

## MEMORANDUM

To: Todd Frisbie, P.E., PTOE  
City of Colorado Springs, City Traffic Engineer

From: Curtis D. Rowe, P.E., PTOE  
Vice President

Date: August 18, 2021

Reference: 2424 Garden of the Gods Traffic Study Review

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At the request of the City of Colorado Springs, Kimley-Horn has provided an independent third-party review of the traffic impact study prepared for the 2424 Garden of the Gods project to be located along the northwest side of 30<sup>th</sup> Street between Garden of the Gods Road and Flying W Ranch Road. The traffic impact study prepared for this project was prepared by SM Rocha, LLC, dated March 2021. It is understood that the project may develop to include either 420 multifamily residential units or 200 residential units and approximately 200,000 square feet of general office space within the 2424 Garden of the Gods Office Park. The traffic study review and methodology are outlined in the following memorandum per request of the City of Colorado Springs staff.

### TRAFFIC STUDY REVIEW

Based on our review of the 2424 Garden of the Gods Traffic Impact Study prepared by SM Rocha, March 2021, Kimley-Horn and Associates concurs with the methodology and findings outlined in the project development traffic study. It is our opinion that the development traffic study adequately adjusted traffic volume counts conducted in 2020 to represent pre-pandemic normal traffic conditions. In fact, a comparison of traffic projections (see **Figure 1**) between the SM Rocha study and Kimley-Horn consistently show the SM Rocha traffic projections to be higher. Both the SM Rocha and Kimley-Horn traffic projections used the same assumptions of the existing office park development, the addition of Flying W Ranch, the addition of Red Leg Brewery, and a two percent annual growth rate. Therefore, the traffic projections developed and conclusions stated in the development traffic study are believed to be valid.








### DATA COLLECTION AND COMPARISON

Additional weekly data was collected at the 30<sup>th</sup> Street and Garden of the Gods Road intersection to determine when the peak day and peak periods occur. Weeklong turning movement counts at the intersection were conducted in 15-minute intervals from 5:00 am to 8:00 pm on Friday, July 9, 2021; Saturday July 10, 2021; Sunday, July 11, 2021; Monday, July 12, 2021; Tuesday, July 27, 2021; Wednesday, July 28, 2021; and Thursday, July 29, 2021. These traffic volume counts are attached. Based on the weekly counts collected in July 2021, it was determined that Thursday is the peak weekday for traffic movements and Saturday is the peak for weekend traffic conditions. Therefore, weekday counts at the intersection of 30<sup>th</sup> Street and Garden of the Gods, 30<sup>th</sup> Street and Flying W Ranch Road, and Alpine Meadows Lane and Flying W Ranch Road were collected on Thursday, August 5, 2021 and Saturday, August 7, 2021. Counts were conducted in 15-minute intervals during the weekday morning and afternoon peak hours of adjacent street traffic from 10:00 AM to 12:00 PM and 4:00 PM to 6:00 PM and during the Saturday midday peak from 12:30 PM to 2:30 PM. Of note, the 2021 existing counts include traffic volumes generated by the Flying W Ranch and Red Leg Brewery as these two developments are now fully operational. The existing counts are attached as **Figure 2** illustrates the weekday peak hour counts while **Figure 3** illustrates the Saturday peak hour count.

**SHORT-TERM AND LONG-TERM HORIZON EVALUATIONS**

The short-term 2022 and long-term 2040 traffic volumes developed based on the new August 2021 counts include the project traffic volumes for the 200 multifamily residential units and 200,000 square feet of general office building. In addition, the existing office park did not show many vehicles entering and exiting the site. Therefore, as shown in the 2424 Garden of the Gods Traffic Impact Study, 60 percent of the office park was assigned to the study intersections for the short-term 2022 horizon and 80 percent of the office park was assigned for the long-term 2040 horizon. **Figure 4** illustrates the 2022 weekday total traffic volumes and **Figure 5** illustrates the 2040 weekday total traffic volumes. As shown in both horizons, the controlling afternoon peak hour volumes are consistent with the volumes evaluated in the 2424 Garden of the Gods Traffic Impact Study as previously shown in **Figure 1**. Using the weekday morning peak hour volumes, operations were evaluated. It was found that the study area intersections would operate acceptably during the weekday morning peak hour as shown in **Table 1**. Of note, the 30<sup>th</sup> Street and Flying W Ranch Road intersection was evaluated with and without two-stage left turn. Since the intersection is a T-intersection with a two-way left turn lane present on the northeast leg of the intersection, southeastbound left turning traffic from Flying W Ranch Road to northeastbound 30<sup>th</sup> Street can use the existing two-way left turn lane after finding a gap in southbound traffic on 30<sup>th</sup> Street while then waiting in the center of the roadway for a gap in northbound traffic along 30<sup>th</sup> Street.

**Table 1: Morning Weekday Study Intersection LOS Table**

Intersection	Condition	Movement	Control	2022 Total	2040 Total
				LOS (Delay)	LOS (Delay)
30 <sup>th</sup> St & Garden of the Gods Rd		Overall		27.9 C	30.5 C
30 <sup>th</sup> St & Flying W Ranch Rd	With Two-Stage Left Turn	Northbound Left		8.9 A	9.9 A
		Eastbound Left		14.3 B	18.1 C
		Eastbound Right		11.1 B	12.9 B
	Without Two-Stage Left Turn	Northbound Left		8.9 A	9.9 A
		Eastbound Left		18.2 C	29.3 D
		Eastbound Right		11.1 B	12.9 B
Flying W Ranch & Alpine Meadows Ln		Northbound Left		8.1 A	8.4 A
		Eastbound Left		14.5 B	17.5 C
		Eastbound Right		9.6 A	10.0 B

**Table 2** shows a comparison of the LOS data during the weekday afternoon peak hour. This table shows the comparison of the LOS from the SM Rocha study compared to the Kimley-Horn analysis based on the same time period of evaluation. Also, it should be noted that the afternoon peak hour is the controlling peak hour for determining roadway capacity and needs.

The SM Rocha study shows that the 30th Street and Garden of the Gods Road intersection may operate at LOS E during the weekday afternoon peak hour in 2040; however, our current analysis shows this intersection still operating acceptably at LOS D during the weekday afternoon peak hour in 2040. The difference in the LOS at this signalized intersection is based on the previous overly conservative traffic estimates, whereas we believe that the estimates of traffic will be closer to what is shown in these Kimley-Horn projections. Therefore, this intersection is anticipated to operate acceptably throughout the long-term horizon with the existing configuration.



It should also be noted that the SM Rocha study shows the stop-controlled eastbound left turn movement at the intersection of 30th Street and Flying W Ranch Road operating at LOS F in 2022 during the afternoon peak hour and both evaluations show this movement operating at LOS F for the 2040 horizon. However, as previously noted, it is believed that this eastbound left turn traffic will be able to turn left in two stages while finding separate gaps in traffic along 30<sup>th</sup> Street. **Table 3** shows that acceptably LOS C during the morning peak hour with two-stage left turns. The delay for this movement in the afternoon peak hour is much lower when it is analyzed as a two-stage left turn, although it still operates at LOS F in 2040 during the weekday afternoon peak hour at a projected 55 seconds of delay per vehicle. Therefore, traffic movements at this intersection should be monitored in the long-term horizon to determine if alternate improvements are ever found to be needed.

**Table 2** shows the eastbound left turn at the intersection of Flying W Ranch and Alpine Meadows Lane operating at LOS F in 2040 during the weekday afternoon peak hour for the SM Rocha study, but the Kimley-Horn analysis shows this movement operating at LOS C. Again, we believe that the traffic volumes based on the updated counts demonstrate that this movement will operate acceptably. Of note, an existing two-way left turn lane exists on the north leg of Flying W Ranch Road at this intersection that eastbound left turning traffic could use to perform a two-stage left turn. This was not evaluated in this study to provide a direct comparison to the previous SM Rocha study and volumes.

**Table 2: Afternoon Weekday Study Intersection LOS Table Comparison**

Intersection	Movement	Control	SM Rocha		Kimley-Horn	
			2022 Total	2040 Total	2022 Total	2040 Total
			LOS (Delay)	LOS (Delay)	LOS (Delay)	LOS (Delay)
30 <sup>th</sup> St & Garden of the Gods Rd	Overall		34.2 C	72.5 E	31.4 C	40.0 D
30 <sup>th</sup> St & Flying W Ranch Rd (Without Two-Stage Left Turn)	Northbound Left		13.7 B	34.2 D	8.8 A	10.3 B
	Eastbound Left		>300 F	>300 F	42.9 E	>300 F
	Eastbound Right		13.2 B	22.1 C	10.2 B	11.4 B
Flying W Ranch Rd & Alpine Meadows Ln (Without Two-Stage Left Turn)	Northbound Left		8.2 A	8.7 A	7.7 A	7.9 A
	Eastbound Left		26.0 D	51.5 F	13.6 B	18.0 C
	Eastbound Right		11.3 B	13.5 B	9.6 A	10.4 B

**Table 3: Afternoon Weekday LOS Table for 30<sup>th</sup> Street & Flying W Ranch with Two-Stage Left Turns**

Intersection	Movement	Control	2022 Total	2040 Total
			LOS (Delay)	LOS (Delay)
30 <sup>th</sup> St & Flying W Ranch Rd (With Two-Stage Left Turn Lane)	Northbound Left		8.8 A	10.3 B
	Eastbound Left		21.2 C	55.0 F
	Eastbound Right		10.2 B	11.4 B

The maximum intensity for the proposed site includes residential and an office building to produce the highest number of weekday trips. However, while studying the peak hour during Saturday, the maximum intensity for the proposed site is believed to be the scenario where 420 residential units would occur with no office space (with minimal traffic generated by office areas on a Saturday). The trip generation during the Saturday midday peak is anticipated to be 183 trips (trip generation worksheet is attached for reference). Therefore, at the request of the City, a Saturday peak hour analysis was conducted for the study area since the original traffic study only provided evaluation of weekday conditions. **Figure 6** illustrates the 2022 total Saturday peak hour volumes and **Figure 7** illustrates the 2040 total Saturday peak hour volumes. These future 2022 and 2040 total traffic volumes with the full residential development scenario were estimated for the Saturday peak hour trips generated by the 420 units and a two percent annual growth rate. A two percent annual growth rate is believed to be conservative because this growth rate equates to approximately 50 percent traffic growth by 2040. It isn't anticipated that traffic volumes will actually grow at this level or rate as the surrounding area is primarily built out. Comparisons to the regional transportation models demonstrate that traffic volumes will remain constant or only slightly increase by approximately 10 percent in the next twenty years.

**Table 4** summarizes the level of service at the three study intersections. As shown in the table, the intersections are anticipated to operate with LOS C or better through the long-term 2040 horizon during the Saturday midday peak hour. The intersection analysis worksheets are attached for reference.

**Table 4: Saturday Peak Hour Study Intersection LOS Table**

Intersection	Condition	Movement	Control	2022 Total	2040 Total
				LOS (Delay)	LOS (Delay)
30 <sup>th</sup> St & Garden of the Gods Rd		Overall		28.9 C	32.0 C
30 <sup>th</sup> St & Flying W Ranch Rd	With Two-Stage Left Turn	Northbound Left		8.0 A	8.4 A
		Eastbound Left		11.8 B	13.8 B
		Eastbound Right		9.5 A	10.2 B
	Without Two-Stage Left Turn	Northbound Left		8.0 A	8.4 A
		Eastbound Left		13.1 B	17.3 C
		Eastbound Right		9.5 A	10.2 B
Flying W Ranch & Alpine Meadows Ln		Northbound Left		7.6 A	7.7 A
		Eastbound Left		10.5 B	11.5 B
		Eastbound Right		9.1 A	9.4 B

**CONCLUSION AND RECOMMENDATIONS**

Kimley-Horn and Associates has reviewed the 2424 Garden of the Gods Traffic Impact Study prepared by SM Rocha, LLC in March 2021 and concurs with the traffic study report findings and conclusions. The weekday afternoon peak hour traffic volumes evaluated within the development TIS produced the highest traffic volumes for evaluation purposes and provides the most conservative analysis. Although the Saturday peak hour traffic volumes evaluated within this memorandum have some higher traffic volume conditions, the overall project impact is less during this timeframe. It is believed that two-stage left turns occurring at the 30<sup>th</sup> Street/Flying W Ranch Road and project access intersections along Flying W Ranch Road will cause the unsignalized stop-control left turn movements to operate better than predicted as reported in the SM Rocha traffic study. Therefore, it is believed that the existing surrounding street network will adequately accommodate project traffic volumes generated by the 2424 Garden of the Gods project.

If you have any questions or require anything further, please feel free to call.

Sincerely,

KIMLEY-HORN AND ASSOCIATES, INC.

Curtis D. Rowe, P.E., PTOE  
Vice President



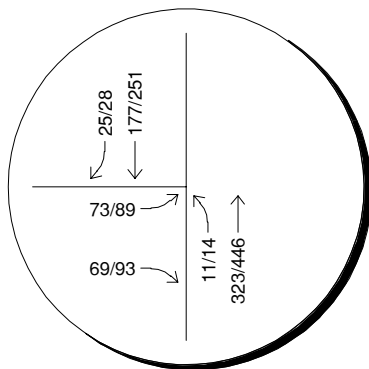
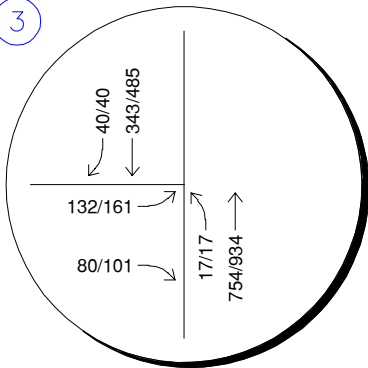
## Figures



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SM ROCHA

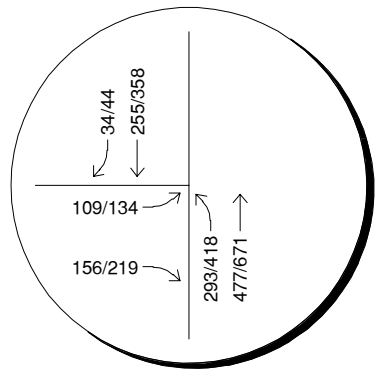
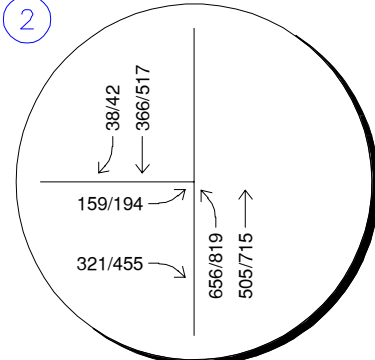
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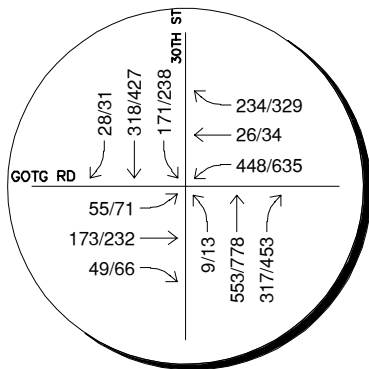
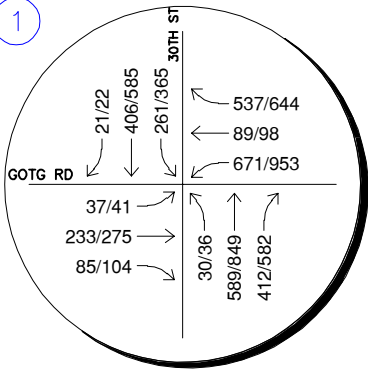
KIMLEY-HORN



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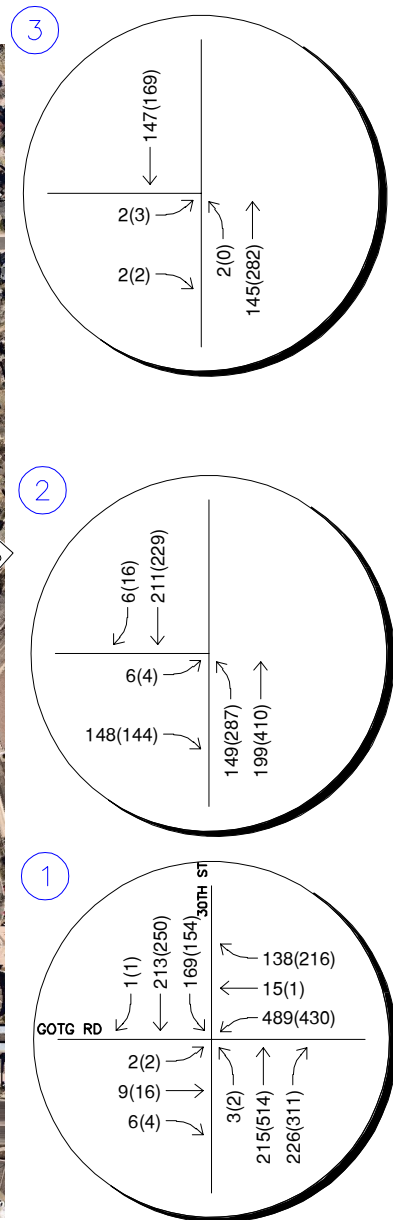
(X) Study Area Key Intersection

xxx/xxx 2022/2040 Weekday PM Peak Hour Traffic Volumes

2424 GARDEN OF THE GODS  
 COLORADO SPRINGS, COLORADO  
 2022 & 2040 TOTAL PM PEAK  
 HOUR TRAFFIC VOLUME COMPARISON

FIGURE 1





2424 GARDEN OF THE GODS  
 COLORADO SPRINGS, COLORADO  
 2021 EXISTING WEEKDAY  
 TRAFFIC VOLUMES

**LEGEND**

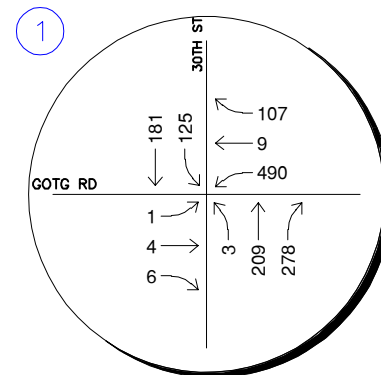
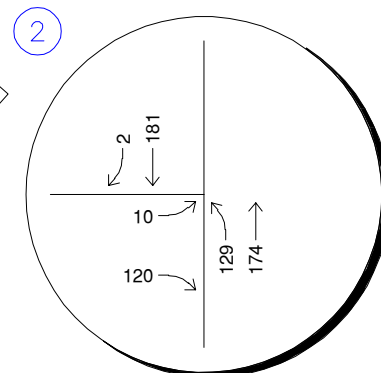
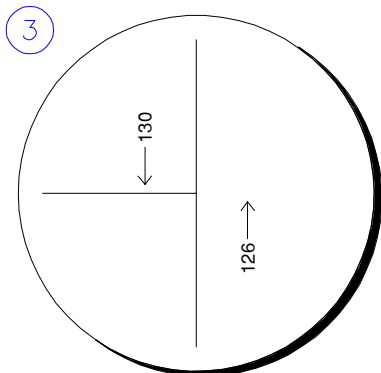
(X) Study Area Key Intersection

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

[XX,X00] Estimated Daily Traffic Volume

FIGURE 2





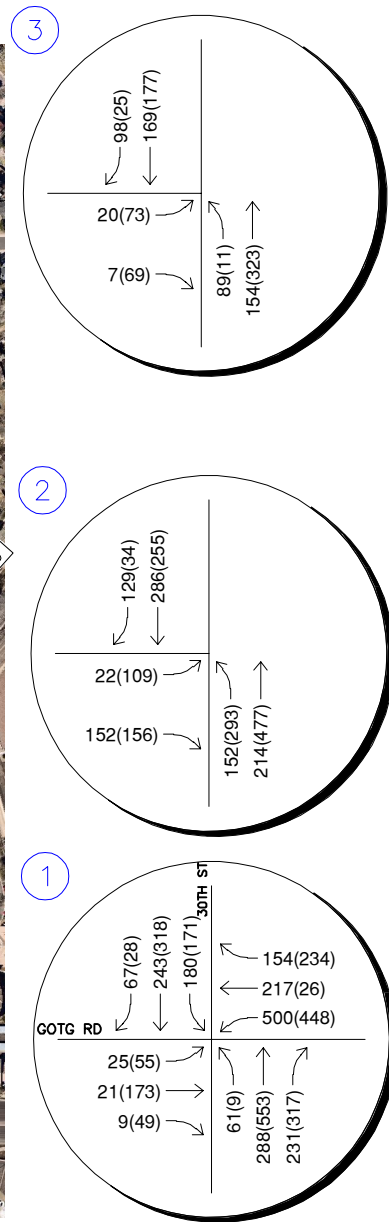
**LEGEND**

- (X) Study Area Key Intersection
- XXX Saturday Peak Hour Traffic Volumes
- XX,X00 Estimated Daily Traffic Volume

