



Traffic Impact Analysis Technical Memorandum

US 24 West

CDOT Project No. NH 0242-040

Project Control No. 187824

Colorado Department of Transportation

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Executive Summary

Introduction

The Colorado Department of Transportation is conducting an Environmental Assessment (EA) for a four-mile portion of US 24 between the I-25 and Manitou Avenue interchanges, hereafter referred to as US 24. As Exhibit ES-1 shows, the study area extends north of US 24 to Colorado Avenue and south to the next signalized intersection at 8th and 21st Streets. The purpose of the traffic analysis effort for the EA was to document existing traffic conditions, assist with development of alternatives, forecast future volumes, and analyze traffic operations of the proposed alternatives. When the traffic analysis effort began, the horizon year for the approved regional travel demand model was 2030. During the course of the analysis, the regional travel demand model and planning horizon year was updated to 2035. The analysis initially used a 2030 forecast and then revised the forecast to 2035 for the alternatives analysis. This report documents the 2035 traffic analysis process and provides recommendations for the number and configuration of lanes required on segments and at intersection approaches to accommodate the future volumes.

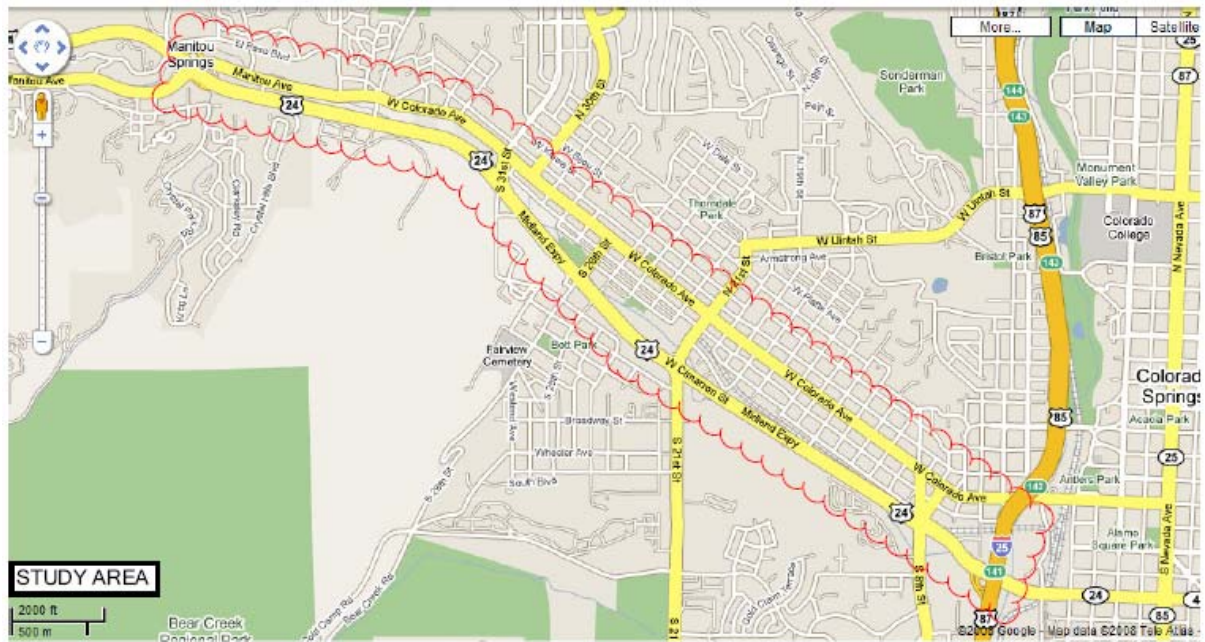
Existing Conditions

US 24 is a four-lane Urban Principal Arterial bounded by single-loop partial cloverleaf interchanges at each end. US 24 provides two through lanes each direction with auxiliary acceleration and deceleration lanes for all of the right turns except the eastbound right turns from northbound 31st and 26th Streets. There are six at-grade intersections between the interchanges. Each provides single right and left turn lanes, with the exception of a double left turn at 8th Street for the westbound to southbound and northbound to westbound movements.

