 642                                                                               |                                                                                   |                                                                                   | 161                                                                                 |                                                                                     |                                                                                     | 462                                                                                 |                                                                                     |                                                                                     |
| Approach Delay, s/veh        | 26.9                                                                              |                                                                                   |                                                                                   | 47.9                                                                              |                                                                                   |                                                                                   | 6.8                                                                                 |                                                                                     |                                                                                     | 0.5                                                                                 |                                                                                     |                                                                                     |
| Approach LOS                 | C                                                                                 |                                                                                   |                                                                                   | D                                                                                 |                                                                                   |                                                                                   | A                                                                                   |                                                                                     |                                                                                     | A                                                                                   |                                                                                     |                                                                                     |
| Timer - Assigned Phs         | 2                                                                                 |                                                                                   |                                                                                   | 4                                                                                 |                                                                                   |                                                                                   | 6                                                                                   |                                                                                     |                                                                                     | 8                                                                                   |                                                                                     |                                                                                     |
| Phs Duration (G+Y+Rc), s     | 82.1                                                                              |                                                                                   |                                                                                   | 31.9                                                                              |                                                                                   |                                                                                   | 82.1                                                                                |                                                                                     |                                                                                     | 31.9                                                                                |                                                                                     |                                                                                     |
| Change Period (Y+Rc), s      | 5.5                                                                               |                                                                                   |                                                                                   | 6.0                                                                               |                                                                                   |                                                                                   | 5.5                                                                                 |                                                                                     |                                                                                     | 6.0                                                                                 |                                                                                     |                                                                                     |
| Max Green Setting (Gmax), s  | 60.5                                                                              |                                                                                   |                                                                                   | 42.0                                                                              |                                                                                   |                                                                                   | 60.5                                                                                |                                                                                     |                                                                                     | 42.0                                                                                |                                                                                     |                                                                                     |
| Max Q Clear Time (g_c+I1), s | 5.4                                                                               |                                                                                   |                                                                                   | 19.3                                                                              |                                                                                   |                                                                                   | 6.0                                                                                 |                                                                                     |                                                                                     | 18.4                                                                                |                                                                                     |                                                                                     |
| Green Ext Time (p_c), s      | 2.0                                                                               |                                                                                   |                                                                                   | 3.1                                                                               |                                                                                   |                                                                                   | 6.0                                                                                 |                                                                                     |                                                                                     | 7.5                                                                                 |                                                                                     |                                                                                     |
| Intersection Summary         |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 6th Ctrl Delay           | 25.7                                                                              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 6th LOS                  | C                                                                                 |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |

# Timings

## 5: N Weber St & E Boulder St

04-23-2025



| Lane Group           | EBL   | EBT   | WBL   | WBT   | NBL   | NBT   | SBL   | SBT   |
|----------------------|-------|-------|-------|-------|-------|-------|-------|-------|
| Lane Configurations  |       | ↔↔    |       | ↔↔    | ↔     | ↔     | ↔     | ↔     |
| Traffic Volume (vph) | 5     | 142   | 92    | 197   | 11    | 91    | 8     | 219   |
| Future Volume (vph)  | 5     | 142   | 92    | 197   | 11    | 91    | 8     | 219   |
| Turn Type            | Perm  | NA    | Perm  | NA    | Perm  | NA    | Perm  | NA    |
| Protected Phases     |       | 4     |       | 8     |       | 2     |       | 6     |
| Permitted Phases     | 4     |       | 8     |       | 2     |       | 6     |       |
| Detector Phase       | 4     | 4     | 8     | 8     | 2     | 2     | 6     | 6     |
| Switch Phase         |       |       |       |       |       |       |       |       |
| Minimum Initial (s)  | 20.0  | 20.0  | 20.0  | 20.0  | 20.0  | 20.0  | 20.0  | 20.0  |
| Minimum Split (s)    | 43.5  | 43.5  | 43.5  | 43.5  | 47.5  | 47.5  | 47.5  | 47.5  |
| Total Split (s)      | 48.0  | 48.0  | 48.0  | 48.0  | 66.0  | 66.0  | 66.0  | 66.0  |
| Total Split (%)      | 42.1% | 42.1% | 42.1% | 42.1% | 57.9% | 57.9% | 57.9% | 57.9% |
| Yellow Time (s)      | 3.5   | 3.5   | 3.5   | 3.5   | 3.5   | 3.5   | 3.5   | 3.5   |
| All-Red Time (s)     | 2.0   | 2.0   | 2.0   | 2.0   | 2.0   | 2.0   | 2.0   | 2.0   |
| Lost Time Adjust (s) |       | 0.0   |       | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   |
| Total Lost Time (s)  |       | 5.5   |       | 5.5   | 5.5   | 5.5   | 5.5   | 5.5   |
| Lead/Lag             |       |       |       |       |       |       |       |       |
| Lead-Lag Optimize?   |       |       |       |       |       |       |       |       |
| Recall Mode          | None  | None  | None  | None  | C-Max | C-Max | C-Max | C-Max |
| Act Effect Green (s) |       | 25.5  |       | 25.5  | 77.5  | 77.5  | 77.5  | 77.5  |
| Actuated g/C Ratio   |       | 0.22  |       | 0.22  | 0.68  | 0.68  | 0.68  | 0.68  |
| v/c Ratio            |       | 0.40  |       | 0.68  | 0.02  | 0.16  | 0.01  | 0.23  |
| Control Delay        |       | 27.9  |       | 34.6  | 6.9   | 6.0   | 7.5   | 8.0   |
| Queue Delay          |       | 0.0   |       | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   |
| Total Delay          |       | 27.9  |       | 34.6  | 6.9   | 6.0   | 7.5   | 8.0   |
| LOS                  |       | C     |       | C     | A     | A     | A     | A     |
| Approach Delay       |       | 27.9  |       | 34.6  |       | 6.0   |       | 8.0   |
| Approach LOS         |       | C     |       | C     |       | A     |       | A     |

### Intersection Summary

Cycle Length: 114

Actuated Cycle Length: 114

Offset: 39 (34%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow

Natural Cycle: 95

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.68

Intersection Signal Delay: 21.1

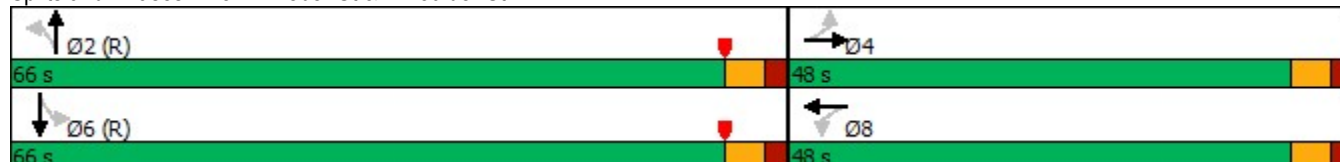
Intersection LOS: C

Intersection Capacity Utilization 63.7%

ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 5: N Weber St & E Boulder St



# HCM 6th Signalized Intersection Summary

## 5: N Weber St & E Boulder St

04-23-2025

|                              |  |  |  |  |  |  |  |  |  |  |  |  |
|------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Movement                     | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations          |                                                                                   |  |                                                                                   |                                                                                   |  |                                                                                   |  |  |                                                                                     |  |  |                                                                                     |
| Traffic Volume (veh/h)       | 5                                                                                 | 142                                                                               | 55                                                                                | 92                                                                                | 197                                                                               | 17                                                                                | 11                                                                                 | 91                                                                                  | 40                                                                                  | 8                                                                                   | 219                                                                                 | 22                                                                                  |
| Future Volume (veh/h)        | 5                                                                                 | 142                                                                               | 55                                                                                | 92                                                                                | 197                                                                               | 17                                                                                | 11                                                                                 | 91                                                                                  | 40                                                                                  | 8                                                                                   | 219                                                                                 | 22                                                                                  |
| Initial Q (Qb), veh          | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                  | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   |
| Ped-Bike Adj(A_pbT)          | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                               |                                                                                     | 1.00                                                                                | 1.00                                                                                |                                                                                     | 1.00                                                                                |
| Parking Bus, Adj             | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                               | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Work Zone On Approach        |                                                                                   | No                                                                                |                                                                                   |                                                                                   | No                                                                                |                                                                                   |                                                                                    | No                                                                                  |                                                                                     |                                                                                     | No                                                                                  |                                                                                     |
| Adj Sat Flow, veh/h/ln       | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                               | 1870                                                                                | 1870                                                                                | 1870                                                                                | 1870                                                                                | 1870                                                                                |
| Adj Flow Rate, veh/h         | 7                                                                                 | 212                                                                               | 82                                                                                | 115                                                                               | 246                                                                               | 21                                                                                | 16                                                                                 | 136                                                                                 | 60                                                                                  | 10                                                                                  | 264                                                                                 | 27                                                                                  |
| Peak Hour Factor             | 0.67                                                                              | 0.67                                                                              | 0.67                                                                              | 0.80                                                                              | 0.80                                                                              | 0.80                                                                              | 0.67                                                                               | 0.67                                                                                | 0.67                                                                                | 0.83                                                                                | 0.83                                                                                | 0.83                                                                                |
| Percent Heavy Veh, %         | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                  | 2                                                                                   | 2                                                                                   | 2                                                                                   | 2                                                                                   | 2                                                                                   |
| Cap, veh/h                   | 39                                                                                | 565                                                                               | 208                                                                               | 191                                                                               | 435                                                                               | 40                                                                                | 730                                                                                | 829                                                                                 | 366                                                                                 | 863                                                                                 | 1125                                                                                | 115                                                                                 |
| Arrive On Green              | 0.46                                                                              | 0.46                                                                              | 0.46                                                                              | 0.46                                                                              | 0.46                                                                              | 0.46                                                                              | 1.00                                                                               | 1.00                                                                                | 1.00                                                                                | 0.67                                                                                | 0.67                                                                                | 0.67                                                                                |
| Sat Flow, veh/h              | 26                                                                                | 2460                                                                              | 905                                                                               | 607                                                                               | 1894                                                                              | 173                                                                               | 1088                                                                               | 1230                                                                                | 543                                                                                 | 1187                                                                                | 1669                                                                                | 171                                                                                 |
| Grp Volume(v), veh/h         | 161                                                                               | 0                                                                                 | 140                                                                               | 179                                                                               | 0                                                                                 | 203                                                                               | 16                                                                                 | 0                                                                                   | 196                                                                                 | 10                                                                                  | 0                                                                                   | 291                                                                                 |
| Grp Sat Flow(s),veh/h/ln     | 1852                                                                              | 0                                                                                 | 1539                                                                              | 1003                                                                              | 0                                                                                 | 1671                                                                              | 1088                                                                               | 0                                                                                   | 1773                                                                                | 1187                                                                                | 0                                                                                   | 1840                                                                                |
| Q Serve(g_s), s              | 0.0                                                                               | 0.0                                                                               | 6.8                                                                               | 13.0                                                                              | 0.0                                                                               | 9.9                                                                               | 0.2                                                                                | 0.0                                                                                 | 0.0                                                                                 | 0.3                                                                                 | 0.0                                                                                 | 7.0                                                                                 |
| Cycle Q Clear(g_c), s        | 6.4                                                                               | 0.0                                                                               | 6.8                                                                               | 19.8                                                                              | 0.0                                                                               | 9.9                                                                               | 7.1                                                                                | 0.0                                                                                 | 0.0                                                                                 | 0.3                                                                                 | 0.0                                                                                 | 7.0                                                                                 |
| Prop In Lane                 | 0.04                                                                              |                                                                                   | 0.59                                                                              | 0.64                                                                              |                                                                                   | 0.10                                                                              | 1.00                                                                               |                                                                                     | 0.31                                                                                | 1.00                                                                                |                                                                                     | 0.09                                                                                |
| Lane Grp Cap(c), veh/h       | 458                                                                               | 0                                                                                 | 353                                                                               | 282                                                                               | 0                                                                                 | 384                                                                               | 730                                                                                | 0                                                                                   | 1195                                                                                | 863                                                                                 | 0                                                                                   | 1240                                                                                |
| V/C Ratio(X)                 | 0.35                                                                              | 0.00                                                                              | 0.39                                                                              | 0.63                                                                              | 0.00                                                                              | 0.53                                                                              | 0.02                                                                               | 0.00                                                                                | 0.16                                                                                | 0.01                                                                                | 0.00                                                                                | 0.23                                                                                |
| Avail Cap(c_a), veh/h        | 718                                                                               | 0                                                                                 | 574                                                                               | 465                                                                               | 0                                                                                 | 623                                                                               | 730                                                                                | 0                                                                                   | 1195                                                                                | 863                                                                                 | 0                                                                                   | 1240                                                                                |
| HCM Platoon Ratio            | 2.00                                                                              | 2.00                                                                              | 2.00                                                                              | 2.00                                                                              | 2.00                                                                              | 2.00                                                                              | 2.00                                                                               | 2.00                                                                                | 2.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Upstream Filter(I)           | 1.00                                                                              | 0.00                                                                              | 1.00                                                                              | 0.79                                                                              | 0.00                                                                              | 0.79                                                                              | 1.00                                                                               | 0.00                                                                                | 1.00                                                                                | 1.00                                                                                | 0.00                                                                                | 1.00                                                                                |
| Uniform Delay (d), s/veh     | 25.5                                                                              | 0.0                                                                               | 25.6                                                                              | 31.2                                                                              | 0.0                                                                               | 26.4                                                                              | 0.3                                                                                | 0.0                                                                                 | 0.0                                                                                 | 6.1                                                                                 | 0.0                                                                                 | 7.2                                                                                 |
| Incr Delay (d2), s/veh       | 1.0                                                                               | 0.0                                                                               | 1.5                                                                               | 3.9                                                                               | 0.0                                                                               | 1.9                                                                               | 0.1                                                                                | 0.0                                                                                 | 0.3                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.4                                                                                 |
| Initial Q Delay(d3),s/veh    | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                                | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| %ile BackOfQ(50%),veh/ln     | 2.7                                                                               | 0.0                                                                               | 2.4                                                                               | 4.0                                                                               | 0.0                                                                               | 3.6                                                                               | 0.0                                                                                | 0.0                                                                                 | 0.1                                                                                 | 0.1                                                                                 | 0.0                                                                                 | 2.7                                                                                 |
| Unsig. Movement Delay, s/veh |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| LnGrp Delay(d),s/veh         | 26.5                                                                              | 0.0                                                                               | 27.1                                                                              | 35.1                                                                              | 0.0                                                                               | 28.3                                                                              | 0.4                                                                                | 0.0                                                                                 | 0.3                                                                                 | 6.1                                                                                 | 0.0                                                                                 | 7.6                                                                                 |
| LnGrp LOS                    | C                                                                                 | A                                                                                 | C                                                                                 | D                                                                                 | A                                                                                 | C                                                                                 | A                                                                                  | A                                                                                   | A                                                                                   | A                                                                                   | A                                                                                   | A                                                                                   |
| Approach Vol, veh/h          |                                                                                   | 301                                                                               |                                                                                   |                                                                                   | 382                                                                               |                                                                                   |                                                                                    | 212                                                                                 |                                                                                     |                                                                                     | 301                                                                                 |                                                                                     |
| Approach Delay, s/veh        |                                                                                   | 26.8                                                                              |                                                                                   |                                                                                   | 31.5                                                                              |                                                                                   |                                                                                    | 0.3                                                                                 |                                                                                     |                                                                                     | 7.6                                                                                 |                                                                                     |
| Approach LOS                 |                                                                                   | C                                                                                 |                                                                                   |                                                                                   | C                                                                                 |                                                                                   |                                                                                    | A                                                                                   |                                                                                     |                                                                                     | A                                                                                   |                                                                                     |
| Timer - Assigned Phs         |                                                                                   | 2                                                                                 |                                                                                   | 4                                                                                 |                                                                                   | 6                                                                                 |                                                                                    | 8                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Phs Duration (G+Y+Rc), s     |                                                                                   | 82.3                                                                              |                                                                                   | 31.7                                                                              |                                                                                   | 82.3                                                                              |                                                                                    | 31.7                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Change Period (Y+Rc), s      |                                                                                   | 5.5                                                                               |                                                                                   | 5.5                                                                               |                                                                                   | 5.5                                                                               |                                                                                    | 5.5                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Green Setting (Gmax), s  |                                                                                   | 60.5                                                                              |                                                                                   | 42.5                                                                              |                                                                                   | 60.5                                                                              |                                                                                    | 42.5                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Q Clear Time (g_c+I1), s |                                                                                   | 9.1                                                                               |                                                                                   | 8.8                                                                               |                                                                                   | 9.0                                                                               |                                                                                    | 21.8                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Green Ext Time (p_c), s      |                                                                                   | 2.7                                                                               |                                                                                   | 3.8                                                                               |                                                                                   | 4.0                                                                               |                                                                                    | 4.4                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| <b>Intersection Summary</b>  |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 6th Ctrl Delay           |                                                                                   |                                                                                   |                                                                                   | 18.8                                                                              |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 6th LOS                  |                                                                                   |                                                                                   |                                                                                   | B                                                                                 |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |

HCM 6th TWSC  
6: N Weber St & St Vrain St

04-23-2025

| Intersection             |        |                                                                                   |        |            |                                                                                   |        |       |                                                                                   |        |       |                                                                                     |      |
|--------------------------|--------|-----------------------------------------------------------------------------------|--------|------------|-----------------------------------------------------------------------------------|--------|-------|-----------------------------------------------------------------------------------|--------|-------|-------------------------------------------------------------------------------------|------|
| Int Delay, s/veh         | 0.8    |                                                                                   |        |            |                                                                                   |        |       |                                                                                   |        |       |                                                                                     |      |
| Movement                 | EBL    | EBT                                                                               | EBR    | WBL        | WBT                                                                               | WBR    | NBL   | NBT                                                                               | NBR    | SBL   | SBT                                                                                 | SBR  |
| Lane Configurations      |        |  |        |            |  |        |       |  |        |       |  |      |
| Traffic Vol, veh/h       | 2      | 3                                                                                 | 4      | 7          | 6                                                                                 | 3      | 4     | 100                                                                               | 2      | 3     | 507                                                                                 | 12   |
| Future Vol, veh/h        | 2      | 3                                                                                 | 4      | 7          | 6                                                                                 | 3      | 4     | 100                                                                               | 2      | 3     | 507                                                                                 | 12   |
| Conflicting Peds, #/hr   | 0      | 0                                                                                 | 0      | 0          | 0                                                                                 | 0      | 0     | 0                                                                                 | 0      | 0     | 0                                                                                   | 0    |
| Sign Control             | Stop   | Stop                                                                              | Stop   | Stop       | Stop                                                                              | Stop   | Free  | Free                                                                              | Free   | Free  | Free                                                                                | Free |
| RT Channelized           | -      | -                                                                                 | None   | -          | -                                                                                 | None   | -     | -                                                                                 | None   | -     | -                                                                                   | None |
| Storage Length           | -      | -                                                                                 | -      | -          | -                                                                                 | -      | -     | -                                                                                 | -      | -     | -                                                                                   | -    |
| Veh in Median Storage, # | -      | 0                                                                                 | -      | -          | 0                                                                                 | -      | -     | 0                                                                                 | -      | -     | 0                                                                                   | -    |
| Grade, %                 | -      | 0                                                                                 | -      | -          | 0                                                                                 | -      | -     | 0                                                                                 | -      | -     | 0                                                                                   | -    |
| Peak Hour Factor         | 53     | 53                                                                                | 53     | 67         | 67                                                                                | 67     | 73    | 73                                                                                | 73     | 71    | 71                                                                                  | 71   |
| Heavy Vehicles, %        | 2      | 2                                                                                 | 2      | 2          | 2                                                                                 | 2      | 2     | 2                                                                                 | 2      | 2     | 2                                                                                   | 2    |
| Mvmt Flow                | 4      | 6                                                                                 | 8      | 10         | 9                                                                                 | 4      | 5     | 137                                                                               | 3      | 4     | 714                                                                                 | 17   |
|                          |        |                                                                                   |        |            |                                                                                   |        |       |                                                                                   |        |       |                                                                                     |      |
| Major/Minor              | Minor2 |                                                                                   | Minor1 |            |                                                                                   | Major1 |       |                                                                                   | Major2 |       |                                                                                     |      |
| Conflicting Flow All     | 886    | 881                                                                               | 723    | 887        | 888                                                                               | 139    | 731   | 0                                                                                 | 0      | 140   | 0                                                                                   | 0    |
| Stage 1                  | 731    | 731                                                                               | -      | 149        | 149                                                                               | -      | -     | -                                                                                 | -      | -     | -                                                                                   | -    |
| Stage 2                  | 155    | 150                                                                               | -      | 738        | 739                                                                               | -      | -     | -                                                                                 | -      | -     | -                                                                                   | -    |
| Critical Hdwy            | 7.12   | 6.52                                                                              | 6.22   | 7.12       | 6.52                                                                              | 6.22   | 4.12  | -                                                                                 | -      | 4.12  | -                                                                                   | -    |
| Critical Hdwy Stg 1      | 6.12   | 5.52                                                                              | -      | 6.12       | 5.52                                                                              | -      | -     | -                                                                                 | -      | -     | -                                                                                   | -    |
| Critical Hdwy Stg 2      | 6.12   | 5.52                                                                              | -      | 6.12       | 5.52                                                                              | -      | -     | -                                                                                 | -      | -     | -                                                                                   | -    |
| Follow-up Hdwy           | 3.518  | 4.018                                                                             | 3.318  | 3.518      | 4.018                                                                             | 3.318  | 2.218 | -                                                                                 | -      | 2.218 | -                                                                                   | -    |
| Pot Cap-1 Maneuver       | 265    | 285                                                                               | 426    | 265        | 283                                                                               | 909    | 873   | -                                                                                 | -      | 1443  | -                                                                                   | -    |
| Stage 1                  | 413    | 427                                                                               | -      | 854        | 774                                                                               | -      | -     | -                                                                                 | -      | -     | -                                                                                   | -    |
| Stage 2                  | 847    | 773                                                                               | -      | 410        | 424                                                                               | -      | -     | -                                                                                 | -      | -     | -                                                                                   | -    |
| Platoon blocked, %       |        |                                                                                   |        |            |                                                                                   |        |       | -                                                                                 | -      |       | -                                                                                   | -    |
| Mov Cap-1 Maneuver       | 255    | 282                                                                               | 426    | 254        | 280                                                                               | 909    | 873   | -                                                                                 | -      | 1443  | -                                                                                   | -    |
| Mov Cap-2 Maneuver       | 255    | 282                                                                               | -      | 254        | 280                                                                               | -      | -     | -                                                                                 | -      | -     | -                                                                                   | -    |
| Stage 1                  | 411    | 425                                                                               | -      | 849        | 769                                                                               | -      | -     | -                                                                                 | -      | -     | -                                                                                   | -    |
| Stage 2                  | 828    | 768                                                                               | -      | 395        | 422                                                                               | -      | -     | -                                                                                 | -      | -     | -                                                                                   | -    |
|                          |        |                                                                                   |        |            |                                                                                   |        |       |                                                                                   |        |       |                                                                                     |      |
| Approach                 | EB     |                                                                                   | WB     |            |                                                                                   | NB     |       |                                                                                   | SB     |       |                                                                                     |      |
| HCM Control Delay, s     | 16.8   |                                                                                   | 17.8   |            |                                                                                   | 0.3    |       |                                                                                   | 0      |       |                                                                                     |      |
| HCM LOS                  | C      |                                                                                   | C      |            |                                                                                   |        |       |                                                                                   |        |       |                                                                                     |      |
|                          |        |                                                                                   |        |            |                                                                                   |        |       |                                                                                   |        |       |                                                                                     |      |
| Minor Lane/Major Mvmt    | NBL    | NBT                                                                               | NBR    | EBLn1WBLn1 | SBL                                                                               | SBT    | SBR   |                                                                                   |        |       |                                                                                     |      |
| Capacity (veh/h)         | 873    | -                                                                                 | -      | 323        | 306                                                                               | 1443   | -     | -                                                                                 |        |       |                                                                                     |      |
| HCM Lane V/C Ratio       | 0.006  | -                                                                                 | -      | 0.053      | 0.078                                                                             | 0.003  | -     | -                                                                                 |        |       |                                                                                     |      |
| HCM Control Delay (s)    | 9.2    | 0                                                                                 | -      | 16.8       | 17.8                                                                              | 7.5    | 0     | -                                                                                 |        |       |                                                                                     |      |
| HCM Lane LOS             | A      | A                                                                                 | -      | C          | C                                                                                 | A      | A     | -                                                                                 |        |       |                                                                                     |      |
| HCM 95th %tile Q(veh)    | 0      | -                                                                                 | -      | 0.2        | 0.3                                                                               | 0      | -     | -                                                                                 |        |       |                                                                                     |      |

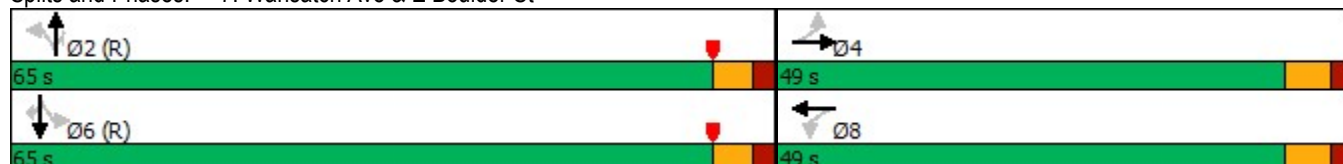
# Timings

## 7: Wahsatch Ave & E Boulder St

04-23-2025

|                                                                          |  |  |  |  |  |  |   |  |  |  |
|--------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Lane Group                                                               | EBL                                                                               | EBT                                                                               | WBL                                                                               | WBT                                                                               | NBL                                                                               | NBT                                                                               | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations                                                      |                                                                                   |  |                                                                                   |  |  |  |  |  |  |  |
| Traffic Volume (vph)                                                     | 2                                                                                 | 151                                                                               | 48                                                                                | 246                                                                               | 59                                                                                | 229                                                                               | 56                                                                                  | 79                                                                                  | 306                                                                                 | 14                                                                                  |
| Future Volume (vph)                                                      | 2                                                                                 | 151                                                                               | 48                                                                                | 246                                                                               | 59                                                                                | 229                                                                               | 56                                                                                  | 79                                                                                  | 306                                                                                 | 14                                                                                  |
| Turn Type                                                                | Perm                                                                              | NA                                                                                | Perm                                                                              | NA                                                                                | Perm                                                                              | NA                                                                                | Perm                                                                                | Perm                                                                                | NA                                                                                  | Perm                                                                                |
| Protected Phases                                                         |                                                                                   | 4                                                                                 |                                                                                   | 8                                                                                 |                                                                                   | 2                                                                                 |                                                                                     |                                                                                     | 6                                                                                   |                                                                                     |
| Permitted Phases                                                         | 4                                                                                 |                                                                                   | 8                                                                                 |                                                                                   | 2                                                                                 |                                                                                   | 2                                                                                   | 6                                                                                   |                                                                                     | 6                                                                                   |
| Detector Phase                                                           | 4                                                                                 | 4                                                                                 | 8                                                                                 | 8                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                   | 6                                                                                   | 6                                                                                   | 6                                                                                   |
| Switch Phase                                                             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Minimum Initial (s)                                                      | 20.0                                                                              | 20.0                                                                              | 20.0                                                                              | 20.0                                                                              | 20.0                                                                              | 20.0                                                                              | 20.0                                                                                | 20.0                                                                                | 20.0                                                                                | 20.0                                                                                |
| Minimum Split (s)                                                        | 45.0                                                                              | 45.0                                                                              | 45.0                                                                              | 45.0                                                                              | 47.5                                                                              | 47.5                                                                              | 47.5                                                                                | 47.5                                                                                | 47.5                                                                                | 47.5                                                                                |
| Total Split (s)                                                          | 49.0                                                                              | 49.0                                                                              | 49.0                                                                              | 49.0                                                                              | 65.0                                                                              | 65.0                                                                              | 65.0                                                                                | 65.0                                                                                | 65.0                                                                                | 65.0                                                                                |
| Total Split (%)                                                          | 43.0%                                                                             | 43.0%                                                                             | 43.0%                                                                             | 43.0%                                                                             | 57.0%                                                                             | 57.0%                                                                             | 57.0%                                                                               | 57.0%                                                                               | 57.0%                                                                               | 57.0%                                                                               |
| Yellow Time (s)                                                          | 4.0                                                                               | 4.0                                                                               | 4.0                                                                               | 4.0                                                                               | 3.5                                                                               | 3.5                                                                               | 3.5                                                                                 | 3.5                                                                                 | 3.5                                                                                 | 3.5                                                                                 |
| All-Red Time (s)                                                         | 2.0                                                                               | 2.0                                                                               | 2.0                                                                               | 2.0                                                                               | 2.0                                                                               | 2.0                                                                               | 2.0                                                                                 | 2.0                                                                                 | 2.0                                                                                 | 2.0                                                                                 |
| Lost Time Adjust (s)                                                     |                                                                                   | 0.0                                                                               |                                                                                   | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| Total Lost Time (s)                                                      |                                                                                   | 6.0                                                                               |                                                                                   | 6.0                                                                               | 5.5                                                                               | 5.5                                                                               | 5.5                                                                                 | 5.5                                                                                 | 5.5                                                                                 | 5.5                                                                                 |
| Lead/Lag                                                                 |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Lead-Lag Optimize?                                                       |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Recall Mode                                                              | None                                                                              | None                                                                              | None                                                                              | None                                                                              | C-Max                                                                             | C-Max                                                                             | C-Max                                                                               | C-Max                                                                               | C-Max                                                                               | C-Max                                                                               |
| Act Effct Green (s)                                                      |                                                                                   | 24.5                                                                              |                                                                                   | 24.5                                                                              | 78.0                                                                              | 78.0                                                                              | 78.0                                                                                | 78.0                                                                                | 78.0                                                                                | 78.0                                                                                |
| Actuated g/C Ratio                                                       |                                                                                   | 0.21                                                                              |                                                                                   | 0.21                                                                              | 0.68                                                                              | 0.68                                                                              | 0.68                                                                                | 0.68                                                                                | 0.68                                                                                | 0.68                                                                                |
| v/c Ratio                                                                |                                                                                   | 0.39                                                                              |                                                                                   | 0.68                                                                              | 0.11                                                                              | 0.12                                                                              | 0.06                                                                                | 0.12                                                                                | 0.15                                                                                | 0.01                                                                                |
| Control Delay                                                            |                                                                                   | 24.8                                                                              |                                                                                   | 44.8                                                                              | 4.1                                                                               | 3.6                                                                               | 0.3                                                                                 | 7.6                                                                                 | 7.0                                                                                 | 1.4                                                                                 |
| Queue Delay                                                              |                                                                                   | 0.0                                                                               |                                                                                   | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| Total Delay                                                              |                                                                                   | 24.8                                                                              |                                                                                   | 44.8                                                                              | 4.1                                                                               | 3.6                                                                               | 0.3                                                                                 | 7.6                                                                                 | 7.0                                                                                 | 1.4                                                                                 |
| LOS                                                                      |                                                                                   | C                                                                                 |                                                                                   | D                                                                                 | A                                                                                 | A                                                                                 | A                                                                                   | A                                                                                   | A                                                                                   | A                                                                                   |
| Approach Delay                                                           |                                                                                   | 24.8                                                                              |                                                                                   | 44.8                                                                              |                                                                                   | 3.2                                                                               |                                                                                     |                                                                                     | 6.9                                                                                 |                                                                                     |
| Approach LOS                                                             |                                                                                   | C                                                                                 |                                                                                   | D                                                                                 |                                                                                   | A                                                                                 |                                                                                     |                                                                                     | A                                                                                   |                                                                                     |
| Intersection Summary                                                     |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Cycle Length: 114                                                        |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Actuated Cycle Length: 114                                               |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Offset: 39 (34%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Natural Cycle: 95                                                        |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Control Type: Actuated-Coordinated                                       |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Maximum v/c Ratio: 0.68                                                  |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Intersection Signal Delay: 19.0                                          |                                                                                   |                                                                                   |                                                                                   |                                                                                   | Intersection LOS: B                                                               |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Intersection Capacity Utilization 85.8%                                  |                                                                                   |                                                                                   |                                                                                   |                                                                                   | ICU Level of Service E                                                            |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Analysis Period (min) 15                                                 |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |

Splits and Phases: 7: Wahsatch Ave & E Boulder St



# HCM 6th Signalized Intersection Summary

## 7: Wahsatch Ave & E Boulder St

04-23-2025

|                              |  |  |  |  |  |  |   |  |  |  |  |  |
|------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Movement                     | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                 | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations          |                                                                                   |  |                                                                                   |                                                                                   |  |                                                                                   |  |  |  |  |  |  |
| Traffic Volume (veh/h)       | 2                                                                                 | 151                                                                               | 35                                                                                | 48                                                                                | 246                                                                               | 45                                                                                | 59                                                                                  | 229                                                                                 | 56                                                                                  | 79                                                                                  | 306                                                                                 | 14                                                                                  |
| Future Volume (veh/h)        | 2                                                                                 | 151                                                                               | 35                                                                                | 48                                                                                | 246                                                                               | 45                                                                                | 59                                                                                  | 229                                                                                 | 56                                                                                  | 79                                                                                  | 306                                                                                 | 14                                                                                  |
| Initial Q (Qb), veh          | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   |
| Ped-Bike Adj(A_pbT)          | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                                |                                                                                     | 1.00                                                                                | 1.00                                                                                |                                                                                     | 1.00                                                                                |
| Parking Bus, Adj             | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Work Zone On Approach        |                                                                                   | No                                                                                |                                                                                   |                                                                                   | No                                                                                |                                                                                   |                                                                                     | No                                                                                  |                                                                                     |                                                                                     | No                                                                                  |                                                                                     |
| Adj Sat Flow, veh/h/ln       | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                                | 1870                                                                                | 1870                                                                                | 1870                                                                                | 1870                                                                                | 1870                                                                                |
| Adj Flow Rate, veh/h         | 3                                                                                 | 225                                                                               | 52                                                                                | 59                                                                                | 304                                                                               | 56                                                                                | 75                                                                                  | 290                                                                                 | 71                                                                                  | 91                                                                                  | 352                                                                                 | 16                                                                                  |
| Peak Hour Factor             | 0.67                                                                              | 0.67                                                                              | 0.67                                                                              | 0.81                                                                              | 0.81                                                                              | 0.81                                                                              | 0.79                                                                                | 0.79                                                                                | 0.79                                                                                | 0.87                                                                                | 0.87                                                                                | 0.87                                                                                |
| Percent Heavy Veh, %         | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                   | 2                                                                                   | 2                                                                                   | 2                                                                                   | 2                                                                                   | 2                                                                                   |
| Cap, veh/h                   | 34                                                                                | 580                                                                               | 130                                                                               | 105                                                                               | 475                                                                               | 90                                                                                | 732                                                                                 | 2463                                                                                | 1098                                                                                | 770                                                                                 | 2463                                                                                | 1098                                                                                |
| Arrive On Green              | 0.41                                                                              | 0.41                                                                              | 0.41                                                                              | 0.21                                                                              | 0.21                                                                              | 0.21                                                                              | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 0.69                                                                                | 0.69                                                                                | 0.69                                                                                |
| Sat Flow, veh/h              | 9                                                                                 | 2812                                                                              | 631                                                                               | 314                                                                               | 2307                                                                              | 438                                                                               | 1014                                                                                | 3554                                                                                | 1585                                                                                | 1021                                                                                | 3554                                                                                | 1585                                                                                |
| Grp Volume(v), veh/h         | 149                                                                               | 0                                                                                 | 131                                                                               | 212                                                                               | 0                                                                                 | 207                                                                               | 75                                                                                  | 290                                                                                 | 71                                                                                  | 91                                                                                  | 352                                                                                 | 16                                                                                  |
| Grp Sat Flow(s),veh/h/ln     | 1863                                                                              | 0                                                                                 | 1589                                                                              | 1436                                                                              | 0                                                                                 | 1623                                                                              | 1014                                                                                | 1777                                                                                | 1585                                                                                | 1021                                                                                | 1777                                                                                | 1585                                                                                |
| Q Serve(g_s), s              | 0.0                                                                               | 0.0                                                                               | 6.6                                                                               | 9.8                                                                               | 0.0                                                                               | 13.3                                                                              | 0.5                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 3.4                                                                                 | 3.8                                                                                 | 0.4                                                                                 |
| Cycle Q Clear(g_c), s        | 6.3                                                                               | 0.0                                                                               | 6.6                                                                               | 16.4                                                                              | 0.0                                                                               | 13.3                                                                              | 4.3                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 3.4                                                                                 | 3.8                                                                                 | 0.4                                                                                 |
| Prop In Lane                 | 0.02                                                                              |                                                                                   | 0.40                                                                              | 0.28                                                                              |                                                                                   | 0.27                                                                              | 1.00                                                                                |                                                                                     | 1.00                                                                                | 1.00                                                                                |                                                                                     | 1.00                                                                                |
| Lane Grp Cap(c), veh/h       | 416                                                                               | 0                                                                                 | 327                                                                               | 336                                                                               | 0                                                                                 | 335                                                                               | 732                                                                                 | 2463                                                                                | 1098                                                                                | 770                                                                                 | 2463                                                                                | 1098                                                                                |
| V/C Ratio(X)                 | 0.36                                                                              | 0.00                                                                              | 0.40                                                                              | 0.63                                                                              | 0.00                                                                              | 0.62                                                                              | 0.10                                                                                | 0.12                                                                                | 0.06                                                                                | 0.12                                                                                | 0.14                                                                                | 0.01                                                                                |
| Avail Cap(c_a), veh/h        | 731                                                                               | 0                                                                                 | 599                                                                               | 604                                                                               | 0                                                                                 | 612                                                                               | 732                                                                                 | 2463                                                                                | 1098                                                                                | 770                                                                                 | 2463                                                                                | 1098                                                                                |
| HCM Platoon Ratio            | 2.00                                                                              | 2.00                                                                              | 2.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 2.00                                                                                | 2.00                                                                                | 2.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Upstream Filter(I)           | 0.93                                                                              | 0.00                                                                              | 0.93                                                                              | 1.00                                                                              | 0.00                                                                              | 1.00                                                                              | 0.99                                                                                | 0.99                                                                                | 0.99                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Uniform Delay (d), s/veh     | 28.5                                                                              | 0.0                                                                               | 28.5                                                                              | 42.6                                                                              | 0.0                                                                               | 41.2                                                                              | 0.1                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 5.9                                                                                 | 6.0                                                                                 | 5.4                                                                                 |
| Incr Delay (d2), s/veh       | 1.0                                                                               | 0.0                                                                               | 1.6                                                                               | 4.1                                                                               | 0.0                                                                               | 4.0                                                                               | 0.3                                                                                 | 0.1                                                                                 | 0.1                                                                                 | 0.3                                                                                 | 0.1                                                                                 | 0.0                                                                                 |
| Initial Q Delay(d3),s/veh    | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| %ile BackOfQ(50%),veh/ln     | 2.8                                                                               | 0.0                                                                               | 2.5                                                                               | 6.0                                                                               | 0.0                                                                               | 5.7                                                                               | 0.1                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.7                                                                                 | 1.4                                                                                 | 0.1                                                                                 |
| Unsig. Movement Delay, s/veh |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| LnGrp Delay(d),s/veh         | 29.5                                                                              | 0.0                                                                               | 30.1                                                                              | 46.7                                                                              | 0.0                                                                               | 45.2                                                                              | 0.4                                                                                 | 0.1                                                                                 | 0.1                                                                                 | 6.2                                                                                 | 6.1                                                                                 | 5.5                                                                                 |
| LnGrp LOS                    | C                                                                                 | A                                                                                 | C                                                                                 | D                                                                                 | A                                                                                 | D                                                                                 | A                                                                                   | A                                                                                   | A                                                                                   | A                                                                                   | A                                                                                   | A                                                                                   |
| Approach Vol, veh/h          |                                                                                   | 280                                                                               |                                                                                   |                                                                                   | 419                                                                               |                                                                                   |                                                                                     | 436                                                                                 |                                                                                     |                                                                                     | 459                                                                                 |                                                                                     |
| Approach Delay, s/veh        |                                                                                   | 29.8                                                                              |                                                                                   |                                                                                   | 46.0                                                                              |                                                                                   |                                                                                     | 0.1                                                                                 |                                                                                     |                                                                                     | 6.1                                                                                 |                                                                                     |
| Approach LOS                 |                                                                                   | C                                                                                 |                                                                                   |                                                                                   | D                                                                                 |                                                                                   |                                                                                     | A                                                                                   |                                                                                     |                                                                                     | A                                                                                   |                                                                                     |
| Timer - Assigned Phs         |                                                                                   | 2                                                                                 |                                                                                   | 4                                                                                 |                                                                                   | 6                                                                                 |                                                                                     | 8                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Phs Duration (G+Y+Rc), s     |                                                                                   | 84.5                                                                              |                                                                                   | 29.5                                                                              |                                                                                   | 84.5                                                                              |                                                                                     | 29.5                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Change Period (Y+Rc), s      |                                                                                   | 5.5                                                                               |                                                                                   | 6.0                                                                               |                                                                                   | 5.5                                                                               |                                                                                     | 6.0                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Green Setting (Gmax), s  |                                                                                   | 59.5                                                                              |                                                                                   | 43.0                                                                              |                                                                                   | 59.5                                                                              |                                                                                     | 43.0                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Q Clear Time (g_c+I1), s |                                                                                   | 6.3                                                                               |                                                                                   | 8.6                                                                               |                                                                                   | 5.8                                                                               |                                                                                     | 18.4                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Green Ext Time (p_c), s      |                                                                                   | 5.6                                                                               |                                                                                   | 3.5                                                                               |                                                                                   | 6.3                                                                               |                                                                                     | 5.1                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| <b>Intersection Summary</b>  |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 6th Ctrl Delay           |                                                                                   |                                                                                   |                                                                                   | 19.1                                                                              |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 6th LOS                  |                                                                                   |                                                                                   |                                                                                   | B                                                                                 |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |

# Timings

## 8: Wahsatch Ave & E Platte Ave

04-23-2025

|                      |  |  |  |  |  |  |  |  |  |  |  |
|----------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Lane Group           | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                 | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 |
| Lane Configurations  |  |  |  |  |  |  |  |  |  |  |  |
| Traffic Volume (vph) | 25                                                                                | 249                                                                               | 26                                                                                | 205                                                                               | 525                                                                               | 83                                                                                | 66                                                                                  | 236                                                                                 | 155                                                                                 | 82                                                                                  | 278                                                                                 |
| Future Volume (vph)  | 25                                                                                | 249                                                                               | 26                                                                                | 205                                                                               | 525                                                                               | 83                                                                                | 66                                                                                  | 236                                                                                 | 155                                                                                 | 82                                                                                  | 278                                                                                 |
| Turn Type            | pm+pt                                                                             | NA                                                                                | Perm                                                                              | pm+pt                                                                             | NA                                                                                | Perm                                                                              | pm+pt                                                                               | NA                                                                                  | Perm                                                                                | pm+pt                                                                               | NA                                                                                  |
| Protected Phases     | 7                                                                                 | 4                                                                                 |                                                                                   | 3                                                                                 | 8                                                                                 |                                                                                   | 5                                                                                   | 2                                                                                   |                                                                                     | 1                                                                                   | 6                                                                                   |
| Permitted Phases     | 4                                                                                 |                                                                                   | 4                                                                                 | 8                                                                                 |                                                                                   | 8                                                                                 | 2                                                                                   |                                                                                     | 2                                                                                   | 6                                                                                   |                                                                                     |
| Detector Phase       | 7                                                                                 | 4                                                                                 | 4                                                                                 | 3                                                                                 | 8                                                                                 | 8                                                                                 | 5                                                                                   | 2                                                                                   | 2                                                                                   | 1                                                                                   | 6                                                                                   |
| Switch Phase         |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Minimum Initial (s)  | 4.0                                                                               | 20.0                                                                              | 20.0                                                                              | 4.0                                                                               | 20.0                                                                              | 20.0                                                                              | 4.0                                                                                 | 20.0                                                                                | 20.0                                                                                | 4.0                                                                                 | 20.0                                                                                |
| Minimum Split (s)    | 9.5                                                                               | 36.5                                                                              | 36.5                                                                              | 9.5                                                                               | 36.5                                                                              | 36.5                                                                              | 23.0                                                                                | 41.5                                                                                | 41.5                                                                                | 9.5                                                                                 | 41.5                                                                                |
| Total Split (s)      | 18.0                                                                              | 38.0                                                                              | 38.0                                                                              | 18.0                                                                              | 38.0                                                                              | 38.0                                                                              | 16.0                                                                                | 42.0                                                                                | 42.0                                                                                | 16.0                                                                                | 42.0                                                                                |
| Total Split (%)      | 15.8%                                                                             | 33.3%                                                                             | 33.3%                                                                             | 15.8%                                                                             | 33.3%                                                                             | 33.3%                                                                             | 14.0%                                                                               | 36.8%                                                                               | 36.8%                                                                               | 14.0%                                                                               | 36.8%                                                                               |
| Yellow Time (s)      | 3.0                                                                               | 4.5                                                                               | 4.5                                                                               | 3.0                                                                               | 4.5                                                                               | 4.5                                                                               | 3.0                                                                                 | 4.5                                                                                 | 4.5                                                                                 | 3.0                                                                                 | 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                                                                                 | 0.0                                                                                 |
| Total Lost Time (s)  | 5.0                                                                               | 6.5                                                                               | 6.5                                                                               | 5.0                                                                               | 6.5                                                                               | 6.5                                                                               | 5.0                                                                                 | 6.5                                                                                 | 6.5                                                                                 | 5.0                                                                                 | 6.5                                                                                 |
| Lead/Lag             | Lead                                                                              | Lag                                                                               | Lag                                                                               | Lead                                                                              | Lag                                                                               | Lag                                                                               | Lead                                                                                | Lag                                                                                 | Lag                                                                                 | Lead                                                                                | Lag                                                                                 |
| Lead-Lag Optimize?   | Yes                                                                               | Yes                                                                               | Yes                                                                               | Yes                                                                               | Yes                                                                               | Yes                                                                               | Yes                                                                                 | Yes                                                                                 | Yes                                                                                 | Yes                                                                                 | Yes                                                                                 |
| Recall Mode          | None                                                                              | None                                                                              | None                                                                              | None                                                                              | None                                                                              | None                                                                              | None                                                                                | C-Max                                                                               | C-Max                                                                               | None                                                                                | C-Max                                                                               |
| Act Effect Green (s) | 31.3                                                                              | 24.8                                                                              | 24.8                                                                              | 43.2                                                                              | 35.4                                                                              | 35.4                                                                              | 55.1                                                                                | 47.4                                                                                | 47.4                                                                                | 57.4                                                                                | 49.9                                                                                |
| Actuated g/C Ratio   | 0.27                                                                              | 0.22                                                                              | 0.22                                                                              | 0.38                                                                              | 0.31                                                                              | 0.31                                                                              | 0.48                                                                                | 0.42                                                                                | 0.42                                                                                | 0.50                                                                                | 0.44                                                                                |
| v/c Ratio            | 0.12                                                                              | 0.42                                                                              | 0.08                                                                              | 0.54                                                                              | 0.50                                                                              | 0.15                                                                              | 0.15                                                                                | 0.19                                                                                | 0.24                                                                                | 0.17                                                                                | 0.23                                                                                |
| Control Delay        | 18.0                                                                              | 29.4                                                                              | 0.6                                                                               | 29.2                                                                              | 33.8                                                                              | 2.0                                                                               | 15.8                                                                                | 23.4                                                                                | 5.8                                                                                 | 12.6                                                                                | 20.3                                                                                |
| Queue Delay          | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| Total Delay          | 18.0                                                                              | 29.4                                                                              | 0.6                                                                               | 29.2                                                                              | 33.8                                                                              | 2.0                                                                               | 15.8                                                                                | 23.4                                                                                | 5.8                                                                                 | 12.6                                                                                | 20.3                                                                                |
| LOS                  | B                                                                                 | C                                                                                 | A                                                                                 | C                                                                                 | C                                                                                 | A                                                                                 | B                                                                                   | C                                                                                   | A                                                                                   | B                                                                                   | C                                                                                   |
| Approach Delay       |                                                                                   | 25.9                                                                              |                                                                                   |                                                                                   | 29.4                                                                              |                                                                                   |                                                                                     | 16.4                                                                                |                                                                                     |                                                                                     | 18.6                                                                                |
| Approach LOS         |                                                                                   | C                                                                                 |                                                                                   |                                                                                   | C                                                                                 |                                                                                   |                                                                                     | B                                                                                   |                                                                                     |                                                                                     | B                                                                                   |

### Intersection Summary

Cycle Length: 114

Actuated Cycle Length: 114

Offset: 30 (26%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow

Natural Cycle: 115

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.54

Intersection Signal Delay: 23.4

Intersection LOS: C

Intersection Capacity Utilization 68.4%

ICU Level of Service C

Analysis Period (min) 15

### Splits and Phases: 8: Wahsatch Ave & E Platte Ave

|                                                                                     |                                                                                     |                                                                                     |                                                                                       |
|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------|
|  |  |  |  |
| Ø1                                                                                  | Ø2 (R)                                                                              | Ø3                                                                                  | Ø4                                                                                    |
| 16 s                                                                                | 42 s                                                                                | 18 s                                                                                | 38 s                                                                                  |
|  |  |  |  |
| Ø5                                                                                  | Ø6 (R)                                                                              | Ø7                                                                                  | Ø8                                                                                    |
| 16 s                                                                                | 42 s                                                                                | 18 s                                                                                | 38 s                                                                                  |

# HCM 6th Signalized Intersection Summary

## 8: Wahsatch Ave & E Platte Ave

04-23-2025

|                              |  |  |  |  |  |  |  |  |  |  |  |  |
|------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Movement                     | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                 | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations          |  |  |  |  |  |  |  |  |  |  |  |  |
| Traffic Volume (veh/h)       | 25                                                                                | 249                                                                               | 26                                                                                | 205                                                                               | 525                                                                               | 83                                                                                | 66                                                                                  | 236                                                                                 | 155                                                                                 | 82                                                                                  | 278                                                                                 | 24                                                                                  |
| Future Volume (veh/h)        | 25                                                                                | 249                                                                               | 26                                                                                | 205                                                                               | 525                                                                               | 83                                                                                | 66                                                                                  | 236                                                                                 | 155                                                                                 | 82                                                                                  | 278                                                                                 | 24                                                                                  |
| Initial Q (Qb), veh          | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   |
| Ped-Bike Adj(A_pbT)          | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                                |                                                                                     | 1.00                                                                                | 1.00                                                                                |                                                                                     | 1.00                                                                                |
| Parking Bus, Adj             | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Work Zone On Approach        | No                                                                                |                                                                                   |                                                                                   | No                                                                                |                                                                                   |                                                                                   | No                                                                                  |                                                                                     |                                                                                     | No                                                                                  |                                                                                     |                                                                                     |
| Adj Sat Flow, veh/h/ln       | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                                | 1870                                                                                | 1870                                                                                | 1870                                                                                | 1870                                                                                | 1870                                                                                |
| Adj Flow Rate, veh/h         | 32                                                                                | 323                                                                               | 34                                                                                | 216                                                                               | 553                                                                               | 87                                                                                | 79                                                                                  | 281                                                                                 | 185                                                                                 | 98                                                                                  | 331                                                                                 | 29                                                                                  |
| Peak Hour Factor             | 0.77                                                                              | 0.77                                                                              | 0.77                                                                              | 0.95                                                                              | 0.95                                                                              | 0.95                                                                              | 0.84                                                                                | 0.84                                                                                | 0.84                                                                                | 0.84                                                                                | 0.84                                                                                | 0.84                                                                                |
| Percent Heavy Veh, %         | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                   | 2                                                                                   | 2                                                                                   | 2                                                                                   | 2                                                                                   | 2                                                                                   |
| Cap, veh/h                   | 206                                                                               | 623                                                                               | 278                                                                               | 371                                                                               | 946                                                                               | 422                                                                               | 605                                                                                 | 1653                                                                                | 737                                                                                 | 531                                                                                 | 1562                                                                                | 136                                                                                 |
| Arrive On Green              | 0.04                                                                              | 0.35                                                                              | 0.35                                                                              | 0.11                                                                              | 0.27                                                                              | 0.27                                                                              | 0.04                                                                                | 0.47                                                                                | 0.47                                                                                | 0.09                                                                                | 0.94                                                                                | 0.94                                                                                |
| Sat Flow, veh/h              | 1781                                                                              | 3554                                                                              | 1585                                                                              | 1781                                                                              | 3554                                                                              | 1585                                                                              | 1781                                                                                | 3554                                                                                | 1585                                                                                | 1781                                                                                | 3307                                                                                | 288                                                                                 |
| Grp Volume(v), veh/h         | 32                                                                                | 323                                                                               | 34                                                                                | 216                                                                               | 553                                                                               | 87                                                                                | 79                                                                                  | 281                                                                                 | 185                                                                                 | 98                                                                                  | 177                                                                                 | 183                                                                                 |
| Grp Sat Flow(s),veh/h/ln     | 1781                                                                              | 1777                                                                              | 1585                                                                              | 1781                                                                              | 1777                                                                              | 1585                                                                              | 1781                                                                                | 1777                                                                                | 1585                                                                                | 1781                                                                                | 1777                                                                                | 1819                                                                                |
| Q Serve(g_s), s              | 1.7                                                                               | 8.2                                                                               | 1.7                                                                               | 10.9                                                                              | 15.4                                                                              | 4.9                                                                               | 2.6                                                                                 | 5.2                                                                                 | 8.1                                                                                 | 3.3                                                                                 | 0.8                                                                                 | 0.8                                                                                 |
| Cycle Q Clear(g_c), s        | 1.7                                                                               | 8.2                                                                               | 1.7                                                                               | 10.9                                                                              | 15.4                                                                              | 4.9                                                                               | 2.6                                                                                 | 5.2                                                                                 | 8.1                                                                                 | 3.3                                                                                 | 0.8                                                                                 | 0.8                                                                                 |
| Prop In Lane                 | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                                |                                                                                     | 1.00                                                                                | 1.00                                                                                |                                                                                     | 0.16                                                                                |
| Lane Grp Cap(c), veh/h       | 206                                                                               | 623                                                                               | 278                                                                               | 371                                                                               | 946                                                                               | 422                                                                               | 605                                                                                 | 1653                                                                                | 737                                                                                 | 531                                                                                 | 839                                                                                 | 859                                                                                 |
| V/C Ratio(X)                 | 0.16                                                                              | 0.52                                                                              | 0.12                                                                              | 0.58                                                                              | 0.58                                                                              | 0.21                                                                              | 0.13                                                                                | 0.17                                                                                | 0.25                                                                                | 0.18                                                                                | 0.21                                                                                | 0.21                                                                                |
| Avail Cap(c_a), veh/h        | 370                                                                               | 982                                                                               | 438                                                                               | 372                                                                               | 982                                                                               | 438                                                                               | 710                                                                                 | 1653                                                                                | 737                                                                                 | 624                                                                                 | 839                                                                                 | 859                                                                                 |
| HCM Platoon Ratio            | 2.00                                                                              | 2.00                                                                              | 2.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 2.00                                                                                | 2.00                                                                                | 2.00                                                                                |
| Upstream Filter(I)           | 0.97                                                                              | 0.97                                                                              | 0.97                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 0.99                                                                                | 0.99                                                                                | 0.99                                                                                |
| Uniform Delay (d), s/veh     | 36.6                                                                              | 33.2                                                                              | 31.0                                                                              | 31.8                                                                              | 36.3                                                                              | 32.5                                                                              | 14.8                                                                                | 17.7                                                                                | 18.5                                                                                | 14.0                                                                                | 1.7                                                                                 | 1.7                                                                                 |
| Incr Delay (d2), s/veh       | 0.1                                                                               | 3.0                                                                               | 0.9                                                                               | 1.5                                                                               | 2.6                                                                               | 1.1                                                                               | 0.0                                                                                 | 0.2                                                                                 | 0.8                                                                                 | 0.1                                                                                 | 0.6                                                                                 | 0.6                                                                                 |
| Initial Q Delay(d3),s/veh    | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| %ile BackOfQ(50%),veh/ln     | 0.7                                                                               | 3.5                                                                               | 0.7                                                                               | 4.9                                                                               | 7.1                                                                               | 2.0                                                                               | 1.1                                                                                 | 2.2                                                                                 | 3.2                                                                                 | 1.3                                                                                 | 0.4                                                                                 | 0.4                                                                                 |
| Unsig. Movement Delay, s/veh |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| LnGrp Delay(d),s/veh         | 36.7                                                                              | 36.1                                                                              | 31.9                                                                              | 33.3                                                                              | 39.0                                                                              | 33.6                                                                              | 14.8                                                                                | 17.9                                                                                | 19.3                                                                                | 14.0                                                                                | 2.3                                                                                 | 2.3                                                                                 |
| LnGrp LOS                    | D                                                                                 | D                                                                                 | C                                                                                 | C                                                                                 | D                                                                                 | C                                                                                 | B                                                                                   | B                                                                                   | B                                                                                   | B                                                                                   | A                                                                                   | A                                                                                   |
| Approach Vol, veh/h          | 389                                                                               |                                                                                   |                                                                                   |                                                                                   | 856                                                                               |                                                                                   |                                                                                     |                                                                                     | 545                                                                                 |                                                                                     |                                                                                     |                                                                                     |
| Approach Delay, s/veh        | 35.8                                                                              |                                                                                   |                                                                                   |                                                                                   | 37.0                                                                              |                                                                                   |                                                                                     |                                                                                     | 17.9                                                                                |                                                                                     |                                                                                     |                                                                                     |
| Approach LOS                 | D                                                                                 |                                                                                   |                                                                                   |                                                                                   | D                                                                                 |                                                                                   |                                                                                     |                                                                                     | B                                                                                   |                                                                                     |                                                                                     |                                                                                     |
| Timer - Assigned Phs         | 1                                                                                 | 2                                                                                 | 3                                                                                 | 4                                                                                 | 5                                                                                 | 6                                                                                 | 7                                                                                   | 8                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Phs Duration (G+Y+Rc), s     | 10.1                                                                              | 59.5                                                                              | 17.9                                                                              | 26.5                                                                              | 9.3                                                                               | 60.3                                                                              | 7.5                                                                                 | 36.9                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Change Period (Y+Rc), s      | 5.0                                                                               | 6.5                                                                               | 5.0                                                                               | 6.5                                                                               | 5.0                                                                               | 6.5                                                                               | 5.0                                                                                 | 6.5                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Green Setting (Gmax), s  | 11.0                                                                              | 35.5                                                                              | 13.0                                                                              | 31.5                                                                              | 11.0                                                                              | 35.5                                                                              | 13.0                                                                                | 31.5                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Q Clear Time (g_c+I1), s | 5.3                                                                               | 10.1                                                                              | 12.9                                                                              | 10.2                                                                              | 4.6                                                                               | 2.8                                                                               | 3.7                                                                                 | 17.4                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Green Ext Time (p_c), s      | 0.0                                                                               | 6.3                                                                               | 0.0                                                                               | 5.9                                                                               | 0.0                                                                               | 5.7                                                                               | 0.0                                                                                 | 7.9                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Intersection Summary         |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 6th Ctrl Delay           | 25.6                                                                              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 6th LOS                  | C                                                                                 |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |



HCM 6th TWSC  
1: N Nevada Ave & St Vrain St

04-23-2025

| Intersection             |        |      |        |            |        |       |        |      |      |      |      |      |
|--------------------------|--------|------|--------|------------|--------|-------|--------|------|------|------|------|------|
| Int Delay, s/veh         | 2.2    |      |        |            |        |       |        |      |      |      |      |      |
| Movement                 | EBL    | EBT  | EBR    | WBL        | WBT    | WBR   | NBL    | NBT  | NBR  | SBL  | SBT  | SBR  |
| Lane Configurations      |        | ↕    |        |            | ↕      |       |        | ↕    |      |      | ↕    |      |
| Traffic Vol, veh/h       | 16     | 21   | 23     | 2          | 7      | 7     | 6      | 916  | 9    | 13   | 537  | 18   |
| Future Vol, veh/h        | 16     | 21   | 23     | 2          | 7      | 7     | 6      | 916  | 9    | 13   | 537  | 18   |
| Conflicting Peds, #/hr   | 0      | 0    | 0      | 0          | 0      | 0     | 0      | 0    | 0    | 0    | 0    | 0    |
| Sign Control             | Stop   | Stop | Stop   | Stop       | Stop   | Stop  | Free   | Free | Free | Free | Free | Free |
| RT Channelized           | -      | -    | None   | -          | -      | None  | -      | -    | None | -    | -    | None |
| Storage Length           | -      | -    | -      | -          | -      | -     | -      | -    | -    | -    | -    | -    |
| Veh in Median Storage, # | -      | 0    | -      | -          | 0      | -     | -      | 0    | -    | -    | 0    | -    |
| Grade, %                 | -      | 0    | -      | -          | 0      | -     | -      | 0    | -    | -    | 0    | -    |
| Peak Hour Factor         | 92     | 92   | 92     | 92         | 92     | 92    | 92     | 92   | 92   | 92   | 92   | 92   |
| Heavy Vehicles, %        | 2      | 2    | 2      | 2          | 2      | 2     | 2      | 2    | 2    | 2    | 2    | 2    |
| Mvmt Flow                | 17     | 23   | 25     | 2          | 8      | 8     | 7      | 996  | 10   | 14   | 584  | 20   |
| Major/Minor              | Minor2 |      | Minor1 |            | Major1 |       | Major2 |      |      |      |      |      |
| Conflicting Flow All     | 1138   | 1642 | 302    | 1347       | 1647   | 503   | 604    | 0    | 0    | 1006 | 0    | 0    |
| Stage 1                  | 622    | 622  | -      | 1015       | 1015   | -     | -      | -    | -    | -    | -    | -    |
| Stage 2                  | 516    | 1020 | -      | 332        | 632    | -     | -      | -    | -    | -    | -    | -    |
| Critical Hdwy            | 7.54   | 6.54 | 6.94   | 7.54       | 6.54   | 6.94  | 4.14   | -    | -    | 4.14 | -    | -    |
| Critical Hdwy Stg 1      | 6.54   | 5.54 | -      | 6.54       | 5.54   | -     | -      | -    | -    | -    | -    | -    |
| Critical Hdwy Stg 2      | 6.54   | 5.54 | -      | 6.54       | 5.54   | -     | -      | -    | -    | -    | -    | -    |
| Follow-up Hdwy           | 3.52   | 4.02 | 3.32   | 3.52       | 4.02   | 3.32  | 2.22   | -    | -    | 2.22 | -    | -    |
| Pot Cap-1 Maneuver       | 156    | 99   | 694    | 110        | 98     | 514   | 970    | -    | -    | 684  | -    | -    |
| Stage 1                  | 441    | 477  | -      | 255        | 314    | -     | -      | -    | -    | -    | -    | -    |
| Stage 2                  | 510    | 312  | -      | 655        | 472    | -     | -      | -    | -    | -    | -    | -    |
| Platoon blocked, %       |        |      |        |            |        |       |        | -    | -    | -    | -    | -    |
| Mov Cap-1 Maneuver       | 139    | 94   | 694    | 83         | 93     | 514   | 970    | -    | -    | 684  | -    | -    |
| Mov Cap-2 Maneuver       | 139    | 94   | -      | 83         | 93     | -     | -      | -    | -    | -    | -    | -    |
| Stage 1                  | 434    | 462  | -      | 251        | 309    | -     | -      | -    | -    | -    | -    | -    |
| Stage 2                  | 482    | 307  | -      | 582        | 457    | -     | -      | -    | -    | -    | -    | -    |
| Approach                 | EB     |      | WB     |            | NB     |       | SB     |      |      |      |      |      |
| HCM Control Delay, s     | 41.8   |      | 33.9   |            | 0.2    |       | 0.4    |      |      |      |      |      |
| HCM LOS                  | E      |      | D      |            |        |       |        |      |      |      |      |      |
| Minor Lane/Major Mvmt    | NBL    | NBT  | NBR    | EBLn1WBLn1 | SBL    | SBT   | SBR    |      |      |      |      |      |
| Capacity (veh/h)         | 970    | -    | -      | 161        | 142    | 684   | -      | -    |      |      |      |      |
| HCM Lane V/C Ratio       | 0.007  | -    | -      | 0.405      | 0.122  | 0.021 | -      | -    |      |      |      |      |
| HCM Control Delay (s)    | 8.7    | 0.1  | -      | 41.8       | 33.9   | 10.4  | 0.2    | -    |      |      |      |      |
| HCM Lane LOS             | A      | A    | -      | E          | D      | B     | A      | -    |      |      |      |      |
| HCM 95th %tile Q(veh)    | 0      | -    | -      | 1.8        | 0.4    | 0.1   | -      | -    |      |      |      |      |

# Timings

## 2: N Nevada Ave & E Boulder St

04-23-2025



| Lane Group           | EBL   | EBT   | WBL   | WBT   | NBL   | NBT   | NBR   | SBL   | SBT   | SBR   |
|----------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| Lane Configurations  |       |       |       |       |       |       |       |       |       |       |
| Traffic Volume (vph) | 27    | 116   | 77    | 133   | 30    | 838   | 53    | 48    | 487   | 26    |
| Future Volume (vph)  | 27    | 116   | 77    | 133   | 30    | 838   | 53    | 48    | 487   | 26    |
| Turn Type            | Perm  | NA    | Perm  | NA    | Perm  | NA    | Perm  | Perm  | NA    | Perm  |
| Protected Phases     |       | 4     |       | 8     |       | 2     |       |       | 6     |       |
| Permitted Phases     | 4     |       | 8     |       | 2     |       | 2     | 6     |       | 6     |
| Detector Phase       | 4     | 4     | 8     | 8     | 2     | 2     | 2     | 6     | 6     | 6     |
| Switch Phase         |       |       |       |       |       |       |       |       |       |       |
| Minimum Initial (s)  | 20.0  | 20.0  | 20.0  | 20.0  | 20.0  | 20.0  | 20.0  | 20.0  | 20.0  | 20.0  |
| Minimum Split (s)    | 44.5  | 44.5  | 44.5  | 44.5  | 47.5  | 47.5  | 47.5  | 47.5  | 47.5  | 47.5  |
| Total Split (s)      | 48.0  | 48.0  | 48.0  | 48.0  | 66.0  | 66.0  | 66.0  | 66.0  | 66.0  | 66.0  |
| Total Split (%)      | 42.1% | 42.1% | 42.1% | 42.1% | 57.9% | 57.9% | 57.9% | 57.9% | 57.9% | 57.9% |
| Yellow Time (s)      | 4.5   | 4.5   | 4.5   | 4.5   | 3.5   | 3.5   | 3.5   | 3.5   | 3.5   | 3.5   |
| All-Red Time (s)     | 2.0   | 2.0   | 2.0   | 2.0   | 2.0   | 2.0   | 2.0   | 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)  | 6.5   | 6.5   | 6.5   | 6.5   | 5.5   | 5.5   | 5.5   | 5.5   | 5.5   | 5.5   |
| Lead/Lag             |       |       |       |       |       |       |       |       |       |       |
| Lead-Lag Optimize?   |       |       |       |       |       |       |       |       |       |       |
| Recall Mode          | None  | None  | None  | None  | C-Max | C-Max | C-Max | C-Max | C-Max | C-Max |
| Act Effect Green (s) | 22.4  | 22.4  | 22.4  | 22.4  | 79.6  | 79.6  | 79.6  | 79.6  | 79.6  | 79.6  |
| Actuated g/C Ratio   | 0.20  | 0.20  | 0.20  | 0.20  | 0.70  | 0.70  | 0.70  | 0.70  | 0.70  | 0.70  |
| v/c Ratio            | 0.16  | 0.46  | 0.41  | 0.55  | 0.06  | 0.37  | 0.05  | 0.14  | 0.21  | 0.03  |
| Control Delay        | 39.0  | 40.2  | 51.1  | 48.2  | 3.7   | 3.8   | 1.2   | 7.6   | 6.7   | 2.0   |
| Queue Delay          | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.1   | 0.0   | 0.0   | 0.0   | 0.0   |
| Total Delay          | 39.0  | 40.2  | 51.1  | 48.2  | 3.7   | 3.8   | 1.2   | 7.6   | 6.7   | 2.0   |
| LOS                  | D     | D     | D     | D     | A     | A     | A     | A     | A     | A     |
| Approach Delay       |       | 40.0  |       | 49.0  |       | 3.7   |       |       | 6.5   |       |
| Approach LOS         |       | D     |       | D     |       | A     |       |       | A     |       |

### Intersection Summary

Cycle Length: 114

Actuated Cycle Length: 114

Offset: 37 (32%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow

Natural Cycle: 95

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.55

Intersection Signal Delay: 14.1

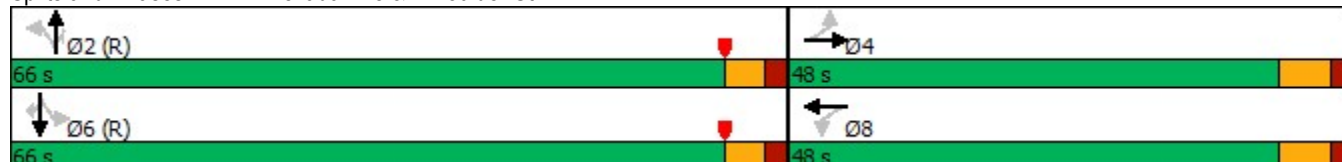
Intersection LOS: B

Intersection Capacity Utilization 88.6%

ICU Level of Service E

Analysis Period (min) 15

Splits and Phases: 2: N Nevada Ave & E Boulder St



# HCM 6th Signalized Intersection Summary

## 2: N Nevada Ave & E Boulder St

04-23-2025

|                              |  |  |  |  |  |  |   |  |  |  |  |  |
|------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Movement                     | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                 | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations          |  |  |                                                                                   |  |  |                                                                                   |  |  |  |  |  |  |
| Traffic Volume (veh/h)       | 27                                                                                | 116                                                                               | 38                                                                                | 77                                                                                | 133                                                                               | 52                                                                                | 30                                                                                  | 838                                                                                 | 53                                                                                  | 48                                                                                  | 487                                                                                 | 26                                                                                  |
| Future Volume (veh/h)        | 27                                                                                | 116                                                                               | 38                                                                                | 77                                                                                | 133                                                                               | 52                                                                                | 30                                                                                  | 838                                                                                 | 53                                                                                  | 48                                                                                  | 487                                                                                 | 26                                                                                  |
| Initial Q (Qb), veh          | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   |
| Ped-Bike Adj(A_pbT)          | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                                |                                                                                     | 1.00                                                                                | 1.00                                                                                |                                                                                     | 1.00                                                                                |
| Parking Bus, Adj             | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Work Zone On Approach        | No                                                                                |                                                                                   |                                                                                   | No                                                                                |                                                                                   |                                                                                   | No                                                                                  |                                                                                     |                                                                                     | No                                                                                  |                                                                                     |                                                                                     |
| Adj Sat Flow, veh/h/ln       | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                                | 1870                                                                                | 1870                                                                                | 1870                                                                                | 1870                                                                                | 1870                                                                                |
| Adj Flow Rate, veh/h         | 29                                                                                | 126                                                                               | 41                                                                                | 84                                                                                | 145                                                                               | 57                                                                                | 33                                                                                  | 911                                                                                 | 58                                                                                  | 52                                                                                  | 529                                                                                 | 28                                                                                  |
| Peak Hour Factor             | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                                | 0.92                                                                                | 0.92                                                                                | 0.92                                                                                | 0.92                                                                                | 0.92                                                                                |
| Percent Heavy Veh, %         | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                   | 2                                                                                   | 2                                                                                   | 2                                                                                   | 2                                                                                   | 2                                                                                   |
| Cap, veh/h                   | 187                                                                               | 263                                                                               | 86                                                                                | 200                                                                               | 249                                                                               | 98                                                                                | 615                                                                                 | 2487                                                                                | 1109                                                                                | 469                                                                                 | 2487                                                                                | 1109                                                                                |
| Arrive On Green              | 0.19                                                                              | 0.19                                                                              | 0.19                                                                              | 0.39                                                                              | 0.39                                                                              | 0.39                                                                              | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 0.70                                                                                | 0.70                                                                                | 0.70                                                                                |
| Sat Flow, veh/h              | 1180                                                                              | 1351                                                                              | 440                                                                               | 1218                                                                              | 1278                                                                              | 502                                                                               | 852                                                                                 | 3554                                                                                | 1585                                                                                | 580                                                                                 | 3554                                                                                | 1585                                                                                |
| Grp Volume(v), veh/h         | 29                                                                                | 0                                                                                 | 167                                                                               | 84                                                                                | 0                                                                                 | 202                                                                               | 33                                                                                  | 911                                                                                 | 58                                                                                  | 52                                                                                  | 529                                                                                 | 28                                                                                  |
| Grp Sat Flow(s),veh/h/ln     | 1180                                                                              | 0                                                                                 | 1791                                                                              | 1218                                                                              | 0                                                                                 | 1780                                                                              | 852                                                                                 | 1777                                                                                | 1585                                                                                | 580                                                                                 | 1777                                                                                | 1585                                                                                |
| Q Serve(g_s), s              | 2.6                                                                               | 0.0                                                                               | 9.4                                                                               | 7.1                                                                               | 0.0                                                                               | 10.2                                                                              | 0.4                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 3.4                                                                                 | 6.0                                                                                 | 0.6                                                                                 |
| Cycle Q Clear(g_c), s        | 12.8                                                                              | 0.0                                                                               | 9.4                                                                               | 16.5                                                                              | 0.0                                                                               | 10.2                                                                              | 6.3                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 3.4                                                                                 | 6.0                                                                                 | 0.6                                                                                 |
| Prop In Lane                 | 1.00                                                                              |                                                                                   | 0.25                                                                              | 1.00                                                                              |                                                                                   | 0.28                                                                              | 1.00                                                                                |                                                                                     | 1.00                                                                                | 1.00                                                                                |                                                                                     | 1.00                                                                                |
| Lane Grp Cap(c), veh/h       | 187                                                                               | 0                                                                                 | 349                                                                               | 200                                                                               | 0                                                                                 | 347                                                                               | 615                                                                                 | 2487                                                                                | 1109                                                                                | 469                                                                                 | 2487                                                                                | 1109                                                                                |
| V/C Ratio(X)                 | 0.15                                                                              | 0.00                                                                              | 0.48                                                                              | 0.42                                                                              | 0.00                                                                              | 0.58                                                                              | 0.05                                                                                | 0.37                                                                                | 0.05                                                                                | 0.11                                                                                | 0.21                                                                                | 0.03                                                                                |
| Avail Cap(c_a), veh/h        | 387                                                                               | 0                                                                                 | 652                                                                               | 406                                                                               | 0                                                                                 | 648                                                                               | 615                                                                                 | 2487                                                                                | 1109                                                                                | 469                                                                                 | 2487                                                                                | 1109                                                                                |
| HCM Platoon Ratio            | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 2.00                                                                              | 2.00                                                                              | 2.00                                                                              | 2.00                                                                                | 2.00                                                                                | 2.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Upstream Filter(I)           | 1.00                                                                              | 0.00                                                                              | 1.00                                                                              | 0.82                                                                              | 0.00                                                                              | 0.82                                                                              | 0.92                                                                                | 0.92                                                                                | 0.92                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Uniform Delay (d), s/veh     | 46.8                                                                              | 0.0                                                                               | 40.7                                                                              | 37.3                                                                              | 0.0                                                                               | 31.1                                                                              | 0.2                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 5.6                                                                                 | 6.0                                                                                 | 5.2                                                                                 |
| Incr Delay (d2), s/veh       | 1.4                                                                               | 0.0                                                                               | 3.7                                                                               | 4.2                                                                               | 0.0                                                                               | 4.6                                                                               | 0.2                                                                                 | 0.4                                                                                 | 0.1                                                                                 | 0.5                                                                                 | 0.2                                                                                 | 0.0                                                                                 |
| Initial Q Delay(d3),s/veh    | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| %ile BackOfQ(50%),veh/ln     | 0.8                                                                               | 0.0                                                                               | 4.6                                                                               | 2.1                                                                               | 0.0                                                                               | 4.3                                                                               | 0.0                                                                                 | 0.1                                                                                 | 0.0                                                                                 | 0.5                                                                                 | 2.2                                                                                 | 0.2                                                                                 |
| Unsig. Movement Delay, s/veh |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| LnGrp Delay(d),s/veh         | 48.2                                                                              | 0.0                                                                               | 44.4                                                                              | 41.4                                                                              | 0.0                                                                               | 35.7                                                                              | 0.4                                                                                 | 0.4                                                                                 | 0.1                                                                                 | 6.1                                                                                 | 6.2                                                                                 | 5.3                                                                                 |
| LnGrp LOS                    | D                                                                                 | A                                                                                 | D                                                                                 | D                                                                                 | A                                                                                 | D                                                                                 | A                                                                                   | A                                                                                   | A                                                                                   | A                                                                                   | A                                                                                   | A                                                                                   |
| Approach Vol, veh/h          | 196                                                                               |                                                                                   |                                                                                   | 286                                                                               |                                                                                   |                                                                                   | 1002                                                                                |                                                                                     |                                                                                     | 609                                                                                 |                                                                                     |                                                                                     |
| Approach Delay, s/veh        | 45.0                                                                              |                                                                                   |                                                                                   | 37.4                                                                              |                                                                                   |                                                                                   | 0.4                                                                                 |                                                                                     |                                                                                     | 6.2                                                                                 |                                                                                     |                                                                                     |
| Approach LOS                 | D                                                                                 |                                                                                   |                                                                                   | D                                                                                 |                                                                                   |                                                                                   | A                                                                                   |                                                                                     |                                                                                     | A                                                                                   |                                                                                     |                                                                                     |
| Timer - Assigned Phs         | 2                                                                                 |                                                                                   |                                                                                   | 4                                                                                 |                                                                                   |                                                                                   | 6                                                                                   |                                                                                     |                                                                                     | 8                                                                                   |                                                                                     |                                                                                     |
| Phs Duration (G+Y+Rc), s     | 85.3                                                                              |                                                                                   |                                                                                   | 28.7                                                                              |                                                                                   |                                                                                   | 85.3                                                                                |                                                                                     |                                                                                     | 28.7                                                                                |                                                                                     |                                                                                     |
| Change Period (Y+Rc), s      | 5.5                                                                               |                                                                                   |                                                                                   | 6.5                                                                               |                                                                                   |                                                                                   | 5.5                                                                                 |                                                                                     |                                                                                     | 6.5                                                                                 |                                                                                     |                                                                                     |
| Max Green Setting (Gmax), s  | 60.5                                                                              |                                                                                   |                                                                                   | 41.5                                                                              |                                                                                   |                                                                                   | 60.5                                                                                |                                                                                     |                                                                                     | 41.5                                                                                |                                                                                     |                                                                                     |
| Max Q Clear Time (g_c+I1), s | 8.3                                                                               |                                                                                   |                                                                                   | 14.8                                                                              |                                                                                   |                                                                                   | 8.0                                                                                 |                                                                                     |                                                                                     | 18.5                                                                                |                                                                                     |                                                                                     |
| Green Ext Time (p_c), s      | 29.3                                                                              |                                                                                   |                                                                                   | 2.7                                                                               |                                                                                   |                                                                                   | 16.3                                                                                |                                                                                     |                                                                                     | 3.7                                                                                 |                                                                                     |                                                                                     |
| Intersection Summary         |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 6th Ctrl Delay           | 11.3                                                                              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 6th LOS                  | B                                                                                 |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |

# Timings

## 3: N Nevada Ave & E Platte Ave

04-23-2025



| Lane Group           | EBT   | WBT   | WBR   | NBL   | NBT   | NBR   | SBL   | SBT   | SBR   |
|----------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| Lane Configurations  | ↑↑    | ↑↑    | ↑     | ↑     | ↑↑    | ↑     | ↑     | ↑↑    | ↑     |
| Traffic Volume (vph) | 304   | 385   | 46    | 23    | 872   | 244   | 65    | 495   | 40    |
| Future Volume (vph)  | 304   | 385   | 46    | 23    | 872   | 244   | 65    | 495   | 40    |
| Turn Type            | NA    | NA    | Perm  | Perm  | NA    | Perm  | Perm  | NA    | Perm  |
| Protected Phases     | 4     | 8     |       |       | 2     |       |       | 6     |       |
| Permitted Phases     |       |       | 8     | 2     |       | 2     | 6     |       | 6     |
| Detector Phase       | 4     | 8     | 8     | 2     | 2     | 2     | 6     | 6     | 6     |
| Switch Phase         |       |       |       |       |       |       |       |       |       |
| Minimum Initial (s)  | 20.0  | 20.0  | 20.0  | 20.0  | 20.0  | 20.0  | 20.0  | 20.0  | 20.0  |
| Minimum Split (s)    | 45.5  | 45.5  | 45.5  | 45.0  | 45.0  | 45.0  | 45.0  | 45.0  | 45.0  |
| Total Split (s)      | 50.0  | 50.0  | 50.0  | 64.0  | 64.0  | 64.0  | 64.0  | 64.0  | 64.0  |
| Total Split (%)      | 43.9% | 43.9% | 43.9% | 56.1% | 56.1% | 56.1% | 56.1% | 56.1% | 56.1% |
| Yellow Time (s)      | 4.5   | 4.5   | 4.5   | 4.0   | 4.0   | 4.0   | 4.0   | 4.0   | 4.0   |
| All-Red Time (s)     | 4.0   | 4.0   | 4.0   | 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   |
| Total Lost Time (s)  | 8.5   | 8.5   | 8.5   | 6.0   | 6.0   | 6.0   | 6.0   | 6.0   | 6.0   |
| Lead/Lag             |       |       |       |       |       |       |       |       |       |
| Lead-Lag Optimize?   |       |       |       |       |       |       |       |       |       |
| Recall Mode          | None  | None  | None  | C-Max | C-Max | C-Max | C-Max | C-Max | C-Max |
| Act Effect Green (s) | 24.7  | 24.7  | 24.7  | 74.8  | 74.8  | 74.8  | 74.8  | 74.8  | 74.8  |
| Actuated g/C Ratio   | 0.22  | 0.22  | 0.22  | 0.66  | 0.66  | 0.66  | 0.66  | 0.66  | 0.66  |
| v/c Ratio            | 0.49  | 0.55  | 0.14  | 0.05  | 0.41  | 0.25  | 0.22  | 0.23  | 0.04  |
| Control Delay        | 39.1  | 53.5  | 32.9  | 8.6   | 10.4  | 5.9   | 8.6   | 6.7   | 0.9   |
| Queue Delay          | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   |
| Total Delay          | 39.1  | 53.5  | 32.9  | 8.6   | 10.4  | 5.9   | 8.6   | 6.7   | 0.9   |
| LOS                  | D     | D     | C     | A     | B     | A     | A     | A     | A     |
| Approach Delay       | 39.1  | 51.3  |       |       | 9.4   |       |       | 6.5   |       |
| Approach LOS         | D     | D     |       |       | A     |       |       | A     |       |