2424 GARDEN OF THE GODS  
 COLORADO SPRINGS, COLORADO  
 2021 EXISTING SATURDAY  
 PEAK HOUR TRAFFIC VOLUMES

FIGURE 3





2424 GARDEN OF THE GODS  
 COLORADO SPRINGS, COLORADO  
 2022 TOTAL WEEKDAY  
 TRAFFIC VOLUMES

**LEGEND**

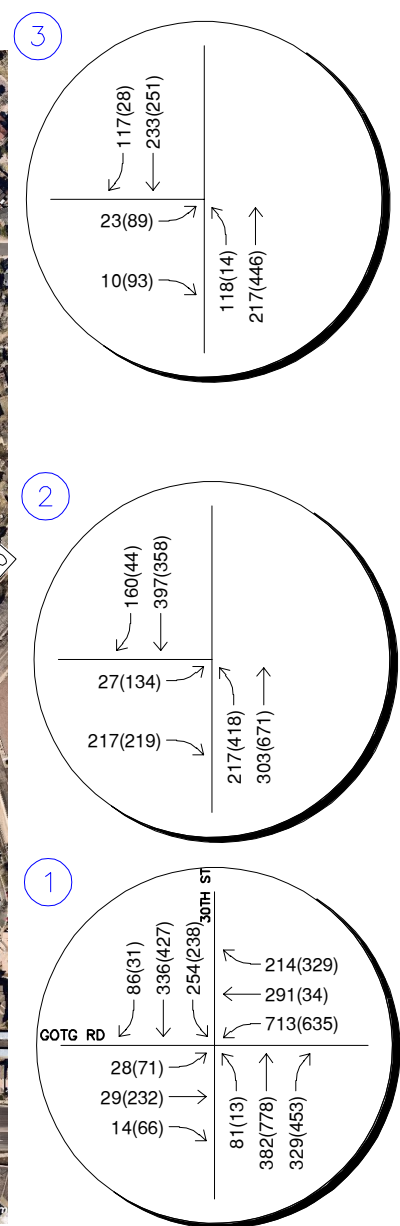
(X) Study Area Key Intersection

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

[XX,X00] Estimated Daily Traffic Volume

FIGURE 4





2424 GARDEN OF THE GODS  
 COLORADO SPRINGS, COLORADO  
 2040 TOTAL WEEKDAY  
 TRAFFIC VOLUMES

**LEGEND**

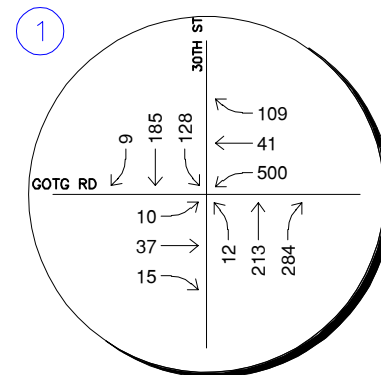
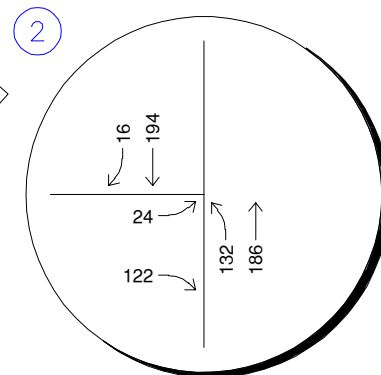
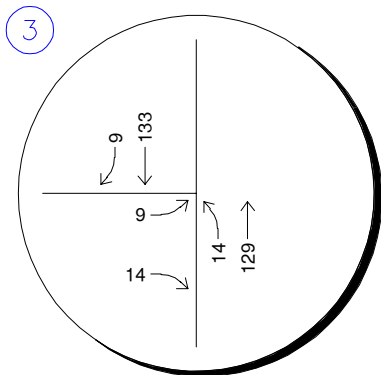
(X) Study Area Key Intersection

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

[XX,X00] Estimated Daily Traffic Volume

FIGURE 5





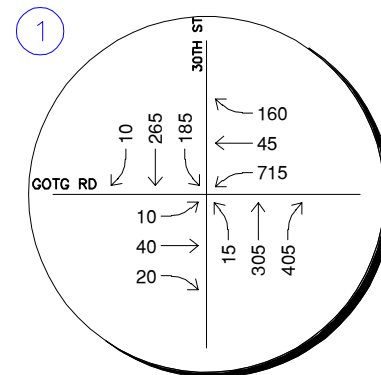
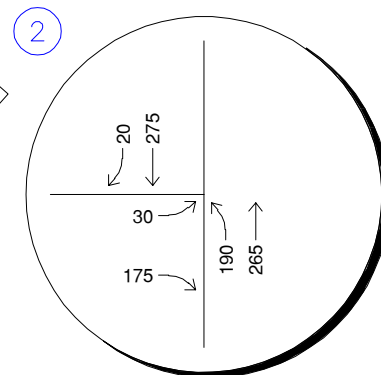
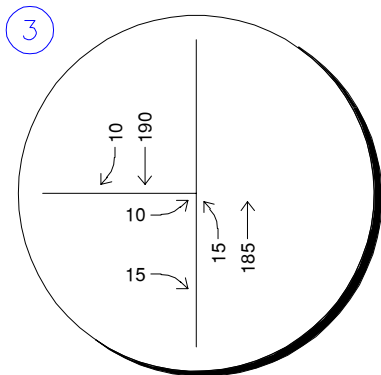
**LEGEND**

- (X) Study Area Key Intersection
- XXX Saturday Peak Hour Traffic Volumes
- XX,X00 Estimated Daily Traffic Volume

2424 GARDEN OF THE GODS  
 COLORADO SPRINGS, COLORADO  
 2022 TOTAL SATURDAY  
 PEAK HOUR TRAFFIC VOLUMES

FIGURE 6





**LEGEND**

- ⓧ Study Area Key Intersection
- XXX Saturday Peak Hour Traffic Volumes
- XX,X00 Estimated Daily Traffic Volume

2424 GARDEN OF THE GODS  
 COLORADO SPRINGS, COLORADO  
 2040 TOTAL SATURDAY  
 PEAK HOUR TRAFFIC VOLUMES

FIGURE 7

## Intersection Count Sheets



ALL TRAFFIC DATA SERVICES

(303) 216-2439

www.alltrafficdata.net

Location: 1 N 30TH ST & GARDEN OF THE GODS AM

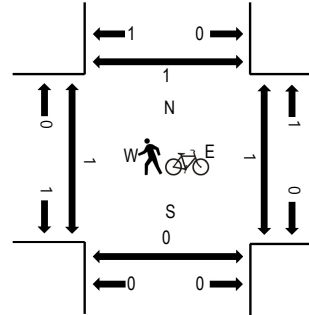
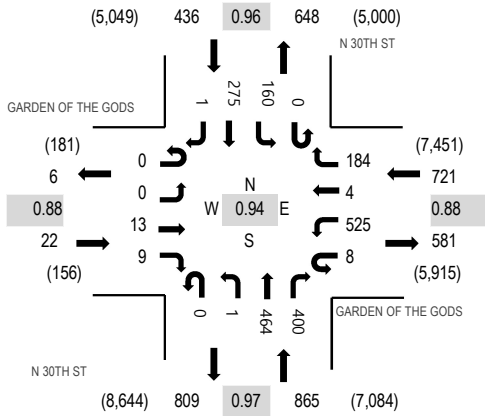
Date: Friday, July 9, 2021

Peak Hour: 04:15 PM - 05:15 PM

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

Peak Hour - All Vehicles

Peak Hour - Pedestrians/Bicycles on Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	GARDEN OF THE GODS Eastbound				GARDEN OF THE GODS Westbound				N 30TH ST Northbound			N 30TH ST Southbound				Total	Rolling 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
5:00 AM	0	0	1	0	1	8	1	1	0	0	0	5	0	6	7	0	30	168	0	0	0	0
5:15 AM	0	0	0	0	0	9	0	0	0	0	4	1	0	9	3	0	26	194	0	0	0	0
5:30 AM	0	0	0	0	2	6	1	7	0	0	3	10	0	12	6	0	47	273	0	0	0	0
5:45 AM	0	0	0	0	3	10	2	2	0	0	7	10	0	16	15	0	65	353	0	0	0	0
6:00 AM	0	0	0	0	0	11	0	5	0	0	5	12	0	12	11	0	56	440	1	1	0	0
6:15 AM	0	0	0	0	1	17	3	5	0	1	13	19	0	21	25	0	105	571	0	1	0	0
6:30 AM	0	0	0	0	0	19	3	3	0	0	10	33	0	29	30	0	127	694	2	0	1	0
6:45 AM	0	0	0	0	4	25	3	12	0	0	13	29	0	29	37	0	152	853	1	1	1	0
7:00 AM	0	0	1	0	1	44	3	16	0	0	20	37	0	23	41	1	187	1,028	0	0	0	0
7:15 AM	0	0	1	0	0	50	4	15	0	4	24	53	0	43	34	0	228	1,126	1	0	0	0
7:30 AM	0	0	0	0	0	46	1	19	0	1	38	58	0	57	65	1	286	1,216	0	3	0	0
7:45 AM	0	0	0	0	2	59	6	35	0	2	43	58	0	54	68	0	327	1,263	0	0	0	0
8:00 AM	0	0	1	0	0	68	5	28	0	0	31	43	0	41	67	1	285	1,285	0	1	1	0
8:15 AM	0	1	3	0	0	82	4	24	0	2	41	44	0	50	67	0	318	1,313	0	0	0	0
8:30 AM	0	0	0	2	2	87	3	25	0	2	35	55	0	47	75	0	333	1,347	0	2	0	0
8:45 AM	0	1	0	0	3	112	6	20	0	0	37	53	0	39	78	0	349	1,308	1	1	0	0
9:00 AM	0	0	3	2	0	91	6	21	0	1	39	42	0	52	56	0	313	1,337	0	2	0	0
9:15 AM	0	1	2	2	2	117	5	31	0	0	33	64	0	35	60	0	352	1,357	0	1	0	0
9:30 AM	0	1	0	1	3	94	2	29	1	0	28	36	0	39	59	1	294	1,344	0	1	0	1
9:45 AM	0	1	0	2	0	127	5	22	0	2	38	76	0	42	60	3	378	1,380	0	4	0	0
10:00 AM	0	0	1	1	0	108	2	29	0	1	37	63	0	32	59	0	333	1,389	1	2	0	0
10:15 AM	0	0	1	3	1	118	2	18	0	2	43	57	0	32	62	0	339	1,428	0	0	0	0
10:30 AM	0	0	1	1	1	108	1	26	0	0	53	66	0	33	40	0	330	1,466	0	0	0	0
10:45 AM	0	0	0	1	2	120	2	32	0	0	63	77	0	38	51	1	387	1,499	0	0	0	0
11:00 AM	0	0	3	2	1	133	0	21	0	0	50	74	0	36	52	0	372	1,486	0	0	0	0
11:15 AM	0	0	0	1	0	109	1	31	0	0	54	56	0	44	81	0	377	1,518	0	0	0	0
11:30 AM	0	1	1	1	0	121	0	33	0	1	34	74	0	31	66	0	363	1,553	0	0	0	0
11:45 AM	0	0	1	2	1	119	2	29	0	1	57	78	0	33	51	0	374	1,624	0	0	0	0
12:00 PM	0	0	2	5	3	128	3	39	0	3	56	65	0	41	59	0	404	1,673	0	1	0	0
12:15 PM	0	1	2	2	2	125	4	47	0	0	62	85	0	36	46	0	412	1,697	1	1	0	0
12:30 PM	0	0	2	1	0	138	2	40	0	1	68	85	0	43	54	0	434	1,656	0	0	0	0
12:45 PM	0	0	0	3	1	114	2	45	0	1	54	104	0	53	46	0	423	1,626	0	0	0	0
1:00 PM	0	0	1	0	1	136	1	45	0	0	59	88	0	46	51	0	428	1,602	0	0	0	0
1:15 PM	0	0	0	0	4	107	3	34	1	1	47	97	0	31	46	0	371	1,518	1	0	0	0
1:30 PM	0	0	1	3	1	117	4	36	0	2	69	90	0	35	46	0	404	1,530	1	0	1	0

1:45 PM	0	0	3	1	2	116	5	32	0	0	63	85	0	33	59	0	399	1,511	0	1	0	0
2:00 PM	0	0	0	0	2	94	2	23	0	1	53	97	0	31	41	0	344	1,509	0	0	0	0
2:15 PM	0	0	0	1	2	115	2	30	0	2	76	71	0	42	42	0	383	1,612	0	2	0	0
2:30 PM	0	0	3	1	0	130	3	35	0	1	56	77	0	34	45	0	385	1,703	0	0	0	0
2:45 PM	0	1	3	1	2	121	2	30	0	1	76	73	0	25	61	1	397	1,789	0	0	0	0
3:00 PM	0	1	3	1	4	133	2	36	0	1	81	83	0	36	65	1	447	1,847	0	0	0	0
3:15 PM	0	0	5	1	2	146	3	39	0	1	101	89	0	27	58	2	474	1,896	1	0	0	0
3:30 PM	0	0	2	1	1	122	1	43	0	0	108	93	0	35	64	1	471	1,919	0	1	0	0
3:45 PM	0	0	3	2	0	121	3	36	0	0	108	78	0	35	69	0	455	1,955	1	0	0	0
4:00 PM	0	1	4	2	1	163	1	40	0	3	100	82	0	34	65	0	496	1,994	0	0	0	0
4:15 PM	0	0	0	1	1	130	0	40	0	0	114	104	0	48	58	1	497	2,044	0	0	0	0
4:30 PM	0	0	4	3	3	131	2	45	0	0	101	107	0	38	73	0	507	2,000	0	1	0	1
4:45 PM	0	0	3	3	3	119	2	38	0	0	120	96	0	40	70	0	494	1,953	0	0	0	0
5:00 PM	0	0	6	2	1	145	0	61	0	1	129	93	0	34	74	0	546	1,881	0	0	0	0
5:15 PM	0	1	3	3	0	104	0	41	0	0	118	86	0	35	62	0	453	1,702	0	0	0	0
5:30 PM	0	0	3	0	1	113	2	41	0	0	134	60	0	26	80	0	460	1,563	0	0	0	0
5:45 PM	0	0	0	1	4	141	0	35	0	0	81	52	0	27	81	0	422	1,360	0	0	0	0
6:00 PM	0	0	3	1	2	91	0	35	0	1	77	68	0	20	69	0	367	1,169	0	2	0	0
6:15 PM	0	0	2	0	2	63	1	37	0	0	55	74	0	39	41	0	314	1,054	0	3	0	1
6:30 PM	0	0	0	1	1	70	0	24	0	1	57	47	0	18	38	0	257	961	0	1	0	0
6:45 PM	0	0	0	0	1	56	1	24	0	0	40	45	0	26	38	0	231	931	0	1	0	0
7:00 PM	0	0	1	3	2	66	2	23	0	0	51	50	0	25	29	0	252	932	0	0	0	0
7:15 PM	0	0	1	0	0	58	0	21	0	0	34	48	0	31	28	0	221		1	0	1	0
7:30 PM	0	0	0	1	3	52	0	30	0	0	42	56	0	20	23	0	227		0	2	0	0
7:45 PM	0	0	0	0	3	56	0	37	0	0	45	42	0	18	31	0	232		0	0	0	0
Count Total	0	11	80	65	85	5,539	126	1,701	2	41	3,288	3,753	0	1,997	3,038	14	19,740		13	36	5	3
Peak Hour	0	0	13	9	8	525	4	184	0	1	464	400	0	160	275	1	2,044		0	1	0	1





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Location: 1 N 30TH ST & GARDEN OF THE GODS AM

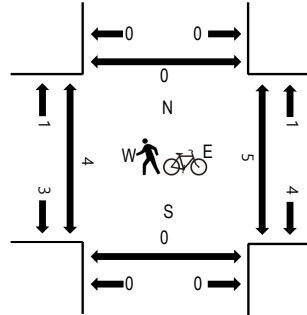
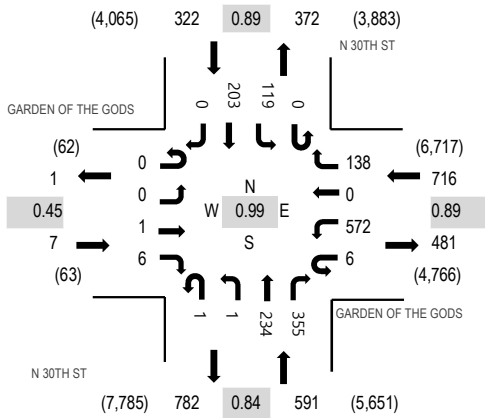
Date: Saturday, July 10, 2021

Peak Hour: 01:15 PM - 02:15 PM

Peak 15-Minutes: 02:00 PM - 02:15 PM

Peak Hour - All Vehicles

Peak Hour - Pedestrians/Bicycles on Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	GARDEN OF THE GODS Eastbound				GARDEN OF THE GODS Westbound				N 30TH ST Northbound			N 30TH ST Southbound				Total	Rolling 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
5:00 AM	0	0	0	0	0	10	1	1	0	0	0	1	0	1	3	0	17	95	0	0	0	0
5:15 AM	0	0	0	0	0	6	0	0	0	0	3	1	0	5	3	0	18	118	0	0	0	0
5:30 AM	0	0	0	0	0	10	0	1	0	0	2	2	0	6	8	0	29	157	0	0	0	0
5:45 AM	0	1	0	0	0	11	0	2	0	0	3	4	0	1	9	0	31	208	0	2	0	0
6:00 AM	0	0	0	0	0	14	0	3	0	0	1	8	0	3	11	0	40	278	0	3	0	1
6:15 AM	0	0	0	0	1	25	0	1	0	0	0	5	0	10	15	0	57	354	0	0	0	0
6:30 AM	0	0	0	0	0	24	0	7	0	0	6	11	0	10	22	0	80	418	0	4	0	0
6:45 AM	0	0	0	0	0	27	0	6	0	0	11	16	0	25	16	0	101	499	0	0	0	0
7:00 AM	0	0	0	0	0	33	0	7	0	0	12	12	0	18	34	0	116	574	0	0	0	0
7:15 AM	0	0	0	0	0	32	0	7	0	0	11	15	0	25	31	0	121	647	1	1	1	0
7:30 AM	0	0	0	0	0	45	2	8	0	2	10	14	0	37	43	0	161	719	0	5	0	0
7:45 AM	0	0	0	1	0	41	2	6	0	1	22	15	0	40	48	0	176	786	1	1	0	0
8:00 AM	0	0	3	1	0	48	2	15	0	0	29	29	0	17	45	0	189	892	0	0	0	0
8:15 AM	0	0	0	0	1	66	0	13	0	0	22	19	0	24	48	0	193	948	0	2	0	0
8:30 AM	0	0	1	1	2	63	0	22	0	2	21	33	0	25	58	0	228	1,052	0	0	0	0
8:45 AM	0	1	0	0	0	98	1	15	0	0	29	48	0	21	68	1	282	1,180	1	1	1	0
9:00 AM	0	0	0	0	0	90	0	12	0	0	27	39	0	36	41	0	245	1,209	0	2	0	0
9:15 AM	0	0	1	1	4	109	1	18	0	0	25	39	0	37	62	0	297	1,302	0	1	0	0
9:30 AM	0	0	1	1	1	136	0	20	0	2	42	43	0	34	76	0	356	1,359	0	0	0	0
9:45 AM	0	1	0	0	0	116	1	21	0	1	44	44	0	28	55	0	311	1,361	0	1	0	0
10:00 AM	0	0	0	1	0	103	0	30	1	1	44	43	0	24	91	0	338	1,407	0	2	0	0
10:15 AM	0	0	0	0	0	146	1	27	0	0	39	47	0	39	55	0	354	1,444	0	1	0	0
10:30 AM	0	0	0	1	1	141	1	24	0	0	55	46	0	36	53	0	358	1,442	0	2	0	0
10:45 AM	0	0	1	1	4	127	1	17	0	1	41	52	0	45	67	0	357	1,482	0	0	0	0
11:00 AM	0	0	2	3	0	143	0	26	0	0	45	65	0	38	53	0	375	1,478	1	1	1	0
11:15 AM	0	0	0	0	2	114	2	35	0	0	54	62	0	35	48	0	352	1,448	0	0	0	0
11:30 AM	0	0	0	2	2	137	1	42	0	1	49	77	0	30	57	0	398	1,475	0	7	0	1
11:45 AM	0	0	0	1	3	119	2	28	0	0	55	58	0	30	57	0	353	1,469	0	5	0	0
12:00 PM	0	0	1	1	3	109	1	35	0	2	39	78	0	30	46	0	345	1,538	1	2	1	0
12:15 PM	0	0	1	2	1	158	1	29	0	1	41	56	0	45	44	0	379	1,589	3	4	2	1
12:30 PM	0	0	0	0	3	139	0	32	0	0	53	95	0	31	39	0	392	1,615	0	2	0	0
12:45 PM	0	0	0	1	1	132	2	25	0	0	79	118	0	31	33	0	422	1,632	0	1	0	0
1:00 PM	0	0	0	1	2	135	0	31	0	0	55	108	0	21	43	0	396	1,620	0	1	0	0
1:15 PM	0	0	1	2	0	134	0	32	0	0	53	99	0	28	56	0	405	1,636	0	0	0	0
1:30 PM	0	0	0	0	3	162	0	37	0	0	49	90	0	29	39	0	409	1,590	0	3	0	0