In the morning peak hour, the 8th and 21st Street intersections with US 24 operate unacceptably at Level of Service (LOS) F. In the evening peak hour, only 8th Street operates unacceptably with at LOS E. At the Ridge Road intersection, the overall intersection operates at LOS A; however, the movements on Ridge Road operate at LOS F in the peak hours.

Overall, the most common types of crashes were vehicle collisions involving two or more vehicles and vehicles hitting fixed objects. The vast majority of vehicle collisions were rear ends (primarily in the through lanes) at the intersections. US 24 is classified as an Urban Principal Arterial Other – Freeways / Expressways per the CDOT Traffic and Safety Colorado Highway Types classification system. The crash rates for US 24 for the entire study area are less than those for other similar facilities in the state. As a whole, the property damage only rate is 2.29, the injury rate is 0.93, the fatality rate is 0.59, and the total rate is 3.22.

EXHIBIT ES-1
Study Area Map



Alternatives

The EA process developed numerous potential solutions which were evaluated against several criteria. The traffic analysis effort supplied projected volumes, recommended lane configurations and grade separation locations, and performed operations analyses for each of the roadway-related potential solutions. This selection process produced the following four alternatives:

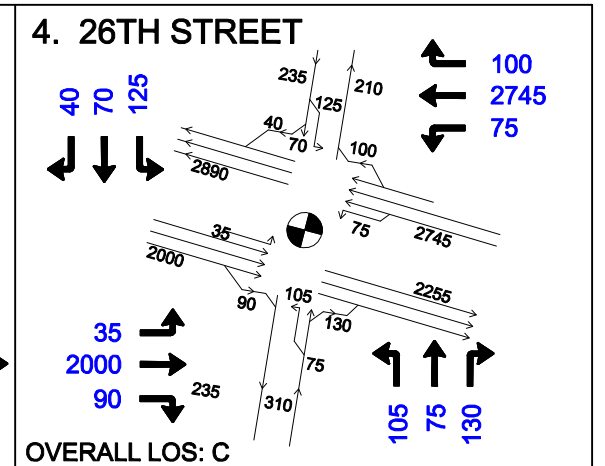
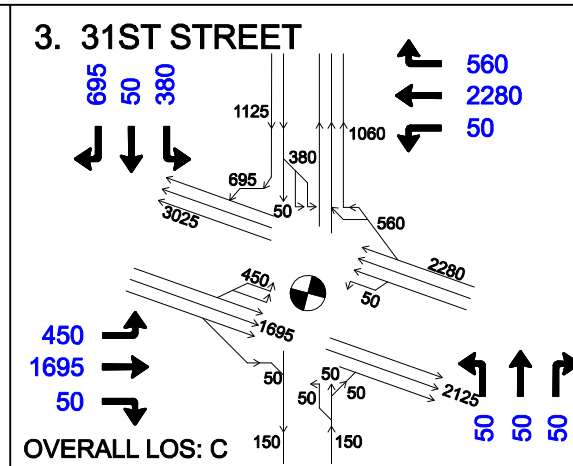
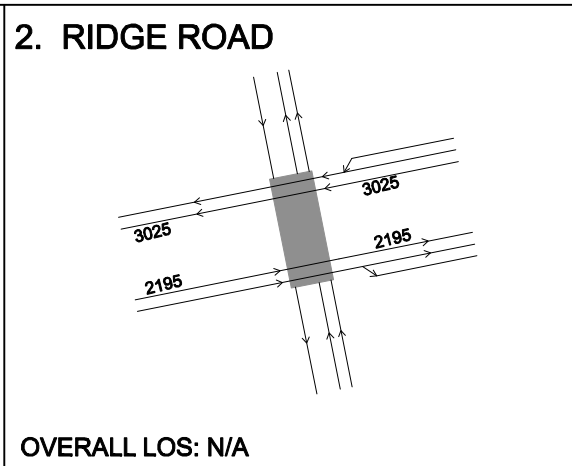
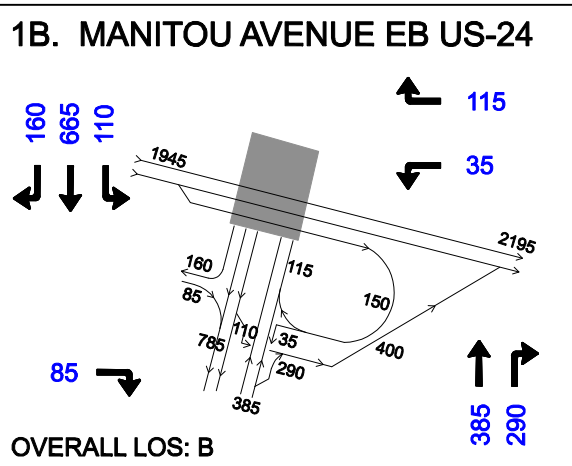
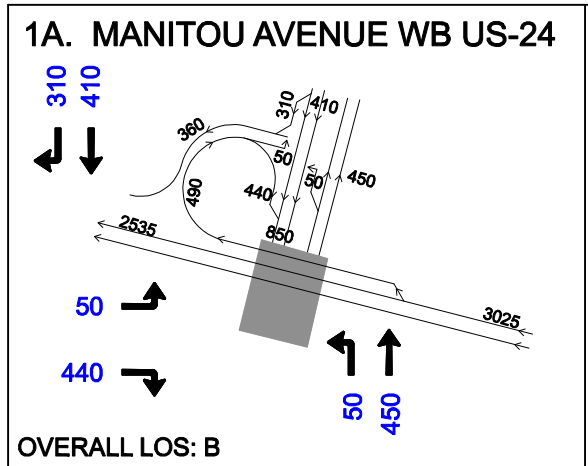
- The No Build (Existing Plus Committed) Alternative does not make any improvements beyond those which are already planned and funded.
- The Midland Expressway Alternative emphasizes access to local neighborhoods and destinations between Manitou Avenue and I-25.
- The Freeway Alternative emphasizes regional mobility between Colorado Springs and the mountains, rather than access to local neighborhoods and destinations between I-25 and Manitou Avenue.
- The evaluation of the Expressway alternative and its several variations led to the development of the Refined Expressway Alternative. This alternative adds a Single Point Urban Interchange (SPUI) at 21st Street and ramps that allow access to a partial interchange at 15th Street from 8th Street. It also converts Ridge Road from an at-grade intersection to an overpass.