### Intersection Summary

Cycle Length: 114

Actuated Cycle Length: 114

Offset: 34 (30%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow

Natural Cycle: 95

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.55

Intersection Signal Delay: 20.0

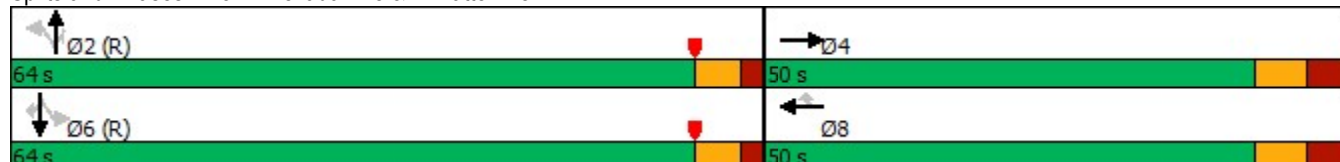
Intersection LOS: B

Intersection Capacity Utilization 74.5%

ICU Level of Service D

Analysis Period (min) 15

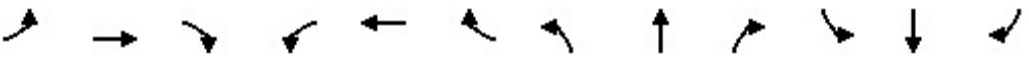
Splits and Phases: 3: N Nevada Ave & E Platte Ave



# HCM 6th Signalized Intersection Summary

## 3: N Nevada Ave & E Platte Ave

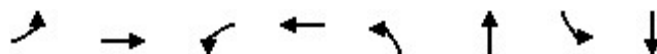
04-23-2025

|                              |  |      |      |      |      |      |      |      |      |      |      |      |
|------------------------------|------------------------------------------------------------------------------------|------|------|------|------|------|------|------|------|------|------|------|
| Movement                     | EBL                                                                                | EBT  | EBR  | WBL  | WBT  | WBR  | NBL  | NBT  | NBR  | SBL  | SBT  | SBR  |
| Lane Configurations          |                                                                                    | ↑↑   |      |      | ↑↑   | ↑    | ↑    | ↑↑   | ↑    | ↑    | ↑↑   | ↑    |
| Traffic Volume (veh/h)       | 0                                                                                  | 304  | 44   | 0    | 385  | 46   | 23   | 872  | 244  | 65   | 495  | 40   |
| Future Volume (veh/h)        | 0                                                                                  | 304  | 44   | 0    | 385  | 46   | 23   | 872  | 244  | 65   | 495  | 40   |
| Initial Q (Qb), veh          | 0                                                                                  | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Ped-Bike Adj(A_pbT)          | 1.00                                                                               |      | 1.00 | 1.00 |      | 1.00 | 1.00 |      | 1.00 | 1.00 |      | 1.00 |
| Parking Bus, Adj             | 1.00                                                                               | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach        |                                                                                    | No   |      |      | No   |      |      | No   |      |      | No   |      |
| Adj Sat Flow, veh/h/ln       | 0                                                                                  | 1870 | 1870 | 0    | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 |
| Adj Flow Rate, veh/h         | 0                                                                                  | 330  | 48   | 0    | 418  | 50   | 25   | 948  | 265  | 71   | 538  | 43   |
| Peak Hour Factor             | 0.92                                                                               | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Percent Heavy Veh, %         | 0                                                                                  | 2    | 2    | 0    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    |
| Cap, veh/h                   | 0                                                                                  | 566  | 82   | 0    | 646  | 288  | 639  | 2456 | 1095 | 330  | 2456 | 1095 |
| Arrive On Green              | 0.00                                                                               | 0.18 | 0.18 | 0.00 | 0.36 | 0.36 | 0.69 | 0.69 | 0.69 | 1.00 | 1.00 | 1.00 |
| Sat Flow, veh/h              | 0                                                                                  | 3211 | 449  | 0    | 3647 | 1585 | 833  | 3554 | 1585 | 460  | 3554 | 1585 |
| Grp Volume(v), veh/h         | 0                                                                                  | 187  | 191  | 0    | 418  | 50   | 25   | 948  | 265  | 71   | 538  | 43   |
| Grp Sat Flow(s),veh/h/ln     | 0                                                                                  | 1777 | 1790 | 0    | 1777 | 1585 | 833  | 1777 | 1585 | 460  | 1777 | 1585 |
| Q Serve(g_s), s              | 0.0                                                                                | 11.0 | 11.2 | 0.0  | 11.2 | 2.4  | 1.1  | 12.8 | 7.1  | 3.7  | 0.0  | 0.0  |
| Cycle Q Clear(g_c), s        | 0.0                                                                                | 11.0 | 11.2 | 0.0  | 11.2 | 2.4  | 1.1  | 12.8 | 7.1  | 16.5 | 0.0  | 0.0  |
| Prop In Lane                 | 0.00                                                                               |      | 0.25 | 0.00 |      | 1.00 | 1.00 |      | 1.00 | 1.00 |      | 1.00 |
| Lane Grp Cap(c), veh/h       | 0                                                                                  | 323  | 325  | 0    | 646  | 288  | 639  | 2456 | 1095 | 330  | 2456 | 1095 |
| V/C Ratio(X)                 | 0.00                                                                               | 0.58 | 0.59 | 0.00 | 0.65 | 0.17 | 0.04 | 0.39 | 0.24 | 0.22 | 0.22 | 0.04 |
| Avail Cap(c_a), veh/h        | 0                                                                                  | 647  | 651  | 0    | 1294 | 577  | 639  | 2456 | 1095 | 330  | 2456 | 1095 |
| HCM Platoon Ratio            | 1.00                                                                               | 1.00 | 1.00 | 1.00 | 2.00 | 2.00 | 1.00 | 1.00 | 1.00 | 2.00 | 2.00 | 2.00 |
| Upstream Filter(I)           | 0.00                                                                               | 1.00 | 1.00 | 0.00 | 0.88 | 0.88 | 1.00 | 1.00 | 1.00 | 0.98 | 0.98 | 0.98 |
| Uniform Delay (d), s/veh     | 0.0                                                                                | 42.7 | 42.7 | 0.0  | 33.3 | 30.5 | 5.6  | 7.4  | 6.5  | 1.3  | 0.0  | 0.0  |
| Incr Delay (d2), s/veh       | 0.0                                                                                | 5.8  | 6.0  | 0.0  | 3.5  | 0.9  | 0.1  | 0.5  | 0.5  | 1.5  | 0.2  | 0.1  |
| Initial Q Delay(d3),s/veh    | 0.0                                                                                | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| %ile BackOfQ(50%),veh/ln     | 0.0                                                                                | 5.4  | 5.5  | 0.0  | 4.5  | 1.0  | 0.2  | 4.8  | 2.4  | 0.3  | 0.1  | 0.0  |
| Unsig. Movement Delay, s/veh |                                                                                    |      |      |      |      |      |      |      |      |      |      |      |
| LnGrp Delay(d),s/veh         | 0.0                                                                                | 48.5 | 48.8 | 0.0  | 36.7 | 31.4 | 5.7  | 7.9  | 7.1  | 2.8  | 0.2  | 0.1  |
| LnGrp LOS                    | A                                                                                  | D    | D    | A    | D    | C    | A    | A    | A    | A    | A    | A    |
| Approach Vol, veh/h          |                                                                                    | 378  |      |      | 468  |      |      | 1238 |      |      | 652  |      |
| Approach Delay, s/veh        |                                                                                    | 48.6 |      |      | 36.1 |      |      | 7.7  |      |      | 0.5  |      |
| Approach LOS                 |                                                                                    | D    |      |      | D    |      |      | A    |      |      | A    |      |
| Timer - Assigned Phs         |                                                                                    | 2    |      | 4    |      | 6    |      | 8    |      |      |      |      |
| Phs Duration (G+Y+Rc), s     |                                                                                    | 84.8 |      | 29.2 |      | 84.8 |      | 29.2 |      |      |      |      |
| Change Period (Y+Rc), s      |                                                                                    | 6.0  |      | 8.5  |      | 6.0  |      | 8.5  |      |      |      |      |
| Max Green Setting (Gmax), s  |                                                                                    | 58.0 |      | 41.5 |      | 58.0 |      | 41.5 |      |      |      |      |
| Max Q Clear Time (g_c+I1), s |                                                                                    | 14.8 |      | 13.2 |      | 18.5 |      | 13.2 |      |      |      |      |
| Green Ext Time (p_c), s      |                                                                                    | 26.3 |      | 5.9  |      | 13.5 |      | 7.5  |      |      |      |      |
| <b>Intersection Summary</b>  |                                                                                    |      |      |      |      |      |      |      |      |      |      |      |
| HCM 6th Ctrl Delay           |                                                                                    |      |      | 16.5 |      |      |      |      |      |      |      |      |
| HCM 6th LOS                  |                                                                                    |      |      | B    |      |      |      |      |      |      |      |      |

# Timings

## 4: N Weber St & E Platte Ave

04-23-2025



| Lane Group           | EBL   | EBT   | WBL   | WBT   | NBL   | NBT   | SBL   | SBT   |
|----------------------|-------|-------|-------|-------|-------|-------|-------|-------|
| Lane Configurations  | ↰     | ↰↱    | ↰     | ↰↱    | ↰     | ↱     | ↰     | ↱     |
| Traffic Volume (vph) | 29    | 566   | 54    | 408   | 15    | 385   | 40    | 229   |
| Future Volume (vph)  | 29    | 566   | 54    | 408   | 15    | 385   | 40    | 229   |
| Turn Type            | Perm  | NA    | Perm  | NA    | Perm  | NA    | Perm  | NA    |
| Protected Phases     |       | 4     |       | 8     |       | 2     |       | 6     |
| Permitted Phases     | 4     |       | 8     |       | 2     |       | 6     |       |
| Detector Phase       | 4     | 4     | 8     | 8     | 2     | 2     | 6     | 6     |
| Switch Phase         |       |       |       |       |       |       |       |       |
| Minimum Initial (s)  | 20.0  | 20.0  | 20.0  | 20.0  | 20.0  | 20.0  | 20.0  | 20.0  |
| Minimum Split (s)    | 45.0  | 45.0  | 45.0  | 45.0  | 47.5  | 47.5  | 47.5  | 47.5  |
| Total Split (s)      | 48.0  | 48.0  | 48.0  | 48.0  | 66.0  | 66.0  | 66.0  | 66.0  |
| Total Split (%)      | 42.1% | 42.1% | 42.1% | 42.1% | 57.9% | 57.9% | 57.9% | 57.9% |
| Yellow Time (s)      | 4.0   | 4.0   | 4.0   | 4.0   | 3.5   | 3.5   | 3.5   | 3.5   |
| All-Red Time (s)     | 2.0   | 2.0   | 2.0   | 2.0   | 2.0   | 2.0   | 2.0   | 2.0   |
| Lost Time Adjust (s) | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   |
| Total Lost Time (s)  | 6.0   | 6.0   | 6.0   | 6.0   | 5.5   | 5.5   | 5.5   | 5.5   |
| Lead/Lag             |       |       |       |       |       |       |       |       |
| Lead-Lag Optimize?   |       |       |       |       |       |       |       |       |
| Recall Mode          | None  | None  | None  | None  | C-Max | C-Max | C-Max | C-Max |
| Act Effect Green (s) | 31.3  | 31.3  | 31.3  | 31.3  | 71.2  | 71.2  | 71.2  | 71.2  |
| Actuated g/C Ratio   | 0.27  | 0.27  | 0.27  | 0.27  | 0.62  | 0.62  | 0.62  | 0.62  |
| v/c Ratio            | 0.17  | 0.66  | 0.48  | 0.48  | 0.02  | 0.40  | 0.08  | 0.23  |
| Control Delay        | 24.0  | 28.0  | 34.7  | 21.8  | 10.5  | 12.8  | 8.3   | 8.4   |
| Queue Delay          | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   |
| Total Delay          | 24.0  | 28.0  | 34.7  | 21.8  | 10.5  | 12.8  | 8.3   | 8.4   |
| LOS                  | C     | C     | C     | C     | B     | B     | A     | A     |
| Approach Delay       |       | 27.9  |       | 23.3  |       | 12.8  |       | 8.4   |
| Approach LOS         |       | C     |       | C     |       | B     |       | A     |

### Intersection Summary

Cycle Length: 114

Actuated Cycle Length: 114

Offset: 34 (30%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow

Natural Cycle: 95

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.66

Intersection Signal Delay: 20.0

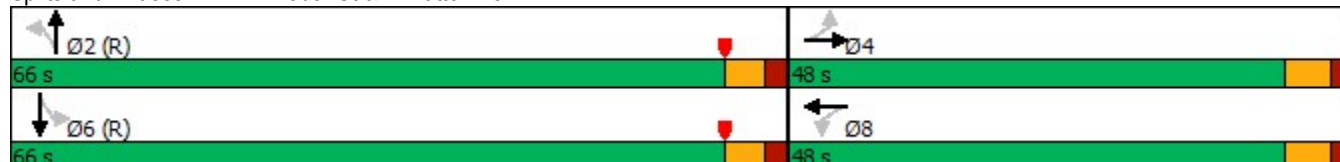
Intersection LOS: C

Intersection Capacity Utilization 81.2%

ICU Level of Service D

Analysis Period (min) 15

Splits and Phases: 4: N Weber St & E Platte Ave



# HCM 6th Signalized Intersection Summary

## 4: N Weber St & E Platte Ave

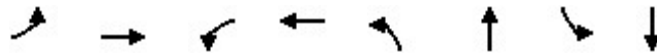
04-23-2025

|                              |  |  |  |  |  |  |   |  |  |  |  |  |
|------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Movement                     | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                 | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations          |  |  |                                                                                   |  |  |                                                                                   |  |  |                                                                                     |  |  |                                                                                     |
| Traffic Volume (veh/h)       | 29                                                                                | 566                                                                               | 19                                                                                | 54                                                                                | 408                                                                               | 18                                                                                | 15                                                                                  | 385                                                                                 | 34                                                                                  | 40                                                                                  | 229                                                                                 | 11                                                                                  |
| Future Volume (veh/h)        | 29                                                                                | 566                                                                               | 19                                                                                | 54                                                                                | 408                                                                               | 18                                                                                | 15                                                                                  | 385                                                                                 | 34                                                                                  | 40                                                                                  | 229                                                                                 | 11                                                                                  |
| Initial Q (Qb), veh          | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   |
| Ped-Bike Adj(A_pbT)          | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                                |                                                                                     | 1.00                                                                                | 1.00                                                                                |                                                                                     | 1.00                                                                                |
| Parking Bus, Adj             | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Work Zone On Approach        | No                                                                                |                                                                                   |                                                                                   | No                                                                                |                                                                                   |                                                                                   | No                                                                                  |                                                                                     |                                                                                     | No                                                                                  |                                                                                     |                                                                                     |
| Adj Sat Flow, veh/h/ln       | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                                | 1870                                                                                | 1870                                                                                | 1870                                                                                | 1870                                                                                | 1870                                                                                |
| Adj Flow Rate, veh/h         | 32                                                                                | 615                                                                               | 21                                                                                | 59                                                                                | 443                                                                               | 20                                                                                | 16                                                                                  | 418                                                                                 | 37                                                                                  | 43                                                                                  | 249                                                                                 | 12                                                                                  |
| Peak Hour Factor             | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                                | 0.92                                                                                | 0.92                                                                                | 0.92                                                                                | 0.92                                                                                | 0.92                                                                                |
| Percent Heavy Veh, %         | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                   | 2                                                                                   | 2                                                                                   | 2                                                                                   | 2                                                                                   | 2                                                                                   |
| Cap, veh/h                   | 206                                                                               | 921                                                                               | 31                                                                                | 169                                                                               | 909                                                                               | 41                                                                                | 775                                                                                 | 1078                                                                                | 95                                                                                  | 548                                                                                 | 1127                                                                                | 54                                                                                  |
| Arrive On Green              | 0.53                                                                              | 0.53                                                                              | 0.53                                                                              | 0.26                                                                              | 0.26                                                                              | 0.26                                                                              | 0.64                                                                                | 0.64                                                                                | 0.64                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Sat Flow, veh/h              | 929                                                                               | 3506                                                                              | 120                                                                               | 792                                                                               | 3463                                                                              | 156                                                                               | 1118                                                                                | 1693                                                                                | 150                                                                                 | 936                                                                                 | 1770                                                                                | 85                                                                                  |
| Grp Volume(v), veh/h         | 32                                                                                | 311                                                                               | 325                                                                               | 59                                                                                | 227                                                                               | 236                                                                               | 16                                                                                  | 0                                                                                   | 455                                                                                 | 43                                                                                  | 0                                                                                   | 261                                                                                 |
| Grp Sat Flow(s),veh/h/ln     | 929                                                                               | 1777                                                                              | 1849                                                                              | 792                                                                               | 1777                                                                              | 1842                                                                              | 1118                                                                                | 0                                                                                   | 1843                                                                                | 936                                                                                 | 0                                                                                   | 1855                                                                                |
| Q Serve(g_s), s              | 2.9                                                                               | 14.6                                                                              | 14.6                                                                              | 7.9                                                                               | 12.3                                                                              | 12.4                                                                              | 0.6                                                                                 | 0.0                                                                                 | 13.6                                                                                | 1.1                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| Cycle Q Clear(g_c), s        | 15.3                                                                              | 14.6                                                                              | 14.6                                                                              | 22.6                                                                              | 12.3                                                                              | 12.4                                                                              | 0.6                                                                                 | 0.0                                                                                 | 13.6                                                                                | 14.6                                                                                | 0.0                                                                                 | 0.0                                                                                 |
| Prop In Lane                 | 1.00                                                                              |                                                                                   | 0.06                                                                              | 1.00                                                                              |                                                                                   | 0.08                                                                              | 1.00                                                                                |                                                                                     | 0.08                                                                                | 1.00                                                                                |                                                                                     | 0.05                                                                                |
| Lane Grp Cap(c), veh/h       | 206                                                                               | 467                                                                               | 485                                                                               | 169                                                                               | 467                                                                               | 484                                                                               | 775                                                                                 | 0                                                                                   | 1173                                                                                | 548                                                                                 | 0                                                                                   | 1181                                                                                |
| V/C Ratio(X)                 | 0.16                                                                              | 0.67                                                                              | 0.67                                                                              | 0.35                                                                              | 0.49                                                                              | 0.49                                                                              | 0.02                                                                                | 0.00                                                                                | 0.39                                                                                | 0.08                                                                                | 0.00                                                                                | 0.22                                                                                |
| Avail Cap(c_a), veh/h        | 305                                                                               | 655                                                                               | 681                                                                               | 253                                                                               | 655                                                                               | 679                                                                               | 775                                                                                 | 0                                                                                   | 1173                                                                                | 548                                                                                 | 0                                                                                   | 1181                                                                                |
| HCM Platoon Ratio            | 2.00                                                                              | 2.00                                                                              | 2.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 2.00                                                                                | 2.00                                                                                | 2.00                                                                                |
| Upstream Filter(I)           | 0.93                                                                              | 0.93                                                                              | 0.93                                                                              | 0.94                                                                              | 0.94                                                                              | 0.94                                                                              | 1.00                                                                                | 0.00                                                                                | 1.00                                                                                | 0.99                                                                                | 0.00                                                                                | 0.99                                                                                |
| Uniform Delay (d), s/veh     | 28.2                                                                              | 23.4                                                                              | 23.4                                                                              | 46.2                                                                              | 35.5                                                                              | 35.6                                                                              | 7.6                                                                                 | 0.0                                                                                 | 10.0                                                                                | 1.4                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| Incr Delay (d2), s/veh       | 0.7                                                                               | 3.3                                                                               | 3.2                                                                               | 2.4                                                                               | 1.6                                                                               | 1.5                                                                               | 0.0                                                                                 | 0.0                                                                                 | 1.0                                                                                 | 0.3                                                                                 | 0.0                                                                                 | 0.4                                                                                 |
| Initial Q Delay(d3),s/veh    | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| %ile BackOfQ(50%),veh/ln     | 0.6                                                                               | 5.1                                                                               | 5.3                                                                               | 1.7                                                                               | 5.6                                                                               | 5.8                                                                               | 0.2                                                                                 | 0.0                                                                                 | 5.5                                                                                 | 0.1                                                                                 | 0.0                                                                                 | 0.1                                                                                 |
| Unsig. Movement Delay, s/veh |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| LnGrp Delay(d),s/veh         | 28.9                                                                              | 26.7                                                                              | 26.6                                                                              | 48.6                                                                              | 37.1                                                                              | 37.1                                                                              | 7.7                                                                                 | 0.0                                                                                 | 11.0                                                                                | 1.6                                                                                 | 0.0                                                                                 | 0.4                                                                                 |
| LnGrp LOS                    | C                                                                                 | C                                                                                 | C                                                                                 | D                                                                                 | D                                                                                 | D                                                                                 | A                                                                                   | A                                                                                   | B                                                                                   | A                                                                                   | A                                                                                   | A                                                                                   |
| Approach Vol, veh/h          | 668                                                                               |                                                                                   |                                                                                   | 522                                                                               |                                                                                   |                                                                                   | 471                                                                                 |                                                                                     |                                                                                     | 304                                                                                 |                                                                                     |                                                                                     |
| Approach Delay, s/veh        | 26.7                                                                              |                                                                                   |                                                                                   | 38.4                                                                              |                                                                                   |                                                                                   | 10.9                                                                                |                                                                                     |                                                                                     | 0.6                                                                                 |                                                                                     |                                                                                     |
| Approach LOS                 | C                                                                                 |                                                                                   |                                                                                   | D                                                                                 |                                                                                   |                                                                                   | B                                                                                   |                                                                                     |                                                                                     | A                                                                                   |                                                                                     |                                                                                     |
| Timer - Assigned Phs         | 2                                                                                 |                                                                                   |                                                                                   | 4                                                                                 |                                                                                   |                                                                                   | 6                                                                                   |                                                                                     |                                                                                     | 8                                                                                   |                                                                                     |                                                                                     |
| Phs Duration (G+Y+Rc), s     | 78.1                                                                              |                                                                                   |                                                                                   | 35.9                                                                              |                                                                                   |                                                                                   | 78.1                                                                                |                                                                                     |                                                                                     | 35.9                                                                                |                                                                                     |                                                                                     |
| Change Period (Y+Rc), s      | 5.5                                                                               |                                                                                   |                                                                                   | 6.0                                                                               |                                                                                   |                                                                                   | 5.5                                                                                 |                                                                                     |                                                                                     | 6.0                                                                                 |                                                                                     |                                                                                     |
| Max Green Setting (Gmax), s  | 60.5                                                                              |                                                                                   |                                                                                   | 42.0                                                                              |                                                                                   |                                                                                   | 60.5                                                                                |                                                                                     |                                                                                     | 42.0                                                                                |                                                                                     |                                                                                     |
| Max Q Clear Time (g_c+I1), s | 15.6                                                                              |                                                                                   |                                                                                   | 17.3                                                                              |                                                                                   |                                                                                   | 16.6                                                                                |                                                                                     |                                                                                     | 24.6                                                                                |                                                                                     |                                                                                     |
| Green Ext Time (p_c), s      | 6.9                                                                               |                                                                                   |                                                                                   | 8.3                                                                               |                                                                                   |                                                                                   | 3.9                                                                                 |                                                                                     |                                                                                     | 5.3                                                                                 |                                                                                     |                                                                                     |
| Intersection Summary         |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 6th Ctrl Delay           |                                                                                   |                                                                                   |                                                                                   | 22.0                                                                              |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 6th LOS                  |                                                                                   |                                                                                   |                                                                                   | C                                                                                 |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |

# Timings

## 5: N Weber St & E Boulder St

04-23-2025



| Lane Group           | EBL   | EBT   | WBL   | WBT   | NBL   | NBT   | SBL   | SBT   |
|----------------------|-------|-------|-------|-------|-------|-------|-------|-------|
| Lane Configurations  |       | ↔↔    |       | ↔↔    | ↔     | ↔     | ↔     | ↔     |
| Traffic Volume (vph) | 7     | 193   | 39    | 242   | 12    | 363   | 23    | 228   |
| Future Volume (vph)  | 7     | 193   | 39    | 242   | 12    | 363   | 23    | 228   |
| Turn Type            | Perm  | NA    | Perm  | NA    | Perm  | NA    | Perm  | NA    |
| Protected Phases     |       | 4     |       | 8     |       | 2     |       | 6     |
| Permitted Phases     | 4     |       | 8     |       | 2     |       | 6     |       |
| Detector Phase       | 4     | 4     | 8     | 8     | 2     | 2     | 6     | 6     |
| Switch Phase         |       |       |       |       |       |       |       |       |
| Minimum Initial (s)  | 20.0  | 20.0  | 20.0  | 20.0  | 20.0  | 20.0  | 20.0  | 20.0  |
| Minimum Split (s)    | 43.5  | 43.5  | 43.5  | 43.5  | 47.5  | 47.5  | 47.5  | 47.5  |
| Total Split (s)      | 48.0  | 48.0  | 48.0  | 48.0  | 66.0  | 66.0  | 66.0  | 66.0  |
| Total Split (%)      | 42.1% | 42.1% | 42.1% | 42.1% | 57.9% | 57.9% | 57.9% | 57.9% |
| Yellow Time (s)      | 3.5   | 3.5   | 3.5   | 3.5   | 3.5   | 3.5   | 3.5   | 3.5   |
| All-Red Time (s)     | 2.0   | 2.0   | 2.0   | 2.0   | 2.0   | 2.0   | 2.0   | 2.0   |
| Lost Time Adjust (s) |       | 0.0   |       | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   |
| Total Lost Time (s)  |       | 5.5   |       | 5.5   | 5.5   | 5.5   | 5.5   | 5.5   |
| Lead/Lag             |       |       |       |       |       |       |       |       |
| Lead-Lag Optimize?   |       |       |       |       |       |       |       |       |
| Recall Mode          | None  | None  | None  | None  | C-Max | C-Max | C-Max | C-Max |
| Act Effect Green (s) |       | 21.5  |       | 21.5  | 81.5  | 81.5  | 81.5  | 81.5  |
| Actuated g/C Ratio   |       | 0.19  |       | 0.19  | 0.71  | 0.71  | 0.71  | 0.71  |
| v/c Ratio            |       | 0.37  |       | 0.57  | 0.02  | 0.35  | 0.04  | 0.20  |
| Control Delay        |       | 28.8  |       | 48.7  | 2.9   | 3.5   | 5.6   | 6.0   |
| Queue Delay          |       | 0.0   |       | 0.0   | 0.0   | 0.1   | 0.0   | 0.0   |
| Total Delay          |       | 28.8  |       | 48.7  | 2.9   | 3.6   | 5.6   | 6.0   |
| LOS                  |       | C     |       | D     | A     | A     | A     | A     |
| Approach Delay       |       | 28.8  |       | 48.7  |       | 3.6   |       | 6.0   |
| Approach LOS         |       | C     |       | D     |       | A     |       | A     |

### Intersection Summary

Cycle Length: 114

Actuated Cycle Length: 114

Offset: 39 (34%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow

Natural Cycle: 95

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.57

Intersection Signal Delay: 19.9

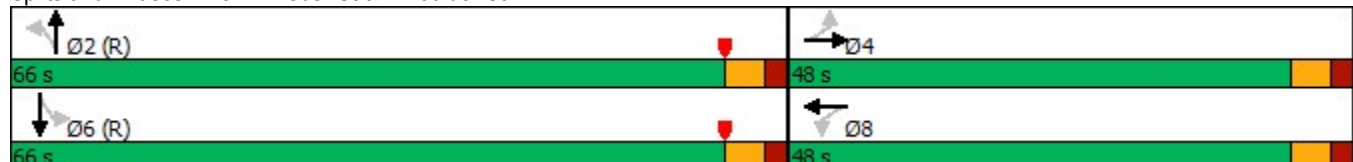
Intersection LOS: B

Intersection Capacity Utilization 69.4%

ICU Level of Service C

Analysis Period (min) 15

Splits and Phases: 5: N Weber St & E Boulder St



# HCM 6th Signalized Intersection Summary

## 5: N Weber St & E Boulder St

04-23-2025

|                              |  |  |  |  |  |  |  |  |  |  |  |  |
|------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Movement                     | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations          |                                                                                   |  |                                                                                   |                                                                                   |  |                                                                                   |  |  |                                                                                     |  |  |                                                                                     |
| Traffic Volume (veh/h)       | 7                                                                                 | 193                                                                               | 14                                                                                | 39                                                                                | 242                                                                               | 25                                                                                | 12                                                                                 | 363                                                                                 | 53                                                                                  | 23                                                                                  | 228                                                                                 | 13                                                                                  |
| Future Volume (veh/h)        | 7                                                                                 | 193                                                                               | 14                                                                                | 39                                                                                | 242                                                                               | 25                                                                                | 12                                                                                 | 363                                                                                 | 53                                                                                  | 23                                                                                  | 228                                                                                 | 13                                                                                  |
| Initial Q (Qb), veh          | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                  | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   |
| Ped-Bike Adj(A_pbT)          | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                               |                                                                                     | 1.00                                                                                | 1.00                                                                                |                                                                                     | 1.00                                                                                |
| Parking Bus, Adj             | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                               | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Work Zone On Approach        |                                                                                   | No                                                                                |                                                                                   |                                                                                   | No                                                                                |                                                                                   |                                                                                    | No                                                                                  |                                                                                     |                                                                                     | No                                                                                  |                                                                                     |
| Adj Sat Flow, veh/h/ln       | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                               | 1870                                                                                | 1870                                                                                | 1870                                                                                | 1870                                                                                | 1870                                                                                |
| Adj Flow Rate, veh/h         | 8                                                                                 | 210                                                                               | 15                                                                                | 42                                                                                | 263                                                                               | 27                                                                                | 13                                                                                 | 395                                                                                 | 58                                                                                  | 25                                                                                  | 248                                                                                 | 14                                                                                  |
| Peak Hour Factor             | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                               | 0.92                                                                                | 0.92                                                                                | 0.92                                                                                | 0.92                                                                                | 0.92                                                                                |
| Percent Heavy Veh, %         | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                  | 2                                                                                   | 2                                                                                   | 2                                                                                   | 2                                                                                   | 2                                                                                   |
| Cap, veh/h                   | 41                                                                                | 567                                                                               | 40                                                                                | 89                                                                                | 474                                                                               | 49                                                                                | 827                                                                                | 1161                                                                                | 170                                                                                 | 746                                                                                 | 1277                                                                                | 72                                                                                  |
| Arrive On Green              | 0.35                                                                              | 0.35                                                                              | 0.35                                                                              | 0.35                                                                              | 0.35                                                                              | 0.35                                                                              | 1.00                                                                               | 1.00                                                                                | 1.00                                                                                | 0.73                                                                                | 0.73                                                                                | 0.73                                                                                |
| Sat Flow, veh/h              | 44                                                                                | 3230                                                                              | 226                                                                               | 286                                                                               | 2699                                                                              | 277                                                                               | 1117                                                                               | 1594                                                                                | 234                                                                                 | 938                                                                                 | 1754                                                                                | 99                                                                                  |
| Grp Volume(v), veh/h         | 123                                                                               | 0                                                                                 | 110                                                                               | 171                                                                               | 0                                                                                 | 161                                                                               | 13                                                                                 | 0                                                                                   | 453                                                                                 | 25                                                                                  | 0                                                                                   | 262                                                                                 |
| Grp Sat Flow(s),veh/h/ln     | 1839                                                                              | 0                                                                                 | 1661                                                                              | 1610                                                                              | 0                                                                                 | 1652                                                                              | 1117                                                                               | 0                                                                                   | 1828                                                                                | 938                                                                                 | 0                                                                                   | 1853                                                                                |
| Q Serve(g_s), s              | 0.0                                                                               | 0.0                                                                               | 5.7                                                                               | 4.4                                                                               | 0.0                                                                               | 9.0                                                                               | 0.1                                                                                | 0.0                                                                                 | 0.0                                                                                 | 0.8                                                                                 | 0.0                                                                                 | 5.1                                                                                 |
| Cycle Q Clear(g_c), s        | 5.6                                                                               | 0.0                                                                               | 5.7                                                                               | 10.1                                                                              | 0.0                                                                               | 9.0                                                                               | 5.2                                                                                | 0.0                                                                                 | 0.0                                                                                 | 0.8                                                                                 | 0.0                                                                                 | 5.1                                                                                 |
| Prop In Lane                 | 0.07                                                                              |                                                                                   | 0.14                                                                              | 0.25                                                                              |                                                                                   | 0.17                                                                              | 1.00                                                                               |                                                                                     | 0.13                                                                                | 1.00                                                                                |                                                                                     | 0.05                                                                                |
| Lane Grp Cap(c), veh/h       | 356                                                                               | 0                                                                                 | 291                                                                               | 322                                                                               | 0                                                                                 | 290                                                                               | 827                                                                                | 0                                                                                   | 1331                                                                                | 746                                                                                 | 0                                                                                   | 1349                                                                                |
| V/C Ratio(X)                 | 0.34                                                                              | 0.00                                                                              | 0.38                                                                              | 0.53                                                                              | 0.00                                                                              | 0.56                                                                              | 0.02                                                                               | 0.00                                                                                | 0.34                                                                                | 0.03                                                                                | 0.00                                                                                | 0.19                                                                                |
| Avail Cap(c_a), veh/h        | 709                                                                               | 0                                                                                 | 619                                                                               | 642                                                                               | 0                                                                                 | 616                                                                               | 827                                                                                | 0                                                                                   | 1331                                                                                | 746                                                                                 | 0                                                                                   | 1349                                                                                |
| HCM Platoon Ratio            | 2.00                                                                              | 2.00                                                                              | 2.00                                                                              | 2.00                                                                              | 2.00                                                                              | 2.00                                                                              | 2.00                                                                               | 2.00                                                                                | 2.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Upstream Filter(I)           | 0.96                                                                              | 0.00                                                                              | 0.96                                                                              | 0.75                                                                              | 0.00                                                                              | 0.75                                                                              | 0.93                                                                               | 0.00                                                                                | 0.93                                                                                | 1.00                                                                                | 0.00                                                                                | 1.00                                                                                |
| Uniform Delay (d), s/veh     | 32.3                                                                              | 0.0                                                                               | 32.4                                                                              | 33.6                                                                              | 0.0                                                                               | 33.4                                                                              | 0.2                                                                                | 0.0                                                                                 | 0.0                                                                                 | 4.3                                                                                 | 0.0                                                                                 | 4.9                                                                                 |
| Incr Delay (d2), s/veh       | 1.2                                                                               | 0.0                                                                               | 1.7                                                                               | 2.2                                                                               | 0.0                                                                               | 2.7                                                                               | 0.0                                                                                | 0.0                                                                                 | 0.6                                                                                 | 0.1                                                                                 | 0.0                                                                                 | 0.3                                                                                 |
| Initial Q Delay(d3),s/veh    | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                                | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| %ile BackOfQ(50%),veh/ln     | 2.5                                                                               | 0.0                                                                               | 2.3                                                                               | 3.6                                                                               | 0.0                                                                               | 3.4                                                                               | 0.0                                                                                | 0.0                                                                                 | 0.2                                                                                 | 0.2                                                                                 | 0.0                                                                                 | 1.9                                                                                 |
| Unsig. Movement Delay, s/veh |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| LnGrp Delay(d),s/veh         | 33.5                                                                              | 0.0                                                                               | 34.0                                                                              | 35.8                                                                              | 0.0                                                                               | 36.1                                                                              | 0.2                                                                                | 0.0                                                                                 | 0.6                                                                                 | 4.4                                                                                 | 0.0                                                                                 | 5.2                                                                                 |
| LnGrp LOS                    | C                                                                                 | A                                                                                 | C                                                                                 | D                                                                                 | A                                                                                 | D                                                                                 | A                                                                                  | A                                                                                   | A                                                                                   | A                                                                                   | A                                                                                   | A                                                                                   |
| Approach Vol, veh/h          |                                                                                   | 233                                                                               |                                                                                   |                                                                                   | 332                                                                               |                                                                                   |                                                                                    | 466                                                                                 |                                                                                     |                                                                                     | 287                                                                                 |                                                                                     |
| Approach Delay, s/veh        |                                                                                   | 33.7                                                                              |                                                                                   |                                                                                   | 35.9                                                                              |                                                                                   |                                                                                    | 0.6                                                                                 |                                                                                     |                                                                                     | 5.2                                                                                 |                                                                                     |
| Approach LOS                 |                                                                                   | C                                                                                 |                                                                                   |                                                                                   | D                                                                                 |                                                                                   |                                                                                    | A                                                                                   |                                                                                     |                                                                                     | A                                                                                   |                                                                                     |
| Timer - Assigned Phs         |                                                                                   | 2                                                                                 |                                                                                   | 4                                                                                 |                                                                                   | 6                                                                                 |                                                                                    | 8                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Phs Duration (G+Y+Rc), s     |                                                                                   | 88.5                                                                              |                                                                                   | 25.5                                                                              |                                                                                   | 88.5                                                                              |                                                                                    | 25.5                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Change Period (Y+Rc), s      |                                                                                   | 5.5                                                                               |                                                                                   | 5.5                                                                               |                                                                                   | 5.5                                                                               |                                                                                    | 5.5                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Green Setting (Gmax), s  |                                                                                   | 60.5                                                                              |                                                                                   | 42.5                                                                              |                                                                                   | 60.5                                                                              |                                                                                    | 42.5                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Q Clear Time (g_c+I1), s |                                                                                   | 7.2                                                                               |                                                                                   | 7.7                                                                               |                                                                                   | 7.1                                                                               |                                                                                    | 12.1                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Green Ext Time (p_c), s      |                                                                                   | 7.0                                                                               |                                                                                   | 2.9                                                                               |                                                                                   | 3.8                                                                               |                                                                                    | 4.2                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| <b>Intersection Summary</b>  |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 6th Ctrl Delay           |                                                                                   |                                                                                   |                                                                                   | 16.4                                                                              |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 6th LOS                  |                                                                                   |                                                                                   |                                                                                   | B                                                                                 |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |

HCM 6th TWSC  
6: N Weber St & St Vrain St

04-23-2025

| Intersection             |        |       |        |            |       |        |       |      |        |       |      |      |
|--------------------------|--------|-------|--------|------------|-------|--------|-------|------|--------|-------|------|------|
| Int Delay, s/veh         | 1.1    |       |        |            |       |        |       |      |        |       |      |      |
| Movement                 | EBL    | EBT   | EBR    | WBL        | WBT   | WBR    | NBL   | NBT  | NBR    | SBL   | SBT  | SBR  |
| Lane Configurations      |        | ↕     |        |            | ↕     |        |       | ↕    |        |       | ↕    |      |
| Traffic Vol, veh/h       | 10     | 11    | 18     | 4          | 4     | 2      | 3     | 392  | 4      | 5     | 238  | 8    |
| Future Vol, veh/h        | 10     | 11    | 18     | 4          | 4     | 2      | 3     | 392  | 4      | 5     | 238  | 8    |
| Conflicting Peds, #/hr   | 0      | 0     | 0      | 0          | 0     | 0      | 0     | 0    | 0      | 0     | 0    | 0    |
| Sign Control             | Stop   | Stop  | Stop   | Stop       | Stop  | Stop   | Free  | Free | Free   | Free  | Free | Free |
| RT Channelized           | -      | -     | None   | -          | -     | None   | -     | -    | None   | -     | -    | None |
| Storage Length           | -      | -     | -      | -          | -     | -      | -     | -    | -      | -     | -    | -    |
| Veh in Median Storage, # | -      | 0     | -      | -          | 0     | -      | -     | 0    | -      | -     | 0    | -    |
| Grade, %                 | -      | 0     | -      | -          | 0     | -      | -     | 0    | -      | -     | 0    | -    |
| Peak Hour Factor         | 92     | 92    | 92     | 92         | 92    | 92     | 92    | 92   | 92     | 92    | 92   | 92   |
| Heavy Vehicles, %        | 2      | 2     | 2      | 2          | 2     | 2      | 2     | 2    | 2      | 2     | 2    | 2    |
| Mvmt Flow                | 11     | 12    | 20     | 4          | 4     | 2      | 3     | 426  | 4      | 5     | 259  | 9    |
|                          |        |       |        |            |       |        |       |      |        |       |      |      |
| Major/Minor              | Minor2 |       | Minor1 |            |       | Major1 |       |      | Major2 |       |      |      |
| Conflicting Flow All     | 711    | 710   | 264    | 724        | 712   | 428    | 268   | 0    | 0      | 430   | 0    | 0    |
| Stage 1                  | 274    | 274   | -      | 434        | 434   | -      | -     | -    | -      | -     | -    | -    |
| Stage 2                  | 437    | 436   | -      | 290        | 278   | -      | -     | -    | -      | -     | -    | -    |
| Critical Hdwy            | 7.12   | 6.52  | 6.22   | 7.12       | 6.52  | 6.22   | 4.12  | -    | -      | 4.12  | -    | -    |
| Critical Hdwy Stg 1      | 6.12   | 5.52  | -      | 6.12       | 5.52  | -      | -     | -    | -      | -     | -    | -    |
| Critical Hdwy Stg 2      | 6.12   | 5.52  | -      | 6.12       | 5.52  | -      | -     | -    | -      | -     | -    | -    |
| Follow-up Hdwy           | 3.518  | 4.018 | 3.318  | 3.518      | 4.018 | 3.318  | 2.218 | -    | -      | 2.218 | -    | -    |
| Pot Cap-1 Maneuver       | 348    | 359   | 775    | 341        | 358   | 627    | 1296  | -    | -      | 1129  | -    | -    |
| Stage 1                  | 732    | 683   | -      | 600        | 581   | -      | -     | -    | -      | -     | -    | -    |
| Stage 2                  | 598    | 580   | -      | 718        | 680   | -      | -     | -    | -      | -     | -    | -    |
| Platoon blocked, %       |        |       |        |            |       |        |       | -    | -      |       | -    | -    |
| Mov Cap-1 Maneuver       | 341    | 356   | 775    | 322        | 355   | 627    | 1296  | -    | -      | 1129  | -    | -    |
| Mov Cap-2 Maneuver       | 341    | 356   | -      | 322        | 355   | -      | -     | -    | -      | -     | -    | -    |
| Stage 1                  | 730    | 680   | -      | 598        | 579   | -      | -     | -    | -      | -     | -    | -    |
| Stage 2                  | 590    | 578   | -      | 684        | 677   | -      | -     | -    | -      | -     | -    | -    |
|                          |        |       |        |            |       |        |       |      |        |       |      |      |
| Approach                 | EB     |       | WB     |            |       | NB     |       |      | SB     |       |      |      |
| HCM Control Delay, s     | 13.5   |       | 15     |            |       | 0.1    |       |      | 0.2    |       |      |      |
| HCM LOS                  | B      |       | C      |            |       |        |       |      |        |       |      |      |
|                          |        |       |        |            |       |        |       |      |        |       |      |      |
| Minor Lane/Major Mvmt    | NBL    | NBT   | NBR    | EBLn1WBLn1 | SBL   | SBT    | SBR   |      |        |       |      |      |
| Capacity (veh/h)         | 1296   | -     | -      | 467        | 372   | 1129   | -     | -    |        |       |      |      |
| HCM Lane V/C Ratio       | 0.003  | -     | -      | 0.091      | 0.029 | 0.005  | -     | -    |        |       |      |      |
| HCM Control Delay (s)    | 7.8    | 0     | -      | 13.5       | 15    | 8.2    | 0     | -    |        |       |      |      |
| HCM Lane LOS             | A      | A     | -      | B          | C     | A      | A     | -    |        |       |      |      |
| HCM 95th %tile Q(veh)    | 0      | -     | -      | 0.3        | 0.1   | 0      | -     | -    |        |       |      |      |

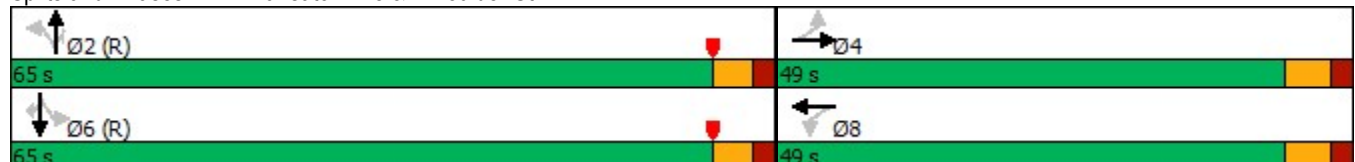
# Timings

## 7: Wahsatch Ave & E Boulder St

04-23-2025

|                                                                          |  |  |  |  |  |  |   |  |  |  |
|--------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Lane Group                                                               | EBL                                                                               | EBT                                                                               | WBL                                                                               | WBT                                                                               | NBL                                                                               | NBT                                                                               | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations                                                      |                                                                                   |  |                                                                                   |  |  |  |  |  |  |  |
| Traffic Volume (vph)                                                     | 9                                                                                 | 217                                                                               | 55                                                                                | 261                                                                               | 29                                                                                | 538                                                                               | 56                                                                                  | 40                                                                                  | 275                                                                                 | 19                                                                                  |
| Future Volume (vph)                                                      | 9                                                                                 | 217                                                                               | 55                                                                                | 261                                                                               | 29                                                                                | 538                                                                               | 56                                                                                  | 40                                                                                  | 275                                                                                 | 19                                                                                  |
| Turn Type                                                                | Perm                                                                              | NA                                                                                | Perm                                                                              | NA                                                                                | Perm                                                                              | NA                                                                                | Perm                                                                                | Perm                                                                                | NA                                                                                  | Perm                                                                                |
| Protected Phases                                                         |                                                                                   | 4                                                                                 |                                                                                   | 8                                                                                 |                                                                                   | 2                                                                                 |                                                                                     |                                                                                     | 6                                                                                   |                                                                                     |
| Permitted Phases                                                         | 4                                                                                 |                                                                                   | 8                                                                                 |                                                                                   | 2                                                                                 |                                                                                   | 2                                                                                   | 6                                                                                   |                                                                                     | 6                                                                                   |
| Detector Phase                                                           | 4                                                                                 | 4                                                                                 | 8                                                                                 | 8                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                   | 6                                                                                   | 6                                                                                   | 6                                                                                   |
| Switch Phase                                                             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Minimum Initial (s)                                                      | 20.0                                                                              | 20.0                                                                              | 20.0                                                                              | 20.0                                                                              | 20.0                                                                              | 20.0                                                                              | 20.0                                                                                | 20.0                                                                                | 20.0                                                                                | 20.0                                                                                |
| Minimum Split (s)                                                        | 45.0                                                                              | 45.0                                                                              | 45.0                                                                              | 45.0                                                                              | 47.5                                                                              | 47.5                                                                              | 47.5                                                                                | 47.5                                                                                | 47.5                                                                                | 47.5                                                                                |
| Total Split (s)                                                          | 49.0                                                                              | 49.0                                                                              | 49.0                                                                              | 49.0                                                                              | 65.0                                                                              | 65.0                                                                              | 65.0                                                                                | 65.0                                                                                | 65.0                                                                                | 65.0                                                                                |
| Total Split (%)                                                          | 43.0%                                                                             | 43.0%                                                                             | 43.0%                                                                             | 43.0%                                                                             | 57.0%                                                                             | 57.0%                                                                             | 57.0%                                                                               | 57.0%                                                                               | 57.0%                                                                               | 57.0%                                                                               |
| Yellow Time (s)                                                          | 4.0                                                                               | 4.0                                                                               | 4.0                                                                               | 4.0                                                                               | 3.5                                                                               | 3.5                                                                               | 3.5                                                                                 | 3.5                                                                                 | 3.5                                                                                 | 3.5                                                                                 |
| All-Red Time (s)                                                         | 2.0                                                                               | 2.0                                                                               | 2.0                                                                               | 2.0                                                                               | 2.0                                                                               | 2.0                                                                               | 2.0                                                                                 | 2.0                                                                                 | 2.0                                                                                 | 2.0                                                                                 |
| Lost Time Adjust (s)                                                     |                                                                                   | 0.0                                                                               |                                                                                   | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| Total Lost Time (s)                                                      |                                                                                   | 6.0                                                                               |                                                                                   | 6.0                                                                               | 5.5                                                                               | 5.5                                                                               | 5.5                                                                                 | 5.5                                                                                 | 5.5                                                                                 | 5.5                                                                                 |
| Lead/Lag                                                                 |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Lead-Lag Optimize?                                                       |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Recall Mode                                                              | None                                                                              | None                                                                              | None                                                                              | None                                                                              | C-Max                                                                             | C-Max                                                                             | C-Max                                                                               | C-Max                                                                               | C-Max                                                                               | C-Max                                                                               |
| Act Effct Green (s)                                                      |                                                                                   | 24.6                                                                              |                                                                                   | 24.6                                                                              | 77.9                                                                              | 77.9                                                                              | 77.9                                                                                | 77.9                                                                                | 77.9                                                                                | 77.9                                                                                |
| Actuated g/C Ratio                                                       |                                                                                   | 0.22                                                                              |                                                                                   | 0.22                                                                              | 0.68                                                                              | 0.68                                                                              | 0.68                                                                                | 0.68                                                                                | 0.68                                                                                | 0.68                                                                                |
| v/c Ratio                                                                |                                                                                   | 0.40                                                                              |                                                                                   | 0.69                                                                              | 0.04                                                                              | 0.24                                                                              | 0.06                                                                                | 0.08                                                                                | 0.12                                                                                | 0.02                                                                                |
| Control Delay                                                            |                                                                                   | 34.7                                                                              |                                                                                   | 43.8                                                                              | 2.2                                                                               | 2.2                                                                               | 0.2                                                                                 | 7.7                                                                                 | 6.9                                                                                 | 2.1                                                                                 |
| Queue Delay                                                              |                                                                                   | 0.0                                                                               |                                                                                   | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| Total Delay                                                              |                                                                                   | 34.7                                                                              |                                                                                   | 43.8                                                                              | 2.2                                                                               | 2.2                                                                               | 0.2                                                                                 | 7.7                                                                                 | 6.9                                                                                 | 2.1                                                                                 |
| LOS                                                                      |                                                                                   | C                                                                                 |                                                                                   | D                                                                                 | A                                                                                 | A                                                                                 | A                                                                                   | A                                                                                   | A                                                                                   | A                                                                                   |
| Approach Delay                                                           |                                                                                   | 34.7                                                                              |                                                                                   | 43.8                                                                              |                                                                                   | 2.0                                                                               |                                                                                     |                                                                                     | 6.7                                                                                 |                                                                                     |
| Approach LOS                                                             |                                                                                   | C                                                                                 |                                                                                   | D                                                                                 |                                                                                   | A                                                                                 |                                                                                     |                                                                                     | A                                                                                   |                                                                                     |
| Intersection Summary                                                     |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Cycle Length: 114                                                        |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Actuated Cycle Length: 114                                               |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Offset: 39 (34%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Natural Cycle: 95                                                        |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Control Type: Actuated-Coordinated                                       |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Maximum v/c Ratio: 0.69                                                  |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Intersection Signal Delay: 18.4                                          |                                                                                   |                                                                                   |                                                                                   |                                                                                   | Intersection LOS: B                                                               |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Intersection Capacity Utilization 81.2%                                  |                                                                                   |                                                                                   |                                                                                   |                                                                                   | ICU Level of Service D                                                            |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Analysis Period (min) 15                                                 |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |

Splits and Phases: 7: Wahsatch Ave & E Boulder St



# HCM 6th Signalized Intersection Summary

## 7: Wahsatch Ave & E Boulder St

04-23-2025

|                              |  |  |  |  |  |  |   |  |  |  |  |  |
|------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Movement                     | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                 | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations          |                                                                                   |  |                                                                                   |                                                                                   |  |                                                                                   |  |  |  |  |  |  |
| Traffic Volume (veh/h)       | 9                                                                                 | 217                                                                               | 33                                                                                | 55                                                                                | 261                                                                               | 76                                                                                | 29                                                                                  | 538                                                                                 | 56                                                                                  | 40                                                                                  | 275                                                                                 | 19                                                                                  |
| Future Volume (veh/h)        | 9                                                                                 | 217                                                                               | 33                                                                                | 55                                                                                | 261                                                                               | 76                                                                                | 29                                                                                  | 538                                                                                 | 56                                                                                  | 40                                                                                  | 275                                                                                 | 19                                                                                  |
| Initial Q (Qb), veh          | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   |
| Ped-Bike Adj(A_pbT)          | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                                |                                                                                     | 1.00                                                                                | 1.00                                                                                |                                                                                     | 1.00                                                                                |
| Parking Bus, Adj             | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Work Zone On Approach        |                                                                                   | No                                                                                |                                                                                   |                                                                                   | No                                                                                |                                                                                   |                                                                                     | No                                                                                  |                                                                                     |                                                                                     | No                                                                                  |                                                                                     |
| Adj Sat Flow, veh/h/ln       | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                                | 1870                                                                                | 1870                                                                                | 1870                                                                                | 1870                                                                                | 1870                                                                                |
| Adj Flow Rate, veh/h         | 10                                                                                | 236                                                                               | 36                                                                                | 60                                                                                | 284                                                                               | 83                                                                                | 32                                                                                  | 585                                                                                 | 61                                                                                  | 43                                                                                  | 299                                                                                 | 21                                                                                  |
| Peak Hour Factor             | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                                | 0.92                                                                                | 0.92                                                                                | 0.92                                                                                | 0.92                                                                                | 0.92                                                                                |
| Percent Heavy Veh, %         | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                   | 2                                                                                   | 2                                                                                   | 2                                                                                   | 2                                                                                   | 2                                                                                   |
| Cap, veh/h                   | 44                                                                                | 621                                                                               | 92                                                                                | 106                                                                               | 438                                                                               | 132                                                                               | 764                                                                                 | 2452                                                                                | 1093                                                                                | 604                                                                                 | 2452                                                                                | 1093                                                                                |
| Arrive On Green              | 0.42                                                                              | 0.42                                                                              | 0.42                                                                              | 0.21                                                                              | 0.21                                                                              | 0.21                                                                              | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 0.69                                                                                | 0.69                                                                                | 0.69                                                                                |
| Sat Flow, veh/h              | 48                                                                                | 2966                                                                              | 439                                                                               | 315                                                                               | 2093                                                                              | 630                                                                               | 1060                                                                                | 3554                                                                                | 1585                                                                                | 785                                                                                 | 3554                                                                                | 1585                                                                                |
| Grp Volume(v), veh/h         | 149                                                                               | 0                                                                                 | 133                                                                               | 218                                                                               | 0                                                                                 | 209                                                                               | 32                                                                                  | 585                                                                                 | 61                                                                                  | 43                                                                                  | 299                                                                                 | 21                                                                                  |
| Grp Sat Flow(s),veh/h/ln     | 1830                                                                              | 0                                                                                 | 1623                                                                              | 1449                                                                              | 0                                                                                 | 1589                                                                              | 1060                                                                                | 1777                                                                                | 1585                                                                                | 785                                                                                 | 1777                                                                                | 1585                                                                                |
| Q Serve(g_s), s              | 0.0                                                                               | 0.0                                                                               | 6.5                                                                               | 10.1                                                                              | 0.0                                                                               | 13.7                                                                              | 0.1                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 2.1                                                                                 | 3.2                                                                                 | 0.5                                                                                 |
| Cycle Q Clear(g_c), s        | 6.3                                                                               | 0.0                                                                               | 6.5                                                                               | 16.6                                                                              | 0.0                                                                               | 13.7                                                                              | 3.4                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 2.1                                                                                 | 3.2                                                                                 | 0.5                                                                                 |
| Prop In Lane                 | 0.07                                                                              |                                                                                   | 0.27                                                                              | 0.28                                                                              |                                                                                   | 0.40                                                                              | 1.00                                                                                |                                                                                     | 1.00                                                                                | 1.00                                                                                |                                                                                     | 1.00                                                                                |
| Lane Grp Cap(c), veh/h       | 417                                                                               | 0                                                                                 | 340                                                                               | 343                                                                               | 0                                                                                 | 332                                                                               | 764                                                                                 | 2452                                                                                | 1093                                                                                | 604                                                                                 | 2452                                                                                | 1093                                                                                |
| V/C Ratio(X)                 | 0.36                                                                              | 0.00                                                                              | 0.39                                                                              | 0.63                                                                              | 0.00                                                                              | 0.63                                                                              | 0.04                                                                                | 0.24                                                                                | 0.06                                                                                | 0.07                                                                                | 0.12                                                                                | 0.02                                                                                |
| Avail Cap(c_a), veh/h        | 714                                                                               | 0                                                                                 | 612                                                                               | 607                                                                               | 0                                                                                 | 599                                                                               | 764                                                                                 | 2452                                                                                | 1093                                                                                | 604                                                                                 | 2452                                                                                | 1093                                                                                |
| HCM Platoon Ratio            | 2.00                                                                              | 2.00                                                                              | 2.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 2.00                                                                                | 2.00                                                                                | 2.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Upstream Filter(I)           | 0.95                                                                              | 0.00                                                                              | 0.95                                                                              | 1.00                                                                              | 0.00                                                                              | 1.00                                                                              | 0.94                                                                                | 0.94                                                                                | 0.94                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Uniform Delay (d), s/veh     | 28.0                                                                              | 0.0                                                                               | 28.1                                                                              | 42.4                                                                              | 0.0                                                                               | 41.1                                                                              | 0.1                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 5.8                                                                                 | 6.0                                                                                 | 5.6                                                                                 |
| Incr Delay (d2), s/veh       | 1.1                                                                               | 0.0                                                                               | 1.5                                                                               | 4.1                                                                               | 0.0                                                                               | 4.2                                                                               | 0.1                                                                                 | 0.2                                                                                 | 0.1                                                                                 | 0.2                                                                                 | 0.1                                                                                 | 0.0                                                                                 |
| Initial Q Delay(d3),s/veh    | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| %ile BackOfQ(50%),veh/ln     | 2.7                                                                               | 0.0                                                                               | 2.5                                                                               | 6.2                                                                               | 0.0                                                                               | 5.8                                                                               | 0.0                                                                                 | 0.1                                                                                 | 0.0                                                                                 | 0.4                                                                                 | 1.2                                                                                 | 0.2                                                                                 |
| Unsig. Movement Delay, s/veh |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| LnGrp Delay(d),s/veh         | 29.1                                                                              | 0.0                                                                               | 29.6                                                                              | 46.5                                                                              | 0.0                                                                               | 45.2                                                                              | 0.2                                                                                 | 0.2                                                                                 | 0.1                                                                                 | 6.0                                                                                 | 6.1                                                                                 | 5.6                                                                                 |
| LnGrp LOS                    | C                                                                                 | A                                                                                 | C                                                                                 | D                                                                                 | A                                                                                 | D                                                                                 | A                                                                                   | A                                                                                   | A                                                                                   | A                                                                                   | A                                                                                   | A                                                                                   |
| Approach Vol, veh/h          |                                                                                   | 282                                                                               |                                                                                   |                                                                                   | 427                                                                               |                                                                                   |                                                                                     | 678                                                                                 |                                                                                     |                                                                                     | 363                                                                                 |                                                                                     |
| Approach Delay, s/veh        |                                                                                   | 29.3                                                                              |                                                                                   |                                                                                   | 45.9                                                                              |                                                                                   |                                                                                     | 0.2                                                                                 |                                                                                     |                                                                                     | 6.1                                                                                 |                                                                                     |
| Approach LOS                 |                                                                                   | C                                                                                 |                                                                                   |                                                                                   | D                                                                                 |                                                                                   |                                                                                     | A                                                                                   |                                                                                     |                                                                                     | A                                                                                   |                                                                                     |
| Timer - Assigned Phs         |                                                                                   | 2                                                                                 |                                                                                   | 4                                                                                 |                                                                                   | 6                                                                                 |                                                                                     | 8                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Phs Duration (G+Y+Rc), s     |                                                                                   | 84.1                                                                              |                                                                                   | 29.9                                                                              |                                                                                   | 84.1                                                                              |                                                                                     | 29.9                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Change Period (Y+Rc), s      |                                                                                   | 5.5                                                                               |                                                                                   | 6.0                                                                               |                                                                                   | 5.5                                                                               |                                                                                     | 6.0                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Green Setting (Gmax), s  |                                                                                   | 59.5                                                                              |                                                                                   | 43.0                                                                              |                                                                                   | 59.5                                                                              |                                                                                     | 43.0                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Q Clear Time (g_c+I1), s |                                                                                   | 5.4                                                                               |                                                                                   | 8.5                                                                               |                                                                                   | 5.2                                                                               |                                                                                     | 18.6                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Green Ext Time (p_c), s      |                                                                                   | 10.4                                                                              |                                                                                   | 3.6                                                                               |                                                                                   | 5.1                                                                               |                                                                                     | 5.2                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| <b>Intersection Summary</b>  |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 6th Ctrl Delay           |                                                                                   |                                                                                   |                                                                                   | 17.3                                                                              |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 6th LOS                  |                                                                                   |                                                                                   |                                                                                   | B                                                                                 |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |

# Timings

## 8: Wahsatch Ave & E Platte Ave

04-23-2025

|                      |  |  |  |  |  |  |  |  |  |  |  |
|----------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Lane Group           | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                 | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 |
| Lane Configurations  |  |  |  |  |  |  |  |  |  |  |  |
| Traffic Volume (vph) | 24                                                                                | 657                                                                               | 30                                                                                | 146                                                                               | 447                                                                               | 72                                                                                | 59                                                                                  | 523                                                                                 | 335                                                                                 | 65                                                                                  | 285                                                                                 |
| Future Volume (vph)  | 24                                                                                | 657                                                                               | 30                                                                                | 146                                                                               | 447                                                                               | 72                                                                                | 59                                                                                  | 523                                                                                 | 335                                                                                 | 65                                                                                  | 285                                                                                 |
| Turn Type            | pm+pt                                                                             | NA                                                                                | Perm                                                                              | pm+pt                                                                             | NA                                                                                | Perm                                                                              | pm+pt                                                                               | NA                                                                                  | Perm                                                                                | pm+pt                                                                               | NA                                                                                  |
| Protected Phases     | 7                                                                                 | 4                                                                                 |                                                                                   | 3                                                                                 | 8                                                                                 |                                                                                   | 5                                                                                   | 2                                                                                   |                                                                                     | 1                                                                                   | 6                                                                                   |
| Permitted Phases     | 4                                                                                 |                                                                                   | 4                                                                                 | 8                                                                                 |                                                                                   | 8                                                                                 | 2                                                                                   |                                                                                     | 2                                                                                   | 6                                                                                   |                                                                                     |
| Detector Phase       | 7                                                                                 | 4                                                                                 | 4                                                                                 | 3                                                                                 | 8                                                                                 | 8                                                                                 | 5                                                                                   | 2                                                                                   | 2                                                                                   | 1                                                                                   | 6                                                                                   |
| Switch Phase         |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Minimum Initial (s)  | 4.0                                                                               | 20.0                                                                              | 20.0                                                                              | 4.0                                                                               | 20.0                                                                              | 20.0                                                                              | 4.0                                                                                 | 20.0                                                                                | 20.0                                                                                | 4.0                                                                                 | 20.0                                                                                |
| Minimum Split (s)    | 9.5                                                                               | 36.5                                                                              | 36.5                                                                              | 9.5                                                                               | 36.5                                                                              | 36.5                                                                              | 9.5                                                                                 | 41.5                                                                                | 41.5                                                                                | 9.5                                                                                 | 41.5                                                                                |
| Total Split (s)      | 18.0                                                                              | 38.0                                                                              | 38.0                                                                              | 18.0                                                                              | 38.0                                                                              | 38.0                                                                              | 16.0                                                                                | 42.0                                                                                | 42.0                                                                                | 16.0                                                                                | 42.0                                                                                |
| Total Split (%)      | 15.8%                                                                             | 33.3%                                                                             | 33.3%                                                                             | 15.8%                                                                             | 33.3%                                                                             | 33.3%                                                                             | 14.0%                                                                               | 36.8%                                                                               | 36.8%                                                                               | 14.0%                                                                               | 36.8%                                                                               |
| Yellow Time (s)      | 3.0                                                                               | 4.5                                                                               | 4.5                                                                               | 3.0                                                                               | 4.5                                                                               | 4.5                                                                               | 3.0                                                                                 | 4.5                                                                                 | 4.5                                                                                 | 3.0                                                                                 | 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                                                                                 | 0.0                                                                                 |
| Total Lost Time (s)  | 5.0                                                                               | 6.5                                                                               | 6.5                                                                               | 5.0                                                                               | 6.5                                                                               | 6.5                                                                               | 5.0                                                                                 | 6.5                                                                                 | 6.5                                                                                 | 5.0                                                                                 | 6.5                                                                                 |
| Lead/Lag             | Lead                                                                              | Lag                                                                               | Lag                                                                               | Lead                                                                              | Lag                                                                               | Lag                                                                               | Lead                                                                                | Lag                                                                                 | Lag                                                                                 | Lead                                                                                | Lag                                                                                 |
| Lead-Lag Optimize?   | Yes                                                                               | Yes                                                                               | Yes                                                                               | Yes                                                                               | Yes                                                                               | Yes                                                                               | Yes                                                                                 | Yes                                                                                 | Yes                                                                                 | Yes                                                                                 | Yes                                                                                 |
| Recall Mode          | None                                                                              | None                                                                              | None                                                                              | None                                                                              | None                                                                              | None                                                                              | None                                                                                | C-Max                                                                               | C-Max                                                                               | None                                                                                | C-Max                                                                               |
| Act Effect Green (s) | 38.6                                                                              | 32.5                                                                              | 32.5                                                                              | 48.7                                                                              | 41.2                                                                              | 41.2                                                                              | 51.0                                                                                | 44.5                                                                                | 44.5                                                                                | 51.5                                                                                | 44.8                                                                                |
| Actuated g/C Ratio   | 0.34                                                                              | 0.29                                                                              | 0.29                                                                              | 0.43                                                                              | 0.36                                                                              | 0.36                                                                              | 0.45                                                                                | 0.39                                                                                | 0.39                                                                                | 0.45                                                                                | 0.39                                                                                |
| v/c Ratio            | 0.08                                                                              | 0.71                                                                              | 0.06                                                                              | 0.58                                                                              | 0.38                                                                              | 0.12                                                                              | 0.13                                                                                | 0.41                                                                                | 0.51                                                                                | 0.20                                                                                | 0.24                                                                                |
| Control Delay        | 6.8                                                                               | 14.7                                                                              | 0.2                                                                               | 28.8                                                                              | 28.4                                                                              | 1.2                                                                               | 17.6                                                                                | 27.9                                                                                | 18.0                                                                                | 15.6                                                                                | 23.3                                                                                |
| Queue Delay          | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| Total Delay          | 6.8                                                                               | 14.7                                                                              | 0.2                                                                               | 28.8                                                                              | 28.4                                                                              | 1.2                                                                               | 17.6                                                                                | 27.9                                                                                | 18.0                                                                                | 15.6                                                                                | 23.3                                                                                |
| LOS                  | A                                                                                 | B                                                                                 | A                                                                                 | C                                                                                 | C                                                                                 | A                                                                                 | B                                                                                   | C                                                                                   | B                                                                                   | B                                                                                   | C                                                                                   |
| Approach Delay       |                                                                                   | 13.8                                                                              |                                                                                   |                                                                                   | 25.5                                                                              |                                                                                   |                                                                                     | 23.6                                                                                |                                                                                     |                                                                                     | 22.0                                                                                |
| Approach LOS         |                                                                                   | B                                                                                 |                                                                                   |                                                                                   | C                                                                                 |                                                                                   |                                                                                     | C                                                                                   |                                                                                     |                                                                                     | C                                                                                   |

### Intersection Summary

Cycle Length: 114

Actuated Cycle Length: 114

Offset: 30 (26%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow

Natural Cycle: 100

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.71

Intersection Signal Delay: 21.3

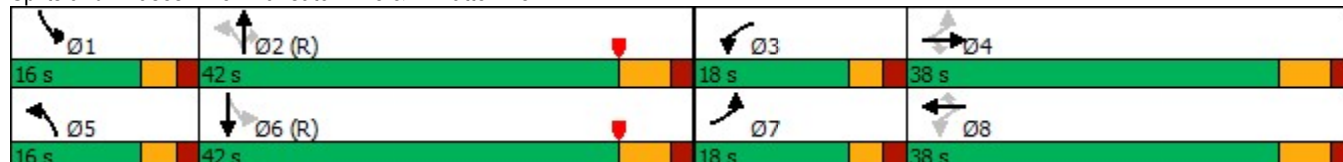
Intersection LOS: C

Intersection Capacity Utilization 65.7%

ICU Level of Service C

Analysis Period (min) 15

### Splits and Phases: 8: Wahsatch Ave & E Platte Ave



# HCM 6th Signalized Intersection Summary

## 8: Wahsatch Ave & E Platte Ave

04-23-2025

|                              |  |  |  |  |  |  |  |  |  |  |  |  |
|------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Movement                     | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                 | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations          |  |  |  |  |  |  |  |  |  |  |  |  |
| Traffic Volume (veh/h)       | 24                                                                                | 657                                                                               | 30                                                                                | 146                                                                               | 447                                                                               | 72                                                                                | 59                                                                                  | 523                                                                                 | 335                                                                                 | 65                                                                                  | 285                                                                                 | 24                                                                                  |
| Future Volume (veh/h)        | 24                                                                                | 657                                                                               | 30                                                                                | 146                                                                               | 447                                                                               | 72                                                                                | 59                                                                                  | 523                                                                                 | 335                                                                                 | 65                                                                                  | 285                                                                                 | 24                                                                                  |
| Initial Q (Qb), veh          | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   |
| Ped-Bike Adj(A_pbT)          | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                                |                                                                                     | 1.00                                                                                | 1.00                                                                                |                                                                                     | 1.00                                                                                |
| Parking Bus, Adj             | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Work Zone On Approach        | No                                                                                |                                                                                   |                                                                                   | No                                                                                |                                                                                   |                                                                                   | No                                                                                  |                                                                                     |                                                                                     | No                                                                                  |                                                                                     |                                                                                     |
| Adj Sat Flow, veh/h/ln       | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                                | 1870                                                                                | 1870                                                                                | 1870                                                                                | 1870                                                                                | 1870                                                                                |
| Adj Flow Rate, veh/h         | 26                                                                                | 714                                                                               | 33                                                                                | 159                                                                               | 486                                                                               | 78                                                                                | 64                                                                                  | 568                                                                                 | 364                                                                                 | 71                                                                                  | 310                                                                                 | 26                                                                                  |
| Peak Hour Factor             | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                                | 0.92                                                                                | 0.92                                                                                | 0.92                                                                                | 0.92                                                                                | 0.92                                                                                |
| Percent Heavy Veh, %         | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                   | 2                                                                                   | 2                                                                                   | 2                                                                                   | 2                                                                                   | 2                                                                                   |
| Cap, veh/h                   | 268                                                                               | 882                                                                               | 393                                                                               | 264                                                                               | 1101                                                                              | 491                                                                               | 561                                                                                 | 1540                                                                                | 687                                                                                 | 322                                                                                 | 1449                                                                                | 121                                                                                 |
| Arrive On Green              | 0.04                                                                              | 0.50                                                                              | 0.50                                                                              | 0.08                                                                              | 0.31                                                                              | 0.31                                                                              | 0.03                                                                                | 0.43                                                                                | 0.43                                                                                | 0.07                                                                                | 0.87                                                                                | 0.87                                                                                |
| Sat Flow, veh/h              | 1781                                                                              | 3554                                                                              | 1585                                                                              | 1781                                                                              | 3554                                                                              | 1585                                                                              | 1781                                                                                | 3554                                                                                | 1585                                                                                | 1781                                                                                | 3321                                                                                | 277                                                                                 |
| Grp Volume(v), veh/h         | 26                                                                                | 714                                                                               | 33                                                                                | 159                                                                               | 486                                                                               | 78                                                                                | 64                                                                                  | 568                                                                                 | 364                                                                                 | 71                                                                                  | 165                                                                                 | 171                                                                                 |
| Grp Sat Flow(s),veh/h/ln     | 1781                                                                              | 1777                                                                              | 1585                                                                              | 1781                                                                              | 1777                                                                              | 1585                                                                              | 1781                                                                                | 1777                                                                                | 1585                                                                                | 1781                                                                                | 1777                                                                                | 1821                                                                                |
| Q Serve(g_s), s              | 1.2                                                                               | 19.3                                                                              | 1.2                                                                               | 7.3                                                                               | 12.5                                                                              | 4.1                                                                               | 2.3                                                                                 | 12.3                                                                                | 19.3                                                                                | 2.5                                                                                 | 1.7                                                                                 | 1.7                                                                                 |
| Cycle Q Clear(g_c), s        | 1.2                                                                               | 19.3                                                                              | 1.2                                                                               | 7.3                                                                               | 12.5                                                                              | 4.1                                                                               | 2.3                                                                                 | 12.3                                                                                | 19.3                                                                                | 2.5                                                                                 | 1.7                                                                                 | 1.7                                                                                 |
| Prop In Lane                 | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                                |                                                                                     | 1.00                                                                                | 1.00                                                                                |                                                                                     | 0.15                                                                                |
| Lane Grp Cap(c), veh/h       | 268                                                                               | 882                                                                               | 393                                                                               | 264                                                                               | 1101                                                                              | 491                                                                               | 561                                                                                 | 1540                                                                                | 687                                                                                 | 322                                                                                 | 775                                                                                 | 794                                                                                 |
| V/C Ratio(X)                 | 0.10                                                                              | 0.81                                                                              | 0.08                                                                              | 0.60                                                                              | 0.44                                                                              | 0.16                                                                              | 0.11                                                                                | 0.37                                                                                | 0.53                                                                                | 0.22                                                                                | 0.21                                                                                | 0.22                                                                                |
| Avail Cap(c_a), veh/h        | 436                                                                               | 982                                                                               | 438                                                                               | 323                                                                               | 1101                                                                              | 491                                                                               | 675                                                                                 | 1540                                                                                | 687                                                                                 | 430                                                                                 | 775                                                                                 | 794                                                                                 |
| HCM Platoon Ratio            | 2.00                                                                              | 2.00                                                                              | 2.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 2.00                                                                                | 2.00                                                                                | 2.00                                                                                |
| Upstream Filter(I)           | 0.75                                                                              | 0.75                                                                              | 0.75                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Uniform Delay (d), s/veh     | 30.5                                                                              | 26.4                                                                              | 21.9                                                                              | 29.2                                                                              | 31.5                                                                              | 28.6                                                                              | 16.9                                                                                | 21.8                                                                                | 23.8                                                                                | 16.9                                                                                | 4.2                                                                                 | 4.2                                                                                 |
| Incr Delay (d2), s/veh       | 0.0                                                                               | 6.1                                                                               | 0.3                                                                               | 0.8                                                                               | 1.3                                                                               | 0.7                                                                               | 0.0                                                                                 | 0.7                                                                                 | 2.9                                                                                 | 0.1                                                                                 | 0.6                                                                                 | 0.6                                                                                 |
| Initial Q Delay(d3),s/veh    | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| %ile BackOfQ(50%),veh/ln     | 0.5                                                                               | 7.1                                                                               | 0.5                                                                               | 3.2                                                                               | 5.6                                                                               | 1.7                                                                               | 0.9                                                                                 | 5.2                                                                                 | 7.8                                                                                 | 1.0                                                                                 | 0.7                                                                                 | 0.7                                                                                 |
| Unsig. Movement Delay, s/veh |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| LnGrp Delay(d),s/veh         | 30.6                                                                              | 32.5                                                                              | 22.2                                                                              | 30.1                                                                              | 32.7                                                                              | 29.3                                                                              | 16.9                                                                                | 22.5                                                                                | 26.7                                                                                | 17.0                                                                                | 4.8                                                                                 | 4.8                                                                                 |
| LnGrp LOS                    | C                                                                                 | C                                                                                 | C                                                                                 | C                                                                                 | C                                                                                 | C                                                                                 | B                                                                                   | C                                                                                   | C                                                                                   | B                                                                                   | A                                                                                   | A                                                                                   |
| Approach Vol, veh/h          | 773                                                                               |                                                                                   |                                                                                   | 723                                                                               |                                                                                   |                                                                                   | 996                                                                                 |                                                                                     |                                                                                     | 407                                                                                 |                                                                                     |                                                                                     |
| Approach Delay, s/veh        | 32.0                                                                              |                                                                                   |                                                                                   | 31.8                                                                              |                                                                                   |                                                                                   | 23.7                                                                                |                                                                                     |                                                                                     | 6.9                                                                                 |                                                                                     |                                                                                     |
| Approach LOS                 | C                                                                                 |                                                                                   |                                                                                   | C                                                                                 |                                                                                   |                                                                                   | C                                                                                   |                                                                                     |                                                                                     | A                                                                                   |                                                                                     |                                                                                     |
| Timer - Assigned Phs         | 1                                                                                 | 2                                                                                 | 3                                                                                 | 4                                                                                 | 5                                                                                 | 6                                                                                 | 7                                                                                   | 8                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Phs Duration (G+Y+Rc), s     | 9.1                                                                               | 55.9                                                                              | 14.3                                                                              | 34.8                                                                              | 8.7                                                                               | 56.2                                                                              | 7.2                                                                                 | 41.8                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Change Period (Y+Rc), s      | 5.0                                                                               | 6.5                                                                               | 5.0                                                                               | 6.5                                                                               | 5.0                                                                               | 6.5                                                                               | 5.0                                                                                 | 6.5                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Green Setting (Gmax), s  | 11.0                                                                              | 35.5                                                                              | 13.0                                                                              | 31.5                                                                              | 11.0                                                                              | 35.5                                                                              | 13.0                                                                                | 31.5                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Q Clear Time (g_c+I1), s | 4.5                                                                               | 21.3                                                                              | 9.3                                                                               | 21.3                                                                              | 4.3                                                                               | 3.7                                                                               | 3.2                                                                                 | 14.5                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Green Ext Time (p_c), s      | 0.0                                                                               | 8.9                                                                               | 0.0                                                                               | 7.0                                                                               | 0.0                                                                               | 5.2                                                                               | 0.0                                                                                 | 8.1                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Intersection Summary         |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 6th Ctrl Delay           | 25.6                                                                              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 6th LOS                  | C                                                                                 |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |



## Appendix C. Future (2027) No Change Level of Service Worksheets

HCM 6th TWSC  
1: N Nevada Ave & St Vrain St

04-23-2025

| Intersection             |        |                                                                                   |        |            |                                                                                   |       |        |                                                                                   |      |      |                                                                                     |      |
|--------------------------|--------|-----------------------------------------------------------------------------------|--------|------------|-----------------------------------------------------------------------------------|-------|--------|-----------------------------------------------------------------------------------|------|------|-------------------------------------------------------------------------------------|------|
| Int Delay, s/veh         | 1.2    |                                                                                   |        |            |                                                                                   |       |        |                                                                                   |      |      |                                                                                     |      |
| Movement                 | EBL    | EBT                                                                               | EBR    | WBL        | WBT                                                                               | WBR   | NBL    | NBT                                                                               | NBR  | SBL  | SBT                                                                                 | SBR  |
| Lane Configurations      |        |  |        |            |  |       |        |  |      |      |  |      |
| Traffic Vol, veh/h       | 1      | 7                                                                                 | 2      | 3          | 11                                                                                | 3     | 15     | 411                                                                               | 6    | 14   | 411                                                                                 | 26   |
| Future Vol, veh/h        | 1      | 7                                                                                 | 2      | 3          | 11                                                                                | 3     | 15     | 411                                                                               | 6    | 14   | 411                                                                                 | 26   |
| Conflicting Peds, #/hr   | 0      | 0                                                                                 | 0      | 0          | 0                                                                                 | 0     | 0      | 0                                                                                 | 0    | 0    | 0                                                                                   | 0    |
| Sign Control             | Stop   | Stop                                                                              | Stop   | Stop       | Stop                                                                              | Stop  | Free   | Free                                                                              | Free | Free | Free                                                                                | Free |
| RT Channelized           | -      | -                                                                                 | None   | -          | -                                                                                 | None  | -      | -                                                                                 | None | -    | -                                                                                   | None |
| Storage Length           | -      | -                                                                                 | -      | -          | -                                                                                 | -     | -      | -                                                                                 | -    | -    | -                                                                                   | -    |
| Veh in Median Storage, # | -      | 0                                                                                 | -      | -          | 0                                                                                 | -     | -      | 0                                                                                 | -    | -    | 0                                                                                   | -    |
| Grade, %                 | -      | 0                                                                                 | -      | -          | 0                                                                                 | -     | -      | 0                                                                                 | -    | -    | 0                                                                                   | -    |
| Peak Hour Factor         | 83     | 83                                                                                | 83     | 57         | 57                                                                                | 57    | 84     | 84                                                                                | 84   | 91   | 91                                                                                  | 91   |
| Heavy Vehicles, %        | 2      | 2                                                                                 | 2      | 2          | 2                                                                                 | 2     | 2      | 2                                                                                 | 2    | 2    | 2                                                                                   | 2    |
| Mvmt Flow                | 1      | 8                                                                                 | 2      | 5          | 19                                                                                | 5     | 18     | 489                                                                               | 7    | 15   | 452                                                                                 | 29   |
|                          |        |                                                                                   |        |            |                                                                                   |       |        |                                                                                   |      |      |                                                                                     |      |
| Major/Minor              | Minor2 |                                                                                   | Minor1 |            | Major1                                                                            |       | Major2 |                                                                                   |      |      |                                                                                     |      |
| Conflicting Flow All     | 787    | 1029                                                                              | 241    | 789        | 1040                                                                              | 248   | 481    | 0                                                                                 | 0    | 496  | 0                                                                                   | 0    |
| Stage 1                  | 497    | 497                                                                               | -      | 529        | 529                                                                               | -     | -      | -                                                                                 | -    | -    | -                                                                                   | -    |
| Stage 2                  | 290    | 532                                                                               | -      | 260        | 511                                                                               | -     | -      | -                                                                                 | -    | -    | -                                                                                   | -    |
| Critical Hdwy            | 7.54   | 6.54                                                                              | 6.94   | 7.54       | 6.54                                                                              | 6.94  | 4.14   | -                                                                                 | -    | 4.14 | -                                                                                   | -    |
| Critical Hdwy Stg 1      | 6.54   | 5.54                                                                              | -      | 6.54       | 5.54                                                                              | -     | -      | -                                                                                 | -    | -    | -                                                                                   | -    |
| Critical Hdwy Stg 2      | 6.54   | 5.54                                                                              | -      | 6.54       | 5.54                                                                              | -     | -      | -                                                                                 | -    | -    | -                                                                                   | -    |
| Follow-up Hdwy           | 3.52   | 4.02                                                                              | 3.32   | 3.52       | 4.02                                                                              | 3.32  | 2.22   | -                                                                                 | -    | 2.22 | -                                                                                   | -    |
| Pot Cap-1 Maneuver       | 282    | 232                                                                               | 760    | 281        | 229                                                                               | 752   | 1078   | -                                                                                 | -    | 1064 | -                                                                                   | -    |
| Stage 1                  | 523    | 543                                                                               | -      | 501        | 525                                                                               | -     | -      | -                                                                                 | -    | -    | -                                                                                   | -    |
| Stage 2                  | 694    | 524                                                                               | -      | 722        | 535                                                                               | -     | -      | -                                                                                 | -    | -    | -                                                                                   | -    |
| Platoon blocked, %       |        |                                                                                   |        |            |                                                                                   |       |        | -                                                                                 | -    |      | -                                                                                   | -    |
| Mov Cap-1 Maneuver       | 253    | 222                                                                               | 760    | 263        | 219                                                                               | 752   | 1078   | -                                                                                 | -    | 1064 | -                                                                                   | -    |
| Mov Cap-2 Maneuver       | 253    | 222                                                                               | -      | 263        | 219                                                                               | -     | -      | -                                                                                 | -    | -    | -                                                                                   | -    |
| Stage 1                  | 511    | 533                                                                               | -      | 489        | 513                                                                               | -     | -      | -                                                                                 | -    | -    | -                                                                                   | -    |
| Stage 2                  | 648    | 512                                                                               | -      | 695        | 525                                                                               | -     | -      | -                                                                                 | -    | -    | -                                                                                   | -    |
|                          |        |                                                                                   |        |            |                                                                                   |       |        |                                                                                   |      |      |                                                                                     |      |
|                          |        |                                                                                   |        |            |                                                                                   |       |        |                                                                                   |      |      |                                                                                     |      |
| Approach                 | EB     |                                                                                   | WB     |            | NB                                                                                |       | SB     |                                                                                   |      |      |                                                                                     |      |
| HCM Control Delay, s     | 19.4   |                                                                                   | 20.7   |            | 0.4                                                                               |       | 0.4    |                                                                                   |      |      |                                                                                     |      |
| HCM LOS                  | C      |                                                                                   | C      |            |                                                                                   |       |        |                                                                                   |      |      |                                                                                     |      |
|                          |        |                                                                                   |        |            |                                                                                   |       |        |                                                                                   |      |      |                                                                                     |      |
| Minor Lane/Major Mvmt    | NBL    | NBT                                                                               | NBR    | EBLn1WBLn1 | SBL                                                                               | SBT   | SBR    |                                                                                   |      |      |                                                                                     |      |
| Capacity (veh/h)         | 1078   | -                                                                                 | -      | 262        | 259                                                                               | 1064  | -      | -                                                                                 |      |      |                                                                                     |      |
| HCM Lane V/C Ratio       | 0.017  | -                                                                                 | -      | 0.046      | 0.115                                                                             | 0.014 | -      | -                                                                                 |      |      |                                                                                     |      |
| HCM Control Delay (s)    | 8.4    | 0.1                                                                               | -      | 19.4       | 20.7                                                                              | 8.4   | 0.1    | -                                                                                 |      |      |                                                                                     |      |
| HCM Lane LOS             | A      | A                                                                                 | -      | C          | C                                                                                 | A     | A      | -                                                                                 |      |      |                                                                                     |      |
| HCM 95th %tile Q(veh)    | 0.1    | -                                                                                 | -      | 0.1        | 0.4                                                                               | 0     | -      | -                                                                                 |      |      |                                                                                     |      |