1:45 PM	0	0	0	2	3	137	0	38	0	0	60	89	0	30	51	0	410	1,543	0	0	0	0
2:00 PM	0	0	0	2	0	139	0	31	1	1	72	77	0	32	57	0	412	1,494	0	0	0	0
2:15 PM	0	0	0	1	3	112	0	34	0	1	64	79	0	26	39	0	359	1,434	1	0	0	0
2:30 PM	0	0	0	2	2	117	0	40	0	0	58	74	0	25	44	0	362	1,415	0	2	0	0
2:45 PM	0	0	0	1	2	93	0	25	0	1	57	86	0	37	59	0	361	1,390	0	0	0	0
3:00 PM	0	0	0	1	0	131	1	25	0	0	59	74	0	14	47	0	352	1,355	0	0	0	0
3:15 PM	0	0	1	0	3	110	2	42	0	0	59	59	0	27	37	0	340	1,349	0	0	0	0
3:30 PM	0	0	0	1	0	106	2	28	0	1	55	67	0	26	51	0	337	1,357	0	0	0	0
3:45 PM	0	0	0	0	0	102	0	31	0	0	51	68	0	23	51	0	326	1,386	0	0	0	0
4:00 PM	0	0	1	1	1	80	0	30	0	1	79	83	0	40	30	0	346	1,413	0	0	0	0
4:15 PM	0	0	0	0	0	110	0	30	0	0	55	71	0	37	45	0	348	1,367	0	3	0	0
4:30 PM	0	0	0	1	2	97	1	36	0	0	61	77	0	43	48	0	366	1,322	0	2	0	0
4:45 PM	0	0	2	0	0	82	1	34	0	1	71	79	0	38	45	0	353	1,281	0	0	0	0
5:00 PM	0	0	1	2	0	82	1	35	0	2	55	43	0	29	50	0	300	1,229	0	0	0	0
5:15 PM	0	0	0	2	0	79	0	30	0	1	64	55	0	25	47	0	303	1,168	0	0	0	0
5:30 PM	0	0	0	1	0	83	0	32	0	1	58	72	0	23	55	0	325	1,148	0	0	0	0
5:45 PM	0	0	0	1	0	72	0	47	0	1	51	54	0	27	48	0	301	1,111	0	2	0	0
6:00 PM	0	0	0	1	0	64	0	23	0	1	37	65	0	22	26	0	239	1,057	0	1	0	0
6:15 PM	0	0	0	0	0	64	0	35	0	1	55	71	0	21	35	1	283	1,086	0	0	0	0
6:30 PM	0	0	0	2	0	75	1	21	0	1	51	82	0	29	25	1	288	1,002	0	0	0	0
6:45 PM	0	0	0	1	0	61	0	29	0	0	59	35	0	19	43	0	247	897	1	0	1	0
7:00 PM	0	0	0	0	0	66	0	31	0	0	56	59	0	23	33	0	268	857	0	0	0	1
7:15 PM	0	0	0	0	0	53	0	24	0	0	36	49	0	13	24	0	199		0	1	0	0
7:30 PM	0	0	0	0	0	54	0	21	0	0	38	45	0	12	13	0	183		1	2	1	0
7:45 PM	0	0	0	0	0	63	0	14	0	0	47	37	0	21	25	0	207		0	0	0	0
Count Total	0	3	17	43	50	5,235	31	1,401	2	28	2,479	3,142	0	1,557	2,505	3	16,496		11	67	8	4
Peak Hour	0	0	1	6	6	572	0	138	1	1	234	355	0	119	203	0	1,636		0	3	0	0



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Location: 1 N 30TH ST & GARDEN OF THE GODS AM

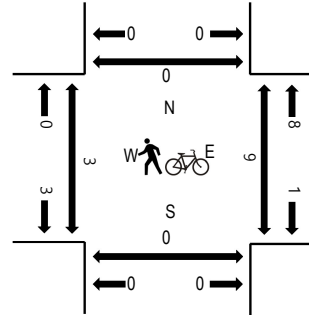
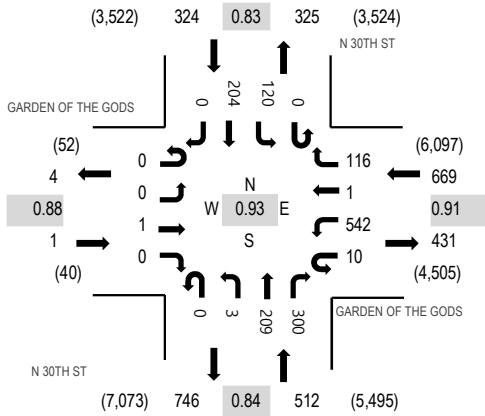
Date: Sunday, July 11, 2021

Peak Hour: 11:45 AM - 12:45 PM

Peak 15-Minutes: 12:00 PM - 12:15 PM

Peak Hour - All Vehicles

Peak Hour - Pedestrians/Bicycles on Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	GARDEN OF THE GODS Eastbound				GARDEN OF THE GODS Westbound				N 30TH ST Northbound			N 30TH ST Southbound				Total	Rolling 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
5:00 AM	0	0	0	0	0	5	0	0	0	0	2	1	0	0	6	0	14	79	0	0	0	0
5:15 AM	0	0	0	0	0	9	0	0	0	0	2	0	0	1	5	0	17	110	0	0	0	0
5:30 AM	0	0	0	0	1	10	0	0	0	0	1	0	0	3	5	0	20	151	0	0	0	0
5:45 AM	0	0	0	0	0	7	0	0	0	0	2	5	0	3	11	0	28	188	0	0	0	0
6:00 AM	0	0	0	0	0	16	0	3	0	0	4	5	0	4	13	0	45	223	0	0	0	0
6:15 AM	0	0	0	0	0	18	0	0	0	0	2	8	0	7	23	0	58	264	0	0	0	0
6:30 AM	0	0	0	0	0	16	0	3	0	0	9	7	0	9	13	0	57	304	0	0	0	0
6:45 AM	0	0	0	0	0	14	0	4	0	0	7	16	0	7	15	0	63	367	0	0	0	0
7:00 AM	0	0	0	0	0	31	0	3	0	0	4	7	0	20	21	0	86	442	0	1	0	0
7:15 AM	0	0	1	0	0	31	0	3	0	0	10	16	0	15	22	0	98	487	0	0	0	0
7:30 AM	0	0	0	0	0	50	1	4	0	1	8	13	0	13	30	0	120	536	0	1	0	0
7:45 AM	0	0	0	0	0	48	0	2	0	0	16	19	0	21	32	0	138	611	0	1	0	0
8:00 AM	0	0	2	0	0	46	0	7	0	0	13	19	0	19	25	0	131	716	0	2	0	0
8:15 AM	0	0	0	0	0	56	0	7	0	1	18	14	0	12	39	0	147	777	0	0	0	0
8:30 AM	0	0	0	0	0	78	0	13	0	0	21	19	0	24	40	0	195	866	0	1	0	0
8:45 AM	0	0	0	0	0	87	0	10	0	1	18	42	0	27	58	0	243	938	0	3	0	0
9:00 AM	0	0	0	0	0	77	1	9	0	0	17	30	0	27	31	0	192	1,016	0	0	0	0
9:15 AM	0	0	0	0	2	89	0	11	0	0	27	38	0	29	40	0	236	1,111	1	2	0	1
9:30 AM	0	0	0	0	1	104	0	14	0	0	24	39	0	32	53	0	267	1,153	0	2	0	0
9:45 AM	0	0	0	1	1	115	0	19	0	1	37	36	0	25	86	0	321	1,219	0	4	0	0
10:00 AM	0	0	0	0	4	90	1	14	0	1	44	44	0	29	60	0	287	1,197	0	0	0	0
10:15 AM	0	0	0	0	1	98	0	17	0	0	33	46	0	37	46	0	278	1,233	0	1	0	0
10:30 AM	0	0	0	2	1	126	2	15	0	0	46	54	0	34	53	0	333	1,313	1	0	1	0
10:45 AM	0	0	0	0	0	103	0	22	0	0	37	49	0	33	55	0	299	1,323	0	1	0	1
11:00 AM	0	1	1	2	2	124	1	23	0	0	33	65	0	30	41	0	323	1,423	0	0	0	0
11:15 AM	0	0	0	0	2	135	0	28	0	0	44	64	0	25	60	0	358	1,504	0	6	0	0
11:30 AM	0	0	0	0	1	133	3	15	0	0	44	68	0	25	54	0	343	1,483	0	2	0	0
11:45 AM	0	0	0	0	3	145	0	38	0	1	58	73	0	28	53	0	399	1,506	0	3	0	0
12:00 PM	0	0	0	0	4	138	0	34	0	0	59	86	0	40	43	0	404	1,485	0	1	0	0
12:15 PM	0	0	0	0	0	128	1	22	0	1	38	72	0	24	51	0	337	1,452	0	0	0	0
12:30 PM	0	0	1	0	3	131	0	22	0	1	54	69	0	28	57	0	366	1,428	0	2	0	0
12:45 PM	0	0	1	1	1	130	2	31	0	0	60	70	0	27	55	0	378	1,408	0	1	0	0
1:00 PM	0	0	1	0	2	139	1	35	0	1	55	73	0	26	38	0	371	1,373	0	1	0	0
1:15 PM	0	0	0	0	3	99	2	22	1	1	56	62	0	25	42	0	313	1,358	0	0	0	0
1:30 PM	0	0	0	2	0	123	0	27	0	0	63	79	0	16	36	0	346	1,370	0	0	0	0

1:45 PM	0	0	0	2	1	115	2	25	0	1	61	67	0	27	42	0	343	1,369	0	0	0	0
2:00 PM	0	0	0	2	1	107	1	28	0	0	55	88	0	28	46	0	356	1,347	0	0	0	0
2:15 PM	0	0	0	1	2	91	1	32	0	0	53	83	0	19	43	0	325	1,337	0	0	0	0
2:30 PM	0	1	0	0	1	129	1	13	1	0	54	74	0	39	32	0	345	1,349	1	0	0	0
2:45 PM	0	0	0	0	0	98	0	20	0	2	54	76	0	27	44	0	321	1,326	0	1	0	0
3:00 PM	0	0	0	0	1	108	0	19	1	1	54	96	0	22	44	0	346	1,356	1	1	0	0
3:15 PM	0	0	1	0	3	103	1	27	0	0	62	68	0	28	44	0	337	1,401	0	1	0	0
3:30 PM	0	0	0	0	0	101	0	27	1	0	64	65	0	29	35	0	322	1,396	0	0	0	0
3:45 PM	0	1	1	0	0	99	2	25	0	1	63	88	1	27	43	0	351	1,406	0	0	0	0
4:00 PM	0	0	1	1	0	100	1	21	0	0	76	104	0	34	53	0	391	1,370	1	0	0	0
4:15 PM	0	0	0	1	0	82	0	42	0	0	57	82	0	32	36	0	332	1,317	0	0	0	0
4:30 PM	0	0	0	1	1	87	1	43	0	0	65	69	0	26	39	0	332	1,295	0	0	0	1
4:45 PM	0	0	0	1	1	88	0	30	0	1	66	66	0	25	37	0	315	1,260	0	4	0	0
5:00 PM	0	0	0	1	0	81	0	45	1	0	70	80	0	29	31	0	338	1,220	0	0	0	0
5:15 PM	0	0	0	1	1	75	1	23	0	0	53	92	0	20	44	0	310	1,175	0	0	0	0
5:30 PM	0	0	1	2	0	93	2	21	0	1	42	84	0	19	32	0	297	1,122	0	0	0	0
5:45 PM	0	0	0	0	2	69	0	30	0	1	57	66	0	20	30	0	275	1,065	0	0	0	0
6:00 PM	0	0	0	1	3	66	0	37	0	0	57	80	0	14	35	0	293	1,010	0	0	0	0
6:15 PM	0	0	0	0	2	68	0	30	0	0	54	64	0	15	24	0	257	967	0	0	0	1
6:30 PM	0	0	0	0	3	51	2	26	0	1	50	54	0	19	34	0	240	950	0	1	0	0
6:45 PM	0	0	1	1	0	65	1	25	0	0	45	41	0	19	22	0	220	919	0	1	0	0
7:00 PM	0	0	0	2	3	50	1	31	0	0	52	64	0	17	30	0	250	897	0	0	0	0
7:15 PM	0	0	0	0	0	63	0	38	0	1	36	53	0	16	33	0	240		0	0	0	0
7:30 PM	0	0	0	0	0	45	0	25	0	0	41	57	0	16	25	0	209		0	0	0	0
7:45 PM	0	0	0	0	1	47	0	17	0	0	36	58	0	16	23	0	198		0	0	0	0
Count Total	0	3	12	25	58	4,830	32	1,177	5	20	2,343	3,127	1	1,308	2,213	0	15,154		5	44	1	4
Peak Hour	0	0	1	0	10	542	1	116	0	3	209	300	0	120	204	0	1,506		0	6	0	0





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Location: 1 N 30TH ST & GARDEN OF THE GODS AM

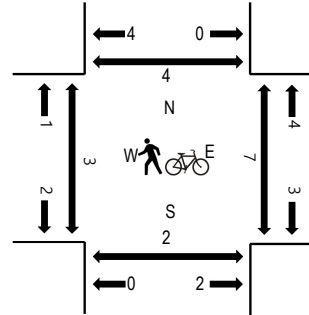
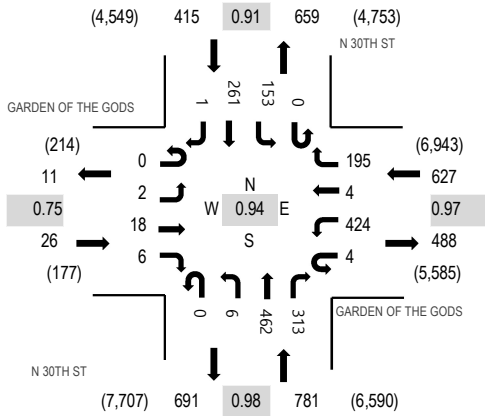
Date: Monday, July 12, 2021

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

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

Peak Hour - All Vehicles

Peak Hour - Pedestrians/Bicycles on Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	GARDEN OF THE GODS Eastbound				GARDEN OF THE GODS Westbound				N 30TH ST Northbound			N 30TH ST Southbound				Total	Rolling 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
5:00 AM	0	0	0	0	0	6	0	1	0	0	2	5	0	3	5	0	22	197	0	0	0	0
5:15 AM	0	0	0	0	0	8	0	3	0	0	5	3	0	8	4	0	31	251	1	0	0	0
5:30 AM	0	0	0	0	3	7	3	2	0	0	4	12	0	22	12	0	65	316	0	0	0	0
5:45 AM	0	0	1	0	0	11	3	6	0	0	8	8	0	27	15	0	79	362	1	2	0	0
6:00 AM	0	0	0	0	2	19	2	3	0	0	9	7	0	17	17	0	76	444	0	0	0	0
6:15 AM	0	0	0	0	0	22	2	5	0	1	13	12	0	22	19	0	96	549	1	1	0	0
6:30 AM	0	0	0	0	2	15	2	4	0	1	7	34	0	24	22	0	111	660	0	1	0	0
6:45 AM	0	0	0	0	1	33	6	11	0	0	13	29	0	36	32	0	161	800	0	0	0	0
7:00 AM	0	0	0	0	0	43	3	16	0	1	24	32	0	27	34	1	181	968	0	0	0	0
7:15 AM	0	0	0	0	1	39	4	17	0	1	29	43	0	31	42	0	207	1,072	0	0	0	0
7:30 AM	0	0	0	0	1	46	11	16	0	2	25	44	0	62	44	0	251	1,174	0	0	0	0
7:45 AM	0	0	0	0	0	75	11	33	1	3	48	63	0	36	59	0	329	1,275	2	0	2	1
8:00 AM	0	0	2	0	2	66	1	25	0	0	49	45	0	44	51	0	285	1,309	0	2	0	1
8:15 AM	0	0	0	0	0	84	2	22	0	1	47	35	0	55	63	0	309	1,319	1	2	0	0
8:30 AM	0	1	0	0	0	96	4	27	0	0	49	48	0	62	65	0	352	1,321	0	1	0	0
8:45 AM	0	1	0	2	2	104	7	27	0	0	41	57	0	49	73	0	363	1,241	1	0	0	1
9:00 AM	0	0	0	3	1	85	4	14	0	4	45	50	0	39	49	1	295	1,220	1	2	1	0
9:15 AM	0	0	0	0	0	117	3	29	0	1	34	41	0	39	47	0	311	1,259	1	1	0	0
9:30 AM	0	0	5	1	0	66	0	14	0	1	42	49	0	42	52	0	272	1,292	1	0	0	0
9:45 AM	0	0	0	1	0	102	3	30	0	1	48	57	0	35	65	0	342	1,364	1	1	0	0
10:00 AM	0	0	1	3	1	122	2	19	0	3	42	68	0	27	46	0	334	1,377	0	1	1	0
10:15 AM	0	0	2	3	0	129	3	26	0	4	35	55	0	36	51	0	344	1,402	0	2	0	0
10:30 AM	0	0	0	0	1	150	1	21	0	1	34	54	0	41	41	0	344	1,416	0	2	0	0
10:45 AM	1	0	3	2	0	137	4	28	0	2	40	54	0	34	50	0	355	1,459	1	1	1	0
11:00 AM	0	0	2	3	2	113	2	43	0	2	41	66	0	31	54	0	359	1,473	0	2	0	0
11:15 AM	0	2	4	0	0	115	5	30	0	0	43	73	0	43	43	0	358	1,493	0	0	0	0
11:30 AM	0	0	2	3	1	138	1	33	0	3	48	69	0	40	49	0	387	1,543	0	2	0	0
11:45 AM	0	0	2	1	1	130	4	39	0	1	47	69	0	31	44	0	369	1,533	0	0	0	0
12:00 PM	0	0	1	0	0	122	3	37	0	2	41	94	0	38	39	2	379	1,521	0	1	0	0
12:15 PM	0	1	3	1	0	129	5	43	0	3	56	73	0	46	48	0	408	1,499	0	0	0	0
12:30 PM	0	0	5	3	2	114	0	45	0	2	53	81	0	38	34	0	377	1,423	0	0	0	0
12:45 PM	0	0	2	2	1	106	1	33	1	3	49	72	0	40	47	0	357	1,355	0	0	0	0
1:00 PM	0	0	3	0	3	121	2	29	0	3	46	73	0	29	48	0	357	1,354	0	3	0	2
1:15 PM	0	1	3	0	2	100	1	31	0	0	51	73	0	27	42	1	332	1,359	0	0	0	0
1:30 PM	0	1	1	0	1	85	2	29	0	0	40	77	0	38	35	0	309	1,360	0	0	0	0

1:45 PM	0	0	2	1	1	109	3	36	0	0	56	75	0	27	46	0	356	1,408	0	1	0	0
2:00 PM	0	0	0	1	0	101	0	39	0	1	53	100	0	38	29	0	362	1,439	0	0	0	0
2:15 PM	0	0	3	2	1	84	2	31	0	2	53	82	0	35	38	0	333	1,424	0	0	0	0
2:30 PM	0	0	3	1	3	105	1	26	0	0	71	73	0	40	34	0	357	1,487	0	0	0	0
2:45 PM	0	1	4	1	1	100	4	37	0	0	71	83	0	32	52	1	387	1,499	1	0	0	0
3:00 PM	0	0	0	2	3	91	2	36	1	1	68	82	0	23	38	0	347	1,481	0	0	0	0
3:15 PM	0	0	2	2	0	108	1	33	0	1	89	74	0	26	60	0	396	1,564	0	0	0	0
3:30 PM	0	1	5	1	0	84	0	48	0	0	66	79	0	40	45	0	369	1,573	0	0	0	0
3:45 PM	0	1	2	3	1	110	4	23	0	1	60	73	0	45	46	0	369	1,675	0	0	0	0
4:00 PM	0	1	8	2	2	98	3	29	0	3	97	79	0	46	62	0	430	1,747	0	0	0	0
4:15 PM	0	0	3	3	2	104	0	29	0	1	91	86	0	36	50	0	405	1,809	1	1	0	0
4:30 PM	0	1	6	3	1	111	1	51	0	3	104	78	0	39	73	0	471	1,849	0	0	0	1
4:45 PM	0	0	5	1	2	98	2	37	0	1	123	74	0	34	64	0	441	1,788	1	2	0	1
5:00 PM	0	0	5	2	0	115	1	57	0	0	112	87	0	47	66	0	492	1,712	0	0	0	0
5:15 PM	0	1	2	0	1	100	0	50	0	2	123	74	0	33	58	1	445	1,532	2	1	2	2
5:30 PM	0	1	1	3	3	92	0	50	0	3	104	65	0	21	66	1	410	1,372	0	2	0	0
5:45 PM	0	0	0	2	0	89	0	36	0	1	98	56	0	29	54	0	365	1,246	0	3	0	0
6:00 PM	0	1	0	1	1	70	1	35	1	1	71	68	0	19	43	0	312	1,147	0	0	0	0
6:15 PM	0	1	0	1	1	76	1	29	0	0	59	53	0	22	42	0	285	1,077	0	0	0	0
6:30 PM	0	0	0	0	3	73	0	35	0	0	51	58	0	29	35	0	284	1,008	0	0	0	0
6:45 PM	0	0	0	1	1	50	1	34	0	1	61	55	0	24	38	0	266	928	0	0	0	0
7:00 PM	0	0	2	0	1	65	1	30	0	1	52	53	0	15	22	0	242	870	0	0	0	0
7:15 PM	0	2	0	1	0	58	1	25	0	0	42	42	0	17	28	0	216		0	1	0	0
7:30 PM	0	0	1	0	0	49	0	34	0	0	37	42	0	10	31	0	204		0	0	0	0
7:45 PM	0	0	0	0	1	65	0	27	0	0	27	54	0	14	20	0	208		0	1	0	0
Count Total	1	18	96	62	59	5,060	136	1,688	4	69	3,047	3,470	0	1,960	2,581	8	18,259		17	39	7	9
Peak Hour	0	2	18	6	4	424	4	195	0	6	462	313	0	153	261	1	1,849		3	3	2	4



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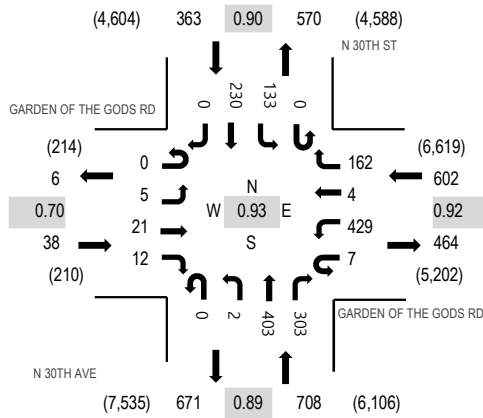
Location: 1 N 30TH AVE & GARDEN OF THE GODS RD AM