2035 Travel Demand Forecasts

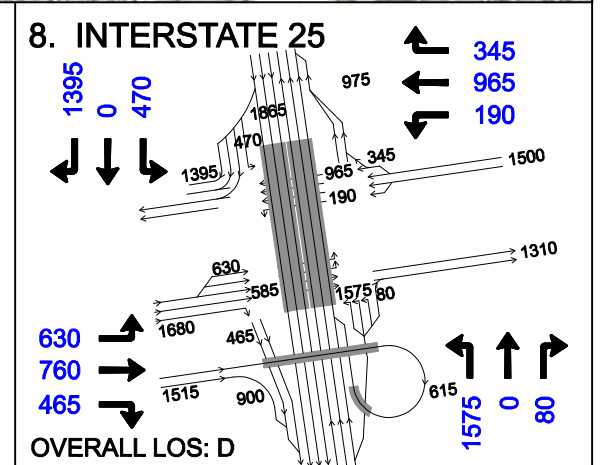
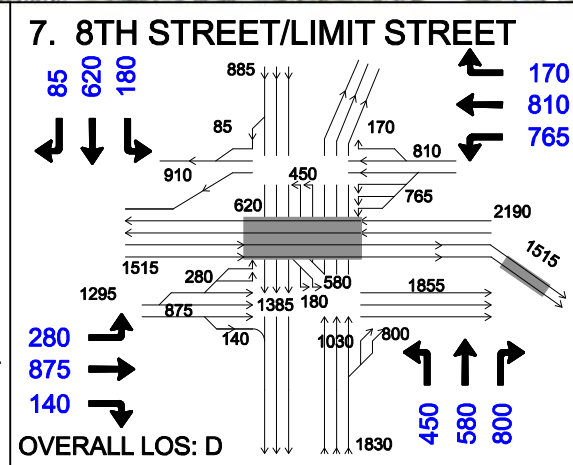
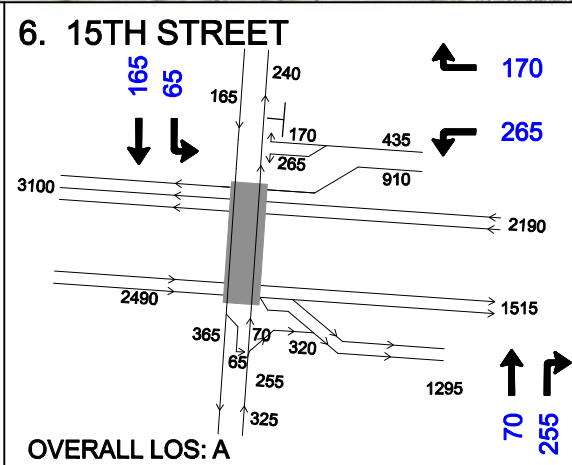
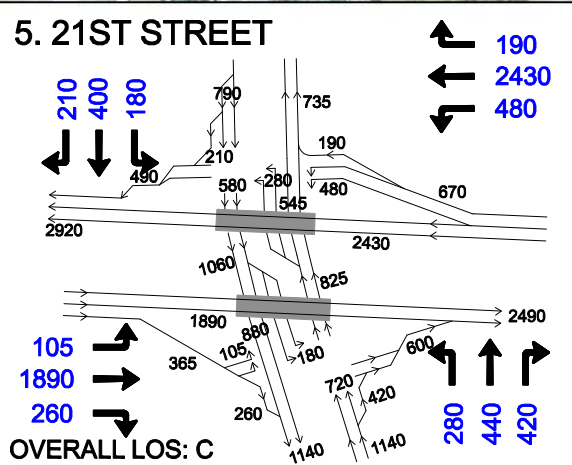
The modeling effort began with a review of the updated model from PPACG to determine the changes in either procedures or the network structure from the previous model. The 2005 model was used as a verification tool to compare the model results with the known 2005 traffic conditions. This analysis indicated the 2005 model volumes were mostly consistent with the known volumes. Based on the output of the 2005 base year model, the analysis confirmed the model procedures were running correctly. The next step was to modify the 2035 model to ensure it reflected the No Build scenario. The 2035 Build model was developed by coding one of the three alternatives onto the 2035 No Build model. The volume outputs from the 2035 No Build and Build models are very similar. Extracting the evening peak hour raw model turning movement volumes and applying adjustment procedures to them resulted the evening peak hour turning movement volumes used for the Refined Expressway operations analysis. Exhibit ES-2 shows these volumes.

2035 Operations Analysis and Crash Expectancy

The No Build analysis shows that four of the signalized intersections operate unacceptably in the evening peak hours - 8th Street, 21st Street, and the NB I-25 Ramps operate at LOS E and 31st Street operates at LOS F. The Ridge Road approaches at its unsignalized intersection with US 24 operate at LOS F in the evening peak hour. However, all three of the 2035 build alternatives provide intersection operations of LOS D or better in the evening peak hour. There are no queuing issues between intersections. The projected travel time along the length of the study corridor is approximately 8.5 minutes for both directions for the Refined Expressway Alternative as compared to 14 minutes for the eastbound and 18 minutes for the westbound direction for the No Build Alternative. Exhibit ES-2 shows the LOS for each access point.



- SIGNALIZED INTERSECTION
- STOP CONTROLLED APPROACH
- LANE CONFIGURATION
- NUMBER OF THROUGH LANES
- INTERSECTION DETAIL
- DAILY TRAFFIC VOLUME
- PM PEAK HOUR TRAFFIC
- PM PEAK HOUR LEVEL OF SERVICE



The traffic analysis included an effort to estimate the crashes expected for the 2035 No Build, 2035 Midland Expressway, and 2035 Freeway alternatives to use in the alternatives evaluation. In general, the No Build alternative is expected to experience approximately 355 crashes along this corridor. The Expressway alternative is expected to experience approximately 290 crashes, which is an 18 percent reduction from the No Build alternative. The Freeway alternative is expected to experience approximately 210 crashes, which is a 41 percent reduction from the No Build and a 28 percent reduction from the Expressway alternative. The Freeway alternative is predicted to have the fewest crashes because it eliminates two intersections and many of the conflict points at the other intersections.