# Timings

## 2: N Nevada Ave & E Boulder St

04-23-2025



| Lane Group           | EBL   | EBT   | WBL   | WBT   | NBL   | NBT   | NBR   | SBL   | SBT   | SBR   |
|----------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| Lane Configurations  |       |       |       |       |       |       |       |       |       |       |
| Traffic Volume (vph) | 7     | 54    | 66    | 146   | 29    | 393   | 132   | 34    | 372   | 12    |
| Future Volume (vph)  | 7     | 54    | 66    | 146   | 29    | 393   | 132   | 34    | 372   | 12    |
| Turn Type            | Perm  | NA    | Perm  | NA    | Perm  | NA    | Perm  | Perm  | NA    | Perm  |
| Protected Phases     |       | 4     |       | 8     |       | 2     |       |       | 6     |       |
| Permitted Phases     | 4     |       | 8     |       | 2     |       | 2     | 6     |       | 6     |
| Detector Phase       | 4     | 4     | 8     | 8     | 2     | 2     | 2     | 6     | 6     | 6     |
| Switch Phase         |       |       |       |       |       |       |       |       |       |       |
| Minimum Initial (s)  | 20.0  | 20.0  | 20.0  | 20.0  | 20.0  | 20.0  | 20.0  | 20.0  | 20.0  | 20.0  |
| Minimum Split (s)    | 44.5  | 44.5  | 44.5  | 44.5  | 47.5  | 47.5  | 47.5  | 47.5  | 47.5  | 47.5  |
| Total Split (s)      | 55.0  | 55.0  | 55.0  | 55.0  | 59.0  | 59.0  | 59.0  | 59.0  | 59.0  | 59.0  |
| Total Split (%)      | 48.2% | 48.2% | 48.2% | 48.2% | 51.8% | 51.8% | 51.8% | 51.8% | 51.8% | 51.8% |
| Yellow Time (s)      | 4.5   | 4.5   | 4.5   | 4.5   | 3.5   | 3.5   | 3.5   | 3.5   | 3.5   | 3.5   |
| All-Red Time (s)     | 2.0   | 2.0   | 2.0   | 2.0   | 2.0   | 2.0   | 2.0   | 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)  | 6.5   | 6.5   | 6.5   | 6.5   | 5.5   | 5.5   | 5.5   | 5.5   | 5.5   | 5.5   |
| Lead/Lag             |       |       |       |       |       |       |       |       |       |       |
| Lead-Lag Optimize?   |       |       |       |       |       |       |       |       |       |       |
| Recall Mode          | None  | None  | None  | None  | C-Max | C-Max | C-Max | C-Max | C-Max | C-Max |
| Act Effect Green (s) | 24.8  | 24.8  | 24.8  | 24.8  | 77.2  | 77.2  | 77.2  | 77.2  | 77.2  | 77.2  |
| Actuated g/C Ratio   | 0.22  | 0.22  | 0.22  | 0.22  | 0.68  | 0.68  | 0.68  | 0.68  | 0.68  | 0.68  |
| v/c Ratio            | 0.05  | 0.20  | 0.31  | 0.61  | 0.06  | 0.21  | 0.15  | 0.06  | 0.17  | 0.01  |
| Control Delay        | 32.7  | 32.1  | 51.5  | 55.9  | 5.6   | 5.1   | 1.5   | 8.0   | 7.5   | 0.7   |
| Queue Delay          | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   |
| Total Delay          | 32.7  | 32.1  | 51.5  | 55.9  | 5.6   | 5.1   | 1.5   | 8.0   | 7.5   | 0.7   |
| LOS                  | C     | C     | D     | E     | A     | A     | A     | A     | A     | A     |
| Approach Delay       |       | 32.2  |       | 54.8  |       | 4.3   |       |       | 7.4   |       |
| Approach LOS         |       | C     |       | D     |       | A     |       |       | A     |       |

### Intersection Summary

Cycle Length: 114

Actuated Cycle Length: 114

Offset: 37 (32%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow

Natural Cycle: 95

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.61

Intersection Signal Delay: 17.4

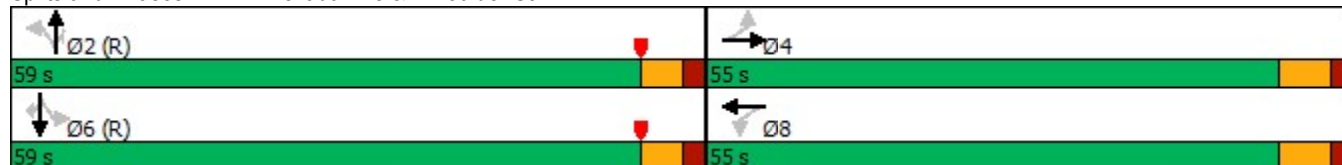
Intersection LOS: B

Intersection Capacity Utilization 64.6%

ICU Level of Service C

Analysis Period (min) 15

Splits and Phases: 2: N Nevada Ave & E Boulder St



# HCM 6th Signalized Intersection Summary

## 2: N Nevada Ave & E Boulder St

04-23-2025

|                              |  |  |  |  |  |  |   |  |  |  |  |  |
|------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Movement                     | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                 | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations          |  |  |                                                                                   |  |  |                                                                                   |  |  |  |  |  |  |
| Traffic Volume (veh/h)       | 7                                                                                 | 54                                                                                | 8                                                                                 | 66                                                                                | 146                                                                               | 39                                                                                | 29                                                                                  | 393                                                                                 | 132                                                                                 | 34                                                                                  | 372                                                                                 | 12                                                                                  |
| Future Volume (veh/h)        | 7                                                                                 | 54                                                                                | 8                                                                                 | 66                                                                                | 146                                                                               | 39                                                                                | 29                                                                                  | 393                                                                                 | 132                                                                                 | 34                                                                                  | 372                                                                                 | 12                                                                                  |
| Initial Q (Qb), veh          | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   |
| Ped-Bike Adj(A_pbT)          | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                                |                                                                                     | 1.00                                                                                | 1.00                                                                                |                                                                                     | 1.00                                                                                |
| Parking Bus, Adj             | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Work Zone On Approach        | No                                                                                |                                                                                   |                                                                                   | No                                                                                |                                                                                   |                                                                                   | No                                                                                  |                                                                                     |                                                                                     | No                                                                                  |                                                                                     |                                                                                     |
| Adj Sat Flow, veh/h/ln       | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                                | 1870                                                                                | 1870                                                                                | 1870                                                                                | 1870                                                                                | 1870                                                                                |
| Adj Flow Rate, veh/h         | 9                                                                                 | 69                                                                                | 10                                                                                | 88                                                                                | 195                                                                               | 52                                                                                | 37                                                                                  | 504                                                                                 | 169                                                                                 | 37                                                                                  | 404                                                                                 | 13                                                                                  |
| Peak Hour Factor             | 0.78                                                                              | 0.78                                                                              | 0.78                                                                              | 0.75                                                                              | 0.75                                                                              | 0.75                                                                              | 0.78                                                                                | 0.78                                                                                | 0.78                                                                                | 0.92                                                                                | 0.92                                                                                | 0.92                                                                                |
| Percent Heavy Veh, %         | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                   | 2                                                                                   | 2                                                                                   | 2                                                                                   | 2                                                                                   | 2                                                                                   |
| Cap, veh/h                   | 133                                                                               | 291                                                                               | 42                                                                                | 255                                                                               | 259                                                                               | 69                                                                                | 718                                                                                 | 2533                                                                                | 1130                                                                                | 608                                                                                 | 2533                                                                                | 1130                                                                                |
| Arrive On Green              | 0.18                                                                              | 0.18                                                                              | 0.18                                                                              | 0.36                                                                              | 0.36                                                                              | 0.36                                                                              | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 0.71                                                                                | 0.71                                                                                | 0.71                                                                                |
| Sat Flow, veh/h              | 1133                                                                              | 1597                                                                              | 231                                                                               | 1320                                                                              | 1423                                                                              | 379                                                                               | 969                                                                                 | 3554                                                                                | 1585                                                                                | 765                                                                                 | 3554                                                                                | 1585                                                                                |
| Grp Volume(v), veh/h         | 9                                                                                 | 0                                                                                 | 79                                                                                | 88                                                                                | 0                                                                                 | 247                                                                               | 37                                                                                  | 504                                                                                 | 169                                                                                 | 37                                                                                  | 404                                                                                 | 13                                                                                  |
| Grp Sat Flow(s),veh/h/ln     | 1133                                                                              | 0                                                                                 | 1829                                                                              | 1320                                                                              | 0                                                                                 | 1802                                                                              | 969                                                                                 | 1777                                                                                | 1585                                                                                | 765                                                                                 | 1777                                                                                | 1585                                                                                |
| Q Serve(g_s), s              | 0.9                                                                               | 0.0                                                                               | 4.2                                                                               | 6.2                                                                               | 0.0                                                                               | 13.7                                                                              | 0.2                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 1.7                                                                                 | 4.2                                                                                 | 0.3                                                                                 |
| Cycle Q Clear(g_c), s        | 14.5                                                                              | 0.0                                                                               | 4.2                                                                               | 10.4                                                                              | 0.0                                                                               | 13.7                                                                              | 4.4                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 1.7                                                                                 | 4.2                                                                                 | 0.3                                                                                 |
| Prop In Lane                 | 1.00                                                                              |                                                                                   | 0.13                                                                              | 1.00                                                                              |                                                                                   | 0.21                                                                              | 1.00                                                                                |                                                                                     | 1.00                                                                                | 1.00                                                                                |                                                                                     | 1.00                                                                                |
| Lane Grp Cap(c), veh/h       | 133                                                                               | 0                                                                                 | 333                                                                               | 255                                                                               | 0                                                                                 | 328                                                                               | 718                                                                                 | 2533                                                                                | 1130                                                                                | 608                                                                                 | 2533                                                                                | 1130                                                                                |
| V/C Ratio(X)                 | 0.07                                                                              | 0.00                                                                              | 0.24                                                                              | 0.35                                                                              | 0.00                                                                              | 0.75                                                                              | 0.05                                                                                | 0.20                                                                                | 0.15                                                                                | 0.06                                                                                | 0.16                                                                                | 0.01                                                                                |
| Avail Cap(c_a), veh/h        | 409                                                                               | 0                                                                                 | 778                                                                               | 576                                                                               | 0                                                                                 | 767                                                                               | 718                                                                                 | 2533                                                                                | 1130                                                                                | 608                                                                                 | 2533                                                                                | 1130                                                                                |
| HCM Platoon Ratio            | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 2.00                                                                              | 2.00                                                                              | 2.00                                                                              | 2.00                                                                                | 2.00                                                                                | 2.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Upstream Filter(I)           | 1.00                                                                              | 0.00                                                                              | 1.00                                                                              | 0.67                                                                              | 0.00                                                                              | 0.67                                                                              | 0.98                                                                                | 0.98                                                                                | 0.98                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Uniform Delay (d), s/veh     | 50.6                                                                              | 0.0                                                                               | 39.9                                                                              | 34.7                                                                              | 0.0                                                                               | 34.0                                                                              | 0.1                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 4.9                                                                                 | 5.3                                                                                 | 4.7                                                                                 |
| Incr Delay (d2), s/veh       | 0.8                                                                               | 0.0                                                                               | 1.3                                                                               | 2.0                                                                               | 0.0                                                                               | 8.2                                                                               | 0.1                                                                                 | 0.2                                                                                 | 0.3                                                                                 | 0.2                                                                                 | 0.1                                                                                 | 0.0                                                                                 |
| Initial Q Delay(d3),s/veh    | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| %ile BackOfQ(50%),veh/ln     | 0.3                                                                               | 0.0                                                                               | 2.0                                                                               | 1.9                                                                               | 0.0                                                                               | 5.8                                                                               | 0.0                                                                                 | 0.1                                                                                 | 0.1                                                                                 | 0.3                                                                                 | 1.5                                                                                 | 0.1                                                                                 |
| Unsig. Movement Delay, s/veh |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| LnGrp Delay(d),s/veh         | 51.3                                                                              | 0.0                                                                               | 41.2                                                                              | 36.7                                                                              | 0.0                                                                               | 42.2                                                                              | 0.2                                                                                 | 0.2                                                                                 | 0.3                                                                                 | 5.1                                                                                 | 5.4                                                                                 | 4.8                                                                                 |
| LnGrp LOS                    | D                                                                                 | A                                                                                 | D                                                                                 | D                                                                                 | A                                                                                 | D                                                                                 | A                                                                                   | A                                                                                   | A                                                                                   | A                                                                                   | A                                                                                   | A                                                                                   |
| Approach Vol, veh/h          | 88                                                                                |                                                                                   |                                                                                   | 335                                                                               |                                                                                   |                                                                                   | 710                                                                                 |                                                                                     |                                                                                     | 454                                                                                 |                                                                                     |                                                                                     |
| Approach Delay, s/veh        | 42.2                                                                              |                                                                                   |                                                                                   | 40.8                                                                              |                                                                                   |                                                                                   | 0.2                                                                                 |                                                                                     |                                                                                     | 5.4                                                                                 |                                                                                     |                                                                                     |
| Approach LOS                 | D                                                                                 |                                                                                   |                                                                                   | D                                                                                 |                                                                                   |                                                                                   | A                                                                                   |                                                                                     |                                                                                     | A                                                                                   |                                                                                     |                                                                                     |
| Timer - Assigned Phs         | 2                                                                                 |                                                                                   |                                                                                   | 4                                                                                 |                                                                                   |                                                                                   | 6                                                                                   |                                                                                     |                                                                                     | 8                                                                                   |                                                                                     |                                                                                     |
| Phs Duration (G+Y+Rc), s     | 86.8                                                                              |                                                                                   |                                                                                   | 27.2                                                                              |                                                                                   |                                                                                   | 86.8                                                                                |                                                                                     |                                                                                     | 27.2                                                                                |                                                                                     |                                                                                     |
| Change Period (Y+Rc), s      | 5.5                                                                               |                                                                                   |                                                                                   | 6.5                                                                               |                                                                                   |                                                                                   | 5.5                                                                                 |                                                                                     |                                                                                     | 6.5                                                                                 |                                                                                     |                                                                                     |
| Max Green Setting (Gmax), s  | 53.5                                                                              |                                                                                   |                                                                                   | 48.5                                                                              |                                                                                   |                                                                                   | 53.5                                                                                |                                                                                     |                                                                                     | 48.5                                                                                |                                                                                     |                                                                                     |
| Max Q Clear Time (g_c+I1), s | 6.4                                                                               |                                                                                   |                                                                                   | 16.5                                                                              |                                                                                   |                                                                                   | 6.2                                                                                 |                                                                                     |                                                                                     | 15.7                                                                                |                                                                                     |                                                                                     |
| Green Ext Time (p_c), s      | 16.9                                                                              |                                                                                   |                                                                                   | 1.1                                                                               |                                                                                   |                                                                                   | 11.0                                                                                |                                                                                     |                                                                                     | 5.1                                                                                 |                                                                                     |                                                                                     |
| Intersection Summary         |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 6th Ctrl Delay           | 12.6                                                                              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 6th LOS                  | B                                                                                 |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |

# Timings

## 3: N Nevada Ave & E Platte Ave

04-23-2025



| Lane Group           | EBT   | WBT   | WBR   | NBL   | NBT   | NBR   | SBL   | SBT   | SBR   |
|----------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| Lane Configurations  | ↑↑    | ↑↑    | ↑     | ↑     | ↑↑    | ↑     | ↑     | ↑↑    | ↑     |
| Traffic Volume (vph) | 99    | 460   | 123   | 10    | 413   | 91    | 38    | 380   | 28    |
| Future Volume (vph)  | 99    | 460   | 123   | 10    | 413   | 91    | 38    | 380   | 28    |
| Turn Type            | NA    | NA    | Perm  | Perm  | NA    | Perm  | Perm  | NA    | Perm  |
| Protected Phases     | 4     | 8     |       |       | 2     |       |       | 6     |       |
| Permitted Phases     |       |       | 8     | 2     |       | 2     | 6     |       | 6     |
| Detector Phase       | 4     | 8     | 8     | 2     | 2     | 2     | 6     | 6     | 6     |
| Switch Phase         |       |       |       |       |       |       |       |       |       |
| Minimum Initial (s)  | 20.0  | 20.0  | 20.0  | 20.0  | 20.0  | 20.0  | 20.0  | 20.0  | 20.0  |
| Minimum Split (s)    | 45.5  | 45.5  | 45.5  | 45.0  | 45.0  | 45.0  | 45.0  | 45.0  | 45.0  |
| Total Split (s)      | 58.0  | 58.0  | 58.0  | 56.0  | 56.0  | 56.0  | 56.0  | 56.0  | 56.0  |
| Total Split (%)      | 50.9% | 50.9% | 50.9% | 49.1% | 49.1% | 49.1% | 49.1% | 49.1% | 49.1% |
| Yellow Time (s)      | 4.5   | 4.5   | 4.5   | 4.0   | 4.0   | 4.0   | 4.0   | 4.0   | 4.0   |
| All-Red Time (s)     | 4.0   | 4.0   | 4.0   | 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   |
| Total Lost Time (s)  | 8.5   | 8.5   | 8.5   | 6.0   | 6.0   | 6.0   | 6.0   | 6.0   | 6.0   |
| Lead/Lag             |       |       |       |       |       |       |       |       |       |
| Lead-Lag Optimize?   |       |       |       |       |       |       |       |       |       |
| Recall Mode          | None  | None  | None  | C-Max | C-Max | C-Max | C-Max | C-Max | C-Max |
| Act Effect Green (s) | 29.9  | 29.9  | 29.9  | 69.6  | 69.6  | 69.6  | 69.6  | 69.6  | 69.6  |
| Actuated g/C Ratio   | 0.26  | 0.26  | 0.26  | 0.61  | 0.61  | 0.61  | 0.61  | 0.61  | 0.61  |
| v/c Ratio            | 0.17  | 0.55  | 0.29  | 0.02  | 0.22  | 0.10  | 0.08  | 0.19  | 0.03  |
| Control Delay        | 25.1  | 47.5  | 24.7  | 11.5  | 11.2  | 4.9   | 9.1   | 8.5   | 0.7   |
| Queue Delay          | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   |
| Total Delay          | 25.1  | 47.5  | 24.7  | 11.5  | 11.2  | 4.9   | 9.1   | 8.5   | 0.7   |
| LOS                  | C     | D     | C     | B     | B     | A     | A     | A     | A     |
| Approach Delay       | 25.1  | 42.7  |       |       | 10.1  |       |       | 8.1   |       |
| Approach LOS         | C     | D     |       |       | B     |       |       | A     |       |

### Intersection Summary

Cycle Length: 114

Actuated Cycle Length: 114

Offset: 34 (30%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow

Natural Cycle: 95

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.55

Intersection Signal Delay: 22.0

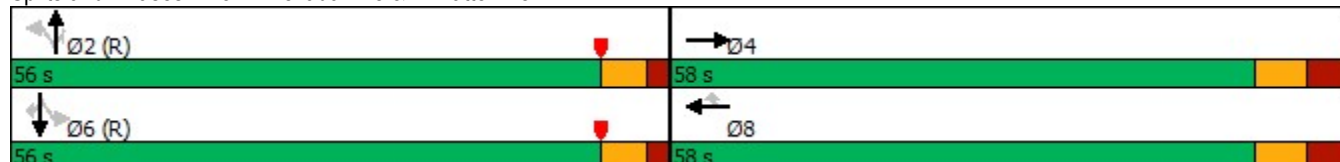
Intersection LOS: C

Intersection Capacity Utilization 67.1%

ICU Level of Service C

Analysis Period (min) 15

### Splits and Phases: 3: N Nevada Ave & E Platte Ave



# HCM 6th Signalized Intersection Summary

## 3: N Nevada Ave & E Platte Ave

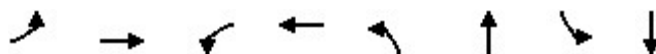
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|                                                                    |  |      |      |      |      |      |      |      |      |      |      |      |
|--------------------------------------------------------------------|------------------------------------------------------------------------------------|------|------|------|------|------|------|------|------|------|------|------|
| Movement                                                           | EBL                                                                                | EBT  | EBR  | WBL  | WBT  | WBR  | NBL  | NBT  | NBR  | SBL  | SBT  | SBR  |
| Lane Configurations                                                |                                                                                    | ↑↑   |      |      | ↑↑   | ↑    | ↑    | ↑↑   | ↑    | ↑    | ↑↑   | ↑    |
| Traffic Volume (veh/h)                                             | 0                                                                                  | 99   | 22   | 0    | 460  | 123  | 10   | 413  | 91   | 38   | 380  | 28   |
| Future Volume (veh/h)                                              | 0                                                                                  | 99   | 22   | 0    | 460  | 123  | 10   | 413  | 91   | 38   | 380  | 28   |
| Initial Q (Qb), veh                                                | 0                                                                                  | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Ped-Bike Adj(A_pbT)                                                | 1.00                                                                               |      | 1.00 | 1.00 |      | 1.00 | 1.00 |      | 1.00 | 1.00 |      | 1.00 |
| Parking Bus, Adj                                                   | 1.00                                                                               | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach                                              |                                                                                    | No   |      |      | No   |      |      | No   |      |      | No   |      |
| Adj Sat Flow, veh/h/ln                                             | 0                                                                                  | 1870 | 1870 | 0    | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 |
| Adj Flow Rate, veh/h                                               | 0                                                                                  | 125  | 28   | 0    | 511  | 137  | 11   | 469  | 103  | 42   | 418  | 31   |
| Peak Hour Factor                                                   | 0.79                                                                               | 0.79 | 0.79 | 0.90 | 0.90 | 0.90 | 0.88 | 0.88 | 0.88 | 0.91 | 0.91 | 0.91 |
| Percent Heavy Veh, %                                               | 0                                                                                  | 2    | 2    | 0    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    |
| Cap, veh/h                                                         | 0                                                                                  | 658  | 144  | 0    | 806  | 360  | 671  | 2295 | 1024 | 561  | 2295 | 1024 |
| Arrive On Green                                                    | 0.00                                                                               | 0.23 | 0.23 | 0.00 | 0.45 | 0.45 | 0.65 | 0.65 | 0.65 | 1.00 | 1.00 | 1.00 |
| Sat Flow, veh/h                                                    | 0                                                                                  | 2994 | 633  | 0    | 3647 | 1585 | 941  | 3554 | 1585 | 840  | 3554 | 1585 |
| Grp Volume(v), veh/h                                               | 0                                                                                  | 75   | 78   | 0    | 511  | 137  | 11   | 469  | 103  | 42   | 418  | 31   |
| Grp Sat Flow(s),veh/h/ln                                           | 0                                                                                  | 1777 | 1756 | 0    | 1777 | 1585 | 941  | 1777 | 1585 | 840  | 1777 | 1585 |
| Q Serve(g_s), s                                                    | 0.0                                                                                | 3.9  | 4.1  | 0.0  | 12.6 | 6.5  | 0.5  | 6.1  | 2.8  | 0.5  | 0.0  | 0.0  |
| Cycle Q Clear(g_c), s                                              | 0.0                                                                                | 3.9  | 4.1  | 0.0  | 12.6 | 6.5  | 0.5  | 6.1  | 2.8  | 6.7  | 0.0  | 0.0  |
| Prop In Lane                                                       | 0.00                                                                               |      | 0.36 | 0.00 |      | 1.00 | 1.00 |      | 1.00 | 1.00 |      | 1.00 |
| Lane Grp Cap(c), veh/h                                             | 0                                                                                  | 403  | 399  | 0    | 806  | 360  | 671  | 2295 | 1024 | 561  | 2295 | 1024 |
| V/C Ratio(X)                                                       | 0.00                                                                               | 0.19 | 0.20 | 0.00 | 0.63 | 0.38 | 0.02 | 0.20 | 0.10 | 0.07 | 0.18 | 0.03 |
| Avail Cap(c_a), veh/h                                              | 0                                                                                  | 772  | 763  | 0    | 1543 | 688  | 671  | 2295 | 1024 | 561  | 2295 | 1024 |
| HCM Platoon Ratio                                                  | 1.00                                                                               | 1.00 | 1.00 | 1.00 | 2.00 | 2.00 | 1.00 | 1.00 | 1.00 | 2.00 | 2.00 | 2.00 |
| Upstream Filter(I)                                                 | 0.00                                                                               | 1.00 | 1.00 | 0.00 | 0.76 | 0.76 | 1.00 | 1.00 | 1.00 | 0.99 | 0.99 | 0.99 |
| Uniform Delay (d), s/veh                                           | 0.0                                                                                | 35.6 | 35.6 | 0.0  | 27.5 | 25.8 | 7.2  | 8.2  | 7.6  | 0.3  | 0.0  | 0.0  |
| Incr Delay (d2), s/veh                                             | 0.0                                                                                | 0.8  | 0.9  | 0.0  | 2.3  | 1.8  | 0.0  | 0.2  | 0.2  | 0.3  | 0.2  | 0.1  |
| Initial Q Delay(d3),s/veh                                          | 0.0                                                                                | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| %ile BackOfQ(50%),veh/ln                                           | 0.0                                                                                | 1.8  | 1.9  | 0.0  | 4.6  | 2.4  | 0.1  | 2.4  | 1.0  | 0.0  | 0.1  | 0.0  |
| Unsig. Movement Delay, s/veh                                       |                                                                                    |      |      |      |      |      |      |      |      |      |      |      |
| LnGrp Delay(d),s/veh                                               | 0.0                                                                                | 36.4 | 36.5 | 0.0  | 29.8 | 27.7 | 7.3  | 8.4  | 7.8  | 0.5  | 0.2  | 0.1  |
| LnGrp LOS                                                          | A                                                                                  | D    | D    | A    | C    | C    | A    | A    | A    | A    | A    | A    |
| Approach Vol, veh/h                                                |                                                                                    | 153  |      |      | 648  |      |      | 583  |      |      | 491  |      |
| Approach Delay, s/veh                                              |                                                                                    | 36.4 |      |      | 29.3 |      |      | 8.3  |      |      | 0.2  |      |
| Approach LOS                                                       |                                                                                    | D    |      |      | C    |      |      | A    |      |      | A    |      |
| Timer - Assigned Phs                                               |                                                                                    | 2    |      | 4    |      | 6    |      | 8    |      |      |      |      |
| Phs Duration (G+Y+Rc), s                                           |                                                                                    | 79.6 |      | 34.4 |      | 79.6 |      | 34.4 |      |      |      |      |
| Change Period (Y+Rc), s                                            |                                                                                    | 6.0  |      | 8.5  |      | 6.0  |      | 8.5  |      |      |      |      |
| Max Green Setting (Gmax), s                                        |                                                                                    | 50.0 |      | 49.5 |      | 50.0 |      | 49.5 |      |      |      |      |
| Max Q Clear Time (g_c+I1), s                                       |                                                                                    | 8.1  |      | 6.1  |      | 8.7  |      | 14.6 |      |      |      |      |
| Green Ext Time (p_c), s                                            |                                                                                    | 10.7 |      | 2.4  |      | 9.1  |      | 11.3 |      |      |      |      |
| <b>Intersection Summary</b>                                        |                                                                                    |      |      |      |      |      |      |      |      |      |      |      |
| HCM 6th Ctrl Delay                                                 |                                                                                    |      | 15.7 |      |      |      |      |      |      |      |      |      |
| HCM 6th LOS                                                        |                                                                                    |      | B    |      |      |      |      |      |      |      |      |      |
| <b>Notes</b>                                                       |                                                                                    |      |      |      |      |      |      |      |      |      |      |      |
| User approved pedestrian interval to be less than phase max green. |                                                                                    |      |      |      |      |      |      |      |      |      |      |      |

# Timings

## 4: N Weber St & E Platte Ave

04-23-2025



| Lane Group           | EBL   | EBT   | WBL   | WBT   | NBL   | NBT   | SBL   | SBT   |
|----------------------|-------|-------|-------|-------|-------|-------|-------|-------|
| Lane Configurations  |       |       |       |       |       |       |       |       |
| Traffic Volume (vph) | 7     | 200   | 98    | 512   | 11    | 102   | 117   | 223   |
| Future Volume (vph)  | 7     | 200   | 98    | 512   | 11    | 102   | 117   | 223   |
| Turn Type            | Perm  | NA    | Perm  | NA    | Perm  | NA    | Perm  | NA    |
| Protected Phases     |       | 4     |       | 8     |       | 2     |       | 6     |
| Permitted Phases     | 4     |       | 8     |       | 2     |       | 6     |       |
| Detector Phase       | 4     | 4     | 8     | 8     | 2     | 2     | 6     | 6     |
| Switch Phase         |       |       |       |       |       |       |       |       |
| Minimum Initial (s)  | 20.0  | 20.0  | 20.0  | 20.0  | 20.0  | 20.0  | 20.0  | 20.0  |
| Minimum Split (s)    | 45.0  | 45.0  | 45.0  | 45.0  | 47.5  | 47.5  | 47.5  | 47.5  |
| Total Split (s)      | 53.0  | 53.0  | 53.0  | 53.0  | 61.0  | 61.0  | 61.0  | 61.0  |
| Total Split (%)      | 46.5% | 46.5% | 46.5% | 46.5% | 53.5% | 53.5% | 53.5% | 53.5% |
| Yellow Time (s)      | 4.0   | 4.0   | 4.0   | 4.0   | 3.5   | 3.5   | 3.5   | 3.5   |
| All-Red Time (s)     | 2.0   | 2.0   | 2.0   | 2.0   | 2.0   | 2.0   | 2.0   | 2.0   |
| Lost Time Adjust (s) | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   |
| Total Lost Time (s)  | 6.0   | 6.0   | 6.0   | 6.0   | 5.5   | 5.5   | 5.5   | 5.5   |
| Lead/Lag             |       |       |       |       |       |       |       |       |
| Lead-Lag Optimize?   |       |       |       |       |       |       |       |       |
| Recall Mode          | None  | None  | None  | None  | C-Max | C-Max | C-Max | C-Max |
| Act Effect Green (s) | 31.3  | 31.3  | 31.3  | 31.3  | 71.2  | 71.2  | 71.2  | 71.2  |
| Actuated g/C Ratio   | 0.27  | 0.27  | 0.27  | 0.27  | 0.62  | 0.62  | 0.62  | 0.62  |
| v/c Ratio            | 0.07  | 0.32  | 0.39  | 0.62  | 0.02  | 0.15  | 0.19  | 0.32  |
| Control Delay        | 26.0  | 26.9  | 28.9  | 27.4  | 10.7  | 9.3   | 10.4  | 10.7  |
| Queue Delay          | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   |
| Total Delay          | 26.0  | 26.9  | 28.9  | 27.4  | 10.7  | 9.3   | 10.4  | 10.7  |
| LOS                  | C     | C     | C     | C     | B     | A     | B     | B     |
| Approach Delay       |       | 26.9  |       | 27.7  |       | 9.4   |       | 10.6  |
| Approach LOS         |       | C     |       | C     |       | A     |       | B     |

### Intersection Summary

Cycle Length: 114

Actuated Cycle Length: 114

Offset: 34 (30%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow

Natural Cycle: 95

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.62

Intersection Signal Delay: 20.6

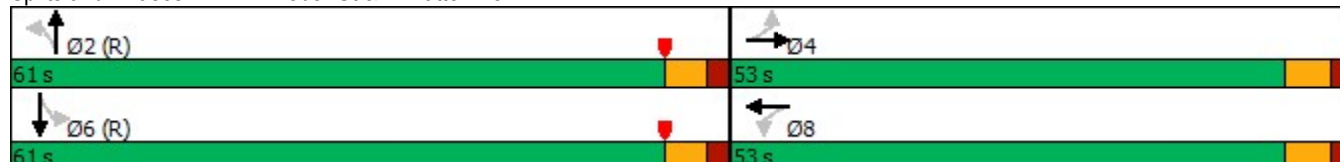
Intersection LOS: C

Intersection Capacity Utilization 85.8%

ICU Level of Service E

Analysis Period (min) 15

Splits and Phases: 4: N Weber St & E Platte Ave



# HCM 6th Signalized Intersection Summary

## 4: N Weber St & E Platte Ave

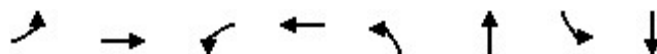
04-23-2025

|                              |  |  |  |  |  |  |   |  |  |  |  |  |
|------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Movement                     | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                 | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations          |  |  |                                                                                   |  |  |                                                                                   |  |  |                                                                                     |  |  |                                                                                     |
| Traffic Volume (veh/h)       | 7                                                                                 | 200                                                                               | 17                                                                                | 98                                                                                | 512                                                                               | 49                                                                                | 11                                                                                  | 102                                                                                 | 33                                                                                  | 117                                                                                 | 223                                                                                 | 68                                                                                  |
| Future Volume (veh/h)        | 7                                                                                 | 200                                                                               | 17                                                                                | 98                                                                                | 512                                                                               | 49                                                                                | 11                                                                                  | 102                                                                                 | 33                                                                                  | 117                                                                                 | 223                                                                                 | 68                                                                                  |
| Initial Q (Qb), veh          | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   |
| Ped-Bike Adj(A_pbT)          | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                                |                                                                                     | 1.00                                                                                | 1.00                                                                                |                                                                                     | 1.00                                                                                |
| Parking Bus, Adj             | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Work Zone On Approach        | No                                                                                |                                                                                   |                                                                                   | No                                                                                |                                                                                   |                                                                                   | No                                                                                  |                                                                                     |                                                                                     | No                                                                                  |                                                                                     |                                                                                     |
| Adj Sat Flow, veh/h/ln       | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                                | 1870                                                                                | 1870                                                                                | 1870                                                                                | 1870                                                                                | 1870                                                                                |
| Adj Flow Rate, veh/h         | 10                                                                                | 282                                                                               | 24                                                                                | 105                                                                               | 551                                                                               | 53                                                                                | 13                                                                                  | 124                                                                                 | 40                                                                                  | 146                                                                                 | 279                                                                                 | 85                                                                                  |
| Peak Hour Factor             | 0.71                                                                              | 0.71                                                                              | 0.71                                                                              | 0.93                                                                              | 0.93                                                                              | 0.93                                                                              | 0.82                                                                                | 0.82                                                                                | 0.82                                                                                | 0.80                                                                                | 0.80                                                                                | 0.80                                                                                |
| Percent Heavy Veh, %         | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                   | 2                                                                                   | 2                                                                                   | 2                                                                                   | 2                                                                                   | 2                                                                                   |
| Cap, veh/h                   | 142                                                                               | 809                                                                               | 68                                                                                | 268                                                                               | 799                                                                               | 77                                                                                | 730                                                                                 | 888                                                                                 | 286                                                                                 | 821                                                                                 | 901                                                                                 | 275                                                                                 |
| Arrive On Green              | 0.49                                                                              | 0.49                                                                              | 0.49                                                                              | 0.32                                                                              | 0.32                                                                              | 0.32                                                                              | 0.66                                                                                | 0.66                                                                                | 0.66                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Sat Flow, veh/h              | 816                                                                               | 3316                                                                              | 280                                                                               | 1073                                                                              | 3276                                                                              | 314                                                                               | 1018                                                                                | 1355                                                                                | 437                                                                                 | 1222                                                                                | 1376                                                                                | 419                                                                                 |
| Grp Volume(v), veh/h         | 10                                                                                | 150                                                                               | 156                                                                               | 105                                                                               | 298                                                                               | 306                                                                               | 13                                                                                  | 0                                                                                   | 164                                                                                 | 146                                                                                 | 0                                                                                   | 364                                                                                 |
| Grp Sat Flow(s),veh/h/ln     | 816                                                                               | 1777                                                                              | 1820                                                                              | 1073                                                                              | 1777                                                                              | 1814                                                                              | 1018                                                                                | 0                                                                                   | 1792                                                                                | 1222                                                                                | 0                                                                                   | 1795                                                                                |
| Q Serve(g_s), s              | 1.2                                                                               | 5.9                                                                               | 6.0                                                                               | 9.6                                                                               | 16.6                                                                              | 16.7                                                                              | 0.5                                                                                 | 0.0                                                                                 | 4.0                                                                                 | 0.9                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| Cycle Q Clear(g_c), s        | 17.9                                                                              | 5.9                                                                               | 6.0                                                                               | 15.6                                                                              | 16.6                                                                              | 16.7                                                                              | 0.5                                                                                 | 0.0                                                                                 | 4.0                                                                                 | 4.8                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| Prop In Lane                 | 1.00                                                                              |                                                                                   | 0.15                                                                              | 1.00                                                                              |                                                                                   | 0.17                                                                              | 1.00                                                                                |                                                                                     | 0.24                                                                                | 1.00                                                                                |                                                                                     | 0.23                                                                                |
| Lane Grp Cap(c), veh/h       | 142                                                                               | 433                                                                               | 444                                                                               | 268                                                                               | 433                                                                               | 442                                                                               | 730                                                                                 | 0                                                                                   | 1174                                                                                | 821                                                                                 | 0                                                                                   | 1176                                                                                |
| V/C Ratio(X)                 | 0.07                                                                              | 0.35                                                                              | 0.35                                                                              | 0.39                                                                              | 0.69                                                                              | 0.69                                                                              | 0.02                                                                                | 0.00                                                                                | 0.14                                                                                | 0.18                                                                                | 0.00                                                                                | 0.31                                                                                |
| Avail Cap(c_a), veh/h        | 280                                                                               | 733                                                                               | 750                                                                               | 449                                                                               | 733                                                                               | 748                                                                               | 730                                                                                 | 0                                                                                   | 1174                                                                                | 821                                                                                 | 0                                                                                   | 1176                                                                                |
| HCM Platoon Ratio            | 2.00                                                                              | 2.00                                                                              | 2.00                                                                              | 1.33                                                                              | 1.33                                                                              | 1.33                                                                              | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 2.00                                                                                | 2.00                                                                                | 2.00                                                                                |
| Upstream Filter(I)           | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 0.83                                                                              | 0.83                                                                              | 0.83                                                                              | 1.00                                                                                | 0.00                                                                                | 1.00                                                                                | 0.97                                                                                | 0.00                                                                                | 0.97                                                                                |
| Uniform Delay (d), s/veh     | 33.6                                                                              | 23.6                                                                              | 23.6                                                                              | 37.0                                                                              | 34.7                                                                              | 34.8                                                                              | 6.9                                                                                 | 0.0                                                                                 | 7.5                                                                                 | 0.1                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| Incr Delay (d2), s/veh       | 0.4                                                                               | 1.0                                                                               | 1.0                                                                               | 1.6                                                                               | 3.4                                                                               | 3.4                                                                               | 0.0                                                                                 | 0.0                                                                                 | 0.2                                                                                 | 0.5                                                                                 | 0.0                                                                                 | 0.7                                                                                 |
| Initial Q Delay(d3),s/veh    | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| %ile BackOfQ(50%),veh/ln     | 0.2                                                                               | 2.4                                                                               | 2.5                                                                               | 2.5                                                                               | 7.3                                                                               | 7.4                                                                               | 0.1                                                                                 | 0.0                                                                                 | 1.5                                                                                 | 0.1                                                                                 | 0.0                                                                                 | 0.2                                                                                 |
| Unsig. Movement Delay, s/veh |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| LnGrp Delay(d),s/veh         | 34.0                                                                              | 24.6                                                                              | 24.6                                                                              | 38.6                                                                              | 38.2                                                                              | 38.2                                                                              | 6.9                                                                                 | 0.0                                                                                 | 7.7                                                                                 | 0.6                                                                                 | 0.0                                                                                 | 0.7                                                                                 |
| LnGrp LOS                    | C                                                                                 | C                                                                                 | C                                                                                 | D                                                                                 | D                                                                                 | D                                                                                 | A                                                                                   | A                                                                                   | A                                                                                   | A                                                                                   | A                                                                                   | A                                                                                   |
| Approach Vol, veh/h          | 316                                                                               |                                                                                   |                                                                                   | 709                                                                               |                                                                                   |                                                                                   | 177                                                                                 |                                                                                     |                                                                                     | 510                                                                                 |                                                                                     |                                                                                     |
| Approach Delay, s/veh        | 24.9                                                                              |                                                                                   |                                                                                   | 38.2                                                                              |                                                                                   |                                                                                   | 7.6                                                                                 |                                                                                     |                                                                                     | 0.6                                                                                 |                                                                                     |                                                                                     |
| Approach LOS                 | C                                                                                 |                                                                                   |                                                                                   | D                                                                                 |                                                                                   |                                                                                   | A                                                                                   |                                                                                     |                                                                                     | A                                                                                   |                                                                                     |                                                                                     |
| Timer - Assigned Phs         | 2                                                                                 |                                                                                   |                                                                                   | 4                                                                                 |                                                                                   |                                                                                   | 6                                                                                   |                                                                                     |                                                                                     | 8                                                                                   |                                                                                     |                                                                                     |
| Phs Duration (G+Y+Rc), s     | 80.2                                                                              |                                                                                   |                                                                                   | 33.8                                                                              |                                                                                   |                                                                                   | 80.2                                                                                |                                                                                     |                                                                                     | 33.8                                                                                |                                                                                     |                                                                                     |
| Change Period (Y+Rc), s      | 5.5                                                                               |                                                                                   |                                                                                   | 6.0                                                                               |                                                                                   |                                                                                   | 5.5                                                                                 |                                                                                     |                                                                                     | 6.0                                                                                 |                                                                                     |                                                                                     |
| Max Green Setting (Gmax), s  | 55.5                                                                              |                                                                                   |                                                                                   | 47.0                                                                              |                                                                                   |                                                                                   | 55.5                                                                                |                                                                                     |                                                                                     | 47.0                                                                                |                                                                                     |                                                                                     |
| Max Q Clear Time (g_c+I1), s | 6.0                                                                               |                                                                                   |                                                                                   | 19.9                                                                              |                                                                                   |                                                                                   | 6.8                                                                                 |                                                                                     |                                                                                     | 18.7                                                                                |                                                                                     |                                                                                     |
| Green Ext Time (p_c), s      | 2.2                                                                               |                                                                                   |                                                                                   | 3.7                                                                               |                                                                                   |                                                                                   | 6.7                                                                                 |                                                                                     |                                                                                     | 9.1                                                                                 |                                                                                     |                                                                                     |
| Intersection Summary         |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 6th Ctrl Delay           | 21.4                                                                              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 6th LOS                  | C                                                                                 |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |

# Timings

## 5: N Weber St & E Boulder St

04-23-2025



| Lane Group           | EBL   | EBT   | WBL   | WBT   | NBL   | NBT   | SBL   | SBT   |
|----------------------|-------|-------|-------|-------|-------|-------|-------|-------|
| Lane Configurations  |       | ↔↔    |       | ↔↔    | ↔     | ↔     | ↔     | ↔     |
| Traffic Volume (vph) | 6     | 157   | 102   | 218   | 12    | 100   | 9     | 242   |
| Future Volume (vph)  | 6     | 157   | 102   | 218   | 12    | 100   | 9     | 242   |
| Turn Type            | Perm  | NA    | Perm  | NA    | Perm  | NA    | Perm  | NA    |
| Protected Phases     |       | 4     |       | 8     |       | 2     |       | 6     |
| Permitted Phases     | 4     |       | 8     |       | 2     |       | 6     |       |
| Detector Phase       | 4     | 4     | 8     | 8     | 2     | 2     | 6     | 6     |
| Switch Phase         |       |       |       |       |       |       |       |       |
| Minimum Initial (s)  | 20.0  | 20.0  | 20.0  | 20.0  | 20.0  | 20.0  | 20.0  | 20.0  |
| Minimum Split (s)    | 43.5  | 43.5  | 43.5  | 43.5  | 47.5  | 47.5  | 47.5  | 47.5  |
| Total Split (s)      | 54.0  | 54.0  | 54.0  | 54.0  | 60.0  | 60.0  | 60.0  | 60.0  |
| Total Split (%)      | 47.4% | 47.4% | 47.4% | 47.4% | 52.6% | 52.6% | 52.6% | 52.6% |
| Yellow Time (s)      | 3.5   | 3.5   | 3.5   | 3.5   | 3.5   | 3.5   | 3.5   | 3.5   |
| All-Red Time (s)     | 2.0   | 2.0   | 2.0   | 2.0   | 2.0   | 2.0   | 2.0   | 2.0   |
| Lost Time Adjust (s) |       | 0.0   |       | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   |
| Total Lost Time (s)  |       | 5.5   |       | 5.5   | 5.5   | 5.5   | 5.5   | 5.5   |
| Lead/Lag             |       |       |       |       |       |       |       |       |
| Lead-Lag Optimize?   |       |       |       |       |       |       |       |       |
| Recall Mode          | None  | None  | None  | None  | C-Max | C-Max | C-Max | C-Max |
| Act Effect Green (s) |       | 27.5  |       | 27.5  | 75.5  | 75.5  | 75.5  | 75.5  |
| Actuated g/C Ratio   |       | 0.24  |       | 0.24  | 0.66  | 0.66  | 0.66  | 0.66  |
| v/c Ratio            |       | 0.41  |       | 0.72  | 0.03  | 0.18  | 0.01  | 0.26  |
| Control Delay        |       | 27.4  |       | 33.3  | 7.3   | 6.6   | 8.6   | 9.3   |
| Queue Delay          |       | 0.0   |       | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   |
| Total Delay          |       | 27.4  |       | 33.3  | 7.3   | 6.6   | 8.6   | 9.3   |
| LOS                  |       | C     |       | C     | A     | A     | A     | A     |
| Approach Delay       |       | 27.4  |       | 33.3  |       | 6.6   |       | 9.2   |
| Approach LOS         |       | C     |       | C     |       | A     |       | A     |

### Intersection Summary

Cycle Length: 114

Actuated Cycle Length: 114

Offset: 39 (34%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow

Natural Cycle: 95

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.72

Intersection Signal Delay: 21.1

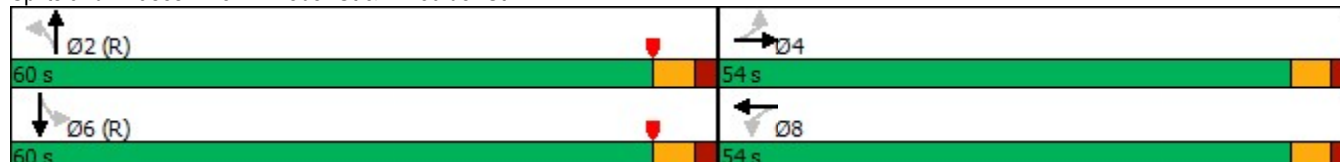
Intersection LOS: C

Intersection Capacity Utilization 63.7%

ICU Level of Service B

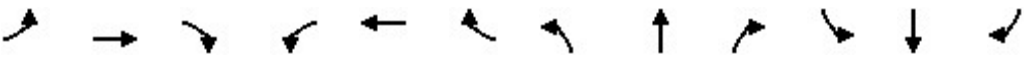
Analysis Period (min) 15

Splits and Phases: 5: N Weber St & E Boulder St



# HCM 6th Signalized Intersection Summary 5: N Weber St & E Boulder St

04-23-2025

|                              |  |      |      |      |      |      |      |      |      |      |      |      |
|------------------------------|------------------------------------------------------------------------------------|------|------|------|------|------|------|------|------|------|------|------|
| Movement                     | EBL                                                                                | EBT  | EBR  | WBL  | WBT  | WBR  | NBL  | NBT  | NBR  | SBL  | SBT  | SBR  |
| Lane Configurations          |                                                                                    | ↔↔   |      |      | ↔↔   |      | ↔    | ↔    |      | ↔    | ↔    |      |
| Traffic Volume (veh/h)       | 6                                                                                  | 157  | 61   | 102  | 218  | 19   | 12   | 100  | 44   | 9    | 242  | 24   |
| Future Volume (veh/h)        | 6                                                                                  | 157  | 61   | 102  | 218  | 19   | 12   | 100  | 44   | 9    | 242  | 24   |
| Initial Q (Qb), veh          | 0                                                                                  | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Ped-Bike Adj(A_pbT)          | 1.00                                                                               |      | 1.00 | 1.00 |      | 1.00 | 1.00 |      | 1.00 | 1.00 |      | 1.00 |
| Parking Bus, Adj             | 1.00                                                                               | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach        |                                                                                    | No   |      |      | No   |      |      | No   |      |      | No   |      |
| Adj Sat Flow, veh/h/ln       | 1870                                                                               | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 |
| Adj Flow Rate, veh/h         | 9                                                                                  | 234  | 91   | 128  | 272  | 24   | 18   | 149  | 66   | 11   | 292  | 29   |
| Peak Hour Factor             | 0.67                                                                               | 0.67 | 0.67 | 0.80 | 0.80 | 0.80 | 0.67 | 0.67 | 0.67 | 0.83 | 0.83 | 0.83 |
| Percent Heavy Veh, %         | 2                                                                                  | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    |
| Cap, veh/h                   | 42                                                                                 | 624  | 231  | 209  | 474  | 45   | 671  | 797  | 353  | 820  | 1086 | 108  |
| Arrive On Green              | 0.51                                                                               | 0.51 | 0.51 | 0.51 | 0.51 | 0.51 | 1.00 | 1.00 | 1.00 | 0.65 | 0.65 | 0.65 |
| Sat Flow, veh/h              | 34                                                                                 | 2446 | 906  | 617  | 1860 | 175  | 1059 | 1228 | 544  | 1166 | 1674 | 166  |
| Grp Volume(v), veh/h         | 179                                                                                | 0    | 155  | 195  | 0    | 229  | 18   | 0    | 215  | 11   | 0    | 321  |
| Grp Sat Flow(s),veh/h/ln     | 1846                                                                               | 0    | 1539 | 982  | 0    | 1670 | 1059 | 0    | 1772 | 1166 | 0    | 1840 |
| Q Serve(g_s), s              | 0.0                                                                                | 0.0  | 7.0  | 14.7 | 0.0  | 10.5 | 0.2  | 0.0  | 0.0  | 0.4  | 0.0  | 8.5  |
| Cycle Q Clear(g_c), s        | 6.6                                                                                | 0.0  | 7.0  | 21.7 | 0.0  | 10.5 | 8.7  | 0.0  | 0.0  | 0.4  | 0.0  | 8.5  |
| Prop In Lane                 | 0.05                                                                               |      | 0.59 | 0.65 |      | 0.11 | 1.00 |      | 0.31 | 1.00 |      | 0.09 |
| Lane Grp Cap(c), veh/h       | 504                                                                                | 0    | 392  | 303  | 0    | 426  | 671  | 0    | 1149 | 820  | 0    | 1194 |
| V/C Ratio(X)                 | 0.36                                                                               | 0.00 | 0.39 | 0.65 | 0.00 | 0.54 | 0.03 | 0.00 | 0.19 | 0.01 | 0.00 | 0.27 |
| Avail Cap(c_a), veh/h        | 811                                                                                | 0    | 655  | 514  | 0    | 711  | 671  | 0    | 1149 | 820  | 0    | 1194 |
| HCM Platoon Ratio            | 2.00                                                                               | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I)           | 0.99                                                                               | 0.00 | 0.99 | 0.77 | 0.00 | 0.77 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 |
| Uniform Delay (d), s/veh     | 22.4                                                                               | 0.0  | 22.5 | 28.5 | 0.0  | 23.4 | 0.5  | 0.0  | 0.0  | 7.1  | 0.0  | 8.5  |
| Incr Delay (d2), s/veh       | 0.9                                                                                | 0.0  | 1.4  | 3.8  | 0.0  | 1.7  | 0.1  | 0.0  | 0.4  | 0.0  | 0.0  | 0.6  |
| Initial Q Delay(d3),s/veh    | 0.0                                                                                | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| %ile BackOfQ(50%),veh/ln     | 2.8                                                                                | 0.0  | 2.4  | 4.2  | 0.0  | 3.7  | 0.0  | 0.0  | 0.1  | 0.1  | 0.0  | 3.4  |
| Unsig. Movement Delay, s/veh |                                                                                    |      |      |      |      |      |      |      |      |      |      |      |
| LnGrp Delay(d),s/veh         | 23.3                                                                               | 0.0  | 23.9 | 32.2 | 0.0  | 25.1 | 0.6  | 0.0  | 0.4  | 7.1  | 0.0  | 9.1  |
| LnGrp LOS                    | C                                                                                  | A    | C    | C    | A    | C    | A    | A    | A    | A    | A    | A    |
| Approach Vol, veh/h          |                                                                                    | 334  |      |      | 424  |      |      | 233  |      |      | 332  |      |
| Approach Delay, s/veh        |                                                                                    | 23.6 |      |      | 28.4 |      |      | 0.4  |      |      | 9.0  |      |
| Approach LOS                 |                                                                                    | C    |      |      | C    |      |      | A    |      |      | A    |      |
| Timer - Assigned Phs         |                                                                                    | 2    |      | 4    |      | 6    |      | 8    |      |      |      |      |
| Phs Duration (G+Y+Rc), s     |                                                                                    | 79.4 |      | 34.6 |      | 79.4 |      | 34.6 |      |      |      |      |
| Change Period (Y+Rc), s      |                                                                                    | 5.5  |      | 5.5  |      | 5.5  |      | 5.5  |      |      |      |      |
| Max Green Setting (Gmax), s  |                                                                                    | 54.5 |      | 48.5 |      | 54.5 |      | 48.5 |      |      |      |      |
| Max Q Clear Time (g_c+I1), s |                                                                                    | 10.7 |      | 9.0  |      | 10.5 |      | 23.7 |      |      |      |      |
| Green Ext Time (p_c), s      |                                                                                    | 3.0  |      | 4.5  |      | 4.5  |      | 5.3  |      |      |      |      |
| <b>Intersection Summary</b>  |                                                                                    |      |      |      |      |      |      |      |      |      |      |      |
| HCM 6th Ctrl Delay           |                                                                                    |      |      | 17.4 |      |      |      |      |      |      |      |      |
| HCM 6th LOS                  |                                                                                    |      |      | B    |      |      |      |      |      |      |      |      |

HCM 6th TWSC  
6: N Weber St & St Vrain St

04-23-2025

| Intersection             |      |      |      |      |      |      |      |      |      |      |      |      |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh         | 0.9  |      |      |      |      |      |      |      |      |      |      |      |
| Movement                 | EBL  | EBT  | EBR  | WBL  | WBT  | WBR  | NBL  | NBT  | NBR  | SBL  | SBT  | SBR  |
| Lane Configurations      |      | ↕    |      |      | ↕    |      |      | ↕    |      |      | ↕    |      |
| Traffic Vol, veh/h       | 2    | 3    | 4    | 8    | 7    | 3    | 4    | 110  | 2    | 3    | 560  | 13   |
| Future Vol, veh/h        | 2    | 3    | 4    | 8    | 7    | 3    | 4    | 110  | 2    | 3    | 560  | 13   |
| Conflicting Peds, #/hr   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Sign Control             | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized           | -    | -    | None | -    | -    | None | -    | -    | None | -    | -    | None |
| Storage Length           | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    |
| Veh in Median Storage, # | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    |
| Grade, %                 | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    |
| Peak Hour Factor         | 53   | 53   | 53   | 67   | 67   | 67   | 73   | 73   | 73   | 71   | 71   | 71   |
| Heavy Vehicles, %        | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    |
| Mvmt Flow                | 4    | 6    | 8    | 12   | 10   | 4    | 5    | 151  | 3    | 4    | 789  | 18   |

| Major/Minor          | Minor2 |       | Minor1 |       | Major1 |       | Major2 |   |   |       |   |   |
|----------------------|--------|-------|--------|-------|--------|-------|--------|---|---|-------|---|---|
| Conflicting Flow All | 976    | 970   | 798    | 976   | 978    | 153   | 807    | 0 | 0 | 154   | 0 | 0 |
| Stage 1              | 806    | 806   | -      | 163   | 163    | -     | -      | - | - | -     | - | - |
| Stage 2              | 170    | 164   | -      | 813   | 815    | -     | -      | - | - | -     | - | - |
| Critical Hdwy        | 7.12   | 6.52  | 6.22   | 7.12  | 6.52   | 6.22  | 4.12   | - | - | 4.12  | - | - |
| Critical Hdwy Stg 1  | 6.12   | 5.52  | -      | 6.12  | 5.52   | -     | -      | - | - | -     | - | - |
| Critical Hdwy Stg 2  | 6.12   | 5.52  | -      | 6.12  | 5.52   | -     | -      | - | - | -     | - | - |
| Follow-up Hdwy       | 3.518  | 4.018 | 3.318  | 3.518 | 4.018  | 3.318 | 2.218  | - | - | 2.218 | - | - |
| Pot Cap-1 Maneuver   | 230    | 253   | 386    | 230   | 250    | 893   | 818    | - | - | 1426  | - | - |
| Stage 1              | 376    | 395   | -      | 839   | 763    | -     | -      | - | - | -     | - | - |
| Stage 2              | 832    | 762   | -      | 372   | 391    | -     | -      | - | - | -     | - | - |
| Platoon blocked, %   |        |       |        |       |        |       |        | - | - | -     | - | - |
| Mov Cap-1 Maneuver   | 219    | 250   | 386    | 220   | 247    | 893   | 818    | - | - | 1426  | - | - |
| Mov Cap-2 Maneuver   | 219    | 250   | -      | 220   | 247    | -     | -      | - | - | -     | - | - |
| Stage 1              | 373    | 393   | -      | 833   | 758    | -     | -      | - | - | -     | - | - |
| Stage 2              | 811    | 757   | -      | 358   | 389    | -     | -      | - | - | -     | - | - |

| Approach             | EB   |  | WB   |  | NB  |  | SB |  |
|----------------------|------|--|------|--|-----|--|----|--|
| HCM Control Delay, s | 18.4 |  | 20.2 |  | 0.3 |  | 0  |  |
| HCM LOS              | C    |  | C    |  |     |  |    |  |

| Minor Lane/Major Mvmt | NBL   | NBT | NBR | EBLn1WBLn1 | SBL   | SBT   | SBR |
|-----------------------|-------|-----|-----|------------|-------|-------|-----|
| Capacity (veh/h)      | 818   | -   | -   | 286        | 264   | 1426  | -   |
| HCM Lane V/C Ratio    | 0.007 | -   | -   | 0.059      | 0.102 | 0.003 | -   |
| HCM Control Delay (s) | 9.4   | 0   | -   | 18.4       | 20.2  | 7.5   | 0   |
| HCM Lane LOS          | A     | A   | -   | C          | C     | A     | A   |
| HCM 95th %tile Q(veh) | 0     | -   | -   | 0.2        | 0.3   | 0     | -   |

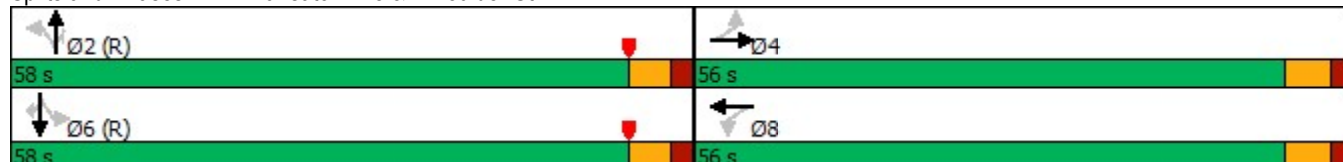
# Timings

## 7: Wahsatch Ave & E Boulder St

04-23-2025

|                                                                          |  |  |  |  |  |  |   |  |  |  |
|--------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Lane Group                                                               | EBL                                                                               | EBT                                                                               | WBL                                                                               | WBT                                                                               | NBL                                                                               | NBT                                                                               | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations                                                      |                                                                                   |  |                                                                                   |  |  |  |  |  |  |  |
| Traffic Volume (vph)                                                     | 2                                                                                 | 167                                                                               | 53                                                                                | 272                                                                               | 65                                                                                | 253                                                                               | 62                                                                                  | 87                                                                                  | 338                                                                                 | 15                                                                                  |
| Future Volume (vph)                                                      | 2                                                                                 | 167                                                                               | 53                                                                                | 272                                                                               | 65                                                                                | 253                                                                               | 62                                                                                  | 87                                                                                  | 338                                                                                 | 15                                                                                  |
| Turn Type                                                                | Perm                                                                              | NA                                                                                | Perm                                                                              | NA                                                                                | Perm                                                                              | NA                                                                                | Perm                                                                                | Perm                                                                                | NA                                                                                  | Perm                                                                                |
| Protected Phases                                                         |                                                                                   | 4                                                                                 |                                                                                   | 8                                                                                 |                                                                                   | 2                                                                                 |                                                                                     |                                                                                     | 6                                                                                   |                                                                                     |
| Permitted Phases                                                         | 4                                                                                 |                                                                                   | 8                                                                                 |                                                                                   | 2                                                                                 |                                                                                   | 2                                                                                   | 6                                                                                   |                                                                                     | 6                                                                                   |
| Detector Phase                                                           | 4                                                                                 | 4                                                                                 | 8                                                                                 | 8                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                   | 6                                                                                   | 6                                                                                   | 6                                                                                   |
| Switch Phase                                                             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Minimum Initial (s)                                                      | 20.0                                                                              | 20.0                                                                              | 20.0                                                                              | 20.0                                                                              | 20.0                                                                              | 20.0                                                                              | 20.0                                                                                | 20.0                                                                                | 20.0                                                                                | 20.0                                                                                |
| Minimum Split (s)                                                        | 45.0                                                                              | 45.0                                                                              | 45.0                                                                              | 45.0                                                                              | 47.5                                                                              | 47.5                                                                              | 47.5                                                                                | 47.5                                                                                | 47.5                                                                                | 47.5                                                                                |
| Total Split (s)                                                          | 56.0                                                                              | 56.0                                                                              | 56.0                                                                              | 56.0                                                                              | 58.0                                                                              | 58.0                                                                              | 58.0                                                                                | 58.0                                                                                | 58.0                                                                                | 58.0                                                                                |
| Total Split (%)                                                          | 49.1%                                                                             | 49.1%                                                                             | 49.1%                                                                             | 49.1%                                                                             | 50.9%                                                                             | 50.9%                                                                             | 50.9%                                                                               | 50.9%                                                                               | 50.9%                                                                               | 50.9%                                                                               |
| Yellow Time (s)                                                          | 4.0                                                                               | 4.0                                                                               | 4.0                                                                               | 4.0                                                                               | 3.5                                                                               | 3.5                                                                               | 3.5                                                                                 | 3.5                                                                                 | 3.5                                                                                 | 3.5                                                                                 |
| All-Red Time (s)                                                         | 2.0                                                                               | 2.0                                                                               | 2.0                                                                               | 2.0                                                                               | 2.0                                                                               | 2.0                                                                               | 2.0                                                                                 | 2.0                                                                                 | 2.0                                                                                 | 2.0                                                                                 |
| Lost Time Adjust (s)                                                     |                                                                                   | 0.0                                                                               |                                                                                   | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| Total Lost Time (s)                                                      |                                                                                   | 6.0                                                                               |                                                                                   | 6.0                                                                               | 5.5                                                                               | 5.5                                                                               | 5.5                                                                                 | 5.5                                                                                 | 5.5                                                                                 | 5.5                                                                                 |
| Lead/Lag                                                                 |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Lead-Lag Optimize?                                                       |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Recall Mode                                                              | None                                                                              | None                                                                              | None                                                                              | None                                                                              | C-Max                                                                             | C-Max                                                                             | C-Max                                                                               | C-Max                                                                               | C-Max                                                                               | C-Max                                                                               |
| Act Effct Green (s)                                                      |                                                                                   | 26.7                                                                              |                                                                                   | 26.7                                                                              | 75.8                                                                              | 75.8                                                                              | 75.8                                                                                | 75.8                                                                                | 75.8                                                                                | 75.8                                                                                |
| Actuated g/C Ratio                                                       |                                                                                   | 0.23                                                                              |                                                                                   | 0.23                                                                              | 0.66                                                                              | 0.66                                                                              | 0.66                                                                                | 0.66                                                                                | 0.66                                                                                | 0.66                                                                                |
| v/c Ratio                                                                |                                                                                   | 0.39                                                                              |                                                                                   | 0.70                                                                              | 0.13                                                                              | 0.14                                                                              | 0.07                                                                                | 0.14                                                                                | 0.17                                                                                | 0.02                                                                                |
| Control Delay                                                            |                                                                                   | 21.6                                                                              |                                                                                   | 43.8                                                                              | 4.7                                                                               | 4.1                                                                               | 0.3                                                                                 | 8.9                                                                                 | 8.1                                                                                 | 1.7                                                                                 |
| Queue Delay                                                              |                                                                                   | 0.0                                                                               |                                                                                   | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| Total Delay                                                              |                                                                                   | 21.6                                                                              |                                                                                   | 43.8                                                                              | 4.7                                                                               | 4.1                                                                               | 0.3                                                                                 | 8.9                                                                                 | 8.1                                                                                 | 1.7                                                                                 |
| LOS                                                                      |                                                                                   | C                                                                                 |                                                                                   | D                                                                                 | A                                                                                 | A                                                                                 | A                                                                                   | A                                                                                   | A                                                                                   | A                                                                                   |
| Approach Delay                                                           |                                                                                   | 21.6                                                                              |                                                                                   | 43.8                                                                              |                                                                                   | 3.6                                                                               |                                                                                     |                                                                                     | 8.0                                                                                 |                                                                                     |
| Approach LOS                                                             |                                                                                   | C                                                                                 |                                                                                   | D                                                                                 |                                                                                   | A                                                                                 |                                                                                     |                                                                                     | A                                                                                   |                                                                                     |
| Intersection Summary                                                     |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Cycle Length: 114                                                        |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Actuated Cycle Length: 114                                               |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Offset: 39 (34%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Natural Cycle: 95                                                        |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Control Type: Actuated-Coordinated                                       |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Maximum v/c Ratio: 0.70                                                  |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Intersection Signal Delay: 18.6                                          |                                                                                   |                                                                                   |                                                                                   |                                                                                   | Intersection LOS: B                                                               |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Intersection Capacity Utilization 85.8%                                  |                                                                                   |                                                                                   |                                                                                   |                                                                                   | ICU Level of Service E                                                            |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Analysis Period (min) 15                                                 |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |

Splits and Phases: 7: Wahsatch Ave & E Boulder St



# HCM 6th Signalized Intersection Summary

## 7: Wahsatch Ave & E Boulder St

04-23-2025

|                              |  |  |  |  |  |  |  |  |  |  |  |  |
|------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Movement                     | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations          |                                                                                   |  |                                                                                   |                                                                                   |  |                                                                                   |  |  |  |  |  |  |
| Traffic Volume (veh/h)       | 2                                                                                 | 167                                                                               | 39                                                                                | 53                                                                                | 272                                                                               | 50                                                                                | 65                                                                                 | 253                                                                                 | 62                                                                                  | 87                                                                                  | 338                                                                                 | 15                                                                                  |
| Future Volume (veh/h)        | 2                                                                                 | 167                                                                               | 39                                                                                | 53                                                                                | 272                                                                               | 50                                                                                | 65                                                                                 | 253                                                                                 | 62                                                                                  | 87                                                                                  | 338                                                                                 | 15                                                                                  |
| Initial Q (Qb), veh          | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                  | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   |
| Ped-Bike Adj(A_pbT)          | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                               |                                                                                     | 1.00                                                                                | 1.00                                                                                |                                                                                     | 1.00                                                                                |
| Parking Bus, Adj             | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                               | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Work Zone On Approach        |                                                                                   | No                                                                                |                                                                                   |                                                                                   | No                                                                                |                                                                                   |                                                                                    | No                                                                                  |                                                                                     |                                                                                     | No                                                                                  |                                                                                     |
| Adj Sat Flow, veh/h/ln       | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                               | 1870                                                                                | 1870                                                                                | 1870                                                                                | 1870                                                                                | 1870                                                                                |
| Adj Flow Rate, veh/h         | 3                                                                                 | 249                                                                               | 58                                                                                | 65                                                                                | 336                                                                               | 62                                                                                | 82                                                                                 | 320                                                                                 | 78                                                                                  | 100                                                                                 | 389                                                                                 | 17                                                                                  |
| Peak Hour Factor             | 0.67                                                                              | 0.67                                                                              | 0.67                                                                              | 0.81                                                                              | 0.81                                                                              | 0.81                                                                              | 0.79                                                                               | 0.79                                                                                | 0.79                                                                                | 0.87                                                                                | 0.87                                                                                | 0.87                                                                                |
| Percent Heavy Veh, %         | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                  | 2                                                                                   | 2                                                                                   | 2                                                                                   | 2                                                                                   | 2                                                                                   |
| Cap, veh/h                   | 34                                                                                | 644                                                                               | 146                                                                               | 114                                                                               | 526                                                                               | 100                                                                               | 679                                                                                | 2380                                                                                | 1061                                                                                | 724                                                                                 | 2380                                                                                | 1061                                                                                |
| Arrive On Green              | 0.46                                                                              | 0.46                                                                              | 0.46                                                                              | 0.23                                                                              | 0.23                                                                              | 0.23                                                                              | 1.00                                                                               | 1.00                                                                                | 1.00                                                                                | 0.67                                                                                | 0.67                                                                                | 0.67                                                                                |
| Sat Flow, veh/h              | 8                                                                                 | 2808                                                                              | 636                                                                               | 319                                                                               | 2291                                                                              | 437                                                                               | 979                                                                                | 3554                                                                                | 1585                                                                                | 987                                                                                 | 3554                                                                                | 1585                                                                                |
| Grp Volume(v), veh/h         | 165                                                                               | 0                                                                                 | 145                                                                               | 233                                                                               | 0                                                                                 | 230                                                                               | 82                                                                                 | 320                                                                                 | 78                                                                                  | 100                                                                                 | 389                                                                                 | 17                                                                                  |
| Grp Sat Flow(s),veh/h/ln     | 1864                                                                              | 0                                                                                 | 1588                                                                              | 1424                                                                              | 0                                                                                 | 1623                                                                              | 979                                                                                | 1777                                                                                | 1585                                                                                | 987                                                                                 | 1777                                                                                | 1585                                                                                |
| Q Serve(g_s), s              | 0.0                                                                               | 0.0                                                                               | 6.9                                                                               | 11.1                                                                              | 0.0                                                                               | 14.5                                                                              | 0.7                                                                                | 0.0                                                                                 | 0.0                                                                                 | 4.2                                                                                 | 4.6                                                                                 | 0.4                                                                                 |
| Cycle Q Clear(g_c), s        | 6.6                                                                               | 0.0                                                                               | 6.9                                                                               | 18.0                                                                              | 0.0                                                                               | 14.5                                                                              | 5.3                                                                                | 0.0                                                                                 | 0.0                                                                                 | 4.2                                                                                 | 4.6                                                                                 | 0.4                                                                                 |
| Prop In Lane                 | 0.02                                                                              |                                                                                   | 0.40                                                                              | 0.28                                                                              |                                                                                   | 0.27                                                                              | 1.00                                                                               |                                                                                     | 1.00                                                                                | 1.00                                                                                |                                                                                     | 1.00                                                                                |
| Lane Grp Cap(c), veh/h       | 460                                                                               | 0                                                                                 | 364                                                                               | 367                                                                               | 0                                                                                 | 373                                                                               | 679                                                                                | 2380                                                                                | 1061                                                                                | 724                                                                                 | 2380                                                                                | 1061                                                                                |
| V/C Ratio(X)                 | 0.36                                                                              | 0.00                                                                              | 0.40                                                                              | 0.63                                                                              | 0.00                                                                              | 0.62                                                                              | 0.12                                                                               | 0.13                                                                                | 0.07                                                                                | 0.14                                                                                | 0.16                                                                                | 0.02                                                                                |
| Avail Cap(c_a), veh/h        | 845                                                                               | 0                                                                                 | 696                                                                               | 691                                                                               | 0                                                                                 | 712                                                                               | 679                                                                                | 2380                                                                                | 1061                                                                                | 724                                                                                 | 2380                                                                                | 1061                                                                                |
| HCM Platoon Ratio            | 2.00                                                                              | 2.00                                                                              | 2.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 2.00                                                                               | 2.00                                                                                | 2.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Upstream Filter(I)           | 0.92                                                                              | 0.00                                                                              | 0.92                                                                              | 1.00                                                                              | 0.00                                                                              | 1.00                                                                              | 0.99                                                                               | 0.99                                                                                | 0.99                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Uniform Delay (d), s/veh     | 25.6                                                                              | 0.0                                                                               | 25.6                                                                              | 41.1                                                                              | 0.0                                                                               | 39.4                                                                              | 0.2                                                                                | 0.0                                                                                 | 0.0                                                                                 | 6.9                                                                                 | 7.0                                                                                 | 6.3                                                                                 |
| Incr Delay (d2), s/veh       | 0.9                                                                               | 0.0                                                                               | 1.4                                                                               | 3.8                                                                               | 0.0                                                                               | 3.5                                                                               | 0.4                                                                                | 0.1                                                                                 | 0.1                                                                                 | 0.4                                                                                 | 0.1                                                                                 | 0.0                                                                                 |
| Initial Q Delay(d3),s/veh    | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                                | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| %ile BackOfQ(50%),veh/ln     | 2.8                                                                               | 0.0                                                                               | 2.5                                                                               | 6.5                                                                               | 0.0                                                                               | 6.2                                                                               | 0.1                                                                                | 0.0                                                                                 | 0.0                                                                                 | 0.9                                                                                 | 1.7                                                                                 | 0.1                                                                                 |
| Unsig. Movement Delay, s/veh |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| LnGrp Delay(d),s/veh         | 26.5                                                                              | 0.0                                                                               | 27.0                                                                              | 44.9                                                                              | 0.0                                                                               | 43.0                                                                              | 0.5                                                                                | 0.1                                                                                 | 0.1                                                                                 | 7.3                                                                                 | 7.1                                                                                 | 6.3                                                                                 |
| LnGrp LOS                    | C                                                                                 | A                                                                                 | C                                                                                 | D                                                                                 | A                                                                                 | D                                                                                 | A                                                                                  | A                                                                                   | A                                                                                   | A                                                                                   | A                                                                                   | A                                                                                   |
| Approach Vol, veh/h          |                                                                                   | 310                                                                               |                                                                                   |                                                                                   | 463                                                                               |                                                                                   |                                                                                    | 480                                                                                 |                                                                                     |                                                                                     | 506                                                                                 |                                                                                     |
| Approach Delay, s/veh        |                                                                                   | 26.7                                                                              |                                                                                   |                                                                                   | 43.9                                                                              |                                                                                   |                                                                                    | 0.2                                                                                 |                                                                                     |                                                                                     | 7.1                                                                                 |                                                                                     |
| Approach LOS                 |                                                                                   | C                                                                                 |                                                                                   |                                                                                   | D                                                                                 |                                                                                   |                                                                                    | A                                                                                   |                                                                                     |                                                                                     | A                                                                                   |                                                                                     |
| Timer - Assigned Phs         |                                                                                   | 2                                                                                 |                                                                                   | 4                                                                                 |                                                                                   | 6                                                                                 |                                                                                    | 8                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Phs Duration (G+Y+Rc), s     |                                                                                   | 81.8                                                                              |                                                                                   | 32.2                                                                              |                                                                                   | 81.8                                                                              |                                                                                    | 32.2                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Change Period (Y+Rc), s      |                                                                                   | 5.5                                                                               |                                                                                   | 6.0                                                                               |                                                                                   | 5.5                                                                               |                                                                                    | 6.0                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Green Setting (Gmax), s  |                                                                                   | 52.5                                                                              |                                                                                   | 50.0                                                                              |                                                                                   | 52.5                                                                              |                                                                                    | 50.0                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Q Clear Time (g_c+I1), s |                                                                                   | 7.3                                                                               |                                                                                   | 8.9                                                                               |                                                                                   | 6.6                                                                               |                                                                                    | 20.0                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Green Ext Time (p_c), s      |                                                                                   | 6.2                                                                               |                                                                                   | 4.1                                                                               |                                                                                   | 7.0                                                                               |                                                                                    | 6.1                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| <b>Intersection Summary</b>  |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 6th Ctrl Delay           |                                                                                   |                                                                                   |                                                                                   | 18.4                                                                              |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 6th LOS                  |                                                                                   |                                                                                   |                                                                                   | B                                                                                 |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |

# Timings

## 8: Wahsatch Ave & E Platte Ave

04-23-2025

|                      |  |  |  |  |  |  |   |  |  |  |  |
|----------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Lane Group           | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                 | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 |
| Lane Configurations  |  |  |  |  |  |  |  |  |  |  |  |
| Traffic Volume (vph) | 28                                                                                | 275                                                                               | 29                                                                                | 226                                                                               | 580                                                                               | 92                                                                                | 73                                                                                  | 261                                                                                 | 171                                                                                 | 91                                                                                  | 307                                                                                 |
| Future Volume (vph)  | 28                                                                                | 275                                                                               | 29                                                                                | 226                                                                               | 580                                                                               | 92                                                                                | 73                                                                                  | 261                                                                                 | 171                                                                                 | 91                                                                                  | 307                                                                                 |
| Turn Type            | pm+pt                                                                             | NA                                                                                | Perm                                                                              | pm+pt                                                                             | NA                                                                                | Perm                                                                              | pm+pt                                                                               | NA                                                                                  | Perm                                                                                | pm+pt                                                                               | NA                                                                                  |
| Protected Phases     | 7                                                                                 | 4                                                                                 |                                                                                   | 3                                                                                 | 8                                                                                 |                                                                                   | 5                                                                                   | 2                                                                                   |                                                                                     | 1                                                                                   | 6                                                                                   |
| Permitted Phases     | 4                                                                                 |                                                                                   | 4                                                                                 | 8                                                                                 |                                                                                   | 8                                                                                 | 2                                                                                   |                                                                                     | 2                                                                                   | 6                                                                                   |                                                                                     |
| Detector Phase       | 7                                                                                 | 4                                                                                 | 4                                                                                 | 3                                                                                 | 8                                                                                 | 8                                                                                 | 5                                                                                   | 2                                                                                   | 2                                                                                   | 1                                                                                   | 6                                                                                   |
| Switch Phase         |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Minimum Initial (s)  | 4.0                                                                               | 20.0                                                                              | 20.0                                                                              | 4.0                                                                               | 20.0                                                                              | 20.0                                                                              | 4.0                                                                                 | 20.0                                                                                | 20.0                                                                                | 4.0                                                                                 | 20.0                                                                                |
| Minimum Split (s)    | 9.5                                                                               | 36.5                                                                              | 36.5                                                                              | 9.5                                                                               | 36.5                                                                              | 36.5                                                                              | 23.0                                                                                | 41.5                                                                                | 41.5                                                                                | 9.5                                                                                 | 41.5                                                                                |
| Total Split (s)      | 9.6                                                                               | 36.5                                                                              | 36.5                                                                              | 13.0                                                                              | 39.9                                                                              | 39.9                                                                              | 23.0                                                                                | 53.4                                                                                | 53.4                                                                                | 11.1                                                                                | 41.5                                                                                |
| Total Split (%)      | 8.4%                                                                              | 32.0%                                                                             | 32.0%                                                                             | 11.4%                                                                             | 35.0%                                                                             | 35.0%                                                                             | 20.2%                                                                               | 46.8%                                                                               | 46.8%                                                                               | 9.7%                                                                                | 36.4%                                                                               |
| Yellow Time (s)      | 3.0                                                                               | 4.5                                                                               | 4.5                                                                               | 3.0                                                                               | 4.5                                                                               | 4.5                                                                               | 3.0                                                                                 | 4.5                                                                                 | 4.5                                                                                 | 3.0                                                                                 | 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                                                                                 | 0.0                                                                                 |
| Total Lost Time (s)  | 5.0                                                                               | 6.5                                                                               | 6.5                                                                               | 5.0                                                                               | 6.5                                                                               | 6.5                                                                               | 5.0                                                                                 | 6.5                                                                                 | 6.5                                                                                 | 5.0                                                                                 | 6.5                                                                                 |
| Lead/Lag             | Lead                                                                              | Lag                                                                               | Lag                                                                               | Lead                                                                              | Lag                                                                               | Lag                                                                               | Lead                                                                                | Lag                                                                                 | Lag                                                                                 | Lead                                                                                | Lag                                                                                 |
| Lead-Lag Optimize?   | Yes                                                                               | Yes                                                                               | Yes                                                                               | Yes                                                                               | Yes                                                                               | Yes                                                                               | Yes                                                                                 | Yes                                                                                 | Yes                                                                                 | Yes                                                                                 | Yes                                                                                 |
| Recall Mode          | None                                                                              | None                                                                              | None                                                                              | None                                                                              | None                                                                              | None                                                                              | None                                                                                | C-Max                                                                               | C-Max                                                                               | None                                                                                | C-Max                                                                               |
| Act Effect Green (s) | 31.9                                                                              | 26.0                                                                              | 26.0                                                                              | 39.5                                                                              | 33.2                                                                              | 33.2                                                                              | 59.1                                                                                | 51.4                                                                                | 51.4                                                                                | 58.8                                                                                | 52.6                                                                                |
| Actuated g/C Ratio   | 0.28                                                                              | 0.23                                                                              | 0.23                                                                              | 0.35                                                                              | 0.29                                                                              | 0.29                                                                              | 0.52                                                                                | 0.45                                                                                | 0.45                                                                                | 0.52                                                                                | 0.46                                                                                |
| v/c Ratio            | 0.17                                                                              | 0.44                                                                              | 0.08                                                                              | 0.72                                                                              | 0.59                                                                              | 0.17                                                                              | 0.16                                                                                | 0.20                                                                                | 0.25                                                                                | 0.19                                                                                | 0.24                                                                                |
| Control Delay        | 19.4                                                                              | 29.3                                                                              | 0.3                                                                               | 41.9                                                                              | 37.4                                                                              | 0.6                                                                               | 13.8                                                                                | 20.3                                                                                | 4.0                                                                                 | 11.5                                                                                | 17.2                                                                                |
| Queue Delay          | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| Total Delay          | 19.4                                                                              | 29.3                                                                              | 0.3                                                                               | 41.9                                                                              | 37.4                                                                              | 0.6                                                                               | 13.8                                                                                | 20.3                                                                                | 4.0                                                                                 | 11.5                                                                                | 17.2                                                                                |
| LOS                  | B                                                                                 | C                                                                                 | A                                                                                 | D                                                                                 | D                                                                                 | A                                                                                 | B                                                                                   | C                                                                                   | A                                                                                   | B                                                                                   | B                                                                                   |
| Approach Delay       |                                                                                   | 25.9                                                                              |                                                                                   |                                                                                   | 34.8                                                                              |                                                                                   |                                                                                     | 13.8                                                                                |                                                                                     |                                                                                     | 15.9                                                                                |
| Approach LOS         |                                                                                   | C                                                                                 |                                                                                   |                                                                                   | C                                                                                 |                                                                                   |                                                                                     | B                                                                                   |                                                                                     |                                                                                     | B                                                                                   |