Date: Tuesday, July 27, 2021

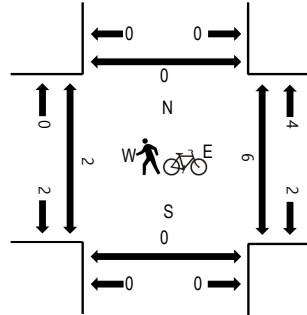
Peak Hour: 04:30 PM - 05:30 PM

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

Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles on Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	GARDEN OF THE GODS RD Eastbound				GARDEN OF THE GODS RD Westbound				N 30TH AVE Northbound				N 30TH ST Southbound				Total	Rolling 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
	5:00 AM	0	0	0	0	0	2	0	2	0	0	1	3	0	14	5			0	27	208	0
5:15 AM	0	0	0	0	0	4	0	3	0	0	1	3	0	14	8	0	33	253	0	0	0	0
5:30 AM	0	0	0	0	0	16	0	6	0	0	4	8	0	19	12	0	65	329	0	1	0	0
5:45 AM	0	0	0	0	2	14	5	8	0	0	6	9	0	27	12	0	83	389	1	1	0	0
6:00 AM	0	0	0	0	1	15	1	4	0	0	9	9	0	19	14	0	72	476	0	3	1	0
6:15 AM	0	0	0	0	2	23	7	9	0	2	6	13	0	19	28	0	109	572	1	1	1	0
6:30 AM	0	0	0	0	2	24	2	4	0	2	9	23	0	33	26	0	125	707	2	1	0	0
6:45 AM	0	0	0	0	3	22	7	16	0	4	24	27	0	24	43	0	170	855	0	1	0	0
7:00 AM	0	0	0	0	2	32	9	10	0	1	21	24	0	36	33	0	168	1,010	1	2	1	0
7:15 AM	0	0	0	0	0	36	8	15	0	0	29	54	0	48	52	2	244	1,130	1	1	1	0
7:30 AM	0	0	0	0	3	37	8	20	0	3	37	44	0	56	65	0	273	1,203	1	1	1	0
7:45 AM	0	0	0	0	1	67	8	27	0	3	54	51	0	40	73	1	325	1,269	0	3	0	1
8:00 AM	0	0	2	0	0	63	9	27	0	1	42	49	0	39	56	0	288	1,259	0	2	0	0
8:15 AM	0	0	0	0	3	93	5	27	0	0	30	30	0	68	61	0	317	1,238	0	1	0	0
8:30 AM	0	0	2	1	1	93	7	26	0	0	40	38	0	52	79	0	339	1,204	0	2	0	0
8:45 AM	0	0	0	1	1	85	4	25	0	1	43	44	0	39	72	0	315	1,191	0	1	0	0
9:00 AM	0	0	3	0	1	71	3	17	0	1	43	41	0	39	48	0	267	1,177	0	0	0	0
9:15 AM	0	0	4	1	1	99	2	18	0	1	39	38	0	36	44	0	283	1,198	0	1	0	0
9:30 AM	0	0	2	2	1	100	3	23	0	2	37	59	0	36	61	0	326	1,231	0	0	0	0
9:45 AM	0	0	0	3	0	102	4	24	0	4	32	46	0	37	49	0	301	1,204	0	0	0	0
10:00 AM	0	1	0	1	1	115	0	20	0	1	35	36	0	34	44	0	288	1,233	0	0	0	0
10:15 AM	0	1	0	1	1	124	2	26	0	0	51	31	0	29	50	0	316	1,280	0	1	0	0
10:30 AM	0	0	0	1	1	115	0	19	0	1	39	48	0	36	39	0	299	1,294	0	2	0	0
10:45 AM	0	0	1	3	1	106	0	31	0	3	45	46	0	44	50	0	330	1,353	2	5	0	1
11:00 AM	0	2	3	2	1	124	4	27	0	2	51	43	0	29	47	0	335	1,393	0	0	0	0
11:15 AM	0	0	2	3	1	90	2	31	0	2	49	66	0	35	49	0	330	1,431	0	0	0	0
11:30 AM	0	0	1	4	3	126	5	27	0	1	46	63	0	32	50	0	358	1,484	0	0	0	0
11:45 AM	0	0	4	4	2	102	3	42	0	2	57	76	0	31	46	1	370	1,469	0	0	0	0
12:00 PM	0	0	2	1	0	127	4	42	1	1	52	69	0	34	40	0	373	1,468	1	1	1	0
12:15 PM	0	0	1	5	2	118	2	33	0	2	55	71	0	47	47	0	383	1,400	0	1	1	0
12:30 PM	0	0	2	0	0	99	4	32	0	0	57	66	0	27	55	1	343	1,359	2	4	2	0
12:45 PM	0	0	2	0	3	119	1	41	0	0	47	71	0	37	48	0	369	1,344	0	0	0	0
1:00 PM	0	0	0	1	1	88	2	25	0	2	47	67	0	38	34	0	305	1,301	0	0	0	0
1:15 PM	0	0	2	2	3	117	0	30	0	0	47	70	0	24	46	1	342	1,330	0	0	0	0
1:30 PM	0	0	1	2	1	82	1	29	0	0	59	71	0	29	53	0	328	1,280	0	0	0	0

1:45 PM	0	0	1	0	0	97	4	21	0	0	56	66	0	35	46	0	326	1,245	1	1	0	0
2:00 PM	1	2	3	0	0	95	1	29	0	2	51	74	0	34	40	2	334	1,241	0	0	0	0
2:15 PM	0	1	2	1	2	64	0	38	0	1	53	62	0	32	36	0	292	1,280	0	0	0	0
2:30 PM	0	0	2	0	1	88	0	34	1	0	45	52	0	34	36	0	293	1,338	0	0	0	0
2:45 PM	0	0	2	0	1	93	1	26	0	0	49	74	0	27	49	0	322	1,391	0	1	0	0
3:00 PM	0	0	7	4	1	106	1	41	0	3	55	69	0	41	45	0	373	1,461	0	1	0	0
3:15 PM	0	0	6	1	2	87	1	39	1	2	68	83	0	33	27	0	350	1,527	1	0	0	0
3:30 PM	0	0	3	5	2	89	2	40	0	0	56	68	0	31	50	0	346	1,570	0	0	0	0
3:45 PM	0	0	2	1	1	98	4	26	0	1	75	88	0	48	48	0	392	1,636	0	0	0	0
4:00 PM	0	2	7	4	0	122	1	35	0	1	102	75	0	37	52	1	439	1,657	1	0	1	0
4:15 PM	0	0	3	1	2	97	0	28	0	0	87	78	0	29	68	0	393	1,679	0	1	0	0
4:30 PM	0	3	8	3	2	102	1	32	0	1	92	74	0	31	63	0	412	1,711	0	2	0	0
4:45 PM	0	1	5	2	0	99	1	36	0	1	99	77	0	31	61	0	413	1,703	0	0	0	0
5:00 PM	0	0	5	4	1	100	1	42	0	0	110	90	0	40	68	0	461	1,631	0	0	0	0
5:15 PM	0	1	3	3	4	128	1	52	0	0	102	62	0	31	38	0	425	1,508	0	0	0	0
5:30 PM	0	1	5	3	1	89	0	40	0	1	117	53	0	30	64	0	404	1,378	0	0	0	1
5:45 PM	0	0	4	2	4	86	0	46	1	0	80	58	0	19	41	0	341	1,238	0	0	0	0
6:00 PM	0	2	1	4	0	74	2	31	0	0	87	54	0	34	49	0	338	1,144	0	1	0	0
6:15 PM	0	0	0	1	1	74	2	33	0	0	63	58	0	26	37	0	295	1,041	0	1	0	0
6:30 PM	0	0	1	1	4	63	1	31	0	0	48	51	0	28	36	0	264	992	0	0	0	0
6:45 PM	0	0	1	1	0	67	0	35	0	0	43	42	0	19	39	0	247	924	0	0	0	0
7:00 PM	0	0	2	1	0	61	1	24	0	0	47	44	0	22	33	0	235	880	1	0	1	0
7:15 PM	0	1	2	0	2	62	1	28	0	0	48	47	0	20	35	0	246		1	0	1	0
7:30 PM	0	0	1	0	0	57	1	27	0	0	44	28	0	6	32	0	196		0	0	0	0
7:45 PM	0	0	1	0	1	46	0	19	0	0	50	42	0	19	25	0	203		0	3	0	1
Count Total	1	18	111	80	77	4,794	149	1,599	4	55	2,971	3,076	0	1,938	2,657	9	17,539		17	47	12	4
Peak Hour	0	5	21	12	7	429	4	162	0	2	403	303	0	133	230	0	1,711		0	2	0	0



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Location: 1 N 30TH AVE & GARDEN OF THE GODS RD AM

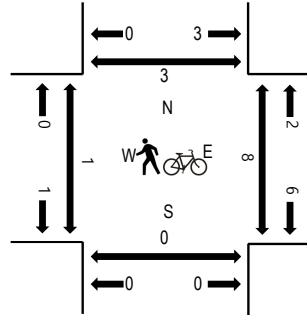
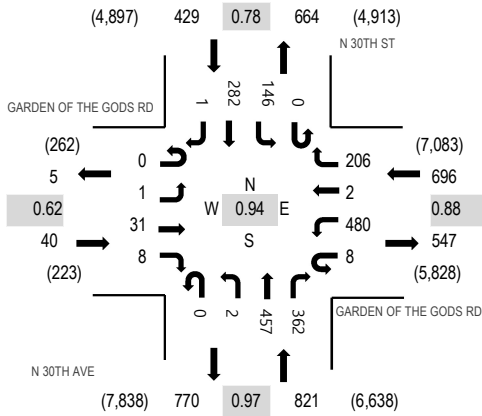
Date: Wednesday, July 28, 2021

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

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

Peak Hour - All Vehicles

Peak Hour - Pedestrians/Bicycles on Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	GARDEN OF THE GODS RD Eastbound				GARDEN OF THE GODS RD Westbound				N 30TH AVE Northbound				N 30TH ST Southbound				Total	Rolling 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
	5:00 AM	0	0	0	0	1	7	1	2	0	0	1	5	0	6	8			0	31	189	0
5:15 AM	0	0	0	0	0	8	0	2	0	0	2	4	0	6	3	0	25	262	0	0	0	0
5:30 AM	0	0	0	0	0	16	1	0	0	0	3	4	0	20	3	0	47	362	0	0	0	0
5:45 AM	0	0	0	0	1	15	3	9	0	1	8	15	0	23	11	0	86	445	0	0	0	0
6:00 AM	0	0	0	0	2	23	4	6	0	0	8	13	0	23	25	0	104	550	0	1	0	0
6:15 AM	0	0	0	0	0	37	6	6	0	2	4	21	0	27	22	0	125	657	0	0	0	0
6:30 AM	0	0	0	0	3	18	3	6	0	0	5	27	0	36	32	0	130	758	0	0	1	0
6:45 AM	0	0	0	0	0	48	6	10	0	2	17	26	0	28	53	1	191	898	0	2	0	0
7:00 AM	0	0	0	0	0	34	8	14	0	2	30	39	0	39	45	0	211	1,041	0	1	0	0
7:15 AM	0	0	1	0	0	37	10	21	0	2	32	42	0	35	45	1	226	1,145	2	1	1	0
7:30 AM	0	0	0	1	1	49	10	20	0	4	26	45	0	53	61	0	270	1,266	0	1	0	0
7:45 AM	0	0	1	0	4	64	8	36	0	4	51	69	0	47	49	1	334	1,328	0	1	0	0
8:00 AM	0	0	1	1	2	73	14	35	0	3	46	42	0	43	55	0	315	1,346	0	4	0	0
8:15 AM	0	0	0	1	1	78	4	24	0	0	47	41	0	66	85	0	347	1,334	0	2	0	0
8:30 AM	0	0	1	1	2	83	6	24	0	1	44	50	0	52	68	0	332	1,255	1	0	0	0
8:45 AM	0	0	0	0	3	110	10	31	0	3	40	53	0	35	67	0	352	1,212	0	0	0	0
9:00 AM	0	0	2	0	0	116	2	32	0	0	31	38	0	36	45	1	303	1,158	0	0	0	0
9:15 AM	0	0	2	0	0	85	2	23	0	0	35	47	0	31	43	0	268	1,172	0	0	0	0
9:30 AM	0	0	2	2	2	91	1	23	0	1	32	35	0	37	63	0	289	1,192	0	0	0	0
9:45 AM	0	1	0	0	2	111	2	18	0	0	42	37	0	37	48	0	298	1,225	0	4	0	0
10:00 AM	0	0	2	1	0	104	1	29	0	1	43	57	0	32	47	0	317	1,273	0	0	0	0
10:15 AM	0	1	1	0	1	96	0	28	0	1	40	48	0	39	33	0	288	1,308	1	1	0	0
10:30 AM	0	0	2	2	2	105	6	36	0	0	50	42	0	31	45	1	322	1,367	0	3	1	0
10:45 AM	0	0	1	1	3	122	3	37	0	0	43	54	0	38	44	0	346	1,414	0	0	0	0
11:00 AM	0	0	1	0	1	121	1	33	0	1	55	64	0	35	40	0	352	1,446	0	2	0	0
11:15 AM	0	0	2	1	0	102	5	31	0	1	44	60	0	45	56	0	347	1,458	1	1	1	0
11:30 AM	0	0	1	5	4	113	3	37	0	0	41	63	0	34	67	1	369	1,478	0	1	0	0
11:45 AM	0	1	2	3	2	105	6	38	0	5	56	67	0	42	51	0	378	1,451	1	2	0	0
12:00 PM	0	0	5	2	0	107	5	41	0	2	36	85	0	42	39	0	364	1,446	0	1	0	0
12:15 PM	0	0	4	0	2	106	2	41	0	0	60	68	0	49	35	0	367	1,457	1	0	0	0
12:30 PM	0	0	0	2	2	106	3	34	0	3	50	63	0	38	40	1	342	1,439	0	1	0	0
12:45 PM	0	1	6	3	1	95	6	43	0	1	55	69	0	45	48	0	373	1,405	0	1	0	0
1:00 PM	0	0	2	1	0	109	5	32	0	0	44	90	0	44	48	0	375	1,384	0	0	0	0
1:15 PM	0	1	8	2	1	98	8	37	0	1	46	70	0	36	41	0	349	1,381	0	0	0	0
1:30 PM	0	0	2	3	1	89	3	43	0	1	38	66	0	27	35	0	308	1,363	0	0	0	0



1:45 PM	0	1	2	0	1	130	3	31	0	0	49	64	0	38	33	0	352	1,418	0	1	0	0
2:00 PM	0	0	3	1	1	126	2	46	0	0	56	71	0	30	36	0	372	1,449	0	0	0	0
2:15 PM	0	0	2	1	0	102	0	43	0	1	45	70	0	29	38	0	331	1,431	0	0	0	0
2:30 PM	0	0	1	0	1	109	2	27	0	0	70	58	0	46	48	1	363	1,461	0	1	0	0
2:45 PM	0	0	3	3	2	122	3	30	0	0	62	75	0	42	41	0	383	1,486	0	2	0	0
3:00 PM	0	0	3	3	3	80	2	29	0	1	66	83	0	38	44	2	354	1,545	0	0	0	0
3:15 PM	0	1	2	1	2	109	2	31	0	3	77	76	0	21	36	0	361	1,626	0	0	0	0
3:30 PM	0	0	3	3	1	99	1	39	0	3	66	87	0	37	49	0	388	1,700	0	0	0	0
3:45 PM	0	0	7	4	2	78	3	43	0	2	89	83	0	67	64	0	442	1,794	0	0	0	0
4:00 PM	0	1	7	6	2	112	1	27	0	3	95	74	0	41	66	0	435	1,835	0	1	0	0
4:15 PM	0	0	5	2	0	103	1	34	0	1	108	87	0	44	50	0	435	1,927	0	1	0	0
4:30 PM	0	2	1	2	1	121	1	35	0	0	111	100	0	47	60	1	482	1,965	0	1	0	0
4:45 PM	0	0	12	1	2	98	0	51	0	1	97	99	0	51	71	0	483	1,986	0	1	0	0
5:00 PM	0	1	13	3	1	137	1	59	0	0	119	94	0	38	60	1	527	1,968	0	0	0	0
5:15 PM	0	0	3	3	3	108	0	45	0	1	116	93	0	27	74	0	473	1,830	0	2	0	0
5:30 PM	0	0	3	1	2	137	1	51	0	0	125	76	0	30	77	0	503	1,691	0	0	0	0
5:45 PM	0	1	7	3	1	75	2	45	0	1	133	84	0	46	67	0	465	1,479	1	0	0	0
6:00 PM	0	1	2	1	3	79	1	37	0	1	101	69	0	43	51	0	389	1,270	0	4	1	0
6:15 PM	0	0	2	1	0	66	0	29	0	1	75	73	0	46	41	0	334	1,119	0	11	0	5
6:30 PM	0	0	0	0	3	66	0	25	0	0	50	76	0	30	41	0	291	1,000	0	9	0	0
6:45 PM	0	0	1	0	0	82	0	30	0	0	42	44	0	26	31	0	256	963	0	1	1	0
7:00 PM	0	0	1	2	1	55	2	28	1	0	37	61	0	19	31	0	238	941	0	2	0	0
7:15 PM	0	0	0	1	2	46	0	29	0	0	36	47	0	16	38	0	215		0	2	0	2
7:30 PM	0	1	2	0	0	59	1	25	0	0	52	50	0	30	34	0	254		0	0	0	0
7:45 PM	0	0	0	1	0	63	2	22	0	0	44	37	0	27	38	0	234		0	1	0	0
Count Total	0	14	134	75	78	5,043	189	1,773	1	61	3,126	3,450	0	2,166	2,719	12	18,841		8	70	6	7
Peak Hour	0	1	31	8	8	480	2	206	0	2	457	362	0	146	282	1	1,986		0	3	0	0



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Location: 1 N 30TH AVE & GARDEN OF THE GODS RD AM

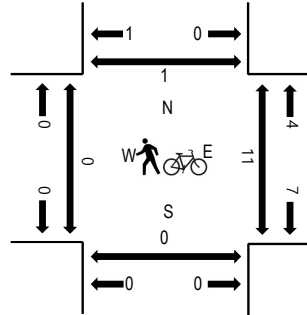
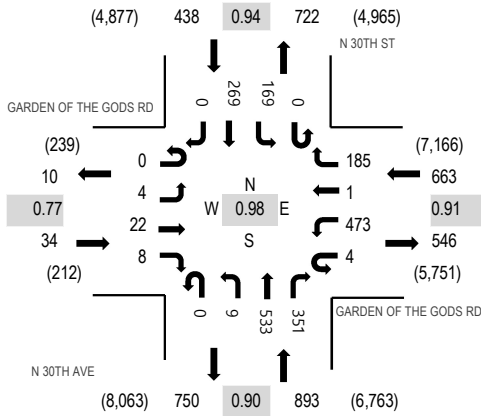
Date: Thursday, July 29, 2021

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

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

Peak Hour - All Vehicles

Peak Hour - Pedestrians/Bicycles on Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	GARDEN OF THE GODS RD Eastbound				GARDEN OF THE GODS RD Westbound				N 30TH AVE Northbound				N 30TH ST Southbound				Total	Rolling 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
	5:00 AM	0	0	0	0	0	6	1	0	0	0	2	2	0	14	5			0	30	200	0
5:15 AM	0	0	0	0	0	12	0	1	0	0	3	5	0	10	5	0	36	243	0	1	0	0
5:30 AM	0	0	0	0	2	9	3	5	0	1	4	7	0	21	10	0	62	331	0	0	0	0
5:45 AM	0	0	0	0	1	18	3	10	0	0	10	9	0	13	8	0	72	411	0	0	0	0
6:00 AM	0	0	0	0	0	16	6	4	0	1	11	6	0	14	15	0	73	507	0	1	0	0
6:15 AM	0	0	0	0	1	32	1	8	0	1	9	24	0	21	27	0	124	611	1	0	0	0
6:30 AM	0	0	0	0	1	25	5	7	0	2	15	18	0	35	33	1	142	712	0	0	0	0
6:45 AM	0	0	0	0	1	30	9	12	0	1	15	34	0	24	41	1	168	848	1	0	1	0
7:00 AM	0	0	0	0	0	36	5	14	0	0	18	29	0	36	39	0	177	1,041	1	2	1	0
7:15 AM	0	0	0	0	1	37	10	18	0	1	28	40	0	43	46	1	225	1,185	0	0	0	0
7:30 AM	0	0	1	0	1	48	12	15	0	4	35	47	0	62	53	0	278	1,292	0	2	0	0
7:45 AM	0	0	0	0	1	83	8	33	0	3	44	63	0	56	70	0	361	1,334	0	1	0	0
8:00 AM	0	0	3	0	2	71	3	38	0	0	47	52	0	44	61	0	321	1,361	0	5	0	0
8:15 AM	0	0	0	0	1	83	6	28	0	1	51	36	0	63	62	1	332	1,328	0	0	0	0
8:30 AM	0	0	0	2	1	96	5	28	0	1	31	47	0	41	68	0	320	1,308	0	2	0	0
8:45 AM	0	0	1	0	4	111	6	25	0	1	60	53	0	51	76	0	388	1,298	0	3	0	0
9:00 AM	0	0	1	1	1	95	3	27	0	0	33	37	0	38	52	0	288	1,251	0	0	0	0
9:15 AM	0	2	2	0	1	112	3	22	0	1	32	47	0	38	52	0	312	1,294	0	1	0	0
9:30 AM	0	0	2	0	3	102	0	34	0	0	34	40	0	37	58	0	310	1,327	1	3	1	0
9:45 AM	0	0	0	0	1	90	3	25	0	0	59	53	0	40	70	0	341	1,346	0	4	0	0
10:00 AM	0	0	1	2	2	112	4	24	0	0	50	49	0	29	58	0	331	1,356	1	1	0	0
10:15 AM	0	0	0	0	2	128	4	32	0	0	40	54	0	35	50	0	345	1,328	0	1	0	0
10:30 AM	0	0	2	1	2	122	2	26	0	0	38	53	0	37	46	0	329	1,393	0	0	0	0
10:45 AM	0	0	1	0	2	137	4	27	0	0	38	51	0	35	56	0	351	1,453	0	0	0	0
11:00 AM	0	1	7	2	2	99	3	16	0	0	43	61	0	33	36	0	303	1,475	0	0	0	0
11:15 AM	0	1	6	0	0	130	3	37	0	0	56	75	0	46	54	2	410	1,539	0	0	0	0
11:30 AM	0	1	3	1	2	135	3	37	0	1	48	69	0	40	49	0	389	1,527	0	0	0	0
11:45 AM	0	0	2	1	0	113	7	32	0	1	46	75	0	35	58	3	373	1,508	0	2	0	2
12:00 PM	0	1	3	0	5	115	2	33	0	0	48	88	0	30	42	0	367	1,484	0	6	0	2
12:15 PM	0	1	2	3	2	124	5	43	0	2	66	63	0	46	40	1	398	1,489	0	0	0	0
12:30 PM	0	1	3	3	4	120	3	32	0	3	47	70	0	41	43	0	370	1,480	1	4	0	0
12:45 PM	0	0	4	3	1	84	7	35	0	0	56	67	0	44	48	0	349	1,427	0	3	0	0
1:00 PM	0	0	0	6	4	97	5	28	0	2	64	76	0	42	47	1	372	1,432	0	1	0	0
1:15 PM	0	1	0	1	1	138	2	30	0	2	61	69	0	35	49	0	389	1,365	0	0	0	0
1:30 PM	0	1	3	0	0	102	1	30	0	1	41	82	0	21	35	0	317	1,314	0	0	0	0