Conclusions

The existing conditions warrant improvements because the levels of service are not acceptable per City and State standards. The future demands placed on the existing network further exacerbate the poor operating conditions, so the No Build Alternative is unacceptable. The three build alternatives all provide acceptable levels of service of D or better in the 2035 evening peak hour, meeting the study criteria for level of service. This is an improvement over the No Build alternative that does not provide acceptable levels of service at several intersections. It also has the highest crash expectancy. From a crash expectancy perspective, the US 24 Freeway Alternative is likely to experience a fewer number of crashes than the US 24 Refined Expressway Alternative. Exhibit ES-3 summarizes the operations of the alternatives.

EXHIBIT ES-3

Summary of Alternative Operations

| | Projected Operations Per Alternative | | | | |
|---|--------------------------------------|---------------------|-----------------|--------------|-------------------------|
| | 2005 Existing | 2005 No Build | 2035 Expressway | 2035 Freeway | 2035 Refined Expressway |
| Crash Expectation Per Year | 188 | 356 | 292 | 212 | No Analysis |
| Level of Service (Average Delay) | (AM/PM) | PM | PM | PM | PM |
| I-25 NB Ramps | D (37.8) / D (44.2) | E (70.6) | | | |
| I-25 SB Ramps | B(10.1) / C (25.7) | C (34.0) | | | |
| I-25 SPUI | | | D (30.3) | D (38.2) | D (38.2) |
| 8th St Intersection | F (115.9) / E (59.5) | E (67.3) | | | |
| 8th St SPUI | | | D (33.8) | D (37.7) | D (37.7) |
| 21st St Intersection | F (89.3) / D (40.2) | E (64.9) | | | |
| 21st St SPUI | | | C (24.5) | C (29.6) | C (33.8) |
| 26th St Intersection | D (39.9) / B (16.9) | C (22.6) | C (32.4) | | D (36.1) |
| 31st St Intersection | C (30.7) / C (28.3) | F (211.3) | D (35.0) | | C (30.8) |
| 31ST WB Ramps | | | | C (28.6) | |
| 31ST EB Ramps | | | | A (9.5) | |
| Ridge Rd NB / SB Approaches | F(79.9/103.2) / F(169.3/209.5) | F (>200) / F (>200) | C (28.6) | No Access | No Access |
| Manitou Ave EB Ramps | B (10.4) / A (7.2) | B (10.8) | B (10.5) | B (17.9) | B (17.9) |
| Manitou Ave WB Ramps | B (10.6) / A (8.7) | B (10.0) | B (10.0) | B (15.0) | B (15.0) |