### Intersection Summary

Cycle Length: 114

Actuated Cycle Length: 114

Offset: 30 (26%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow

Natural Cycle: 115

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.72

Intersection Signal Delay: 24.3

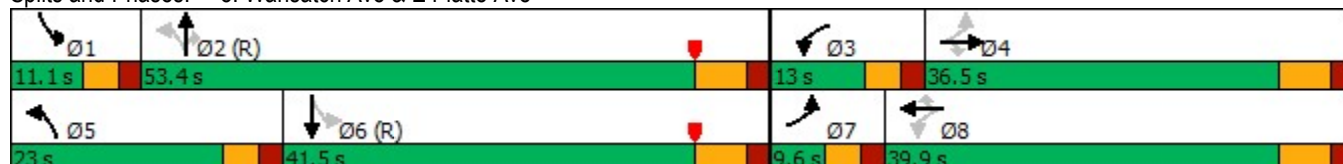
Intersection LOS: C

Intersection Capacity Utilization 70.1%

ICU Level of Service C

Analysis Period (min) 15

### Splits and Phases: 8: Wahsatch Ave & E Platte Ave



# HCM 6th Signalized Intersection Summary

## 8: Wahsatch Ave & E Platte Ave

04-23-2025

|                              |  |  |  |  |  |  |  |  |  |  |  |  |
|------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Movement                     | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations          |  |  |  |  |  |  |  |  |  |  |  |  |
| Traffic Volume (veh/h)       | 28                                                                                | 275                                                                               | 29                                                                                | 226                                                                               | 580                                                                               | 92                                                                                | 73                                                                                 | 261                                                                                 | 171                                                                                 | 91                                                                                  | 307                                                                                 | 26                                                                                  |
| Future Volume (veh/h)        | 28                                                                                | 275                                                                               | 29                                                                                | 226                                                                               | 580                                                                               | 92                                                                                | 73                                                                                 | 261                                                                                 | 171                                                                                 | 91                                                                                  | 307                                                                                 | 26                                                                                  |
| Initial Q (Qb), veh          | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                  | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   |
| Ped-Bike Adj(A_pbT)          | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                               |                                                                                     | 1.00                                                                                | 1.00                                                                                |                                                                                     | 1.00                                                                                |
| Parking Bus, Adj             | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                               | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Work Zone On Approach        | No                                                                                |                                                                                   |                                                                                   | No                                                                                |                                                                                   |                                                                                   | No                                                                                 |                                                                                     |                                                                                     | No                                                                                  |                                                                                     |                                                                                     |
| Adj Sat Flow, veh/h/ln       | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                               | 1870                                                                                | 1870                                                                                | 1870                                                                                | 1870                                                                                | 1870                                                                                |
| Adj Flow Rate, veh/h         | 36                                                                                | 357                                                                               | 38                                                                                | 238                                                                               | 611                                                                               | 97                                                                                | 87                                                                                 | 311                                                                                 | 204                                                                                 | 108                                                                                 | 365                                                                                 | 31                                                                                  |
| Peak Hour Factor             | 0.77                                                                              | 0.77                                                                              | 0.77                                                                              | 0.95                                                                              | 0.95                                                                              | 0.95                                                                              | 0.84                                                                               | 0.84                                                                                | 0.84                                                                                | 0.84                                                                                | 0.84                                                                                | 0.84                                                                                |
| Percent Heavy Veh, %         | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                  | 2                                                                                   | 2                                                                                   | 2                                                                                   | 2                                                                                   | 2                                                                                   |
| Cap, veh/h                   | 173                                                                               | 713                                                                               | 318                                                                               | 312                                                                               | 877                                                                               | 391                                                                               | 571                                                                                | 1709                                                                                | 762                                                                                 | 528                                                                                 | 1618                                                                                | 137                                                                                 |
| Arrive On Green              | 0.05                                                                              | 0.40                                                                              | 0.40                                                                              | 0.07                                                                              | 0.25                                                                              | 0.25                                                                              | 0.04                                                                               | 0.48                                                                                | 0.48                                                                                | 0.06                                                                                | 0.65                                                                                | 0.65                                                                                |
| Sat Flow, veh/h              | 1781                                                                              | 3554                                                                              | 1585                                                                              | 1781                                                                              | 3554                                                                              | 1585                                                                              | 1781                                                                               | 3554                                                                                | 1585                                                                                | 1781                                                                                | 3317                                                                                | 280                                                                                 |
| Grp Volume(v), veh/h         | 36                                                                                | 357                                                                               | 38                                                                                | 238                                                                               | 611                                                                               | 97                                                                                | 87                                                                                 | 311                                                                                 | 204                                                                                 | 108                                                                                 | 195                                                                                 | 201                                                                                 |
| Grp Sat Flow(s),veh/h/ln     | 1781                                                                              | 1777                                                                              | 1585                                                                              | 1781                                                                              | 1777                                                                              | 1585                                                                              | 1781                                                                               | 1777                                                                                | 1585                                                                                | 1781                                                                                | 1777                                                                                | 1820                                                                                |
| Q Serve(g_s), s              | 1.8                                                                               | 8.6                                                                               | 1.7                                                                               | 8.0                                                                               | 17.8                                                                              | 5.6                                                                               | 2.8                                                                                | 5.7                                                                                 | 8.7                                                                                 | 3.5                                                                                 | 5.1                                                                                 | 5.2                                                                                 |
| Cycle Q Clear(g_c), s        | 1.8                                                                               | 8.6                                                                               | 1.7                                                                               | 8.0                                                                               | 17.8                                                                              | 5.6                                                                               | 2.8                                                                                | 5.7                                                                                 | 8.7                                                                                 | 3.5                                                                                 | 5.1                                                                                 | 5.2                                                                                 |
| Prop In Lane                 | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                               |                                                                                     | 1.00                                                                                | 1.00                                                                                |                                                                                     | 0.15                                                                                |
| Lane Grp Cap(c), veh/h       | 173                                                                               | 713                                                                               | 318                                                                               | 312                                                                               | 877                                                                               | 391                                                                               | 571                                                                                | 1709                                                                                | 762                                                                                 | 528                                                                                 | 867                                                                                 | 888                                                                                 |
| V/C Ratio(X)                 | 0.21                                                                              | 0.50                                                                              | 0.12                                                                              | 0.76                                                                              | 0.70                                                                              | 0.25                                                                              | 0.15                                                                               | 0.18                                                                                | 0.27                                                                                | 0.20                                                                                | 0.22                                                                                | 0.23                                                                                |
| Avail Cap(c_a), veh/h        | 202                                                                               | 935                                                                               | 417                                                                               | 312                                                                               | 1041                                                                              | 464                                                                               | 782                                                                                | 1709                                                                                | 762                                                                                 | 540                                                                                 | 867                                                                                 | 888                                                                                 |
| HCM Platoon Ratio            | 2.00                                                                              | 2.00                                                                              | 2.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                               | 1.00                                                                                | 1.00                                                                                | 1.33                                                                                | 1.33                                                                                | 1.33                                                                                |
| Upstream Filter(I)           | 0.97                                                                              | 0.97                                                                              | 0.97                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                               | 1.00                                                                                | 1.00                                                                                | 0.99                                                                                | 0.99                                                                                | 0.99                                                                                |
| Uniform Delay (d), s/veh     | 34.8                                                                              | 29.9                                                                              | 27.8                                                                              | 38.2                                                                              | 39.0                                                                              | 34.4                                                                              | 13.9                                                                               | 16.8                                                                                | 17.6                                                                                | 13.5                                                                                | 11.2                                                                                | 11.2                                                                                |
| Incr Delay (d2), s/veh       | 0.2                                                                               | 2.4                                                                               | 0.7                                                                               | 9.6                                                                               | 4.6                                                                               | 1.5                                                                               | 0.0                                                                                | 0.2                                                                                 | 0.9                                                                                 | 0.1                                                                                 | 0.6                                                                                 | 0.6                                                                                 |
| Initial Q Delay(d3),s/veh    | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                                | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| %ile BackOfQ(50%),veh/ln     | 0.8                                                                               | 3.5                                                                               | 0.7                                                                               | 3.5                                                                               | 8.4                                                                               | 2.4                                                                               | 1.1                                                                                | 2.4                                                                                 | 3.4                                                                                 | 1.4                                                                                 | 2.1                                                                                 | 2.1                                                                                 |
| Unsig. Movement Delay, s/veh |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| LnGrp Delay(d),s/veh         | 35.1                                                                              | 32.3                                                                              | 28.5                                                                              | 47.7                                                                              | 43.6                                                                              | 35.9                                                                              | 13.9                                                                               | 17.1                                                                                | 18.5                                                                                | 13.6                                                                                | 11.7                                                                                | 11.8                                                                                |
| LnGrp LOS                    | D                                                                                 | C                                                                                 | C                                                                                 | D                                                                                 | D                                                                                 | D                                                                                 | B                                                                                  | B                                                                                   | B                                                                                   | B                                                                                   | B                                                                                   | B                                                                                   |
| Approach Vol, veh/h          | 431                                                                               |                                                                                   |                                                                                   | 946                                                                               |                                                                                   |                                                                                   | 602                                                                                |                                                                                     |                                                                                     | 504                                                                                 |                                                                                     |                                                                                     |
| Approach Delay, s/veh        | 32.2                                                                              |                                                                                   |                                                                                   | 43.9                                                                              |                                                                                   |                                                                                   | 17.1                                                                               |                                                                                     |                                                                                     | 12.1                                                                                |                                                                                     |                                                                                     |
| Approach LOS                 | C                                                                                 |                                                                                   |                                                                                   | D                                                                                 |                                                                                   |                                                                                   | B                                                                                  |                                                                                     |                                                                                     | B                                                                                   |                                                                                     |                                                                                     |
| Timer - Assigned Phs         | 1                                                                                 | 2                                                                                 | 3                                                                                 | 4                                                                                 | 5                                                                                 | 6                                                                                 | 7                                                                                  | 8                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Phs Duration (G+Y+Rc), s     | 10.3                                                                              | 61.3                                                                              | 13.0                                                                              | 29.4                                                                              | 9.5                                                                               | 62.1                                                                              | 7.7                                                                                | 34.6                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Change Period (Y+Rc), s      | 5.0                                                                               | 6.5                                                                               | 5.0                                                                               | 6.5                                                                               | 5.0                                                                               | 6.5                                                                               | 5.0                                                                                | 6.5                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Green Setting (Gmax), s  | 6.1                                                                               | 46.9                                                                              | 8.0                                                                               | 30.0                                                                              | 18.0                                                                              | 35.0                                                                              | 4.6                                                                                | 33.4                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Q Clear Time (g_c+I1), s | 5.5                                                                               | 10.7                                                                              | 10.0                                                                              | 10.6                                                                              | 4.8                                                                               | 7.2                                                                               | 3.8                                                                                | 19.8                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Green Ext Time (p_c), s      | 0.0                                                                               | 8.0                                                                               | 0.0                                                                               | 6.2                                                                               | 0.0                                                                               | 5.9                                                                               | 0.0                                                                                | 8.3                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Intersection Summary         |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 6th Ctrl Delay           | 28.9                                                                              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 6th LOS                  | C                                                                                 |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |



HCM 6th TWSC  
1: N Nevada Ave & St Vrain St

04-24-2025

| Intersection             |      |      |      |      |      |      |      |      |      |      |      |      |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh         | 3.2  |      |      |      |      |      |      |      |      |      |      |      |
| Movement                 | EBL  | EBT  | EBR  | WBL  | WBT  | WBR  | NBL  | NBT  | NBR  | SBL  | SBT  | SBR  |
| Lane Configurations      |      | ↔    |      |      | ↔    |      |      | ↔    |      |      | ↔    |      |
| Traffic Vol, veh/h       | 18   | 23   | 25   | 2    | 8    | 8    | 7    | 1011 | 10   | 14   | 593  | 20   |
| Future Vol, veh/h        | 18   | 23   | 25   | 2    | 8    | 8    | 7    | 1011 | 10   | 14   | 593  | 20   |
| Conflicting Peds, #/hr   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Sign Control             | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized           | -    | -    | None | -    | -    | None | -    | -    | None | -    | -    | None |
| Storage Length           | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    |
| Veh in Median Storage, # | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    |
| Grade, %                 | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    |
| Peak Hour Factor         | 92   | 92   | 92   | 92   | 92   | 92   | 92   | 92   | 92   | 92   | 92   | 92   |
| Heavy Vehicles, %        | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    |
| Mvmt Flow                | 20   | 25   | 27   | 2    | 9    | 9    | 8    | 1099 | 11   | 15   | 645  | 22   |

| Major/Minor          | Minor2 |      | Minor1 |      | Major1 |      | Major2 |   |   |      |   |   |
|----------------------|--------|------|--------|------|--------|------|--------|---|---|------|---|---|
| Conflicting Flow All | 1256   | 1812 | 334    | 1486 | 1818   | 555  | 667    | 0 | 0 | 1110 | 0 | 0 |
| Stage 1              | 686    | 686  | -      | 1121 | 1121   | -    | -      | - | - | -    | - | - |
| Stage 2              | 570    | 1126 | -      | 365  | 697    | -    | -      | - | - | -    | - | - |
| Critical Hdwy        | 7.54   | 6.54 | 6.94   | 7.54 | 6.54   | 6.94 | 4.14   | - | - | 4.14 | - | - |
| Critical Hdwy Stg 1  | 6.54   | 5.54 | -      | 6.54 | 5.54   | -    | -      | - | - | -    | - | - |
| Critical Hdwy Stg 2  | 6.54   | 5.54 | -      | 6.54 | 5.54   | -    | -      | - | - | -    | - | - |
| Follow-up Hdwy       | 3.52   | 4.02 | 3.32   | 3.52 | 4.02   | 3.32 | 2.22   | - | - | 2.22 | - | - |
| Pot Cap-1 Maneuver   | 128    | 78   | 662    | 86   | 77     | 475  | 919    | - | - | 625  | - | - |
| Stage 1              | 404    | 446  | -      | 220  | 280    | -    | -      | - | - | -    | - | - |
| Stage 2              | 474    | 278  | -      | 627  | 441    | -    | -      | - | - | -    | - | - |
| Platoon blocked, %   |        |      |        |      |        |      |        | - | - | -    | - | - |
| Mov Cap-1 Maneuver   | 109    | 73   | 662    | 58   | 72     | 475  | 919    | - | - | 625  | - | - |
| Mov Cap-2 Maneuver   | 109    | 73   | -      | 58   | 72     | -    | -      | - | - | -    | - | - |
| Stage 1              | 395    | 429  | -      | 215  | 274    | -    | -      | - | - | -    | - | - |
| Stage 2              | 440    | 272  | -      | 545  | 424    | -    | -      | - | - | -    | - | - |

| Approach             | EB | WB   | NB  | SB  |
|----------------------|----|------|-----|-----|
| HCM Control Delay, s | 65 | 44.2 | 0.2 | 0.4 |
| HCM LOS              | F  | E    |     |     |

| Minor Lane/Major Mvmt | NBL   | NBT | NBR | EBLn1WBLn1  | SBL   | SBT | SBR |
|-----------------------|-------|-----|-----|-------------|-------|-----|-----|
| Capacity (veh/h)      | 919   | -   | -   | 127 111     | 625   | -   | -   |
| HCM Lane V/C Ratio    | 0.008 | -   | -   | 0.565 0.176 | 0.024 | -   | -   |
| HCM Control Delay (s) | 8.9   | 0.1 | -   | 65 44.2     | 10.9  | 0.2 | -   |
| HCM Lane LOS          | A     | A   | -   | F E         | B     | A   | -   |
| HCM 95th %tile Q(veh) | 0     | -   | -   | 2.8 0.6     | 0.1   | -   | -   |

# Timings

## 2: N Nevada Ave & E Boulder St

04-24-2025



| Lane Group           | EBL   | EBT   | WBL   | WBT   | NBL   | NBT   | NBR   | SBL   | SBT   | SBR   |
|----------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| Lane Configurations  |       |       |       |       |       |       |       |       |       |       |
| Traffic Volume (vph) | 30    | 128   | 85    | 147   | 33    | 925   | 59    | 53    | 538   | 29    |
| Future Volume (vph)  | 30    | 128   | 85    | 147   | 33    | 925   | 59    | 53    | 538   | 29    |
| Turn Type            | Perm  | NA    | Perm  | NA    | Perm  | NA    | Perm  | Perm  | NA    | Perm  |
| Protected Phases     |       | 4     |       | 8     |       | 2     |       |       | 6     |       |
| Permitted Phases     | 4     |       | 8     |       | 2     |       | 2     | 6     |       | 6     |
| Detector Phase       | 4     | 4     | 8     | 8     | 2     | 2     | 2     | 6     | 6     | 6     |
| Switch Phase         |       |       |       |       |       |       |       |       |       |       |
| Minimum Initial (s)  | 20.0  | 20.0  | 20.0  | 20.0  | 20.0  | 20.0  | 20.0  | 20.0  | 20.0  | 20.0  |
| Minimum Split (s)    | 44.5  | 44.5  | 44.5  | 44.5  | 47.5  | 47.5  | 47.5  | 47.5  | 47.5  | 47.5  |
| Total Split (s)      | 50.0  | 50.0  | 50.0  | 50.0  | 64.0  | 64.0  | 64.0  | 64.0  | 64.0  | 64.0  |
| Total Split (%)      | 43.9% | 43.9% | 43.9% | 43.9% | 56.1% | 56.1% | 56.1% | 56.1% | 56.1% | 56.1% |
| Yellow Time (s)      | 4.5   | 4.5   | 4.5   | 4.5   | 3.5   | 3.5   | 3.5   | 3.5   | 3.5   | 3.5   |
| All-Red Time (s)     | 2.0   | 2.0   | 2.0   | 2.0   | 2.0   | 2.0   | 2.0   | 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)  | 6.5   | 6.5   | 6.5   | 6.5   | 5.5   | 5.5   | 5.5   | 5.5   | 5.5   | 5.5   |
| Lead/Lag             |       |       |       |       |       |       |       |       |       |       |
| Lead-Lag Optimize?   |       |       |       |       |       |       |       |       |       |       |
| Recall Mode          | None  | None  | None  | None  | C-Max | C-Max | C-Max | C-Max | C-Max | C-Max |
| Act Effect Green (s) | 23.6  | 23.6  | 23.6  | 23.6  | 78.4  | 78.4  | 78.4  | 78.4  | 78.4  | 78.4  |
| Actuated g/C Ratio   | 0.21  | 0.21  | 0.21  | 0.21  | 0.69  | 0.69  | 0.69  | 0.69  | 0.69  | 0.69  |
| v/c Ratio            | 0.19  | 0.48  | 0.45  | 0.58  | 0.07  | 0.41  | 0.06  | 0.18  | 0.24  | 0.03  |
| Control Delay        | 38.2  | 39.6  | 49.7  | 47.0  | 4.0   | 4.0   | 1.4   | 9.2   | 7.4   | 2.6   |
| Queue Delay          | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   |
| Total Delay          | 38.2  | 39.6  | 49.7  | 47.0  | 4.0   | 4.1   | 1.4   | 9.2   | 7.4   | 2.6   |
| LOS                  | D     | D     | D     | D     | A     | A     | A     | A     | A     | A     |
| Approach Delay       |       | 39.4  |       | 47.8  |       | 3.9   |       |       | 7.3   |       |
| Approach LOS         |       | D     |       | D     |       | A     |       |       | A     |       |

### Intersection Summary

Cycle Length: 114

Actuated Cycle Length: 114

Offset: 37 (32%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow

Natural Cycle: 95

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.58

Intersection Signal Delay: 14.2

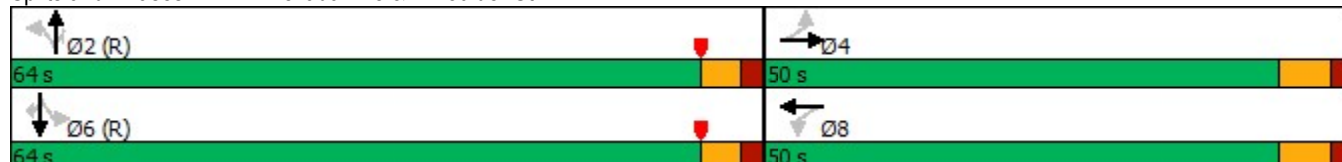
Intersection LOS: B

Intersection Capacity Utilization 92.8%

ICU Level of Service F

Analysis Period (min) 15

Splits and Phases: 2: N Nevada Ave & E Boulder St



# HCM 6th Signalized Intersection Summary

## 2: N Nevada Ave & E Boulder St

04-24-2025

|                              |  |  |  |  |  |  |   |  |  |  |  |  |
|------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Movement                     | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                 | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations          |  |  |                                                                                   |  |  |                                                                                   |  |  |  |  |  |  |
| Traffic Volume (veh/h)       | 30                                                                                | 128                                                                               | 42                                                                                | 85                                                                                | 147                                                                               | 57                                                                                | 33                                                                                  | 925                                                                                 | 59                                                                                  | 53                                                                                  | 538                                                                                 | 29                                                                                  |
| Future Volume (veh/h)        | 30                                                                                | 128                                                                               | 42                                                                                | 85                                                                                | 147                                                                               | 57                                                                                | 33                                                                                  | 925                                                                                 | 59                                                                                  | 53                                                                                  | 538                                                                                 | 29                                                                                  |
| Initial Q (Qb), veh          | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   |
| Ped-Bike Adj(A_pbT)          | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                                |                                                                                     | 1.00                                                                                | 1.00                                                                                |                                                                                     | 1.00                                                                                |
| Parking Bus, Adj             | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Work Zone On Approach        |                                                                                   | No                                                                                |                                                                                   |                                                                                   | No                                                                                |                                                                                   |                                                                                     | No                                                                                  |                                                                                     |                                                                                     | No                                                                                  |                                                                                     |
| Adj Sat Flow, veh/h/ln       | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                                | 1870                                                                                | 1870                                                                                | 1870                                                                                | 1870                                                                                | 1870                                                                                |
| Adj Flow Rate, veh/h         | 33                                                                                | 139                                                                               | 46                                                                                | 92                                                                                | 160                                                                               | 62                                                                                | 36                                                                                  | 1005                                                                                | 64                                                                                  | 58                                                                                  | 585                                                                                 | 32                                                                                  |
| Peak Hour Factor             | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                                | 0.92                                                                                | 0.92                                                                                | 0.92                                                                                | 0.92                                                                                | 0.92                                                                                |
| Percent Heavy Veh, %         | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                   | 2                                                                                   | 2                                                                                   | 2                                                                                   | 2                                                                                   | 2                                                                                   |
| Cap, veh/h                   | 200                                                                               | 287                                                                               | 95                                                                                | 210                                                                               | 274                                                                               | 106                                                                               | 562                                                                                 | 2422                                                                                | 1080                                                                                | 423                                                                                 | 2422                                                                                | 1080                                                                                |
| Arrive On Green              | 0.21                                                                              | 0.21                                                                              | 0.21                                                                              | 0.43                                                                              | 0.43                                                                              | 0.43                                                                              | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 0.68                                                                                | 0.68                                                                                | 0.68                                                                                |
| Sat Flow, veh/h              | 1159                                                                              | 1345                                                                              | 445                                                                               | 1199                                                                              | 1283                                                                              | 497                                                                               | 806                                                                                 | 3554                                                                                | 1585                                                                                | 528                                                                                 | 3554                                                                                | 1585                                                                                |
| Grp Volume(v), veh/h         | 33                                                                                | 0                                                                                 | 185                                                                               | 92                                                                                | 0                                                                                 | 222                                                                               | 36                                                                                  | 1005                                                                                | 64                                                                                  | 58                                                                                  | 585                                                                                 | 32                                                                                  |
| Grp Sat Flow(s),veh/h/ln     | 1159                                                                              | 0                                                                                 | 1790                                                                              | 1199                                                                              | 0                                                                                 | 1781                                                                              | 806                                                                                 | 1777                                                                                | 1585                                                                                | 528                                                                                 | 1777                                                                                | 1585                                                                                |
| Q Serve(g_s), s              | 2.9                                                                               | 0.0                                                                               | 10.3                                                                              | 7.8                                                                               | 0.0                                                                               | 10.9                                                                              | 0.5                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 4.5                                                                                 | 7.2                                                                                 | 0.7                                                                                 |
| Cycle Q Clear(g_c), s        | 13.8                                                                              | 0.0                                                                               | 10.3                                                                              | 18.1                                                                              | 0.0                                                                               | 10.9                                                                              | 7.7                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 4.5                                                                                 | 7.2                                                                                 | 0.7                                                                                 |
| Prop In Lane                 | 1.00                                                                              |                                                                                   | 0.25                                                                              | 1.00                                                                              |                                                                                   | 0.28                                                                              | 1.00                                                                                |                                                                                     | 1.00                                                                                | 1.00                                                                                |                                                                                     | 1.00                                                                                |
| Lane Grp Cap(c), veh/h       | 200                                                                               | 0                                                                                 | 382                                                                               | 210                                                                               | 0                                                                                 | 380                                                                               | 562                                                                                 | 2422                                                                                | 1080                                                                                | 423                                                                                 | 2422                                                                                | 1080                                                                                |
| V/C Ratio(X)                 | 0.17                                                                              | 0.00                                                                              | 0.48                                                                              | 0.44                                                                              | 0.00                                                                              | 0.58                                                                              | 0.06                                                                                | 0.41                                                                                | 0.06                                                                                | 0.14                                                                                | 0.24                                                                                | 0.03                                                                                |
| Avail Cap(c_a), veh/h        | 395                                                                               | 0                                                                                 | 683                                                                               | 412                                                                               | 0                                                                                 | 680                                                                               | 562                                                                                 | 2422                                                                                | 1080                                                                                | 423                                                                                 | 2422                                                                                | 1080                                                                                |
| HCM Platoon Ratio            | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 2.00                                                                              | 2.00                                                                              | 2.00                                                                              | 2.00                                                                                | 2.00                                                                                | 2.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Upstream Filter(I)           | 1.00                                                                              | 0.00                                                                              | 1.00                                                                              | 0.77                                                                              | 0.00                                                                              | 0.77                                                                              | 0.90                                                                                | 0.90                                                                                | 0.90                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Uniform Delay (d), s/veh     | 45.6                                                                              | 0.0                                                                               | 39.3                                                                              | 35.5                                                                              | 0.0                                                                               | 28.8                                                                              | 0.4                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 6.5                                                                                 | 6.9                                                                                 | 5.9                                                                                 |
| Incr Delay (d2), s/veh       | 1.4                                                                               | 0.0                                                                               | 3.4                                                                               | 4.0                                                                               | 0.0                                                                               | 4.0                                                                               | 0.2                                                                                 | 0.5                                                                                 | 0.1                                                                                 | 0.7                                                                                 | 0.2                                                                                 | 0.1                                                                                 |
| Initial Q Delay(d3),s/veh    | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| %ile BackOfQ(50%),veh/ln     | 0.9                                                                               | 0.0                                                                               | 5.0                                                                               | 2.3                                                                               | 0.0                                                                               | 4.4                                                                               | 0.0                                                                                 | 0.2                                                                                 | 0.0                                                                                 | 0.6                                                                                 | 2.7                                                                                 | 0.3                                                                                 |
| Unsig. Movement Delay, s/veh |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| LnGrp Delay(d),s/veh         | 47.0                                                                              | 0.0                                                                               | 42.8                                                                              | 39.5                                                                              | 0.0                                                                               | 32.8                                                                              | 0.5                                                                                 | 0.5                                                                                 | 0.1                                                                                 | 7.2                                                                                 | 7.2                                                                                 | 6.0                                                                                 |
| LnGrp LOS                    | D                                                                                 | A                                                                                 | D                                                                                 | D                                                                                 | A                                                                                 | C                                                                                 | A                                                                                   | A                                                                                   | A                                                                                   | A                                                                                   | A                                                                                   | A                                                                                   |
| Approach Vol, veh/h          |                                                                                   | 218                                                                               |                                                                                   |                                                                                   | 314                                                                               |                                                                                   |                                                                                     | 1105                                                                                |                                                                                     |                                                                                     | 675                                                                                 |                                                                                     |
| Approach Delay, s/veh        |                                                                                   | 43.4                                                                              |                                                                                   |                                                                                   | 34.8                                                                              |                                                                                   |                                                                                     | 0.5                                                                                 |                                                                                     |                                                                                     | 7.1                                                                                 |                                                                                     |
| Approach LOS                 |                                                                                   | D                                                                                 |                                                                                   |                                                                                   | C                                                                                 |                                                                                   |                                                                                     | A                                                                                   |                                                                                     |                                                                                     | A                                                                                   |                                                                                     |
| Timer - Assigned Phs         |                                                                                   | 2                                                                                 |                                                                                   | 4                                                                                 |                                                                                   | 6                                                                                 |                                                                                     | 8                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Phs Duration (G+Y+Rc), s     |                                                                                   | 83.2                                                                              |                                                                                   | 30.8                                                                              |                                                                                   | 83.2                                                                              |                                                                                     | 30.8                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Change Period (Y+Rc), s      |                                                                                   | 5.5                                                                               |                                                                                   | 6.5                                                                               |                                                                                   | 5.5                                                                               |                                                                                     | 6.5                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Green Setting (Gmax), s  |                                                                                   | 58.5                                                                              |                                                                                   | 43.5                                                                              |                                                                                   | 58.5                                                                              |                                                                                     | 43.5                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Q Clear Time (g_c+I1), s |                                                                                   | 9.7                                                                               |                                                                                   | 15.8                                                                              |                                                                                   | 9.2                                                                               |                                                                                     | 20.1                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Green Ext Time (p_c), s      |                                                                                   | 31.4                                                                              |                                                                                   | 3.1                                                                               |                                                                                   | 18.3                                                                              |                                                                                     | 4.2                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| <b>Intersection Summary</b>  |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 6th Ctrl Delay           |                                                                                   |                                                                                   |                                                                                   | 11.1                                                                              |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 6th LOS                  |                                                                                   |                                                                                   |                                                                                   | B                                                                                 |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |

# Timings

## 3: N Nevada Ave & E Platte Ave

04-24-2025



| Lane Group           | EBT   | WBT   | WBR   | NBL   | NBT   | NBR   | SBL   | SBT   | SBR   |
|----------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| Lane Configurations  | ↑↑    | ↑↑    | ↑     | ↑     | ↑↑    | ↑     | ↑     | ↑↑    | ↑     |
| Traffic Volume (vph) | 336   | 425   | 51    | 25    | 963   | 269   | 72    | 547   | 44    |
| Future Volume (vph)  | 336   | 425   | 51    | 25    | 963   | 269   | 72    | 547   | 44    |
| Turn Type            | NA    | NA    | Perm  | Perm  | NA    | Perm  | Perm  | NA    | Perm  |
| Protected Phases     | 4     | 8     |       |       | 2     |       |       | 6     |       |
| Permitted Phases     |       |       | 8     | 2     |       | 2     | 6     |       | 6     |
| Detector Phase       | 4     | 8     | 8     | 2     | 2     | 2     | 6     | 6     | 6     |
| Switch Phase         |       |       |       |       |       |       |       |       |       |
| Minimum Initial (s)  | 20.0  | 20.0  | 20.0  | 20.0  | 20.0  | 20.0  | 20.0  | 20.0  | 20.0  |
| Minimum Split (s)    | 45.5  | 45.5  | 45.5  | 45.0  | 45.0  | 45.0  | 45.0  | 45.0  | 45.0  |
| Total Split (s)      | 49.0  | 49.0  | 49.0  | 65.0  | 65.0  | 65.0  | 65.0  | 65.0  | 65.0  |
| Total Split (%)      | 43.0% | 43.0% | 43.0% | 57.0% | 57.0% | 57.0% | 57.0% | 57.0% | 57.0% |
| Yellow Time (s)      | 4.5   | 4.5   | 4.5   | 4.0   | 4.0   | 4.0   | 4.0   | 4.0   | 4.0   |
| All-Red Time (s)     | 4.0   | 4.0   | 4.0   | 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   |
| Total Lost Time (s)  | 8.5   | 8.5   | 8.5   | 6.0   | 6.0   | 6.0   | 6.0   | 6.0   | 6.0   |
| Lead/Lag             |       |       |       |       |       |       |       |       |       |
| Lead-Lag Optimize?   |       |       |       |       |       |       |       |       |       |
| Recall Mode          | None  | None  | None  | C-Max | C-Max | C-Max | C-Max | C-Max | C-Max |
| Act Effect Green (s) | 26.1  | 26.1  | 26.1  | 73.4  | 73.4  | 73.4  | 73.4  | 73.4  | 73.4  |
| Actuated g/C Ratio   | 0.23  | 0.23  | 0.23  | 0.64  | 0.64  | 0.64  | 0.64  | 0.64  | 0.64  |
| v/c Ratio            | 0.52  | 0.57  | 0.14  | 0.05  | 0.46  | 0.28  | 0.28  | 0.26  | 0.05  |
| Control Delay        | 38.5  | 55.0  | 35.2  | 9.5   | 11.8  | 6.9   | 10.5  | 7.2   | 1.1   |
| Queue Delay          | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   |
| Total Delay          | 38.5  | 55.0  | 35.2  | 9.5   | 11.8  | 6.9   | 10.5  | 7.2   | 1.1   |
| LOS                  | D     | D     | D     | A     | B     | A     | B     | A     | A     |
| Approach Delay       | 38.5  | 52.9  |       |       | 10.7  |       |       | 7.1   |       |
| Approach LOS         | D     | D     |       |       | B     |       |       | A     |       |

### Intersection Summary

Cycle Length: 114

Actuated Cycle Length: 114

Offset: 34 (30%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow

Natural Cycle: 95

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.57

Intersection Signal Delay: 20.9

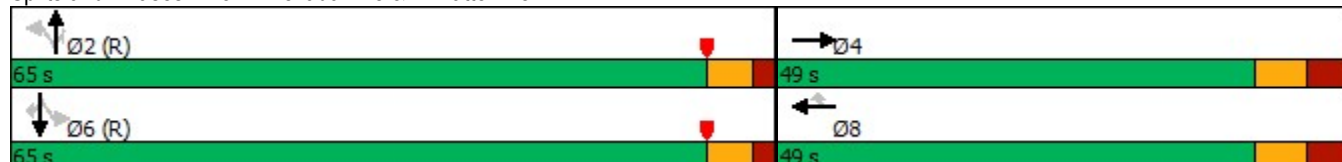
Intersection LOS: C

Intersection Capacity Utilization 77.0%

ICU Level of Service D

Analysis Period (min) 15

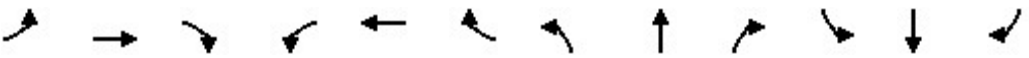
Splits and Phases: 3: N Nevada Ave & E Platte Ave



# HCM 6th Signalized Intersection Summary

## 3: N Nevada Ave & E Platte Ave

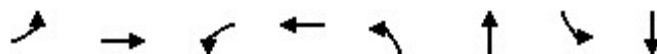
04-24-2025

|                              |  |      |      |      |      |      |      |      |      |      |      |      |
|------------------------------|------------------------------------------------------------------------------------|------|------|------|------|------|------|------|------|------|------|------|
| Movement                     | EBL                                                                                | EBT  | EBR  | WBL  | WBT  | WBR  | NBL  | NBT  | NBR  | SBL  | SBT  | SBR  |
| Lane Configurations          |                                                                                    | ↑↑   |      |      | ↑↑   | ↑    | ↑    | ↑↑   | ↑    | ↑    | ↑↑   | ↑    |
| Traffic Volume (veh/h)       | 0                                                                                  | 336  | 49   | 0    | 425  | 51   | 25   | 963  | 269  | 72   | 547  | 44   |
| Future Volume (veh/h)        | 0                                                                                  | 336  | 49   | 0    | 425  | 51   | 25   | 963  | 269  | 72   | 547  | 44   |
| Initial Q (Qb), veh          | 0                                                                                  | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Ped-Bike Adj(A_pbT)          | 1.00                                                                               |      | 1.00 | 1.00 |      | 1.00 | 1.00 |      | 1.00 | 1.00 |      | 1.00 |
| Parking Bus, Adj             | 1.00                                                                               | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach        |                                                                                    | No   |      |      | No   |      |      | No   |      |      | No   |      |
| Adj Sat Flow, veh/h/ln       | 0                                                                                  | 1870 | 1870 | 0    | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 |
| Adj Flow Rate, veh/h         | 0                                                                                  | 365  | 53   | 0    | 462  | 55   | 27   | 1047 | 292  | 78   | 595  | 48   |
| Peak Hour Factor             | 0.92                                                                               | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Percent Heavy Veh, %         | 0                                                                                  | 2    | 2    | 0    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    |
| Cap, veh/h                   | 0                                                                                  | 611  | 88   | 0    | 696  | 310  | 596  | 2406 | 1073 | 284  | 2406 | 1073 |
| Arrive On Green              | 0.00                                                                               | 0.20 | 0.20 | 0.00 | 0.39 | 0.39 | 0.68 | 0.68 | 0.68 | 1.00 | 1.00 | 1.00 |
| Sat Flow, veh/h              | 0                                                                                  | 3211 | 449  | 0    | 3647 | 1585 | 787  | 3554 | 1585 | 408  | 3554 | 1585 |
| Grp Volume(v), veh/h         | 0                                                                                  | 207  | 211  | 0    | 462  | 55   | 27   | 1047 | 292  | 78   | 595  | 48   |
| Grp Sat Flow(s),veh/h/ln     | 0                                                                                  | 1777 | 1790 | 0    | 1777 | 1585 | 787  | 1777 | 1585 | 408  | 1777 | 1585 |
| Q Serve(g_s), s              | 0.0                                                                                | 12.1 | 12.3 | 0.0  | 12.2 | 2.6  | 1.3  | 15.4 | 8.3  | 6.0  | 0.0  | 0.0  |
| Cycle Q Clear(g_c), s        | 0.0                                                                                | 12.1 | 12.3 | 0.0  | 12.2 | 2.6  | 1.3  | 15.4 | 8.3  | 21.4 | 0.0  | 0.0  |
| Prop In Lane                 | 0.00                                                                               |      | 0.25 | 0.00 |      | 1.00 | 1.00 |      | 1.00 | 1.00 |      | 1.00 |
| Lane Grp Cap(c), veh/h       | 0                                                                                  | 348  | 351  | 0    | 696  | 310  | 596  | 2406 | 1073 | 284  | 2406 | 1073 |
| V/C Ratio(X)                 | 0.00                                                                               | 0.59 | 0.60 | 0.00 | 0.66 | 0.18 | 0.05 | 0.44 | 0.27 | 0.27 | 0.25 | 0.04 |
| Avail Cap(c_a), veh/h        | 0                                                                                  | 631  | 636  | 0    | 1262 | 563  | 596  | 2406 | 1073 | 284  | 2406 | 1073 |
| HCM Platoon Ratio            | 1.00                                                                               | 1.00 | 1.00 | 1.00 | 2.00 | 2.00 | 1.00 | 1.00 | 1.00 | 2.00 | 2.00 | 2.00 |
| Upstream Filter(I)           | 0.00                                                                               | 1.00 | 1.00 | 0.00 | 0.88 | 0.88 | 1.00 | 1.00 | 1.00 | 0.97 | 0.97 | 0.97 |
| Uniform Delay (d), s/veh     | 0.0                                                                                | 41.7 | 41.8 | 0.0  | 31.6 | 28.7 | 6.2  | 8.4  | 7.3  | 2.1  | 0.0  | 0.0  |
| Incr Delay (d2), s/veh       | 0.0                                                                                | 5.8  | 5.9  | 0.0  | 3.5  | 0.9  | 0.1  | 0.6  | 0.6  | 2.3  | 0.2  | 0.1  |
| Initial Q Delay(d3),s/veh    | 0.0                                                                                | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| %ile BackOfQ(50%),veh/ln     | 0.0                                                                                | 5.9  | 6.0  | 0.0  | 4.8  | 1.0  | 0.2  | 5.8  | 2.9  | 0.4  | 0.1  | 0.0  |
| Unsig. Movement Delay, s/veh |                                                                                    |      |      |      |      |      |      |      |      |      |      |      |
| LnGrp Delay(d),s/veh         | 0.0                                                                                | 47.5 | 47.7 | 0.0  | 35.0 | 29.5 | 6.3  | 9.0  | 7.9  | 4.4  | 0.2  | 0.1  |
| LnGrp LOS                    | A                                                                                  | D    | D    | A    | D    | C    | A    | A    | A    | A    | A    | A    |
| Approach Vol, veh/h          |                                                                                    | 418  |      |      | 517  |      |      | 1366 |      |      | 721  |      |
| Approach Delay, s/veh        |                                                                                    | 47.6 |      |      | 34.5 |      |      | 8.7  |      |      | 0.7  |      |
| Approach LOS                 |                                                                                    | D    |      |      | C    |      |      | A    |      |      | A    |      |
| Timer - Assigned Phs         |                                                                                    | 2    |      | 4    |      | 6    |      | 8    |      |      |      |      |
| Phs Duration (G+Y+Rc), s     |                                                                                    | 83.2 |      | 30.8 |      | 83.2 |      | 30.8 |      |      |      |      |
| Change Period (Y+Rc), s      |                                                                                    | 6.0  |      | 8.5  |      | 6.0  |      | 8.5  |      |      |      |      |
| Max Green Setting (Gmax), s  |                                                                                    | 59.0 |      | 40.5 |      | 59.0 |      | 40.5 |      |      |      |      |
| Max Q Clear Time (g_c+I1), s |                                                                                    | 17.4 |      | 14.3 |      | 23.4 |      | 14.2 |      |      |      |      |
| Green Ext Time (p_c), s      |                                                                                    | 28.5 |      | 6.4  |      | 14.8 |      | 8.1  |      |      |      |      |
| <b>Intersection Summary</b>  |                                                                                    |      |      |      |      |      |      |      |      |      |      |      |
| HCM 6th Ctrl Delay           |                                                                                    |      |      | 16.6 |      |      |      |      |      |      |      |      |
| HCM 6th LOS                  |                                                                                    |      |      | B    |      |      |      |      |      |      |      |      |

# Timings

## 4: N Weber St & E Platte Ave

04-24-2025



| Lane Group           | EBL   | EBT   | WBL   | WBT   | NBL   | NBT   | SBL   | SBT   |
|----------------------|-------|-------|-------|-------|-------|-------|-------|-------|
| Lane Configurations  |       |       |       |       |       |       |       |       |
| Traffic Volume (vph) | 32    | 625   | 60    | 450   | 17    | 425   | 44    | 253   |
| Future Volume (vph)  | 32    | 625   | 60    | 450   | 17    | 425   | 44    | 253   |
| Turn Type            | Perm  | NA    | Perm  | NA    | Perm  | NA    | Perm  | NA    |
| Protected Phases     |       | 4     |       | 8     |       | 2     |       | 6     |
| Permitted Phases     | 4     |       | 8     |       | 2     |       | 6     |       |
| Detector Phase       | 4     | 4     | 8     | 8     | 2     | 2     | 6     | 6     |
| Switch Phase         |       |       |       |       |       |       |       |       |
| Minimum Initial (s)  | 20.0  | 20.0  | 20.0  | 20.0  | 20.0  | 20.0  | 20.0  | 20.0  |
| Minimum Split (s)    | 45.0  | 45.0  | 45.0  | 45.0  | 47.5  | 47.5  | 47.5  | 47.5  |
| Total Split (s)      | 52.0  | 52.0  | 52.0  | 52.0  | 62.0  | 62.0  | 62.0  | 62.0  |
| Total Split (%)      | 45.6% | 45.6% | 45.6% | 45.6% | 54.4% | 54.4% | 54.4% | 54.4% |
| Yellow Time (s)      | 4.0   | 4.0   | 4.0   | 4.0   | 3.5   | 3.5   | 3.5   | 3.5   |
| All-Red Time (s)     | 2.0   | 2.0   | 2.0   | 2.0   | 2.0   | 2.0   | 2.0   | 2.0   |
| Lost Time Adjust (s) | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   |
| Total Lost Time (s)  | 6.0   | 6.0   | 6.0   | 6.0   | 5.5   | 5.5   | 5.5   | 5.5   |
| Lead/Lag             |       |       |       |       |       |       |       |       |
| Lead-Lag Optimize?   |       |       |       |       |       |       |       |       |
| Recall Mode          | None  | None  | None  | None  | C-Max | C-Max | C-Max | C-Max |
| Act Effect Green (s) | 34.4  | 34.4  | 34.4  | 34.4  | 68.1  | 68.1  | 68.1  | 68.1  |
| Actuated g/C Ratio   | 0.30  | 0.30  | 0.30  | 0.30  | 0.60  | 0.60  | 0.60  | 0.60  |
| v/c Ratio            | 0.17  | 0.66  | 0.52  | 0.48  | 0.03  | 0.46  | 0.11  | 0.26  |
| Control Delay        | 22.8  | 26.6  | 33.4  | 19.7  | 12.1  | 15.5  | 9.7   | 10.0  |
| Queue Delay          | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   |
| Total Delay          | 22.8  | 26.6  | 33.4  | 19.7  | 12.1  | 15.5  | 9.7   | 10.0  |
| LOS                  | C     | C     | C     | B     | B     | B     | A     | A     |
| Approach Delay       |       | 26.5  |       | 21.3  |       | 15.3  |       | 9.9   |
| Approach LOS         |       | C     |       | C     |       | B     |       | A     |

### Intersection Summary

Cycle Length: 114

Actuated Cycle Length: 114

Offset: 34 (30%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow

Natural Cycle: 95

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.66

Intersection Signal Delay: 19.9

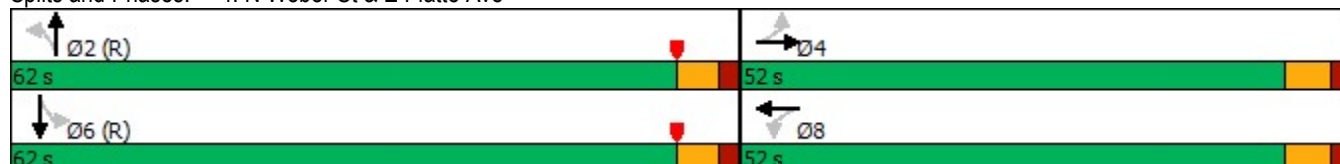
Intersection LOS: B

Intersection Capacity Utilization 85.8%

ICU Level of Service E

Analysis Period (min) 15

Splits and Phases: 4: N Weber St & E Platte Ave



# HCM 6th Signalized Intersection Summary

## 4: N Weber St & E Platte Ave

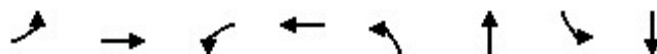
04-24-2025

|                              |  |  |  |  |  |  |   |  |  |  |  |  |
|------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Movement                     | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                 | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations          |  |  |                                                                                   |  |  |                                                                                   |  |  |                                                                                     |  |  |                                                                                     |
| Traffic Volume (veh/h)       | 32                                                                                | 625                                                                               | 21                                                                                | 60                                                                                | 450                                                                               | 20                                                                                | 17                                                                                  | 425                                                                                 | 38                                                                                  | 44                                                                                  | 253                                                                                 | 12                                                                                  |
| Future Volume (veh/h)        | 32                                                                                | 625                                                                               | 21                                                                                | 60                                                                                | 450                                                                               | 20                                                                                | 17                                                                                  | 425                                                                                 | 38                                                                                  | 44                                                                                  | 253                                                                                 | 12                                                                                  |
| Initial Q (Qb), veh          | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   |
| Ped-Bike Adj(A_pbT)          | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                                |                                                                                     | 1.00                                                                                | 1.00                                                                                |                                                                                     | 1.00                                                                                |
| Parking Bus, Adj             | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Work Zone On Approach        | No                                                                                |                                                                                   |                                                                                   | No                                                                                |                                                                                   |                                                                                   | No                                                                                  |                                                                                     |                                                                                     | No                                                                                  |                                                                                     |                                                                                     |
| Adj Sat Flow, veh/h/ln       | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                                | 1870                                                                                | 1870                                                                                | 1870                                                                                | 1870                                                                                | 1870                                                                                |
| Adj Flow Rate, veh/h         | 35                                                                                | 679                                                                               | 23                                                                                | 65                                                                                | 489                                                                               | 22                                                                                | 18                                                                                  | 462                                                                                 | 41                                                                                  | 48                                                                                  | 275                                                                                 | 13                                                                                  |
| Peak Hour Factor             | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                                | 0.92                                                                                | 0.92                                                                                | 0.92                                                                                | 0.92                                                                                | 0.92                                                                                |
| Percent Heavy Veh, %         | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                   | 2                                                                                   | 2                                                                                   | 2                                                                                   | 2                                                                                   | 2                                                                                   |
| Cap, veh/h                   | 223                                                                               | 1006                                                                              | 34                                                                                | 177                                                                               | 994                                                                               | 45                                                                                | 731                                                                                 | 1036                                                                                | 92                                                                                  | 481                                                                                 | 1084                                                                                | 51                                                                                  |
| Arrive On Green              | 0.57                                                                              | 0.57                                                                              | 0.57                                                                              | 0.38                                                                              | 0.38                                                                              | 0.38                                                                              | 0.61                                                                                | 0.61                                                                                | 0.61                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Sat Flow, veh/h              | 889                                                                               | 3507                                                                              | 119                                                                               | 745                                                                               | 3464                                                                              | 156                                                                               | 1091                                                                                | 1693                                                                                | 150                                                                                 | 896                                                                                 | 1772                                                                                | 84                                                                                  |
| Grp Volume(v), veh/h         | 35                                                                                | 344                                                                               | 358                                                                               | 65                                                                                | 250                                                                               | 261                                                                               | 18                                                                                  | 0                                                                                   | 503                                                                                 | 48                                                                                  | 0                                                                                   | 288                                                                                 |
| Grp Sat Flow(s),veh/h/ln     | 889                                                                               | 1777                                                                              | 1849                                                                              | 745                                                                               | 1777                                                                              | 1842                                                                              | 1091                                                                                | 0                                                                                   | 1843                                                                                | 896                                                                                 | 0                                                                                   | 1855                                                                                |
| Q Serve(g_s), s              | 3.1                                                                               | 15.3                                                                              | 15.4                                                                              | 9.0                                                                               | 12.2                                                                              | 12.3                                                                              | 0.7                                                                                 | 0.0                                                                                 | 16.6                                                                                | 1.6                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| Cycle Q Clear(g_c), s        | 15.4                                                                              | 15.3                                                                              | 15.4                                                                              | 24.3                                                                              | 12.2                                                                              | 12.3                                                                              | 0.7                                                                                 | 0.0                                                                                 | 16.6                                                                                | 18.2                                                                                | 0.0                                                                                 | 0.0                                                                                 |
| Prop In Lane                 | 1.00                                                                              |                                                                                   | 0.06                                                                              | 1.00                                                                              |                                                                                   | 0.08                                                                              | 1.00                                                                                |                                                                                     | 0.08                                                                                | 1.00                                                                                |                                                                                     | 0.05                                                                                |
| Lane Grp Cap(c), veh/h       | 223                                                                               | 510                                                                               | 531                                                                               | 177                                                                               | 510                                                                               | 529                                                                               | 731                                                                                 | 0                                                                                   | 1128                                                                                | 481                                                                                 | 0                                                                                   | 1136                                                                                |
| V/C Ratio(X)                 | 0.16                                                                              | 0.67                                                                              | 0.67                                                                              | 0.37                                                                              | 0.49                                                                              | 0.49                                                                              | 0.02                                                                                | 0.00                                                                                | 0.45                                                                                | 0.10                                                                                | 0.00                                                                                | 0.25                                                                                |
| Avail Cap(c_a), veh/h        | 326                                                                               | 717                                                                               | 746                                                                               | 263                                                                               | 717                                                                               | 743                                                                               | 731                                                                                 | 0                                                                                   | 1128                                                                                | 481                                                                                 | 0                                                                                   | 1136                                                                                |
| HCM Platoon Ratio            | 2.00                                                                              | 2.00                                                                              | 2.00                                                                              | 1.33                                                                              | 1.33                                                                              | 1.33                                                                              | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 2.00                                                                                | 2.00                                                                                | 2.00                                                                                |
| Upstream Filter(I)           | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.94                                                                              | 0.94                                                                              | 0.94                                                                              | 1.00                                                                                | 0.00                                                                                | 1.00                                                                                | 0.98                                                                                | 0.00                                                                                | 0.98                                                                                |
| Uniform Delay (d), s/veh     | 24.9                                                                              | 20.6                                                                              | 20.6                                                                              | 39.6                                                                              | 28.9                                                                              | 28.9                                                                              | 8.7                                                                                 | 0.0                                                                                 | 11.8                                                                                | 2.2                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| Incr Delay (d2), s/veh       | 0.6                                                                               | 3.0                                                                               | 2.9                                                                               | 2.6                                                                               | 1.5                                                                               | 1.4                                                                               | 0.1                                                                                 | 0.0                                                                                 | 1.3                                                                                 | 0.4                                                                                 | 0.0                                                                                 | 0.5                                                                                 |
| Initial Q Delay(d3),s/veh    | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| %ile BackOfQ(50%),veh/ln     | 0.6                                                                               | 5.1                                                                               | 5.2                                                                               | 1.7                                                                               | 5.2                                                                               | 5.4                                                                               | 0.2                                                                                 | 0.0                                                                                 | 6.9                                                                                 | 0.2                                                                                 | 0.0                                                                                 | 0.2                                                                                 |
| Unsig. Movement Delay, s/veh |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| LnGrp Delay(d),s/veh         | 25.5                                                                              | 23.6                                                                              | 23.5                                                                              | 42.1                                                                              | 30.4                                                                              | 30.4                                                                              | 8.8                                                                                 | 0.0                                                                                 | 13.1                                                                                | 2.6                                                                                 | 0.0                                                                                 | 0.5                                                                                 |
| LnGrp LOS                    | C                                                                                 | C                                                                                 | C                                                                                 | D                                                                                 | C                                                                                 | C                                                                                 | A                                                                                   | A                                                                                   | B                                                                                   | A                                                                                   | A                                                                                   | A                                                                                   |
| Approach Vol, veh/h          | 737                                                                               |                                                                                   |                                                                                   | 576                                                                               |                                                                                   |                                                                                   | 521                                                                                 |                                                                                     |                                                                                     | 336                                                                                 |                                                                                     |                                                                                     |
| Approach Delay, s/veh        | 23.7                                                                              |                                                                                   |                                                                                   | 31.7                                                                              |                                                                                   |                                                                                   | 12.9                                                                                |                                                                                     |                                                                                     | 0.8                                                                                 |                                                                                     |                                                                                     |
| Approach LOS                 | C                                                                                 |                                                                                   |                                                                                   | C                                                                                 |                                                                                   |                                                                                   | B                                                                                   |                                                                                     |                                                                                     | A                                                                                   |                                                                                     |                                                                                     |
| Timer - Assigned Phs         | 2                                                                                 |                                                                                   |                                                                                   | 4                                                                                 |                                                                                   |                                                                                   | 6                                                                                   |                                                                                     |                                                                                     | 8                                                                                   |                                                                                     |                                                                                     |
| Phs Duration (G+Y+Rc), s     | 75.3                                                                              |                                                                                   |                                                                                   | 38.7                                                                              |                                                                                   |                                                                                   | 75.3                                                                                |                                                                                     |                                                                                     | 38.7                                                                                |                                                                                     |                                                                                     |
| Change Period (Y+Rc), s      | 5.5                                                                               |                                                                                   |                                                                                   | 6.0                                                                               |                                                                                   |                                                                                   | 5.5                                                                                 |                                                                                     |                                                                                     | 6.0                                                                                 |                                                                                     |                                                                                     |
| Max Green Setting (Gmax), s  | 56.5                                                                              |                                                                                   |                                                                                   | 46.0                                                                              |                                                                                   |                                                                                   | 56.5                                                                                |                                                                                     |                                                                                     | 46.0                                                                                |                                                                                     |                                                                                     |
| Max Q Clear Time (g_c+I1), s | 18.6                                                                              |                                                                                   |                                                                                   | 17.4                                                                              |                                                                                   |                                                                                   | 20.2                                                                                |                                                                                     |                                                                                     | 26.3                                                                                |                                                                                     |                                                                                     |
| Green Ext Time (p_c), s      | 7.6                                                                               |                                                                                   |                                                                                   | 9.9                                                                               |                                                                                   |                                                                                   | 4.3                                                                                 |                                                                                     |                                                                                     | 6.4                                                                                 |                                                                                     |                                                                                     |
| Intersection Summary         |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 6th Ctrl Delay           | 19.7                                                                              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 6th LOS                  | B                                                                                 |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |

# Timings

## 5: N Weber St & E Boulder St

04-24-2025



| Lane Group           | EBL   | EBT   | WBL   | WBT   | NBL   | NBT   | SBL   | SBT   |
|----------------------|-------|-------|-------|-------|-------|-------|-------|-------|
| Lane Configurations  |       | ↔↔    |       | ↔↔    | ↔     | ↔     | ↔     | ↔     |
| Traffic Volume (vph) | 8     | 213   | 43    | 267   | 13    | 401   | 25    | 252   |
| Future Volume (vph)  | 8     | 213   | 43    | 267   | 13    | 401   | 25    | 252   |
| Turn Type            | Perm  | NA    | Perm  | NA    | Perm  | NA    | Perm  | NA    |
| Protected Phases     |       | 4     |       | 8     |       | 2     |       | 6     |
| Permitted Phases     | 4     |       | 8     |       | 2     |       | 6     |       |
| Detector Phase       | 4     | 4     | 8     | 8     | 2     | 2     | 6     | 6     |
| Switch Phase         |       |       |       |       |       |       |       |       |
| Minimum Initial (s)  | 20.0  | 20.0  | 20.0  | 20.0  | 20.0  | 20.0  | 20.0  | 20.0  |
| Minimum Split (s)    | 43.5  | 43.5  | 43.5  | 43.5  | 47.5  | 47.5  | 47.5  | 47.5  |
| Total Split (s)      | 49.0  | 49.0  | 49.0  | 49.0  | 65.0  | 65.0  | 65.0  | 65.0  |
| Total Split (%)      | 43.0% | 43.0% | 43.0% | 43.0% | 57.0% | 57.0% | 57.0% | 57.0% |
| Yellow Time (s)      | 3.5   | 3.5   | 3.5   | 3.5   | 3.5   | 3.5   | 3.5   | 3.5   |
| All-Red Time (s)     | 2.0   | 2.0   | 2.0   | 2.0   | 2.0   | 2.0   | 2.0   | 2.0   |
| Lost Time Adjust (s) |       | 0.0   |       | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   |
| Total Lost Time (s)  |       | 5.5   |       | 5.5   | 5.5   | 5.5   | 5.5   | 5.5   |
| Lead/Lag             |       |       |       |       |       |       |       |       |
| Lead-Lag Optimize?   |       |       |       |       |       |       |       |       |
| Recall Mode          | None  | None  | None  | None  | C-Max | C-Max | C-Max | C-Max |
| Act Effect Green (s) |       | 22.5  |       | 22.5  | 80.5  | 80.5  | 80.5  | 80.5  |
| Actuated g/C Ratio   |       | 0.20  |       | 0.20  | 0.71  | 0.71  | 0.71  | 0.71  |
| v/c Ratio            |       | 0.39  |       | 0.62  | 0.02  | 0.39  | 0.05  | 0.22  |
| Control Delay        |       | 27.7  |       | 48.9  | 3.1   | 3.7   | 6.1   | 6.6   |
| Queue Delay          |       | 0.0   |       | 0.0   | 0.0   | 0.1   | 0.0   | 0.0   |
| Total Delay          |       | 27.7  |       | 48.9  | 3.1   | 3.8   | 6.1   | 6.6   |
| LOS                  |       | C     |       | D     | A     | A     | A     | A     |
| Approach Delay       |       | 27.7  |       | 48.9  |       | 3.8   |       | 6.6   |
| Approach LOS         |       | C     |       | D     |       | A     |       | A     |

### Intersection Summary

Cycle Length: 114

Actuated Cycle Length: 114

Offset: 39 (34%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow

Natural Cycle: 95

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.62

Intersection Signal Delay: 20.0

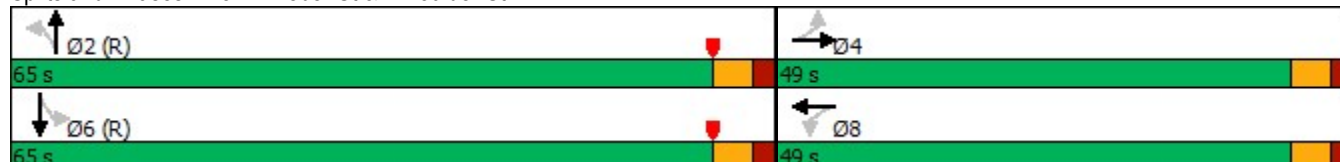
Intersection LOS: C

Intersection Capacity Utilization 71.8%

ICU Level of Service C

Analysis Period (min) 15

Splits and Phases: 5: N Weber St & E Boulder St



# HCM 6th Signalized Intersection Summary

## 5: N Weber St & E Boulder St

04-24-2025

|                              |  |  |  |  |  |  |  |  |  |  |  |  |
|------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Movement                     | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations          |                                                                                   |  |                                                                                   |                                                                                   |  |                                                                                   |  |  |                                                                                     |  |  |                                                                                     |
| Traffic Volume (veh/h)       | 8                                                                                 | 213                                                                               | 15                                                                                | 43                                                                                | 267                                                                               | 28                                                                                | 13                                                                                 | 401                                                                                 | 59                                                                                  | 25                                                                                  | 252                                                                                 | 14                                                                                  |
| Future Volume (veh/h)        | 8                                                                                 | 213                                                                               | 15                                                                                | 43                                                                                | 267                                                                               | 28                                                                                | 13                                                                                 | 401                                                                                 | 59                                                                                  | 25                                                                                  | 252                                                                                 | 14                                                                                  |
| Initial Q (Qb), veh          | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                  | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   |
| Ped-Bike Adj(A_pbT)          | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                               |                                                                                     | 1.00                                                                                | 1.00                                                                                |                                                                                     | 1.00                                                                                |
| Parking Bus, Adj             | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                               | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Work Zone On Approach        |                                                                                   | No                                                                                |                                                                                   |                                                                                   | No                                                                                |                                                                                   |                                                                                    | No                                                                                  |                                                                                     |                                                                                     | No                                                                                  |                                                                                     |
| Adj Sat Flow, veh/h/ln       | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                               | 1870                                                                                | 1870                                                                                | 1870                                                                                | 1870                                                                                | 1870                                                                                |
| Adj Flow Rate, veh/h         | 9                                                                                 | 232                                                                               | 16                                                                                | 47                                                                                | 290                                                                               | 30                                                                                | 14                                                                                 | 436                                                                                 | 64                                                                                  | 27                                                                                  | 274                                                                                 | 15                                                                                  |
| Peak Hour Factor             | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                               | 0.92                                                                                | 0.92                                                                                | 0.92                                                                                | 0.92                                                                                | 0.92                                                                                |
| Percent Heavy Veh, %         | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                  | 2                                                                                   | 2                                                                                   | 2                                                                                   | 2                                                                                   | 2                                                                                   |
| Cap, veh/h                   | 42                                                                                | 567                                                                               | 38                                                                                | 88                                                                                | 454                                                                               | 48                                                                                | 802                                                                                | 1161                                                                                | 170                                                                                 | 717                                                                                 | 1279                                                                                | 70                                                                                  |
| Arrive On Green              | 0.35                                                                              | 0.35                                                                              | 0.35                                                                              | 0.35                                                                              | 0.35                                                                              | 0.35                                                                              | 1.00                                                                               | 1.00                                                                                | 1.00                                                                                | 0.73                                                                                | 0.73                                                                                | 0.73                                                                                |
| Sat Flow, veh/h              | 48                                                                                | 3231                                                                              | 218                                                                               | 277                                                                               | 2589                                                                              | 274                                                                               | 1090                                                                               | 1594                                                                                | 234                                                                                 | 898                                                                                 | 1757                                                                                | 96                                                                                  |
| Grp Volume(v), veh/h         | 135                                                                               | 0                                                                                 | 122                                                                               | 186                                                                               | 0                                                                                 | 181                                                                               | 14                                                                                 | 0                                                                                   | 500                                                                                 | 27                                                                                  | 0                                                                                   | 289                                                                                 |
| Grp Sat Flow(s),veh/h/ln     | 1834                                                                              | 0                                                                                 | 1663                                                                              | 1487                                                                              | 0                                                                                 | 1653                                                                              | 1090                                                                               | 0                                                                                   | 1828                                                                                | 898                                                                                 | 0                                                                                   | 1853                                                                                |
| Q Serve(g_s), s              | 0.0                                                                               | 0.0                                                                               | 6.4                                                                               | 6.7                                                                               | 0.0                                                                               | 10.4                                                                              | 0.1                                                                                | 0.0                                                                                 | 0.0                                                                                 | 1.0                                                                                 | 0.0                                                                                 | 5.7                                                                                 |
| Cycle Q Clear(g_c), s        | 6.2                                                                               | 0.0                                                                               | 6.4                                                                               | 13.1                                                                              | 0.0                                                                               | 10.4                                                                              | 5.8                                                                                | 0.0                                                                                 | 0.0                                                                                 | 1.0                                                                                 | 0.0                                                                                 | 5.7                                                                                 |
| Prop In Lane                 | 0.07                                                                              |                                                                                   | 0.13                                                                              | 0.25                                                                              |                                                                                   | 0.17                                                                              | 1.00                                                                               |                                                                                     | 0.13                                                                                | 1.00                                                                                |                                                                                     | 0.05                                                                                |
| Lane Grp Cap(c), veh/h       | 355                                                                               | 0                                                                                 | 292                                                                               | 300                                                                               | 0                                                                                 | 290                                                                               | 802                                                                                | 0                                                                                   | 1331                                                                                | 717                                                                                 | 0                                                                                   | 1349                                                                                |
| V/C Ratio(X)                 | 0.38                                                                              | 0.00                                                                              | 0.42                                                                              | 0.62                                                                              | 0.00                                                                              | 0.62                                                                              | 0.02                                                                               | 0.00                                                                                | 0.38                                                                                | 0.04                                                                                | 0.00                                                                                | 0.21                                                                                |
| Avail Cap(c_a), veh/h        | 722                                                                               | 0                                                                                 | 634                                                                               | 631                                                                               | 0                                                                                 | 631                                                                               | 802                                                                                | 0                                                                                   | 1331                                                                                | 717                                                                                 | 0                                                                                   | 1349                                                                                |
| HCM Platoon Ratio            | 2.00                                                                              | 2.00                                                                              | 2.00                                                                              | 2.00                                                                              | 2.00                                                                              | 2.00                                                                              | 2.00                                                                               | 2.00                                                                                | 2.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Upstream Filter(I)           | 0.95                                                                              | 0.00                                                                              | 0.95                                                                              | 0.73                                                                              | 0.00                                                                              | 0.73                                                                              | 0.90                                                                               | 0.00                                                                                | 0.90                                                                                | 1.00                                                                                | 0.00                                                                                | 1.00                                                                                |
| Uniform Delay (d), s/veh     | 32.5                                                                              | 0.0                                                                               | 32.6                                                                              | 34.7                                                                              | 0.0                                                                               | 33.9                                                                              | 0.2                                                                                | 0.0                                                                                 | 0.0                                                                                 | 4.3                                                                                 | 0.0                                                                                 | 5.0                                                                                 |
| Incr Delay (d2), s/veh       | 1.4                                                                               | 0.0                                                                               | 1.9                                                                               | 3.2                                                                               | 0.0                                                                               | 3.4                                                                               | 0.0                                                                                | 0.0                                                                                 | 0.7                                                                                 | 0.1                                                                                 | 0.0                                                                                 | 0.4                                                                                 |
| Initial Q Delay(d3),s/veh    | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                                | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| %ile BackOfQ(50%),veh/ln     | 2.8                                                                               | 0.0                                                                               | 2.5                                                                               | 4.2                                                                               | 0.0                                                                               | 3.9                                                                               | 0.0                                                                                | 0.0                                                                                 | 0.3                                                                                 | 0.2                                                                                 | 0.0                                                                                 | 2.1                                                                                 |
| Unsig. Movement Delay, s/veh |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| LnGrp Delay(d),s/veh         | 33.9                                                                              | 0.0                                                                               | 34.5                                                                              | 38.0                                                                              | 0.0                                                                               | 37.3                                                                              | 0.2                                                                                | 0.0                                                                                 | 0.7                                                                                 | 4.4                                                                                 | 0.0                                                                                 | 5.4                                                                                 |
| LnGrp LOS                    | C                                                                                 | A                                                                                 | C                                                                                 | D                                                                                 | A                                                                                 | D                                                                                 | A                                                                                  | A                                                                                   | A                                                                                   | A                                                                                   | A                                                                                   | A                                                                                   |
| Approach Vol, veh/h          |                                                                                   | 257                                                                               |                                                                                   |                                                                                   | 367                                                                               |                                                                                   |                                                                                    | 514                                                                                 |                                                                                     |                                                                                     | 316                                                                                 |                                                                                     |
| Approach Delay, s/veh        |                                                                                   | 34.2                                                                              |                                                                                   |                                                                                   | 37.6                                                                              |                                                                                   |                                                                                    | 0.7                                                                                 |                                                                                     |                                                                                     | 5.3                                                                                 |                                                                                     |
| Approach LOS                 |                                                                                   | C                                                                                 |                                                                                   |                                                                                   | D                                                                                 |                                                                                   |                                                                                    | A                                                                                   |                                                                                     |                                                                                     | A                                                                                   |                                                                                     |
| Timer - Assigned Phs         |                                                                                   | 2                                                                                 |                                                                                   | 4                                                                                 |                                                                                   | 6                                                                                 |                                                                                    | 8                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Phs Duration (G+Y+Rc), s     |                                                                                   | 88.5                                                                              |                                                                                   | 25.5                                                                              |                                                                                   | 88.5                                                                              |                                                                                    | 25.5                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Change Period (Y+Rc), s      |                                                                                   | 5.5                                                                               |                                                                                   | 5.5                                                                               |                                                                                   | 5.5                                                                               |                                                                                    | 5.5                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Green Setting (Gmax), s  |                                                                                   | 59.5                                                                              |                                                                                   | 43.5                                                                              |                                                                                   | 59.5                                                                              |                                                                                    | 43.5                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Q Clear Time (g_c+I1), s |                                                                                   | 7.8                                                                               |                                                                                   | 8.4                                                                               |                                                                                   | 7.7                                                                               |                                                                                    | 15.1                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Green Ext Time (p_c), s      |                                                                                   | 8.0                                                                               |                                                                                   | 3.2                                                                               |                                                                                   | 4.3                                                                               |                                                                                    | 4.6                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| <b>Intersection Summary</b>  |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 6th Ctrl Delay           |                                                                                   |                                                                                   |                                                                                   | 16.9                                                                              |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 6th LOS                  |                                                                                   |                                                                                   |                                                                                   | B                                                                                 |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |

HCM 6th TWSC  
6: N Weber St & St Vrain St

04-24-2025

| Intersection             |        |                                                                                   |        |            |                                                                                   |       |        |                                                                                   |      |       |                                                                                     |      |
|--------------------------|--------|-----------------------------------------------------------------------------------|--------|------------|-----------------------------------------------------------------------------------|-------|--------|-----------------------------------------------------------------------------------|------|-------|-------------------------------------------------------------------------------------|------|
| Int Delay, s/veh         | 1.1    |                                                                                   |        |            |                                                                                   |       |        |                                                                                   |      |       |                                                                                     |      |
| Movement                 | EBL    | EBT                                                                               | EBR    | WBL        | WBT                                                                               | WBR   | NBL    | NBT                                                                               | NBR  | SBL   | SBT                                                                                 | SBR  |
| Lane Configurations      |        |  |        |            |  |       |        |  |      |       |  |      |
| Traffic Vol, veh/h       | 11     | 12                                                                                | 20     | 4          | 4                                                                                 | 2     | 3      | 433                                                                               | 4    | 6     | 263                                                                                 | 9    |
| Future Vol, veh/h        | 11     | 12                                                                                | 20     | 4          | 4                                                                                 | 2     | 3      | 433                                                                               | 4    | 6     | 263                                                                                 | 9    |
| Conflicting Peds, #/hr   | 0      | 0                                                                                 | 0      | 0          | 0                                                                                 | 0     | 0      | 0                                                                                 | 0    | 0     | 0                                                                                   | 0    |
| Sign Control             | Stop   | Stop                                                                              | Stop   | Stop       | Stop                                                                              | Stop  | Free   | Free                                                                              | Free | Free  | Free                                                                                | Free |
| RT Channelized           | -      | -                                                                                 | None   | -          | -                                                                                 | None  | -      | -                                                                                 | None | -     | -                                                                                   | None |
| Storage Length           | -      | -                                                                                 | -      | -          | -                                                                                 | -     | -      | -                                                                                 | -    | -     | -                                                                                   | -    |
| Veh in Median Storage, # | -      | 0                                                                                 | -      | -          | 0                                                                                 | -     | -      | 0                                                                                 | -    | -     | 0                                                                                   | -    |
| Grade, %                 | -      | 0                                                                                 | -      | -          | 0                                                                                 | -     | -      | 0                                                                                 | -    | -     | 0                                                                                   | -    |
| Peak Hour Factor         | 92     | 92                                                                                | 92     | 92         | 92                                                                                | 92    | 92     | 92                                                                                | 92   | 92    | 92                                                                                  | 92   |
| Heavy Vehicles, %        | 2      | 2                                                                                 | 2      | 2          | 2                                                                                 | 2     | 2      | 2                                                                                 | 2    | 2     | 2                                                                                   | 2    |
| Mvmt Flow                | 12     | 13                                                                                | 22     | 4          | 4                                                                                 | 2     | 3      | 471                                                                               | 4    | 7     | 286                                                                                 | 10   |
|                          |        |                                                                                   |        |            |                                                                                   |       |        |                                                                                   |      |       |                                                                                     |      |
| Major/Minor              | Minor2 |                                                                                   | Minor1 |            | Major1                                                                            |       | Major2 |                                                                                   |      |       |                                                                                     |      |
| Conflicting Flow All     | 787    | 786                                                                               | 291    | 802        | 789                                                                               | 473   | 296    | 0                                                                                 | 0    | 475   | 0                                                                                   | 0    |
| Stage 1                  | 305    | 305                                                                               | -      | 479        | 479                                                                               | -     | -      | -                                                                                 | -    | -     | -                                                                                   | -    |
| Stage 2                  | 482    | 481                                                                               | -      | 323        | 310                                                                               | -     | -      | -                                                                                 | -    | -     | -                                                                                   | -    |
| Critical Hdwy            | 7.12   | 6.52                                                                              | 6.22   | 7.12       | 6.52                                                                              | 6.22  | 4.12   | -                                                                                 | -    | 4.12  | -                                                                                   | -    |
| Critical Hdwy Stg 1      | 6.12   | 5.52                                                                              | -      | 6.12       | 5.52                                                                              | -     | -      | -                                                                                 | -    | -     | -                                                                                   | -    |
| Critical Hdwy Stg 2      | 6.12   | 5.52                                                                              | -      | 6.12       | 5.52                                                                              | -     | -      | -                                                                                 | -    | -     | -                                                                                   | -    |
| Follow-up Hdwy           | 3.518  | 4.018                                                                             | 3.318  | 3.518      | 4.018                                                                             | 3.318 | 2.218  | -                                                                                 | -    | 2.218 | -                                                                                   | -    |
| Pot Cap-1 Maneuver       | 309    | 324                                                                               | 748    | 302        | 323                                                                               | 591   | 1265   | -                                                                                 | -    | 1087  | -                                                                                   | -    |
| Stage 1                  | 705    | 662                                                                               | -      | 568        | 555                                                                               | -     | -      | -                                                                                 | -    | -     | -                                                                                   | -    |
| Stage 2                  | 565    | 554                                                                               | -      | 689        | 659                                                                               | -     | -      | -                                                                                 | -    | -     | -                                                                                   | -    |
| Platoon blocked, %       |        |                                                                                   |        |            |                                                                                   |       |        | -                                                                                 | -    |       | -                                                                                   | -    |
| Mov Cap-1 Maneuver       | 302    | 320                                                                               | 748    | 282        | 319                                                                               | 591   | 1265   | -                                                                                 | -    | 1087  | -                                                                                   | -    |
| Mov Cap-2 Maneuver       | 302    | 320                                                                               | -      | 282        | 319                                                                               | -     | -      | -                                                                                 | -    | -     | -                                                                                   | -    |
| Stage 1                  | 703    | 657                                                                               | -      | 566        | 553                                                                               | -     | -      | -                                                                                 | -    | -     | -                                                                                   | -    |
| Stage 2                  | 557    | 552                                                                               | -      | 650        | 654                                                                               | -     | -      | -                                                                                 | -    | -     | -                                                                                   | -    |
|                          |        |                                                                                   |        |            |                                                                                   |       |        |                                                                                   |      |       |                                                                                     |      |
|                          |        |                                                                                   |        |            |                                                                                   |       |        |                                                                                   |      |       |                                                                                     |      |
| Approach                 | EB     |                                                                                   | WB     |            | NB                                                                                |       | SB     |                                                                                   |      |       |                                                                                     |      |
| HCM Control Delay, s     | 14.5   |                                                                                   | 16.2   |            | 0.1                                                                               |       | 0.2    |                                                                                   |      |       |                                                                                     |      |
| HCM LOS                  | B      |                                                                                   | C      |            |                                                                                   |       |        |                                                                                   |      |       |                                                                                     |      |
|                          |        |                                                                                   |        |            |                                                                                   |       |        |                                                                                   |      |       |                                                                                     |      |
| Minor Lane/Major Mvmt    | NBL    | NBT                                                                               | NBR    | EBLn1WBLn1 | SBL                                                                               | SBT   | SBR    |                                                                                   |      |       |                                                                                     |      |
| Capacity (veh/h)         | 1265   | -                                                                                 | -      | 427        | 332                                                                               | 1087  | -      | -                                                                                 |      |       |                                                                                     |      |
| HCM Lane V/C Ratio       | 0.003  | -                                                                                 | -      | 0.109      | 0.033                                                                             | 0.006 | -      | -                                                                                 |      |       |                                                                                     |      |
| HCM Control Delay (s)    | 7.9    | 0                                                                                 | -      | 14.5       | 16.2                                                                              | 8.3   | 0      | -                                                                                 |      |       |                                                                                     |      |
| HCM Lane LOS             | A      | A                                                                                 | -      | B          | C                                                                                 | A     | A      | -                                                                                 |      |       |                                                                                     |      |
| HCM 95th %tile Q(veh)    | 0      | -                                                                                 | -      | 0.4        | 0.1                                                                               | 0     | -      | -                                                                                 |      |       |                                                                                     |      |

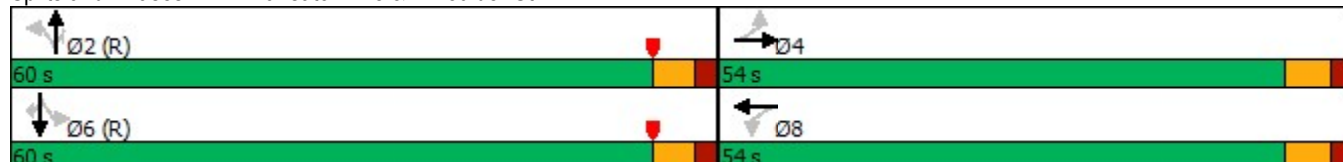
# Timings

## 7: Wahsatch Ave & E Boulder St

04-24-2025

|                                                                          |  |  |  |  |  |  |   |  |  |  |
|--------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Lane Group                                                               | EBL                                                                               | EBT                                                                               | WBL                                                                               | WBT                                                                               | NBL                                                                               | NBT                                                                               | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations                                                      |                                                                                   |  |                                                                                   |  |  |  |  |  |  |  |
| Traffic Volume (vph)                                                     | 10                                                                                | 240                                                                               | 61                                                                                | 288                                                                               | 32                                                                                | 594                                                                               | 62                                                                                  | 44                                                                                  | 304                                                                                 | 21                                                                                  |
| Future Volume (vph)                                                      | 10                                                                                | 240                                                                               | 61                                                                                | 288                                                                               | 32                                                                                | 594                                                                               | 62                                                                                  | 44                                                                                  | 304                                                                                 | 21                                                                                  |
| Turn Type                                                                | Perm                                                                              | NA                                                                                | Perm                                                                              | NA                                                                                | Perm                                                                              | NA                                                                                | Perm                                                                                | Perm                                                                                | NA                                                                                  | Perm                                                                                |
| Protected Phases                                                         |                                                                                   | 4                                                                                 |                                                                                   | 8                                                                                 |                                                                                   | 2                                                                                 |                                                                                     |                                                                                     | 6                                                                                   |                                                                                     |
| Permitted Phases                                                         | 4                                                                                 |                                                                                   | 8                                                                                 |                                                                                   | 2                                                                                 |                                                                                   | 2                                                                                   | 6                                                                                   |                                                                                     | 6                                                                                   |
| Detector Phase                                                           | 4                                                                                 | 4                                                                                 | 8                                                                                 | 8                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                   | 6                                                                                   | 6                                                                                   | 6                                                                                   |
| Switch Phase                                                             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Minimum Initial (s)                                                      | 20.0                                                                              | 20.0                                                                              | 20.0                                                                              | 20.0                                                                              | 20.0                                                                              | 20.0                                                                              | 20.0                                                                                | 20.0                                                                                | 20.0                                                                                | 20.0                                                                                |
| Minimum Split (s)                                                        | 45.0                                                                              | 45.0                                                                              | 45.0                                                                              | 45.0                                                                              | 47.5                                                                              | 47.5                                                                              | 47.5                                                                                | 47.5                                                                                | 47.5                                                                                | 47.5                                                                                |
| Total Split (s)                                                          | 54.0                                                                              | 54.0                                                                              | 54.0                                                                              | 54.0                                                                              | 60.0                                                                              | 60.0                                                                              | 60.0                                                                                | 60.0                                                                                | 60.0                                                                                | 60.0                                                                                |
| Total Split (%)                                                          | 47.4%                                                                             | 47.4%                                                                             | 47.4%                                                                             | 47.4%                                                                             | 52.6%                                                                             | 52.6%                                                                             | 52.6%                                                                               | 52.6%                                                                               | 52.6%                                                                               | 52.6%                                                                               |
| Yellow Time (s)                                                          | 4.0                                                                               | 4.0                                                                               | 4.0                                                                               | 4.0                                                                               | 3.5                                                                               | 3.5                                                                               | 3.5                                                                                 | 3.5                                                                                 | 3.5                                                                                 | 3.5                                                                                 |
| All-Red Time (s)                                                         | 2.0                                                                               | 2.0                                                                               | 2.0                                                                               | 2.0                                                                               | 2.0                                                                               | 2.0                                                                               | 2.0                                                                                 | 2.0                                                                                 | 2.0                                                                                 | 2.0                                                                                 |
| Lost Time Adjust (s)                                                     |                                                                                   | 0.0                                                                               |                                                                                   | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| Total Lost Time (s)                                                      |                                                                                   | 6.0                                                                               |                                                                                   | 6.0                                                                               | 5.5                                                                               | 5.5                                                                               | 5.5                                                                                 | 5.5                                                                                 | 5.5                                                                                 | 5.5                                                                                 |
| Lead/Lag                                                                 |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Lead-Lag Optimize?                                                       |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Recall Mode                                                              | None                                                                              | None                                                                              | None                                                                              | None                                                                              | C-Max                                                                             | C-Max                                                                             | C-Max                                                                               | C-Max                                                                               | C-Max                                                                               | C-Max                                                                               |
| Act Effect Green (s)                                                     |                                                                                   | 26.7                                                                              |                                                                                   | 26.7                                                                              | 75.8                                                                              | 75.8                                                                              | 75.8                                                                                | 75.8                                                                                | 75.8                                                                                | 75.8                                                                                |
| Actuated g/C Ratio                                                       |                                                                                   | 0.23                                                                              |                                                                                   | 0.23                                                                              | 0.66                                                                              | 0.66                                                                              | 0.66                                                                                | 0.66                                                                                | 0.66                                                                                | 0.66                                                                                |
| v/c Ratio                                                                |                                                                                   | 0.40                                                                              |                                                                                   | 0.71                                                                              | 0.05                                                                              | 0.27                                                                              | 0.06                                                                                | 0.10                                                                                | 0.14                                                                                | 0.02                                                                                |
| Control Delay                                                            |                                                                                   | 31.5                                                                              |                                                                                   | 43.1                                                                              | 2.5                                                                               | 2.4                                                                               | 0.2                                                                                 | 9.0                                                                                 | 7.9                                                                                 | 2.6                                                                                 |
| Queue Delay                                                              |                                                                                   | 0.0                                                                               |                                                                                   | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| Total Delay                                                              |                                                                                   | 31.5                                                                              |                                                                                   | 43.1                                                                              | 2.5                                                                               | 2.4                                                                               | 0.2                                                                                 | 9.0                                                                                 | 7.9                                                                                 | 2.6                                                                                 |
| LOS                                                                      |                                                                                   | C                                                                                 |                                                                                   | D                                                                                 | A                                                                                 | A                                                                                 | A                                                                                   | A                                                                                   | A                                                                                   | A                                                                                   |
| Approach Delay                                                           |                                                                                   | 31.5                                                                              |                                                                                   | 43.1                                                                              |                                                                                   | 2.2                                                                               |                                                                                     |                                                                                     | 7.7                                                                                 |                                                                                     |
| Approach LOS                                                             |                                                                                   | C                                                                                 |                                                                                   | D                                                                                 |                                                                                   | A                                                                                 |                                                                                     |                                                                                     | A                                                                                   |                                                                                     |
| Intersection Summary                                                     |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Cycle Length: 114                                                        |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Actuated Cycle Length: 114                                               |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Offset: 39 (34%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Natural Cycle: 95                                                        |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Control Type: Actuated-Coordinated                                       |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Maximum v/c Ratio: 0.71                                                  |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Intersection Signal Delay: 18.0                                          |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Intersection LOS: B                                                      |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Intersection Capacity Utilization 84.5%                                  |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| ICU Level of Service E                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Analysis Period (min) 15                                                 |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |

Splits and Phases: 7: Wahsatch Ave & E Boulder St



# HCM 6th Signalized Intersection Summary

## 7: Wahsatch Ave & E Boulder St

04-24-2025

|                              |  |  |  |  |  |  |  |  |  |  |  |  |
|------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Movement                     | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                 | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations          |                                                                                   |  |                                                                                   |                                                                                   |  |                                                                                   |  |  |  |  |  |  |
| Traffic Volume (veh/h)       | 10                                                                                | 240                                                                               | 36                                                                                | 61                                                                                | 288                                                                               | 84                                                                                | 32                                                                                  | 594                                                                                 | 62                                                                                  | 44                                                                                  | 304                                                                                 | 21                                                                                  |
| Future Volume (veh/h)        | 10                                                                                | 240                                                                               | 36                                                                                | 61                                                                                | 288                                                                               | 84                                                                                | 32                                                                                  | 594                                                                                 | 62                                                                                  | 44                                                                                  | 304                                                                                 | 21                                                                                  |
| Initial Q (Qb), veh          | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   |
| Ped-Bike Adj(A_pbT)          | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                                |                                                                                     | 1.00                                                                                | 1.00                                                                                |                                                                                     | 1.00                                                                                |
| Parking Bus, Adj             | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Work Zone On Approach        |                                                                                   | No                                                                                |                                                                                   |                                                                                   | No                                                                                |                                                                                   |                                                                                     | No                                                                                  |                                                                                     |                                                                                     | No                                                                                  |                                                                                     |
| Adj Sat Flow, veh/h/ln       | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                                | 1870                                                                                | 1870                                                                                | 1870                                                                                | 1870                                                                                | 1870                                                                                |
| Adj Flow Rate, veh/h         | 11                                                                                | 261                                                                               | 39                                                                                | 66                                                                                | 313                                                                               | 91                                                                                | 35                                                                                  | 646                                                                                 | 67                                                                                  | 48                                                                                  | 330                                                                                 | 23                                                                                  |
| Peak Hour Factor             | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                                | 0.92                                                                                | 0.92                                                                                | 0.92                                                                                | 0.92                                                                                | 0.92                                                                                |
| Percent Heavy Veh, %         | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                   | 2                                                                                   | 2                                                                                   | 2                                                                                   | 2                                                                                   | 2                                                                                   |
| Cap, veh/h                   | 45                                                                                | 688                                                                               | 100                                                                               | 114                                                                               | 481                                                                               | 145                                                                               | 715                                                                                 | 2372                                                                                | 1058                                                                                | 555                                                                                 | 2372                                                                                | 1058                                                                                |
| Arrive On Green              | 0.46                                                                              | 0.46                                                                              | 0.46                                                                              | 0.23                                                                              | 0.23                                                                              | 0.23                                                                              | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 0.67                                                                                | 0.67                                                                                | 0.67                                                                                |
| Sat Flow, veh/h              | 49                                                                                | 2970                                                                              | 431                                                                               | 320                                                                               | 2079                                                                              | 625                                                                               | 1028                                                                                | 3554                                                                                | 1585                                                                                | 737                                                                                 | 3554                                                                                | 1585                                                                                |
| Grp Volume(v), veh/h         | 164                                                                               | 0                                                                                 | 147                                                                               | 238                                                                               | 0                                                                                 | 232                                                                               | 35                                                                                  | 646                                                                                 | 67                                                                                  | 48                                                                                  | 330                                                                                 | 23                                                                                  |
| Grp Sat Flow(s),veh/h/ln     | 1826                                                                              | 0                                                                                 | 1624                                                                              | 1434                                                                              | 0                                                                                 | 1590                                                                              | 1028                                                                                | 1777                                                                                | 1585                                                                                | 737                                                                                 | 1777                                                                                | 1585                                                                                |
| Q Serve(g_s), s              | 0.0                                                                               | 0.0                                                                               | 6.8                                                                               | 11.5                                                                              | 0.0                                                                               | 14.9                                                                              | 0.2                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 2.6                                                                                 | 3.9                                                                                 | 0.6                                                                                 |
| Cycle Q Clear(g_c), s        | 6.5                                                                               | 0.0                                                                               | 6.8                                                                               | 18.3                                                                              | 0.0                                                                               | 14.9                                                                              | 4.1                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 2.6                                                                                 | 3.9                                                                                 | 0.6                                                                                 |
| Prop In Lane                 | 0.07                                                                              |                                                                                   | 0.27                                                                              | 0.28                                                                              |                                                                                   | 0.39                                                                              | 1.00                                                                                |                                                                                     | 1.00                                                                                | 1.00                                                                                |                                                                                     | 1.00                                                                                |
| Lane Grp Cap(c), veh/h       | 456                                                                               | 0                                                                                 | 376                                                                               | 372                                                                               | 0                                                                                 | 368                                                                               | 715                                                                                 | 2372                                                                                | 1058                                                                                | 555                                                                                 | 2372                                                                                | 1058                                                                                |
| V/C Ratio(X)                 | 0.36                                                                              | 0.00                                                                              | 0.39                                                                              | 0.64                                                                              | 0.00                                                                              | 0.63                                                                              | 0.05                                                                                | 0.27                                                                                | 0.06                                                                                | 0.09                                                                                | 0.14                                                                                | 0.02                                                                                |
| Avail Cap(c_a), veh/h        | 791                                                                               | 0                                                                                 | 684                                                                               | 667                                                                               | 0                                                                                 | 669                                                                               | 715                                                                                 | 2372                                                                                | 1058                                                                                | 555                                                                                 | 2372                                                                                | 1058                                                                                |
| HCM Platoon Ratio            | 2.00                                                                              | 2.00                                                                              | 2.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 2.00                                                                                | 2.00                                                                                | 2.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Upstream Filter(I)           | 0.94                                                                              | 0.00                                                                              | 0.94                                                                              | 1.00                                                                              | 0.00                                                                              | 1.00                                                                              | 0.91                                                                                | 0.91                                                                                | 0.91                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Uniform Delay (d), s/veh     | 25.3                                                                              | 0.0                                                                               | 25.3                                                                              | 41.0                                                                              | 0.0                                                                               | 39.4                                                                              | 0.1                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 6.7                                                                                 | 6.9                                                                                 | 6.4                                                                                 |
| Incr Delay (d2), s/veh       | 1.0                                                                               | 0.0                                                                               | 1.3                                                                               | 3.9                                                                               | 0.0                                                                               | 3.8                                                                               | 0.1                                                                                 | 0.3                                                                                 | 0.1                                                                                 | 0.3                                                                                 | 0.1                                                                                 | 0.0                                                                                 |
| Initial Q Delay(d3),s/veh    | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| %ile BackOfQ(50%),veh/ln     | 2.8                                                                               | 0.0                                                                               | 2.5                                                                               | 6.7                                                                               | 0.0                                                                               | 6.3                                                                               | 0.0                                                                                 | 0.1                                                                                 | 0.0                                                                                 | 0.4                                                                                 | 1.4                                                                                 | 0.2                                                                                 |
| Unsig. Movement Delay, s/veh |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| LnGrp Delay(d),s/veh         | 26.2                                                                              | 0.0                                                                               | 26.7                                                                              | 44.9                                                                              | 0.0                                                                               | 43.2                                                                              | 0.2                                                                                 | 0.3                                                                                 | 0.1                                                                                 | 7.0                                                                                 | 7.1                                                                                 | 6.4                                                                                 |
| LnGrp LOS                    | C                                                                                 | A                                                                                 | C                                                                                 | D                                                                                 | A                                                                                 | D                                                                                 | A                                                                                   | A                                                                                   | A                                                                                   | A                                                                                   | A                                                                                   | A                                                                                   |
| Approach Vol, veh/h          |                                                                                   | 311                                                                               |                                                                                   |                                                                                   | 470                                                                               |                                                                                   |                                                                                     | 748                                                                                 |                                                                                     |                                                                                     | 401                                                                                 |                                                                                     |
| Approach Delay, s/veh        |                                                                                   | 26.4                                                                              |                                                                                   |                                                                                   | 44.0                                                                              |                                                                                   |                                                                                     | 0.2                                                                                 |                                                                                     |                                                                                     | 7.0                                                                                 |                                                                                     |
| Approach LOS                 |                                                                                   | C                                                                                 |                                                                                   |                                                                                   | D                                                                                 |                                                                                   |                                                                                     | A                                                                                   |                                                                                     |                                                                                     | A                                                                                   |                                                                                     |
| Timer - Assigned Phs         |                                                                                   | 2                                                                                 |                                                                                   | 4                                                                                 |                                                                                   | 6                                                                                 |                                                                                     | 8                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Phs Duration (G+Y+Rc), s     |                                                                                   | 81.6                                                                              |                                                                                   | 32.4                                                                              |                                                                                   | 81.6                                                                              |                                                                                     | 32.4                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Change Period (Y+Rc), s      |                                                                                   | 5.5                                                                               |                                                                                   | 6.0                                                                               |                                                                                   | 5.5                                                                               |                                                                                     | 6.0                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Green Setting (Gmax), s  |                                                                                   | 54.5                                                                              |                                                                                   | 48.0                                                                              |                                                                                   | 54.5                                                                              |                                                                                     | 48.0                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Q Clear Time (g_c+I1), s |                                                                                   | 6.1                                                                               |                                                                                   | 8.8                                                                               |                                                                                   | 5.9                                                                               |                                                                                     | 20.3                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Green Ext Time (p_c), s      |                                                                                   | 11.6                                                                              |                                                                                   | 4.1                                                                               |                                                                                   | 5.7                                                                               |                                                                                     | 6.1                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| <b>Intersection Summary</b>  |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 6th Ctrl Delay           |                                                                                   |                                                                                   |                                                                                   | 16.5                                                                              |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 6th LOS                  |                                                                                   |                                                                                   |                                                                                   | B                                                                                 |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |

# Timings

## 8: Wahsatch Ave & E Platte Ave

04-24-2025

|                      |  |  |  |  |  |  |  |  |  |  |  |
|----------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Lane Group           | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                 | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 |
| Lane Configurations  |  |  |  |  |  |  |  |  |  |  |  |
| Traffic Volume (vph) | 26                                                                                | 725                                                                               | 33                                                                                | 161                                                                               | 494                                                                               | 79                                                                                | 65                                                                                  | 577                                                                                 | 370                                                                                 | 72                                                                                  | 315                                                                                 |
| Future Volume (vph)  | 26                                                                                | 725                                                                               | 33                                                                                | 161                                                                               | 494                                                                               | 79                                                                                | 65                                                                                  | 577                                                                                 | 370                                                                                 | 72                                                                                  | 315                                                                                 |
| Turn Type            | pm+pt                                                                             | NA                                                                                | Perm                                                                              | pm+pt                                                                             | NA                                                                                | Perm                                                                              | pm+pt                                                                               | NA                                                                                  | Perm                                                                                | pm+pt                                                                               | NA                                                                                  |
| Protected Phases     | 7                                                                                 | 4                                                                                 |                                                                                   | 3                                                                                 | 8                                                                                 |                                                                                   | 5                                                                                   | 2                                                                                   |                                                                                     | 1                                                                                   | 6                                                                                   |
| Permitted Phases     | 4                                                                                 |                                                                                   | 4                                                                                 | 8                                                                                 |                                                                                   | 8                                                                                 | 2                                                                                   |                                                                                     | 2                                                                                   | 6                                                                                   |                                                                                     |
| Detector Phase       | 7                                                                                 | 4                                                                                 | 4                                                                                 | 3                                                                                 | 8                                                                                 | 8                                                                                 | 5                                                                                   | 2                                                                                   | 2                                                                                   | 1                                                                                   | 6                                                                                   |
| Switch Phase         |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Minimum Initial (s)  | 4.0                                                                               | 20.0                                                                              | 20.0                                                                              | 4.0                                                                               | 20.0                                                                              | 20.0                                                                              | 4.0                                                                                 | 20.0                                                                                | 20.0                                                                                | 4.0                                                                                 | 20.0                                                                                |
| Minimum Split (s)    | 9.5                                                                               | 36.5                                                                              | 36.5                                                                              | 9.5                                                                               | 36.5                                                                              | 36.5                                                                              | 9.5                                                                                 | 41.5                                                                                | 41.5                                                                                | 9.5                                                                                 | 41.5                                                                                |
| Total Split (s)      | 9.5                                                                               | 40.0                                                                              | 40.0                                                                              | 18.0                                                                              | 48.5                                                                              | 48.5                                                                              | 9.8                                                                                 | 46.0                                                                                | 46.0                                                                                | 10.0                                                                                | 46.2                                                                                |
| Total Split (%)      | 8.3%                                                                              | 35.1%                                                                             | 35.1%                                                                             | 15.8%                                                                             | 42.5%                                                                             | 42.5%                                                                             | 8.6%                                                                                | 40.4%                                                                               | 40.4%                                                                               | 8.8%                                                                                | 40.5%                                                                               |
| Yellow Time (s)      | 3.0                                                                               | 4.5                                                                               | 4.5                                                                               | 3.0                                                                               | 4.5                                                                               | 4.5                                                                               | 3.0                                                                                 | 4.5                                                                                 | 4.5                                                                                 | 3.0                                                                                 | 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                                                                                 | 0.0                                                                                 |
| Total Lost Time (s)  | 5.0                                                                               | 6.5                                                                               | 6.5                                                                               | 5.0                                                                               | 6.5                                                                               | 6.5                                                                               | 5.0                                                                                 | 6.5                                                                                 | 6.5                                                                                 | 5.0                                                                                 | 6.5                                                                                 |
| Lead/Lag             | Lead                                                                              | Lag                                                                               | Lag                                                                               | Lead                                                                              | Lag                                                                               | Lag                                                                               | Lead                                                                                | Lag                                                                                 | Lag                                                                                 | Lead                                                                                | Lag                                                                                 |
| Lead-Lag Optimize?   | Yes                                                                               | Yes                                                                               | Yes                                                                               | Yes                                                                               | Yes                                                                               | Yes                                                                               | Yes                                                                                 | Yes                                                                                 | Yes                                                                                 | Yes                                                                                 | Yes                                                                                 |
| Recall Mode          | None                                                                              | None                                                                              | None                                                                              | None                                                                              | None                                                                              | None                                                                              | None                                                                                | C-Max                                                                               | C-Max                                                                               | None                                                                                | C-Max                                                                               |
| Act Effect Green (s) | 40.7                                                                              | 35.0                                                                              | 35.0                                                                              | 51.5                                                                              | 44.3                                                                              | 44.3                                                                              | 48.4                                                                                | 43.0                                                                                | 43.0                                                                                | 48.7                                                                                | 43.2                                                                                |
| Actuated g/C Ratio   | 0.36                                                                              | 0.31                                                                              | 0.31                                                                              | 0.45                                                                              | 0.39                                                                              | 0.39                                                                              | 0.42                                                                                | 0.38                                                                                | 0.38                                                                                | 0.43                                                                                | 0.38                                                                                |
| v/c Ratio            | 0.08                                                                              | 0.73                                                                              | 0.06                                                                              | 0.65                                                                              | 0.39                                                                              | 0.12                                                                              | 0.17                                                                                | 0.47                                                                                | 0.57                                                                                | 0.26                                                                                | 0.28                                                                                |
| Control Delay        | 6.7                                                                               | 15.0                                                                              | 0.2                                                                               | 30.1                                                                              | 26.6                                                                              | 1.7                                                                               | 19.3                                                                                | 29.4                                                                                | 19.8                                                                                | 17.5                                                                                | 23.5                                                                                |
| 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          | 6.7                                                                               | 15.0                                                                              | 0.2                                                                               | 30.1                                                                              | 26.6                                                                              | 1.7                                                                               | 19.3                                                                                | 29.4                                                                                | 19.8                                                                                | 17.5                                                                                | 23.5                                                                                |
| LOS                  | A                                                                                 | B                                                                                 | A                                                                                 | C                                                                                 | C                                                                                 | A                                                                                 | B                                                                                   | C                                                                                   | B                                                                                   | B                                                                                   | C                                                                                   |
| Approach Delay       |                                                                                   | 14.1                                                                              |                                                                                   |                                                                                   | 24.6                                                                              |                                                                                   |                                                                                     | 25.2                                                                                |                                                                                     |                                                                                     | 22.5                                                                                |
| Approach LOS         |                                                                                   | B                                                                                 |                                                                                   |                                                                                   | C                                                                                 |                                                                                   |                                                                                     | C                                                                                   |                                                                                     |                                                                                     | C                                                                                   |

### Intersection Summary

Cycle Length: 114

Actuated Cycle Length: 114

Offset: 30 (26%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow

Natural Cycle: 100

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.73

Intersection Signal Delay: 21.7

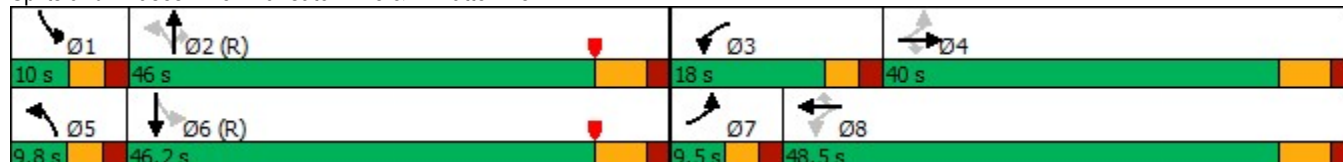
Intersection LOS: C

Intersection Capacity Utilization 68.8%

ICU Level of Service C

Analysis Period (min) 15

### Splits and Phases: 8: Wahsatch Ave & E Platte Ave



# HCM 6th Signalized Intersection Summary

## 8: Wahsatch Ave & E Platte Ave

04-24-2025

|                              |  |  |  |  |  |  |  |  |  |  |  |  |
|------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Movement                     | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                 | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations          |  |  |  |  |  |  |  |  |  |  |  |  |
| Traffic Volume (veh/h)       | 26                                                                                | 725                                                                               | 33                                                                                | 161                                                                               | 494                                                                               | 79                                                                                | 65                                                                                  | 577                                                                                 | 370                                                                                 | 72                                                                                  | 315                                                                                 | 26                                                                                  |
| Future Volume (veh/h)        | 26                                                                                | 725                                                                               | 33                                                                                | 161                                                                               | 494                                                                               | 79                                                                                | 65                                                                                  | 577                                                                                 | 370                                                                                 | 72                                                                                  | 315                                                                                 | 26                                                                                  |
| Initial Q (Qb), veh          | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   |
| Ped-Bike Adj(A_pbT)          | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                                |                                                                                     | 1.00                                                                                | 1.00                                                                                |                                                                                     | 1.00                                                                                |
| Parking Bus, Adj             | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Work Zone On Approach        | No                                                                                |                                                                                   |                                                                                   | No                                                                                |                                                                                   |                                                                                   | No                                                                                  |                                                                                     |                                                                                     | No                                                                                  |                                                                                     |                                                                                     |
| Adj Sat Flow, veh/h/ln       | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                                | 1870                                                                                | 1870                                                                                | 1870                                                                                | 1870                                                                                | 1870                                                                                |
| Adj Flow Rate, veh/h         | 28                                                                                | 788                                                                               | 36                                                                                | 175                                                                               | 537                                                                               | 86                                                                                | 71                                                                                  | 627                                                                                 | 402                                                                                 | 78                                                                                  | 342                                                                                 | 28                                                                                  |
| Peak Hour Factor             | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                                | 0.92                                                                                | 0.92                                                                                | 0.92                                                                                | 0.92                                                                                | 0.92                                                                                |
| Percent Heavy Veh, %         | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                   | 2                                                                                   | 2                                                                                   | 2                                                                                   | 2                                                                                   | 2                                                                                   |
| Cap, veh/h                   | 273                                                                               | 956                                                                               | 426                                                                               | 272                                                                               | 1187                                                                              | 530                                                                               | 516                                                                                 | 1436                                                                                | 640                                                                                 | 285                                                                                 | 1354                                                                                | 110                                                                                 |
| Arrive On Green              | 0.04                                                                              | 0.54                                                                              | 0.54                                                                              | 0.09                                                                              | 0.33                                                                              | 0.33                                                                              | 0.04                                                                                | 0.40                                                                                | 0.40                                                                                | 0.08                                                                                | 0.81                                                                                | 0.81                                                                                |
| Sat Flow, veh/h              | 1781                                                                              | 3554                                                                              | 1585                                                                              | 1781                                                                              | 3554                                                                              | 1585                                                                              | 1781                                                                                | 3554                                                                                | 1585                                                                                | 1781                                                                                | 3327                                                                                | 271                                                                                 |
| Grp Volume(v), veh/h         | 28                                                                                | 788                                                                               | 36                                                                                | 175                                                                               | 537                                                                               | 86                                                                                | 71                                                                                  | 627                                                                                 | 402                                                                                 | 78                                                                                  | 182                                                                                 | 188                                                                                 |
| Grp Sat Flow(s),veh/h/ln     | 1781                                                                              | 1777                                                                              | 1585                                                                              | 1781                                                                              | 1777                                                                              | 1585                                                                              | 1781                                                                                | 1777                                                                                | 1585                                                                                | 1781                                                                                | 1777                                                                                | 1822                                                                                |
| Q Serve(g_s), s              | 1.3                                                                               | 21.0                                                                              | 1.3                                                                               | 7.8                                                                               | 13.5                                                                              | 4.4                                                                               | 2.6                                                                                 | 14.6                                                                                | 23.1                                                                                | 2.9                                                                                 | 2.7                                                                                 | 2.8                                                                                 |
| Cycle Q Clear(g_c), s        | 1.3                                                                               | 21.0                                                                              | 1.3                                                                               | 7.8                                                                               | 13.5                                                                              | 4.4                                                                               | 2.6                                                                                 | 14.6                                                                                | 23.1                                                                                | 2.9                                                                                 | 2.7                                                                                 | 2.8                                                                                 |
| Prop In Lane                 | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                                |                                                                                     | 1.00                                                                                | 1.00                                                                                |                                                                                     | 0.15                                                                                |
| Lane Grp Cap(c), veh/h       | 273                                                                               | 956                                                                               | 426                                                                               | 272                                                                               | 1187                                                                              | 530                                                                               | 516                                                                                 | 1436                                                                                | 640                                                                                 | 285                                                                                 | 723                                                                                 | 741                                                                                 |
| V/C Ratio(X)                 | 0.10                                                                              | 0.82                                                                              | 0.08                                                                              | 0.64                                                                              | 0.45                                                                              | 0.16                                                                              | 0.14                                                                                | 0.44                                                                                | 0.63                                                                                | 0.27                                                                                | 0.25                                                                                | 0.25                                                                                |
| Avail Cap(c_a), veh/h        | 306                                                                               | 1044                                                                              | 466                                                                               | 323                                                                               | 1309                                                                              | 584                                                                               | 526                                                                                 | 1436                                                                                | 640                                                                                 | 293                                                                                 | 723                                                                                 | 741                                                                                 |
| HCM Platoon Ratio            | 2.00                                                                              | 2.00                                                                              | 2.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 2.00                                                                                | 2.00                                                                                | 2.00                                                                                |
| Upstream Filter(I)           | 0.74                                                                              | 0.74                                                                              | 0.74                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Uniform Delay (d), s/veh     | 28.8                                                                              | 24.1                                                                              | 19.5                                                                              | 28.1                                                                              | 29.8                                                                              | 26.7                                                                              | 18.6                                                                                | 24.6                                                                                | 27.1                                                                                | 18.7                                                                                | 6.5                                                                                 | 6.5                                                                                 |
| Incr Delay (d2), s/veh       | 0.0                                                                               | 6.1                                                                               | 0.3                                                                               | 1.9                                                                               | 1.2                                                                               | 0.7                                                                               | 0.0                                                                                 | 1.0                                                                                 | 4.6                                                                                 | 0.2                                                                                 | 0.8                                                                                 | 0.8                                                                                 |
| Initial Q Delay(d3),s/veh    | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| %ile BackOfQ(50%),veh/ln     | 0.6                                                                               | 7.4                                                                               | 0.5                                                                               | 3.5                                                                               | 6.0                                                                               | 1.8                                                                               | 1.1                                                                                 | 6.3                                                                                 | 9.5                                                                                 | 1.2                                                                                 | 1.1                                                                                 | 1.1                                                                                 |
| Unsig. Movement Delay, s/veh |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| LnGrp Delay(d),s/veh         | 28.8                                                                              | 30.2                                                                              | 19.8                                                                              | 29.9                                                                              | 31.0                                                                              | 27.4                                                                              | 18.7                                                                                | 25.6                                                                                | 31.7                                                                                | 18.9                                                                                | 7.4                                                                                 | 7.4                                                                                 |
| LnGrp LOS                    | C                                                                                 | C                                                                                 | B                                                                                 | C                                                                                 | C                                                                                 | C                                                                                 | B                                                                                   | C                                                                                   | C                                                                                   | B                                                                                   | A                                                                                   | A                                                                                   |
| Approach Vol, veh/h          | 852                                                                               |                                                                                   |                                                                                   | 798                                                                               |                                                                                   |                                                                                   | 1100                                                                                |                                                                                     |                                                                                     | 448                                                                                 |                                                                                     |                                                                                     |
| Approach Delay, s/veh        | 29.7                                                                              |                                                                                   |                                                                                   | 30.4                                                                              |                                                                                   |                                                                                   | 27.4                                                                                |                                                                                     |                                                                                     | 9.4                                                                                 |                                                                                     |                                                                                     |
| Approach LOS                 | C                                                                                 |                                                                                   |                                                                                   | C                                                                                 |                                                                                   |                                                                                   | C                                                                                   |                                                                                     |                                                                                     | A                                                                                   |                                                                                     |                                                                                     |
| Timer - Assigned Phs         | 1                                                                                 | 2                                                                                 | 3                                                                                 | 4                                                                                 | 5                                                                                 | 6                                                                                 | 7                                                                                   | 8                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Phs Duration (G+Y+Rc), s     | 9.5                                                                               | 52.6                                                                              | 14.8                                                                              | 37.2                                                                              | 9.2                                                                               | 52.9                                                                              | 7.4                                                                                 | 44.6                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Change Period (Y+Rc), s      | 5.0                                                                               | 6.5                                                                               | 5.0                                                                               | 6.5                                                                               | 5.0                                                                               | 6.5                                                                               | 5.0                                                                                 | 6.5                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Green Setting (Gmax), s  | 5.0                                                                               | 39.5                                                                              | 13.0                                                                              | 33.5                                                                              | 4.8                                                                               | 39.7                                                                              | 4.5                                                                                 | 42.0                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Q Clear Time (g_c+I1), s | 4.9                                                                               | 25.1                                                                              | 9.8                                                                               | 23.0                                                                              | 4.6                                                                               | 4.8                                                                               | 3.3                                                                                 | 15.5                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Green Ext Time (p_c), s      | 0.0                                                                               | 9.7                                                                               | 0.0                                                                               | 7.7                                                                               | 0.0                                                                               | 6.0                                                                               | 0.0                                                                                 | 11.7                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Intersection Summary         |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 6th Ctrl Delay           | 26.2                                                                              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 6th LOS                  | C                                                                                 |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |



## Appendix D. Future (2027) Boulder Street Closure Level of Service Worksheets

HCM 6th TWSC  
1: N Nevada Ave & St Vrain St

04-25-2025

| Intersection             |      |      |      |      |      |      |      |      |      |      |      |      |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh         | 3.5  |      |      |      |      |      |      |      |      |      |      |      |
| Movement                 | EBL  | EBT  | EBR  | WBL  | WBT  | WBR  | NBL  | NBT  | NBR  | SBL  | SBT  | SBR  |
| Lane Configurations      |      | ↕    |      |      | ↕    |      |      | ↕    |      |      | ↕    |      |
| Traffic Vol, veh/h       | 1    | 7    | 2    | 45   | 11   | 32   | 12   | 381  | 6    | 14   | 413  | 26   |
| Future Vol, veh/h        | 1    | 7    | 2    | 45   | 11   | 32   | 12   | 381  | 6    | 14   | 413  | 26   |
| Conflicting Peds, #/hr   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Sign Control             | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized           | -    | -    | None | -    | -    | None | -    | -    | None | -    | -    | None |
| Storage Length           | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    |
| Veh in Median Storage, # | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    |
| Grade, %                 | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    |
| Peak Hour Factor         | 83   | 83   | 83   | 57   | 57   | 57   | 84   | 84   | 84   | 91   | 91   | 91   |
| Heavy Vehicles, %        | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    |
| Mvmt Flow                | 1    | 8    | 2    | 79   | 19   | 56   | 14   | 454  | 7    | 15   | 454  | 29   |

| Major/Minor          | Minor2 |      | Minor1 |      | Major1 |      | Major2 |   |   |      |   |   |
|----------------------|--------|------|--------|------|--------|------|--------|---|---|------|---|---|
| Conflicting Flow All | 764    | 988  | 242    | 747  | 999    | 231  | 483    | 0 | 0 | 461  | 0 | 0 |
| Stage 1              | 499    | 499  | -      | 486  | 486    | -    | -      | - | - | -    | - | - |
| Stage 2              | 265    | 489  | -      | 261  | 513    | -    | -      | - | - | -    | - | - |
| Critical Hdwy        | 7.54   | 6.54 | 6.94   | 7.54 | 6.54   | 6.94 | 4.14   | - | - | 4.14 | - | - |
| Critical Hdwy Stg 1  | 6.54   | 5.54 | -      | 6.54 | 5.54   | -    | -      | - | - | -    | - | - |
| Critical Hdwy Stg 2  | 6.54   | 5.54 | -      | 6.54 | 5.54   | -    | -      | - | - | -    | - | - |
| Follow-up Hdwy       | 3.52   | 4.02 | 3.32   | 3.52 | 4.02   | 3.32 | 2.22   | - | - | 2.22 | - | - |
| Pot Cap-1 Maneuver   | 293    | 246  | 759    | 301  | 242    | 771  | 1076   | - | - | 1096 | - | - |
| Stage 1              | 522    | 542  | -      | 531  | 549    | -    | -      | - | - | -    | - | - |
| Stage 2              | 717    | 548  | -      | 721  | 534    | -    | -      | - | - | -    | - | - |
| Platoon blocked, %   |        |      |        |      |        |      |        | - | - | -    | - | - |
| Mov Cap-1 Maneuver   | 247    | 237  | 759    | 284  | 233    | 771  | 1076   | - | - | 1096 | - | - |
| Mov Cap-2 Maneuver   | 247    | 237  | -      | 284  | 233    | -    | -      | - | - | -    | - | - |
| Stage 1              | 513    | 532  | -      | 521  | 539    | -    | -      | - | - | -    | - | - |
| Stage 2              | 629    | 538  | -      | 694  | 524    | -    | -      | - | - | -    | - | - |

| Approach             | EB   |  | WB   |  | NB  |  | SB  |  |
|----------------------|------|--|------|--|-----|--|-----|--|
| HCM Control Delay, s | 18.6 |  | 22.6 |  | 0.3 |  | 0.3 |  |
| HCM LOS              | C    |  | C    |  |     |  |     |  |

| Minor Lane/Major Mvmt | NBL   | NBT | NBR | EBLn1WBLn1  | SBL   | SBT | SBR |
|-----------------------|-------|-----|-----|-------------|-------|-----|-----|
| Capacity (veh/h)      | 1076  | -   | -   | 276 356     | 1096  | -   | -   |
| HCM Lane V/C Ratio    | 0.013 | -   | -   | 0.044 0.434 | 0.014 | -   | -   |
| HCM Control Delay (s) | 8.4   | 0.1 | -   | 18.6 22.6   | 8.3   | 0.1 | -   |
| HCM Lane LOS          | A     | A   | -   | C C         | A     | A   | -   |
| HCM 95th %tile Q(veh) | 0     | -   | -   | 0.1 2.1     | 0     | -   | -   |

# Timings

## 2: N Nevada Ave & E Boulder St

04-25-2025



| Lane Group           | EBL   | EBR   | NBL   | NBT   | SBT   | SBR   |
|----------------------|-------|-------|-------|-------|-------|-------|
| Lane Configurations  |       |       |       |       |       |       |
| Traffic Volume (vph) | 8     | 33    | 107   | 398   | 420   | 40    |
| Future Volume (vph)  | 8     | 33    | 107   | 398   | 420   | 40    |
| Turn Type            | Prot  | Perm  | Perm  | NA    | NA    | Perm  |
| Protected Phases     | 7     |       |       | 2     | 6     |       |
| Permitted Phases     |       | 7     | 2     |       |       | 6     |
| Detector Phase       | 7     | 7     | 2     | 2     | 6     | 6     |
| Switch Phase         |       |       |       |       |       |       |
| Minimum Initial (s)  | 5.0   | 5.0   | 20.0  | 20.0  | 20.0  | 20.0  |
| Minimum Split (s)    | 9.5   | 9.5   | 47.5  | 47.5  | 47.5  | 47.5  |
| Total Split (s)      | 25.0  | 25.0  | 89.0  | 89.0  | 89.0  | 89.0  |
| Total Split (%)      | 21.9% | 21.9% | 78.1% | 78.1% | 78.1% | 78.1% |
| Yellow Time (s)      | 3.5   | 3.5   | 3.5   | 3.5   | 3.5   | 3.5   |
| All-Red Time (s)     | 1.0   | 1.0   | 2.0   | 2.0   | 2.0   | 2.0   |
| Lost Time Adjust (s) | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   |
| Total Lost Time (s)  | 4.5   | 4.5   | 5.5   | 5.5   | 5.5   | 5.5   |
| Lead/Lag             |       |       |       |       |       |       |
| Lead-Lag Optimize?   |       |       |       |       |       |       |
| Recall Mode          | None  | None  | C-Max | C-Max | C-Max | C-Max |
| Act Effect Green (s) | 6.5   | 6.5   | 100.6 | 100.6 | 100.6 | 100.6 |
| Actuated g/C Ratio   | 0.06  | 0.06  | 0.88  | 0.88  | 0.88  | 0.88  |
| v/c Ratio            | 0.10  | 0.32  | 0.17  | 0.16  | 0.15  | 0.03  |
| Control Delay        | 52.1  | 21.9  | 3.3   | 2.4   | 1.4   | 0.5   |
| Queue Delay          | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   |
| Total Delay          | 52.1  | 21.9  | 3.3   | 2.4   | 1.4   | 0.5   |
| LOS                  | D     | C     | A     | A     | A     | A     |
| Approach Delay       | 27.7  |       |       | 2.6   | 1.3   |       |
| Approach LOS         | C     |       |       | A     | A     |       |

### Intersection Summary

Cycle Length: 114

Actuated Cycle Length: 114

Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBT, Start of Yellow

Natural Cycle: 60

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.32

Intersection Signal Delay: 3.1

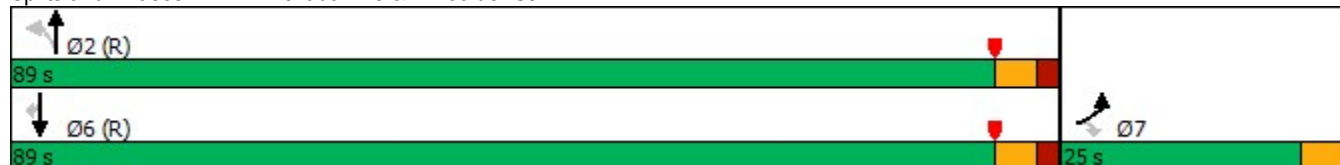
Intersection LOS: A

Intersection Capacity Utilization 50.4%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 2: N Nevada Ave & E Boulder St



# HCM 6th Signalized Intersection Summary 2: N Nevada Ave & E Boulder St

04-25-2025



| Movement                     | EBL                                                                               | EBR                                                                               | NBL                                                                               | NBT                                                                               | SBT                                                                               | SBR                                                                               |
|------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|
| Lane Configurations          |  |  |  |  |  |  |
| Traffic Volume (veh/h)       | 8                                                                                 | 33                                                                                | 107                                                                               | 398                                                                               | 420                                                                               | 40                                                                                |
| Future Volume (veh/h)        | 8                                                                                 | 33                                                                                | 107                                                                               | 398                                                                               | 420                                                                               | 40                                                                                |
| Initial Q (Qb), veh          | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 |
| Ped-Bike Adj(A_pbT)          | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              |                                                                                   |                                                                                   | 1.00                                                                              |
| Parking Bus, Adj             | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              |
| Work Zone On Approach        | No                                                                                |                                                                                   |                                                                                   | No                                                                                | No                                                                                |                                                                                   |
| Adj Sat Flow, veh/h/ln       | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              |
| Adj Flow Rate, veh/h         | 10                                                                                | 42                                                                                | 137                                                                               | 510                                                                               | 457                                                                               | 43                                                                                |
| Peak Hour Factor             | 0.78                                                                              | 0.78                                                                              | 0.78                                                                              | 0.78                                                                              | 0.92                                                                              | 0.92                                                                              |
| Percent Heavy Veh, %         | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 |
| Cap, veh/h                   | 64                                                                                | 57                                                                                | 834                                                                               | 3114                                                                              | 3114                                                                              | 1389                                                                              |
| Arrive On Green              | 0.04                                                                              | 0.04                                                                              | 1.00                                                                              | 1.00                                                                              | 0.88                                                                              | 0.88                                                                              |
| Sat Flow, veh/h              | 1781                                                                              | 1585                                                                              | 898                                                                               | 3647                                                                              | 3647                                                                              | 1585                                                                              |
| Grp Volume(v), veh/h         | 10                                                                                | 42                                                                                | 137                                                                               | 510                                                                               | 457                                                                               | 43                                                                                |
| Grp Sat Flow(s),veh/h/ln     | 1781                                                                              | 1585                                                                              | 898                                                                               | 1777                                                                              | 1777                                                                              | 1585                                                                              |
| Q Serve(g_s), s              | 0.6                                                                               | 3.0                                                                               | 0.4                                                                               | 0.0                                                                               | 2.1                                                                               | 0.4                                                                               |
| Cycle Q Clear(g_c), s        | 0.6                                                                               | 3.0                                                                               | 2.5                                                                               | 0.0                                                                               | 2.1                                                                               | 0.4                                                                               |
| Prop In Lane                 | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              |                                                                                   |                                                                                   | 1.00                                                                              |
| Lane Grp Cap(c), veh/h       | 64                                                                                | 57                                                                                | 834                                                                               | 3114                                                                              | 3114                                                                              | 1389                                                                              |
| V/C Ratio(X)                 | 0.16                                                                              | 0.74                                                                              | 0.16                                                                              | 0.16                                                                              | 0.15                                                                              | 0.03                                                                              |
| Avail Cap(c_a), veh/h        | 320                                                                               | 285                                                                               | 834                                                                               | 3114                                                                              | 3114                                                                              | 1389                                                                              |
| HCM Platoon Ratio            | 1.00                                                                              | 1.00                                                                              | 2.00                                                                              | 2.00                                                                              | 1.00                                                                              | 1.00                                                                              |
| Upstream Filter(I)           | 1.00                                                                              | 1.00                                                                              | 0.98                                                                              | 0.98                                                                              | 1.00                                                                              | 1.00                                                                              |
| Uniform Delay (d), s/veh     | 53.3                                                                              | 54.4                                                                              | 0.0                                                                               | 0.0                                                                               | 1.0                                                                               | 0.9                                                                               |
| Incr Delay (d2), s/veh       | 1.1                                                                               | 16.8                                                                              | 0.4                                                                               | 0.1                                                                               | 0.1                                                                               | 0.0                                                                               |
| Initial Q Delay(d3),s/veh    | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               |
| %ile BackOfQ(95%),veh/ln     | 0.5                                                                               | 2.6                                                                               | 0.2                                                                               | 0.1                                                                               | 0.7                                                                               | 2.8                                                                               |
| Unsig. Movement Delay, s/veh |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| LnGrp Delay(d),s/veh         | 54.4                                                                              | 71.2                                                                              | 0.4                                                                               | 0.1                                                                               | 1.1                                                                               | 0.9                                                                               |
| LnGrp LOS                    | D                                                                                 | E                                                                                 | A                                                                                 | A                                                                                 | A                                                                                 | A                                                                                 |
| Approach Vol, veh/h          | 52                                                                                |                                                                                   |                                                                                   | 647                                                                               | 500                                                                               |                                                                                   |
| Approach Delay, s/veh        | 67.9                                                                              |                                                                                   |                                                                                   | 0.2                                                                               | 1.1                                                                               |                                                                                   |
| Approach LOS                 | E                                                                                 |                                                                                   |                                                                                   | A                                                                                 | A                                                                                 |                                                                                   |
| Timer - Assigned Phs         | 2                                                                                 |                                                                                   | 4                                                                                 |                                                                                   | 6                                                                                 |                                                                                   |
| Phs Duration (G+Y+Rc), s     | 105.4                                                                             |                                                                                   | 8.6                                                                               |                                                                                   | 105.4                                                                             |                                                                                   |
| Change Period (Y+Rc), s      | 5.5                                                                               |                                                                                   | 4.5                                                                               |                                                                                   | 5.5                                                                               |                                                                                   |
| Max Green Setting (Gmax), s  | 83.5                                                                              |                                                                                   | 20.5                                                                              |                                                                                   | 83.5                                                                              |                                                                                   |
| Max Q Clear Time (g_c+l1), s | 4.5                                                                               |                                                                                   | 5.0                                                                               |                                                                                   | 4.1                                                                               |                                                                                   |
| Green Ext Time (p_c), s      | 18.7                                                                              |                                                                                   | 0.1                                                                               |                                                                                   | 13.3                                                                              |                                                                                   |
| Intersection Summary         |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| HCM 6th Ctrl Delay           |                                                                                   |                                                                                   | 3.5                                                                               |                                                                                   |                                                                                   |                                                                                   |
| HCM 6th LOS                  |                                                                                   |                                                                                   | A                                                                                 |                                                                                   |                                                                                   |                                                                                   |

# Timings

## 3: N Nevada Ave & E Platte Ave

04-25-2025



| Lane Group           | EBT   | WBT   | WBR   | NBL   | NBT   | NBR   | SBL   | SBT   | SBR   |
|----------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| Lane Configurations  | ↑↑    | ↑↑    | ↑     | ↑     | ↑↑    | ↑     | ↑     | ↑↑    | ↑     |
| Traffic Volume (vph) | 130   | 522   | 202   | 10    | 284   | 216   | 92    | 334   | 25    |
| Future Volume (vph)  | 130   | 522   | 202   | 10    | 284   | 216   | 92    | 334   | 25    |
| Turn Type            | NA    | NA    | Perm  | Perm  | NA    | Perm  | Perm  | NA    | Perm  |
| Protected Phases     | 4     | 8     |       |       | 2     |       |       | 6     |       |
| Permitted Phases     |       |       | 8     | 2     |       | 2     | 6     |       | 6     |
| Detector Phase       | 4     | 8     | 8     | 2     | 2     | 2     | 6     | 6     | 6     |
| Switch Phase         |       |       |       |       |       |       |       |       |       |
| Minimum Initial (s)  | 20.0  | 20.0  | 20.0  | 20.0  | 20.0  | 20.0  | 20.0  | 20.0  | 20.0  |
| Minimum Split (s)    | 45.5  | 45.5  | 45.5  | 45.0  | 45.0  | 45.0  | 45.0  | 45.0  | 45.0  |
| Total Split (s)      | 66.0  | 66.0  | 66.0  | 48.0  | 48.0  | 48.0  | 48.0  | 48.0  | 48.0  |
| Total Split (%)      | 57.9% | 57.9% | 57.9% | 42.1% | 42.1% | 42.1% | 42.1% | 42.1% | 42.1% |
| Yellow Time (s)      | 4.5   | 4.5   | 4.5   | 4.0   | 4.0   | 4.0   | 4.0   | 4.0   | 4.0   |
| All-Red Time (s)     | 4.0   | 4.0   | 4.0   | 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   |
| Total Lost Time (s)  | 8.5   | 8.5   | 8.5   | 6.0   | 6.0   | 6.0   | 6.0   | 6.0   | 6.0   |
| Lead/Lag             |       |       |       |       |       |       |       |       |       |
| Lead-Lag Optimize?   |       |       |       |       |       |       |       |       |       |
| Recall Mode          | None  | None  | None  | C-Max | C-Max | C-Max | C-Max | C-Max | C-Max |
| Act Effect Green (s) | 35.4  | 35.4  | 35.4  | 64.1  | 64.1  | 64.1  | 64.1  | 64.1  | 64.1  |
| Actuated g/C Ratio   | 0.31  | 0.31  | 0.31  | 0.56  | 0.56  | 0.56  | 0.56  | 0.56  | 0.56  |
| v/c Ratio            | 0.18  | 0.53  | 0.38  | 0.02  | 0.16  | 0.25  | 0.17  | 0.18  | 0.03  |
| Control Delay        | 23.5  | 34.1  | 16.3  | 15.3  | 13.9  | 4.0   | 18.8  | 16.4  | 4.8   |
| Queue Delay          | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   |
| Total Delay          | 23.5  | 34.1  | 16.3  | 15.3  | 13.9  | 4.0   | 18.8  | 16.4  | 4.8   |
| LOS                  | C     | C     | B     | B     | B     | A     | B     | B     | A     |
| Approach Delay       | 23.5  | 29.1  |       |       | 9.7   |       |       | 16.2  |       |
| Approach LOS         | C     | C     |       |       | A     |       |       | B     |       |

### Intersection Summary

Cycle Length: 114

Actuated Cycle Length: 114

Offset: 34 (30%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow

Natural Cycle: 95

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.53

Intersection Signal Delay: 20.1

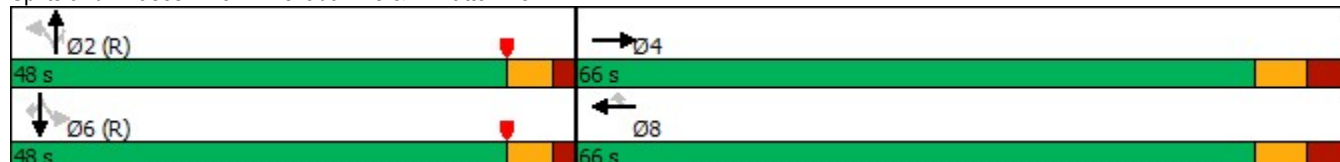
Intersection LOS: C

Intersection Capacity Utilization 67.1%

ICU Level of Service C

Analysis Period (min) 15

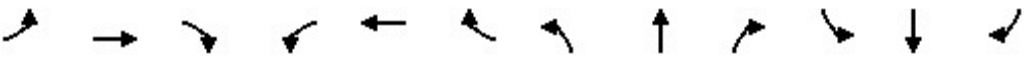
### Splits and Phases: 3: N Nevada Ave & E Platte Ave



# HCM 6th Signalized Intersection Summary

## 3: N Nevada Ave & E Platte Ave

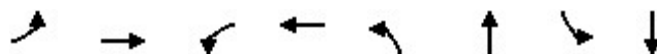
04-25-2025

|                                                                    |  |      |      |      |      |      |      |      |      |      |      |      |
|--------------------------------------------------------------------|------------------------------------------------------------------------------------|------|------|------|------|------|------|------|------|------|------|------|
| Movement                                                           | EBL                                                                                | EBT  | EBR  | WBL  | WBT  | WBR  | NBL  | NBT  | NBR  | SBL  | SBT  | SBR  |
| Lane Configurations                                                |                                                                                    | ↑↑   |      |      | ↑↑   | ↑    | ↑    | ↑↑   | ↑    | ↑    | ↑↑   | ↑    |
| Traffic Volume (veh/h)                                             | 0                                                                                  | 130  | 22   | 0    | 522  | 202  | 10   | 284  | 216  | 92   | 334  | 25   |
| Future Volume (veh/h)                                              | 0                                                                                  | 130  | 22   | 0    | 522  | 202  | 10   | 284  | 216  | 92   | 334  | 25   |
| Initial Q (Qb), veh                                                | 0                                                                                  | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Ped-Bike Adj(A_pbT)                                                | 1.00                                                                               |      | 1.00 | 1.00 |      | 1.00 | 1.00 |      | 1.00 | 1.00 |      | 1.00 |
| Parking Bus, Adj                                                   | 1.00                                                                               | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach                                              |                                                                                    | No   |      |      | No   |      |      | No   |      |      | No   |      |
| Adj Sat Flow, veh/h/ln                                             | 0                                                                                  | 1870 | 1870 | 0    | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 |
| Adj Flow Rate, veh/h                                               | 0                                                                                  | 165  | 28   | 0    | 580  | 224  | 11   | 323  | 245  | 101  | 367  | 27   |
| Peak Hour Factor                                                   | 0.79                                                                               | 0.79 | 0.79 | 0.90 | 0.90 | 0.90 | 0.88 | 0.88 | 0.88 | 0.91 | 0.91 | 0.91 |
| Percent Heavy Veh, %                                               | 0                                                                                  | 2    | 2    | 0    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    |
| Cap, veh/h                                                         | 0                                                                                  | 808  | 135  | 0    | 943  | 420  | 620  | 2159 | 963  | 542  | 2159 | 963  |
| Arrive On Green                                                    | 0.00                                                                               | 0.27 | 0.27 | 0.00 | 0.53 | 0.53 | 0.61 | 0.61 | 0.61 | 0.61 | 0.61 | 0.61 |
| Sat Flow, veh/h                                                    | 0                                                                                  | 3142 | 508  | 0    | 3647 | 1585 | 990  | 3554 | 1585 | 843  | 3554 | 1585 |
| Grp Volume(v), veh/h                                               | 0                                                                                  | 95   | 98   | 0    | 580  | 224  | 11   | 323  | 245  | 101  | 367  | 27   |
| Grp Sat Flow(s),veh/h/ln                                           | 0                                                                                  | 1777 | 1779 | 0    | 1777 | 1585 | 990  | 1777 | 1585 | 843  | 1777 | 1585 |
| Q Serve(g_s), s                                                    | 0.0                                                                                | 4.7  | 4.9  | 0.0  | 13.0 | 10.5 | 0.6  | 4.5  | 8.2  | 6.7  | 5.2  | 0.8  |
| Cycle Q Clear(g_c), s                                              | 0.0                                                                                | 4.7  | 4.9  | 0.0  | 13.0 | 10.5 | 5.7  | 4.5  | 8.2  | 11.2 | 5.2  | 0.8  |
| Prop In Lane                                                       | 0.00                                                                               |      | 0.29 | 0.00 |      | 1.00 | 1.00 |      | 1.00 | 1.00 |      | 1.00 |
| Lane Grp Cap(c), veh/h                                             | 0                                                                                  | 471  | 472  | 0    | 943  | 420  | 620  | 2159 | 963  | 542  | 2159 | 963  |
| V/C Ratio(X)                                                       | 0.00                                                                               | 0.20 | 0.21 | 0.00 | 0.62 | 0.53 | 0.02 | 0.15 | 0.25 | 0.19 | 0.17 | 0.03 |
| Avail Cap(c_a), veh/h                                              | 0                                                                                  | 896  | 897  | 0    | 1792 | 799  | 620  | 2159 | 963  | 542  | 2159 | 963  |
| HCM Platoon Ratio                                                  | 1.00                                                                               | 1.00 | 1.00 | 1.00 | 2.00 | 2.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I)                                                 | 0.00                                                                               | 1.00 | 1.00 | 0.00 | 0.76 | 0.76 | 1.00 | 1.00 | 1.00 | 0.99 | 0.99 | 0.99 |
| Uniform Delay (d), s/veh                                           | 0.0                                                                                | 32.5 | 32.6 | 0.0  | 22.7 | 22.1 | 11.0 | 9.7  | 10.4 | 12.1 | 9.8  | 8.9  |
| Incr Delay (d2), s/veh                                             | 0.0                                                                                | 0.8  | 0.8  | 0.0  | 1.8  | 2.9  | 0.1  | 0.1  | 0.6  | 0.7  | 0.2  | 0.1  |
| Initial Q Delay(d3),s/veh                                          | 0.0                                                                                | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| %ile BackOfQ(95%),veh/ln                                           | 0.0                                                                                | 3.9  | 4.0  | 0.0  | 7.5  | 6.3  | 0.2  | 3.2  | 5.4  | 2.5  | 3.7  | 0.5  |
| Unsig. Movement Delay, s/veh                                       |                                                                                    |      |      |      |      |      |      |      |      |      |      |      |
| LnGrp Delay(d),s/veh                                               | 0.0                                                                                | 33.3 | 33.4 | 0.0  | 24.5 | 25.0 | 11.1 | 9.8  | 11.0 | 12.8 | 10.0 | 9.0  |
| LnGrp LOS                                                          | A                                                                                  | C    | C    | A    | C    | C    | B    | A    | B    | B    | A    | A    |
| Approach Vol, veh/h                                                |                                                                                    | 193  |      |      | 804  |      |      | 579  |      |      | 495  |      |
| Approach Delay, s/veh                                              |                                                                                    | 33.3 |      |      | 24.7 |      |      | 10.3 |      |      | 10.5 |      |
| Approach LOS                                                       |                                                                                    | C    |      |      | C    |      |      | B    |      |      | B    |      |
| Timer - Assigned Phs                                               |                                                                                    | 2    |      | 4    |      | 6    |      | 8    |      |      |      |      |
| Phs Duration (G+Y+Rc), s                                           |                                                                                    | 75.3 |      | 38.7 |      | 75.3 |      | 38.7 |      |      |      |      |
| Change Period (Y+Rc), s                                            |                                                                                    | 6.0  |      | 8.5  |      | 6.0  |      | 8.5  |      |      |      |      |
| Max Green Setting (Gmax), s                                        |                                                                                    | 42.0 |      | 57.5 |      | 42.0 |      | 57.5 |      |      |      |      |
| Max Q Clear Time (g_c+I1), s                                       |                                                                                    | 10.2 |      | 6.9  |      | 13.2 |      | 15.0 |      |      |      |      |
| Green Ext Time (p_c), s                                            |                                                                                    | 8.8  |      | 3.2  |      | 8.1  |      | 15.3 |      |      |      |      |
| <b>Intersection Summary</b>                                        |                                                                                    |      |      |      |      |      |      |      |      |      |      |      |
| HCM 6th Ctrl Delay                                                 |                                                                                    |      | 18.1 |      |      |      |      |      |      |      |      |      |
| HCM 6th LOS                                                        |                                                                                    |      | B    |      |      |      |      |      |      |      |      |      |
| <b>Notes</b>                                                       |                                                                                    |      |      |      |      |      |      |      |      |      |      |      |
| User approved pedestrian interval to be less than phase max green. |                                                                                    |      |      |      |      |      |      |      |      |      |      |      |

# Timings

## 4: N Weber St & E Platte Ave

04-25-2025



| Lane Group           | EBL   | EBT   | WBL   | WBT   | NBL   | NBT   | SBL   | SBT   |
|----------------------|-------|-------|-------|-------|-------|-------|-------|-------|
| Lane Configurations  |       |       |       |       |       |       |       |       |
| Traffic Volume (vph) | 72    | 299   | 103   | 577   | 21    | 93    | 117   | 179   |
| Future Volume (vph)  | 72    | 299   | 103   | 577   | 21    | 93    | 117   | 179   |
| Turn Type            | Perm  | NA    | Perm  | NA    | Perm  | NA    | Perm  | NA    |
| Protected Phases     |       | 4     |       | 8     |       | 2     |       | 6     |
| Permitted Phases     | 4     |       | 8     |       | 2     |       | 6     |       |
| Detector Phase       | 4     | 4     | 8     | 8     | 2     | 2     | 6     | 6     |
| Switch Phase         |       |       |       |       |       |       |       |       |
| Minimum Initial (s)  | 20.0  | 20.0  | 20.0  | 20.0  | 20.0  | 20.0  | 20.0  | 20.0  |
| Minimum Split (s)    | 45.0  | 45.0  | 45.0  | 45.0  | 47.5  | 47.5  | 47.5  | 47.5  |
| Total Split (s)      | 55.0  | 55.0  | 55.0  | 55.0  | 59.0  | 59.0  | 59.0  | 59.0  |
| Total Split (%)      | 48.2% | 48.2% | 48.2% | 48.2% | 51.8% | 51.8% | 51.8% | 51.8% |
| Yellow Time (s)      | 4.0   | 4.0   | 4.0   | 4.0   | 3.5   | 3.5   | 3.5   | 3.5   |
| All-Red Time (s)     | 2.0   | 2.0   | 2.0   | 2.0   | 2.0   | 2.0   | 2.0   | 2.0   |
| Lost Time Adjust (s) | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   |
| Total Lost Time (s)  | 6.0   | 6.0   | 6.0   | 6.0   | 5.5   | 5.5   | 5.5   | 5.5   |
| Lead/Lag             |       |       |       |       |       |       |       |       |
| Lead-Lag Optimize?   |       |       |       |       |       |       |       |       |
| Recall Mode          | None  | None  | None  | None  | C-Max | C-Max | C-Max | C-Max |
| Act Effect Green (s) | 34.7  | 34.7  | 34.7  | 34.7  | 67.8  | 67.8  | 67.8  | 67.8  |
| Actuated g/C Ratio   | 0.30  | 0.30  | 0.30  | 0.30  | 0.59  | 0.59  | 0.59  | 0.59  |
| v/c Ratio            | 0.74  | 0.48  | 0.55  | 0.63  | 0.05  | 0.14  | 0.20  | 0.37  |
| Control Delay        | 62.1  | 28.1  | 37.5  | 34.9  | 12.8  | 10.7  | 14.6  | 15.3  |
| Queue Delay          | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   |
| Total Delay          | 62.1  | 28.1  | 37.5  | 34.9  | 12.8  | 10.7  | 14.6  | 15.3  |
| LOS                  | E     | C     | D     | C     | B     | B     | B     | B     |
| Approach Delay       |       | 33.7  |       | 35.3  |       | 11.0  |       | 15.1  |
| Approach LOS         |       | C     |       | D     |       | B     |       | B     |

### Intersection Summary

Cycle Length: 114

Actuated Cycle Length: 114

Offset: 34 (30%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow

Natural Cycle: 95

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.74

Intersection Signal Delay: 27.7

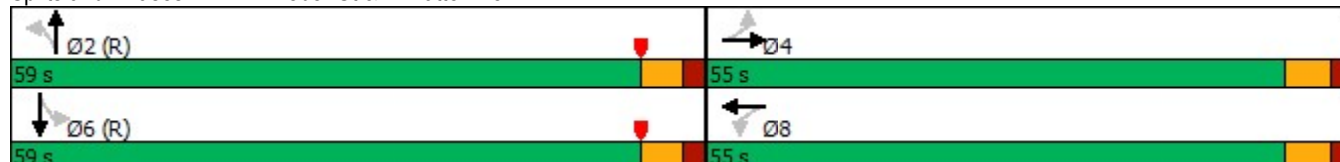
Intersection LOS: C

Intersection Capacity Utilization 87.3%

ICU Level of Service E

Analysis Period (min) 15

Splits and Phases: 4: N Weber St & E Platte Ave



# HCM 6th Signalized Intersection Summary

## 4: N Weber St & E Platte Ave

04-25-2025

|                              |  |  |  |  |  |  |   |  |  |  |  |  |
|------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Movement                     | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                 | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations          |  |  |                                                                                   |  |  |                                                                                   |  |  |                                                                                     |  |  |                                                                                     |
| Traffic Volume (veh/h)       | 72                                                                                | 299                                                                               | 65                                                                                | 103                                                                               | 577                                                                               | 49                                                                                | 21                                                                                  | 93                                                                                  | 33                                                                                  | 117                                                                                 | 179                                                                                 | 129                                                                                 |
| Future Volume (veh/h)        | 72                                                                                | 299                                                                               | 65                                                                                | 103                                                                               | 577                                                                               | 49                                                                                | 21                                                                                  | 93                                                                                  | 33                                                                                  | 117                                                                                 | 179                                                                                 | 129                                                                                 |
| Initial Q (Qb), veh          | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   |
| Ped-Bike Adj(A_pbT)          | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                                |                                                                                     | 1.00                                                                                | 1.00                                                                                |                                                                                     | 1.00                                                                                |
| Parking Bus, Adj             | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Work Zone On Approach        | No                                                                                |                                                                                   |                                                                                   | No                                                                                |                                                                                   |                                                                                   | No                                                                                  |                                                                                     |                                                                                     | No                                                                                  |                                                                                     |                                                                                     |
| Adj Sat Flow, veh/h/ln       | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                                | 1870                                                                                | 1870                                                                                | 1870                                                                                | 1870                                                                                | 1870                                                                                |
| Adj Flow Rate, veh/h         | 101                                                                               | 421                                                                               | 92                                                                                | 111                                                                               | 620                                                                               | 53                                                                                | 26                                                                                  | 113                                                                                 | 40                                                                                  | 146                                                                                 | 224                                                                                 | 161                                                                                 |
| Peak Hour Factor             | 0.71                                                                              | 0.71                                                                              | 0.71                                                                              | 0.93                                                                              | 0.93                                                                              | 0.93                                                                              | 0.82                                                                                | 0.82                                                                                | 0.82                                                                                | 0.80                                                                                | 0.80                                                                                | 0.80                                                                                |
| Percent Heavy Veh, %         | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                   | 2                                                                                   | 2                                                                                   | 2                                                                                   | 2                                                                                   | 2                                                                                   |
| Cap, veh/h                   | 209                                                                               | 891                                                                               | 193                                                                               | 265                                                                               | 1017                                                                              | 87                                                                                | 651                                                                                 | 781                                                                                 | 277                                                                                 | 747                                                                                 | 599                                                                                 | 431                                                                                 |
| Arrive On Green              | 0.61                                                                              | 0.61                                                                              | 0.61                                                                              | 0.61                                                                              | 0.61                                                                              | 0.61                                                                              | 0.59                                                                                | 0.59                                                                                | 0.59                                                                                | 0.99                                                                                | 0.99                                                                                | 0.99                                                                                |
| Sat Flow, veh/h              | 765                                                                               | 2904                                                                              | 629                                                                               | 887                                                                               | 3313                                                                              | 283                                                                               | 998                                                                                 | 1319                                                                                | 467                                                                                 | 1234                                                                                | 1012                                                                                | 727                                                                                 |
| Grp Volume(v), veh/h         | 101                                                                               | 256                                                                               | 257                                                                               | 111                                                                               | 332                                                                               | 341                                                                               | 26                                                                                  | 0                                                                                   | 153                                                                                 | 146                                                                                 | 0                                                                                   | 385                                                                                 |
| Grp Sat Flow(s),veh/h/ln     | 765                                                                               | 1777                                                                              | 1757                                                                              | 887                                                                               | 1777                                                                              | 1819                                                                              | 998                                                                                 | 0                                                                                   | 1786                                                                                | 1234                                                                                | 0                                                                                   | 1739                                                                                |
| Q Serve(g_s), s              | 12.6                                                                              | 8.9                                                                               | 9.1                                                                               | 10.4                                                                              | 13.1                                                                              | 13.2                                                                              | 1.3                                                                                 | 0.0                                                                                 | 4.4                                                                                 | 1.3                                                                                 | 0.0                                                                                 | 0.4                                                                                 |
| Cycle Q Clear(g_c), s        | 25.8                                                                              | 8.9                                                                               | 9.1                                                                               | 19.5                                                                              | 13.1                                                                              | 13.2                                                                              | 1.7                                                                                 | 0.0                                                                                 | 4.4                                                                                 | 5.6                                                                                 | 0.0                                                                                 | 0.4                                                                                 |
| Prop In Lane                 | 1.00                                                                              |                                                                                   | 0.36                                                                              | 1.00                                                                              |                                                                                   | 0.16                                                                              | 1.00                                                                                |                                                                                     | 0.26                                                                                | 1.00                                                                                |                                                                                     | 0.42                                                                                |
| Lane Grp Cap(c), veh/h       | 209                                                                               | 545                                                                               | 539                                                                               | 265                                                                               | 545                                                                               | 558                                                                               | 651                                                                                 | 0                                                                                   | 1058                                                                                | 747                                                                                 | 0                                                                                   | 1030                                                                                |
| V/C Ratio(X)                 | 0.48                                                                              | 0.47                                                                              | 0.48                                                                              | 0.42                                                                              | 0.61                                                                              | 0.61                                                                              | 0.04                                                                                | 0.00                                                                                | 0.14                                                                                | 0.20                                                                                | 0.00                                                                                | 0.37                                                                                |
| Avail Cap(c_a), veh/h        | 303                                                                               | 764                                                                               | 755                                                                               | 374                                                                               | 764                                                                               | 782                                                                               | 651                                                                                 | 0                                                                                   | 1058                                                                                | 747                                                                                 | 0                                                                                   | 1030                                                                                |
| HCM Platoon Ratio            | 2.00                                                                              | 2.00                                                                              | 2.00                                                                              | 2.00                                                                              | 2.00                                                                              | 2.00                                                                              | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.67                                                                                | 1.67                                                                                | 1.67                                                                                |
| Upstream Filter(I)           | 0.99                                                                              | 0.99                                                                              | 0.99                                                                              | 0.77                                                                              | 0.77                                                                              | 0.77                                                                              | 1.00                                                                                | 0.00                                                                                | 1.00                                                                                | 0.92                                                                                | 0.00                                                                                | 0.92                                                                                |
| Uniform Delay (d), s/veh     | 25.8                                                                              | 17.0                                                                              | 17.0                                                                              | 22.3                                                                              | 17.8                                                                              | 17.8                                                                              | 9.9                                                                                 | 0.0                                                                                 | 10.4                                                                                | 0.5                                                                                 | 0.0                                                                                 | 0.3                                                                                 |
| Incr Delay (d2), s/veh       | 3.6                                                                               | 1.3                                                                               | 1.4                                                                               | 1.7                                                                               | 1.8                                                                               | 1.8                                                                               | 0.1                                                                                 | 0.0                                                                                 | 0.3                                                                                 | 0.5                                                                                 | 0.0                                                                                 | 1.0                                                                                 |
| Initial Q Delay(d3),s/veh    | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| %ile BackOfQ(95%),veh/ln     | 3.9                                                                               | 5.8                                                                               | 5.8                                                                               | 3.4                                                                               | 7.2                                                                               | 7.4                                                                               | 0.5                                                                                 | 0.0                                                                                 | 3.2                                                                                 | 0.3                                                                                 | 0.0                                                                                 | 0.7                                                                                 |
| Unsig. Movement Delay, s/veh |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| LnGrp Delay(d),s/veh         | 29.4                                                                              | 18.3                                                                              | 18.4                                                                              | 24.1                                                                              | 19.6                                                                              | 19.6                                                                              | 10.0                                                                                | 0.0                                                                                 | 10.6                                                                                | 1.0                                                                                 | 0.0                                                                                 | 1.2                                                                                 |
| LnGrp LOS                    | C                                                                                 | B                                                                                 | B                                                                                 | C                                                                                 | B                                                                                 | B                                                                                 | B                                                                                   | A                                                                                   | B                                                                                   | A                                                                                   | A                                                                                   | A                                                                                   |
| Approach Vol, veh/h          | 614                                                                               |                                                                                   |                                                                                   | 784                                                                               |                                                                                   |                                                                                   | 179                                                                                 |                                                                                     |                                                                                     | 531                                                                                 |                                                                                     |                                                                                     |
| Approach Delay, s/veh        | 20.2                                                                              |                                                                                   |                                                                                   | 20.2                                                                              |                                                                                   |                                                                                   | 10.6                                                                                |                                                                                     |                                                                                     | 1.2                                                                                 |                                                                                     |                                                                                     |
| Approach LOS                 | C                                                                                 |                                                                                   |                                                                                   | C                                                                                 |                                                                                   |                                                                                   | B                                                                                   |                                                                                     |                                                                                     | A                                                                                   |                                                                                     |                                                                                     |
| Timer - Assigned Phs         | 2                                                                                 |                                                                                   |                                                                                   | 4                                                                                 |                                                                                   |                                                                                   | 6                                                                                   |                                                                                     |                                                                                     | 8                                                                                   |                                                                                     |                                                                                     |
| Phs Duration (G+Y+Rc), s     | 73.0                                                                              |                                                                                   |                                                                                   | 41.0                                                                              |                                                                                   |                                                                                   | 73.0                                                                                |                                                                                     |                                                                                     | 41.0                                                                                |                                                                                     |                                                                                     |
| Change Period (Y+Rc), s      | 5.5                                                                               |                                                                                   |                                                                                   | 6.0                                                                               |                                                                                   |                                                                                   | 5.5                                                                                 |                                                                                     |                                                                                     | 6.0                                                                                 |                                                                                     |                                                                                     |
| Max Green Setting (Gmax), s  | 53.5                                                                              |                                                                                   |                                                                                   | 49.0                                                                              |                                                                                   |                                                                                   | 53.5                                                                                |                                                                                     |                                                                                     | 49.0                                                                                |                                                                                     |                                                                                     |
| Max Q Clear Time (g_c+I1), s | 6.4                                                                               |                                                                                   |                                                                                   | 27.8                                                                              |                                                                                   |                                                                                   | 7.6                                                                                 |                                                                                     |                                                                                     | 21.5                                                                                |                                                                                     |                                                                                     |
| Green Ext Time (p_c), s      | 2.2                                                                               |                                                                                   |                                                                                   | 7.1                                                                               |                                                                                   |                                                                                   | 7.1                                                                                 |                                                                                     |                                                                                     | 10.3                                                                                |                                                                                     |                                                                                     |
| Intersection Summary         |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 6th Ctrl Delay           | 14.6                                                                              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 6th LOS                  | B                                                                                 |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |

# Timings

## 5: N Weber St & E Boulder St

04-25-2025

|                      |  |  |  |  |  |  |
|----------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|
| Lane Group           | WBL                                                                               | WBR                                                                               | NBT                                                                               | NBR                                                                               | SBL                                                                               | SBT                                                                               |
| Lane Configurations  |  |  |  |  |  |  |
| Traffic Volume (vph) | 175                                                                               | 57                                                                                | 107                                                                               | 103                                                                               | 9                                                                                 | 244                                                                               |
| Future Volume (vph)  | 175                                                                               | 57                                                                                | 107                                                                               | 103                                                                               | 9                                                                                 | 244                                                                               |
| Turn Type            | Prot                                                                              | Perm                                                                              | NA                                                                                | Perm                                                                              | Perm                                                                              | NA                                                                                |
| Protected Phases     | 3                                                                                 |                                                                                   | 2                                                                                 |                                                                                   |                                                                                   | 6                                                                                 |
| Permitted Phases     |                                                                                   | 8                                                                                 |                                                                                   | 2                                                                                 | 6                                                                                 |                                                                                   |
| Detector Phase       | 3                                                                                 | 8                                                                                 | 2                                                                                 | 2                                                                                 | 6                                                                                 | 6                                                                                 |
| Switch Phase         |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Minimum Initial (s)  | 5.0                                                                               | 20.0                                                                              | 20.0                                                                              | 20.0                                                                              | 20.0                                                                              | 20.0                                                                              |
| Minimum Split (s)    | 9.5                                                                               | 43.5                                                                              | 47.5                                                                              | 47.5                                                                              | 47.5                                                                              | 47.5                                                                              |
| Total Split (s)      | 51.0                                                                              | 51.0                                                                              | 63.0                                                                              | 63.0                                                                              | 63.0                                                                              | 63.0                                                                              |
| Total Split (%)      | 44.7%                                                                             | 44.7%                                                                             | 55.3%                                                                             | 55.3%                                                                             | 55.3%                                                                             | 55.3%                                                                             |
| Yellow Time (s)      | 3.5                                                                               | 3.5                                                                               | 3.5                                                                               | 3.5                                                                               | 3.5                                                                               | 3.5                                                                               |
| All-Red Time (s)     | 1.0                                                                               | 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                                                                               |
| Total Lost Time (s)  | 4.5                                                                               | 5.5                                                                               | 5.5                                                                               | 5.5                                                                               | 5.5                                                                               | 5.5                                                                               |
| Lead/Lag             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Lead-Lag Optimize?   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Recall Mode          | None                                                                              | None                                                                              | C-Max                                                                             | C-Max                                                                             | C-Max                                                                             | C-Max                                                                             |
| Act Effect Green (s) | 22.4                                                                              | 21.4                                                                              | 81.6                                                                              | 81.6                                                                              | 81.6                                                                              | 81.6                                                                              |
| Actuated g/C Ratio   | 0.20                                                                              | 0.19                                                                              | 0.72                                                                              | 0.72                                                                              | 0.72                                                                              | 0.72                                                                              |
| v/c Ratio            | 0.63                                                                              | 0.20                                                                              | 0.12                                                                              | 0.13                                                                              | 0.01                                                                              | 0.22                                                                              |
| Control Delay        | 53.5                                                                              | 19.0                                                                              | 6.1                                                                               | 2.6                                                                               | 5.3                                                                               | 6.2                                                                               |
| Queue Delay          | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               |
| Total Delay          | 53.5                                                                              | 19.0                                                                              | 6.1                                                                               | 2.6                                                                               | 5.3                                                                               | 6.2                                                                               |
| LOS                  | D                                                                                 | B                                                                                 | A                                                                                 | A                                                                                 | A                                                                                 | A                                                                                 |
| Approach Delay       | 45.1                                                                              |                                                                                   | 4.4                                                                               |                                                                                   |                                                                                   | 6.2                                                                               |
| Approach LOS         | D                                                                                 |                                                                                   | A                                                                                 |                                                                                   |                                                                                   | A                                                                                 |

### Intersection Summary

Cycle Length: 114

Actuated Cycle Length: 114

Offset: 39 (34%), Referenced to phase 2:NBT and 6:SBTL, Start of Yellow

Natural Cycle: 95

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.63

Intersection Signal Delay: 18.0

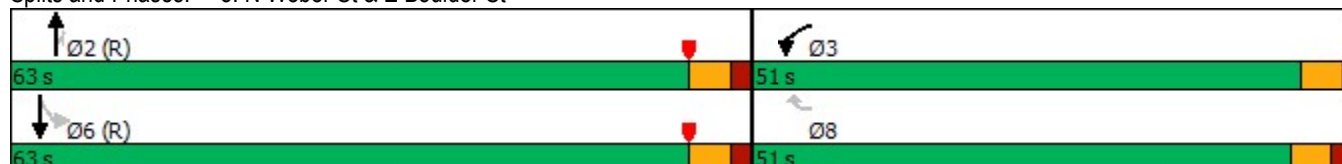
Intersection LOS: B

Intersection Capacity Utilization 42.5%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 5: N Weber St & E Boulder St



# HCM 6th Signalized Intersection Summary

## 5: N Weber St & E Boulder St

04-25-2025

|                              |  |  |  |  |  |  |
|------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|
| Movement                     | WBL                                                                               | WBR                                                                               | NBT                                                                               | NBR                                                                               | SBL                                                                               | SBT                                                                               |
| Lane Configurations          |  |  |  |  |  |  |
| Traffic Volume (veh/h)       | 175                                                                               | 57                                                                                | 107                                                                               | 103                                                                               | 9                                                                                 | 244                                                                               |
| Future Volume (veh/h)        | 175                                                                               | 57                                                                                | 107                                                                               | 103                                                                               | 9                                                                                 | 244                                                                               |
| Initial Q (Qb), veh          | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 |
| Ped-Bike Adj(A_pbT)          | 1.00                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                              |                                                                                   |
| Parking Bus, Adj             | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              |
| Work Zone On Approach        | No                                                                                |                                                                                   | No                                                                                |                                                                                   |                                                                                   | No                                                                                |
| Adj Sat Flow, veh/h/ln       | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              |
| Adj Flow Rate, veh/h         | 219                                                                               | 71                                                                                | 160                                                                               | 154                                                                               | 11                                                                                | 294                                                                               |
| Peak Hour Factor             | 0.80                                                                              | 0.80                                                                              | 0.67                                                                              | 0.67                                                                              | 0.83                                                                              | 0.83                                                                              |
| Percent Heavy Veh, %         | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 |
| Cap, veh/h                   | 259                                                                               | 230                                                                               | 1435                                                                              | 1216                                                                              | 880                                                                               | 1435                                                                              |
| Arrive On Green              | 0.15                                                                              | 0.15                                                                              | 1.00                                                                              | 1.00                                                                              | 0.77                                                                              | 0.77                                                                              |
| Sat Flow, veh/h              | 1781                                                                              | 1585                                                                              | 1870                                                                              | 1585                                                                              | 1066                                                                              | 1870                                                                              |
| Grp Volume(v), veh/h         | 219                                                                               | 71                                                                                | 160                                                                               | 154                                                                               | 11                                                                                | 294                                                                               |
| Grp Sat Flow(s),veh/h/ln     | 1781                                                                              | 1585                                                                              | 1870                                                                              | 1585                                                                              | 1066                                                                              | 1870                                                                              |
| Q Serve(g_s), s              | 13.7                                                                              | 4.6                                                                               | 0.0                                                                               | 0.0                                                                               | 0.3                                                                               | 5.0                                                                               |
| Cycle Q Clear(g_c), s        | 13.7                                                                              | 4.6                                                                               | 0.0                                                                               | 0.0                                                                               | 0.3                                                                               | 5.0                                                                               |
| Prop In Lane                 | 1.00                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                              |                                                                                   |
| Lane Grp Cap(c), veh/h       | 259                                                                               | 230                                                                               | 1435                                                                              | 1216                                                                              | 880                                                                               | 1435                                                                              |
| V/C Ratio(X)                 | 0.85                                                                              | 0.31                                                                              | 0.11                                                                              | 0.13                                                                              | 0.01                                                                              | 0.20                                                                              |
| Avail Cap(c_a), veh/h        | 727                                                                               | 647                                                                               | 1435                                                                              | 1216                                                                              | 880                                                                               | 1435                                                                              |
| HCM Platoon Ratio            | 1.00                                                                              | 1.00                                                                              | 2.00                                                                              | 2.00                                                                              | 1.00                                                                              | 1.00                                                                              |
| Upstream Filter(I)           | 0.76                                                                              | 0.76                                                                              | 0.93                                                                              | 0.93                                                                              | 1.00                                                                              | 1.00                                                                              |
| Uniform Delay (d), s/veh     | 47.5                                                                              | 43.6                                                                              | 0.0                                                                               | 0.0                                                                               | 3.1                                                                               | 3.7                                                                               |
| Incr Delay (d2), s/veh       | 5.8                                                                               | 0.6                                                                               | 0.1                                                                               | 0.2                                                                               | 0.0                                                                               | 0.3                                                                               |
| Initial Q Delay(d3),s/veh    | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               |
| %ile BackOfQ(95%),veh/ln     | 10.2                                                                              | 3.3                                                                               | 0.1                                                                               | 0.1                                                                               | 0.1                                                                               | 3.1                                                                               |
| Unsig. Movement Delay, s/veh |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| LnGrp Delay(d),s/veh         | 53.3                                                                              | 44.2                                                                              | 0.1                                                                               | 0.2                                                                               | 3.2                                                                               | 4.0                                                                               |
| LnGrp LOS                    | D                                                                                 | D                                                                                 | A                                                                                 | A                                                                                 | A                                                                                 | A                                                                                 |
| Approach Vol, veh/h          | 290                                                                               |                                                                                   | 314                                                                               |                                                                                   |                                                                                   | 305                                                                               |
| Approach Delay, s/veh        | 51.0                                                                              |                                                                                   | 0.2                                                                               |                                                                                   |                                                                                   | 4.0                                                                               |
| Approach LOS                 | D                                                                                 |                                                                                   | A                                                                                 |                                                                                   |                                                                                   | A                                                                                 |
| Timer - Assigned Phs         | 2                                                                                 |                                                                                   | 6                                                                                 |                                                                                   | 8                                                                                 |                                                                                   |
| Phs Duration (G+Y+Rc), s     | 92.9                                                                              |                                                                                   | 92.9                                                                              |                                                                                   | 21.1                                                                              |                                                                                   |
| Change Period (Y+Rc), s      | 5.5                                                                               |                                                                                   | 5.5                                                                               |                                                                                   | 4.5                                                                               |                                                                                   |
| Max Green Setting (Gmax), s  | 57.5                                                                              |                                                                                   | 57.5                                                                              |                                                                                   | 46.5                                                                              |                                                                                   |
| Max Q Clear Time (g_c+l1), s | 2.0                                                                               |                                                                                   | 7.0                                                                               |                                                                                   | 15.7                                                                              |                                                                                   |
| Green Ext Time (p_c), s      | 3.4                                                                               |                                                                                   | 4.1                                                                               |                                                                                   | 0.9                                                                               |                                                                                   |
| Intersection Summary         |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| HCM 6th Ctrl Delay           |                                                                                   |                                                                                   | 17.7                                                                              |                                                                                   |                                                                                   |                                                                                   |
| HCM 6th LOS                  |                                                                                   |                                                                                   | B                                                                                 |                                                                                   |                                                                                   |                                                                                   |