1:45 PM	0	0	2	1	1	115	1	43	0	2	54	59	0	34	42	0	354	1,347	0	1	0	0
2:00 PM	0	0	3	0	1	84	2	29	0	1	50	69	0	31	35	0	305	1,355	0	0	0	0
2:15 PM	0	0	1	1	1	104	2	19	0	0	66	68	0	30	46	0	338	1,389	0	0	0	0
2:30 PM	0	0	5	1	4	91	1	34	0	0	65	68	0	35	46	0	350	1,444	0	0	0	0
2:45 PM	0	1	2	2	2	96	1	35	0	1	53	92	0	34	43	0	362	1,476	0	3	0	0
3:00 PM	0	0	3	4	0	86	3	32	0	1	64	71	0	31	44	0	339	1,586	0	2	0	0
3:15 PM	0	1	4	1	1	109	0	38	0	1	76	78	0	30	54	0	393	1,679	0	3	0	0
3:30 PM	0	0	9	2	3	97	2	38	0	1	79	71	0	35	45	0	382	1,750	0	4	0	0
3:45 PM	0	0	1	1	4	110	2	39	0	1	94	110	0	46	64	0	472	1,825	0	1	0	0
4:00 PM	0	0	5	4	1	92	0	37	0	2	91	100	0	39	61	0	432	1,860	0	1	0	0
4:15 PM	0	1	5	1	2	135	1	36	0	2	93	86	0	41	61	0	464	1,948	0	3	0	0
4:30 PM	0	1	11	1	1	123	2	35	0	0	96	83	0	46	58	0	457	1,987	0	1	0	1
4:45 PM	0	0	3	1	1	113	1	52	0	0	135	88	0	37	76	0	507	2,028	0	1	0	1
5:00 PM	0	0	7	3	3	118	0	37	0	2	148	97	0	46	59	0	520	1,972	0	0	0	0
5:15 PM	0	2	9	2	0	128	0	55	0	3	119	74	0	45	66	0	503	1,804	0	4	0	0
5:30 PM	0	2	3	2	0	114	0	41	0	4	131	92	0	41	68	0	498	1,639	0	1	0	0
5:45 PM	0	0	2	1	1	114	0	41	0	1	117	77	0	43	54	0	451	1,421	0	5	0	0
6:00 PM	0	1	3	0	0	72	1	41	0	0	88	67	0	33	45	1	352	1,235	0	3	0	0
6:15 PM	0	0	1	2	1	85	2	25	0	2	72	56	0	37	55	0	338	1,098	0	1	0	0
6:30 PM	0	0	1	1	1	84	0	29	0	0	65	45	0	28	25	1	280	1,013	0	3	0	0
6:45 PM	0	0	0	0	0	67	0	25	0	0	43	55	0	24	51	0	265	957	0	0	0	0
7:00 PM	0	0	2	1	0	46	0	31	0	1	43	49	0	17	25	0	215	903	0	1	0	0
7:15 PM	0	0	0	1	0	71	0	30	0	1	40	55	0	16	39	0	253		0	3	0	0
7:30 PM	0	0	2	0	1	49	0	25	0	0	60	36	0	29	22	0	224		0	2	0	0
7:45 PM	0	0	1	2	0	66	1	16	0	0	42	43	0	20	19	1	211		0	0	0	0
Count Total	0	19	132	61	81	5,237	169	1,679	0	56	3,267	3,440	0	2,098	2,765	14	19,018		6	86	3	6
Peak Hour	0	4	22	8	4	473	1	185	0	9	533	351	0	169	269	0	2,028		0	6	0	1

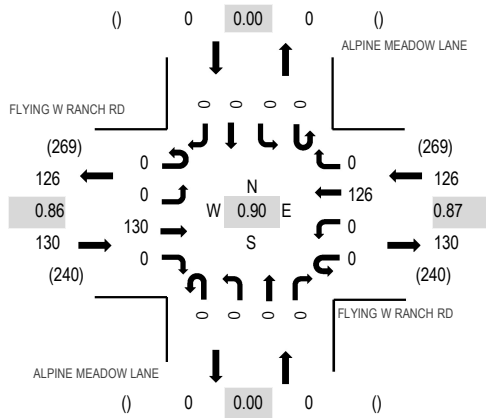
**Location:** 1 ALPINE MEADOW LANE & FLYING W RANCH RD Noon

**Date:** Saturday, August 7, 2021

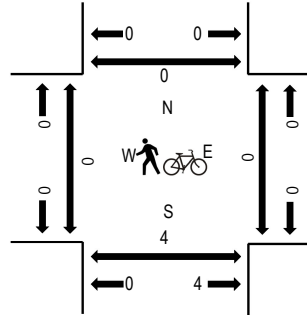
**Peak Hour:** 12:45 PM - 01:45 PM

**Peak 15-Minutes:** 12:45 PM - 01:00 PM

**Peak Hour - All Vehicles**



**Peak Hour - Pedestrians/Bicycles on Crosswalk**



Note: Total study counts contained in parentheses.

**Traffic Counts**

Interval Start Time	FLYING W RANCH RD Eastbound				FLYING W RANCH RD Westbound				ALPINE MEADOW LANE Northbound				ALPINE MEADOW LANE Southbound				Total	Rolling 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
12:30 PM	0	0	32	0	0	0	0	29	0	0	0	0	0	0	0	0	61	254	0	0	0	0
12:45 PM	0	0	38	0	0	0	0	33	0	0	0	0	0	0	0	0	71	256	0	0	0	0
1:00 PM	0	0	31	0	0	0	0	37	0	0	0	0	0	0	0	0	68	250	0	0	0	0
1:15 PM	0	0	26	0	0	0	0	28	0	0	0	0	0	0	0	0	54	251	0	0	0	0
1:30 PM	0	0	35	0	0	0	0	28	0	0	0	0	0	0	0	0	63	255	0	0	0	0
1:45 PM	0	0	24	0	0	0	0	41	0	0	0	0	0	0	0	0	65		0	0	0	0
2:00 PM	0	0	29	0	0	0	0	40	0	0	0	0	0	0	0	0	69		0	0	0	0
2:15 PM	0	0	25	0	0	0	0	33	0	0	0	0	0	0	0	0	58		0	0	0	0
Count Total	0	0	240	0	0	0	0	269	0	0	0	0	0	0	0	0	509		0	0	0	0
Peak Hour	0	0	130	0	0	0	0	126	0	0	0	0	0	0	0	0	256		0	0	0	0



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**Location:** 2 30TH ST & FLYING W RANCH RD Noon

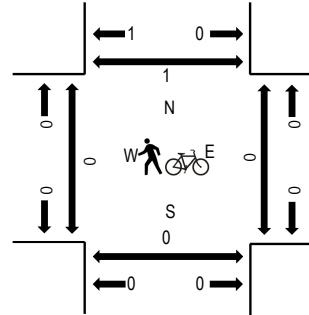
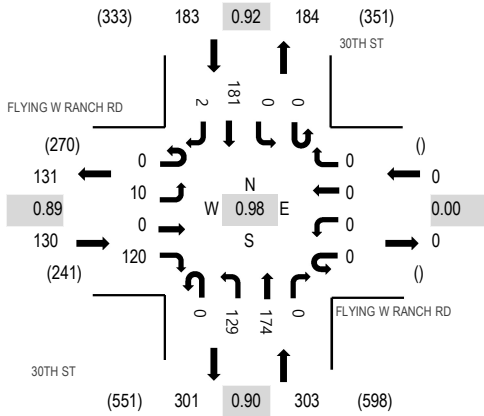
**Date:** Saturday, August 7, 2021

**Peak Hour:** 12:30 PM - 01:30 PM

**Peak 15-Minutes:** 12:45 PM - 01:00 PM

**Peak Hour - All Vehicles**

**Peak Hour - Pedestrians/Bicycles on Crosswalk**



Note: Total study counts contained in parentheses.

**Traffic Counts**

Interval Start Time	FLYING W RANCH RD Eastbound				FLYING W RANCH RD Westbound				30TH ST Northbound			30TH ST Southbound				Total	Rolling 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	
12:30 PM	0	3	0	29	0	0	0	0	0	0	32	39	0	0	0	49	1	153	616	0	0	0	0
12:45 PM	0	2	0	35	0	0	0	0	0	0	33	42	0	0	0	45	0	157	598	0	0	0	0
1:00 PM	0	4	0	26	0	0	0	0	0	0	34	50	0	0	0	38	1	153	590	0	0	0	0
1:15 PM	0	1	0	30	0	0	0	0	0	0	30	43	0	0	0	49	0	153	574	0	0	0	0
1:30 PM	0	1	0	32	0	0	0	0	0	0	26	42	0	0	0	33	1	135	556	0	0	0	0
1:45 PM	0	1	0	25	0	0	0	0	0	0	41	38	0	0	0	42	2	149		0	0	0	1
2:00 PM	0	1	0	28	0	0	0	0	0	0	36	38	0	0	0	32	2	137		2	0	0	0
2:15 PM	0	2	0	21	0	0	0	0	0	0	30	44	0	0	0	37	1	135		0	0	0	1
Count Total	0	15	0	226	0	0	0	0	0	0	262	336	0	0	0	325	8	1,172		2	0	0	2
Peak Hour	0	10	0	120	0	0	0	0	0	0	129	174	0	0	0	181	2	616		0	0	0	0



**Location:** 3 30TH ST & RDEN OF THE GODS RD Noon

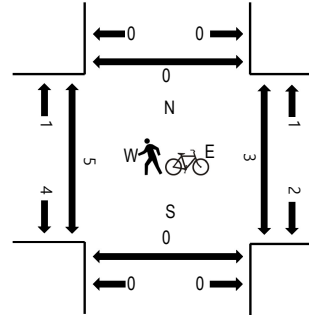
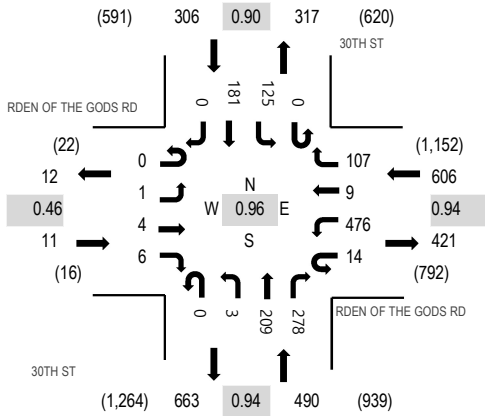
**Date:** Saturday, August 7, 2021

**Peak Hour:** 12:45 PM - 01:45 PM

**Peak 15-Minutes:** 12:45 PM - 01:00 PM

**Peak Hour - All Vehicles**

**Peak Hour - Pedestrians/Bicycles on Crosswalk**



Note: Total study counts contained in parentheses.

**Traffic Counts**

Interval Start Time	RDEN OF THE GODS RD Eastbound				RDEN OF THE GODS RD Westbound				30TH ST Northbound				30TH ST Southbound				Total	Rolling 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
12:30 PM	0	0	0	1	2	101	2	25	0	1	50	66	0	27	55	0	330	1,397	0	4	0	0
12:45 PM	0	1	1	1	4	126	2	29	0	1	47	67	0	37	51	0	367	1,413	0	1	0	0
1:00 PM	0	0	2	0	6	117	2	33	0	0	61	69	0	23	44	0	357	1,367	0	0	0	0
1:15 PM	0	0	0	0	2	113	0	20	0	1	55	71	0	37	44	0	343	1,350	0	0	0	0
1:30 PM	0	0	1	5	2	120	5	25	0	1	46	71	0	28	42	0	346	1,301	0	0	0	0
1:45 PM	0	0	0	0	2	117	1	25	0	0	52	53	0	28	43	0	321		0	0	0	0
2:00 PM	0	0	0	1	6	116	2	23	0	0	49	67	0	39	37	0	340		0	1	0	0
2:15 PM	0	0	0	3	2	92	3	27	0	1	52	58	0	21	35	0	294		0	0	0	0
Count Total	0	1	4	11	26	902	17	207	0	5	412	522	0	240	351	0	2,698		0	6	0	0
Peak Hour	0	1	4	6	14	476	9	107	0	3	209	278	0	125	181	0	1,413		0	1	0	0

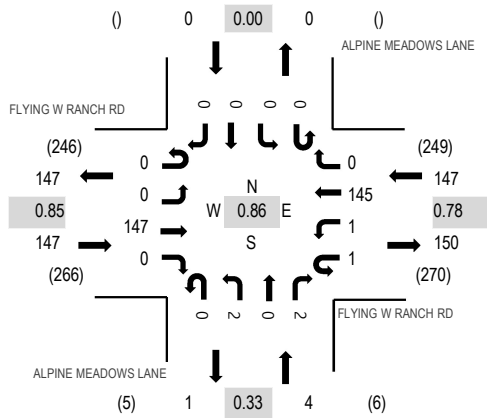
**Location:** 1 ALPINE MEADOWS LANE & FLYING W RANCH RD AM

**Date:** Thursday, August 5, 2027

**Peak Hour:** 11:00 AM - 12:00 PM

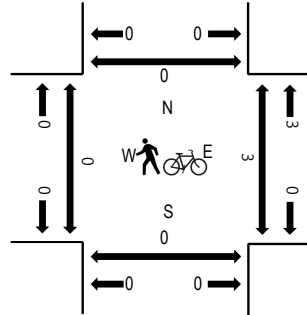
**Peak 15-Minutes:** 11:30 AM - 11:45 AM

**Peak Hour - All Vehicles**



Note: Total study counts contained in parentheses.

**Peak Hour - Pedestrians/Bicycles on Crosswalk**



**Traffic Counts**

Interval Start Time	FLYING W RANCH RD Eastbound				FLYING W RANCH RD Westbound				ALPINE MEADOWS LANE Northbound				ALPINE MEADOWS LANE Southbound				Total	Rolling 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				
10:00 AM	0	0	35	0	0	0	1	28	0	0	0	0	1	0	0	0	0	0	0	0	65	223	0	0	0	0
10:15 AM	0	0	25	0	0	0	1	27	0	0	0	0	1	0	0	0	0	0	0	0	54	215	0	0	0	0
10:30 AM	1	0	30	0	0	0	0	23	0	0	0	0	0	0	0	0	0	0	0	0	54	232	0	0	0	0
10:45 AM	0	0	28	0	0	0	2	20	0	0	0	0	0	0	0	0	0	0	0	0	50	265	0	0	0	0
11:00 AM	0	0	28	0	1	0	0	28	0	0	0	0	0	0	0	0	0	0	0	0	57	298	0	0	0	0
11:15 AM	0	0	36	0	0	0	0	34	0	0	1	0	0	0	0	0	0	0	0	0	71		0	0	0	0
11:30 AM	0	0	40	0	0	0	0	47	0	0	0	0	0	0	0	0	0	0	0	0	87		0	0	0	0
11:45 AM	0	0	43	0	0	0	1	36	0	0	1	0	2	0	0	0	0	0	0	0	83		0	0	0	0
Count Total	1	0	265	0	1	5	243	0	0	0	2	0	4	0	0	0	0	0	0	0	521		0	0	0	0
Peak Hour	0	0	147	0	1	1	145	0	0	0	2	0	2	0	0	0	0	0	0	0	298		0	0	0	0

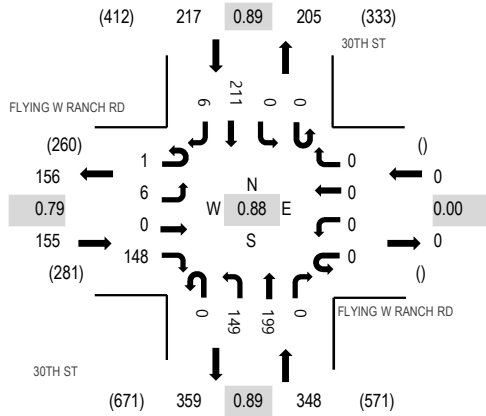
**Location:** 2 30TH ST & FLYING W RANCH RD AM

**Date:** Thursday, August 5, 2027

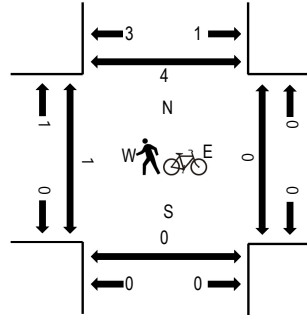
**Peak Hour:** 11:00 AM - 12:00 PM

**Peak 15-Minutes:** 11:45 AM - 12:00 PM

**Peak Hour - All Vehicles**



**Peak Hour - Pedestrians/Bicycles on Crosswalk**



Note: Total study counts contained in parentheses.

**Traffic Counts**

Interval Start Time	FLYING W RANCH RD Eastbound				FLYING W RANCH RD Westbound				30TH ST Northbound			30TH ST Southbound				Total	Rolling 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
10:00 AM	0	1	0	34	0	0	0	0	0	27	29	0	0	0	48	2	141	544	1	0	0	1
10:15 AM	0	0	0	27	0	0	0	0	0	27	29	0	0	0	53	2	138	561	0	0	0	0
10:30 AM	0	0	0	34	0	0	0	0	0	24	32	0	0	0	46	0	136	579	0	0	0	1
10:45 AM	0	2	0	28	0	0	0	0	0	20	35	0	0	0	42	2	129	645	0	0	0	0
11:00 AM	0	3	0	27	0	0	0	0	0	29	49	0	0	0	48	2	158	720	0	0	0	0
11:15 AM	1	0	0	32	0	0	0	0	0	33	42	0	0	0	47	1	156		0	0	0	1
11:30 AM	0	2	0	41	0	0	0	0	0	46	52	0	0	0	59	2	202		0	0	0	0
11:45 AM	0	1	0	48	0	0	0	0	0	41	56	0	0	0	57	1	204		0	0	0	0
Count Total	1	9	0	271	0	0	0	0	0	247	324	0	0	0	400	12	1,264		1	0	0	3
Peak Hour	1	6	0	148	0	0	0	0	0	149	199	0	0	0	211	6	720		0	0	0	1

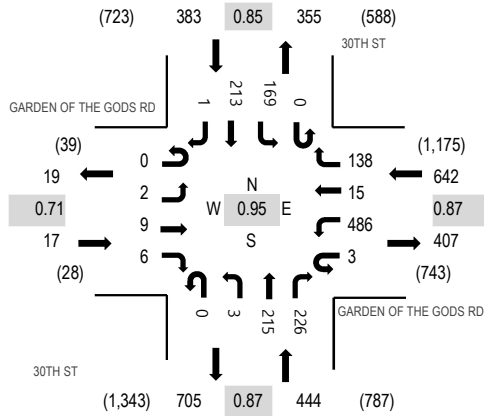
**Location:** 3 30TH ST & GARDEN OF THE GODS RD AM

**Date:** Thursday, August 5, 2027

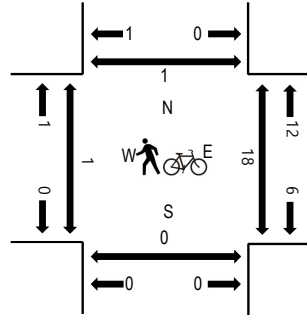
**Peak Hour:** 11:00 AM - 12:00 PM

**Peak 15-Minutes:** 11:45 AM - 12:00 PM

**Peak Hour - All Vehicles**



**Peak Hour - Pedestrians/Bicycles on Crosswalk**



Note: Total study counts contained in parentheses.

**Traffic Counts**

Interval Start Time	GARDEN OF THE GODS RD Eastbound				GARDEN OF THE GODS RD Westbound				30TH ST Northbound				30TH ST Southbound				Total	Rolling 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
	10:00 AM	0	0	0	1	1	105	4	24	0	1	41	39	0	32	54			0	302	1,227	0
10:15 AM	0	1	3	1	2	94	2	18	0	1	40	49	0	41	57	1	310	1,279	0	1	1	0
10:30 AM	0	0	1	0	1	123	1	18	0	1	35	46	0	34	46	0	306	1,345	0	3	0	0
10:45 AM	0	0	2	2	1	112	6	21	0	2	35	53	0	31	43	1	309	1,403	0	0	0	0
11:00 AM	0	1	3	2	0	138	6	35	0	1	48	43	0	33	44	0	354	1,486	0	4	0	0
11:15 AM	0	0	0	2	0	156	2	27	0	0	45	56	0	38	50	0	376		0	0	0	0
11:30 AM	0	0	3	2	2	92	2	34	0	1	63	59	0	48	58	0	364		0	4	0	0
11:45 AM	0	1	3	0	1	100	5	42	0	1	59	68	0	50	61	1	392		0	0	0	0
Count Total	0	3	15	10	8	920	28	219	0	8	366	413	0	307	413	3	2,713		0	15	2	2
Peak Hour	0	2	9	6	3	486	15	138	0	3	215	226	0	169	213	1	1,486		0	8	0	0

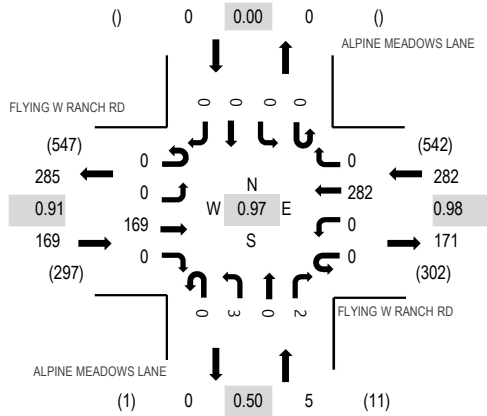
**Location:** 1 ALPINE MEADOWS LANE & FLYING W RANCH RD

**Date:** Thursday, August 5, 2027

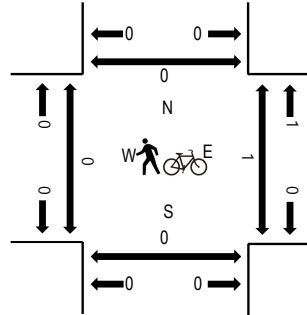
**Peak Hour:** 04:15 PM - 05:15 PM

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

**Peak Hour - All Vehicles**



**Peak Hour - Pedestrians/Bicycles on Crosswalk**



Note: Total study counts contained in parentheses.

**Traffic Counts**

Interval Start Time	FLYING W RANCH RD Eastbound				FLYING W RANCH RD Westbound				ALPINE MEADOWS LANE Northbound				ALPINE MEADOWS LANE Southbound				Total	Rolling 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
4:00 PM	0	0	43	0	0	0	57	0	0	1	0	2	0	0	0	0	103	441	0	0	0	0
4:15 PM	0	0	47	0	0	0	62	0	0	1	0	0	0	0	0	0	110	456	0	0	0	0
4:30 PM	0	0	41	0	0	0	70	0	0	0	0	0	0	0	0	0	111	456	0	0	0	0
4:45 PM	0	0	40	0	0	0	75	0	0	1	0	1	0	0	0	0	117	440	0	0	0	0
5:00 PM	0	0	41	0	0	0	75	0	0	1	0	1	0	0	0	0	118	409	0	0	0	0
5:15 PM	0	0	34	0	0	0	75	0	0	1	0	0	0	0	0	0	110		0	0	0	0
5:30 PM	0	0	26	0	0	0	69	0	0	0	0	0	0	0	0	0	95		0	0	0	0
5:45 PM	0	0	25	0	0	1	58	0	0	1	0	1	0	0	0	0	86		0	0	0	0
Count Total	0	0	297	0	0	1	541	0	0	6	0	5	0	0	0	0	850		0	0	0	0
Peak Hour	0	0	169	0	0	0	282	0	0	3	0	2	0	0	0	0	456		0	0	0	0





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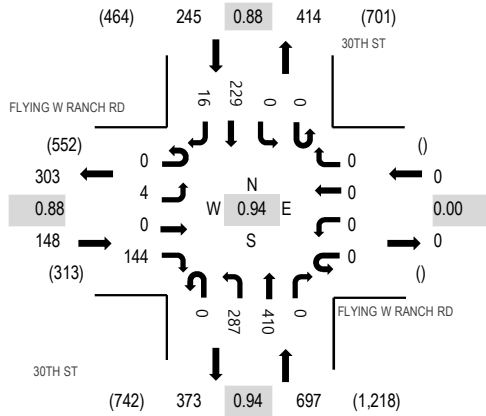
Location: 2 30TH ST & FLYING W RANCH RD PM

Date: Thursday, August 5, 2027

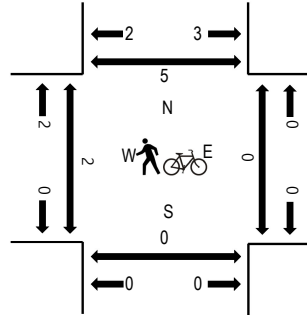
Peak Hour: 04:45 PM - 05:45 PM

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

Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles on Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	FLYING W RANCH RD Eastbound				FLYING W RANCH RD Westbound				30TH ST Northbound			30TH ST Southbound				Total	Rolling 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
4:00 PM	0	3	0	49	0	0	0	0	0	60	66	0	0	0	56	3	237	999	0	0	1	1
4:15 PM	0	1	0	47	0	0	0	0	0	57	75	0	0	0	55	1	236	1,052	0	0	0	0
4:30 PM	0	2	0	38	0	0	0	0	0	68	69	0	0	0	55	3	235	1,081	0	0	0	0
4:45 PM	0	0	0	42	0	0	0	0	0	73	112	0	0	0	59	5	291	1,090	1	0	0	0
5:00 PM	0	1	0	40	0	0	0	0	0	72	106	0	0	0	65	6	290	996	0	0	0	2
5:15 PM	0	0	0	33	0	0	0	0	0	70	110	0	0	0	51	1	265		0	0	0	1
5:30 PM	0	3	0	29	0	0	0	0	0	72	82	0	0	0	54	4	244		1	0	0	0
5:45 PM	0	1	0	24	0	0	0	0	0	56	70	0	0	0	45	1	197		0	0	0	0
Count Total	0	11	0	302	0	0	0	0	0	528	690	0	0	0	440	24	1,995		2	0	1	4
Peak Hour	0	4	0	144	0	0	0	0	0	287	410	0	0	0	229	16	1,090		2	0	0	3



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**Location:** 3 30TH ST & GARDEN OF THE GODS RD PM

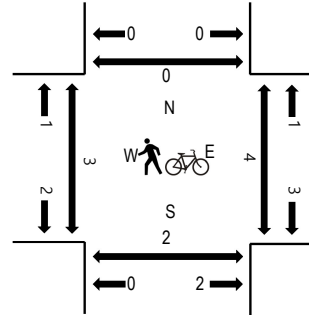
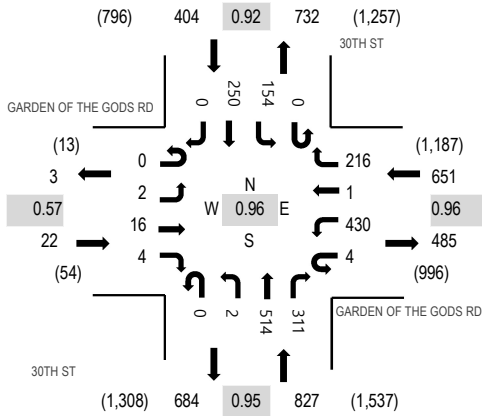
**Date:** Thursday, August 5, 2027

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

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

**Peak Hour - All Vehicles**

**Peak Hour - Pedestrians/Bicycles on Crosswalk**



Note: Total study counts contained in parentheses.

**Traffic Counts**

Interval Start Time	GARDEN OF THE GODS RD Eastbound				GARDEN OF THE GODS RD Westbound				30TH ST Northbound			30TH ST Southbound				Total	Rolling 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
4:00 PM	0	0	8	6	0	119	1	43	0	3	79	83	0	50	63	0	455	1,767	0	0	0	0
4:15 PM	0	1	5	1	1	83	1	29	0	0	102	84	0	35	70	0	412	1,806	0	2	0	0
4:30 PM	0	0	3	1	0	89	2	31	0	0	105	87	0	48	44	1	411	1,864	0	1	0	1
4:45 PM	0	2	5	0	1	102	0	62	0	1	129	81	0	38	68	0	489	1,904	0	0	0	0
5:00 PM	0	0	6	2	0	96	1	58	0	0	127	90	0	50	64	0	494	1,807	0	0	0	0
5:15 PM	0	0	3	1	1	118	0	50	0	1	140	62	0	38	56	0	470		0	1	0	0
5:30 PM	0	0	2	1	2	114	0	46	0	0	118	78	0	28	62	0	451		1	0	0	0
5:45 PM	0	0	6	1	0	97	2	38	0	0	97	70	0	31	50	0	392		0	0	0	0
Count Total	0	3	38	13	5	818	7	357	0	5	897	635	0	318	477	1	3,574		1	4	0	1
Peak Hour	0	2	16	4	4	430	1	216	0	2	514	311	0	154	250	0	1,904		1	1	0	0

# Trip Generation Worksheet

Project 2424 Garden of The Gods  
 Subject Trip Generation for Multifamily Housing (Mid-Rise)  
 Designed by MAG Date August 12, 2021 Job No. 067607040  
 Checked by \_\_\_\_\_ Date \_\_\_\_\_ Sheet No. 1 of 1

## TRIP GENERATION MANUAL TECHNIQUES

ITE Trip Generation Manual 10th Edition, Fitted Curve Equations

Land Use Code - Multifamily Housing (Mid-Rise) (221)

Independent Variable - Dwelling Units (X)

X = 420  
 T = Average Vehicle Trip Ends

### Peak Hour of Adjacent Street Traffic, One Hour Between 7 and 9 a.m. (Series 200 Page 74)

$\ln(T) = 0.98 \ln(X) - 0.98$ $\ln(T) = 0.98 * \ln(420.0) - 0.98$	Directional Distribution: 26% ent. 74% exit. T = 140 Average Vehicle Trip Ends 36 entering 104 exiting  36 + 104 = 140
--	--

### Peak Hour of Adjacent Street Traffic, One Hour Between 4 and 6 p.m. (Series 200 Page 75)

$\ln(T) = 0.96 \ln(X) - 0.63$ $\ln(T) = 0.96 * \ln(420.0) - 0.63$	Directional Distribution: 61% ent. 39% exit. T = 176 Average Vehicle Trip Ends 107 entering 69 exiting  107 + 69 = 176
--	--

### Weekday (Series 200 Page 73)

$(T) = 5.45*(X) - 1.75$ $(T) = 5.45 * 420 - 1.75$	Directional Distribution: 50% ent. 50% exit. T = 2288 Average Vehicle Trip Ends 1144 entering 1144 exiting  1144 + 1144 = 2288
--	--

### Peak Hour of Generator, Saturday (Series 200 Page 79)

$(T) = 0.42*(X) + 6.73$ $(T) = 0.42 * 420 + 6.73$	Directional Distribution: 49% ent. 51% exit. T = 183 Average Vehicle Trip Ends 90 entering 93 exiting  90 + 93 = 183
--	--



## Intersection Capacity Analysis Outputs

Timings  
1: 30th St & Garden of the Gods Rd

2022 Total AM.syn  
08/17/2021



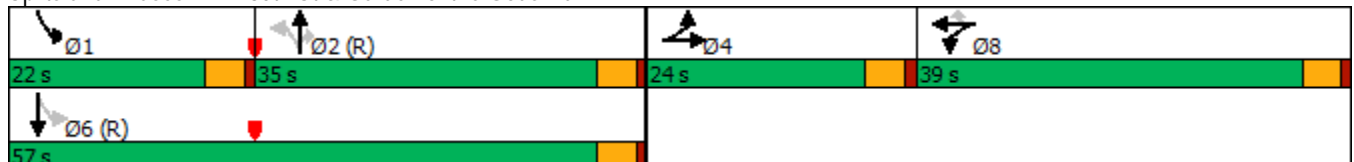
Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	25	21	500	217	154	61	288	231	180	243
Future Volume (vph)	25	21	500	217	154	61	288	231	180	243
Turn Type	Split	NA	Split	NA	Perm	Perm	NA	Perm	pm+pt	NA
Protected Phases	4	4	8	8			2		1	6
Permitted Phases					8	2		2	6	
Detector Phase	4	4	8	8	8	2	2	2	1	6
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	22.5	22.5	22.5	22.5	22.5	9.5	22.5
Total Split (s)	24.0	24.0	39.0	39.0	39.0	35.0	35.0	35.0	22.0	57.0
Total Split (%)	20.0%	20.0%	32.5%	32.5%	32.5%	29.2%	29.2%	29.2%	18.3%	47.5%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
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)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag						Lag	Lag	Lag	Lead	
Lead-Lag Optimize?						Yes	Yes	Yes	Yes	
Recall Mode	None	None	None	None	None	C-Max	C-Max	C-Max	None	C-Max
Act Effect Green (s)	7.3	7.3	26.9	26.9	26.9	58.3	58.3	58.3	74.3	74.3
Actuated g/C Ratio	0.06	0.06	0.22	0.22	0.22	0.49	0.49	0.49	0.62	0.62
v/c Ratio	0.24	0.14	0.68	0.29	0.34	0.13	0.18	0.27	0.28	0.15
Control Delay	58.4	42.2	46.9	38.4	7.0	23.1	20.7	4.1	13.0	10.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	58.4	42.2	46.9	38.4	7.0	23.1	20.7	4.1	13.0	10.2
LOS	E	D	D	D	A	C	C	A	B	B
Approach Delay		49.6		37.7			14.3			11.3
Approach LOS		D		D			B			B

Intersection Summary

Cycle Length: 120  
 Actuated Cycle Length: 120  
 Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green  
 Natural Cycle: 80  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.68  
 Intersection Signal Delay: 24.7  
 Intersection Capacity Utilization 50.1%  
 Analysis Period (min) 15

Intersection LOS: C  
 ICU Level of Service A

Splits and Phases: 1: 30th St & Garden of the Gods Rd



HCM 6th Signalized Intersection Summary  
 1: 30th St & Garden of the Gods Rd

2022 Total AM.syn  
 08/17/2021



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	25	21	9	500	217	154	61	288	231	180	243	67
Future Volume (veh/h)	25	21	9	500	217	154	61	288	231	180	243	67
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	26	22	9	526	228	162	64	303	243	189	256	71
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	63	89	34	664	683	305	650	1990	888	618	1823	495
Arrive On Green	0.04	0.04	0.04	0.19	0.19	0.19	0.56	0.56	0.56	0.06	0.66	0.66
Sat Flow, veh/h	1781	2510	964	3456	3554	1585	1053	3554	1585	1781	2762	750
Grp Volume(v), veh/h	26	15	16	526	228	162	64	303	243	189	163	164
Grp Sat Flow(s),veh/h/ln	1781	1777	1697	1728	1777	1585	1053	1777	1585	1781	1777	1735
Q Serve(g_s), s	1.7	1.0	1.1	17.4	6.6	11.0	3.4	4.9	9.6	5.1	4.1	4.3
Cycle Q Clear(g_c), s	1.7	1.0	1.1	17.4	6.6	11.0	3.4	4.9	9.6	5.1	4.1	4.3
Prop In Lane	1.00		0.57	1.00		1.00	1.00		1.00	1.00		0.43
Lane Grp Cap(c), veh/h	63	63	60	664	683	305	650	1990	888	618	1173	1145
V/C Ratio(X)	0.41	0.24	0.26	0.79	0.33	0.53	0.10	0.15	0.27	0.31	0.14	0.14
Avail Cap(c_a), veh/h	289	289	276	994	1022	456	650	1990	888	767	1173	1145
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	56.7	56.3	56.3	46.2	41.8	43.6	12.4	12.7	13.7	9.0	7.6	7.7
Incr Delay (d2), s/veh	4.2	1.9	2.3	2.6	0.3	1.4	0.3	0.2	0.8	0.3	0.2	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	0.8	0.5	0.5	7.7	3.0	4.5	0.9	2.0	3.6	2.0	1.6	1.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	60.9	58.2	58.6	48.8	42.1	45.1	12.7	12.9	14.5	9.3	7.9	7.9
LnGrp LOS	E	E	E	D	D	D	B	B	B	A	A	A
Approach Vol, veh/h		57			916			610			516	
Approach Delay, s/veh		59.6			46.5			13.5			8.4	
Approach LOS		E			D			B			A	
Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	12.0	71.7		8.8		83.7		27.6				
Change Period (Y+Rc), s	4.5	4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s	17.5	30.5		19.5		52.5		34.5				
Max Q Clear Time (g_c+l1), s	7.1	11.6		3.7		6.3		19.4				
Green Ext Time (p_c), s	0.4	3.0		0.1		2.1		3.7				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay				27.9								
HCM 6th LOS				C								

Timings  
1: 30th St & Garden of the Gods Rd

2022 Total PM.syn  
08/17/2021

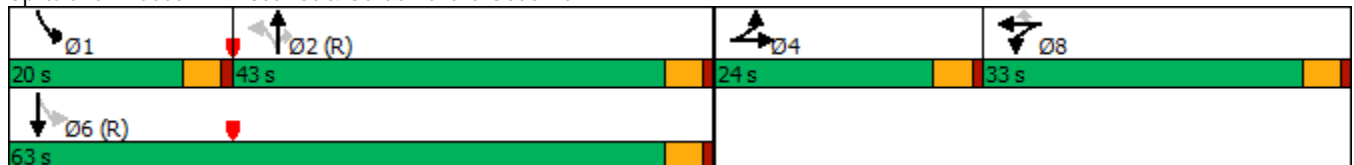


Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations	↶	↷	↶↷	↶↷	↶	↶	↶↷	↶	↶	↷
Traffic Volume (vph)	55	173	448	26	234	9	553	317	171	318
Future Volume (vph)	55	173	448	26	234	9	553	317	171	318
Turn Type	Split	NA	Split	NA	Perm	Perm	NA	Perm	pm+pt	NA
Protected Phases	4	4	8	8			2		1	6
Permitted Phases					8	2		2	6	
Detector Phase	4	4	8	8	8	2	2	2	1	6
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	22.5	22.5	22.5	22.5	22.5	9.5	22.5
Total Split (s)	24.0	24.0	33.0	33.0	33.0	43.0	43.0	43.0	20.0	63.0
Total Split (%)	20.0%	20.0%	27.5%	27.5%	27.5%	35.8%	35.8%	35.8%	16.7%	52.5%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
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)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag							Lag	Lag	Lag	Lead
Lead-Lag Optimize?							Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	C-Max	C-Max	C-Max	None	C-Max
Act Effct Green (s)	12.5	12.5	23.3	23.3	23.3	54.8	54.8	54.8	70.7	70.7
Actuated g/C Ratio	0.10	0.10	0.19	0.19	0.19	0.46	0.46	0.46	0.59	0.59
v/c Ratio	0.31	0.61	0.70	0.04	0.49	0.02	0.36	0.37	0.37	0.17
Control Delay	53.2	52.1	50.5	36.6	8.0	24.6	24.2	4.2	15.3	12.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	53.2	52.1	50.5	36.6	8.0	24.6	24.2	4.2	15.3	12.4
LOS	D	D	D	D	A	C	C	A	B	B
Approach Delay		52.3		35.9			17.0			13.3
Approach LOS		D		D			B			B

Intersection Summary

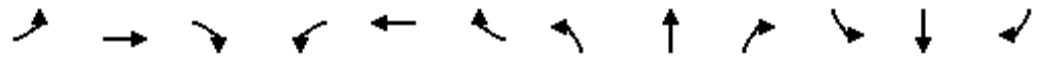
Cycle Length: 120  
 Actuated Cycle Length: 120  
 Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green  
 Natural Cycle: 80  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.70  
 Intersection Signal Delay: 25.9  
 Intersection Capacity Utilization 58.9%  
 Analysis Period (min) 15  
 Intersection LOS: C  
 ICU Level of Service B

Splits and Phases: 1: 30th St & Garden of the Gods Rd



HCM 6th Signalized Intersection Summary  
 1: 30th St & Garden of the Gods Rd

2022 Total PM.syn  
 08/17/2021



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗	↖	↖	↗	↖	↖	↗	↗
Traffic Volume (veh/h)	55	173	49	448	26	234	9	553	317	171	318	28
Future Volume (veh/h)	55	173	49	448	26	234	9	553	317	171	318	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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	57	180	51	467	27	244	9	576	330	178	331	29
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	161	249	69	629	647	288	585	1826	814	432	2034	177
Arrive On Green	0.09	0.09	0.09	0.18	0.18	0.18	0.51	0.51	0.51	0.06	0.62	0.62
Sat Flow, veh/h	1781	2752	758	3456	3554	1585	1022	3554	1585	1781	3307	288
Grp Volume(v), veh/h	57	114	117	467	27	244	9	576	330	178	177	183
Grp Sat Flow(s),veh/h/ln	1781	1777	1734	1728	1777	1585	1022	1777	1585	1781	1777	1819
Q Serve(g_s), s	3.6	7.5	7.9	15.3	0.8	17.9	0.5	11.3	15.3	5.4	5.1	5.2
Cycle Q Clear(g_c), s	3.6	7.5	7.9	15.3	0.8	17.9	0.5	11.3	15.3	5.4	5.1	5.2
Prop In Lane	1.00		0.44	1.00		1.00	1.00		1.00	1.00		0.16
Lane Grp Cap(c), veh/h	161	161	157	629	647	288	585	1826	814	432	1093	1119
V/C Ratio(X)	0.35	0.71	0.74	0.74	0.04	0.85	0.02	0.32	0.41	0.41	0.16	0.16
Avail Cap(c_a), veh/h	289	289	282	821	844	376	585	1826	814	548	1093	1119
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	51.3	53.1	53.2	46.4	40.5	47.5	14.3	16.9	17.9	12.0	9.9	9.9
Incr Delay (d2), s/veh	1.3	5.7	6.8	2.6	0.0	13.0	0.0	0.5	1.5	0.6	0.3	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	1.7	3.6	3.7	6.8	0.3	8.1	0.1	4.7	5.9	2.2	2.0	2.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	52.6	58.8	60.0	49.0	40.5	60.4	14.4	17.4	19.4	12.6	10.2	10.2
LnGrp LOS	D	E	E	D	D	E	B	B	B	B	B	B
Approach Vol, veh/h		288			738			915			538	
Approach Delay, s/veh		58.1			52.5			18.1			11.0	
Approach LOS		E			D			B			B	
Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	12.2	66.1		15.3		78.3		26.3				
Change Period (Y+Rc), s	4.5	4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s	15.5	38.5		19.5		58.5		28.5				
Max Q Clear Time (g_c+I1), s	7.4	17.3		9.9		7.2		19.9				
Green Ext Time (p_c), s	0.3	5.3		1.0		2.3		2.0				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay				31.4								
HCM 6th LOS				C								