HCM 6th TWSC  
6: N Weber St & St Vrain St

04-25-2025

| 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       | 2    | 3    | 4    | 7    | 27   | 3    | 42   | 108  | 2    | 5    | 545  | 21   |
| Future Vol, veh/h        | 2    | 3    | 4    | 7    | 27   | 3    | 42   | 108  | 2    | 5    | 545  | 21   |
| Conflicting Peds, #/hr   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Sign Control             | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized           | -    | -    | None | -    | -    | None | -    | -    | None | -    | -    | None |
| Storage Length           | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    |
| Veh in Median Storage, # | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    |
| Grade, %                 | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    |
| Peak Hour Factor         | 53   | 53   | 53   | 67   | 67   | 67   | 73   | 73   | 73   | 71   | 71   | 71   |
| Heavy Vehicles, %        | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    |
| Mvmt Flow                | 4    | 6    | 8    | 10   | 40   | 4    | 58   | 148  | 3    | 7    | 768  | 30   |

| Major/Minor          | Minor2 |       | Minor1 |       | Major1 |       | Major2 |   |   |       |   |   |
|----------------------|--------|-------|--------|-------|--------|-------|--------|---|---|-------|---|---|
| Conflicting Flow All | 1085   | 1064  | 783    | 1070  | 1078   | 150   | 798    | 0 | 0 | 151   | 0 | 0 |
| Stage 1              | 797    | 797   | -      | 266   | 266    | -     | -      | - | - | -     | - | - |
| Stage 2              | 288    | 267   | -      | 804   | 812    | -     | -      | - | - | -     | - | - |
| Critical Hdwy        | 7.12   | 6.52  | 6.22   | 7.12  | 6.52   | 6.22  | 4.12   | - | - | 4.12  | - | - |
| Critical Hdwy Stg 1  | 6.12   | 5.52  | -      | 6.12  | 5.52   | -     | -      | - | - | -     | - | - |
| Critical Hdwy Stg 2  | 6.12   | 5.52  | -      | 6.12  | 5.52   | -     | -      | - | - | -     | - | - |
| Follow-up Hdwy       | 3.518  | 4.018 | 3.318  | 3.518 | 4.018  | 3.318 | 2.218  | - | - | 2.218 | - | - |
| Pot Cap-1 Maneuver   | 194    | 223   | 394    | 199   | 219    | 896   | 824    | - | - | 1430  | - | - |
| Stage 1              | 380    | 399   | -      | 739   | 689    | -     | -      | - | - | -     | - | - |
| Stage 2              | 720    | 688   | -      | 377   | 392    | -     | -      | - | - | -     | - | - |
| Platoon blocked, %   |        |       |        |       |        |       |        | - | - | -     | - | - |
| Mov Cap-1 Maneuver   | 153    | 204   | 394    | 179   | 200    | 896   | 824    | - | - | 1430  | - | - |
| Mov Cap-2 Maneuver   | 153    | 204   | -      | 179   | 200    | -     | -      | - | - | -     | - | - |
| Stage 1              | 351    | 395   | -      | 682   | 636    | -     | -      | - | - | -     | - | - |
| Stage 2              | 619    | 635   | -      | 361   | 388    | -     | -      | - | - | -     | - | - |

| Approach             | EB   |  | WB   |  | NB  |  | SB  |  |
|----------------------|------|--|------|--|-----|--|-----|--|
| HCM Control Delay, s | 21.4 |  | 28.3 |  | 2.7 |  | 0.1 |  |
| HCM LOS              | C    |  | D    |  |     |  |     |  |

| Minor Lane/Major Mvmt | NBL  | NBT | NBR | EBLn1WBLn1  | SBL   | SBT | SBR |
|-----------------------|------|-----|-----|-------------|-------|-----|-----|
| Capacity (veh/h)      | 824  | -   | -   | 237 209     | 1430  | -   | -   |
| HCM Lane V/C Ratio    | 0.07 | -   | -   | 0.072 0.264 | 0.005 | -   | -   |
| HCM Control Delay (s) | 9.7  | 0   | -   | 21.4 28.3   | 7.5   | 0   | -   |
| HCM Lane LOS          | A    | A   | -   | C D         | A A   | -   | -   |
| HCM 95th %tile Q(veh) | 0.2  | -   | -   | 0.2 1       | 0     | -   | -   |

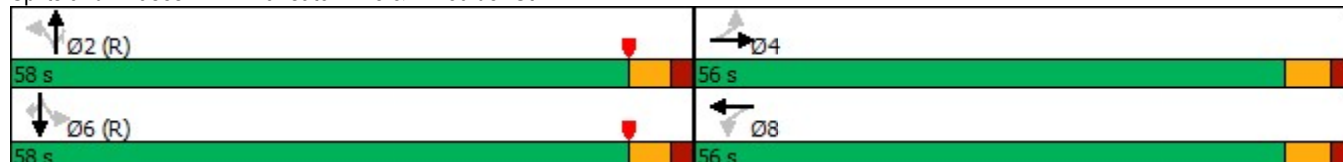
# Timings

## 7: Wahsatch Ave & E Boulder St

04-25-2025

|                                                                          |  |  |  |  |  |  |   |  |  |  |
|--------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Lane Group                                                               | EBL                                                                               | EBT                                                                               | WBL                                                                               | WBT                                                                               | NBL                                                                               | NBT                                                                               | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations                                                      |                                                                                   |  |                                                                                   |  |  |  |  |  |  |  |
| Traffic Volume (vph)                                                     | 2                                                                                 | 95                                                                                | 99                                                                                | 198                                                                               | 38                                                                                | 253                                                                               | 108                                                                                 | 87                                                                                  | 346                                                                                 | 6                                                                                   |
| Future Volume (vph)                                                      | 2                                                                                 | 95                                                                                | 99                                                                                | 198                                                                               | 38                                                                                | 253                                                                               | 108                                                                                 | 87                                                                                  | 346                                                                                 | 6                                                                                   |
| Turn Type                                                                | Perm                                                                              | NA                                                                                | Perm                                                                              | NA                                                                                | Perm                                                                              | NA                                                                                | Perm                                                                                | Perm                                                                                | NA                                                                                  | Perm                                                                                |
| Protected Phases                                                         |                                                                                   | 4                                                                                 |                                                                                   | 8                                                                                 |                                                                                   | 2                                                                                 |                                                                                     |                                                                                     | 6                                                                                   |                                                                                     |
| Permitted Phases                                                         | 4                                                                                 |                                                                                   | 8                                                                                 |                                                                                   | 2                                                                                 |                                                                                   | 2                                                                                   | 6                                                                                   |                                                                                     | 6                                                                                   |
| Detector Phase                                                           | 4                                                                                 | 4                                                                                 | 8                                                                                 | 8                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                   | 6                                                                                   | 6                                                                                   | 6                                                                                   |
| Switch Phase                                                             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Minimum Initial (s)                                                      | 20.0                                                                              | 20.0                                                                              | 20.0                                                                              | 20.0                                                                              | 20.0                                                                              | 20.0                                                                              | 20.0                                                                                | 20.0                                                                                | 20.0                                                                                | 20.0                                                                                |
| Minimum Split (s)                                                        | 45.0                                                                              | 45.0                                                                              | 45.0                                                                              | 45.0                                                                              | 47.5                                                                              | 47.5                                                                              | 47.5                                                                                | 47.5                                                                                | 47.5                                                                                | 47.5                                                                                |
| Total Split (s)                                                          | 56.0                                                                              | 56.0                                                                              | 56.0                                                                              | 56.0                                                                              | 58.0                                                                              | 58.0                                                                              | 58.0                                                                                | 58.0                                                                                | 58.0                                                                                | 58.0                                                                                |
| Total Split (%)                                                          | 49.1%                                                                             | 49.1%                                                                             | 49.1%                                                                             | 49.1%                                                                             | 50.9%                                                                             | 50.9%                                                                             | 50.9%                                                                               | 50.9%                                                                               | 50.9%                                                                               | 50.9%                                                                               |
| Yellow Time (s)                                                          | 4.0                                                                               | 4.0                                                                               | 4.0                                                                               | 4.0                                                                               | 3.5                                                                               | 3.5                                                                               | 3.5                                                                                 | 3.5                                                                                 | 3.5                                                                                 | 3.5                                                                                 |
| All-Red Time (s)                                                         | 2.0                                                                               | 2.0                                                                               | 2.0                                                                               | 2.0                                                                               | 2.0                                                                               | 2.0                                                                               | 2.0                                                                                 | 2.0                                                                                 | 2.0                                                                                 | 2.0                                                                                 |
| Lost Time Adjust (s)                                                     |                                                                                   | 0.0                                                                               |                                                                                   | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| Total Lost Time (s)                                                      |                                                                                   | 6.0                                                                               |                                                                                   | 6.0                                                                               | 5.5                                                                               | 5.5                                                                               | 5.5                                                                                 | 5.5                                                                                 | 5.5                                                                                 | 5.5                                                                                 |
| Lead/Lag                                                                 |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Lead-Lag Optimize?                                                       |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Recall Mode                                                              | None                                                                              | None                                                                              | None                                                                              | None                                                                              | C-Max                                                                             | C-Max                                                                             | C-Max                                                                               | C-Max                                                                               | C-Max                                                                               | C-Max                                                                               |
| Act Effct Green (s)                                                      |                                                                                   | 27.1                                                                              |                                                                                   | 27.1                                                                              | 75.4                                                                              | 75.4                                                                              | 75.4                                                                                | 75.4                                                                                | 75.4                                                                                | 75.4                                                                                |
| Actuated g/C Ratio                                                       |                                                                                   | 0.24                                                                              |                                                                                   | 0.24                                                                              | 0.66                                                                              | 0.66                                                                              | 0.66                                                                                | 0.66                                                                                | 0.66                                                                                | 0.66                                                                                |
| v/c Ratio                                                                |                                                                                   | 0.21                                                                              |                                                                                   | 0.67                                                                              | 0.08                                                                              | 0.14                                                                              | 0.13                                                                                | 0.15                                                                                | 0.17                                                                                | 0.01                                                                                |
| Control Delay                                                            |                                                                                   | 46.4                                                                              |                                                                                   | 40.5                                                                              | 6.1                                                                               | 5.5                                                                               | 0.9                                                                                 | 9.1                                                                                 | 8.3                                                                                 | 0.0                                                                                 |
| Queue Delay                                                              |                                                                                   | 0.0                                                                               |                                                                                   | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| Total Delay                                                              |                                                                                   | 46.4                                                                              |                                                                                   | 40.5                                                                              | 6.1                                                                               | 5.5                                                                               | 0.9                                                                                 | 9.1                                                                                 | 8.3                                                                                 | 0.0                                                                                 |
| LOS                                                                      |                                                                                   | D                                                                                 |                                                                                   | D                                                                                 | A                                                                                 | A                                                                                 | A                                                                                   | A                                                                                   | A                                                                                   | A                                                                                   |
| Approach Delay                                                           |                                                                                   | 46.4                                                                              |                                                                                   | 40.5                                                                              |                                                                                   | 4.3                                                                               |                                                                                     |                                                                                     | 8.3                                                                                 |                                                                                     |
| Approach LOS                                                             |                                                                                   | D                                                                                 |                                                                                   | D                                                                                 |                                                                                   | A                                                                                 |                                                                                     |                                                                                     | A                                                                                   |                                                                                     |
| Intersection Summary                                                     |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Cycle Length: 114                                                        |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Actuated Cycle Length: 114                                               |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Offset: 39 (34%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Natural Cycle: 95                                                        |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Control Type: Actuated-Coordinated                                       |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Maximum v/c Ratio: 0.67                                                  |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Intersection Signal Delay: 20.0                                          |                                                                                   |                                                                                   |                                                                                   |                                                                                   | Intersection LOS: B                                                               |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Intersection Capacity Utilization 64.2%                                  |                                                                                   |                                                                                   |                                                                                   |                                                                                   | ICU Level of Service C                                                            |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Analysis Period (min) 15                                                 |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |

Splits and Phases: 7: Wahsatch Ave & E Boulder St



# HCM 6th Signalized Intersection Summary

## 7: Wahsatch Ave & E Boulder St

04-25-2025

|                              |  |  |  |  |  |  |  |  |  |  |  |  |
|------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Movement                     | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations          |                                                                                   |  |                                                                                   |                                                                                   |  |                                                                                   |  |  |  |  |  |  |
| Traffic Volume (veh/h)       | 2                                                                                 | 95                                                                                | 13                                                                                | 99                                                                                | 198                                                                               | 76                                                                                | 38                                                                                 | 253                                                                                 | 108                                                                                 | 87                                                                                  | 346                                                                                 | 6                                                                                   |
| Future Volume (veh/h)        | 2                                                                                 | 95                                                                                | 13                                                                                | 99                                                                                | 198                                                                               | 76                                                                                | 38                                                                                 | 253                                                                                 | 108                                                                                 | 87                                                                                  | 346                                                                                 | 6                                                                                   |
| Initial Q (Qb), veh          | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                  | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   |
| Ped-Bike Adj(A_pbT)          | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                               |                                                                                     | 1.00                                                                                | 1.00                                                                                |                                                                                     | 1.00                                                                                |
| Parking Bus, Adj             | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                               | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Work Zone On Approach        |                                                                                   | No                                                                                |                                                                                   |                                                                                   | No                                                                                |                                                                                   |                                                                                    | No                                                                                  |                                                                                     |                                                                                     | No                                                                                  |                                                                                     |
| Adj Sat Flow, veh/h/ln       | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                               | 1870                                                                                | 1870                                                                                | 1870                                                                                | 1870                                                                                | 1870                                                                                |
| Adj Flow Rate, veh/h         | 3                                                                                 | 142                                                                               | 19                                                                                | 122                                                                               | 244                                                                               | 94                                                                                | 48                                                                                 | 320                                                                                 | 137                                                                                 | 100                                                                                 | 398                                                                                 | 7                                                                                   |
| Peak Hour Factor             | 0.67                                                                              | 0.67                                                                              | 0.67                                                                              | 0.81                                                                              | 0.81                                                                              | 0.81                                                                              | 0.79                                                                               | 0.79                                                                                | 0.79                                                                                | 0.87                                                                                | 0.87                                                                                | 0.87                                                                                |
| Percent Heavy Veh, %         | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                  | 2                                                                                   | 2                                                                                   | 2                                                                                   | 2                                                                                   | 2                                                                                   |
| Cap, veh/h                   | 36                                                                                | 755                                                                               | 98                                                                                | 210                                                                               | 385                                                                               | 159                                                                               | 661                                                                                | 2322                                                                                | 1036                                                                                | 674                                                                                 | 2322                                                                                | 1036                                                                                |
| Arrive On Green              | 0.25                                                                              | 0.25                                                                              | 0.25                                                                              | 0.25                                                                              | 0.25                                                                              | 0.25                                                                              | 1.00                                                                               | 1.00                                                                                | 1.00                                                                                | 0.65                                                                                | 0.65                                                                                | 0.65                                                                                |
| Sat Flow, veh/h              | 14                                                                                | 3076                                                                              | 399                                                                               | 657                                                                               | 1568                                                                              | 648                                                                               | 980                                                                                | 3554                                                                                | 1585                                                                                | 934                                                                                 | 3554                                                                                | 1585                                                                                |
| Grp Volume(v), veh/h         | 86                                                                                | 0                                                                                 | 78                                                                                | 230                                                                               | 0                                                                                 | 230                                                                               | 48                                                                                 | 320                                                                                 | 137                                                                                 | 100                                                                                 | 398                                                                                 | 7                                                                                   |
| Grp Sat Flow(s),veh/h/ln     | 1859                                                                              | 0                                                                                 | 1630                                                                              | 1287                                                                              | 0                                                                                 | 1585                                                                              | 980                                                                                | 1777                                                                                | 1585                                                                                | 934                                                                                 | 1777                                                                                | 1585                                                                                |
| Q Serve(g_s), s              | 0.0                                                                               | 0.0                                                                               | 4.3                                                                               | 15.7                                                                              | 0.0                                                                               | 14.6                                                                              | 0.4                                                                                | 0.0                                                                                 | 0.0                                                                                 | 4.7                                                                                 | 5.0                                                                                 | 0.2                                                                                 |
| Cycle Q Clear(g_c), s        | 4.2                                                                               | 0.0                                                                               | 4.3                                                                               | 20.0                                                                              | 0.0                                                                               | 14.6                                                                              | 5.4                                                                                | 0.0                                                                                 | 0.0                                                                                 | 4.7                                                                                 | 5.0                                                                                 | 0.2                                                                                 |
| Prop In Lane                 | 0.03                                                                              |                                                                                   | 0.24                                                                              | 0.53                                                                              |                                                                                   | 0.41                                                                              | 1.00                                                                               |                                                                                     | 1.00                                                                                | 1.00                                                                                |                                                                                     | 1.00                                                                                |
| Lane Grp Cap(c), veh/h       | 489                                                                               | 0                                                                                 | 400                                                                               | 364                                                                               | 0                                                                                 | 389                                                                               | 661                                                                                | 2322                                                                                | 1036                                                                                | 674                                                                                 | 2322                                                                                | 1036                                                                                |
| V/C Ratio(X)                 | 0.18                                                                              | 0.00                                                                              | 0.19                                                                              | 0.63                                                                              | 0.00                                                                              | 0.59                                                                              | 0.07                                                                               | 0.14                                                                                | 0.13                                                                                | 0.15                                                                                | 0.17                                                                                | 0.01                                                                                |
| Avail Cap(c_a), veh/h        | 841                                                                               | 0                                                                                 | 715                                                                               | 647                                                                               | 0                                                                                 | 695                                                                               | 661                                                                                | 2322                                                                                | 1036                                                                                | 674                                                                                 | 2322                                                                                | 1036                                                                                |
| HCM Platoon Ratio            | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 2.00                                                                               | 2.00                                                                                | 2.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Upstream Filter(I)           | 1.00                                                                              | 0.00                                                                              | 1.00                                                                              | 1.00                                                                              | 0.00                                                                              | 1.00                                                                              | 0.98                                                                               | 0.98                                                                                | 0.98                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Uniform Delay (d), s/veh     | 34.0                                                                              | 0.0                                                                               | 34.1                                                                              | 41.4                                                                              | 0.0                                                                               | 37.9                                                                              | 0.2                                                                                | 0.0                                                                                 | 0.0                                                                                 | 7.7                                                                                 | 7.7                                                                                 | 6.9                                                                                 |
| Incr Delay (d2), s/veh       | 0.4                                                                               | 0.0                                                                               | 0.5                                                                               | 3.8                                                                               | 0.0                                                                               | 3.0                                                                               | 0.2                                                                                | 0.1                                                                                 | 0.3                                                                                 | 0.5                                                                                 | 0.2                                                                                 | 0.0                                                                                 |
| Initial Q Delay(d3),s/veh    | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                                | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| %ile BackOfQ(95%),veh/ln     | 3.6                                                                               | 0.0                                                                               | 3.2                                                                               | 10.6                                                                              | 0.0                                                                               | 10.1                                                                              | 0.1                                                                                | 0.1                                                                                 | 0.1                                                                                 | 1.8                                                                                 | 3.4                                                                                 | 0.1                                                                                 |
| Unsig. Movement Delay, s/veh |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| LnGrp Delay(d),s/veh         | 34.4                                                                              | 0.0                                                                               | 34.6                                                                              | 45.2                                                                              | 0.0                                                                               | 41.0                                                                              | 0.4                                                                                | 0.1                                                                                 | 0.3                                                                                 | 8.1                                                                                 | 7.9                                                                                 | 6.9                                                                                 |
| LnGrp LOS                    | C                                                                                 | A                                                                                 | C                                                                                 | D                                                                                 | A                                                                                 | D                                                                                 | A                                                                                  | A                                                                                   | A                                                                                   | A                                                                                   | A                                                                                   | A                                                                                   |
| Approach Vol, veh/h          |                                                                                   | 164                                                                               |                                                                                   |                                                                                   | 460                                                                               |                                                                                   |                                                                                    | 505                                                                                 |                                                                                     |                                                                                     | 505                                                                                 |                                                                                     |
| Approach Delay, s/veh        |                                                                                   | 34.5                                                                              |                                                                                   |                                                                                   | 43.1                                                                              |                                                                                   |                                                                                    | 0.2                                                                                 |                                                                                     |                                                                                     | 7.9                                                                                 |                                                                                     |
| Approach LOS                 |                                                                                   | C                                                                                 |                                                                                   |                                                                                   | D                                                                                 |                                                                                   |                                                                                    | A                                                                                   |                                                                                     |                                                                                     | A                                                                                   |                                                                                     |
| Timer - Assigned Phs         |                                                                                   | 2                                                                                 |                                                                                   | 4                                                                                 |                                                                                   | 6                                                                                 |                                                                                    | 8                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Phs Duration (G+Y+Rc), s     |                                                                                   | 80.0                                                                              |                                                                                   | 34.0                                                                              |                                                                                   | 80.0                                                                              |                                                                                    | 34.0                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Change Period (Y+Rc), s      |                                                                                   | 5.5                                                                               |                                                                                   | 6.0                                                                               |                                                                                   | 5.5                                                                               |                                                                                    | 6.0                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Green Setting (Gmax), s  |                                                                                   | 52.5                                                                              |                                                                                   | 50.0                                                                              |                                                                                   | 52.5                                                                              |                                                                                    | 50.0                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Q Clear Time (g_c+I1), s |                                                                                   | 7.4                                                                               |                                                                                   | 6.3                                                                               |                                                                                   | 7.0                                                                               |                                                                                    | 22.0                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Green Ext Time (p_c), s      |                                                                                   | 6.4                                                                               |                                                                                   | 2.0                                                                               |                                                                                   | 7.2                                                                               |                                                                                    | 6.0                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| <b>Intersection Summary</b>  |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 6th Ctrl Delay           |                                                                                   |                                                                                   |                                                                                   | 18.1                                                                              |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 6th LOS                  |                                                                                   |                                                                                   |                                                                                   | B                                                                                 |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |

# Timings

## 8: Wahsatch Ave & E Platte Ave

04-25-2025

|                      |  |  |  |  |  |  |  |  |  |  |  |
|----------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Lane Group           | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                 | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 |
| Lane Configurations  |  |  |  |  |  |  |  |  |  |  |  |
| Traffic Volume (vph) | 74                                                                                | 328                                                                               | 29                                                                                | 226                                                                               | 585                                                                               | 87                                                                                | 91                                                                                  | 242                                                                                 | 171                                                                                 | 91                                                                                  | 286                                                                                 |
| Future Volume (vph)  | 74                                                                                | 328                                                                               | 29                                                                                | 226                                                                               | 585                                                                               | 87                                                                                | 91                                                                                  | 242                                                                                 | 171                                                                                 | 91                                                                                  | 286                                                                                 |
| Turn Type            | pm+pt                                                                             | NA                                                                                | Perm                                                                              | pm+pt                                                                             | NA                                                                                | Perm                                                                              | pm+pt                                                                               | NA                                                                                  | Perm                                                                                | pm+pt                                                                               | NA                                                                                  |
| Protected Phases     | 7                                                                                 | 4                                                                                 |                                                                                   | 3                                                                                 | 8                                                                                 |                                                                                   | 5                                                                                   | 2                                                                                   |                                                                                     | 1                                                                                   | 6                                                                                   |
| Permitted Phases     | 4                                                                                 |                                                                                   | 4                                                                                 | 8                                                                                 |                                                                                   | 8                                                                                 | 2                                                                                   |                                                                                     | 2                                                                                   | 6                                                                                   |                                                                                     |
| Detector Phase       | 7                                                                                 | 4                                                                                 | 4                                                                                 | 3                                                                                 | 8                                                                                 | 8                                                                                 | 5                                                                                   | 2                                                                                   | 2                                                                                   | 1                                                                                   | 6                                                                                   |
| Switch Phase         |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Minimum Initial (s)  | 4.0                                                                               | 20.0                                                                              | 20.0                                                                              | 4.0                                                                               | 20.0                                                                              | 20.0                                                                              | 4.0                                                                                 | 20.0                                                                                | 20.0                                                                                | 4.0                                                                                 | 20.0                                                                                |
| Minimum Split (s)    | 9.5                                                                               | 36.5                                                                              | 36.5                                                                              | 9.5                                                                               | 36.5                                                                              | 36.5                                                                              | 23.0                                                                                | 41.5                                                                                | 41.5                                                                                | 9.5                                                                                 | 41.5                                                                                |
| Total Split (s)      | 11.8                                                                              | 36.5                                                                              | 36.5                                                                              | 13.0                                                                              | 37.7                                                                              | 37.7                                                                              | 23.0                                                                                | 53.4                                                                                | 53.4                                                                                | 11.1                                                                                | 41.5                                                                                |
| Total Split (%)      | 10.4%                                                                             | 32.0%                                                                             | 32.0%                                                                             | 11.4%                                                                             | 33.1%                                                                             | 33.1%                                                                             | 20.2%                                                                               | 46.8%                                                                               | 46.8%                                                                               | 9.7%                                                                                | 36.4%                                                                               |
| Yellow Time (s)      | 3.0                                                                               | 4.5                                                                               | 4.5                                                                               | 3.0                                                                               | 4.5                                                                               | 4.5                                                                               | 3.0                                                                                 | 4.5                                                                                 | 4.5                                                                                 | 3.0                                                                                 | 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                                                                                 | 0.0                                                                                 |
| Total Lost Time (s)  | 5.0                                                                               | 6.5                                                                               | 6.5                                                                               | 5.0                                                                               | 6.5                                                                               | 6.5                                                                               | 5.0                                                                                 | 6.5                                                                                 | 6.5                                                                                 | 5.0                                                                                 | 6.5                                                                                 |
| Lead/Lag             | Lead                                                                              | Lag                                                                               | Lag                                                                               | Lead                                                                              | Lag                                                                               | Lag                                                                               | Lead                                                                                | Lag                                                                                 | Lag                                                                                 | Lead                                                                                | Lag                                                                                 |
| Lead-Lag Optimize?   | Yes                                                                               | Yes                                                                               | Yes                                                                               | Yes                                                                               | Yes                                                                               | Yes                                                                               | Yes                                                                                 | Yes                                                                                 | Yes                                                                                 | Yes                                                                                 | Yes                                                                                 |
| Recall Mode          | None                                                                              | None                                                                              | None                                                                              | None                                                                              | None                                                                              | None                                                                              | None                                                                                | C-Max                                                                               | C-Max                                                                               | None                                                                                | C-Max                                                                               |
| Act Effect Green (s) | 36.1                                                                              | 28.3                                                                              | 28.3                                                                              | 39.5                                                                              | 30.0                                                                              | 30.0                                                                              | 57.5                                                                                | 49.0                                                                                | 49.0                                                                                | 54.9                                                                                | 47.7                                                                                |
| Actuated g/C Ratio   | 0.32                                                                              | 0.25                                                                              | 0.25                                                                              | 0.35                                                                              | 0.26                                                                              | 0.26                                                                              | 0.50                                                                                | 0.43                                                                                | 0.43                                                                                | 0.48                                                                                | 0.42                                                                                |
| v/c Ratio            | 0.42                                                                              | 0.49                                                                              | 0.07                                                                              | 0.75                                                                              | 0.66                                                                              | 0.17                                                                              | 0.22                                                                                | 0.19                                                                                | 0.26                                                                                | 0.20                                                                                | 0.30                                                                                |
| Control Delay        | 21.5                                                                              | 23.7                                                                              | 0.3                                                                               | 43.5                                                                              | 41.2                                                                              | 0.7                                                                               | 14.9                                                                                | 21.2                                                                                | 3.8                                                                                 | 13.0                                                                                | 19.6                                                                                |
| 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          | 21.5                                                                              | 23.7                                                                              | 0.3                                                                               | 43.5                                                                              | 41.2                                                                              | 0.7                                                                               | 14.9                                                                                | 21.2                                                                                | 3.8                                                                                 | 13.0                                                                                | 19.6                                                                                |
| LOS                  | C                                                                                 | C                                                                                 | A                                                                                 | D                                                                                 | D                                                                                 | A                                                                                 | B                                                                                   | C                                                                                   | A                                                                                   | B                                                                                   | B                                                                                   |
| Approach Delay       |                                                                                   | 21.7                                                                              |                                                                                   |                                                                                   | 37.8                                                                              |                                                                                   |                                                                                     | 14.1                                                                                |                                                                                     |                                                                                     | 18.3                                                                                |
| Approach LOS         |                                                                                   | C                                                                                 |                                                                                   |                                                                                   | D                                                                                 |                                                                                   |                                                                                     | B                                                                                   |                                                                                     |                                                                                     | B                                                                                   |

### Intersection Summary

Cycle Length: 114

Actuated Cycle Length: 114

Offset: 30 (26%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow

Natural Cycle: 115

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.75

Intersection Signal Delay: 25.1

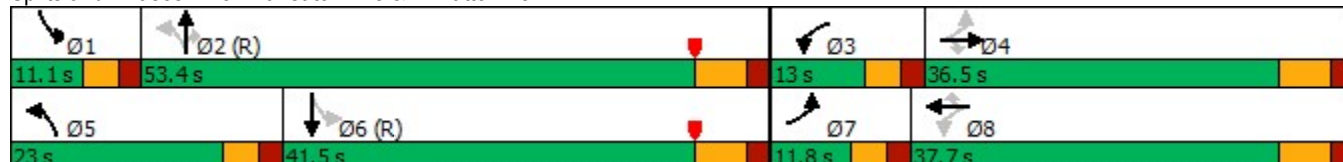
Intersection LOS: C

Intersection Capacity Utilization 70.1%

ICU Level of Service C

Analysis Period (min) 15

### Splits and Phases: 8: Wahsatch Ave & E Platte Ave



# HCM 6th Signalized Intersection Summary

## 8: Wahsatch Ave & E Platte Ave

04-25-2025

|                              |  |  |  |  |  |  |  |  |  |  |  |  |
|------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Movement                     | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations          |  |  |  |  |  |  |  |  |  |  |  |  |
| Traffic Volume (veh/h)       | 74                                                                                | 328                                                                               | 29                                                                                | 226                                                                               | 585                                                                               | 87                                                                                | 91                                                                                 | 242                                                                                 | 171                                                                                 | 91                                                                                  | 286                                                                                 | 75                                                                                  |
| Future Volume (veh/h)        | 74                                                                                | 328                                                                               | 29                                                                                | 226                                                                               | 585                                                                               | 87                                                                                | 91                                                                                 | 242                                                                                 | 171                                                                                 | 91                                                                                  | 286                                                                                 | 75                                                                                  |
| Initial Q (Qb), veh          | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                  | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   |
| Ped-Bike Adj(A_pbT)          | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                               |                                                                                     | 1.00                                                                                | 1.00                                                                                |                                                                                     | 1.00                                                                                |
| Parking Bus, Adj             | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                               | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Work Zone On Approach        | No                                                                                |                                                                                   |                                                                                   | No                                                                                |                                                                                   |                                                                                   | No                                                                                 |                                                                                     |                                                                                     | No                                                                                  |                                                                                     |                                                                                     |
| Adj Sat Flow, veh/h/ln       | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                               | 1870                                                                                | 1870                                                                                | 1870                                                                                | 1870                                                                                | 1870                                                                                |
| Adj Flow Rate, veh/h         | 96                                                                                | 426                                                                               | 38                                                                                | 238                                                                               | 616                                                                               | 92                                                                                | 108                                                                                | 288                                                                                 | 204                                                                                 | 108                                                                                 | 340                                                                                 | 89                                                                                  |
| Peak Hour Factor             | 0.77                                                                              | 0.77                                                                              | 0.77                                                                              | 0.95                                                                              | 0.95                                                                              | 0.95                                                                              | 0.84                                                                               | 0.84                                                                                | 0.84                                                                                | 0.84                                                                                | 0.84                                                                                | 0.84                                                                                |
| Percent Heavy Veh, %         | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                  | 2                                                                                   | 2                                                                                   | 2                                                                                   | 2                                                                                   | 2                                                                                   |
| Cap, veh/h                   | 221                                                                               | 797                                                                               | 356                                                                               | 316                                                                               | 849                                                                               | 379                                                                               | 530                                                                                | 1619                                                                                | 722                                                                                 | 518                                                                                 | 1273                                                                                | 329                                                                                 |
| Arrive On Green              | 0.11                                                                              | 0.45                                                                              | 0.45                                                                              | 0.07                                                                              | 0.24                                                                              | 0.24                                                                              | 0.05                                                                               | 0.46                                                                                | 0.46                                                                                | 0.06                                                                                | 0.61                                                                                | 0.61                                                                                |
| Sat Flow, veh/h              | 1781                                                                              | 3554                                                                              | 1585                                                                              | 1781                                                                              | 3554                                                                              | 1585                                                                              | 1781                                                                               | 3554                                                                                | 1585                                                                                | 1781                                                                                | 2796                                                                                | 722                                                                                 |
| Grp Volume(v), veh/h         | 96                                                                                | 426                                                                               | 38                                                                                | 238                                                                               | 616                                                                               | 92                                                                                | 108                                                                                | 288                                                                                 | 204                                                                                 | 108                                                                                 | 214                                                                                 | 215                                                                                 |
| Grp Sat Flow(s),veh/h/ln     | 1781                                                                              | 1777                                                                              | 1585                                                                              | 1781                                                                              | 1777                                                                              | 1585                                                                              | 1781                                                                               | 1777                                                                                | 1585                                                                                | 1781                                                                                | 1777                                                                                | 1740                                                                                |
| Q Serve(g_s), s              | 4.7                                                                               | 9.9                                                                               | 1.6                                                                               | 8.0                                                                               | 18.2                                                                              | 5.3                                                                               | 3.7                                                                                | 5.5                                                                                 | 9.2                                                                                 | 3.7                                                                                 | 6.5                                                                                 | 6.6                                                                                 |
| Cycle Q Clear(g_c), s        | 4.7                                                                               | 9.9                                                                               | 1.6                                                                               | 8.0                                                                               | 18.2                                                                              | 5.3                                                                               | 3.7                                                                                | 5.5                                                                                 | 9.2                                                                                 | 3.7                                                                                 | 6.5                                                                                 | 6.6                                                                                 |
| Prop In Lane                 | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                               |                                                                                     | 1.00                                                                                | 1.00                                                                                |                                                                                     | 0.41                                                                                |
| Lane Grp Cap(c), veh/h       | 221                                                                               | 797                                                                               | 356                                                                               | 316                                                                               | 849                                                                               | 379                                                                               | 530                                                                                | 1619                                                                                | 722                                                                                 | 518                                                                                 | 809                                                                                 | 793                                                                                 |
| V/C Ratio(X)                 | 0.43                                                                              | 0.53                                                                              | 0.11                                                                              | 0.75                                                                              | 0.73                                                                              | 0.24                                                                              | 0.20                                                                               | 0.18                                                                                | 0.28                                                                                | 0.21                                                                                | 0.26                                                                                | 0.27                                                                                |
| Avail Cap(c_a), veh/h        | 228                                                                               | 935                                                                               | 417                                                                               | 316                                                                               | 973                                                                               | 434                                                                               | 725                                                                                | 1619                                                                                | 722                                                                                 | 527                                                                                 | 809                                                                                 | 793                                                                                 |
| HCM Platoon Ratio            | 2.00                                                                              | 2.00                                                                              | 2.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                               | 1.00                                                                                | 1.00                                                                                | 1.33                                                                                | 1.33                                                                                | 1.33                                                                                |
| Upstream Filter(I)           | 0.91                                                                              | 0.91                                                                              | 0.91                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                               | 1.00                                                                                | 1.00                                                                                | 0.99                                                                                | 0.99                                                                                | 0.99                                                                                |
| Uniform Delay (d), s/veh     | 30.7                                                                              | 27.1                                                                              | 24.8                                                                              | 37.3                                                                              | 39.9                                                                              | 35.1                                                                              | 15.2                                                                               | 18.4                                                                                | 19.4                                                                                | 14.9                                                                                | 13.5                                                                                | 13.5                                                                                |
| Incr Delay (d2), s/veh       | 0.5                                                                               | 2.3                                                                               | 0.6                                                                               | 8.8                                                                               | 5.4                                                                               | 1.5                                                                               | 0.1                                                                                | 0.2                                                                                 | 1.0                                                                                 | 0.1                                                                                 | 0.8                                                                                 | 0.8                                                                                 |
| Initial Q Delay(d3),s/veh    | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                                | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| %ile BackOfQ(95%),veh/ln     | 3.5                                                                               | 7.0                                                                               | 1.2                                                                               | 6.0                                                                               | 13.4                                                                              | 4.1                                                                               | 2.7                                                                                | 4.1                                                                                 | 6.5                                                                                 | 2.6                                                                                 | 4.7                                                                                 | 4.7                                                                                 |
| Unsig. Movement Delay, s/veh |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| LnGrp Delay(d),s/veh         | 31.1                                                                              | 29.4                                                                              | 25.4                                                                              | 46.2                                                                              | 45.3                                                                              | 36.6                                                                              | 15.2                                                                               | 18.6                                                                                | 20.4                                                                                | 14.9                                                                                | 14.3                                                                                | 14.4                                                                                |
| LnGrp LOS                    | C                                                                                 | C                                                                                 | C                                                                                 | D                                                                                 | D                                                                                 | D                                                                                 | B                                                                                  | B                                                                                   | C                                                                                   | B                                                                                   | B                                                                                   | B                                                                                   |
| Approach Vol, veh/h          | 560                                                                               |                                                                                   |                                                                                   | 946                                                                               |                                                                                   |                                                                                   | 600                                                                                |                                                                                     |                                                                                     | 537                                                                                 |                                                                                     |                                                                                     |
| Approach Delay, s/veh        | 29.4                                                                              |                                                                                   |                                                                                   | 44.7                                                                              |                                                                                   |                                                                                   | 18.6                                                                               |                                                                                     |                                                                                     | 14.5                                                                                |                                                                                     |                                                                                     |
| Approach LOS                 | C                                                                                 |                                                                                   |                                                                                   | D                                                                                 |                                                                                   |                                                                                   | B                                                                                  |                                                                                     |                                                                                     | B                                                                                   |                                                                                     |                                                                                     |
| Timer - Assigned Phs         | 1                                                                                 | 2                                                                                 | 3                                                                                 | 4                                                                                 | 5                                                                                 | 6                                                                                 | 7                                                                                  | 8                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Phs Duration (G+Y+Rc), s     | 10.5                                                                              | 58.4                                                                              | 13.0                                                                              | 32.1                                                                              | 10.5                                                                              | 58.4                                                                              | 11.3                                                                               | 33.7                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Change Period (Y+Rc), s      | 5.0                                                                               | 6.5                                                                               | 5.0                                                                               | 6.5                                                                               | 5.0                                                                               | 6.5                                                                               | 5.0                                                                                | 6.5                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Green Setting (Gmax), s  | 6.1                                                                               | 46.9                                                                              | 8.0                                                                               | 30.0                                                                              | 18.0                                                                              | 35.0                                                                              | 6.8                                                                                | 31.2                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Q Clear Time (g_c+I1), s | 5.7                                                                               | 11.2                                                                              | 10.0                                                                              | 11.9                                                                              | 5.7                                                                               | 8.6                                                                               | 6.7                                                                                | 20.2                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Green Ext Time (p_c), s      | 0.0                                                                               | 7.5                                                                               | 0.0                                                                               | 7.1                                                                               | 0.0                                                                               | 6.4                                                                               | 0.0                                                                                | 7.0                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Intersection Summary         |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 6th Ctrl Delay           | 29.4                                                                              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 6th LOS                  | C                                                                                 |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |



HCM 6th TWSC  
1: N Nevada Ave & St Vrain St

04-25-2025

| Intersection             |      |      |      |      |      |      |      |      |      |      |      |      |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh         | 10.8 |      |      |      |      |      |      |      |      |      |      |      |
| Movement                 | EBL  | EBT  | EBR  | WBL  | WBT  | WBR  | NBL  | NBT  | NBR  | SBL  | SBT  | SBR  |
| Lane Configurations      |      | ↔    |      |      | ↔    |      |      | ↔    |      |      | ↔    |      |
| Traffic Vol, veh/h       | 18   | 23   | 25   | 47   | 8    | 50   | 4    | 964  | 10   | 14   | 591  | 20   |
| Future Vol, veh/h        | 18   | 23   | 25   | 47   | 8    | 50   | 4    | 964  | 10   | 14   | 591  | 20   |
| Conflicting Peds, #/hr   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Sign Control             | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized           | -    | -    | None | -    | -    | None | -    | -    | None | -    | -    | None |
| Storage Length           | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    |
| Veh in Median Storage, # | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    |
| Grade, %                 | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    |
| Peak Hour Factor         | 92   | 92   | 92   | 92   | 92   | 92   | 92   | 92   | 92   | 92   | 92   | 92   |
| Heavy Vehicles, %        | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    |
| Mvmt Flow                | 20   | 25   | 27   | 51   | 9    | 54   | 4    | 1048 | 11   | 15   | 642  | 22   |

| Major/Minor          | Minor2 |      | Minor1 |      | Major1 |      | Major2 |   |   |      |   |   |
|----------------------|--------|------|--------|------|--------|------|--------|---|---|------|---|---|
| Conflicting Flow All | 1220   | 1750 | 332    | 1426 | 1756   | 530  | 664    | 0 | 0 | 1059 | 0 | 0 |
| Stage 1              | 683    | 683  | -      | 1062 | 1062   | -    | -      | - | - | -    | - | - |
| Stage 2              | 537    | 1067 | -      | 364  | 694    | -    | -      | - | - | -    | - | - |
| Critical Hdwy        | 7.54   | 6.54 | 6.94   | 7.54 | 6.54   | 6.94 | 4.14   | - | - | 4.14 | - | - |
| Critical Hdwy Stg 1  | 6.54   | 5.54 | -      | 6.54 | 5.54   | -    | -      | - | - | -    | - | - |
| Critical Hdwy Stg 2  | 6.54   | 5.54 | -      | 6.54 | 5.54   | -    | -      | - | - | -    | - | - |
| Follow-up Hdwy       | 3.52   | 4.02 | 3.32   | 3.52 | 4.02   | 3.32 | 2.22   | - | - | 2.22 | - | - |
| Pot Cap-1 Maneuver   | 136    | 85   | 664    | 96   | 84     | 493  | 921    | - | - | 653  | - | - |
| Stage 1              | 405    | 447  | -      | 239  | 298    | -    | -      | - | - | -    | - | - |
| Stage 2              | 496    | 297  | -      | 627  | 442    | -    | -      | - | - | -    | - | - |
| Platoon blocked, %   |        |      |        |      |        |      |        | - | - | -    | - | - |
| Mov Cap-1 Maneuver   | 107    | 81   | 664    | 68   | 80     | 493  | 921    | - | - | 653  | - | - |
| Mov Cap-2 Maneuver   | 107    | 81   | -      | 68   | 80     | -    | -      | - | - | -    | - | - |
| Stage 1              | 401    | 430  | -      | 236  | 295    | -    | -      | - | - | -    | - | - |
| Stage 2              | 424    | 294  | -      | 545  | 426    | -    | -      | - | - | -    | - | - |

| Approach             | EB   |  | WB    |  | NB |  | SB  |  |
|----------------------|------|--|-------|--|----|--|-----|--|
| HCM Control Delay, s | 58.5 |  | 143.6 |  | 0  |  | 0.4 |  |
| HCM LOS              | F    |  | F     |  |    |  |     |  |

| Minor Lane/Major Mvmt | NBL   | NBT | NBR | EBLn1WBLn1  | SBL   | SBT | SBR |
|-----------------------|-------|-----|-----|-------------|-------|-----|-----|
| Capacity (veh/h)      | 921   | -   | -   | 135 118     | 653   | -   | -   |
| HCM Lane V/C Ratio    | 0.005 | -   | -   | 0.531 0.967 | 0.023 | -   | -   |
| HCM Control Delay (s) | 8.9   | 0   | -   | 58.5 143.6  | 10.6  | 0.2 | -   |
| HCM Lane LOS          | A     | A   | -   | F F         | B     | A   | -   |
| HCM 95th %tile Q(veh) | 0     | -   | -   | 2.6 6.3     | 0.1   | -   | -   |

# Timings

## 2: N Nevada Ave & E Boulder St

04-25-2025



| Lane Group           | EBL   | EBR   | NBL   | NBT   | SBT   | SBR   |
|----------------------|-------|-------|-------|-------|-------|-------|
| Lane Configurations  |       |       |       |       |       |       |
| Traffic Volume (vph) | 32    | 98    | 108   | 930   | 609   | 56    |
| Future Volume (vph)  | 32    | 98    | 108   | 930   | 609   | 56    |
| Turn Type            | Prot  | Perm  | Perm  | NA    | NA    | Perm  |
| Protected Phases     | 7     |       |       | 2     | 6     |       |
| Permitted Phases     |       | 7     | 2     |       |       | 6     |
| Detector Phase       | 7     | 7     | 2     | 2     | 6     | 6     |
| Switch Phase         |       |       |       |       |       |       |
| Minimum Initial (s)  | 5.0   | 5.0   | 20.0  | 20.0  | 20.0  | 20.0  |
| Minimum Split (s)    | 9.5   | 9.5   | 47.5  | 47.5  | 47.5  | 47.5  |
| Total Split (s)      | 29.0  | 29.0  | 85.0  | 85.0  | 85.0  | 85.0  |
| Total Split (%)      | 25.4% | 25.4% | 74.6% | 74.6% | 74.6% | 74.6% |
| Yellow Time (s)      | 3.5   | 3.5   | 3.5   | 3.5   | 3.5   | 3.5   |
| All-Red Time (s)     | 1.0   | 1.0   | 2.0   | 2.0   | 2.0   | 2.0   |
| Lost Time Adjust (s) | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   |
| Total Lost Time (s)  | 4.5   | 4.5   | 5.5   | 5.5   | 5.5   | 5.5   |
| Lead/Lag             |       |       |       |       |       |       |
| Lead-Lag Optimize?   |       |       |       |       |       |       |
| Recall Mode          | None  | None  | C-Max | C-Max | C-Max | C-Max |
| Act Effect Green (s) | 7.9   | 7.9   | 96.1  | 96.1  | 96.1  | 96.1  |
| Actuated g/C Ratio   | 0.07  | 0.07  | 0.84  | 0.84  | 0.84  | 0.84  |
| v/c Ratio            | 0.28  | 0.51  | 0.19  | 0.34  | 0.22  | 0.05  |
| Control Delay        | 55.4  | 18.4  | 4.4   | 4.1   | 2.0   | 0.6   |
| Queue Delay          | 0.0   | 0.0   | 0.0   | 0.2   | 0.0   | 0.0   |
| Total Delay          | 55.4  | 18.4  | 4.4   | 4.3   | 2.0   | 0.6   |
| LOS                  | E     | B     | A     | A     | A     | A     |
| Approach Delay       | 27.5  |       |       | 4.3   | 1.9   |       |
| Approach LOS         | C     |       |       | A     | A     |       |

### Intersection Summary

Cycle Length: 114

Actuated Cycle Length: 114

Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBT, Start of Yellow

Natural Cycle: 60

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.51

Intersection Signal Delay: 5.1

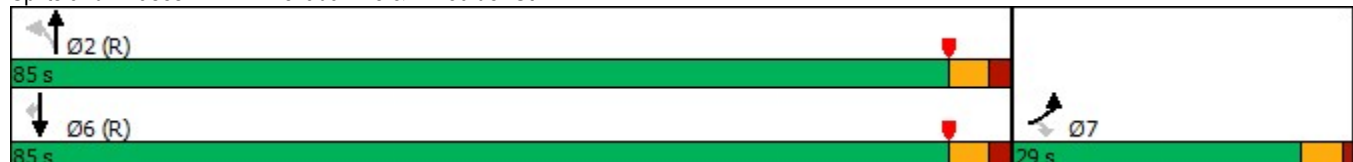
Intersection LOS: A

Intersection Capacity Utilization 50.6%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 2: N Nevada Ave & E Boulder St



# HCM 6th Signalized Intersection Summary

## 2: N Nevada Ave & E Boulder St

04-25-2025



| Movement                     | EBL  | EBR  | NBL  | NBT  | SBT  | SBR  |
|------------------------------|------|------|------|------|------|------|
| Lane Configurations          | ↰    | ↱    | ↰    | ↕↕   | ↕↕   | ↱    |
| Traffic Volume (veh/h)       | 32   | 98   | 108  | 930  | 609  | 56   |
| Future Volume (veh/h)        | 32   | 98   | 108  | 930  | 609  | 56   |
| Initial Q (Qb), veh          | 0    | 0    | 0    | 0    | 0    | 0    |
| Ped-Bike Adj(A_pbT)          | 1.00 | 1.00 | 1.00 |      |      | 1.00 |
| Parking Bus, Adj             | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach        | No   |      |      | No   | No   |      |
| Adj Sat Flow, veh/h/ln       | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 |
| Adj Flow Rate, veh/h         | 35   | 107  | 117  | 1011 | 662  | 61   |
| Peak Hour Factor             | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Percent Heavy Veh, %         | 2    | 2    | 2    | 2    | 2    | 2    |
| Cap, veh/h                   | 153  | 136  | 638  | 2937 | 2937 | 1310 |
| Arrive On Green              | 0.09 | 0.09 | 1.00 | 1.00 | 0.83 | 0.83 |
| Sat Flow, veh/h              | 1781 | 1585 | 730  | 3647 | 3647 | 1585 |
| Grp Volume(v), veh/h         | 35   | 107  | 117  | 1011 | 662  | 61   |
| Grp Sat Flow(s),veh/h/ln     | 1781 | 1585 | 730  | 1777 | 1777 | 1585 |
| Q Serve(g_s), s              | 2.1  | 7.5  | 1.1  | 0.0  | 4.5  | 0.8  |
| Cycle Q Clear(g_c), s        | 2.1  | 7.5  | 5.6  | 0.0  | 4.5  | 0.8  |
| Prop In Lane                 | 1.00 | 1.00 | 1.00 |      |      | 1.00 |
| Lane Grp Cap(c), veh/h       | 153  | 136  | 638  | 2937 | 2937 | 1310 |
| V/C Ratio(X)                 | 0.23 | 0.79 | 0.18 | 0.34 | 0.23 | 0.05 |
| Avail Cap(c_a), veh/h        | 383  | 341  | 638  | 2937 | 2937 | 1310 |
| HCM Platoon Ratio            | 1.00 | 1.00 | 2.00 | 2.00 | 1.00 | 1.00 |
| Upstream Filter(I)           | 1.00 | 1.00 | 0.90 | 0.90 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh     | 48.6 | 51.1 | 0.1  | 0.0  | 2.1  | 1.8  |
| Incr Delay (d2), s/veh       | 0.8  | 9.6  | 0.6  | 0.3  | 0.2  | 0.1  |
| Initial Q Delay(d3),s/veh    | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| %ile BackOfQ(95%),veh/ln     | 1.7  | 6.1  | 0.2  | 0.2  | 2.2  | 4.1  |
| Unsig. Movement Delay, s/veh |      |      |      |      |      |      |
| LnGrp Delay(d),s/veh         | 49.4 | 60.7 | 0.7  | 0.3  | 2.3  | 1.9  |
| LnGrp LOS                    | D    | E    | A    | A    | A    | A    |
| Approach Vol, veh/h          | 142  |      |      | 1128 | 723  |      |
| Approach Delay, s/veh        | 57.9 |      |      | 0.3  | 2.2  |      |
| Approach LOS                 | E    |      |      | A    | A    |      |
| Timer - Assigned Phs         |      | 2    |      | 4    |      | 6    |
| Phs Duration (G+Y+Rc), s     |      | 99.7 |      | 14.3 |      | 99.7 |
| Change Period (Y+Rc), s      |      | 5.5  |      | 4.5  |      | 5.5  |
| Max Green Setting (Gmax), s  |      | 79.5 |      | 24.5 |      | 79.5 |
| Max Q Clear Time (g_c+I1), s |      | 7.6  |      | 9.5  |      | 6.5  |
| Green Ext Time (p_c), s      |      | 41.6 |      | 0.3  |      | 21.6 |
| Intersection Summary         |      |      |      |      |      |      |
| HCM 6th Ctrl Delay           |      |      | 5.1  |      |      |      |
| HCM 6th LOS                  |      |      | A    |      |      |      |

# Timings

## 3: N Nevada Ave & E Platte Ave

04-25-2025



| Lane Group           | EBT   | WBT   | WBR   | NBL   | NBT   | NBR   | SBL   | SBT   | SBR   |
|----------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| Lane Configurations  | ↑↑    | ↑↑    | ↑     | ↑     | ↑↑    | ↑     | ↑     | ↑↑    | ↑     |
| Traffic Volume (vph) | 392   | 485   | 134   | 25    | 904   | 328   | 172   | 483   | 44    |
| Future Volume (vph)  | 392   | 485   | 134   | 25    | 904   | 328   | 172   | 483   | 44    |
| Turn Type            | NA    | NA    | Perm  | Perm  | NA    | Perm  | Perm  | NA    | Perm  |
| Protected Phases     | 4     | 8     |       |       | 2     |       |       | 6     |       |
| Permitted Phases     |       |       | 8     | 2     |       | 2     | 6     |       | 6     |
| Detector Phase       | 4     | 8     | 8     | 2     | 2     | 2     | 6     | 6     | 6     |
| Switch Phase         |       |       |       |       |       |       |       |       |       |
| Minimum Initial (s)  | 20.0  | 20.0  | 20.0  | 20.0  | 20.0  | 20.0  | 20.0  | 20.0  | 20.0  |
| Minimum Split (s)    | 45.5  | 45.5  | 45.5  | 45.0  | 45.0  | 45.0  | 45.0  | 45.0  | 45.0  |
| Total Split (s)      | 45.5  | 45.5  | 45.5  | 68.5  | 68.5  | 68.5  | 68.5  | 68.5  | 68.5  |
| Total Split (%)      | 39.9% | 39.9% | 39.9% | 60.1% | 60.1% | 60.1% | 60.1% | 60.1% | 60.1% |
| Yellow Time (s)      | 4.5   | 4.5   | 4.5   | 4.0   | 4.0   | 4.0   | 4.0   | 4.0   | 4.0   |
| All-Red Time (s)     | 4.0   | 4.0   | 4.0   | 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   |
| Total Lost Time (s)  | 8.5   | 8.5   | 8.5   | 6.0   | 6.0   | 6.0   | 6.0   | 6.0   | 6.0   |
| Lead/Lag             |       |       |       |       |       |       |       |       |       |
| Lead-Lag Optimize?   |       |       |       |       |       |       |       |       |       |
| Recall Mode          | None  | None  | None  | C-Max | C-Max | C-Max | C-Max | C-Max | C-Max |
| Act Effect Green (s) | 29.7  | 29.7  | 29.7  | 69.8  | 69.8  | 69.8  | 69.8  | 69.8  | 69.8  |
| Actuated g/C Ratio   | 0.26  | 0.26  | 0.26  | 0.61  | 0.61  | 0.61  | 0.61  | 0.61  | 0.61  |
| v/c Ratio            | 0.52  | 0.57  | 0.31  | 0.05  | 0.45  | 0.35  | 0.68  | 0.24  | 0.05  |
| Control Delay        | 36.5  | 48.8  | 31.2  | 11.2  | 13.6  | 8.0   | 40.9  | 15.6  | 7.7   |
| Queue Delay          | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   |
| Total Delay          | 36.5  | 48.8  | 31.2  | 11.2  | 13.6  | 8.0   | 40.9  | 15.6  | 7.7   |
| LOS                  | D     | D     | C     | B     | B     | A     | D     | B     | A     |
| Approach Delay       | 36.5  | 45.0  |       |       | 12.1  |       |       | 21.4  |       |
| Approach LOS         | D     | D     |       |       | B     |       |       | C     |       |

### Intersection Summary

Cycle Length: 114

Actuated Cycle Length: 114

Offset: 34 (30%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow

Natural Cycle: 95

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.68

Intersection Signal Delay: 24.5

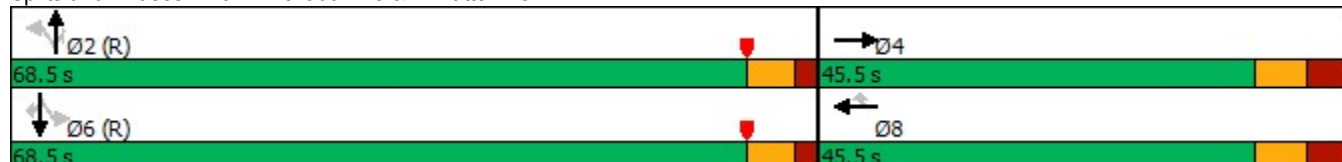
Intersection LOS: C

Intersection Capacity Utilization 75.4%

ICU Level of Service D

Analysis Period (min) 15

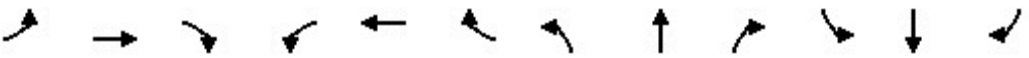
Splits and Phases: 3: N Nevada Ave & E Platte Ave



# HCM 6th Signalized Intersection Summary

## 3: N Nevada Ave & E Platte Ave

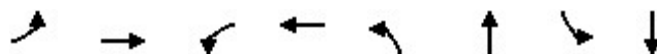
04-25-2025

|                              |  |      |      |      |      |      |      |      |      |      |      |      |
|------------------------------|------------------------------------------------------------------------------------|------|------|------|------|------|------|------|------|------|------|------|
| Movement                     | EBL                                                                                | EBT  | EBR  | WBL  | WBT  | WBR  | NBL  | NBT  | NBR  | SBL  | SBT  | SBR  |
| Lane Configurations          |                                                                                    | ↑↑   |      |      | ↑↑   | ↑    | ↑    | ↑↑   | ↑    | ↑    | ↑↑   | ↑    |
| Traffic Volume (veh/h)       | 0                                                                                  | 392  | 49   | 0    | 485  | 134  | 25   | 904  | 328  | 172  | 483  | 44   |
| Future Volume (veh/h)        | 0                                                                                  | 392  | 49   | 0    | 485  | 134  | 25   | 904  | 328  | 172  | 483  | 44   |
| Initial Q (Qb), veh          | 0                                                                                  | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Ped-Bike Adj(A_pbT)          | 1.00                                                                               |      | 1.00 | 1.00 |      | 1.00 | 1.00 |      | 1.00 | 1.00 |      | 1.00 |
| Parking Bus, Adj             | 1.00                                                                               | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach        |                                                                                    | No   |      |      | No   |      |      | No   |      |      | No   |      |
| Adj Sat Flow, veh/h/ln       | 0                                                                                  | 1870 | 1870 | 0    | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 |
| Adj Flow Rate, veh/h         | 0                                                                                  | 426  | 53   | 0    | 527  | 146  | 27   | 983  | 357  | 187  | 525  | 48   |
| Peak Hour Factor             | 0.92                                                                               | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Percent Heavy Veh, %         | 0                                                                                  | 2    | 2    | 0    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    |
| Cap, veh/h                   | 0                                                                                  | 693  | 86   | 0    | 774  | 345  | 511  | 2328 | 1038 | 277  | 2328 | 1038 |
| Arrive On Green              | 0.00                                                                               | 0.22 | 0.22 | 0.00 | 0.44 | 0.44 | 0.66 | 0.66 | 0.66 | 0.22 | 0.22 | 0.22 |
| Sat Flow, veh/h              | 0                                                                                  | 3276 | 394  | 0    | 3647 | 1585 | 839  | 3554 | 1585 | 408  | 3554 | 1585 |
| Grp Volume(v), veh/h         | 0                                                                                  | 237  | 242  | 0    | 527  | 146  | 27   | 983  | 357  | 187  | 525  | 48   |
| Grp Sat Flow(s),veh/h/ln     | 0                                                                                  | 1777 | 1799 | 0    | 1777 | 1585 | 839  | 1777 | 1585 | 408  | 1777 | 1585 |
| Q Serve(g_s), s              | 0.0                                                                                | 13.7 | 13.9 | 0.0  | 13.6 | 7.3  | 1.8  | 15.0 | 11.4 | 50.9 | 13.9 | 2.7  |
| Cycle Q Clear(g_c), s        | 0.0                                                                                | 13.7 | 13.9 | 0.0  | 13.6 | 7.3  | 15.6 | 15.0 | 11.4 | 66.0 | 13.9 | 2.7  |
| Prop In Lane                 | 0.00                                                                               |      | 0.22 | 0.00 |      | 1.00 | 1.00 |      | 1.00 | 1.00 |      | 1.00 |
| Lane Grp Cap(c), veh/h       | 0                                                                                  | 387  | 392  | 0    | 774  | 345  | 511  | 2328 | 1038 | 277  | 2328 | 1038 |
| V/C Ratio(X)                 | 0.00                                                                               | 0.61 | 0.62 | 0.00 | 0.68 | 0.42 | 0.05 | 0.42 | 0.34 | 0.68 | 0.23 | 0.05 |
| Avail Cap(c_a), veh/h        | 0                                                                                  | 577  | 584  | 0    | 1153 | 514  | 511  | 2328 | 1038 | 277  | 2328 | 1038 |
| HCM Platoon Ratio            | 1.00                                                                               | 1.00 | 1.00 | 1.00 | 2.00 | 2.00 | 1.00 | 1.00 | 1.00 | 0.33 | 0.33 | 0.33 |
| Upstream Filter(I)           | 0.00                                                                               | 1.00 | 1.00 | 0.00 | 0.90 | 0.90 | 1.00 | 1.00 | 1.00 | 0.97 | 0.97 | 0.97 |
| Uniform Delay (d), s/veh     | 0.0                                                                                | 40.2 | 40.3 | 0.0  | 29.0 | 27.2 | 12.8 | 9.4  | 8.8  | 48.6 | 20.9 | 16.5 |
| Incr Delay (d2), s/veh       | 0.0                                                                                | 5.6  | 5.7  | 0.0  | 3.4  | 2.7  | 0.2  | 0.6  | 0.9  | 12.2 | 0.2  | 0.1  |
| Initial Q Delay(d3),s/veh    | 0.0                                                                                | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| %ile BackOfQ(95%),veh/ln     | 0.0                                                                                | 10.9 | 11.1 | 0.0  | 8.6  | 5.0  | 0.7  | 9.7  | 7.3  | 10.6 | 10.9 | 1.8  |
| Unsig. Movement Delay, s/veh |                                                                                    |      |      |      |      |      |      |      |      |      |      |      |
| LnGrp Delay(d),s/veh         | 0.0                                                                                | 45.8 | 46.0 | 0.0  | 32.4 | 29.9 | 13.0 | 9.9  | 9.7  | 60.8 | 21.1 | 16.6 |
| LnGrp LOS                    | A                                                                                  | D    | D    | A    | C    | C    | B    | A    | A    | E    | C    | B    |
| Approach Vol, veh/h          |                                                                                    | 479  |      |      | 673  |      |      | 1367 |      |      | 760  |      |
| Approach Delay, s/veh        |                                                                                    | 45.9 |      |      | 31.9 |      |      | 9.9  |      |      | 30.6 |      |
| Approach LOS                 |                                                                                    | D    |      |      | C    |      |      | A    |      |      | C    |      |
| Timer - Assigned Phs         |                                                                                    | 2    |      | 4    |      | 6    |      | 8    |      |      |      |      |
| Phs Duration (G+Y+Rc), s     |                                                                                    | 80.7 |      | 33.3 |      | 80.7 |      | 33.3 |      |      |      |      |
| Change Period (Y+Rc), s      |                                                                                    | 6.0  |      | 8.5  |      | 6.0  |      | 8.5  |      |      |      |      |
| Max Green Setting (Gmax), s  |                                                                                    | 62.5 |      | 37.0 |      | 62.5 |      | 37.0 |      |      |      |      |
| Max Q Clear Time (g_c+I1), s |                                                                                    | 17.6 |      | 15.9 |      | 68.0 |      | 15.6 |      |      |      |      |
| Green Ext Time (p_c), s      |                                                                                    | 29.5 |      | 6.7  |      | 0.0  |      | 9.3  |      |      |      |      |
| <b>Intersection Summary</b>  |                                                                                    |      |      |      |      |      |      |      |      |      |      |      |
| HCM 6th Ctrl Delay           |                                                                                    |      |      | 24.5 |      |      |      |      |      |      |      |      |
| HCM 6th LOS                  |                                                                                    |      |      | C    |      |      |      |      |      |      |      |      |

# Timings

## 4: N Weber St & E Platte Ave

04-25-2025



| Lane Group           | EBL   | EBT   | WBL   | WBT   | NBL   | NBT   | SBL   | SBT   |
|----------------------|-------|-------|-------|-------|-------|-------|-------|-------|
| Lane Configurations  |       |       |       |       |       |       |       |       |
| Traffic Volume (vph) | 116   | 745   | 64    | 510   | 25    | 417   | 44    | 280   |
| Future Volume (vph)  | 116   | 745   | 64    | 510   | 25    | 417   | 44    | 280   |
| Turn Type            | Perm  | NA    | Perm  | NA    | Perm  | NA    | Perm  | NA    |
| Protected Phases     |       | 4     |       | 8     |       | 2     |       | 6     |
| Permitted Phases     | 4     |       | 8     |       | 2     |       | 6     |       |
| Detector Phase       | 4     | 4     | 8     | 8     | 2     | 2     | 6     | 6     |
| Switch Phase         |       |       |       |       |       |       |       |       |
| Minimum Initial (s)  | 20.0  | 20.0  | 20.0  | 20.0  | 20.0  | 20.0  | 20.0  | 20.0  |
| Minimum Split (s)    | 45.0  | 45.0  | 45.0  | 45.0  | 47.5  | 47.5  | 47.5  | 47.5  |
| Total Split (s)      | 53.0  | 53.0  | 53.0  | 53.0  | 61.0  | 61.0  | 61.0  | 61.0  |
| Total Split (%)      | 46.5% | 46.5% | 46.5% | 46.5% | 53.5% | 53.5% | 53.5% | 53.5% |
| Yellow Time (s)      | 4.0   | 4.0   | 4.0   | 4.0   | 3.5   | 3.5   | 3.5   | 3.5   |
| All-Red Time (s)     | 2.0   | 2.0   | 2.0   | 2.0   | 2.0   | 2.0   | 2.0   | 2.0   |
| Lost Time Adjust (s) | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   |
| Total Lost Time (s)  | 6.0   | 6.0   | 6.0   | 6.0   | 5.5   | 5.5   | 5.5   | 5.5   |
| Lead/Lag             |       |       |       |       |       |       |       |       |
| Lead-Lag Optimize?   |       |       |       |       |       |       |       |       |
| Recall Mode          | None  | None  | None  | None  | C-Max | C-Max | C-Max | C-Max |
| Act Effect Green (s) | 41.2  | 41.2  | 41.2  | 41.2  | 61.3  | 61.3  | 61.3  | 61.3  |
| Actuated g/C Ratio   | 0.36  | 0.36  | 0.36  | 0.36  | 0.54  | 0.54  | 0.54  | 0.54  |
| v/c Ratio            | 0.55  | 0.66  | 0.55  | 0.45  | 0.06  | 0.50  | 0.13  | 0.41  |
| Control Delay        | 30.9  | 25.3  | 34.6  | 17.6  | 15.3  | 19.8  | 18.6  | 20.7  |
| Queue Delay          | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.4   |
| Total Delay          | 30.9  | 25.3  | 34.6  | 17.6  | 15.3  | 19.8  | 18.6  | 21.1  |
| LOS                  | C     | C     | C     | B     | B     | B     | B     | C     |
| Approach Delay       |       | 26.1  |       | 19.5  |       | 19.6  |       | 20.8  |
| Approach LOS         |       | C     |       | B     |       | B     |       | C     |

### Intersection Summary

Cycle Length: 114

Actuated Cycle Length: 114

Offset: 34 (30%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow

Natural Cycle: 95

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.66

Intersection Signal Delay: 22.2

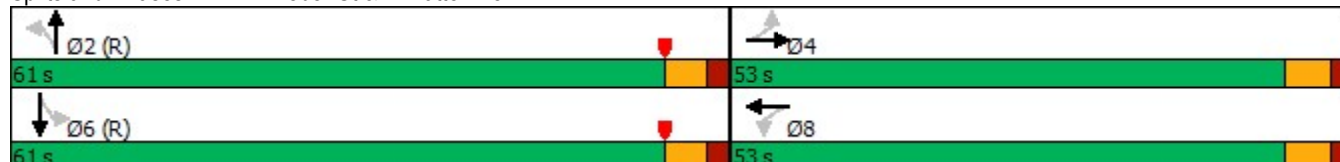
Intersection LOS: C

Intersection Capacity Utilization 89.4%

ICU Level of Service E

Analysis Period (min) 15

Splits and Phases: 4: N Weber St & E Platte Ave



# HCM 6th Signalized Intersection Summary

## 4: N Weber St & E Platte Ave

04-25-2025

|                              |  |  |  |  |  |  |   |  |  |  |  |  |
|------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Movement                     | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                 | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations          |  |  |                                                                                   |  |  |                                                                                   |  |  |                                                                                     |  |  |                                                                                     |
| Traffic Volume (veh/h)       | 116                                                                               | 745                                                                               | 32                                                                                | 64                                                                                | 510                                                                               | 20                                                                                | 25                                                                                  | 417                                                                                 | 38                                                                                  | 44                                                                                  | 280                                                                                 | 84                                                                                  |
| Future Volume (veh/h)        | 116                                                                               | 745                                                                               | 32                                                                                | 64                                                                                | 510                                                                               | 20                                                                                | 25                                                                                  | 417                                                                                 | 38                                                                                  | 44                                                                                  | 280                                                                                 | 84                                                                                  |
| Initial Q (Qb), veh          | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   |
| Ped-Bike Adj(A_pbT)          | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                                |                                                                                     | 1.00                                                                                | 1.00                                                                                |                                                                                     | 1.00                                                                                |
| Parking Bus, Adj             | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Work Zone On Approach        | No                                                                                |                                                                                   |                                                                                   | No                                                                                |                                                                                   |                                                                                   | No                                                                                  |                                                                                     |                                                                                     | No                                                                                  |                                                                                     |                                                                                     |
| Adj Sat Flow, veh/h/ln       | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                                | 1870                                                                                | 1870                                                                                | 1870                                                                                | 1870                                                                                | 1870                                                                                |
| Adj Flow Rate, veh/h         | 126                                                                               | 810                                                                               | 35                                                                                | 70                                                                                | 554                                                                               | 22                                                                                | 27                                                                                  | 453                                                                                 | 41                                                                                  | 48                                                                                  | 304                                                                                 | 91                                                                                  |
| Peak Hour Factor             | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                                | 0.92                                                                                | 0.92                                                                                | 0.92                                                                                | 0.92                                                                                | 0.92                                                                                |
| Percent Heavy Veh, %         | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                   | 2                                                                                   | 2                                                                                   | 2                                                                                   | 2                                                                                   | 2                                                                                   |
| Cap, veh/h                   | 264                                                                               | 1120                                                                              | 48                                                                                | 172                                                                               | 1124                                                                              | 45                                                                                | 633                                                                                 | 974                                                                                 | 88                                                                                  | 444                                                                                 | 797                                                                                 | 238                                                                                 |
| Arrive On Green              | 0.65                                                                              | 0.65                                                                              | 0.65                                                                              | 0.65                                                                              | 0.65                                                                              | 0.65                                                                              | 0.58                                                                                | 0.58                                                                                | 0.58                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Sat Flow, veh/h              | 837                                                                               | 3470                                                                              | 150                                                                               | 652                                                                               | 3484                                                                              | 138                                                                               | 989                                                                                 | 1690                                                                                | 153                                                                                 | 903                                                                                 | 1382                                                                                | 414                                                                                 |
| Grp Volume(v), veh/h         | 126                                                                               | 415                                                                               | 430                                                                               | 70                                                                                | 282                                                                               | 294                                                                               | 27                                                                                  | 0                                                                                   | 494                                                                                 | 48                                                                                  | 0                                                                                   | 395                                                                                 |
| Grp Sat Flow(s),veh/h/ln     | 837                                                                               | 1777                                                                              | 1843                                                                              | 652                                                                               | 1777                                                                              | 1845                                                                              | 989                                                                                 | 0                                                                                   | 1843                                                                                | 903                                                                                 | 0                                                                                   | 1796                                                                                |
| Q Serve(g_s), s              | 12.8                                                                              | 17.7                                                                              | 17.7                                                                              | 10.4                                                                              | 9.4                                                                               | 9.4                                                                               | 1.4                                                                                 | 0.0                                                                                 | 17.7                                                                                | 1.8                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| Cycle Q Clear(g_c), s        | 22.2                                                                              | 17.7                                                                              | 17.7                                                                              | 28.1                                                                              | 9.4                                                                               | 9.4                                                                               | 1.4                                                                                 | 0.0                                                                                 | 17.7                                                                                | 19.5                                                                                | 0.0                                                                                 | 0.0                                                                                 |
| Prop In Lane                 | 1.00                                                                              |                                                                                   | 0.08                                                                              | 1.00                                                                              |                                                                                   | 0.07                                                                              | 1.00                                                                                |                                                                                     | 0.08                                                                                | 1.00                                                                                |                                                                                     | 0.23                                                                                |
| Lane Grp Cap(c), veh/h       | 264                                                                               | 573                                                                               | 595                                                                               | 172                                                                               | 573                                                                               | 596                                                                               | 633                                                                                 | 0                                                                                   | 1062                                                                                | 444                                                                                 | 0                                                                                   | 1035                                                                                |
| V/C Ratio(X)                 | 0.48                                                                              | 0.72                                                                              | 0.72                                                                              | 0.41                                                                              | 0.49                                                                              | 0.49                                                                              | 0.04                                                                                | 0.00                                                                                | 0.47                                                                                | 0.11                                                                                | 0.00                                                                                | 0.38                                                                                |
| Avail Cap(c_a), veh/h        | 339                                                                               | 733                                                                               | 760                                                                               | 231                                                                               | 733                                                                               | 761                                                                               | 633                                                                                 | 0                                                                                   | 1062                                                                                | 444                                                                                 | 0                                                                                   | 1035                                                                                |
| HCM Platoon Ratio            | 2.00                                                                              | 2.00                                                                              | 2.00                                                                              | 2.00                                                                              | 2.00                                                                              | 2.00                                                                              | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 2.00                                                                                | 2.00                                                                                | 2.00                                                                                |
| Upstream Filter(I)           | 0.86                                                                              | 0.86                                                                              | 0.86                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 1.00                                                                                | 0.00                                                                                | 1.00                                                                                | 0.96                                                                                | 0.00                                                                                | 0.96                                                                                |
| Uniform Delay (d), s/veh     | 21.1                                                                              | 16.8                                                                              | 16.8                                                                              | 26.2                                                                              | 15.4                                                                              | 15.4                                                                              | 10.5                                                                                | 0.0                                                                                 | 14.0                                                                                | 2.6                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| Incr Delay (d2), s/veh       | 2.4                                                                               | 3.7                                                                               | 3.5                                                                               | 3.0                                                                               | 1.3                                                                               | 1.2                                                                               | 0.1                                                                                 | 0.0                                                                                 | 1.5                                                                                 | 0.5                                                                                 | 0.0                                                                                 | 1.0                                                                                 |
| Initial Q Delay(d3),s/veh    | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| %ile BackOfQ(95%),veh/ln     | 3.9                                                                               | 8.7                                                                               | 8.9                                                                               | 2.8                                                                               | 5.8                                                                               | 6.0                                                                               | 0.6                                                                                 | 0.0                                                                                 | 12.0                                                                                | 0.4                                                                                 | 0.0                                                                                 | 0.5                                                                                 |
| Unsig. Movement Delay, s/veh |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| LnGrp Delay(d),s/veh         | 23.6                                                                              | 20.5                                                                              | 20.4                                                                              | 29.2                                                                              | 16.6                                                                              | 16.6                                                                              | 10.6                                                                                | 0.0                                                                                 | 15.4                                                                                | 3.1                                                                                 | 0.0                                                                                 | 1.0                                                                                 |
| LnGrp LOS                    | C                                                                                 | C                                                                                 | C                                                                                 | C                                                                                 | B                                                                                 | B                                                                                 | B                                                                                   | A                                                                                   | B                                                                                   | A                                                                                   | A                                                                                   | A                                                                                   |
| Approach Vol, veh/h          | 971                                                                               |                                                                                   |                                                                                   | 646                                                                               |                                                                                   |                                                                                   | 521                                                                                 |                                                                                     |                                                                                     | 443                                                                                 |                                                                                     |                                                                                     |
| Approach Delay, s/veh        | 20.8                                                                              |                                                                                   |                                                                                   | 18.0                                                                              |                                                                                   |                                                                                   | 15.2                                                                                |                                                                                     |                                                                                     | 1.3                                                                                 |                                                                                     |                                                                                     |
| Approach LOS                 | C                                                                                 |                                                                                   |                                                                                   | B                                                                                 |                                                                                   |                                                                                   | B                                                                                   |                                                                                     |                                                                                     | A                                                                                   |                                                                                     |                                                                                     |
| Timer - Assigned Phs         | 2                                                                                 |                                                                                   |                                                                                   | 4                                                                                 |                                                                                   |                                                                                   | 6                                                                                   |                                                                                     |                                                                                     | 8                                                                                   |                                                                                     |                                                                                     |
| Phs Duration (G+Y+Rc), s     | 71.2                                                                              |                                                                                   |                                                                                   | 42.8                                                                              |                                                                                   |                                                                                   | 71.2                                                                                |                                                                                     |                                                                                     | 42.8                                                                                |                                                                                     |                                                                                     |
| Change Period (Y+Rc), s      | 5.5                                                                               |                                                                                   |                                                                                   | 6.0                                                                               |                                                                                   |                                                                                   | 5.5                                                                                 |                                                                                     |                                                                                     | 6.0                                                                                 |                                                                                     |                                                                                     |
| Max Green Setting (Gmax), s  | 55.5                                                                              |                                                                                   |                                                                                   | 47.0                                                                              |                                                                                   |                                                                                   | 55.5                                                                                |                                                                                     |                                                                                     | 47.0                                                                                |                                                                                     |                                                                                     |
| Max Q Clear Time (g_c+I1), s | 19.7                                                                              |                                                                                   |                                                                                   | 24.2                                                                              |                                                                                   |                                                                                   | 21.5                                                                                |                                                                                     |                                                                                     | 30.1                                                                                |                                                                                     |                                                                                     |
| Green Ext Time (p_c), s      | 7.5                                                                               |                                                                                   |                                                                                   | 11.9                                                                              |                                                                                   |                                                                                   | 6.0                                                                                 |                                                                                     |                                                                                     | 6.7                                                                                 |                                                                                     |                                                                                     |
| Intersection Summary         |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 6th Ctrl Delay           |                                                                                   |                                                                                   |                                                                                   | 15.6                                                                              |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 6th LOS                  |                                                                                   |                                                                                   |                                                                                   | B                                                                                 |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |

# Timings

## 5: N Weber St & E Boulder St

04-25-2025

|                      | ↖     | ↗     | ↑     | ↘     | ↙     | ↓     |
|----------------------|-------|-------|-------|-------|-------|-------|
| Lane Group           | WBL   | WBR   | NBT   | NBR   | SBL   | SBT   |
| Lane Configurations  | ↖     | ↗     | ↑     | ↘     | ↙     | ↓     |
| Traffic Volume (vph) | 148   | 79    | 409   | 137   | 25    | 261   |
| Future Volume (vph)  | 148   | 79    | 409   | 137   | 25    | 261   |
| Turn Type            | Prot  | Perm  | NA    | Perm  | Perm  | NA    |
| Protected Phases     | 3     |       | 2     |       |       | 6     |
| Permitted Phases     |       | 8     |       | 2     | 6     |       |
| Detector Phase       | 3     | 8     | 2     | 2     | 6     | 6     |
| Switch Phase         |       |       |       |       |       |       |
| Minimum Initial (s)  | 5.0   | 20.0  | 20.0  | 20.0  | 20.0  | 20.0  |
| Minimum Split (s)    | 9.5   | 43.5  | 47.5  | 47.5  | 47.5  | 47.5  |
| Total Split (s)      | 48.0  | 48.0  | 66.0  | 66.0  | 66.0  | 66.0  |
| Total Split (%)      | 42.1% | 42.1% | 57.9% | 57.9% | 57.9% | 57.9% |
| Yellow Time (s)      | 3.5   | 3.5   | 3.5   | 3.5   | 3.5   | 3.5   |
| All-Red Time (s)     | 1.0   | 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   |
| Total Lost Time (s)  | 4.5   | 5.5   | 5.5   | 5.5   | 5.5   | 5.5   |
| Lead/Lag             |       |       |       |       |       |       |
| Lead-Lag Optimize?   |       |       |       |       |       |       |
| Recall Mode          | None  | None  | C-Max | C-Max | C-Max | C-Max |
| Act Effect Green (s) | 21.1  | 20.1  | 82.9  | 82.9  | 82.9  | 82.9  |
| Actuated g/C Ratio   | 0.19  | 0.18  | 0.73  | 0.73  | 0.73  | 0.73  |
| v/c Ratio            | 0.49  | 0.25  | 0.33  | 0.13  | 0.04  | 0.21  |
| Control Delay        | 55.2  | 24.2  | 4.1   | 1.4   | 4.6   | 5.4   |
| Queue Delay          | 0.0   | 0.0   | 0.1   | 0.0   | 0.0   | 0.0   |
| Total Delay          | 55.2  | 24.2  | 4.2   | 1.4   | 4.6   | 5.4   |
| LOS                  | E     | C     | A     | A     | A     | A     |
| Approach Delay       | 44.4  |       | 3.5   |       |       | 5.4   |
| Approach LOS         | D     |       | A     |       |       | A     |

### Intersection Summary

Cycle Length: 114

Actuated Cycle Length: 114

Offset: 39 (34%), Referenced to phase 2:NBT and 6:SBTL, Start of Yellow

Natural Cycle: 95

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.49

Intersection Signal Delay: 12.8

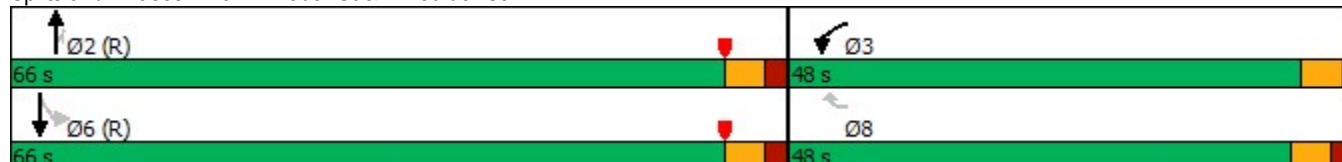
Intersection LOS: B

Intersection Capacity Utilization 47.4%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 5: N Weber St & E Boulder St