Timings  
1: 30th St & Garden of the Gods Rd

2022 Total Saturday.syn  
08/16/2021

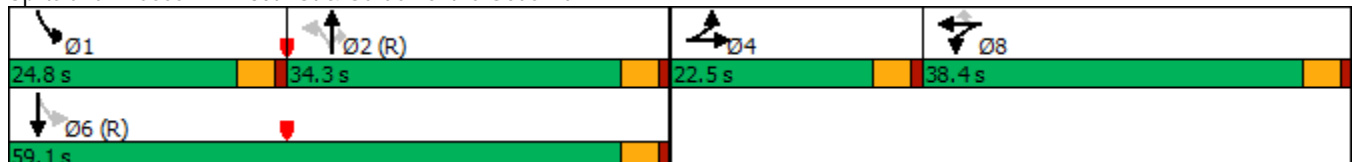


Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations	↘	↗	↘↗	↗↘	↗	↘	↗↗	↗	↘	↗↗
Traffic Volume (vph)	10	37	500	41	109	12	213	284	128	185
Future Volume (vph)	10	37	500	41	109	12	213	284	128	185
Turn Type	Split	NA	Split	NA	Perm	Perm	NA	Perm	pm+pt	NA
Protected Phases	4	4	8	8			2		1	6
Permitted Phases					8	2		2	6	
Detector Phase	4	4	8	8	8	2	2	2	1	6
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	22.5	22.5	22.5	22.5	22.5	9.5	22.5
Total Split (s)	22.5	22.5	38.4	38.4	38.4	34.3	34.3	34.3	24.8	59.1
Total Split (%)	18.8%	18.8%	32.0%	32.0%	32.0%	28.6%	28.6%	28.6%	20.7%	49.3%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
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)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag						Lag	Lag	Lag	Lead	
Lead-Lag Optimize?						Yes	Yes	Yes	Yes	
Recall Mode	None	None	None	None	None	C-Max	C-Max	C-Max	None	C-Max
Act Effct Green (s)	6.9	6.9	25.1	25.1	25.1	62.7	62.7	62.7	76.5	76.5
Actuated g/C Ratio	0.06	0.06	0.21	0.21	0.21	0.52	0.52	0.52	0.64	0.64
v/c Ratio	0.10	0.26	0.73	0.06	0.27	0.02	0.12	0.31	0.18	0.09
Control Delay	55.0	43.5	50.0	35.7	8.0	19.1	17.3	3.3	11.0	9.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	55.0	43.5	50.0	35.7	8.0	19.1	17.3	3.3	11.0	9.8
LOS	D	D	D	D	A	B	B	A	B	A
Approach Delay		45.3		42.0			9.6			10.3
Approach LOS		D		D			A			B

Intersection Summary

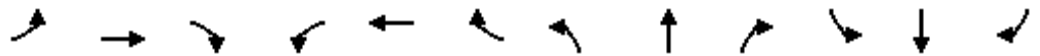
Cycle Length: 120  
 Actuated Cycle Length: 120  
 Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green  
 Natural Cycle: 80  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.73  
 Intersection Signal Delay: 24.8  
 Intersection LOS: C  
 Intersection Capacity Utilization 45.2%  
 ICU Level of Service A  
 Analysis Period (min) 15

Splits and Phases: 1: 30th St & Garden of the Gods Rd



HCM 6th Signalized Intersection Summary  
 1: 30th St & Garden of the Gods Rd

2022 Total Saturday.syn  
 08/16/2021



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	10	37	15	500	41	109	12	213	284	128	185	9
Future Volume (veh/h)	10	37	15	500	41	109	12	213	284	128	185	9
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	39	16	521	43	114	12	222	296	133	193	9
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	66	92	36	627	644	287	750	2079	927	636	2314	107
Arrive On Green	0.04	0.04	0.04	0.18	0.18	0.18	0.59	0.59	0.59	0.05	0.67	0.67
Sat Flow, veh/h	1781	2506	968	3456	3554	1585	1180	3554	1585	1781	3458	160
Grp Volume(v), veh/h	10	27	28	521	43	114	12	222	296	133	99	103
Grp Sat Flow(s),veh/h/ln	1781	1777	1696	1728	1777	1585	1180	1777	1585	1781	1777	1841
Q Serve(g_s), s	0.7	1.8	1.9	17.4	1.2	7.6	0.5	3.3	11.4	3.4	2.3	2.4
Cycle Q Clear(g_c), s	0.7	1.8	1.9	17.4	1.2	7.6	0.5	3.3	11.4	3.4	2.3	2.4
Prop In Lane	1.00		0.57	1.00		1.00	1.00		1.00	1.00		0.09
Lane Grp Cap(c), veh/h	66	66	63	627	644	287	750	2079	927	636	1189	1232
V/C Ratio(X)	0.15	0.41	0.45	0.83	0.07	0.40	0.02	0.11	0.32	0.21	0.08	0.08
Avail Cap(c_a), veh/h	267	267	254	976	1004	448	750	2079	927	854	1189	1232
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	56.0	56.5	56.6	47.4	40.7	43.3	10.4	11.0	12.7	8.2	6.9	7.0
Incr Delay (d2), s/veh	1.1	4.1	5.0	3.6	0.0	0.9	0.0	0.1	0.9	0.2	0.1	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	0.3	0.9	0.9	7.8	0.5	3.1	0.1	1.3	4.2	1.3	0.9	0.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	57.0	60.6	61.5	51.0	40.7	44.2	10.5	11.1	13.6	8.3	7.1	7.1
LnGrp LOS	E	E	E	D	D	D	B	B	B	A	A	A
Approach Vol, veh/h		65			678			530			335	
Approach Delay, s/veh		60.5			49.2			12.5			7.6	
Approach LOS		E			D			B			A	
Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	10.1	74.7		8.9		84.8		26.3				
Change Period (Y+Rc), s	4.5	4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s	20.3	29.8		18.0		54.6		33.9				
Max Q Clear Time (g_c+I1), s	5.4	13.4		3.9		4.4		19.4				
Green Ext Time (p_c), s	0.3	2.3		0.2		1.2		2.3				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay				28.9								
HCM 6th LOS				C								

Timings  
1: 30th St & Garden of the Gods Rd

2040 Total AM.syn  
08/17/2021

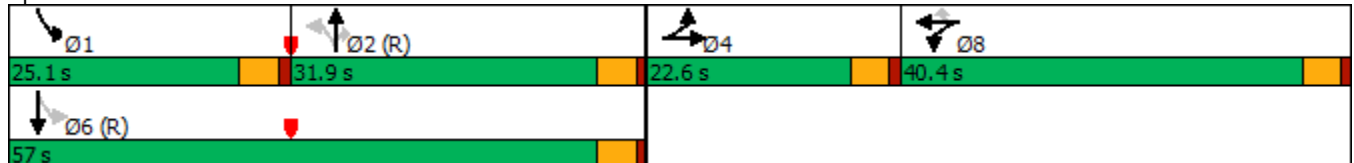


Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	28	29	713	291	214	81	382	329	254	336
Future Volume (vph)	28	29	713	291	214	81	382	329	254	336
Turn Type	Split	NA	Split	NA	Perm	Perm	NA	Perm	pm+pt	NA
Protected Phases	4	4	8	8			2		1	6
Permitted Phases					8	2		2	6	
Detector Phase	4	4	8	8	8	2	2	2	1	6
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	22.5	22.5	22.5	22.5	22.5	9.5	22.5
Total Split (s)	22.6	22.6	40.4	40.4	40.4	31.9	31.9	31.9	25.1	57.0
Total Split (%)	18.8%	18.8%	33.7%	33.7%	33.7%	26.6%	26.6%	26.6%	20.9%	47.5%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
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)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag						Lag	Lag	Lag	Lead	
Lead-Lag Optimize?						Yes	Yes	Yes	Yes	
Recall Mode	None	None	None	None	None	C-Max	C-Max	C-Max	None	C-Max
Act Effect Green (s)	7.5	7.5	36.7	36.7	36.7	44.3	44.3	44.3	64.3	64.3
Actuated g/C Ratio	0.06	0.06	0.31	0.31	0.31	0.37	0.37	0.37	0.54	0.54
v/c Ratio	0.26	0.21	0.72	0.28	0.35	0.25	0.31	0.43	0.50	0.24
Control Delay	58.8	40.9	40.6	31.3	5.0	35.4	31.5	5.7	21.2	15.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	58.8	40.9	40.6	31.3	5.0	35.4	31.5	5.7	21.2	15.9
LOS	E	D	D	C	A	D	C	A	C	B
Approach Delay		47.8		32.1			21.2			17.9
Approach LOS		D		C			C			B

Intersection Summary

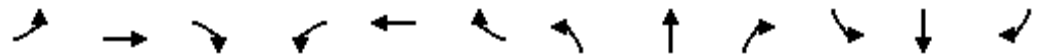
Cycle Length: 120  
 Actuated Cycle Length: 120  
 Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green  
 Natural Cycle: 80  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.72  
 Intersection Signal Delay: 25.9  
 Intersection LOS: C  
 Intersection Capacity Utilization 62.9%  
 ICU Level of Service B  
 Analysis Period (min) 15

Splits and Phases: 1: 30th St & Garden of the Gods Rd



HCM 6th Signalized Intersection Summary  
 1: 30th St & Garden of the Gods Rd

2040 Total AM.syn  
 08/17/2021



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗	↖	↖	↗	↖	↖	↗	↖
Traffic Volume (veh/h)	28	29	14	713	291	214	81	382	329	254	336	86
Future Volume (veh/h)	28	29	14	713	291	214	81	382	329	254	336	86
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	29	31	15	751	306	225	85	402	346	267	354	91
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	68	91	41	887	912	407	493	1629	727	510	1663	422
Arrive On Green	0.04	0.04	0.04	0.26	0.26	0.26	0.46	0.46	0.46	0.10	0.59	0.59
Sat Flow, veh/h	1781	2382	1072	3456	3554	1585	945	3554	1585	1781	2807	712
Grp Volume(v), veh/h	29	23	23	751	306	225	85	402	346	267	222	223
Grp Sat Flow(s),veh/h/ln	1781	1777	1677	1728	1777	1585	945	1777	1585	1781	1777	1742
Q Serve(g_s), s	1.9	1.5	1.6	24.8	8.4	14.8	6.4	8.3	18.1	9.1	7.0	7.2
Cycle Q Clear(g_c), s	1.9	1.5	1.6	24.8	8.4	14.8	6.4	8.3	18.1	9.1	7.0	7.2
Prop In Lane	1.00		0.64	1.00		1.00	1.00		1.00	1.00		0.41
Lane Grp Cap(c), veh/h	68	68	64	887	912	407	493	1629	727	510	1053	1032
V/C Ratio(X)	0.43	0.33	0.37	0.85	0.34	0.55	0.17	0.25	0.48	0.52	0.21	0.22
Avail Cap(c_a), veh/h	269	268	253	1034	1063	474	493	1629	727	644	1053	1032
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	56.4	56.2	56.3	42.4	36.3	38.6	19.3	19.8	22.5	13.7	11.4	11.4
Incr Delay (d2), s/veh	4.2	2.8	3.5	5.9	0.2	1.2	0.8	0.4	2.2	0.8	0.5	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	0.9	0.7	0.8	11.2	3.7	5.9	1.5	3.5	7.2	3.7	2.9	2.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	60.6	59.0	59.7	48.2	36.5	39.8	20.1	20.2	24.7	14.5	11.8	11.9
LnGrp LOS	E	E	E	D	D	D	C	C	C	B	B	B
Approach Vol, veh/h		75			1282			833			712	
Approach Delay, s/veh		59.8			44.0			22.1			12.9	
Approach LOS		E			D			C			B	
Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	16.1	59.5		9.1		75.6		35.3				
Change Period (Y+Rc), s	4.5	4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s	20.6	27.4		18.1		52.5		35.9				
Max Q Clear Time (g_c+l1), s	11.1	20.1		3.9		9.2		26.8				
Green Ext Time (p_c), s	0.5	2.6		0.2		3.0		4.0				

Intersection Summary

HCM 6th Ctrl Delay	30.5
HCM 6th LOS	C

Timings  
1: 30th St & Garden of the Gods Rd

2040 Total PM.syn  
08/17/2021

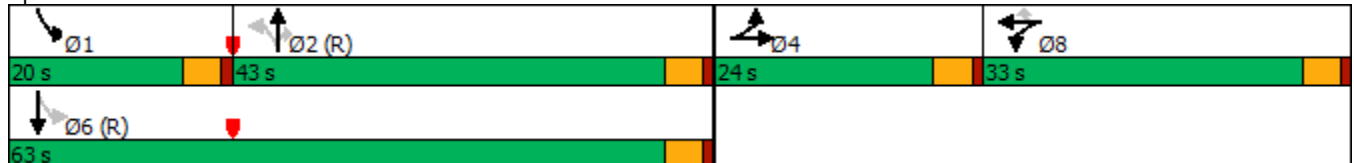


Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations	↶	↷	↶↷	↶↷	↶	↶	↶↷	↶	↶	↷
Traffic Volume (vph)	71	232	635	34	329	13	778	453	238	427
Future Volume (vph)	71	232	635	34	329	13	778	453	238	427
Turn Type	Split	NA	Split	NA	Perm	Perm	NA	Perm	pm+pt	NA
Protected Phases	4	4	8	8			2		1	6
Permitted Phases					8	2		2	6	
Detector Phase	4	4	8	8	8	2	2	2	1	6
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	22.5	22.5	22.5	22.5	22.5	9.5	22.5
Total Split (s)	24.0	24.0	33.0	33.0	33.0	43.0	43.0	43.0	20.0	63.0
Total Split (%)	20.0%	20.0%	27.5%	27.5%	27.5%	35.8%	35.8%	35.8%	16.7%	52.5%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
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)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag							Lag	Lag	Lag	Lead
Lead-Lag Optimize?							Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	C-Max	C-Max	C-Max	None	C-Max
Act Effct Green (s)	15.3	15.3	28.9	28.9	28.9	43.7	43.7	43.7	62.3	62.3
Actuated g/C Ratio	0.13	0.13	0.24	0.24	0.24	0.36	0.36	0.36	0.52	0.52
v/c Ratio	0.33	0.68	0.80	0.04	0.54	0.04	0.63	0.59	0.73	0.26
Control Delay	50.7	53.2	51.0	34.4	7.2	28.7	35.5	12.6	31.1	16.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	50.7	53.2	51.0	34.4	7.2	28.7	35.5	12.6	31.1	16.9
LOS	D	D	D	C	A	C	D	B	C	B
Approach Delay		52.7		36.0			27.1			21.8
Approach LOS		D		D			C			C

Intersection Summary

Cycle Length: 120  
 Actuated Cycle Length: 120  
 Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green  
 Natural Cycle: 90  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.80  
 Intersection Signal Delay: 31.5  
 Intersection Capacity Utilization 76.3%  
 Analysis Period (min) 15  
 Intersection LOS: C  
 ICU Level of Service D

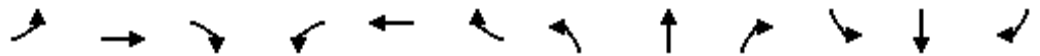
Splits and Phases: 1: 30th St & Garden of the Gods Rd





HCM 6th Signalized Intersection Summary  
 1: 30th St & Garden of the Gods Rd

2040 Total PM.syn  
 08/17/2021



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↗	↕		↖	↕	↗	↖	↕	↗	↖	↕	↖
Traffic Volume (veh/h)	71	232	66	635	34	329	13	778	453	238	427	31
Future Volume (veh/h)	71	232	66	635	34	329	13	778	453	238	427	31
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	74	242	69	661	35	343	14	810	472	248	445	32
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	203	313	87	805	828	369	433	1444	644	332	1818	130
Arrive On Green	0.11	0.11	0.11	0.23	0.23	0.23	0.41	0.41	0.41	0.10	0.54	0.54
Sat Flow, veh/h	1781	2744	765	3456	3554	1585	917	3554	1585	1781	3363	241
Grp Volume(v), veh/h	74	155	156	661	35	343	14	810	472	248	234	243
Grp Sat Flow(s),veh/h/ln	1781	1777	1733	1728	1777	1585	917	1777	1585	1781	1777	1827
Q Serve(g_s), s	4.6	10.1	10.5	21.8	0.9	25.4	1.1	21.0	30.2	9.3	8.4	8.4
Cycle Q Clear(g_c), s	4.6	10.1	10.5	21.8	0.9	25.4	1.1	21.0	30.2	9.3	8.4	8.4
Prop In Lane	1.00		0.44	1.00		1.00	1.00		1.00	1.00		0.13
Lane Grp Cap(c), veh/h	203	202	197	805	828	369	433	1444	644	332	960	988
V/C Ratio(X)	0.36	0.76	0.79	0.82	0.04	0.93	0.03	0.56	0.73	0.75	0.24	0.25
Avail Cap(c_a), veh/h	289	289	282	821	844	376	433	1444	644	390	960	988
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	49.1	51.6	51.8	43.6	35.6	45.0	21.5	27.4	30.1	21.2	14.6	14.6
Incr Delay (d2), s/veh	1.1	7.3	9.5	6.6	0.0	28.8	0.1	1.6	7.2	6.5	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	2.1	4.9	5.1	10.0	0.4	12.9	0.3	9.2	12.7	4.4	3.5	3.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	50.2	58.9	61.3	50.2	35.7	73.9	21.6	29.0	37.3	27.8	15.2	15.2
LnGrp LOS	D	E	E	D	D	E	C	C	D	C	B	B
Approach Vol, veh/h		385			1039			1296			725	
Approach Delay, s/veh		58.2			57.5			31.9			19.5	
Approach LOS		E			E			C			B	
Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	16.1	53.3		18.2		69.4		32.5				
Change Period (Y+Rc), s	4.5	4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s	15.5	38.5		19.5		58.5		28.5				
Max Q Clear Time (g_c+l1), s	11.3	32.2		12.5		10.4		27.4				
Green Ext Time (p_c), s	0.3	3.7		1.1		3.2		0.5				

Intersection Summary												
HCM 6th Ctrl Delay				40.0								
HCM 6th LOS				D								

Timings  
1: 30th St & Garden of the Gods Rd

2040 Total Saturday.syn  
08/16/2021



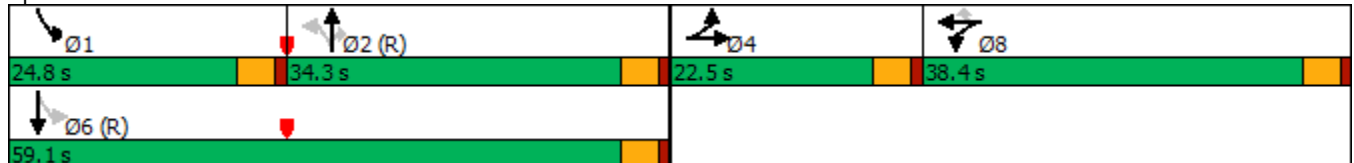
Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations	↖	↗	↖↗	↖↗	↖	↖	↖↗	↖	↖	↗
Traffic Volume (vph)	10	40	715	45	160	15	305	405	185	265
Future Volume (vph)	10	40	715	45	160	15	305	405	185	265
Turn Type	Split	NA	Split	NA	Perm	Perm	NA	Perm	pm+pt	NA
Protected Phases	4	4	8	8			2		1	6
Permitted Phases					8	2		2	6	
Detector Phase	4	4	8	8	8	2	2	2	1	6
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	22.5	22.5	22.5	22.5	22.5	9.5	22.5
Total Split (s)	22.5	22.5	38.4	38.4	38.4	34.3	34.3	34.3	24.8	59.1
Total Split (%)	18.8%	18.8%	32.0%	32.0%	32.0%	28.6%	28.6%	28.6%	20.7%	49.3%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
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)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag						Lag	Lag	Lag	Lead	
Lead-Lag Optimize?						Yes	Yes	Yes	Yes	
Recall Mode	None	None	None	None	None	C-Max	C-Max	C-Max	None	C-Max
Act Effect Green (s)	7.0	7.0	34.2	34.2	34.2	50.3	50.3	50.3	67.3	67.3
Actuated g/C Ratio	0.06	0.06	0.28	0.28	0.28	0.42	0.42	0.42	0.56	0.56
v/c Ratio	0.10	0.29	0.76	0.05	0.29	0.04	0.21	0.46	0.32	0.14
Control Delay	54.7	41.4	44.2	28.5	5.5	28.7	26.2	5.0	17.0	14.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	54.7	41.4	44.2	28.5	5.5	28.7	26.2	5.0	17.0	14.6
LOS	D	D	D	C	A	C	C	A	B	B
Approach Delay		43.2		36.6			14.4			15.5
Approach LOS		D		D			B			B

Intersection Summary

Cycle Length: 120  
 Actuated Cycle Length: 120  
 Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green  
 Natural Cycle: 80  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.76  
 Intersection Signal Delay: 25.0  
 Intersection Capacity Utilization 57.0%  
 Analysis Period (min) 15

Intersection LOS: C  
 ICU Level of Service B

Splits and Phases: 1: 30th St & Garden of the Gods Rd



HCM 6th Signalized Intersection Summary  
 1: 30th St & Garden of the Gods Rd

2040 Total Saturday.syn  
 08/16/2021



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗	↖	↖	↗	↖	↖	↗	↖
Traffic Volume (veh/h)	10	40	20	715	45	160	15	305	405	185	265	10
Future Volume (veh/h)	10	40	20	715	45	160	15	305	405	185	265	10
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	42	21	745	47	167	16	318	422	193	276	10
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	68	90	42	843	867	387	604	1768	789	508	2118	76
Arrive On Green	0.04	0.04	0.04	0.24	0.24	0.24	0.50	0.50	0.50	0.07	0.61	0.61
Sat Flow, veh/h	1781	2355	1095	3456	3554	1585	1093	3554	1585	1781	3498	126
Grp Volume(v), veh/h	10	31	32	745	47	167	16	318	422	193	140	146
Grp Sat Flow(s),veh/h/ln	1781	1777	1673	1728	1777	1585	1093	1777	1585	1781	1777	1848
Q Serve(g_s), s	0.7	2.0	2.3	24.9	1.2	10.7	0.9	5.9	21.9	6.1	4.0	4.1
Cycle Q Clear(g_c), s	0.7	2.0	2.3	24.9	1.2	10.7	0.9	5.9	21.9	6.1	4.0	4.1
Prop In Lane	1.00		0.65	1.00		1.00	1.00		1.00	1.00		0.07
Lane Grp Cap(c), veh/h	68	68	64	843	867	387	604	1768	789	508	1076	1119
V/C Ratio(X)	0.15	0.46	0.50	0.88	0.05	0.43	0.03	0.18	0.54	0.38	0.13	0.13
Avail Cap(c_a), veh/h	267	267	251	976	1004	448	604	1768	789	683	1076	1119
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	55.8	56.5	56.6	43.7	34.7	38.3	15.4	16.6	20.6	12.0	10.1	10.1
Incr Delay (d2), s/veh	1.0	4.8	6.1	8.7	0.0	0.8	0.1	0.2	2.6	0.5	0.2	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	1.0	1.1	11.6	0.5	4.2	0.2	2.5	8.5	2.4	1.6	1.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	56.8	61.3	62.7	52.4	34.8	39.1	15.5	16.9	23.2	12.4	10.4	10.4
LnGrp LOS	E	E	E	D	C	D	B	B	C	B	B	B
Approach Vol, veh/h		73			959			756			479	
Approach Delay, s/veh		61.3			49.2			20.4			11.2	
Approach LOS		E			D			C			B	
Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	13.0	64.2		9.1		77.2		33.8				
Change Period (Y+Rc), s	4.5	4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s	20.3	29.8		18.0		54.6		33.9				
Max Q Clear Time (g_c+I1), s	8.1	23.9		4.3		6.1		26.9				
Green Ext Time (p_c), s	0.4	2.0		0.2		1.8		2.4				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay				32.0								
HCM 6th LOS				C								

Intersection						
Int Delay, s/veh	3.5					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	22	152	152	214	286	129
Future Vol, veh/h	22	152	152	214	286	129
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	200	0	200	-	-	-
Veh in Median Storage, #	1	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	25	173	173	243	325	147

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	867	236	472	0	-	0
Stage 1	399	-	-	-	-	-
Stage 2	468	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	353	766	1086	-	-	-
Stage 1	647	-	-	-	-	-
Stage 2	707	-	-	-	-	-
Platoon blocked, %	1			-	-	-
Mov Cap-1 Maneuver	297	766	1086	-	-	-
Mov Cap-2 Maneuver	412	-	-	-	-	-
Stage 1	544	-	-	-	-	-
Stage 2	707	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	11.5	3.7	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1086	-	412	766	-	-
HCM Lane V/C Ratio	0.159	-	0.061	0.225	-	-
HCM Control Delay (s)	8.9	-	14.3	11.1	-	-
HCM Lane LOS	A	-	B	B	-	-
HCM 95th %tile Q(veh)	0.6	-	0.2	0.9	-	-

Intersection						
Int Delay, s/veh	4.9					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↙	↗	↙	↑↑	↑↑	
Traffic Vol, veh/h	109	156	293	477	255	34
Future Vol, veh/h	109	156	293	477	255	34
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	200	0	200	-	-	-
Veh in Median Storage, #	1	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	116	166	312	507	271	36

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	1167	154	307	0	-	0
Stage 1	289	-	-	-	-	-
Stage 2	878	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	275	864	1250	-	-	-
Stage 1	735	-	-	-	-	-
Stage 2	516	-	-	-	-	-
Platoon blocked, %	1			-	-	-
Mov Cap-1 Maneuver	206	864	1250	-	-	-
Mov Cap-2 Maneuver	337	-	-	-	-	-
Stage 1	551	-	-	-	-	-
Stage 2	516	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	14.7	3.4	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1250	-	337	864	-	-
HCM Lane V/C Ratio	0.249	-	0.344	0.192	-	-
HCM Control Delay (s)	8.8	-	21.2	10.2	-	-
HCM Lane LOS	A	-	C	B	-	-
HCM 95th %tile Q(veh)	1	-	1.5	0.7	-	-



Intersection						
Int Delay, s/veh	3.7					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	24	122	132	186	194	16
Future Vol, veh/h	24	122	132	186	194	16
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	200	0	200	-	-	-
Veh in Median Storage, #	1	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	98	98	98	98	98	98
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	24	124	135	190	198	16

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	571	107	214	0	-	0
Stage 1	206	-	-	-	-	-
Stage 2	365	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	523	926	1353	-	-	-
Stage 1	808	-	-	-	-	-
Stage 2	759	-	-	-	-	-
Platoon blocked, %	1			-	-	-
Mov Cap-1 Maneuver	471	926	1353	-	-	-
Mov Cap-2 Maneuver	554	-	-	-	-	-
Stage 1	727	-	-	-	-	-
Stage 2	759	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.9	3.3	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1353	-	554	926	-	-
HCM Lane V/C Ratio	0.1	-	0.044	0.134	-	-
HCM Control Delay (s)	8	-	11.8	9.5	-	-
HCM Lane LOS	A	-	B	A	-	-
HCM 95th %tile Q(veh)	0.3	-	0.1	0.5	-	-

Intersection						
Int Delay, s/veh	3.6					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	22	152	152	214	286	129
Future Vol, veh/h	22	152	152	214	286	129
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	200	0	200	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	25	173	173	243	325	147

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	867	236	472	0	-	0
Stage 1	399	-	-	-	-	-
Stage 2	468	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	353	766	1086	-	-	-
Stage 1	647	-	-	-	-	-
Stage 2	707	-	-	-	-	-
Platoon blocked, %	1			-	-	-
Mov Cap-1 Maneuver	297	766	1086	-	-	-
Mov Cap-2 Maneuver	297	-	-	-	-	-
Stage 1	544	-	-	-	-	-
Stage 2	707	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	12	3.7	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1086	-	297	766	-	-
HCM Lane V/C Ratio	0.159	-	0.084	0.225	-	-
HCM Control Delay (s)	8.9	-	18.2	11.1	-	-
HCM Lane LOS	A	-	C	B	-	-
HCM 95th %tile Q(veh)	0.6	-	0.3	0.9	-	-

Intersection						
Int Delay, s/veh	6.7					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	109	156	293	477	255	34
Future Vol, veh/h	109	156	293	477	255	34
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	200	0	200	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	116	166	312	507	271	36

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	1167	154	307	0	-	0
Stage 1	289	-	-	-	-	-
Stage 2	878	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	275	864	1250	-	-	-
Stage 1	735	-	-	-	-	-
Stage 2	516	-	-	-	-	-
Platoon blocked, %	1			-	-	-
Mov Cap-1 Maneuver	206	864	1250	-	-	-
Mov Cap-2 Maneuver	206	-	-	-	-	-
Stage 1	551	-	-	-	-	-
Stage 2	516	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	23.7	3.4	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1250	-	206	864	-	-
HCM Lane V/C Ratio	0.249	-	0.563	0.192	-	-
HCM Control Delay (s)	8.8	-	42.9	10.2	-	-
HCM Lane LOS	A	-	E	B	-	-
HCM 95th %tile Q(veh)	1	-	3	0.7	-	-

Intersection						
Int Delay, s/veh	3.7					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↖	↗	↖	↑↑	↑↑	
Traffic Vol, veh/h	24	122	132	186	194	16
Future Vol, veh/h	24	122	132	186	194	16
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	200	0	200	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	98	98	98	98	98	98
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	24	124	135	190	198	16

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	571	107	214	0	0
Stage 1	206	-	-	-	-
Stage 2	365	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-
Pot Cap-1 Maneuver	523	926	1353	-	-
Stage 1	808	-	-	-	-
Stage 2	759	-	-	-	-
Platoon blocked, %	1	-	-	-	-
Mov Cap-1 Maneuver	471	926	1353	-	-
Mov Cap-2 Maneuver	471	-	-	-	-
Stage 1	727	-	-	-	-
Stage 2	759	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10.1	3.3	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1353	-	471	926	-	-
HCM Lane V/C Ratio	0.1	-	0.052	0.134	-	-
HCM Control Delay (s)	8	-	13.1	9.5	-	-
HCM Lane LOS	A	-	B	A	-	-
HCM 95th %tile Q(veh)	0.3	-	0.2	0.5	-	-

Intersection						
Int Delay, s/veh	4.1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	27	217	217	303	397	160
Future Vol, veh/h	27	217	217	303	397	160
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	200	0	200	-	-	-
Veh in Median Storage, #	1	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	29	236	236	329	432	174

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	1156	303	606	0	-	0
Stage 1	519	-	-	-	-	-
Stage 2	637	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	234	693	968	-	-	-
Stage 1	562	-	-	-	-	-
Stage 2	604	-	-	-	-	-
Platoon blocked, %	1			-	-	-
Mov Cap-1 Maneuver	177	693	968	-	-	-
Mov Cap-2 Maneuver	305	-	-	-	-	-
Stage 1	425	-	-	-	-	-
Stage 2	604	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	13.5	4.1	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	968	-	305	693	-	-
HCM Lane V/C Ratio	0.244	-	0.096	0.34	-	-
HCM Control Delay (s)	9.9	-	18.1	12.9	-	-
HCM Lane LOS	A	-	C	B	-	-
HCM 95th %tile Q(veh)	1	-	0.3	1.5	-	-



Intersection						
Int Delay, s/veh	7.7					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↶	↷	↶	↶↶	↶↷	
Traffic Vol, veh/h	134	219	418	671	358	44
Future Vol, veh/h	134	219	418	671	358	44
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	200	0	200	-	-	-
Veh in Median Storage, #	1	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	143	233	445	714	381	47

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	1652	214	428	0	-	0
Stage 1	405	-	-	-	-	-
Stage 2	1247	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	~ 132	791	1128	-	-	-
Stage 1	642	-	-	-	-	-
Stage 2	354	-	-	-	-	-
Platoon blocked, %	1			-	-	-
Mov Cap-1 Maneuver	~ 80	791	1128	-	-	-
Mov Cap-2 Maneuver	205	-	-	-	-	-
Stage 1	388	-	-	-	-	-
Stage 2	354	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	28	3.9	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1128	-	205	791	-	-
HCM Lane V/C Ratio	0.394	-	0.695	0.295	-	-
HCM Control Delay (s)	10.3	-	55	11.4	-	-
HCM Lane LOS	B	-	F	B	-	-
HCM 95th %tile Q(veh)	1.9	-	4.4	1.2	-	-

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

Intersection						
Int Delay, s/veh	4					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↵	↶	↵	↑↑	↑↑	
Traffic Vol, veh/h	30	175	190	265	275	20
Future Vol, veh/h	30	175	190	265	275	20
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	200	0	200	-	-	-
Veh in Median Storage, #	1	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	98	98	98	98	98	98
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	31	179	194	270	281	20

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	814	151	301	0	0
Stage 1	291	-	-	-	-
Stage 2	523	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-
Pot Cap-1 Maneuver	383	868	1257	-	-
Stage 1	733	-	-	-	-
Stage 2	660	-	-	-	-
Platoon blocked, %	1	-	-	-	-
Mov Cap-1 Maneuver	324	868	1257	-	-
Mov Cap-2 Maneuver	439	-	-	-	-
Stage 1	620	-	-	-	-
Stage 2	660	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10.7	3.5	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1257	-	439	868	-	-
HCM Lane V/C Ratio	0.154	-	0.07	0.206	-	-
HCM Control Delay (s)	8.4	-	13.8	10.2	-	-
HCM Lane LOS	A	-	B	B	-	-
HCM 95th %tile Q(veh)	0.5	-	0.2	0.8	-	-

Intersection						
Int Delay, s/veh	4.3					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	27	217	217	303	397	160
Future Vol, veh/h	27	217	217	303	397	160
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	200	0	200	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	29	236	236	329	432	174

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	1156	303	606	0	-	0
Stage 1	519	-	-	-	-	-
Stage 2	637	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	234	693	968	-	-	-
Stage 1	562	-	-	-	-	-
Stage 2	604	-	-	-	-	-
Platoon blocked, %	1			-	-	-
Mov Cap-1 Maneuver	177	693	968	-	-	-
Mov Cap-2 Maneuver	177	-	-	-	-	-
Stage 1	425	-	-	-	-	-
Stage 2	604	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	14.7	4.1	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	968	-	177	693	-	-
HCM Lane V/C Ratio	0.244	-	0.166	0.34	-	-
HCM Control Delay (s)	9.9	-	29.3	12.9	-	-
HCM Lane LOS	A	-	D	B	-	-
HCM 95th %tile Q(veh)	1	-	0.6	1.5	-	-

Intersection						
Int Delay, s/veh	38.9					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↖	↗	↖	↑↑	↑↑	
Traffic Vol, veh/h	134	219	418	671	358	44
Future Vol, veh/h	134	219	418	671	358	44
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	200	0	200	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	143	233	445	714	381	47

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	1652	214	428	0	-	0
Stage 1	405	-	-	-	-	-
Stage 2	1247	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	~ 132	791	1128	-	-	-
Stage 1	642	-	-	-	-	-
Stage 2	354	-	-	-	-	-
Platoon blocked, %	1			-	-	-
Mov Cap-1 Maneuver	~ 80	791	1128	-	-	-
Mov Cap-2 Maneuver	~ 80	-	-	-	-	-
Stage 1	388	-	-	-	-	-
Stage 2	354	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	191.1	3.9	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1128	-	80	791	-	-
HCM Lane V/C Ratio	0.394	-	1.782	0.295	-	-
HCM Control Delay (s)	10.3	-	\$ 484.8	11.4	-	-
HCM Lane LOS	B	-	F	B	-	-
HCM 95th %tile Q(veh)	1.9	-	12.2	1.2	-	-

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

Intersection						
Int Delay, s/veh	4.1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	30	175	190	265	275	20
Future Vol, veh/h	30	175	190	265	275	20
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	200	0	200	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	98	98	98	98	98	98
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	31	179	194	270	281	20

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	814	151	301	0	-	0
Stage 1	291	-	-	-	-	-
Stage 2	523	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	383	868	1257	-	-	-
Stage 1	733	-	-	-	-	-
Stage 2	660	-	-	-	-	-
Platoon blocked, %	1			-	-	-
Mov Cap-1 Maneuver	324	868	1257	-	-	-
Mov Cap-2 Maneuver	324	-	-	-	-	-
Stage 1	620	-	-	-	-	-
Stage 2	660	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	11.2	3.5	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1257	-	324	868	-	-
HCM Lane V/C Ratio	0.154	-	0.094	0.206	-	-
HCM Control Delay (s)	8.4	-	17.3	10.2	-	-
HCM Lane LOS	A	-	C	B	-	-
HCM 95th %tile Q(veh)	0.5	-	0.3	0.8	-	-

Intersection						
Int Delay, s/veh	2					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	20	7	89	154	169	98
Future Vol, veh/h	20	7	89	154	169	98
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	100	100	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	23	8	103	179	197	114

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	639	254	311	0	-	0
Stage 1	254	-	-	-	-	-
Stage 2	385	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	440	785	1249	-	-	-
Stage 1	788	-	-	-	-	-
Stage 2	688	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	404	785	1249	-	-	-
Mov Cap-2 Maneuver	404	-	-	-	-	-
Stage 1	723	-	-	-	-	-
Stage 2	688	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	13.2	3	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1249	-	404	785	-	-
HCM Lane V/C Ratio	0.083	-	0.058	0.01	-	-
HCM Control Delay (s)	8.1	-	14.5	9.6	-	-
HCM Lane LOS	A	-	B	A	-	-
HCM 95th %tile Q(veh)	0.3	-	0.2	0	-	-



Intersection						
Int Delay, s/veh	2.6					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	73	69	11	323	177	25
Future Vol, veh/h	73	69	11	323	177	25
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	100	100	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	75	71	11	333	182	26

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	550	195	208	0	-	0
Stage 1	195	-	-	-	-	-
Stage 2	355	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	496	846	1363	-	-	-
Stage 1	838	-	-	-	-	-
Stage 2	710	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	492	846	1363	-	-	-
Mov Cap-2 Maneuver	492	-	-	-	-	-
Stage 1	831	-	-	-	-	-
Stage 2	710	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	11.7	0.3	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1363	-	492	846	-	-
HCM Lane V/C Ratio	0.008	-	0.153	0.084	-	-
HCM Control Delay (s)	7.7	-	13.6	9.6	-	-
HCM Lane LOS	A	-	B	A	-	-
HCM 95th %tile Q(veh)	0	-	0.5	0.3	-	-

Intersection						
Int Delay, s/veh	1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↶	↷	↶	↶	↷	↷
Traffic Vol, veh/h	9	14	14	129	133	9
Future Vol, veh/h	9	14	14	129	133	9
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	100	100	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	10	16	16	143	148	10

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	328	153	158	0	-	0
Stage 1	153	-	-	-	-	-
Stage 2	175	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	666	893	1422	-	-	-
Stage 1	875	-	-	-	-	-
Stage 2	855	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	659	893	1422	-	-	-
Mov Cap-2 Maneuver	659	-	-	-	-	-
Stage 1	865	-	-	-	-	-
Stage 2	855	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.6	0.7	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1422	-	659	893	-	-
HCM Lane V/C Ratio	0.011	-	0.015	0.017	-	-
HCM Control Delay (s)	7.6	-	10.5	9.1	-	-
HCM Lane LOS	A	-	B	A	-	-
HCM 95th %tile Q(veh)	0	-	0	0.1	-	-

Intersection						
Int Delay, s/veh	2.1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	23	10	118	217	233	117
Future Vol, veh/h	23	10	118	217	233	117
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	100	100	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	25	11	128	236	253	127

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	809	317	380	0	-	0
Stage 1	317	-	-	-	-	-
Stage 2	492	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	350	724	1178	-	-	-
Stage 1	738	-	-	-	-	-
Stage 2	615	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	312	724	1178	-	-	-
Mov Cap-2 Maneuver	312	-	-	-	-	-
Stage 1	658	-	-	-	-	-
Stage 2	615	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	15.2	3	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1178	-	312	724	-	-
HCM Lane V/C Ratio	0.109	-	0.08	0.015	-	-
HCM Control Delay (s)	8.4	-	17.5	10	-	-
HCM Lane LOS	A	-	C	B	-	-
HCM 95th %tile Q(veh)	0.4	-	0.3	0	-	-

Intersection						
Int Delay, s/veh	2.9					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	89	93	14	446	251	28
Future Vol, veh/h	89	93	14	446	251	28
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	100	100	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	92	96	14	460	259	29

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	762	274	288	0	-	0
Stage 1	274	-	-	-	-	-
Stage 2	488	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	373	765	1274	-	-	-
Stage 1	772	-	-	-	-	-
Stage 2	617	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	369	765	1274	-	-	-
Mov Cap-2 Maneuver	369	-	-	-	-	-
Stage 1	764	-	-	-	-	-
Stage 2	617	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	14.1	0.2	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1274	-	369	765	-	-
HCM Lane V/C Ratio	0.011	-	0.249	0.125	-	-
HCM Control Delay (s)	7.9	-	18	10.4	-	-
HCM Lane LOS	A	-	C	B	-	-
HCM 95th %tile Q(veh)	0	-	1	0.4	-	-

Intersection						
Int Delay, s/veh	0.9					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	10	15	15	185	190	10
Future Vol, veh/h	10	15	15	185	190	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	100	100	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	11	16	16	201	207	11

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	446	213	218	0	-	0
Stage 1	213	-	-	-	-	-
Stage 2	233	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	570	827	1352	-	-	-
Stage 1	823	-	-	-	-	-
Stage 2	806	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	563	827	1352	-	-	-
Mov Cap-2 Maneuver	563	-	-	-	-	-
Stage 1	813	-	-	-	-	-
Stage 2	806	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10.2	0.6	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1352	-	563	827	-	-
HCM Lane V/C Ratio	0.012	-	0.019	0.02	-	-
HCM Control Delay (s)	7.7	-	11.5	9.4	-	-
HCM Lane LOS	A	-	B	A	-	-
HCM 95th %tile Q(veh)	0	-	0.1	0.1	-	-