# HCM 6th Signalized Intersection Summary

## 5: N Weber St & E Boulder St

04-25-2025

|                              |  |  |  |  |  |  |
|------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|
| Movement                     | WBL                                                                               | WBR                                                                               | NBT                                                                               | NBR                                                                               | SBL                                                                               | SBT                                                                               |
| Lane Configurations          |  |  |  |  |  |  |
| Traffic Volume (veh/h)       | 148                                                                               | 79                                                                                | 409                                                                               | 137                                                                               | 25                                                                                | 261                                                                               |
| Future Volume (veh/h)        | 148                                                                               | 79                                                                                | 409                                                                               | 137                                                                               | 25                                                                                | 261                                                                               |
| Initial Q (Qb), veh          | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 |
| Ped-Bike Adj(A_pbT)          | 1.00                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                              |                                                                                   |
| Parking Bus, Adj             | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              |
| Work Zone On Approach        | No                                                                                |                                                                                   | No                                                                                |                                                                                   |                                                                                   | No                                                                                |
| Adj Sat Flow, veh/h/ln       | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              |
| Adj Flow Rate, veh/h         | 161                                                                               | 86                                                                                | 445                                                                               | 149                                                                               | 27                                                                                | 284                                                                               |
| Peak Hour Factor             | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              |
| Percent Heavy Veh, %         | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 |
| Cap, veh/h                   | 200                                                                               | 178                                                                               | 1496                                                                              | 1268                                                                              | 722                                                                               | 1496                                                                              |
| Arrive On Green              | 0.11                                                                              | 0.11                                                                              | 1.00                                                                              | 1.00                                                                              | 0.80                                                                              | 0.80                                                                              |
| Sat Flow, veh/h              | 1781                                                                              | 1585                                                                              | 1870                                                                              | 1585                                                                              | 823                                                                               | 1870                                                                              |
| Grp Volume(v), veh/h         | 161                                                                               | 86                                                                                | 445                                                                               | 149                                                                               | 27                                                                                | 284                                                                               |
| Grp Sat Flow(s),veh/h/ln     | 1781                                                                              | 1585                                                                              | 1870                                                                              | 1585                                                                              | 823                                                                               | 1870                                                                              |
| Q Serve(g_s), s              | 10.1                                                                              | 5.8                                                                               | 0.0                                                                               | 0.0                                                                               | 0.8                                                                               | 4.1                                                                               |
| Cycle Q Clear(g_c), s        | 10.1                                                                              | 5.8                                                                               | 0.0                                                                               | 0.0                                                                               | 0.8                                                                               | 4.1                                                                               |
| Prop In Lane                 | 1.00                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                              |                                                                                   |
| Lane Grp Cap(c), veh/h       | 200                                                                               | 178                                                                               | 1496                                                                              | 1268                                                                              | 722                                                                               | 1496                                                                              |
| V/C Ratio(X)                 | 0.80                                                                              | 0.48                                                                              | 0.30                                                                              | 0.12                                                                              | 0.04                                                                              | 0.19                                                                              |
| Avail Cap(c_a), veh/h        | 680                                                                               | 605                                                                               | 1496                                                                              | 1268                                                                              | 722                                                                               | 1496                                                                              |
| HCM Platoon Ratio            | 1.00                                                                              | 1.00                                                                              | 2.00                                                                              | 2.00                                                                              | 1.00                                                                              | 1.00                                                                              |
| Upstream Filter(I)           | 0.73                                                                              | 0.73                                                                              | 0.85                                                                              | 0.85                                                                              | 1.00                                                                              | 1.00                                                                              |
| Uniform Delay (d), s/veh     | 49.4                                                                              | 47.5                                                                              | 0.0                                                                               | 0.0                                                                               | 2.4                                                                               | 2.7                                                                               |
| Incr Delay (d2), s/veh       | 5.5                                                                               | 1.5                                                                               | 0.4                                                                               | 0.2                                                                               | 0.1                                                                               | 0.3                                                                               |
| Initial Q Delay(d3),s/veh    | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               |
| %ile BackOfQ(95%),veh/ln     | 7.9                                                                               | 4.3                                                                               | 0.3                                                                               | 0.1                                                                               | 0.2                                                                               | 2.3                                                                               |
| Unsig. Movement Delay, s/veh |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| LnGrp Delay(d),s/veh         | 54.8                                                                              | 49.0                                                                              | 0.4                                                                               | 0.2                                                                               | 2.5                                                                               | 3.0                                                                               |
| LnGrp LOS                    | D                                                                                 | D                                                                                 | A                                                                                 | A                                                                                 | A                                                                                 | A                                                                                 |
| Approach Vol, veh/h          | 247                                                                               |                                                                                   | 594                                                                               |                                                                                   |                                                                                   | 311                                                                               |
| Approach Delay, s/veh        | 52.8                                                                              |                                                                                   | 0.4                                                                               |                                                                                   |                                                                                   | 2.9                                                                               |
| Approach LOS                 | D                                                                                 |                                                                                   | A                                                                                 |                                                                                   |                                                                                   | A                                                                                 |
| Timer - Assigned Phs         | 2                                                                                 |                                                                                   | 6                                                                                 |                                                                                   | 8                                                                                 |                                                                                   |
| Phs Duration (G+Y+Rc), s     | 96.7                                                                              |                                                                                   | 96.7                                                                              |                                                                                   | 17.3                                                                              |                                                                                   |
| Change Period (Y+Rc), s      | 5.5                                                                               |                                                                                   | 5.5                                                                               |                                                                                   | 4.5                                                                               |                                                                                   |
| Max Green Setting (Gmax), s  | 60.5                                                                              |                                                                                   | 60.5                                                                              |                                                                                   | 43.5                                                                              |                                                                                   |
| Max Q Clear Time (g_c+I1), s | 2.0                                                                               |                                                                                   | 6.1                                                                               |                                                                                   | 12.1                                                                              |                                                                                   |
| Green Ext Time (p_c), s      | 8.3                                                                               |                                                                                   | 4.2                                                                               |                                                                                   | 0.8                                                                               |                                                                                   |
| Intersection Summary         |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| HCM 6th Ctrl Delay           |                                                                                   |                                                                                   | 12.3                                                                              |                                                                                   |                                                                                   |                                                                                   |
| HCM 6th LOS                  |                                                                                   |                                                                                   | B                                                                                 |                                                                                   |                                                                                   |                                                                                   |

HCM 6th TWSC  
6: N Weber St & St Vrain St

04-25-2025

| 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       | 11     | 12                                                                                | 20     | 3          | 32                                                                                | 2      | 57    | 429                                                                               | 4      | 6     | 259                                                                                 | 13   |
| Future Vol, veh/h        | 11     | 12                                                                                | 20     | 3          | 32                                                                                | 2      | 57    | 429                                                                               | 4      | 6     | 259                                                                                 | 13   |
| Conflicting Peds, #/hr   | 0      | 0                                                                                 | 0      | 0          | 0                                                                                 | 0      | 0     | 0                                                                                 | 0      | 0     | 0                                                                                   | 0    |
| Sign Control             | Stop   | Stop                                                                              | Stop   | Stop       | Stop                                                                              | Stop   | Free  | Free                                                                              | Free   | Free  | Free                                                                                | Free |
| RT Channelized           | -      | -                                                                                 | None   | -          | -                                                                                 | None   | -     | -                                                                                 | None   | -     | -                                                                                   | None |
| Storage Length           | -      | -                                                                                 | -      | -          | -                                                                                 | -      | -     | -                                                                                 | -      | -     | -                                                                                   | -    |
| Veh in Median Storage, # | -      | 0                                                                                 | -      | -          | 0                                                                                 | -      | -     | 0                                                                                 | -      | -     | 0                                                                                   | -    |
| Grade, %                 | -      | 0                                                                                 | -      | -          | 0                                                                                 | -      | -     | 0                                                                                 | -      | -     | 0                                                                                   | -    |
| Peak Hour Factor         | 92     | 92                                                                                | 92     | 92         | 92                                                                                | 92     | 92    | 92                                                                                | 92     | 92    | 92                                                                                  | 92   |
| Heavy Vehicles, %        | 2      | 2                                                                                 | 2      | 2          | 2                                                                                 | 2      | 2     | 2                                                                                 | 2      | 2     | 2                                                                                   | 2    |
| Mvmt Flow                | 12     | 13                                                                                | 22     | 3          | 35                                                                                | 2      | 62    | 466                                                                               | 4      | 7     | 282                                                                                 | 14   |
|                          |        |                                                                                   |        |            |                                                                                   |        |       |                                                                                   |        |       |                                                                                     |      |
| Major/Minor              | Minor2 |                                                                                   | Minor1 |            |                                                                                   | Major1 |       |                                                                                   | Major2 |       |                                                                                     |      |
| Conflicting Flow All     | 914    | 897                                                                               | 289    | 913        | 902                                                                               | 468    | 296   | 0                                                                                 | 0      | 470   | 0                                                                                   | 0    |
| Stage 1                  | 303    | 303                                                                               | -      | 592        | 592                                                                               | -      | -     | -                                                                                 | -      | -     | -                                                                                   | -    |
| Stage 2                  | 611    | 594                                                                               | -      | 321        | 310                                                                               | -      | -     | -                                                                                 | -      | -     | -                                                                                   | -    |
| Critical Hdwy            | 7.12   | 6.52                                                                              | 6.22   | 7.12       | 6.52                                                                              | 6.22   | 4.12  | -                                                                                 | -      | 4.12  | -                                                                                   | -    |
| Critical Hdwy Stg 1      | 6.12   | 5.52                                                                              | -      | 6.12       | 5.52                                                                              | -      | -     | -                                                                                 | -      | -     | -                                                                                   | -    |
| Critical Hdwy Stg 2      | 6.12   | 5.52                                                                              | -      | 6.12       | 5.52                                                                              | -      | -     | -                                                                                 | -      | -     | -                                                                                   | -    |
| Follow-up Hdwy           | 3.518  | 4.018                                                                             | 3.318  | 3.518      | 4.018                                                                             | 3.318  | 2.218 | -                                                                                 | -      | 2.218 | -                                                                                   | -    |
| Pot Cap-1 Maneuver       | 254    | 279                                                                               | 750    | 254        | 277                                                                               | 595    | 1265  | -                                                                                 | -      | 1092  | -                                                                                   | -    |
| Stage 1                  | 706    | 664                                                                               | -      | 493        | 494                                                                               | -      | -     | -                                                                                 | -      | -     | -                                                                                   | -    |
| Stage 2                  | 481    | 493                                                                               | -      | 691        | 659                                                                               | -      | -     | -                                                                                 | -      | -     | -                                                                                   | -    |
| Platoon blocked, %       |        |                                                                                   |        |            |                                                                                   |        |       | -                                                                                 | -      |       | -                                                                                   | -    |
| Mov Cap-1 Maneuver       | 214    | 259                                                                               | 750    | 224        | 257                                                                               | 595    | 1265  | -                                                                                 | -      | 1092  | -                                                                                   | -    |
| Mov Cap-2 Maneuver       | 214    | 259                                                                               | -      | 224        | 257                                                                               | -      | -     | -                                                                                 | -      | -     | -                                                                                   | -    |
| Stage 1                  | 659    | 659                                                                               | -      | 460        | 461                                                                               | -      | -     | -                                                                                 | -      | -     | -                                                                                   | -    |
| Stage 2                  | 414    | 460                                                                               | -      | 652        | 654                                                                               | -      | -     | -                                                                                 | -      | -     | -                                                                                   | -    |
|                          |        |                                                                                   |        |            |                                                                                   |        |       |                                                                                   |        |       |                                                                                     |      |
| Approach                 | EB     |                                                                                   | WB     |            |                                                                                   | NB     |       |                                                                                   | SB     |       |                                                                                     |      |
| HCM Control Delay, s     | 17     |                                                                                   | 21.2   |            |                                                                                   | 0.9    |       |                                                                                   | 0.2    |       |                                                                                     |      |
| HCM LOS                  | C      |                                                                                   | C      |            |                                                                                   |        |       |                                                                                   |        |       |                                                                                     |      |
|                          |        |                                                                                   |        |            |                                                                                   |        |       |                                                                                   |        |       |                                                                                     |      |
| Minor Lane/Major Mvmt    | NBL    | NBT                                                                               | NBR    | EBLn1WBLn1 | SBL                                                                               | SBT    | SBR   |                                                                                   |        |       |                                                                                     |      |
| Capacity (veh/h)         | 1265   | -                                                                                 | -      | 346        | 262                                                                               | 1092   | -     | -                                                                                 |        |       |                                                                                     |      |
| HCM Lane V/C Ratio       | 0.049  | -                                                                                 | -      | 0.135      | 0.154                                                                             | 0.006  | -     | -                                                                                 |        |       |                                                                                     |      |
| HCM Control Delay (s)    | 8      | 0                                                                                 | -      | 17         | 21.2                                                                              | 8.3    | 0     | -                                                                                 |        |       |                                                                                     |      |
| HCM Lane LOS             | A      | A                                                                                 | -      | C          | C                                                                                 | A      | A     | -                                                                                 |        |       |                                                                                     |      |
| HCM 95th %tile Q(veh)    | 0.2    | -                                                                                 | -      | 0.5        | 0.5                                                                               | 0      | -     | -                                                                                 |        |       |                                                                                     |      |

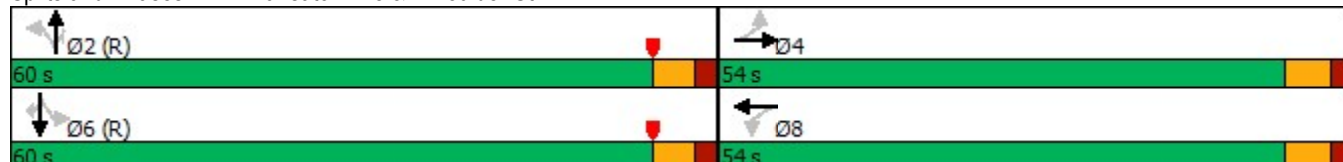
# Timings

## 7: Wahsatch Ave & E Boulder St

04-25-2025

|                                                                          |  |  |  |  |  |  |   |  |  |  |
|--------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Lane Group                                                               | EBL                                                                               | EBT                                                                               | WBL                                                                               | WBT                                                                               | NBL                                                                               | NBT                                                                               | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations                                                      |                                                                                   |  |                                                                                   |  |  |  |  |  |  |  |
| Traffic Volume (vph)                                                     | 10                                                                                | 119                                                                               | 106                                                                               | 204                                                                               | 15                                                                                | 594                                                                               | 121                                                                                 | 44                                                                                  | 312                                                                                 | 12                                                                                  |
| Future Volume (vph)                                                      | 10                                                                                | 119                                                                               | 106                                                                               | 204                                                                               | 15                                                                                | 594                                                                               | 121                                                                                 | 44                                                                                  | 312                                                                                 | 12                                                                                  |
| Turn Type                                                                | Perm                                                                              | NA                                                                                | Perm                                                                              | NA                                                                                | Perm                                                                              | NA                                                                                | Perm                                                                                | Perm                                                                                | NA                                                                                  | Perm                                                                                |
| Protected Phases                                                         |                                                                                   | 4                                                                                 |                                                                                   | 8                                                                                 |                                                                                   | 2                                                                                 |                                                                                     |                                                                                     | 6                                                                                   |                                                                                     |
| Permitted Phases                                                         | 4                                                                                 |                                                                                   | 8                                                                                 |                                                                                   | 2                                                                                 |                                                                                   | 2                                                                                   | 6                                                                                   |                                                                                     | 6                                                                                   |
| Detector Phase                                                           | 4                                                                                 | 4                                                                                 | 8                                                                                 | 8                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                   | 6                                                                                   | 6                                                                                   | 6                                                                                   |
| Switch Phase                                                             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Minimum Initial (s)                                                      | 20.0                                                                              | 20.0                                                                              | 20.0                                                                              | 20.0                                                                              | 20.0                                                                              | 20.0                                                                              | 20.0                                                                                | 20.0                                                                                | 20.0                                                                                | 20.0                                                                                |
| Minimum Split (s)                                                        | 45.0                                                                              | 45.0                                                                              | 45.0                                                                              | 45.0                                                                              | 47.5                                                                              | 47.5                                                                              | 47.5                                                                                | 47.5                                                                                | 47.5                                                                                | 47.5                                                                                |
| Total Split (s)                                                          | 54.0                                                                              | 54.0                                                                              | 54.0                                                                              | 54.0                                                                              | 60.0                                                                              | 60.0                                                                              | 60.0                                                                                | 60.0                                                                                | 60.0                                                                                | 60.0                                                                                |
| Total Split (%)                                                          | 47.4%                                                                             | 47.4%                                                                             | 47.4%                                                                             | 47.4%                                                                             | 52.6%                                                                             | 52.6%                                                                             | 52.6%                                                                               | 52.6%                                                                               | 52.6%                                                                               | 52.6%                                                                               |
| Yellow Time (s)                                                          | 4.0                                                                               | 4.0                                                                               | 4.0                                                                               | 4.0                                                                               | 3.5                                                                               | 3.5                                                                               | 3.5                                                                                 | 3.5                                                                                 | 3.5                                                                                 | 3.5                                                                                 |
| All-Red Time (s)                                                         | 2.0                                                                               | 2.0                                                                               | 2.0                                                                               | 2.0                                                                               | 2.0                                                                               | 2.0                                                                               | 2.0                                                                                 | 2.0                                                                                 | 2.0                                                                                 | 2.0                                                                                 |
| Lost Time Adjust (s)                                                     |                                                                                   | 0.0                                                                               |                                                                                   | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| Total Lost Time (s)                                                      |                                                                                   | 6.0                                                                               |                                                                                   | 6.0                                                                               | 5.5                                                                               | 5.5                                                                               | 5.5                                                                                 | 5.5                                                                                 | 5.5                                                                                 | 5.5                                                                                 |
| Lead/Lag                                                                 |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Lead-Lag Optimize?                                                       |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Recall Mode                                                              | None                                                                              | None                                                                              | None                                                                              | None                                                                              | C-Max                                                                             | C-Max                                                                             | C-Max                                                                               | C-Max                                                                               | C-Max                                                                               | C-Max                                                                               |
| Act Effct Green (s)                                                      |                                                                                   | 26.5                                                                              |                                                                                   | 26.5                                                                              | 76.0                                                                              | 76.0                                                                              | 76.0                                                                                | 76.0                                                                                | 76.0                                                                                | 76.0                                                                                |
| Actuated g/C Ratio                                                       |                                                                                   | 0.23                                                                              |                                                                                   | 0.23                                                                              | 0.67                                                                              | 0.67                                                                              | 0.67                                                                                | 0.67                                                                                | 0.67                                                                                | 0.67                                                                                |
| v/c Ratio                                                                |                                                                                   | 0.22                                                                              |                                                                                   | 0.67                                                                              | 0.02                                                                              | 0.27                                                                              | 0.12                                                                                | 0.10                                                                                | 0.14                                                                                | 0.01                                                                                |
| Control Delay                                                            |                                                                                   | 34.5                                                                              |                                                                                   | 38.9                                                                              | 3.1                                                                               | 2.9                                                                               | 0.4                                                                                 | 8.9                                                                                 | 7.9                                                                                 | 1.2                                                                                 |
| Queue Delay                                                              |                                                                                   | 0.0                                                                               |                                                                                   | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| Total Delay                                                              |                                                                                   | 34.5                                                                              |                                                                                   | 38.9                                                                              | 3.1                                                                               | 2.9                                                                               | 0.4                                                                                 | 8.9                                                                                 | 7.9                                                                                 | 1.2                                                                                 |
| LOS                                                                      |                                                                                   | C                                                                                 |                                                                                   | D                                                                                 | A                                                                                 | A                                                                                 | A                                                                                   | A                                                                                   | A                                                                                   | A                                                                                   |
| Approach Delay                                                           |                                                                                   | 34.5                                                                              |                                                                                   | 38.9                                                                              |                                                                                   | 2.5                                                                               |                                                                                     |                                                                                     | 7.8                                                                                 |                                                                                     |
| Approach LOS                                                             |                                                                                   | C                                                                                 |                                                                                   | D                                                                                 |                                                                                   | A                                                                                 |                                                                                     |                                                                                     | A                                                                                   |                                                                                     |
| Intersection Summary                                                     |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Cycle Length: 114                                                        |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Actuated Cycle Length: 114                                               |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Offset: 39 (34%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Natural Cycle: 95                                                        |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Control Type: Actuated-Coordinated                                       |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Maximum v/c Ratio: 0.67                                                  |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Intersection Signal Delay: 15.8                                          |                                                                                   |                                                                                   |                                                                                   |                                                                                   | Intersection LOS: B                                                               |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Intersection Capacity Utilization 84.5%                                  |                                                                                   |                                                                                   |                                                                                   |                                                                                   | ICU Level of Service E                                                            |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Analysis Period (min) 15                                                 |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |

Splits and Phases: 7: Wahsatch Ave & E Boulder St



# HCM 6th Signalized Intersection Summary

## 7: Wahsatch Ave & E Boulder St

04-25-2025

|                              |  |  |  |  |  |  |  |  |  |  |  |  |
|------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Movement                     | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations          |                                                                                   |  |                                                                                   |                                                                                   |  |                                                                                   |  |  |  |  |  |  |
| Traffic Volume (veh/h)       | 10                                                                                | 119                                                                               | 22                                                                                | 106                                                                               | 204                                                                               | 118                                                                               | 15                                                                                 | 594                                                                                 | 121                                                                                 | 44                                                                                  | 312                                                                                 | 12                                                                                  |
| Future Volume (veh/h)        | 10                                                                                | 119                                                                               | 22                                                                                | 106                                                                               | 204                                                                               | 118                                                                               | 15                                                                                 | 594                                                                                 | 121                                                                                 | 44                                                                                  | 312                                                                                 | 12                                                                                  |
| Initial Q (Qb), veh          | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                  | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   |
| Ped-Bike Adj(A_pbT)          | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                               |                                                                                     | 1.00                                                                                | 1.00                                                                                |                                                                                     | 1.00                                                                                |
| Parking Bus, Adj             | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                               | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Work Zone On Approach        |                                                                                   | No                                                                                |                                                                                   |                                                                                   | No                                                                                |                                                                                   |                                                                                    | No                                                                                  |                                                                                     |                                                                                     | No                                                                                  |                                                                                     |
| Adj Sat Flow, veh/h/ln       | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                               | 1870                                                                                | 1870                                                                                | 1870                                                                                | 1870                                                                                | 1870                                                                                |
| Adj Flow Rate, veh/h         | 11                                                                                | 129                                                                               | 24                                                                                | 115                                                                               | 222                                                                               | 128                                                                               | 16                                                                                 | 646                                                                                 | 132                                                                                 | 48                                                                                  | 339                                                                                 | 13                                                                                  |
| Peak Hour Factor             | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                               | 0.92                                                                                | 0.92                                                                                | 0.92                                                                                | 0.92                                                                                | 0.92                                                                                |
| Percent Heavy Veh, %         | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                  | 2                                                                                   | 2                                                                                   | 2                                                                                   | 2                                                                                   | 2                                                                                   |
| Cap, veh/h                   | 61                                                                                | 630                                                                               | 116                                                                               | 196                                                                               | 341                                                                               | 212                                                                               | 699                                                                                | 2324                                                                                | 1036                                                                                | 517                                                                                 | 2324                                                                                | 1036                                                                                |
| Arrive On Green              | 0.25                                                                              | 0.25                                                                              | 0.25                                                                              | 0.25                                                                              | 0.25                                                                              | 0.25                                                                              | 1.00                                                                               | 1.00                                                                                | 1.00                                                                                | 0.65                                                                                | 0.65                                                                                | 0.65                                                                                |
| Sat Flow, veh/h              | 105                                                                               | 2570                                                                              | 475                                                                               | 610                                                                               | 1391                                                                              | 863                                                                               | 1029                                                                               | 3554                                                                                | 1585                                                                                | 694                                                                                 | 3554                                                                                | 1585                                                                                |
| Grp Volume(v), veh/h         | 82                                                                                | 0                                                                                 | 82                                                                                | 236                                                                               | 0                                                                                 | 229                                                                               | 16                                                                                 | 646                                                                                 | 132                                                                                 | 48                                                                                  | 339                                                                                 | 13                                                                                  |
| Grp Sat Flow(s),veh/h/ln     | 1533                                                                              | 0                                                                                 | 1617                                                                              | 1317                                                                              | 0                                                                                 | 1547                                                                              | 1029                                                                               | 1777                                                                                | 1585                                                                                | 694                                                                                 | 1777                                                                                | 1585                                                                                |
| Q Serve(g_s), s              | 0.2                                                                               | 0.0                                                                               | 4.6                                                                               | 15.5                                                                              | 0.0                                                                               | 15.0                                                                              | 0.1                                                                                | 0.0                                                                                 | 0.0                                                                                 | 2.9                                                                                 | 4.2                                                                                 | 0.3                                                                                 |
| Cycle Q Clear(g_c), s        | 15.2                                                                              | 0.0                                                                               | 4.6                                                                               | 20.0                                                                              | 0.0                                                                               | 15.0                                                                              | 4.3                                                                                | 0.0                                                                                 | 0.0                                                                                 | 2.9                                                                                 | 4.2                                                                                 | 0.3                                                                                 |
| Prop In Lane                 | 0.13                                                                              |                                                                                   | 0.29                                                                              | 0.49                                                                              |                                                                                   | 0.56                                                                              | 1.00                                                                               |                                                                                     | 1.00                                                                                | 1.00                                                                                |                                                                                     | 1.00                                                                                |
| Lane Grp Cap(c), veh/h       | 412                                                                               | 0                                                                                 | 396                                                                               | 370                                                                               | 0                                                                                 | 379                                                                               | 699                                                                                | 2324                                                                                | 1036                                                                                | 517                                                                                 | 2324                                                                                | 1036                                                                                |
| V/C Ratio(X)                 | 0.20                                                                              | 0.00                                                                              | 0.21                                                                              | 0.64                                                                              | 0.00                                                                              | 0.60                                                                              | 0.02                                                                               | 0.28                                                                                | 0.13                                                                                | 0.09                                                                                | 0.15                                                                                | 0.01                                                                                |
| Avail Cap(c_a), veh/h        | 708                                                                               | 0                                                                                 | 681                                                                               | 633                                                                               | 0                                                                                 | 651                                                                               | 699                                                                                | 2324                                                                                | 1036                                                                                | 517                                                                                 | 2324                                                                                | 1036                                                                                |
| HCM Platoon Ratio            | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 2.00                                                                               | 2.00                                                                                | 2.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Upstream Filter(I)           | 1.00                                                                              | 0.00                                                                              | 1.00                                                                              | 1.00                                                                              | 0.00                                                                              | 1.00                                                                              | 0.92                                                                               | 0.92                                                                                | 0.92                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Uniform Delay (d), s/veh     | 34.0                                                                              | 0.0                                                                               | 34.2                                                                              | 41.3                                                                              | 0.0                                                                               | 38.1                                                                              | 0.1                                                                                | 0.0                                                                                 | 0.0                                                                                 | 7.3                                                                                 | 7.5                                                                                 | 6.9                                                                                 |
| Incr Delay (d2), s/veh       | 0.5                                                                               | 0.0                                                                               | 0.5                                                                               | 3.9                                                                               | 0.0                                                                               | 3.3                                                                               | 0.1                                                                                | 0.3                                                                                 | 0.2                                                                                 | 0.4                                                                                 | 0.1                                                                                 | 0.0                                                                                 |
| Initial Q Delay(d3),s/veh    | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                                | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| %ile BackOfQ(95%),veh/ln     | 3.4                                                                               | 0.0                                                                               | 3.4                                                                               | 10.8                                                                              | 0.0                                                                               | 10.1                                                                              | 0.0                                                                                | 0.2                                                                                 | 0.1                                                                                 | 0.8                                                                                 | 2.8                                                                                 | 0.2                                                                                 |
| Unsig. Movement Delay, s/veh |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| LnGrp Delay(d),s/veh         | 34.5                                                                              | 0.0                                                                               | 34.7                                                                              | 45.2                                                                              | 0.0                                                                               | 41.4                                                                              | 0.2                                                                                | 0.3                                                                                 | 0.2                                                                                 | 7.7                                                                                 | 7.7                                                                                 | 6.9                                                                                 |
| LnGrp LOS                    | C                                                                                 | A                                                                                 | C                                                                                 | D                                                                                 | A                                                                                 | D                                                                                 | A                                                                                  | A                                                                                   | A                                                                                   | A                                                                                   | A                                                                                   | A                                                                                   |
| Approach Vol, veh/h          |                                                                                   | 164                                                                               |                                                                                   |                                                                                   | 465                                                                               |                                                                                   |                                                                                    | 794                                                                                 |                                                                                     |                                                                                     | 400                                                                                 |                                                                                     |
| Approach Delay, s/veh        |                                                                                   | 34.6                                                                              |                                                                                   |                                                                                   | 43.3                                                                              |                                                                                   |                                                                                    | 0.3                                                                                 |                                                                                     |                                                                                     | 7.7                                                                                 |                                                                                     |
| Approach LOS                 |                                                                                   | C                                                                                 |                                                                                   |                                                                                   | D                                                                                 |                                                                                   |                                                                                    | A                                                                                   |                                                                                     |                                                                                     | A                                                                                   |                                                                                     |
| Timer - Assigned Phs         |                                                                                   | 2                                                                                 |                                                                                   | 4                                                                                 |                                                                                   | 6                                                                                 |                                                                                    | 8                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Phs Duration (G+Y+Rc), s     |                                                                                   | 80.0                                                                              |                                                                                   | 34.0                                                                              |                                                                                   | 80.0                                                                              |                                                                                    | 34.0                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Change Period (Y+Rc), s      |                                                                                   | 5.5                                                                               |                                                                                   | 6.0                                                                               |                                                                                   | 5.5                                                                               |                                                                                    | 6.0                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Green Setting (Gmax), s  |                                                                                   | 54.5                                                                              |                                                                                   | 48.0                                                                              |                                                                                   | 54.5                                                                              |                                                                                    | 48.0                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Q Clear Time (g_c+I1), s |                                                                                   | 6.3                                                                               |                                                                                   | 17.2                                                                              |                                                                                   | 6.2                                                                               |                                                                                    | 22.0                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Green Ext Time (p_c), s      |                                                                                   | 12.2                                                                              |                                                                                   | 1.9                                                                               |                                                                                   | 5.8                                                                               |                                                                                    | 5.9                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| <b>Intersection Summary</b>  |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 6th Ctrl Delay           |                                                                                   |                                                                                   |                                                                                   | 16.0                                                                              |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 6th LOS                  |                                                                                   |                                                                                   |                                                                                   | B                                                                                 |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |

# Timings

## 8: Wahsatch Ave & E Platte Ave

04-25-2025

|                      |  |  |  |  |  |  |  |  |  |  |  |
|----------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Lane Group           | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 |
| Lane Configurations  |  |  |  |  |  |  |  |  |  |  |  |
| Traffic Volume (vph) | 85                                                                                | 786                                                                               | 33                                                                                | 161                                                                               | 497                                                                               | 76                                                                                | 78                                                                                 | 562                                                                                 | 370                                                                                 | 72                                                                                  | 306                                                                                 |
| Future Volume (vph)  | 85                                                                                | 786                                                                               | 33                                                                                | 161                                                                               | 497                                                                               | 76                                                                                | 78                                                                                 | 562                                                                                 | 370                                                                                 | 72                                                                                  | 306                                                                                 |
| Turn Type            | pm+pt                                                                             | NA                                                                                | Perm                                                                              | pm+pt                                                                             | NA                                                                                | Perm                                                                              | pm+pt                                                                              | NA                                                                                  | Perm                                                                                | pm+pt                                                                               | NA                                                                                  |
| Protected Phases     | 7                                                                                 | 4                                                                                 |                                                                                   | 3                                                                                 | 8                                                                                 |                                                                                   | 5                                                                                  | 2                                                                                   |                                                                                     | 1                                                                                   | 6                                                                                   |
| Permitted Phases     | 4                                                                                 |                                                                                   | 4                                                                                 | 8                                                                                 |                                                                                   | 8                                                                                 | 2                                                                                  |                                                                                     | 2                                                                                   | 6                                                                                   |                                                                                     |
| Detector Phase       | 7                                                                                 | 4                                                                                 | 4                                                                                 | 3                                                                                 | 8                                                                                 | 8                                                                                 | 5                                                                                  | 2                                                                                   | 2                                                                                   | 1                                                                                   | 6                                                                                   |
| Switch Phase         |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Minimum Initial (s)  | 4.0                                                                               | 20.0                                                                              | 20.0                                                                              | 4.0                                                                               | 20.0                                                                              | 20.0                                                                              | 4.0                                                                                | 20.0                                                                                | 20.0                                                                                | 4.0                                                                                 | 20.0                                                                                |
| Minimum Split (s)    | 9.5                                                                               | 36.5                                                                              | 36.5                                                                              | 9.5                                                                               | 36.5                                                                              | 36.5                                                                              | 9.5                                                                                | 41.5                                                                                | 41.5                                                                                | 9.5                                                                                 | 41.5                                                                                |
| Total Split (s)      | 10.9                                                                              | 41.0                                                                              | 41.0                                                                              | 18.0                                                                              | 48.1                                                                              | 48.1                                                                              | 10.0                                                                               | 45.0                                                                                | 45.0                                                                                | 10.0                                                                                | 45.0                                                                                |
| Total Split (%)      | 9.6%                                                                              | 36.0%                                                                             | 36.0%                                                                             | 15.8%                                                                             | 42.2%                                                                             | 42.2%                                                                             | 8.8%                                                                               | 39.5%                                                                               | 39.5%                                                                               | 8.8%                                                                                | 39.5%                                                                               |
| Yellow Time (s)      | 3.0                                                                               | 4.5                                                                               | 4.5                                                                               | 3.0                                                                               | 4.5                                                                               | 4.5                                                                               | 3.0                                                                                | 4.5                                                                                 | 4.5                                                                                 | 3.0                                                                                 | 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                                                                                 | 0.0                                                                                 |
| Total Lost Time (s)  | 5.0                                                                               | 6.5                                                                               | 6.5                                                                               | 5.0                                                                               | 6.5                                                                               | 6.5                                                                               | 5.0                                                                                | 6.5                                                                                 | 6.5                                                                                 | 5.0                                                                                 | 6.5                                                                                 |
| Lead/Lag             | Lead                                                                              | Lag                                                                               | Lag                                                                               | Lead                                                                              | Lag                                                                               | Lag                                                                               | Lead                                                                               | Lag                                                                                 | Lag                                                                                 | Lead                                                                                | Lag                                                                                 |
| Lead-Lag Optimize?   | Yes                                                                               | Yes                                                                               | Yes                                                                               | Yes                                                                               | Yes                                                                               | Yes                                                                               | Yes                                                                                | Yes                                                                                 | Yes                                                                                 | Yes                                                                                 | Yes                                                                                 |
| Recall Mode          | None                                                                              | None                                                                              | None                                                                              | None                                                                              | None                                                                              | None                                                                              | None                                                                               | C-Max                                                                               | C-Max                                                                               | None                                                                                | C-Max                                                                               |
| Act Effect Green (s) | 43.3                                                                              | 36.3                                                                              | 36.3                                                                              | 51.6                                                                              | 40.7                                                                              | 40.7                                                                              | 47.3                                                                               | 41.8                                                                                | 41.8                                                                                | 47.3                                                                                | 41.8                                                                                |
| Actuated g/C Ratio   | 0.38                                                                              | 0.32                                                                              | 0.32                                                                              | 0.45                                                                              | 0.36                                                                              | 0.36                                                                              | 0.41                                                                               | 0.37                                                                                | 0.37                                                                                | 0.41                                                                                | 0.37                                                                                |
| v/c Ratio            | 0.27                                                                              | 0.76                                                                              | 0.06                                                                              | 0.71                                                                              | 0.43                                                                              | 0.13                                                                              | 0.22                                                                               | 0.47                                                                                | 0.58                                                                                | 0.26                                                                                | 0.33                                                                                |
| Control Delay        | 7.7                                                                               | 15.3                                                                              | 0.2                                                                               | 34.2                                                                              | 28.9                                                                              | 1.5                                                                               | 20.6                                                                               | 30.2                                                                                | 20.3                                                                                | 19.3                                                                                | 25.0                                                                                |
| Queue Delay          | 0.0                                                                               | 0.1                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                                | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| Total Delay          | 7.7                                                                               | 15.4                                                                              | 0.2                                                                               | 34.2                                                                              | 28.9                                                                              | 1.5                                                                               | 20.6                                                                               | 30.2                                                                                | 20.3                                                                                | 19.3                                                                                | 25.0                                                                                |
| LOS                  | A                                                                                 | B                                                                                 | A                                                                                 | C                                                                                 | C                                                                                 | A                                                                                 | C                                                                                  | C                                                                                   | C                                                                                   | B                                                                                   | C                                                                                   |
| Approach Delay       |                                                                                   | 14.1                                                                              |                                                                                   |                                                                                   | 27.2                                                                              |                                                                                   |                                                                                    | 25.8                                                                                |                                                                                     |                                                                                     | 24.1                                                                                |
| Approach LOS         |                                                                                   | B                                                                                 |                                                                                   |                                                                                   | C                                                                                 |                                                                                   |                                                                                    | C                                                                                   |                                                                                     |                                                                                     | C                                                                                   |

### Intersection Summary

Cycle Length: 114

Actuated Cycle Length: 114

Offset: 30 (26%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow

Natural Cycle: 100

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.76

Intersection Signal Delay: 22.5

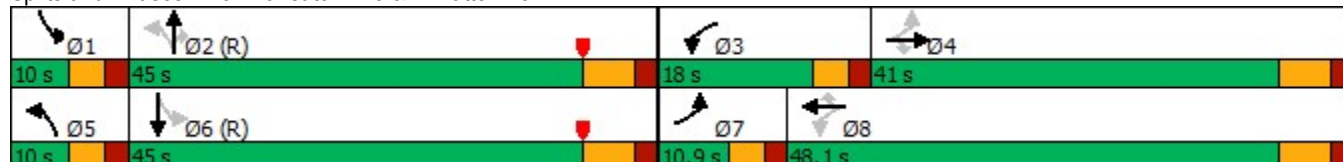
Intersection LOS: C

Intersection Capacity Utilization 70.8%

ICU Level of Service C

Analysis Period (min) 15

### Splits and Phases: 8: Wahsatch Ave & E Platte Ave



# HCM 6th Signalized Intersection Summary

## 8: Wahsatch Ave & E Platte Ave

04-25-2025

|                              |  |  |  |  |  |  |  |  |  |  |  |  |
|------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Movement                     | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations          |  |  |  |  |  |  |  |  |  |  |  |  |
| Traffic Volume (veh/h)       | 85                                                                                | 786                                                                               | 33                                                                                | 161                                                                               | 497                                                                               | 76                                                                                | 78                                                                                 | 562                                                                                 | 370                                                                                 | 72                                                                                  | 306                                                                                 | 77                                                                                  |
| Future Volume (veh/h)        | 85                                                                                | 786                                                                               | 33                                                                                | 161                                                                               | 497                                                                               | 76                                                                                | 78                                                                                 | 562                                                                                 | 370                                                                                 | 72                                                                                  | 306                                                                                 | 77                                                                                  |
| Initial Q (Qb), veh          | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                  | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   |
| Ped-Bike Adj(A_pbT)          | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                               |                                                                                     | 1.00                                                                                | 1.00                                                                                |                                                                                     | 1.00                                                                                |
| Parking Bus, Adj             | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                               | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Work Zone On Approach        | No                                                                                |                                                                                   |                                                                                   | No                                                                                |                                                                                   |                                                                                   | No                                                                                 |                                                                                     |                                                                                     | No                                                                                  |                                                                                     |                                                                                     |
| Adj Sat Flow, veh/h/ln       | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                               | 1870                                                                                | 1870                                                                                | 1870                                                                                | 1870                                                                                | 1870                                                                                |
| Adj Flow Rate, veh/h         | 92                                                                                | 854                                                                               | 36                                                                                | 175                                                                               | 540                                                                               | 83                                                                                | 85                                                                                 | 611                                                                                 | 402                                                                                 | 78                                                                                  | 333                                                                                 | 84                                                                                  |
| Peak Hour Factor             | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                               | 0.92                                                                                | 0.92                                                                                | 0.92                                                                                | 0.92                                                                                | 0.92                                                                                |
| Percent Heavy Veh, %         | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                  | 2                                                                                   | 2                                                                                   | 2                                                                                   | 2                                                                                   | 2                                                                                   |
| Cap, veh/h                   | 311                                                                               | 1007                                                                              | 449                                                                               | 267                                                                               | 1129                                                                              | 504                                                                               | 480                                                                                | 1383                                                                                | 617                                                                                 | 281                                                                                 | 1090                                                                                | 271                                                                                 |
| Arrive On Green              | 0.10                                                                              | 0.57                                                                              | 0.57                                                                              | 0.09                                                                              | 0.32                                                                              | 0.32                                                                              | 0.04                                                                               | 0.39                                                                                | 0.39                                                                                | 0.08                                                                                | 0.77                                                                                | 0.77                                                                                |
| Sat Flow, veh/h              | 1781                                                                              | 3554                                                                              | 1585                                                                              | 1781                                                                              | 3554                                                                              | 1585                                                                              | 1781                                                                               | 3554                                                                                | 1585                                                                                | 1781                                                                                | 2820                                                                                | 701                                                                                 |
| Grp Volume(v), veh/h         | 92                                                                                | 854                                                                               | 36                                                                                | 175                                                                               | 540                                                                               | 83                                                                                | 85                                                                                 | 611                                                                                 | 402                                                                                 | 78                                                                                  | 208                                                                                 | 209                                                                                 |
| Grp Sat Flow(s),veh/h/ln     | 1781                                                                              | 1777                                                                              | 1585                                                                              | 1781                                                                              | 1777                                                                              | 1585                                                                              | 1781                                                                               | 1777                                                                                | 1585                                                                                | 1781                                                                                | 1777                                                                                | 1744                                                                                |
| Q Serve(g_s), s              | 4.1                                                                               | 22.9                                                                              | 1.2                                                                               | 7.7                                                                               | 13.9                                                                              | 4.3                                                                               | 3.3                                                                                | 14.5                                                                                | 23.7                                                                                | 3.0                                                                                 | 4.0                                                                                 | 4.1                                                                                 |
| Cycle Q Clear(g_c), s        | 4.1                                                                               | 22.9                                                                              | 1.2                                                                               | 7.7                                                                               | 13.9                                                                              | 4.3                                                                               | 3.3                                                                                | 14.5                                                                                | 23.7                                                                                | 3.0                                                                                 | 4.0                                                                                 | 4.1                                                                                 |
| Prop In Lane                 | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                               |                                                                                     | 1.00                                                                                | 1.00                                                                                |                                                                                     | 0.40                                                                                |
| Lane Grp Cap(c), veh/h       | 311                                                                               | 1007                                                                              | 449                                                                               | 267                                                                               | 1129                                                                              | 504                                                                               | 480                                                                                | 1383                                                                                | 617                                                                                 | 281                                                                                 | 687                                                                                 | 674                                                                                 |
| V/C Ratio(X)                 | 0.30                                                                              | 0.85                                                                              | 0.08                                                                              | 0.66                                                                              | 0.48                                                                              | 0.16                                                                              | 0.18                                                                               | 0.44                                                                                | 0.65                                                                                | 0.28                                                                                | 0.30                                                                                | 0.31                                                                                |
| Avail Cap(c_a), veh/h        | 312                                                                               | 1075                                                                              | 480                                                                               | 318                                                                               | 1297                                                                              | 578                                                                               | 481                                                                                | 1383                                                                                | 617                                                                                 | 287                                                                                 | 687                                                                                 | 674                                                                                 |
| HCM Platoon Ratio            | 2.00                                                                              | 2.00                                                                              | 2.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                               | 1.00                                                                                | 1.00                                                                                | 2.00                                                                                | 2.00                                                                                | 2.00                                                                                |
| Upstream Filter(I)           | 0.73                                                                              | 0.73                                                                              | 0.73                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                               | 1.00                                                                                | 1.00                                                                                | 0.99                                                                                | 0.99                                                                                | 0.99                                                                                |
| Uniform Delay (d), s/veh     | 25.7                                                                              | 22.6                                                                              | 17.9                                                                              | 28.0                                                                              | 31.3                                                                              | 28.0                                                                              | 19.6                                                                               | 25.7                                                                                | 28.5                                                                                | 19.7                                                                                | 8.4                                                                                 | 8.4                                                                                 |
| Incr Delay (d2), s/veh       | 0.1                                                                               | 6.6                                                                               | 0.3                                                                               | 2.2                                                                               | 1.5                                                                               | 0.7                                                                               | 0.1                                                                                | 1.0                                                                                 | 5.3                                                                                 | 0.2                                                                                 | 1.1                                                                                 | 1.2                                                                                 |
| Initial Q Delay(d3),s/veh    | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                                | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| %ile BackOfQ(95%),veh/ln     | 3.0                                                                               | 11.7                                                                              | 0.9                                                                               | 6.2                                                                               | 10.4                                                                              | 3.2                                                                               | 2.4                                                                                | 10.4                                                                                | 15.0                                                                                | 2.2                                                                                 | 2.8                                                                                 | 2.8                                                                                 |
| Unsig. Movement Delay, s/veh |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| LnGrp Delay(d),s/veh         | 25.8                                                                              | 29.3                                                                              | 18.2                                                                              | 30.2                                                                              | 32.7                                                                              | 28.7                                                                              | 19.6                                                                               | 26.7                                                                                | 33.8                                                                                | 19.9                                                                                | 9.5                                                                                 | 9.6                                                                                 |
| LnGrp LOS                    | C                                                                                 | C                                                                                 | B                                                                                 | C                                                                                 | C                                                                                 | C                                                                                 | B                                                                                  | C                                                                                   | C                                                                                   | B                                                                                   | A                                                                                   | A                                                                                   |
| Approach Vol, veh/h          | 982                                                                               |                                                                                   |                                                                                   | 798                                                                               |                                                                                   |                                                                                   | 1098                                                                               |                                                                                     |                                                                                     | 495                                                                                 |                                                                                     |                                                                                     |
| Approach Delay, s/veh        | 28.5                                                                              |                                                                                   |                                                                                   | 31.7                                                                              |                                                                                   |                                                                                   | 28.7                                                                               |                                                                                     |                                                                                     | 11.2                                                                                |                                                                                     |                                                                                     |
| Approach LOS                 | C                                                                                 |                                                                                   |                                                                                   | C                                                                                 |                                                                                   |                                                                                   | C                                                                                  |                                                                                     |                                                                                     | B                                                                                   |                                                                                     |                                                                                     |
| Timer - Assigned Phs         | 1                                                                                 | 2                                                                                 | 3                                                                                 | 4                                                                                 | 5                                                                                 | 6                                                                                 | 7                                                                                  | 8                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Phs Duration (G+Y+Rc), s     | 9.6                                                                               | 50.9                                                                              | 14.7                                                                              | 38.8                                                                              | 9.9                                                                               | 50.6                                                                              | 10.8                                                                               | 42.7                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Change Period (Y+Rc), s      | 5.0                                                                               | 6.5                                                                               | 5.0                                                                               | 6.5                                                                               | 5.0                                                                               | 6.5                                                                               | 5.0                                                                                | 6.5                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Green Setting (Gmax), s  | 5.0                                                                               | 38.5                                                                              | 13.0                                                                              | 34.5                                                                              | 5.0                                                                               | 38.5                                                                              | 5.9                                                                                | 41.6                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Q Clear Time (g_c+I1), s | 5.0                                                                               | 25.7                                                                              | 9.7                                                                               | 24.9                                                                              | 5.3                                                                               | 6.1                                                                               | 6.1                                                                                | 15.9                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Green Ext Time (p_c), s      | 0.0                                                                               | 8.7                                                                               | 0.0                                                                               | 7.5                                                                               | 0.0                                                                               | 6.7                                                                               | 0.0                                                                                | 11.5                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Intersection Summary         |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 6th Ctrl Delay           | 26.8                                                                              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 6th LOS                  | C                                                                                 |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |



## Appendix E.     Platte Avenue and Nevada Avenue Intersection Level of Service Worksheets

# Timings

## 3: N Nevada Ave & E Platte Ave

04-23-2025



| Lane Group           | EBT   | WBT   | WBR   | NBL   | NBT   | NBR   | SBL   | SBT   | SBR   |
|----------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| Lane Configurations  | ↑↑    | ↑↑    | ↑     | ↑     | ↑↑    | ↑     | ↑     | ↑↑    | ↑     |
| Traffic Volume (vph) | 90    | 417   | 111   | 9     | 374   | 82    | 34    | 344   | 25    |
| Future Volume (vph)  | 90    | 417   | 111   | 9     | 374   | 82    | 34    | 344   | 25    |
| Turn Type            | NA    | NA    | Perm  | Perm  | NA    | Perm  | Perm  | NA    | Perm  |
| Protected Phases     | 4     | 8     |       |       | 2     |       |       | 6     |       |
| Permitted Phases     |       |       | 8     | 2     |       | 2     | 6     |       | 6     |
| Detector Phase       | 4     | 8     | 8     | 2     | 2     | 2     | 6     | 6     | 6     |
| Switch Phase         |       |       |       |       |       |       |       |       |       |
| Minimum Initial (s)  | 20.0  | 20.0  | 20.0  | 20.0  | 20.0  | 20.0  | 20.0  | 20.0  | 20.0  |
| Minimum Split (s)    | 45.5  | 45.5  | 45.5  | 45.0  | 45.0  | 45.0  | 45.0  | 45.0  | 45.0  |
| Total Split (s)      | 50.0  | 50.0  | 50.0  | 64.0  | 64.0  | 64.0  | 64.0  | 64.0  | 64.0  |
| Total Split (%)      | 43.9% | 43.9% | 43.9% | 56.1% | 56.1% | 56.1% | 56.1% | 56.1% | 56.1% |
| Yellow Time (s)      | 4.5   | 4.5   | 4.5   | 4.0   | 4.0   | 4.0   | 4.0   | 4.0   | 4.0   |
| All-Red Time (s)     | 4.0   | 4.0   | 4.0   | 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   |
| Total Lost Time (s)  | 8.5   | 8.5   | 8.5   | 6.0   | 6.0   | 6.0   | 6.0   | 6.0   | 6.0   |
| Lead/Lag             |       |       |       |       |       |       |       |       |       |
| Lead-Lag Optimize?   |       |       |       |       |       |       |       |       |       |
| Recall Mode          | None  | None  | None  | C-Max | C-Max | C-Max | C-Max | C-Max | C-Max |
| Act Effect Green (s) | 27.2  | 27.2  | 27.2  | 72.3  | 72.3  | 72.3  | 72.3  | 72.3  | 72.3  |
| Actuated g/C Ratio   | 0.24  | 0.24  | 0.24  | 0.63  | 0.63  | 0.63  | 0.63  | 0.63  | 0.63  |
| v/c Ratio            | 0.17  | 0.55  | 0.28  | 0.02  | 0.19  | 0.09  | 0.06  | 0.17  | 0.03  |
| Control Delay        | 27.0  | 44.9  | 23.1  | 10.0  | 9.7   | 3.2   | 8.1   | 7.6   | 0.6   |
| Queue Delay          | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   |
| Total Delay          | 27.0  | 44.9  | 23.1  | 10.0  | 9.7   | 3.2   | 8.1   | 7.6   | 0.6   |
| LOS                  | C     | D     | C     | A     | A     | A     | A     | A     | A     |
| Approach Delay       | 27.0  | 40.3  |       |       | 8.5   |       |       | 7.2   |       |
| Approach LOS         | C     | D     |       |       | A     |       |       | A     |       |

### Intersection Summary

Cycle Length: 114

Actuated Cycle Length: 114

Offset: 34 (30%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow

Natural Cycle: 95

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.55

Intersection Signal Delay: 20.7

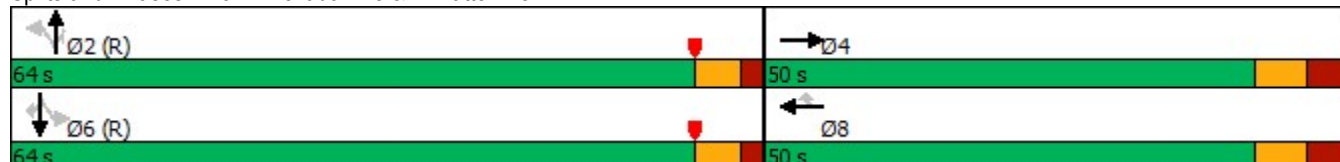
Intersection LOS: C

Intersection Capacity Utilization 67.1%

ICU Level of Service C

Analysis Period (min) 15

Splits and Phases: 3: N Nevada Ave & E Platte Ave



# HCM 6th Signalized Intersection Summary

## 3: N Nevada Ave & E Platte Ave

04-23-2025

|                                                                    |  |  |  |  |  |  |   |  |  |  |  |  |
|--------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Movement                                                           | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                 | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations                                                |                                                                                   |  |                                                                                   |                                                                                   |  |  |  |  |  |  |  |  |
| Traffic Volume (veh/h)                                             | 0                                                                                 | 90                                                                                | 20                                                                                | 0                                                                                 | 417                                                                               | 111                                                                               | 9                                                                                   | 374                                                                                 | 82                                                                                  | 34                                                                                  | 344                                                                                 | 25                                                                                  |
| Future Volume (veh/h)                                              | 0                                                                                 | 90                                                                                | 20                                                                                | 0                                                                                 | 417                                                                               | 111                                                                               | 9                                                                                   | 374                                                                                 | 82                                                                                  | 34                                                                                  | 344                                                                                 | 25                                                                                  |
| Initial Q (Qb), veh                                                | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   |
| Ped-Bike Adj(A_pbT)                                                | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                                |                                                                                     | 1.00                                                                                | 1.00                                                                                |                                                                                     | 1.00                                                                                |
| Parking Bus, Adj                                                   | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Work Zone On Approach                                              |                                                                                   | No                                                                                |                                                                                   |                                                                                   | No                                                                                |                                                                                   |                                                                                     | No                                                                                  |                                                                                     |                                                                                     | No                                                                                  |                                                                                     |
| Adj Sat Flow, veh/h/ln                                             | 0                                                                                 | 1870                                                                              | 1870                                                                              | 0                                                                                 | 1870                                                                              | 1870                                                                              | 1870                                                                                | 1870                                                                                | 1870                                                                                | 1870                                                                                | 1870                                                                                | 1870                                                                                |
| Adj Flow Rate, veh/h                                               | 0                                                                                 | 114                                                                               | 25                                                                                | 0                                                                                 | 463                                                                               | 123                                                                               | 10                                                                                  | 425                                                                                 | 93                                                                                  | 37                                                                                  | 378                                                                                 | 27                                                                                  |
| Peak Hour Factor                                                   | 0.79                                                                              | 0.79                                                                              | 0.79                                                                              | 0.90                                                                              | 0.90                                                                              | 0.90                                                                              | 0.88                                                                                | 0.88                                                                                | 0.88                                                                                | 0.91                                                                                | 0.91                                                                                | 0.91                                                                                |
| Percent Heavy Veh, %                                               | 0                                                                                 | 2                                                                                 | 2                                                                                 | 0                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                   | 2                                                                                   | 2                                                                                   | 2                                                                                   | 2                                                                                   | 2                                                                                   |
| Cap, veh/h                                                         | 0                                                                                 | 590                                                                               | 126                                                                               | 0                                                                                 | 720                                                                               | 321                                                                               | 720                                                                                 | 2382                                                                                | 1062                                                                                | 616                                                                                 | 2382                                                                                | 1062                                                                                |
| Arrive On Green                                                    | 0.00                                                                              | 0.20                                                                              | 0.20                                                                              | 0.00                                                                              | 0.41                                                                              | 0.41                                                                              | 0.67                                                                                | 0.67                                                                                | 0.67                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Sat Flow, veh/h                                                    | 0                                                                                 | 3007                                                                              | 622                                                                               | 0                                                                                 | 3647                                                                              | 1585                                                                              | 980                                                                                 | 3554                                                                                | 1585                                                                                | 883                                                                                 | 3554                                                                                | 1585                                                                                |
| Grp Volume(v), veh/h                                               | 0                                                                                 | 68                                                                                | 71                                                                                | 0                                                                                 | 463                                                                               | 123                                                                               | 10                                                                                  | 425                                                                                 | 93                                                                                  | 37                                                                                  | 378                                                                                 | 27                                                                                  |
| Grp Sat Flow(s),veh/h/ln                                           | 0                                                                                 | 1777                                                                              | 1758                                                                              | 0                                                                                 | 1777                                                                              | 1585                                                                              | 980                                                                                 | 1777                                                                                | 1585                                                                                | 883                                                                                 | 1777                                                                                | 1585                                                                                |
| Q Serve(g_s), s                                                    | 0.0                                                                               | 3.6                                                                               | 3.8                                                                               | 0.0                                                                               | 11.9                                                                              | 6.2                                                                               | 0.4                                                                                 | 5.1                                                                                 | 2.3                                                                                 | 0.3                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| Cycle Q Clear(g_c), s                                              | 0.0                                                                               | 3.6                                                                               | 3.8                                                                               | 0.0                                                                               | 11.9                                                                              | 6.2                                                                               | 0.4                                                                                 | 5.1                                                                                 | 2.3                                                                                 | 5.4                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| Prop In Lane                                                       | 0.00                                                                              |                                                                                   | 0.35                                                                              | 0.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                                |                                                                                     | 1.00                                                                                | 1.00                                                                                |                                                                                     | 1.00                                                                                |
| Lane Grp Cap(c), veh/h                                             | 0                                                                                 | 360                                                                               | 356                                                                               | 0                                                                                 | 720                                                                               | 321                                                                               | 720                                                                                 | 2382                                                                                | 1062                                                                                | 616                                                                                 | 2382                                                                                | 1062                                                                                |
| V/C Ratio(X)                                                       | 0.00                                                                              | 0.19                                                                              | 0.20                                                                              | 0.00                                                                              | 0.64                                                                              | 0.38                                                                              | 0.01                                                                                | 0.18                                                                                | 0.09                                                                                | 0.06                                                                                | 0.16                                                                                | 0.03                                                                                |
| Avail Cap(c_a), veh/h                                              | 0                                                                                 | 647                                                                               | 640                                                                               | 0                                                                                 | 1294                                                                              | 577                                                                               | 720                                                                                 | 2382                                                                                | 1062                                                                                | 616                                                                                 | 2382                                                                                | 1062                                                                                |
| HCM Platoon Ratio                                                  | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 2.00                                                                              | 2.00                                                                              | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 2.00                                                                                | 2.00                                                                                | 2.00                                                                                |
| Upstream Filter(I)                                                 | 0.00                                                                              | 1.00                                                                              | 1.00                                                                              | 0.00                                                                              | 0.76                                                                              | 0.76                                                                              | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 0.99                                                                                | 0.99                                                                                | 0.99                                                                                |
| Uniform Delay (d), s/veh                                           | 0.0                                                                               | 37.7                                                                              | 37.8                                                                              | 0.0                                                                               | 30.6                                                                              | 28.9                                                                              | 6.3                                                                                 | 7.0                                                                                 | 6.6                                                                                 | 0.2                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| Incr Delay (d2), s/veh                                             | 0.0                                                                               | 0.9                                                                               | 1.0                                                                               | 0.0                                                                               | 2.6                                                                               | 2.1                                                                               | 0.0                                                                                 | 0.2                                                                                 | 0.2                                                                                 | 0.2                                                                                 | 0.1                                                                                 | 0.0                                                                                 |
| Initial Q Delay(d3),s/veh                                          | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| %ile BackOfQ(50%),veh/ln                                           | 0.0                                                                               | 1.7                                                                               | 1.8                                                                               | 0.0                                                                               | 4.6                                                                               | 2.4                                                                               | 0.1                                                                                 | 1.9                                                                                 | 0.8                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| Unsig. Movement Delay, s/veh                                       |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| LnGrp Delay(d),s/veh                                               | 0.0                                                                               | 38.6                                                                              | 38.7                                                                              | 0.0                                                                               | 33.2                                                                              | 31.0                                                                              | 6.3                                                                                 | 7.2                                                                                 | 6.7                                                                                 | 0.4                                                                                 | 0.1                                                                                 | 0.0                                                                                 |
| LnGrp LOS                                                          | A                                                                                 | D                                                                                 | D                                                                                 | A                                                                                 | C                                                                                 | C                                                                                 | A                                                                                   | A                                                                                   | A                                                                                   | A                                                                                   | A                                                                                   | A                                                                                   |
| Approach Vol, veh/h                                                |                                                                                   | 139                                                                               |                                                                                   |                                                                                   | 586                                                                               |                                                                                   |                                                                                     | 528                                                                                 |                                                                                     |                                                                                     | 442                                                                                 |                                                                                     |
| Approach Delay, s/veh                                              |                                                                                   | 38.7                                                                              |                                                                                   |                                                                                   | 32.8                                                                              |                                                                                   |                                                                                     | 7.1                                                                                 |                                                                                     |                                                                                     | 0.2                                                                                 |                                                                                     |
| Approach LOS                                                       |                                                                                   | D                                                                                 |                                                                                   |                                                                                   | C                                                                                 |                                                                                   |                                                                                     | A                                                                                   |                                                                                     |                                                                                     | A                                                                                   |                                                                                     |
| Timer - Assigned Phs                                               |                                                                                   | 2                                                                                 |                                                                                   | 4                                                                                 |                                                                                   | 6                                                                                 |                                                                                     | 8                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Phs Duration (G+Y+Rc), s                                           |                                                                                   | 82.4                                                                              |                                                                                   | 31.6                                                                              |                                                                                   | 82.4                                                                              |                                                                                     | 31.6                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Change Period (Y+Rc), s                                            |                                                                                   | 6.0                                                                               |                                                                                   | 8.5                                                                               |                                                                                   | 6.0                                                                               |                                                                                     | 8.5                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Green Setting (Gmax), s                                        |                                                                                   | 58.0                                                                              |                                                                                   | 41.5                                                                              |                                                                                   | 58.0                                                                              |                                                                                     | 41.5                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Q Clear Time (g_c+l1), s                                       |                                                                                   | 7.1                                                                               |                                                                                   | 5.8                                                                               |                                                                                   | 7.4                                                                               |                                                                                     | 13.9                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Green Ext Time (p_c), s                                            |                                                                                   | 10.0                                                                              |                                                                                   | 2.1                                                                               |                                                                                   | 8.4                                                                               |                                                                                     | 9.1                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Intersection Summary                                               |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 6th Ctrl Delay                                                 |                                                                                   |                                                                                   |                                                                                   | 16.8                                                                              |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 6th LOS                                                        |                                                                                   |                                                                                   |                                                                                   | B                                                                                 |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Notes                                                              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| User approved pedestrian interval to be less than phase max green. |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |

# Timings

## 3: N Nevada Ave & E Platte Ave

04-23-2025



| Lane Group           | EBT   | WBT   | WBR   | NBL   | NBT   | NBR   | SBL   | SBT   | SBR   |
|----------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| Lane Configurations  | ↑↑    | ↑↑    | ↑     | ↑     | ↑↑    | ↑     | ↑     | ↑↑    | ↑     |
| Traffic Volume (vph) | 304   | 385   | 46    | 23    | 872   | 244   | 65    | 495   | 40    |
| Future Volume (vph)  | 304   | 385   | 46    | 23    | 872   | 244   | 65    | 495   | 40    |
| Turn Type            | NA    | NA    | Perm  | Perm  | NA    | Perm  | Perm  | NA    | Perm  |
| Protected Phases     | 4     | 8     |       |       | 2     |       |       | 6     |       |
| Permitted Phases     |       |       | 8     | 2     |       | 2     | 6     |       | 6     |
| Detector Phase       | 4     | 8     | 8     | 2     | 2     | 2     | 6     | 6     | 6     |
| Switch Phase         |       |       |       |       |       |       |       |       |       |
| Minimum Initial (s)  | 20.0  | 20.0  | 20.0  | 20.0  | 20.0  | 20.0  | 20.0  | 20.0  | 20.0  |
| Minimum Split (s)    | 45.5  | 45.5  | 45.5  | 45.0  | 45.0  | 45.0  | 45.0  | 45.0  | 45.0  |
| Total Split (s)      | 50.0  | 50.0  | 50.0  | 64.0  | 64.0  | 64.0  | 64.0  | 64.0  | 64.0  |
| Total Split (%)      | 43.9% | 43.9% | 43.9% | 56.1% | 56.1% | 56.1% | 56.1% | 56.1% | 56.1% |
| Yellow Time (s)      | 4.5   | 4.5   | 4.5   | 4.0   | 4.0   | 4.0   | 4.0   | 4.0   | 4.0   |
| All-Red Time (s)     | 4.0   | 4.0   | 4.0   | 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   |
| Total Lost Time (s)  | 8.5   | 8.5   | 8.5   | 6.0   | 6.0   | 6.0   | 6.0   | 6.0   | 6.0   |
| Lead/Lag             |       |       |       |       |       |       |       |       |       |
| Lead-Lag Optimize?   |       |       |       |       |       |       |       |       |       |
| Recall Mode          | None  | None  | None  | C-Max | C-Max | C-Max | C-Max | C-Max | C-Max |
| Act Effect Green (s) | 24.7  | 24.7  | 24.7  | 74.8  | 74.8  | 74.8  | 74.8  | 74.8  | 74.8  |
| Actuated g/C Ratio   | 0.22  | 0.22  | 0.22  | 0.66  | 0.66  | 0.66  | 0.66  | 0.66  | 0.66  |
| v/c Ratio            | 0.49  | 0.55  | 0.14  | 0.05  | 0.41  | 0.25  | 0.22  | 0.23  | 0.04  |
| Control Delay        | 39.1  | 53.5  | 32.9  | 8.6   | 10.4  | 5.9   | 8.6   | 6.7   | 0.9   |
| Queue Delay          | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   |
| Total Delay          | 39.1  | 53.5  | 32.9  | 8.6   | 10.4  | 5.9   | 8.6   | 6.7   | 0.9   |
| LOS                  | D     | D     | C     | A     | B     | A     | A     | A     | A     |
| Approach Delay       | 39.1  | 51.3  |       |       | 9.4   |       |       | 6.5   |       |
| Approach LOS         | D     | D     |       |       | A     |       |       | A     |       |

### Intersection Summary

Cycle Length: 114

Actuated Cycle Length: 114

Offset: 34 (30%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow

Natural Cycle: 95

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.55

Intersection Signal Delay: 20.0

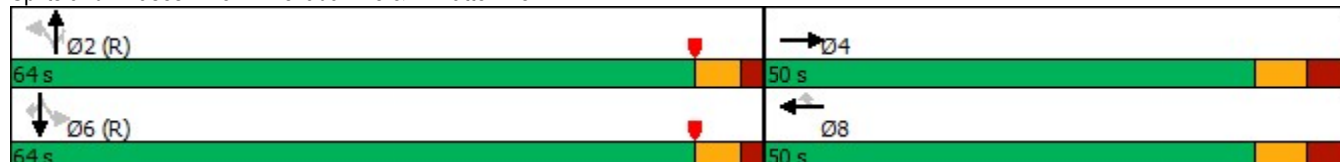
Intersection LOS: B

Intersection Capacity Utilization 74.5%

ICU Level of Service D

Analysis Period (min) 15

Splits and Phases: 3: N Nevada Ave & E Platte Ave



# HCM 6th Signalized Intersection Summary

## 3: N Nevada Ave & E Platte Ave

04-23-2025

|                              |  |  |  |  |  |  |  |  |  |  |  |  |
|------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Movement                     | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations          |                                                                                   | ↑↑                                                                                |                                                                                   |                                                                                   | ↑↑                                                                                | ↑                                                                                 | ↑                                                                                  | ↑↑                                                                                  | ↑                                                                                   | ↑                                                                                   | ↑↑                                                                                  | ↑                                                                                   |
| Traffic Volume (veh/h)       | 0                                                                                 | 304                                                                               | 44                                                                                | 0                                                                                 | 385                                                                               | 46                                                                                | 23                                                                                 | 872                                                                                 | 244                                                                                 | 65                                                                                  | 495                                                                                 | 40                                                                                  |
| Future Volume (veh/h)        | 0                                                                                 | 304                                                                               | 44                                                                                | 0                                                                                 | 385                                                                               | 46                                                                                | 23                                                                                 | 872                                                                                 | 244                                                                                 | 65                                                                                  | 495                                                                                 | 40                                                                                  |
| Initial Q (Qb), veh          | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                  | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   |
| Ped-Bike Adj(A_pbT)          | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                               |                                                                                     | 1.00                                                                                | 1.00                                                                                |                                                                                     | 1.00                                                                                |
| Parking Bus, Adj             | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                               | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Work Zone On Approach        |                                                                                   | No                                                                                |                                                                                   |                                                                                   | No                                                                                |                                                                                   |                                                                                    | No                                                                                  |                                                                                     |                                                                                     | No                                                                                  |                                                                                     |
| Adj Sat Flow, veh/h/ln       | 0                                                                                 | 1870                                                                              | 1870                                                                              | 0                                                                                 | 1870                                                                              | 1870                                                                              | 1870                                                                               | 1870                                                                                | 1870                                                                                | 1870                                                                                | 1870                                                                                | 1870                                                                                |
| Adj Flow Rate, veh/h         | 0                                                                                 | 330                                                                               | 48                                                                                | 0                                                                                 | 418                                                                               | 50                                                                                | 25                                                                                 | 948                                                                                 | 265                                                                                 | 71                                                                                  | 538                                                                                 | 43                                                                                  |
| Peak Hour Factor             | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                               | 0.92                                                                                | 0.92                                                                                | 0.92                                                                                | 0.92                                                                                | 0.92                                                                                |
| Percent Heavy Veh, %         | 0                                                                                 | 2                                                                                 | 2                                                                                 | 0                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                  | 2                                                                                   | 2                                                                                   | 2                                                                                   | 2                                                                                   | 2                                                                                   |
| Cap, veh/h                   | 0                                                                                 | 566                                                                               | 82                                                                                | 0                                                                                 | 646                                                                               | 288                                                                               | 639                                                                                | 2456                                                                                | 1095                                                                                | 330                                                                                 | 2456                                                                                | 1095                                                                                |
| Arrive On Green              | 0.00                                                                              | 0.18                                                                              | 0.18                                                                              | 0.00                                                                              | 0.36                                                                              | 0.36                                                                              | 0.69                                                                               | 0.69                                                                                | 0.69                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Sat Flow, veh/h              | 0                                                                                 | 3211                                                                              | 449                                                                               | 0                                                                                 | 3647                                                                              | 1585                                                                              | 833                                                                                | 3554                                                                                | 1585                                                                                | 460                                                                                 | 3554                                                                                | 1585                                                                                |
| Grp Volume(v), veh/h         | 0                                                                                 | 187                                                                               | 191                                                                               | 0                                                                                 | 418                                                                               | 50                                                                                | 25                                                                                 | 948                                                                                 | 265                                                                                 | 71                                                                                  | 538                                                                                 | 43                                                                                  |
| Grp Sat Flow(s),veh/h/ln     | 0                                                                                 | 1777                                                                              | 1790                                                                              | 0                                                                                 | 1777                                                                              | 1585                                                                              | 833                                                                                | 1777                                                                                | 1585                                                                                | 460                                                                                 | 1777                                                                                | 1585                                                                                |
| Q Serve(g_s), s              | 0.0                                                                               | 11.0                                                                              | 11.2                                                                              | 0.0                                                                               | 11.2                                                                              | 2.4                                                                               | 1.1                                                                                | 12.8                                                                                | 7.1                                                                                 | 3.7                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| Cycle Q Clear(g_c), s        | 0.0                                                                               | 11.0                                                                              | 11.2                                                                              | 0.0                                                                               | 11.2                                                                              | 2.4                                                                               | 1.1                                                                                | 12.8                                                                                | 7.1                                                                                 | 16.5                                                                                | 0.0                                                                                 | 0.0                                                                                 |
| Prop In Lane                 | 0.00                                                                              |                                                                                   | 0.25                                                                              | 0.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                               |                                                                                     | 1.00                                                                                | 1.00                                                                                |                                                                                     | 1.00                                                                                |
| Lane Grp Cap(c), veh/h       | 0                                                                                 | 323                                                                               | 325                                                                               | 0                                                                                 | 646                                                                               | 288                                                                               | 639                                                                                | 2456                                                                                | 1095                                                                                | 330                                                                                 | 2456                                                                                | 1095                                                                                |
| V/C Ratio(X)                 | 0.00                                                                              | 0.58                                                                              | 0.59                                                                              | 0.00                                                                              | 0.65                                                                              | 0.17                                                                              | 0.04                                                                               | 0.39                                                                                | 0.24                                                                                | 0.22                                                                                | 0.22                                                                                | 0.04                                                                                |
| Avail Cap(c_a), veh/h        | 0                                                                                 | 647                                                                               | 651                                                                               | 0                                                                                 | 1294                                                                              | 577                                                                               | 639                                                                                | 2456                                                                                | 1095                                                                                | 330                                                                                 | 2456                                                                                | 1095                                                                                |
| HCM Platoon Ratio            | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 2.00                                                                              | 2.00                                                                              | 1.00                                                                               | 1.00                                                                                | 1.00                                                                                | 2.00                                                                                | 2.00                                                                                | 2.00                                                                                |
| Upstream Filter(I)           | 0.00                                                                              | 1.00                                                                              | 1.00                                                                              | 0.00                                                                              | 0.88                                                                              | 0.88                                                                              | 1.00                                                                               | 1.00                                                                                | 1.00                                                                                | 0.98                                                                                | 0.98                                                                                | 0.98                                                                                |
| Uniform Delay (d), s/veh     | 0.0                                                                               | 42.7                                                                              | 42.7                                                                              | 0.0                                                                               | 33.3                                                                              | 30.5                                                                              | 5.6                                                                                | 7.4                                                                                 | 6.5                                                                                 | 1.3                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| Incr Delay (d2), s/veh       | 0.0                                                                               | 5.8                                                                               | 6.0                                                                               | 0.0                                                                               | 3.5                                                                               | 0.9                                                                               | 0.1                                                                                | 0.5                                                                                 | 0.5                                                                                 | 1.5                                                                                 | 0.2                                                                                 | 0.1                                                                                 |
| Initial Q Delay(d3),s/veh    | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                                | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| %ile BackOfQ(50%),veh/ln     | 0.0                                                                               | 5.4                                                                               | 5.5                                                                               | 0.0                                                                               | 4.5                                                                               | 1.0                                                                               | 0.2                                                                                | 4.8                                                                                 | 2.4                                                                                 | 0.3                                                                                 | 0.1                                                                                 | 0.0                                                                                 |
| Unsig. Movement Delay, s/veh |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| LnGrp Delay(d),s/veh         | 0.0                                                                               | 48.5                                                                              | 48.8                                                                              | 0.0                                                                               | 36.7                                                                              | 31.4                                                                              | 5.7                                                                                | 7.9                                                                                 | 7.1                                                                                 | 2.8                                                                                 | 0.2                                                                                 | 0.1                                                                                 |
| LnGrp LOS                    | A                                                                                 | D                                                                                 | D                                                                                 | A                                                                                 | D                                                                                 | C                                                                                 | A                                                                                  | A                                                                                   | A                                                                                   | A                                                                                   | A                                                                                   | A                                                                                   |
| Approach Vol, veh/h          |                                                                                   | 378                                                                               |                                                                                   |                                                                                   | 468                                                                               |                                                                                   |                                                                                    | 1238                                                                                |                                                                                     |                                                                                     | 652                                                                                 |                                                                                     |
| Approach Delay, s/veh        |                                                                                   | 48.6                                                                              |                                                                                   |                                                                                   | 36.1                                                                              |                                                                                   |                                                                                    | 7.7                                                                                 |                                                                                     |                                                                                     | 0.5                                                                                 |                                                                                     |
| Approach LOS                 |                                                                                   | D                                                                                 |                                                                                   |                                                                                   | D                                                                                 |                                                                                   |                                                                                    | A                                                                                   |                                                                                     |                                                                                     | A                                                                                   |                                                                                     |
| Timer - Assigned Phs         |                                                                                   | 2                                                                                 |                                                                                   | 4                                                                                 |                                                                                   | 6                                                                                 |                                                                                    | 8                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Phs Duration (G+Y+Rc), s     |                                                                                   | 84.8                                                                              |                                                                                   | 29.2                                                                              |                                                                                   | 84.8                                                                              |                                                                                    | 29.2                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Change Period (Y+Rc), s      |                                                                                   | 6.0                                                                               |                                                                                   | 8.5                                                                               |                                                                                   | 6.0                                                                               |                                                                                    | 8.5                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Green Setting (Gmax), s  |                                                                                   | 58.0                                                                              |                                                                                   | 41.5                                                                              |                                                                                   | 58.0                                                                              |                                                                                    | 41.5                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Q Clear Time (g_c+I1), s |                                                                                   | 14.8                                                                              |                                                                                   | 13.2                                                                              |                                                                                   | 18.5                                                                              |                                                                                    | 13.2                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Green Ext Time (p_c), s      |                                                                                   | 26.3                                                                              |                                                                                   | 5.9                                                                               |                                                                                   | 13.5                                                                              |                                                                                    | 7.5                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| <b>Intersection Summary</b>  |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 6th Ctrl Delay           |                                                                                   |                                                                                   |                                                                                   | 16.5                                                                              |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 6th LOS                  |                                                                                   |                                                                                   |                                                                                   | B                                                                                 |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |

# Timings

## 3: N Nevada Ave & E Platte Ave

04-24-2025



| Lane Group           | EBT   | WBT   | WBR   | NBL   | NBT   | NBR   | SBL   | SBT   | SBR   |
|----------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| Lane Configurations  | ↑↑    | ↑↑    | ↑     | ↑     | ↑↑    | ↑     | ↑     | ↑↑    | ↑     |
| Traffic Volume (vph) | 130   | 522   | 202   | 10    | 284   | 216   | 92    | 334   | 25    |
| Future Volume (vph)  | 130   | 522   | 202   | 10    | 284   | 216   | 92    | 334   | 25    |
| Turn Type            | NA    | NA    | Perm  | Perm  | NA    | Perm  | Perm  | NA    | Perm  |
| Protected Phases     | 4     | 8     |       |       | 2     |       |       | 6     |       |
| Permitted Phases     |       |       | 8     | 2     |       | 2     | 6     |       | 6     |
| Detector Phase       | 4     | 8     | 8     | 2     | 2     | 2     | 6     | 6     | 6     |
| Switch Phase         |       |       |       |       |       |       |       |       |       |
| Minimum Initial (s)  | 20.0  | 20.0  | 20.0  | 20.0  | 20.0  | 20.0  | 20.0  | 20.0  | 20.0  |
| Minimum Split (s)    | 45.5  | 45.5  | 45.5  | 45.0  | 45.0  | 45.0  | 45.0  | 45.0  | 45.0  |
| Total Split (s)      | 66.0  | 66.0  | 66.0  | 48.0  | 48.0  | 48.0  | 48.0  | 48.0  | 48.0  |
| Total Split (%)      | 57.9% | 57.9% | 57.9% | 42.1% | 42.1% | 42.1% | 42.1% | 42.1% | 42.1% |
| Yellow Time (s)      | 4.5   | 4.5   | 4.5   | 4.0   | 4.0   | 4.0   | 4.0   | 4.0   | 4.0   |
| All-Red Time (s)     | 4.0   | 4.0   | 4.0   | 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   |
| Total Lost Time (s)  | 8.5   | 8.5   | 8.5   | 6.0   | 6.0   | 6.0   | 6.0   | 6.0   | 6.0   |
| Lead/Lag             |       |       |       |       |       |       |       |       |       |
| Lead-Lag Optimize?   |       |       |       |       |       |       |       |       |       |
| Recall Mode          | None  | None  | None  | C-Max | C-Max | C-Max | C-Max | C-Max | C-Max |
| Act Effect Green (s) | 35.4  | 35.4  | 35.4  | 64.1  | 64.1  | 64.1  | 64.1  | 64.1  | 64.1  |
| Actuated g/C Ratio   | 0.31  | 0.31  | 0.31  | 0.56  | 0.56  | 0.56  | 0.56  | 0.56  | 0.56  |
| v/c Ratio            | 0.18  | 0.53  | 0.38  | 0.02  | 0.16  | 0.25  | 0.17  | 0.18  | 0.03  |
| Control Delay        | 23.5  | 34.1  | 16.3  | 15.3  | 13.9  | 4.0   | 20.1  | 17.5  | 5.5   |
| Queue Delay          | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   |
| Total Delay          | 23.5  | 34.1  | 16.3  | 15.3  | 13.9  | 4.0   | 20.1  | 17.5  | 5.5   |
| LOS                  | C     | C     | B     | B     | B     | A     | C     | B     | A     |
| Approach Delay       | 23.5  | 29.1  |       |       | 9.7   |       |       | 17.3  |       |
| Approach LOS         | C     | C     |       |       | A     |       |       | B     |       |

### Intersection Summary

Cycle Length: 114

Actuated Cycle Length: 114

Offset: 34 (30%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow

Natural Cycle: 95

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.53

Intersection Signal Delay: 20.4

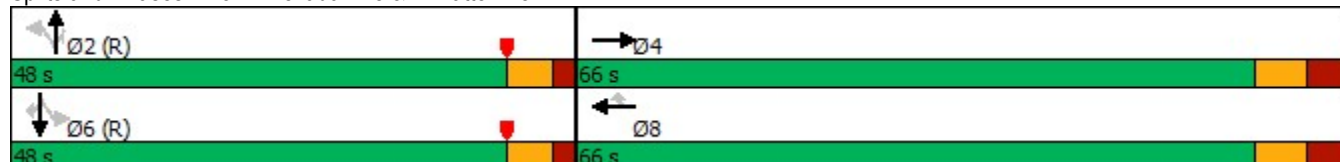
Intersection LOS: C

Intersection Capacity Utilization 67.1%

ICU Level of Service C

Analysis Period (min) 15

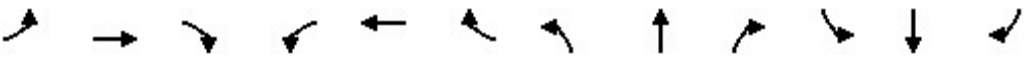
### Splits and Phases: 3: N Nevada Ave & E Platte Ave



# HCM 6th Signalized Intersection Summary

## 3: N Nevada Ave & E Platte Ave

04-24-2025

|                              |  |      |      |      |      |      |      |      |      |      |      |      |
|------------------------------|------------------------------------------------------------------------------------|------|------|------|------|------|------|------|------|------|------|------|
| Movement                     | EBL                                                                                | EBT  | EBR  | WBL  | WBT  | WBR  | NBL  | NBT  | NBR  | SBL  | SBT  | SBR  |
| Lane Configurations          |                                                                                    | ↑↑   |      |      | ↑↑   | ↑    | ↑    | ↑↑   | ↑    | ↑    | ↑↑   | ↑    |
| Traffic Volume (veh/h)       | 0                                                                                  | 130  | 22   | 0    | 522  | 202  | 10   | 284  | 216  | 92   | 334  | 25   |
| Future Volume (veh/h)        | 0                                                                                  | 130  | 22   | 0    | 522  | 202  | 10   | 284  | 216  | 92   | 334  | 25   |
| Initial Q (Qb), veh          | 0                                                                                  | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Ped-Bike Adj(A_pbT)          | 1.00                                                                               |      | 1.00 | 1.00 |      | 1.00 | 1.00 |      | 1.00 | 1.00 |      | 1.00 |
| Parking Bus, Adj             | 1.00                                                                               | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach        |                                                                                    | No   |      |      | No   |      |      | No   |      |      | No   |      |
| Adj Sat Flow, veh/h/ln       | 0                                                                                  | 1870 | 1870 | 0    | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 |
| Adj Flow Rate, veh/h         | 0                                                                                  | 165  | 28   | 0    | 580  | 224  | 11   | 323  | 245  | 101  | 367  | 27   |
| Peak Hour Factor             | 0.79                                                                               | 0.79 | 0.79 | 0.90 | 0.90 | 0.90 | 0.88 | 0.88 | 0.88 | 0.91 | 0.91 | 0.91 |
| Percent Heavy Veh, %         | 0                                                                                  | 2    | 2    | 0    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    |
| Cap, veh/h                   | 0                                                                                  | 808  | 135  | 0    | 943  | 420  | 600  | 2159 | 963  | 542  | 2159 | 963  |
| Arrive On Green              | 0.00                                                                               | 0.27 | 0.27 | 0.00 | 0.53 | 0.53 | 0.61 | 0.61 | 0.61 | 0.41 | 0.41 | 0.41 |
| Sat Flow, veh/h              | 0                                                                                  | 3142 | 508  | 0    | 3647 | 1585 | 990  | 3554 | 1585 | 843  | 3554 | 1585 |
| Grp Volume(v), veh/h         | 0                                                                                  | 95   | 98   | 0    | 580  | 224  | 11   | 323  | 245  | 101  | 367  | 27   |
| Grp Sat Flow(s),veh/h/ln     | 0                                                                                  | 1777 | 1779 | 0    | 1777 | 1585 | 990  | 1777 | 1585 | 843  | 1777 | 1585 |
| Q Serve(g_s), s              | 0.0                                                                                | 4.7  | 4.9  | 0.0  | 13.0 | 10.5 | 0.6  | 4.5  | 8.2  | 9.2  | 7.5  | 1.2  |
| Cycle Q Clear(g_c), s        | 0.0                                                                                | 4.7  | 4.9  | 0.0  | 13.0 | 10.5 | 8.1  | 4.5  | 8.2  | 13.7 | 7.5  | 1.2  |
| Prop In Lane                 | 0.00                                                                               |      | 0.29 | 0.00 |      | 1.00 | 1.00 |      | 1.00 | 1.00 |      | 1.00 |
| Lane Grp Cap(c), veh/h       | 0                                                                                  | 471  | 472  | 0    | 943  | 420  | 600  | 2159 | 963  | 542  | 2159 | 963  |
| V/C Ratio(X)                 | 0.00                                                                               | 0.20 | 0.21 | 0.00 | 0.62 | 0.53 | 0.02 | 0.15 | 0.25 | 0.19 | 0.17 | 0.03 |
| Avail Cap(c_a), veh/h        | 0                                                                                  | 896  | 897  | 0    | 1792 | 799  | 600  | 2159 | 963  | 542  | 2159 | 963  |
| HCM Platoon Ratio            | 1.00                                                                               | 1.00 | 1.00 | 1.00 | 2.00 | 2.00 | 1.00 | 1.00 | 1.00 | 0.67 | 0.67 | 0.67 |
| Upstream Filter(I)           | 0.00                                                                               | 1.00 | 1.00 | 0.00 | 0.76 | 0.76 | 1.00 | 1.00 | 1.00 | 0.99 | 0.99 | 0.99 |
| Uniform Delay (d), s/veh     | 0.0                                                                                | 32.5 | 32.6 | 0.0  | 22.7 | 22.1 | 12.1 | 9.7  | 10.4 | 18.8 | 15.5 | 13.6 |
| Incr Delay (d2), s/veh       | 0.0                                                                                | 0.8  | 0.8  | 0.0  | 1.8  | 2.9  | 0.1  | 0.1  | 0.6  | 0.7  | 0.2  | 0.1  |
| Initial Q Delay(d3),s/veh    | 0.0                                                                                | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| %ile BackOfQ(50%),veh/ln     | 0.0                                                                                | 2.2  | 2.2  | 0.0  | 4.5  | 3.6  | 0.1  | 1.8  | 3.0  | 2.1  | 3.3  | 0.4  |
| Unsig. Movement Delay, s/veh |                                                                                    |      |      |      |      |      |      |      |      |      |      |      |
| LnGrp Delay(d),s/veh         | 0.0                                                                                | 33.3 | 33.4 | 0.0  | 24.5 | 25.0 | 12.2 | 9.8  | 11.0 | 19.6 | 15.7 | 13.7 |
| LnGrp LOS                    | A                                                                                  | C    | C    | A    | C    | C    | B    | A    | B    | B    | B    | B    |
| Approach Vol, veh/h          |                                                                                    | 193  |      |      | 804  |      |      | 579  |      |      | 495  |      |
| Approach Delay, s/veh        |                                                                                    | 33.3 |      |      | 24.7 |      |      | 10.4 |      |      | 16.3 |      |
| Approach LOS                 |                                                                                    | C    |      |      | C    |      |      | B    |      |      | B    |      |
| Timer - Assigned Phs         |                                                                                    | 2    |      | 4    |      | 6    |      | 8    |      |      |      |      |
| Phs Duration (G+Y+Rc), s     |                                                                                    | 75.3 |      | 38.7 |      | 75.3 |      | 38.7 |      |      |      |      |
| Change Period (Y+Rc), s      |                                                                                    | 6.0  |      | 8.5  |      | 6.0  |      | 8.5  |      |      |      |      |
| Max Green Setting (Gmax), s  |                                                                                    | 42.0 |      | 57.5 |      | 42.0 |      | 57.5 |      |      |      |      |
| Max Q Clear Time (g_c+I1), s |                                                                                    | 10.2 |      | 6.9  |      | 15.7 |      | 15.0 |      |      |      |      |
| Green Ext Time (p_c), s      |                                                                                    | 8.8  |      | 3.2  |      | 7.8  |      | 15.3 |      |      |      |      |

### Intersection Summary

HCM 6th Ctrl Delay 19.5

HCM 6th LOS B

### Notes

User approved pedestrian interval to be less than phase max green.

# Timings

## 3: N Nevada Ave & E Platte Ave

04-24-2025



| Lane Group           | EBT   | WBT   | WBR   | NBL   | NBT   | NBR   | SBL   | SBT   | SBR   |
|----------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| Lane Configurations  | ↑↑    | ↑↑    | ↑     | ↑     | ↑↑    | ↑     | ↑     | ↑↑    | ↑     |
| Traffic Volume (vph) | 392   | 485   | 134   | 25    | 904   | 328   | 172   | 483   | 44    |
| Future Volume (vph)  | 392   | 485   | 134   | 25    | 904   | 328   | 172   | 483   | 44    |
| Turn Type            | NA    | NA    | Perm  | Perm  | NA    | Perm  | Perm  | NA    | Perm  |
| Protected Phases     | 4     | 8     |       |       | 2     |       |       | 6     |       |
| Permitted Phases     |       |       | 8     | 2     |       | 2     | 6     |       | 6     |
| Detector Phase       | 4     | 8     | 8     | 2     | 2     | 2     | 6     | 6     | 6     |
| Switch Phase         |       |       |       |       |       |       |       |       |       |
| Minimum Initial (s)  | 20.0  | 20.0  | 20.0  | 20.0  | 20.0  | 20.0  | 20.0  | 20.0  | 20.0  |
| Minimum Split (s)    | 45.5  | 45.5  | 45.5  | 45.0  | 45.0  | 45.0  | 45.0  | 45.0  | 45.0  |
| Total Split (s)      | 45.5  | 45.5  | 45.5  | 68.5  | 68.5  | 68.5  | 68.5  | 68.5  | 68.5  |
| Total Split (%)      | 39.9% | 39.9% | 39.9% | 60.1% | 60.1% | 60.1% | 60.1% | 60.1% | 60.1% |
| Yellow Time (s)      | 4.5   | 4.5   | 4.5   | 4.0   | 4.0   | 4.0   | 4.0   | 4.0   | 4.0   |
| All-Red Time (s)     | 4.0   | 4.0   | 4.0   | 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   |
| Total Lost Time (s)  | 8.5   | 8.5   | 8.5   | 6.0   | 6.0   | 6.0   | 6.0   | 6.0   | 6.0   |
| Lead/Lag             |       |       |       |       |       |       |       |       |       |
| Lead-Lag Optimize?   |       |       |       |       |       |       |       |       |       |
| Recall Mode          | None  | None  | None  | C-Max | C-Max | C-Max | C-Max | C-Max | C-Max |
| Act Effect Green (s) | 29.7  | 29.7  | 29.7  | 69.8  | 69.8  | 69.8  | 69.8  | 69.8  | 69.8  |
| Actuated g/C Ratio   | 0.26  | 0.26  | 0.26  | 0.61  | 0.61  | 0.61  | 0.61  | 0.61  | 0.61  |
| v/c Ratio            | 0.52  | 0.57  | 0.31  | 0.05  | 0.45  | 0.35  | 0.68  | 0.24  | 0.05  |
| Control Delay        | 36.5  | 48.8  | 31.2  | 11.2  | 13.6  | 8.0   | 40.0  | 15.5  | 8.0   |
| Queue Delay          | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   |
| Total Delay          | 36.5  | 48.8  | 31.2  | 11.2  | 13.6  | 8.0   | 40.0  | 15.5  | 8.0   |
| LOS                  | D     | D     | C     | B     | B     | A     | D     | B     | A     |
| Approach Delay       | 36.5  | 45.0  |       |       | 12.1  |       |       | 21.1  |       |
| Approach LOS         | D     | D     |       |       | B     |       |       | C     |       |

### Intersection Summary

Cycle Length: 114

Actuated Cycle Length: 114

Offset: 34 (30%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow

Natural Cycle: 95

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.68

Intersection Signal Delay: 24.5

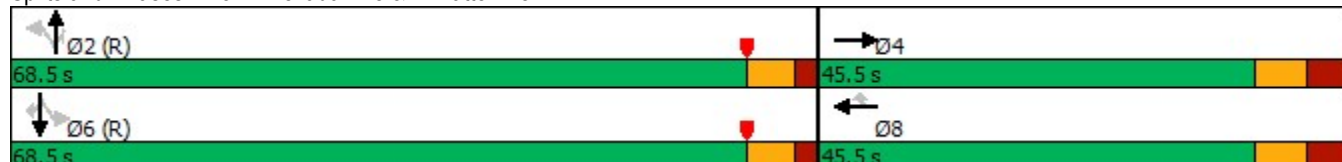
Intersection LOS: C

Intersection Capacity Utilization 75.4%

ICU Level of Service D

Analysis Period (min) 15

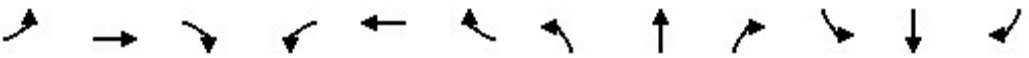
Splits and Phases: 3: N Nevada Ave & E Platte Ave



# HCM 6th Signalized Intersection Summary

## 3: N Nevada Ave & E Platte Ave

04-24-2025

|                              |  |      |      |      |      |      |      |      |      |      |      |      |
|------------------------------|------------------------------------------------------------------------------------|------|------|------|------|------|------|------|------|------|------|------|
| Movement                     | EBL                                                                                | EBT  | EBR  | WBL  | WBT  | WBR  | NBL  | NBT  | NBR  | SBL  | SBT  | SBR  |
| Lane Configurations          |                                                                                    | ↑↑   |      |      | ↑↑   | ↑    | ↑    | ↑↑   | ↑    | ↑    | ↑↑   | ↑    |
| Traffic Volume (veh/h)       | 0                                                                                  | 392  | 49   | 0    | 485  | 134  | 25   | 904  | 328  | 172  | 483  | 44   |
| Future Volume (veh/h)        | 0                                                                                  | 392  | 49   | 0    | 485  | 134  | 25   | 904  | 328  | 172  | 483  | 44   |
| Initial Q (Qb), veh          | 0                                                                                  | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Ped-Bike Adj(A_pbT)          | 1.00                                                                               |      | 1.00 | 1.00 |      | 1.00 | 1.00 |      | 1.00 | 1.00 |      | 1.00 |
| Parking Bus, Adj             | 1.00                                                                               | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach        |                                                                                    | No   |      |      | No   |      |      | No   |      |      | No   |      |
| Adj Sat Flow, veh/h/ln       | 0                                                                                  | 1870 | 1870 | 0    | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 |
| Adj Flow Rate, veh/h         | 0                                                                                  | 426  | 53   | 0    | 527  | 146  | 27   | 983  | 357  | 187  | 525  | 48   |
| Peak Hour Factor             | 0.92                                                                               | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Percent Heavy Veh, %         | 0                                                                                  | 2    | 2    | 0    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    |
| Cap, veh/h                   | 0                                                                                  | 693  | 86   | 0    | 774  | 345  | 511  | 2328 | 1038 | 277  | 2328 | 1038 |
| Arrive On Green              | 0.00                                                                               | 0.22 | 0.22 | 0.00 | 0.44 | 0.44 | 0.66 | 0.66 | 0.66 | 0.22 | 0.22 | 0.22 |
| Sat Flow, veh/h              | 0                                                                                  | 3276 | 394  | 0    | 3647 | 1585 | 839  | 3554 | 1585 | 408  | 3554 | 1585 |
| Grp Volume(v), veh/h         | 0                                                                                  | 237  | 242  | 0    | 527  | 146  | 27   | 983  | 357  | 187  | 525  | 48   |
| Grp Sat Flow(s),veh/h/ln     | 0                                                                                  | 1777 | 1799 | 0    | 1777 | 1585 | 839  | 1777 | 1585 | 408  | 1777 | 1585 |
| Q Serve(g_s), s              | 0.0                                                                                | 13.7 | 13.9 | 0.0  | 13.6 | 7.3  | 1.8  | 15.0 | 11.4 | 50.9 | 13.9 | 2.7  |
| Cycle Q Clear(g_c), s        | 0.0                                                                                | 13.7 | 13.9 | 0.0  | 13.6 | 7.3  | 15.6 | 15.0 | 11.4 | 66.0 | 13.9 | 2.7  |
| Prop In Lane                 | 0.00                                                                               |      | 0.22 | 0.00 |      | 1.00 | 1.00 |      | 1.00 | 1.00 |      | 1.00 |
| Lane Grp Cap(c), veh/h       | 0                                                                                  | 387  | 392  | 0    | 774  | 345  | 511  | 2328 | 1038 | 277  | 2328 | 1038 |
| V/C Ratio(X)                 | 0.00                                                                               | 0.61 | 0.62 | 0.00 | 0.68 | 0.42 | 0.05 | 0.42 | 0.34 | 0.68 | 0.23 | 0.05 |
| Avail Cap(c_a), veh/h        | 0                                                                                  | 577  | 584  | 0    | 1153 | 514  | 511  | 2328 | 1038 | 277  | 2328 | 1038 |
| HCM Platoon Ratio            | 1.00                                                                               | 1.00 | 1.00 | 1.00 | 2.00 | 2.00 | 1.00 | 1.00 | 1.00 | 0.33 | 0.33 | 0.33 |
| Upstream Filter(I)           | 0.00                                                                               | 1.00 | 1.00 | 0.00 | 0.90 | 0.90 | 1.00 | 1.00 | 1.00 | 0.98 | 0.98 | 0.98 |
| Uniform Delay (d), s/veh     | 0.0                                                                                | 40.2 | 40.3 | 0.0  | 29.0 | 27.2 | 12.8 | 9.4  | 8.8  | 48.6 | 20.9 | 16.5 |
| Incr Delay (d2), s/veh       | 0.0                                                                                | 5.6  | 5.7  | 0.0  | 3.4  | 2.7  | 0.2  | 0.6  | 0.9  | 12.3 | 0.2  | 0.1  |
| Initial Q Delay(d3),s/veh    | 0.0                                                                                | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| %ile BackOfQ(50%),veh/ln     | 0.0                                                                                | 6.6  | 6.8  | 0.0  | 5.1  | 2.8  | 0.4  | 5.8  | 4.1  | 6.5  | 6.7  | 1.0  |
| Unsig. Movement Delay, s/veh |                                                                                    |      |      |      |      |      |      |      |      |      |      |      |
| LnGrp Delay(d),s/veh         | 0.0                                                                                | 45.8 | 46.0 | 0.0  | 32.4 | 29.9 | 13.0 | 9.9  | 9.7  | 60.9 | 21.1 | 16.6 |
| LnGrp LOS                    | A                                                                                  | D    | D    | A    | C    | C    | B    | A    | A    | E    | C    | B    |
| Approach Vol, veh/h          |                                                                                    | 479  |      |      | 673  |      |      | 1367 |      |      | 760  |      |
| Approach Delay, s/veh        |                                                                                    | 45.9 |      |      | 31.9 |      |      | 9.9  |      |      | 30.6 |      |
| Approach LOS                 |                                                                                    | D    |      |      | C    |      |      | A    |      |      | C    |      |
| Timer - Assigned Phs         |                                                                                    | 2    |      | 4    |      | 6    |      | 8    |      |      |      |      |
| Phs Duration (G+Y+Rc), s     |                                                                                    | 80.7 |      | 33.3 |      | 80.7 |      | 33.3 |      |      |      |      |
| Change Period (Y+Rc), s      |                                                                                    | 6.0  |      | 8.5  |      | 6.0  |      | 8.5  |      |      |      |      |
| Max Green Setting (Gmax), s  |                                                                                    | 62.5 |      | 37.0 |      | 62.5 |      | 37.0 |      |      |      |      |
| Max Q Clear Time (g_c+I1), s |                                                                                    | 17.6 |      | 15.9 |      | 68.0 |      | 15.6 |      |      |      |      |
| Green Ext Time (p_c), s      |                                                                                    | 29.5 |      | 6.7  |      | 0.0  |      | 9.3  |      |      |      |      |
| <b>Intersection Summary</b>  |                                                                                    |      |      |      |      |      |      |      |      |      |      |      |
| HCM 6th Ctrl Delay           |                                                                                    |      |      | 24.5 |      |      |      |      |      |      |      |      |
| HCM 6th LOS                  |                                                                                    |      |      | C    |      |      |      |      |      |      |      |      |

# Timings

## 3: N Nevada Ave & E Platte Ave

04-24-2025



| Lane Group           | EBT   | WBT   | WBR   | NBL   | NBT   | NBR   | SBL   | SBT   | SBR   |
|----------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| Lane Configurations  | ↩     | ↩     | ↩     | ↩     | ↩     | ↩     | ↩     | ↩     | ↩     |
| Traffic Volume (vph) | 130   | 522   | 202   | 10    | 284   | 216   | 92    | 334   | 25    |
| Future Volume (vph)  | 130   | 522   | 202   | 10    | 284   | 216   | 92    | 334   | 25    |
| Turn Type            | NA    | NA    | Perm  | Perm  | NA    | Perm  | Perm  | NA    | Perm  |
| Protected Phases     | 4     | 8     |       |       | 2     |       |       | 6     |       |
| Permitted Phases     |       |       | 8     | 2     |       | 2     | 6     |       | 6     |
| Detector Phase       | 4     | 8     | 8     | 2     | 2     | 2     | 6     | 6     | 6     |
| Switch Phase         |       |       |       |       |       |       |       |       |       |
| Minimum Initial (s)  | 20.0  | 20.0  | 20.0  | 20.0  | 20.0  | 20.0  | 20.0  | 20.0  | 20.0  |
| Minimum Split (s)    | 45.5  | 45.5  | 45.5  | 45.0  | 45.0  | 45.0  | 45.0  | 45.0  | 45.0  |
| Total Split (s)      | 66.0  | 66.0  | 66.0  | 48.0  | 48.0  | 48.0  | 48.0  | 48.0  | 48.0  |
| Total Split (%)      | 57.9% | 57.9% | 57.9% | 42.1% | 42.1% | 42.1% | 42.1% | 42.1% | 42.1% |
| Yellow Time (s)      | 4.5   | 4.5   | 4.5   | 4.0   | 4.0   | 4.0   | 4.0   | 4.0   | 4.0   |
| All-Red Time (s)     | 4.0   | 4.0   | 4.0   | 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   |
| Total Lost Time (s)  | 8.5   | 8.5   | 8.5   | 6.0   | 6.0   | 6.0   | 6.0   | 6.0   | 6.0   |
| Lead/Lag             |       |       |       |       |       |       |       |       |       |
| Lead-Lag Optimize?   |       |       |       |       |       |       |       |       |       |
| Recall Mode          | None  | None  | None  | C-Max | C-Max | C-Max | C-Max | C-Max | C-Max |
| Act Effect Green (s) | 48.8  | 48.8  | 48.8  | 50.7  | 50.7  | 50.7  | 50.7  | 50.7  | 50.7  |
| Actuated g/C Ratio   | 0.43  | 0.43  | 0.43  | 0.44  | 0.44  | 0.44  | 0.44  | 0.44  | 0.44  |
| v/c Ratio            | 0.25  | 0.73  | 0.31  | 0.03  | 0.21  | 0.30  | 0.22  | 0.23  | 0.04  |
| Control Delay        | 19.0  | 28.1  | 14.3  | 22.3  | 21.4  | 5.7   | 28.8  | 25.6  | 6.4   |
| Queue Delay          | 0.0   | 0.5   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   |
| Total Delay          | 19.0  | 28.5  | 14.3  | 22.3  | 21.4  | 5.7   | 28.8  | 25.6  | 6.4   |
| LOS                  | B     | C     | B     | C     | C     | A     | C     | C     | A     |
| Approach Delay       | 19.0  | 24.6  |       |       | 14.8  |       |       | 25.2  |       |
| Approach LOS         | B     | C     |       |       | B     |       |       | C     |       |

### Intersection Summary

Cycle Length: 114

Actuated Cycle Length: 114

Offset: 34 (30%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow

Natural Cycle: 95

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.73

Intersection Signal Delay: 21.5

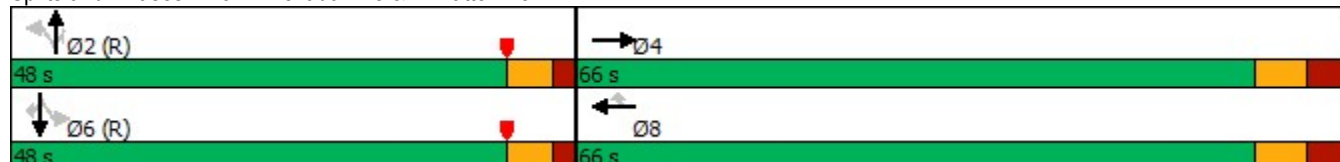
Intersection LOS: C

Intersection Capacity Utilization 77.9%

ICU Level of Service D

Analysis Period (min) 15

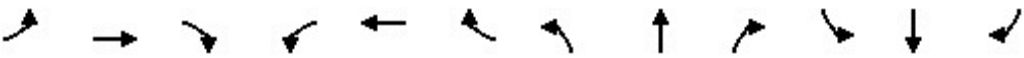
### Splits and Phases: 3: N Nevada Ave & E Platte Ave



# HCM 6th Signalized Intersection Summary

## 3: N Nevada Ave & E Platte Ave

04-24-2025

|                                                                    |  |      |      |      |      |      |      |      |      |      |      |      |
|--------------------------------------------------------------------|------------------------------------------------------------------------------------|------|------|------|------|------|------|------|------|------|------|------|
| Movement                                                           | EBL                                                                                | EBT  | EBR  | WBL  | WBT  | WBR  | NBL  | NBT  | NBR  | SBL  | SBT  | SBR  |
| Lane Configurations                                                |                                                                                    | ↰    |      |      | ↱    | ↱    | ↱    | ↱↱   | ↱    | ↱    | ↱↱   | ↱    |
| Traffic Volume (veh/h)                                             | 0                                                                                  | 130  | 22   | 0    | 522  | 202  | 10   | 284  | 216  | 92   | 334  | 25   |
| Future Volume (veh/h)                                              | 0                                                                                  | 130  | 22   | 0    | 522  | 202  | 10   | 284  | 216  | 92   | 334  | 25   |
| Initial Q (Qb), veh                                                | 0                                                                                  | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Ped-Bike Adj(A_pbT)                                                | 1.00                                                                               |      | 1.00 | 1.00 |      | 1.00 | 1.00 |      | 1.00 | 1.00 |      | 1.00 |
| Parking Bus, Adj                                                   | 1.00                                                                               | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach                                              |                                                                                    | No   |      |      | No   |      |      | No   |      |      | No   |      |
| Adj Sat Flow, veh/h/ln                                             | 0                                                                                  | 1870 | 1870 | 0    | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 |
| Adj Flow Rate, veh/h                                               | 0                                                                                  | 165  | 28   | 0    | 580  | 224  | 11   | 323  | 245  | 101  | 367  | 27   |
| Peak Hour Factor                                                   | 0.79                                                                               | 0.79 | 0.79 | 0.90 | 0.90 | 0.90 | 0.88 | 0.88 | 0.88 | 0.91 | 0.91 | 0.91 |
| Percent Heavy Veh, %                                               | 0                                                                                  | 2    | 2    | 0    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    |
| Cap, veh/h                                                         | 0                                                                                  | 564  | 96   | 0    | 677  | 573  | 481  | 1816 | 810  | 453  | 1816 | 810  |
| Arrive On Green                                                    | 0.00                                                                               | 0.36 | 0.36 | 0.00 | 0.72 | 0.72 | 0.51 | 0.51 | 0.51 | 0.17 | 0.17 | 0.17 |
| Sat Flow, veh/h                                                    | 0                                                                                  | 1558 | 264  | 0    | 1870 | 1585 | 990  | 3554 | 1585 | 843  | 3554 | 1585 |
| Grp Volume(v), veh/h                                               | 0                                                                                  | 0    | 193  | 0    | 580  | 224  | 11   | 323  | 245  | 101  | 367  | 27   |
| Grp Sat Flow(s),veh/h/ln                                           | 0                                                                                  | 0    | 1823 | 0    | 1870 | 1585 | 990  | 1777 | 1585 | 843  | 1777 | 1585 |
| Q Serve(g_s), s                                                    | 0.0                                                                                | 0.0  | 8.6  | 0.0  | 25.7 | 6.2  | 0.7  | 5.6  | 10.2 | 12.0 | 10.1 | 1.6  |
| Cycle Q Clear(g_c), s                                              | 0.0                                                                                | 0.0  | 8.6  | 0.0  | 25.7 | 6.2  | 10.9 | 5.6  | 10.2 | 17.6 | 10.1 | 1.6  |
| Prop In Lane                                                       | 0.00                                                                               |      | 0.15 | 0.00 |      | 1.00 | 1.00 |      | 1.00 | 1.00 |      | 1.00 |
| Lane Grp Cap(c), veh/h                                             | 0                                                                                  | 0    | 659  | 0    | 677  | 573  | 481  | 1816 | 810  | 453  | 1816 | 810  |
| V/C Ratio(X)                                                       | 0.00                                                                               | 0.00 | 0.29 | 0.00 | 0.86 | 0.39 | 0.02 | 0.18 | 0.30 | 0.22 | 0.20 | 0.03 |
| Avail Cap(c_a), veh/h                                              | 0                                                                                  | 0    | 919  | 0    | 943  | 799  | 481  | 1816 | 810  | 453  | 1816 | 810  |
| HCM Platoon Ratio                                                  | 1.00                                                                               | 1.00 | 1.00 | 1.00 | 2.00 | 2.00 | 1.00 | 1.00 | 1.00 | 0.33 | 0.33 | 0.33 |
| Upstream Filter(I)                                                 | 0.00                                                                               | 0.00 | 1.00 | 0.00 | 0.43 | 0.43 | 1.00 | 1.00 | 1.00 | 0.99 | 0.99 | 0.99 |
| Uniform Delay (d), s/veh                                           | 0.0                                                                                | 0.0  | 26.0 | 0.0  | 13.6 | 10.9 | 19.2 | 15.0 | 16.1 | 33.0 | 27.4 | 23.8 |
| Incr Delay (d2), s/veh                                             | 0.0                                                                                | 0.0  | 0.9  | 0.0  | 5.3  | 0.7  | 0.1  | 0.2  | 1.0  | 1.1  | 0.2  | 0.1  |
| Initial Q Delay(d3),s/veh                                          | 0.0                                                                                | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| %ile BackOfQ(50%),veh/ln                                           | 0.0                                                                                | 0.0  | 3.9  | 0.0  | 6.2  | 1.9  | 0.2  | 2.3  | 3.9  | 2.9  | 4.9  | 0.6  |
| Unsig. Movement Delay, s/veh                                       |                                                                                    |      |      |      |      |      |      |      |      |      |      |      |
| LnGrp Delay(d),s/veh                                               | 0.0                                                                                | 0.0  | 26.9 | 0.0  | 18.9 | 11.6 | 19.3 | 15.2 | 17.1 | 34.1 | 27.6 | 23.9 |
| LnGrp LOS                                                          | A                                                                                  | A    | C    | A    | B    | B    | B    | B    | B    | C    | C    | C    |
| Approach Vol, veh/h                                                |                                                                                    | 193  |      |      | 804  |      |      | 579  |      |      | 495  |      |
| Approach Delay, s/veh                                              |                                                                                    | 26.9 |      |      | 16.9 |      |      | 16.1 |      |      | 28.7 |      |
| Approach LOS                                                       |                                                                                    | C    |      |      | B    |      |      | B    |      |      | C    |      |
| Timer - Assigned Phs                                               |                                                                                    | 2    |      | 4    |      | 6    |      | 8    |      |      |      |      |
| Phs Duration (G+Y+Rc), s                                           |                                                                                    | 64.3 |      | 49.7 |      | 64.3 |      | 49.7 |      |      |      |      |
| Change Period (Y+Rc), s                                            |                                                                                    | 6.0  |      | 8.5  |      | 6.0  |      | 8.5  |      |      |      |      |
| Max Green Setting (Gmax), s                                        |                                                                                    | 42.0 |      | 57.5 |      | 42.0 |      | 57.5 |      |      |      |      |
| Max Q Clear Time (g_c+I1), s                                       |                                                                                    | 12.9 |      | 10.6 |      | 19.6 |      | 27.7 |      |      |      |      |
| Green Ext Time (p_c), s                                            |                                                                                    | 8.5  |      | 3.3  |      | 7.2  |      | 13.5 |      |      |      |      |
| <b>Intersection Summary</b>                                        |                                                                                    |      |      |      |      |      |      |      |      |      |      |      |
| HCM 6th Ctrl Delay                                                 |                                                                                    |      | 20.4 |      |      |      |      |      |      |      |      |      |
| HCM 6th LOS                                                        |                                                                                    |      | C    |      |      |      |      |      |      |      |      |      |
| <b>Notes</b>                                                       |                                                                                    |      |      |      |      |      |      |      |      |      |      |      |
| User approved pedestrian interval to be less than phase max green. |                                                                                    |      |      |      |      |      |      |      |      |      |      |      |

# Timings

## 3: N Nevada Ave & E Platte Ave

04-24-2025



| Lane Group           | EBT   | WBT   | WBR   | NBL   | NBT   | NBR   | SBL   | SBT   | SBR   |
|----------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| Lane Configurations  | ↩     | ↩     | ↩     | ↩     | ↩     | ↩     | ↩     | ↩     | ↩     |
| Traffic Volume (vph) | 392   | 485   | 134   | 25    | 904   | 328   | 172   | 483   | 44    |
| Future Volume (vph)  | 392   | 485   | 134   | 25    | 904   | 328   | 172   | 483   | 44    |
| Turn Type            | NA    | NA    | Perm  | Perm  | NA    | Perm  | Perm  | NA    | Perm  |
| Protected Phases     | 4     | 8     |       |       | 2     |       |       | 6     |       |
| Permitted Phases     |       |       | 8     | 2     |       | 2     | 6     |       | 6     |
| Detector Phase       | 4     | 8     | 8     | 2     | 2     | 2     | 6     | 6     | 6     |
| Switch Phase         |       |       |       |       |       |       |       |       |       |
| Minimum Initial (s)  | 20.0  | 20.0  | 20.0  | 20.0  | 20.0  | 20.0  | 20.0  | 20.0  | 20.0  |
| Minimum Split (s)    | 45.5  | 45.5  | 45.5  | 45.0  | 45.0  | 45.0  | 45.0  | 45.0  | 45.0  |
| Total Split (s)      | 45.5  | 45.5  | 45.5  | 68.5  | 68.5  | 68.5  | 68.5  | 68.5  | 68.5  |
| Total Split (%)      | 39.9% | 39.9% | 39.9% | 60.1% | 60.1% | 60.1% | 60.1% | 60.1% | 60.1% |
| Yellow Time (s)      | 4.5   | 4.5   | 4.5   | 4.0   | 4.0   | 4.0   | 4.0   | 4.0   | 4.0   |
| All-Red Time (s)     | 4.0   | 4.0   | 4.0   | 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   |
| Total Lost Time (s)  | 8.5   | 8.5   | 8.5   | 6.0   | 6.0   | 6.0   | 6.0   | 6.0   | 6.0   |
| Lead/Lag             |       |       |       |       |       |       |       |       |       |
| Lead-Lag Optimize?   |       |       |       |       |       |       |       |       |       |
| Recall Mode          | None  | None  | None  | C-Max | C-Max | C-Max | C-Max | C-Max | C-Max |
| Act Effect Green (s) | 36.2  | 36.2  | 36.2  | 63.3  | 63.3  | 63.3  | 63.3  | 63.3  | 63.3  |
| Actuated g/C Ratio   | 0.32  | 0.32  | 0.32  | 0.56  | 0.56  | 0.56  | 0.56  | 0.56  | 0.56  |
| v/c Ratio            | 0.82  | 0.89  | 0.28  | 0.06  | 0.50  | 0.38  | 0.81  | 0.27  | 0.05  |
| Control Delay        | 48.0  | 58.1  | 30.2  | 12.6  | 16.9  | 9.5   | 57.3  | 18.3  | 8.2   |
| Queue Delay          | 54.2  | 0.6   | 0.0   | 0.0   | 0.0   | 0.1   | 2.1   | 0.0   | 0.0   |
| Total Delay          | 102.1 | 58.8  | 30.2  | 12.6  | 16.9  | 9.6   | 59.5  | 18.3  | 8.2   |
| LOS                  | F     | E     | C     | B     | B     | A     | E     | B     | A     |
| Approach Delay       | 102.1 | 52.6  |       |       | 14.9  |       |       | 27.8  |       |
| Approach LOS         | F     | D     |       |       | B     |       |       | C     |       |

### Intersection Summary

Cycle Length: 114

Actuated Cycle Length: 114

Offset: 34 (30%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow

Natural Cycle: 95

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.89

Intersection Signal Delay: 38.4

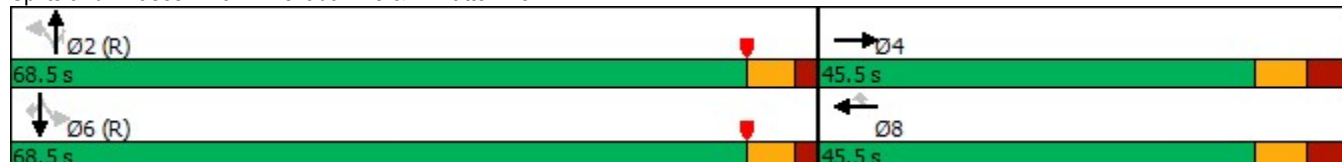
Intersection LOS: D

Intersection Capacity Utilization 84.3%

ICU Level of Service E

Analysis Period (min) 15

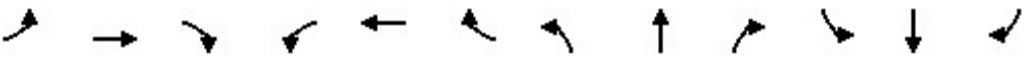
Splits and Phases: 3: N Nevada Ave & E Platte Ave



# HCM 6th Signalized Intersection Summary

## 3: N Nevada Ave & E Platte Ave

04-24-2025

|                              |  |      |      |      |      |      |      |      |      |      |      |      |
|------------------------------|------------------------------------------------------------------------------------|------|------|------|------|------|------|------|------|------|------|------|
| Movement                     | EBL                                                                                | EBT  | EBR  | WBL  | WBT  | WBR  | NBL  | NBT  | NBR  | SBL  | SBT  | SBR  |
| Lane Configurations          |                                                                                    | ↩    |      |      | ↩    | ↩    | ↩    | ↩↩   | ↩    | ↩    | ↩↩   | ↩    |
| Traffic Volume (veh/h)       | 0                                                                                  | 392  | 49   | 0    | 485  | 134  | 25   | 904  | 328  | 172  | 483  | 44   |
| Future Volume (veh/h)        | 0                                                                                  | 392  | 49   | 0    | 485  | 134  | 25   | 904  | 328  | 172  | 483  | 44   |
| Initial Q (Qb), veh          | 0                                                                                  | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Ped-Bike Adj(A_pbT)          | 1.00                                                                               |      | 1.00 | 1.00 |      | 1.00 | 1.00 |      | 1.00 | 1.00 |      | 1.00 |
| Parking Bus, Adj             | 1.00                                                                               | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach        |                                                                                    | No   |      |      | No   |      |      | No   |      |      | No   |      |
| Adj Sat Flow, veh/h/ln       | 0                                                                                  | 1870 | 1870 | 0    | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 |
| Adj Flow Rate, veh/h         | 0                                                                                  | 426  | 53   | 0    | 527  | 146  | 27   | 983  | 357  | 187  | 525  | 48   |
| Peak Hour Factor             | 0.92                                                                               | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Percent Heavy Veh, %         | 0                                                                                  | 2    | 2    | 0    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    |
| Cap, veh/h                   | 0                                                                                  | 495  | 62   | 0    | 568  | 481  | 435  | 2023 | 902  | 228  | 2023 | 902  |
| Arrive On Green              | 0.00                                                                               | 0.30 | 0.30 | 0.00 | 0.61 | 0.61 | 0.57 | 0.57 | 0.57 | 0.19 | 0.19 | 0.19 |
| Sat Flow, veh/h              | 0                                                                                  | 1631 | 203  | 0    | 1870 | 1585 | 839  | 3554 | 1585 | 408  | 3554 | 1585 |
| Grp Volume(v), veh/h         | 0                                                                                  | 0    | 479  | 0    | 527  | 146  | 27   | 983  | 357  | 187  | 525  | 48   |
| Grp Sat Flow(s),veh/h/ln     | 0                                                                                  | 0    | 1834 | 0    | 1870 | 1585 | 839  | 1777 | 1585 | 408  | 1777 | 1585 |
| Q Serve(g_s), s              | 0.0                                                                                | 0.0  | 28.1 | 0.0  | 28.9 | 5.1  | 2.1  | 18.8 | 14.3 | 46.1 | 14.4 | 2.8  |
| Cycle Q Clear(g_c), s        | 0.0                                                                                | 0.0  | 28.1 | 0.0  | 28.9 | 5.1  | 16.5 | 18.8 | 14.3 | 64.9 | 14.4 | 2.8  |
| Prop In Lane                 | 0.00                                                                               |      | 0.11 | 0.00 |      | 1.00 | 1.00 |      | 1.00 | 1.00 |      | 1.00 |
| Lane Grp Cap(c), veh/h       | 0                                                                                  | 0    | 557  | 0    | 568  | 481  | 435  | 2023 | 902  | 228  | 2023 | 902  |
| V/C Ratio(X)                 | 0.00                                                                               | 0.00 | 0.86 | 0.00 | 0.93 | 0.30 | 0.06 | 0.49 | 0.40 | 0.82 | 0.26 | 0.05 |
| Avail Cap(c_a), veh/h        | 0                                                                                  | 0    | 595  | 0    | 607  | 514  | 435  | 2023 | 902  | 228  | 2023 | 902  |
| HCM Platoon Ratio            | 1.00                                                                               | 1.00 | 1.00 | 1.00 | 2.00 | 2.00 | 1.00 | 1.00 | 1.00 | 0.33 | 0.33 | 0.33 |
| Upstream Filter(I)           | 0.00                                                                               | 0.00 | 1.00 | 0.00 | 0.62 | 0.62 | 1.00 | 1.00 | 1.00 | 0.98 | 0.98 | 0.98 |
| Uniform Delay (d), s/veh     | 0.0                                                                                | 0.0  | 37.4 | 0.0  | 21.3 | 16.6 | 18.3 | 14.6 | 13.6 | 58.4 | 25.8 | 21.1 |
| Incr Delay (d2), s/veh       | 0.0                                                                                | 0.0  | 14.8 | 0.0  | 16.1 | 0.8  | 0.3  | 0.8  | 1.3  | 26.5 | 0.3  | 0.1  |
| Initial Q Delay(d3),s/veh    | 0.0                                                                                | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| %ile BackOfQ(50%),veh/ln     | 0.0                                                                                | 0.0  | 14.9 | 0.0  | 11.1 | 1.8  | 0.5  | 7.7  | 5.4  | 7.4  | 6.9  | 1.1  |
| Unsig. Movement Delay, s/veh |                                                                                    |      |      |      |      |      |      |      |      |      |      |      |
| LnGrp Delay(d),s/veh         | 0.0                                                                                | 0.0  | 52.2 | 0.0  | 37.3 | 17.4 | 18.5 | 15.5 | 14.9 | 84.8 | 26.1 | 21.2 |
| LnGrp LOS                    | A                                                                                  | A    | D    | A    | D    | B    | B    | B    | B    | F    | C    | C    |
| Approach Vol, veh/h          |                                                                                    | 479  |      |      | 673  |      |      | 1367 |      |      | 760  |      |
| Approach Delay, s/veh        |                                                                                    | 52.2 |      |      | 33.0 |      |      | 15.4 |      |      | 40.2 |      |
| Approach LOS                 |                                                                                    | D    |      |      | C    |      |      | B    |      |      | D    |      |
| Timer - Assigned Phs         |                                                                                    | 2    |      | 4    |      | 6    |      | 8    |      |      |      |      |
| Phs Duration (G+Y+Rc), s     |                                                                                    | 70.9 |      | 43.1 |      | 70.9 |      | 43.1 |      |      |      |      |
| Change Period (Y+Rc), s      |                                                                                    | 6.0  |      | 8.5  |      | 6.0  |      | 8.5  |      |      |      |      |
| Max Green Setting (Gmax), s  |                                                                                    | 62.5 |      | 37.0 |      | 62.5 |      | 37.0 |      |      |      |      |
| Max Q Clear Time (g_c+I1), s |                                                                                    | 20.8 |      | 30.1 |      | 66.9 |      | 30.9 |      |      |      |      |
| Green Ext Time (p_c), s      |                                                                                    | 28.1 |      | 3.3  |      | 0.0  |      | 3.7  |      |      |      |      |
| <b>Intersection Summary</b>  |                                                                                    |      |      |      |      |      |      |      |      |      |      |      |
| HCM 6th Ctrl Delay           |                                                                                    |      | 30.1 |      |      |      |      |      |      |      |      |      |
| HCM 6th LOS                  |                                                                                    |      | C    |      |      |      |      |      |      |      |      |      |

# MOVEMENT SUMMARY

 Site: 101 [Nevada & Platte 2030 AM Vols Boulder Closure (4-lane) (Site Folder: General)]

2027 AM

Site Category: (None)

Roundabout

| Vehicle Movement Performance |      |               |        |               |        |           |             |                  |                   |           |           |                     |                  |             |
|------------------------------|------|---------------|--------|---------------|--------|-----------|-------------|------------------|-------------------|-----------|-----------|---------------------|------------------|-------------|
| Mov ID                       | Turn | INPUT VOLUMES |        | DEMAND FLOWS  |        | Deg. Satn | Aver. Delay | Level of Service | 95% BACK OF QUEUE |           | Prop. Que | Effective Stop Rate | Aver. No. Cycles | Aver. Speed |
|                              |      | [ Total veh/h | HV ] % | [ Total veh/h | HV ] % |           |             |                  | [ Veh. veh        | Dist ] ft |           |                     |                  |             |
| South: Nevada Avenue         |      |               |        |               |        |           |             |                  |                   |           |           |                     |                  |             |
| 3                            | L2   | 10            | 3.0    | 11            | 3.0    | 0.260     | 6.0         | LOS A            | 1.1               | 29.1      | 0.42      | 0.32                | 0.42             | 34.7        |
| 8                            | T1   | 284           | 3.0    | 309           | 3.0    | 0.260     | 6.0         | LOS A            | 1.1               | 29.1      | 0.42      | 0.31                | 0.42             | 34.6        |
| 18                           | R2   | 216           | 3.0    | 235           | 3.0    | 0.260     | 5.7         | LOS A            | 1.1               | 28.6      | 0.40      | 0.30                | 0.40             | 33.7        |
| Approach                     |      | 510           | 3.0    | 554           | 3.0    | 0.260     | 5.9         | LOS A            | 1.1               | 29.1      | 0.41      | 0.31                | 0.41             | 34.2        |
| East: Platte Avenue          |      |               |        |               |        |           |             |                  |                   |           |           |                     |                  |             |
| 1                            | L2   | 87            | 3.0    | 95            | 3.0    | 0.445     | 9.0         | LOS A            | 2.3               | 59.0      | 0.56      | 0.50                | 0.57             | 32.8        |
| 6                            | T1   | 522           | 3.0    | 567           | 3.0    | 0.445     | 8.8         | LOS A            | 2.3               | 59.0      | 0.55      | 0.48                | 0.56             | 33.0        |
| 16                           | R2   | 202           | 3.0    | 220           | 3.0    | 0.445     | 8.5         | LOS A            | 2.2               | 57.0      | 0.54      | 0.46                | 0.54             | 32.4        |
| Approach                     |      | 811           | 3.0    | 882           | 3.0    | 0.445     | 8.7         | LOS A            | 2.3               | 59.0      | 0.55      | 0.48                | 0.55             | 32.8        |
| North: Nevada Avenue         |      |               |        |               |        |           |             |                  |                   |           |           |                     |                  |             |
| 7                            | L2   | 92            | 3.0    | 100           | 3.0    | 0.336     | 9.5         | LOS A            | 1.4               | 36.6      | 0.64      | 0.66                | 0.70             | 32.0        |
| 4                            | T1   | 334           | 3.0    | 363           | 3.0    | 0.336     | 9.0         | LOS A            | 1.4               | 36.6      | 0.62      | 0.64                | 0.67             | 32.8        |
| 14                           | R2   | 25            | 3.0    | 27            | 3.0    | 0.336     | 8.8         | LOS A            | 1.4               | 36.0      | 0.62      | 0.63                | 0.66             | 32.3        |
| Approach                     |      | 451           | 3.0    | 490           | 3.0    | 0.336     | 9.1         | LOS A            | 1.4               | 36.6      | 0.63      | 0.64                | 0.68             | 32.6        |
| West: Platte Avenue          |      |               |        |               |        |           |             |                  |                   |           |           |                     |                  |             |
| 5                            | L2   | 14            | 3.0    | 15            | 3.0    | 0.111     | 5.8         | LOS A            | 0.4               | 10.3      | 0.52      | 0.47                | 0.52             | 34.4        |
| 2                            | T1   | 130           | 3.0    | 141           | 3.0    | 0.111     | 5.6         | LOS A            | 0.4               | 10.3      | 0.51      | 0.46                | 0.51             | 34.7        |
| 12                           | R2   | 22            | 3.0    | 24            | 3.0    | 0.111     | 5.3         | LOS A            | 0.4               | 10.2      | 0.50      | 0.45                | 0.50             | 33.9        |
| Approach                     |      | 166           | 3.0    | 180           | 3.0    | 0.111     | 5.6         | LOS A            | 0.4               | 10.3      | 0.51      | 0.46                | 0.51             | 34.6        |
| All Vehicles                 |      | 1938          | 3.0    | 2107          | 3.0    | 0.445     | 7.8         | LOS A            | 2.3               | 59.0      | 0.53      | 0.47                | 0.54             | 33.3        |

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Roundabout LOS Method: Same as Sign Control.

Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.

LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).

Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).

Roundabout Capacity Model: US HCM 6.

Delay Model: HCM Delay Formula (Geometric Delay is not included).

Queue Model: HCM Queue Formula.

Gap-Acceptance Capacity: Traditional M1.

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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# MOVEMENT SUMMARY

 Site: 101 [Nevada & Platte 2030 PM Boulder Closure (4-lane)  
(Site Folder: General)]

Existing AM  
Site Category: (None)  
Roundabout

| Vehicle Movement Performance |      |               |        |               |        |           |             |                  |                   |           |           |                     |                  |             |
|------------------------------|------|---------------|--------|---------------|--------|-----------|-------------|------------------|-------------------|-----------|-----------|---------------------|------------------|-------------|
| Mov ID                       | Turn | INPUT VOLUMES |        | DEMAND FLOWS  |        | Deg. Satn | Aver. Delay | Level of Service | 95% BACK OF QUEUE |           | Prop. Que | Effective Stop Rate | Aver. No. Cycles | Aver. Speed |
|                              |      | [ Total veh/h | HV ] % | [ Total veh/h | HV ] % |           |             |                  | [ Veh. veh        | Dist ] ft |           |                     |                  |             |
| South: Nevada Avenue         |      |               |        |               |        |           |             |                  |                   |           |           |                     |                  |             |
| 3                            | L2   | 25            | 3.0    | 27            | 3.0    | 0.905     | 38.2        | LOS E            | 17.1              | 438.4     | 0.99      | 1.70                | 3.09             | 23.3        |
| 8                            | T1   | 904           | 3.0    | 983           | 3.0    | 0.905     | 37.3        | LOS E            | 18.1              | 463.6     | 0.99      | 1.71                | 3.09             | 23.5        |
| 18                           | R2   | 328           | 3.0    | 357           | 3.0    | 0.905     | 35.8        | LOS E            | 18.1              | 463.6     | 0.99      | 1.72                | 3.11             | 23.2        |
| Approach                     |      | 1257          | 3.0    | 1366          | 3.0    | 0.905     | 37.0        | LOS E            | 18.1              | 463.6     | 0.99      | 1.71                | 3.10             | 23.4        |
| East: Platte Avenue          |      |               |        |               |        |           |             |                  |                   |           |           |                     |                  |             |
| 1                            | L2   | 94            | 3.0    | 102           | 3.0    | 0.734     | 28.4        | LOS D            | 5.5               | 139.7     | 0.85      | 1.15                | 1.87             | 25.6        |
| 6                            | T1   | 485           | 3.0    | 527           | 3.0    | 0.734     | 27.1        | LOS D            | 5.7               | 145.5     | 0.84      | 1.14                | 1.87             | 26.1        |
| 16                           | R2   | 134           | 3.0    | 146           | 3.0    | 0.734     | 25.7        | LOS D            | 5.7               | 145.5     | 0.84      | 1.14                | 1.86             | 26.0        |
| Approach                     |      | 713           | 3.0    | 775           | 3.0    | 0.734     | 27.0        | LOS D            | 5.7               | 145.5     | 0.84      | 1.14                | 1.87             | 26.0        |
| North: Nevada Avenue         |      |               |        |               |        |           |             |                  |                   |           |           |                     |                  |             |
| 7                            | L2   | 176           | 3.0    | 191           | 3.0    | 0.516     | 13.0        | LOS B            | 3.3               | 83.3      | 0.71      | 0.84                | 1.10             | 30.3        |
| 4                            | T1   | 483           | 3.0    | 525           | 3.0    | 0.516     | 12.4        | LOS B            | 3.3               | 84.3      | 0.70      | 0.83                | 1.08             | 31.3        |
| 14                           | R2   | 44            | 3.0    | 48            | 3.0    | 0.516     | 12.1        | LOS B            | 3.3               | 84.3      | 0.70      | 0.82                | 1.07             | 30.9        |
| Approach                     |      | 703           | 3.0    | 764           | 3.0    | 0.516     | 12.5        | LOS B            | 3.3               | 84.3      | 0.70      | 0.83                | 1.08             | 31.0        |
| West: Platte Avenue          |      |               |        |               |        |           |             |                  |                   |           |           |                     |                  |             |
| 5                            | L2   | 16            | 3.0    | 17            | 3.0    | 0.389     | 11.7        | LOS B            | 1.8               | 45.9      | 0.69      | 0.75                | 0.89             | 31.9        |
| 2                            | T1   | 392           | 3.0    | 426           | 3.0    | 0.389     | 11.2        | LOS B            | 1.8               | 45.9      | 0.68      | 0.74                | 0.88             | 32.1        |
| 12                           | R2   | 49            | 3.0    | 53            | 3.0    | 0.389     | 10.7        | LOS B            | 1.8               | 45.9      | 0.67      | 0.73                | 0.87             | 31.4        |
| Approach                     |      | 457           | 3.0    | 497           | 3.0    | 0.389     | 11.1        | LOS B            | 1.8               | 45.9      | 0.68      | 0.74                | 0.88             | 32.0        |
| All Vehicles                 |      | 3130          | 3.0    | 3402          | 3.0    | 0.905     | 25.4        | LOS D            | 18.1              | 463.6     | 0.85      | 1.24                | 2.04             | 26.5        |

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Roundabout LOS Method: Same as Sign Control.

Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.

LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).

Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).

Roundabout Capacity Model: US HCM 6.

Delay Model: HCM Delay Formula (Geometric Delay is not included).

Queue Model: HCM Queue Formula.

Gap-Acceptance Capacity: Traditional M1.

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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# MOVEMENT SUMMARY

 **Site: 101 [Nevada & Platte 2030 AM Vols Boulder Closure (2-lane) (Site Folder: General)]**

2027 AM

Site Category: (None)

Roundabout

| Vehicle Movement Performance |      |               |      |              |      |           |             |                  |                   |        |           |                     |                  |             |
|------------------------------|------|---------------|------|--------------|------|-----------|-------------|------------------|-------------------|--------|-----------|---------------------|------------------|-------------|
| Mov ID                       | Turn | INPUT VOLUMES |      | DEMAND FLOWS |      | Deg. Satn | Aver. Delay | Level of Service | 95% BACK OF QUEUE |        | Prop. Que | Effective Stop Rate | Aver. No. Cycles | Aver. Speed |
|                              |      | [ Total       | HV ] | [ Total      | HV ] |           |             |                  | [ Veh.            | Dist ] |           |                     |                  |             |
|                              |      | veh/h         | %    | veh/h        | %    | v/c       | sec         |                  | veh               | ft     |           |                     |                  | mph         |
| South: Nevada Avenue         |      |               |      |              |      |           |             |                  |                   |        |           |                     |                  |             |
| 3                            | L2   | 10            | 3.0  | 11           | 3.0  | 0.260     | 6.0         | LOS A            | 1.1               | 29.1   | 0.42      | 0.32                | 0.42             | 34.7        |
| 8                            | T1   | 284           | 3.0  | 309          | 3.0  | 0.260     | 6.0         | LOS A            | 1.1               | 29.1   | 0.42      | 0.31                | 0.42             | 34.6        |
| 18                           | R2   | 216           | 3.0  | 235          | 3.0  | 0.260     | 5.7         | LOS A            | 1.1               | 28.6   | 0.40      | 0.30                | 0.40             | 33.7        |
| Approach                     |      | 510           | 3.0  | 554          | 3.0  | 0.260     | 5.9         | LOS A            | 1.1               | 29.1   | 0.41      | 0.31                | 0.41             | 34.2        |
| East: Platte Avenue          |      |               |      |              |      |           |             |                  |                   |        |           |                     |                  |             |
| 1                            | L2   | 87            | 3.0  | 95           | 3.0  | 0.857     | 24.5        | LOS C            | 22.7              | 580.3  | 0.96      | 1.47                | 2.31             | 27.0        |
| 6                            | T1   | 522           | 3.0  | 567          | 3.0  | 0.857     | 24.5        | LOS C            | 22.7              | 580.3  | 0.96      | 1.47                | 2.31             | 26.9        |
| 16                           | R2   | 202           | 3.0  | 220          | 3.0  | 0.857     | 24.5        | LOS C            | 22.7              | 580.3  | 0.96      | 1.47                | 2.31             | 26.3        |
| Approach                     |      | 811           | 3.0  | 882          | 3.0  | 0.857     | 24.5        | LOS C            | 22.7              | 580.3  | 0.96      | 1.47                | 2.31             | 26.8        |
| North: Nevada Avenue         |      |               |      |              |      |           |             |                  |                   |        |           |                     |                  |             |
| 7                            | L2   | 92            | 3.0  | 100          | 3.0  | 0.336     | 9.5         | LOS A            | 1.4               | 36.6   | 0.64      | 0.66                | 0.70             | 32.0        |
| 4                            | T1   | 334           | 3.0  | 363          | 3.0  | 0.336     | 9.0         | LOS A            | 1.4               | 36.6   | 0.62      | 0.64                | 0.67             | 32.8        |
| 14                           | R2   | 25            | 3.0  | 27           | 3.0  | 0.336     | 8.8         | LOS A            | 1.4               | 36.0   | 0.62      | 0.63                | 0.66             | 32.3        |
| Approach                     |      | 451           | 3.0  | 490          | 3.0  | 0.336     | 9.1         | LOS A            | 1.4               | 36.6   | 0.63      | 0.64                | 0.68             | 32.6        |
| West: Platte Avenue          |      |               |      |              |      |           |             |                  |                   |        |           |                     |                  |             |
| 5                            | L2   | 14            | 3.0  | 15           | 3.0  | 0.213     | 6.5         | LOS A            | 0.8               | 20.8   | 0.53      | 0.51                | 0.53             | 34.4        |
| 2                            | T1   | 130           | 3.0  | 141          | 3.0  | 0.213     | 6.5         | LOS A            | 0.8               | 20.8   | 0.53      | 0.51                | 0.53             | 34.3        |
| 12                           | R2   | 22            | 3.0  | 24           | 3.0  | 0.213     | 6.5         | LOS A            | 0.8               | 20.8   | 0.53      | 0.51                | 0.53             | 33.2        |
| Approach                     |      | 166           | 3.0  | 180          | 3.0  | 0.213     | 6.5         | LOS A            | 0.8               | 20.8   | 0.53      | 0.51                | 0.53             | 34.1        |
| All Vehicles                 |      | 1938          | 3.0  | 2107         | 3.0  | 0.857     | 14.5        | LOS B            | 22.7              | 580.3  | 0.70      | 0.89                | 1.28             | 30.3        |

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Roundabout LOS Method: Same as Sign Control.

Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.

LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).

Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).

Roundabout Capacity Model: US HCM 6.

Delay Model: HCM Delay Formula (Geometric Delay is not included).

Queue Model: HCM Queue Formula.

Gap-Acceptance Capacity: Traditional M1.

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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# MOVEMENT SUMMARY

 **Site: 101 [Nevada & Platte 2030 PM Boulder Closure (2-lane)**  
**(Site Folder: General)]**

Existing AM  
 Site Category: (None)  
 Roundabout

| Vehicle Movement Performance |      |               |      |               |      |           |             |                  |                   |           |           |                     |                  |             |
|------------------------------|------|---------------|------|---------------|------|-----------|-------------|------------------|-------------------|-----------|-----------|---------------------|------------------|-------------|
| Mov ID                       | Turn | INPUT VOLUMES |      | DEMAND FLOWS  |      | Deg. Satn | Aver. Delay | Level of Service | 95% BACK OF QUEUE |           | Prop. Que | Effective Stop Rate | Aver. No. Cycles | Aver. Speed |
|                              |      | [ Total veh/h | HV % | [ Total veh/h | HV % |           |             |                  | [ Veh. veh        | Dist ] ft |           |                     |                  |             |
|                              |      |               |      |               |      | v/c       | sec         |                  |                   |           |           |                     |                  | mph         |
| South: Nevada Avenue         |      |               |      |               |      |           |             |                  |                   |           |           |                     |                  |             |
| 3                            | L2   | 25            | 3.0  | 27            | 3.0  | 0.905     | 38.2        | LOS E            | 17.1              | 438.4     | 0.99      | 1.70                | 3.09             | 23.3        |
| 8                            | T1   | 904           | 3.0  | 983           | 3.0  | 0.905     | 37.3        | LOS E            | 18.1              | 463.6     | 0.99      | 1.71                | 3.09             | 23.5        |
| 18                           | R2   | 328           | 3.0  | 357           | 3.0  | 0.905     | 35.8        | LOS E            | 18.1              | 463.6     | 0.99      | 1.72                | 3.11             | 23.2        |
| Approach                     |      | 1257          | 3.0  | 1366          | 3.0  | 0.905     | 37.0        | LOS E            | 18.1              | 463.6     | 0.99      | 1.71                | 3.10             | 23.4        |
| East: Platte Avenue          |      |               |      |               |      |           |             |                  |                   |           |           |                     |                  |             |
| 1                            | L2   | 94            | 3.0  | 102           | 3.0  | 1.382     | 203.9       | LOS F            | 78.9              | 2019.8    | 1.00      | 4.45                | 12.72            | 8.6         |
| 6                            | T1   | 485           | 3.0  | 527           | 3.0  | 1.382     | 203.9       | LOS F            | 78.9              | 2019.8    | 1.00      | 4.45                | 12.72            | 8.6         |
| 16                           | R2   | 134           | 3.0  | 146           | 3.0  | 1.382     | 203.9       | LOS F            | 78.9              | 2019.8    | 1.00      | 4.45                | 12.72            | 8.6         |
| Approach                     |      | 713           | 3.0  | 775           | 3.0  | 1.382     | 203.9       | LOS F            | 78.9              | 2019.8    | 1.00      | 4.45                | 12.72            | 8.6         |
| North: Nevada Avenue         |      |               |      |               |      |           |             |                  |                   |           |           |                     |                  |             |
| 7                            | L2   | 176           | 3.0  | 191           | 3.0  | 0.445     | 10.0        | LOS B            | 2.5               | 64.2      | 0.63      | 0.68                | 0.79             | 31.6        |
| 4                            | T1   | 483           | 3.0  | 525           | 3.0  | 0.445     | 9.6         | LOS A            | 2.5               | 64.2      | 0.61      | 0.66                | 0.76             | 32.5        |
| 14                           | R2   | 44            | 3.0  | 48            | 3.0  | 0.445     | 9.4         | LOS A            | 2.5               | 63.4      | 0.61      | 0.65                | 0.75             | 32.0        |
| Approach                     |      | 703           | 3.0  | 764           | 3.0  | 0.445     | 9.7         | LOS A            | 2.5               | 64.2      | 0.62      | 0.66                | 0.77             | 32.2        |
| West: Platte Avenue          |      |               |      |               |      |           |             |                  |                   |           |           |                     |                  |             |
| 5                            | L2   | 16            | 3.0  | 17            | 3.0  | 0.721     | 21.1        | LOS C            | 6.5               | 167.7     | 0.83      | 1.13                | 1.76             | 28.2        |
| 2                            | T1   | 392           | 3.0  | 426           | 3.0  | 0.721     | 21.1        | LOS C            | 6.5               | 167.7     | 0.83      | 1.13                | 1.76             | 28.2        |
| 12                           | R2   | 49            | 3.0  | 53            | 3.0  | 0.721     | 21.1        | LOS C            | 6.5               | 167.7     | 0.83      | 1.13                | 1.76             | 27.5        |
| Approach                     |      | 457           | 3.0  | 497           | 3.0  | 0.721     | 21.1        | LOS C            | 6.5               | 167.7     | 0.83      | 1.13                | 1.76             | 28.1        |
| All Vehicles                 |      | 3130          | 3.0  | 3402          | 3.0  | 1.382     | 66.6        | LOS F            | 78.9              | 2019.8    | 0.89      | 2.01                | 4.57             | 17.9        |

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Roundabout LOS Method: Same as Sign Control.

Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.

LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).

Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).

Roundabout Capacity Model: US HCM 6.

Delay Model: HCM Delay Formula (Geometric Delay is not included).

Queue Model: HCM Queue Formula.

Gap-Acceptance Capacity: Traditional M1.

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

# MOVEMENT SUMMARY

 Site: 101 [Nevada & Platte 2030 AM Boulder Open, 4-lane Platte (Site Folder: General)]

2027 AM  
Site Category: (None)  
Roundabout

| Vehicle Movement Performance |      |               |        |               |        |           |             |                  |                   |           |           |                     |                  |             |
|------------------------------|------|---------------|--------|---------------|--------|-----------|-------------|------------------|-------------------|-----------|-----------|---------------------|------------------|-------------|
| Mov ID                       | Turn | INPUT VOLUMES |        | DEMAND FLOWS  |        | Deg. Satn | Aver. Delay | Level of Service | 95% BACK OF QUEUE |           | Prop. Que | Effective Stop Rate | Aver. No. Cycles | Aver. Speed |
|                              |      | [ Total veh/h | HV ] % | [ Total veh/h | HV ] % |           |             |                  | [ Veh. veh        | Dist ] ft |           |                     |                  |             |
| South: Nevada Avenue         |      |               |        |               |        |           |             |                  |                   |           |           |                     |                  |             |
| 3                            | L2   | 10            | 3.0    | 11            | 3.0    | 0.241     | 5.4         | LOS A            | 1.1               | 27.4      | 0.33      | 0.21                | 0.33             | 35.0        |
| 8                            | T1   | 413           | 3.0    | 449           | 3.0    | 0.241     | 5.3         | LOS A            | 1.1               | 27.4      | 0.32      | 0.20                | 0.32             | 35.0        |
| 18                           | R2   | 91            | 3.0    | 99            | 3.0    | 0.241     | 5.2         | LOS A            | 1.0               | 26.7      | 0.32      | 0.20                | 0.32             | 34.0        |
| Approach                     |      | 514           | 3.0    | 559           | 3.0    | 0.241     | 5.3         | LOS A            | 1.1               | 27.4      | 0.32      | 0.20                | 0.32             | 34.8        |
| East: Platte Avenue          |      |               |        |               |        |           |             |                  |                   |           |           |                     |                  |             |
| 1                            | L2   | 95            | 3.0    | 103           | 3.0    | 0.423     | 9.5         | LOS A            | 2.3               | 57.8      | 0.61      | 0.65                | 0.73             | 32.3        |
| 6                            | T1   | 460           | 3.0    | 500           | 3.0    | 0.423     | 9.2         | LOS A            | 2.3               | 57.8      | 0.60      | 0.63                | 0.71             | 32.7        |
| 16                           | R2   | 123           | 3.0    | 134           | 3.0    | 0.423     | 8.9         | LOS A            | 2.2               | 56.6      | 0.59      | 0.61                | 0.69             | 32.2        |
| Approach                     |      | 678           | 3.0    | 737           | 3.0    | 0.423     | 9.2         | LOS A            | 2.3               | 57.8      | 0.60      | 0.63                | 0.71             | 32.6        |
| North: Nevada Avenue         |      |               |        |               |        |           |             |                  |                   |           |           |                     |                  |             |
| 7                            | L2   | 38            | 3.0    | 41            | 3.0    | 0.315     | 8.7         | LOS A            | 1.3               | 32.8      | 0.61      | 0.61                | 0.61             | 33.0        |
| 4                            | T1   | 380           | 3.0    | 413           | 3.0    | 0.315     | 8.4         | LOS A            | 1.3               | 32.8      | 0.60      | 0.60                | 0.60             | 33.3        |
| 14                           | R2   | 28            | 3.0    | 30            | 3.0    | 0.315     | 8.1         | LOS A            | 1.3               | 32.5      | 0.59      | 0.59                | 0.59             | 32.6        |
| Approach                     |      | 446           | 3.0    | 485           | 3.0    | 0.315     | 8.4         | LOS A            | 1.3               | 32.8      | 0.60      | 0.60                | 0.60             | 33.2        |
| West: Platte Avenue          |      |               |        |               |        |           |             |                  |                   |           |           |                     |                  |             |
| 5                            | L2   | 15            | 3.0    | 16            | 3.0    | 0.091     | 5.6         | LOS A            | 0.3               | 8.4       | 0.51      | 0.46                | 0.51             | 34.4        |
| 2                            | T1   | 99            | 3.0    | 108           | 3.0    | 0.091     | 5.4         | LOS A            | 0.3               | 8.4       | 0.50      | 0.44                | 0.50             | 34.7        |
| 12                           | R2   | 22            | 3.0    | 24            | 3.0    | 0.091     | 5.1         | LOS A            | 0.3               | 8.2       | 0.49      | 0.43                | 0.49             | 34.0        |
| Approach                     |      | 136           | 3.0    | 148           | 3.0    | 0.091     | 5.4         | LOS A            | 0.3               | 8.4       | 0.50      | 0.44                | 0.50             | 34.6        |
| All Vehicles                 |      | 1774          | 3.0    | 1928          | 3.0    | 0.423     | 7.6         | LOS A            | 2.3               | 57.8      | 0.51      | 0.48                | 0.55             | 33.5        |

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Roundabout LOS Method: Same as Sign Control.

Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.

LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).

Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).

Roundabout Capacity Model: US HCM 6.

Delay Model: HCM Delay Formula (Geometric Delay is not included).

Queue Model: HCM Queue Formula.

Gap-Acceptance Capacity: Traditional M1.

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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# MOVEMENT SUMMARY

 **Site: 101 [Nevada & Platte 2030 PM Boulder Open. 4-lane Platte (Site Folder: General)]**

2027 PM No Change  
Site Category: (None)  
Roundabout

| Vehicle Movement Performance |      |               |      |               |      |           |             |                  |                   |           |           |                     |                  |             |
|------------------------------|------|---------------|------|---------------|------|-----------|-------------|------------------|-------------------|-----------|-----------|---------------------|------------------|-------------|
| Mov ID                       | Turn | INPUT VOLUMES |      | DEMAND FLOWS  |      | Deg. Satn | Aver. Delay | Level of Service | 95% BACK OF QUEUE |           | Prop. Que | Effective Stop Rate | Aver. No. Cycles | Aver. Speed |
|                              |      | [ Total veh/h | HV % | [ Total veh/h | HV % |           |             |                  | [ Veh. veh        | Dist ] ft |           |                     |                  |             |
| South: Nevada Avenue         |      |               |      |               |      |           |             |                  |                   |           |           |                     |                  |             |
| 3                            | L2   | 25            | 3.0  | 27            | 3.0  | 0.774     | 21.0        | LOS C            | 11.6              | 296.9     | 0.87      | 1.26                | 1.89             | 28.3        |
| 8                            | T1   | 963           | 3.0  | 1047          | 3.0  | 0.774     | 20.5        | LOS C            | 12.0              | 307.4     | 0.86      | 1.25                | 1.88             | 28.4        |
| 18                           | R2   | 269           | 3.0  | 292           | 3.0  | 0.774     | 19.7        | LOS C            | 12.0              | 307.4     | 0.86      | 1.25                | 1.87             | 27.9        |
| Approach                     |      | 1257          | 3.0  | 1366          | 3.0  | 0.774     | 20.4        | LOS C            | 12.0              | 307.4     | 0.86      | 1.25                | 1.88             | 28.3        |
| East: Platte Avenue          |      |               |      |               |      |           |             |                  |                   |           |           |                     |                  |             |
| 1                            | L2   | 102           | 3.0  | 111           | 3.0  | 0.748     | 31.1        | LOS D            | 5.5               | 140.1     | 0.87      | 1.18                | 1.95             | 24.8        |
| 6                            | T1   | 460           | 3.0  | 500           | 3.0  | 0.748     | 29.5        | LOS D            | 5.7               | 146.1     | 0.86      | 1.17                | 1.95             | 25.4        |
| 16                           | R2   | 123           | 3.0  | 134           | 3.0  | 0.748     | 28.0        | LOS D            | 5.7               | 146.1     | 0.85      | 1.17                | 1.94             | 25.3        |
| Approach                     |      | 685           | 3.0  | 745           | 3.0  | 0.748     | 29.4        | LOS D            | 5.7               | 146.1     | 0.86      | 1.17                | 1.95             | 25.3        |
| North: Nevada Avenue         |      |               |      |               |      |           |             |                  |                   |           |           |                     |                  |             |
| 7                            | L2   | 72            | 3.0  | 78            | 3.0  | 0.479     | 12.0        | LOS B            | 2.8               | 72.2      | 0.69      | 0.79                | 1.00             | 31.4        |
| 4                            | T1   | 547           | 3.0  | 595           | 3.0  | 0.479     | 11.5        | LOS B            | 2.8               | 72.6      | 0.68      | 0.78                | 0.98             | 31.8        |
| 14                           | R2   | 44            | 3.0  | 48            | 3.0  | 0.479     | 11.1        | LOS B            | 2.8               | 72.6      | 0.67      | 0.77                | 0.97             | 31.3        |
| Approach                     |      | 663           | 3.0  | 721           | 3.0  | 0.479     | 11.5        | LOS B            | 2.8               | 72.6      | 0.68      | 0.78                | 0.98             | 31.7        |
| West: Platte Avenue          |      |               |      |               |      |           |             |                  |                   |           |           |                     |                  |             |
| 5                            | L2   | 17            | 3.0  | 18            | 3.0  | 0.332     | 10.3        | LOS B            | 1.4               | 35.4      | 0.66      | 0.69                | 0.75             | 32.5        |
| 2                            | T1   | 336           | 3.0  | 365           | 3.0  | 0.332     | 9.8         | LOS A            | 1.4               | 35.4      | 0.65      | 0.68                | 0.74             | 32.7        |
| 12                           | R2   | 49            | 3.0  | 53            | 3.0  | 0.332     | 9.4         | LOS A            | 1.4               | 35.1      | 0.64      | 0.67                | 0.72             | 32.0        |
| Approach                     |      | 402           | 3.0  | 437           | 3.0  | 0.332     | 9.8         | LOS A            | 1.4               | 35.4      | 0.65      | 0.68                | 0.74             | 32.6        |
| All Vehicles                 |      | 3007          | 3.0  | 3268          | 3.0  | 0.774     | 19.1        | LOS C            | 12.0              | 307.4     | 0.79      | 1.05                | 1.54             | 28.7        |

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Roundabout LOS Method: Same as Sign Control.

Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.

LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).

Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).

Roundabout Capacity Model: US HCM 6.

Delay Model: HCM Delay Formula (Geometric Delay is not included).

Queue Model: HCM Queue Formula.

Gap-Acceptance Capacity: Traditional M1.

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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# MOVEMENT SUMMARY

 Site: 101 [Nevada & Platte 2030 AM Boulder Open, 2-lane Platte  
(Site Folder: General)]

2027 AM  
Site Category: (None)  
Roundabout

| Vehicle Movement Performance |      |               |      |               |      |           |             |                  |                   |           |           |                     |                  |             |
|------------------------------|------|---------------|------|---------------|------|-----------|-------------|------------------|-------------------|-----------|-----------|---------------------|------------------|-------------|
| Mov ID                       | Turn | INPUT VOLUMES |      | DEMAND FLOWS  |      | Deg. Satn | Aver. Delay | Level of Service | 95% BACK OF QUEUE |           | Prop. Que | Effective Stop Rate | Aver. No. Cycles | Aver. Speed |
|                              |      | [ Total veh/h | HV % | [ Total veh/h | HV % |           |             |                  | [ Veh. veh        | Dist ] ft |           |                     |                  |             |
|                              |      |               |      |               |      | v/c       | sec         |                  |                   |           |           |                     |                  | mph         |
| South: Nevada Avenue         |      |               |      |               |      |           |             |                  |                   |           |           |                     |                  |             |
| 3                            | L2   | 10            | 3.0  | 11            | 3.0  | 0.241     | 5.4         | LOS A            | 1.1               | 27.4      | 0.33      | 0.21                | 0.33             | 35.0        |
| 8                            | T1   | 413           | 3.0  | 449           | 3.0  | 0.241     | 5.3         | LOS A            | 1.1               | 27.4      | 0.32      | 0.20                | 0.32             | 35.0        |
| 18                           | R2   | 91            | 3.0  | 99            | 3.0  | 0.241     | 5.2         | LOS A            | 1.0               | 26.7      | 0.32      | 0.20                | 0.32             | 34.0        |
| Approach                     |      | 514           | 3.0  | 559           | 3.0  | 0.241     | 5.3         | LOS A            | 1.1               | 27.4      | 0.32      | 0.20                | 0.32             | 34.8        |
| East: Platte Avenue          |      |               |      |               |      |           |             |                  |                   |           |           |                     |                  |             |
| 1                            | L2   | 95            | 3.0  | 103           | 3.0  | 0.811     | 22.5        | LOS C            | 14.1              | 360.6     | 0.90      | 1.37                | 2.12             | 27.6        |
| 6                            | T1   | 460           | 3.0  | 500           | 3.0  | 0.811     | 22.5        | LOS C            | 14.1              | 360.6     | 0.90      | 1.37                | 2.12             | 27.5        |
| 16                           | R2   | 123           | 3.0  | 134           | 3.0  | 0.811     | 22.5        | LOS C            | 14.1              | 360.6     | 0.90      | 1.37                | 2.12             | 26.8        |
| Approach                     |      | 678           | 3.0  | 737           | 3.0  | 0.811     | 22.5        | LOS C            | 14.1              | 360.6     | 0.90      | 1.37                | 2.12             | 27.4        |
| North: Nevada Avenue         |      |               |      |               |      |           |             |                  |                   |           |           |                     |                  |             |
| 7                            | L2   | 38            | 3.0  | 41            | 3.0  | 0.315     | 8.7         | LOS A            | 1.3               | 32.8      | 0.61      | 0.61                | 0.61             | 33.0        |
| 4                            | T1   | 380           | 3.0  | 413           | 3.0  | 0.315     | 8.4         | LOS A            | 1.3               | 32.8      | 0.60      | 0.60                | 0.60             | 33.3        |
| 14                           | R2   | 28            | 3.0  | 30            | 3.0  | 0.315     | 8.1         | LOS A            | 1.3               | 32.5      | 0.59      | 0.59                | 0.59             | 32.6        |
| Approach                     |      | 446           | 3.0  | 485           | 3.0  | 0.315     | 8.4         | LOS A            | 1.3               | 32.8      | 0.60      | 0.60                | 0.60             | 33.2        |
| West: Platte Avenue          |      |               |      |               |      |           |             |                  |                   |           |           |                     |                  |             |
| 5                            | L2   | 15            | 3.0  | 16            | 3.0  | 0.175     | 6.0         | LOS A            | 0.6               | 16.6      | 0.52      | 0.49                | 0.52             | 34.5        |
| 2                            | T1   | 99            | 3.0  | 108           | 3.0  | 0.175     | 6.0         | LOS A            | 0.6               | 16.6      | 0.52      | 0.49                | 0.52             | 34.4        |
| 12                           | R2   | 22            | 3.0  | 24            | 3.0  | 0.175     | 6.0         | LOS A            | 0.6               | 16.6      | 0.52      | 0.49                | 0.52             | 33.4        |
| Approach                     |      | 136           | 3.0  | 148           | 3.0  | 0.175     | 6.0         | LOS A            | 0.6               | 16.6      | 0.52      | 0.49                | 0.52             | 34.3        |
| All Vehicles                 |      | 1774          | 3.0  | 1928          | 3.0  | 0.811     | 12.7        | LOS B            | 14.1              | 360.6     | 0.63      | 0.77                | 1.10             | 31.2        |

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Roundabout LOS Method: Same as Sign Control.

Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.

LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).

Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).

Roundabout Capacity Model: US HCM 6.

Delay Model: HCM Delay Formula (Geometric Delay is not included).

Queue Model: HCM Queue Formula.

Gap-Acceptance Capacity: Traditional M1.

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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# MOVEMENT SUMMARY

 **Site: 101 [Nevada & Platte 2030 PM Boulder Open. 2-lane Platte (Site Folder: General)]**

2027 PM No Change  
Site Category: (None)  
Roundabout

| Vehicle Movement Performance |      |                  |         |                  |         |           |             |                  |                   |            |           |                     |                  |             |
|------------------------------|------|------------------|---------|------------------|---------|-----------|-------------|------------------|-------------------|------------|-----------|---------------------|------------------|-------------|
| Mov ID                       | Turn | INPUT VOLUMES    |         | DEMAND FLOWS     |         | Deg. Satn | Aver. Delay | Level of Service | 95% BACK OF QUEUE |            | Prop. Que | Effective Stop Rate | Aver. No. Cycles | Aver. Speed |
|                              |      | [ Total<br>veh/h | HV<br>% | [ Total<br>veh/h | HV<br>% |           |             |                  | [ Veh.<br>veh     | Dist<br>ft |           |                     |                  |             |
| South: Nevada Avenue         |      |                  |         |                  |         |           |             |                  |                   |            |           |                     |                  |             |
| 3                            | L2   | 25               | 3.0     | 27               | 3.0     | 0.774     | 21.0        | LOS C            | 11.6              | 296.9      | 0.87      | 1.26                | 1.89             | 28.3        |
| 8                            | T1   | 963              | 3.0     | 1047             | 3.0     | 0.774     | 20.5        | LOS C            | 12.0              | 307.4      | 0.86      | 1.25                | 1.88             | 28.4        |
| 18                           | R2   | 269              | 3.0     | 292              | 3.0     | 0.774     | 19.7        | LOS C            | 12.0              | 307.4      | 0.86      | 1.25                | 1.87             | 27.9        |
| Approach                     |      | 1257             | 3.0     | 1366             | 3.0     | 0.774     | 20.4        | LOS C            | 12.0              | 307.4      | 0.86      | 1.25                | 1.88             | 28.3        |
| East: Platte Avenue          |      |                  |         |                  |         |           |             |                  |                   |            |           |                     |                  |             |
| 1                            | L2   | 102              | 3.0     | 111              | 3.0     | 1.405     | 215.3       | LOS F            | 78.4              | 2007.4     | 1.00      | 4.46                | 13.01            | 8.3         |
| 6                            | T1   | 460              | 3.0     | 500              | 3.0     | 1.405     | 215.3       | LOS F            | 78.4              | 2007.4     | 1.00      | 4.46                | 13.01            | 8.3         |
| 16                           | R2   | 123              | 3.0     | 134              | 3.0     | 1.405     | 215.3       | LOS F            | 78.4              | 2007.4     | 1.00      | 4.46                | 13.01            | 8.2         |
| Approach                     |      | 685              | 3.0     | 745              | 3.0     | 1.405     | 215.3       | LOS F            | 78.4              | 2007.4     | 1.00      | 4.46                | 13.01            | 8.3         |
| North: Nevada Avenue         |      |                  |         |                  |         |           |             |                  |                   |            |           |                     |                  |             |
| 7                            | L2   | 72               | 3.0     | 78               | 3.0     | 0.412     | 9.3         | LOS A            | 2.1               | 53.5       | 0.60      | 0.62                | 0.68             | 32.6        |
| 4                            | T1   | 547              | 3.0     | 595              | 3.0     | 0.412     | 9.0         | LOS A            | 2.1               | 53.5       | 0.59      | 0.60                | 0.66             | 33.0        |
| 14                           | R2   | 44               | 3.0     | 48               | 3.0     | 0.412     | 8.7         | LOS A            | 2.0               | 52.2       | 0.58      | 0.58                | 0.64             | 32.3        |
| Approach                     |      | 663              | 3.0     | 721              | 3.0     | 0.412     | 9.0         | LOS A            | 2.1               | 53.5       | 0.59      | 0.60                | 0.66             | 32.9        |
| West: Platte Avenue          |      |                  |         |                  |         |           |             |                  |                   |            |           |                     |                  |             |
| 5                            | L2   | 17               | 3.0     | 18               | 3.0     | 0.613     | 15.8        | LOS C            | 4.5               | 115.1      | 0.76      | 0.96                | 1.37             | 30.2        |
| 2                            | T1   | 336              | 3.0     | 365              | 3.0     | 0.613     | 15.8        | LOS C            | 4.5               | 115.1      | 0.76      | 0.96                | 1.37             | 30.1        |
| 12                           | R2   | 49               | 3.0     | 53               | 3.0     | 0.613     | 15.8        | LOS C            | 4.5               | 115.1      | 0.76      | 0.96                | 1.37             | 29.4        |
| Approach                     |      | 402              | 3.0     | 437              | 3.0     | 0.613     | 15.8        | LOS C            | 4.5               | 115.1      | 0.76      | 0.96                | 1.37             | 30.1        |
| All Vehicles                 |      | 3007             | 3.0     | 3268             | 3.0     | 1.405     | 61.7        | LOS F            | 78.4              | 2007.4     | 0.82      | 1.80                | 4.08             | 18.7        |

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Roundabout LOS Method: Same as Sign Control.

Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.

LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).

Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).

Roundabout Capacity Model: US HCM 6.

Delay Model: HCM Delay Formula (Geometric Delay is not included).

Queue Model: HCM Queue Formula.

Gap-Acceptance Capacity: Traditional M1.

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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