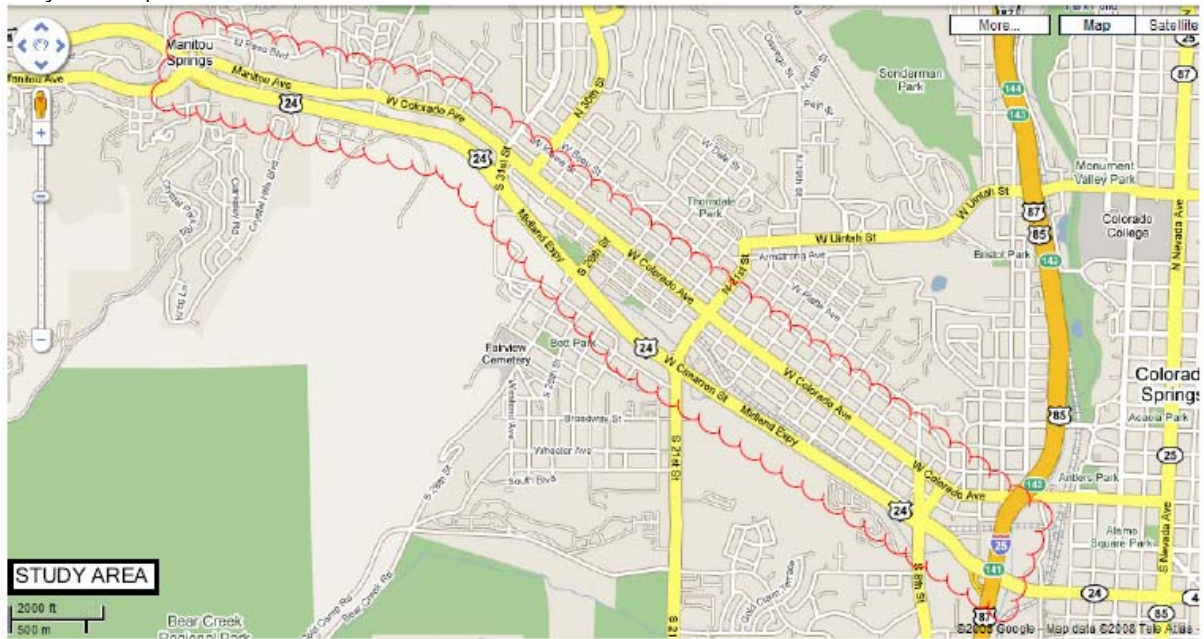
Source: CH2M HILL and Wilson & Company, July 2008

1.0 Introduction

The Colorado Department of Transportation is conducting an Environmental Assessment (EA) for a four-mile portion of US 24 between the I-25 and Manitou Avenue interchanges, hereafter referred to as US 24. The study area as shown in Exhibit 1-1 extends north of US 24 to Colorado Avenue and south to the next signalized intersection at 8th and 21st Streets. The Pikes Peak Area Council of Governments (PPACG) identified this corridor as a priority and this EA is being conducted in response to PPACG's request that CDOT study the corridor.

The purpose of this traffic analysis effort for the EA is to document existing traffic conditions, assist with development of alternatives, forecast future volumes, and analyze traffic operations of the proposed alternatives. When the traffic analysis effort began, the horizon year for the approved regional travel demand model was 2030. During the course of the analysis, the regional travel demand model and planning horizon year was updated to 2035. The analysis initially used a 2030 forecast and then revised the forecast to 2035 for the alternatives analysis. This report documents the 2035 traffic analysis process and provides recommendations for the number and configuration of lanes required on roadway segments and at critical intersection approaches to accommodate the future volumes.

EXHIBIT 1-1
Study Area Map



2.0 Existing Conditions

The roadway network, volumes and crash history describe the existing conditions in the corridor. A description of each follows. A more thorough description of the existing conditions for the corridor is contained in the report "Evaluation of Existing Conditions" dated November 21, 2007.

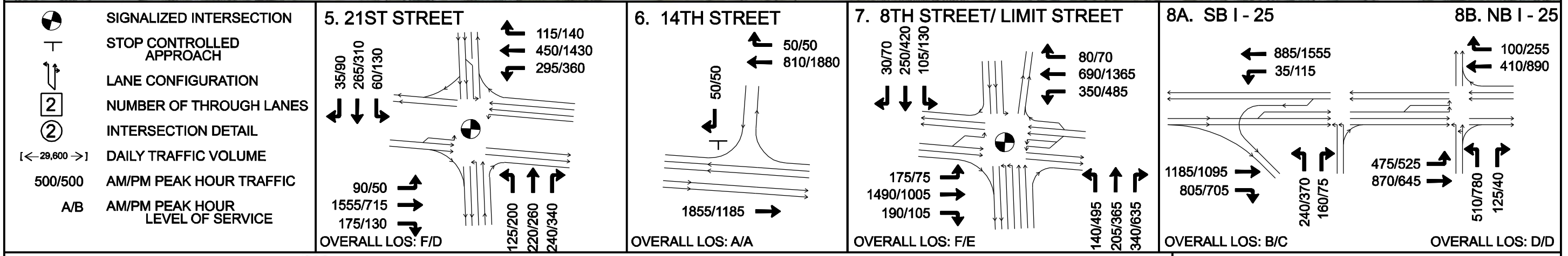
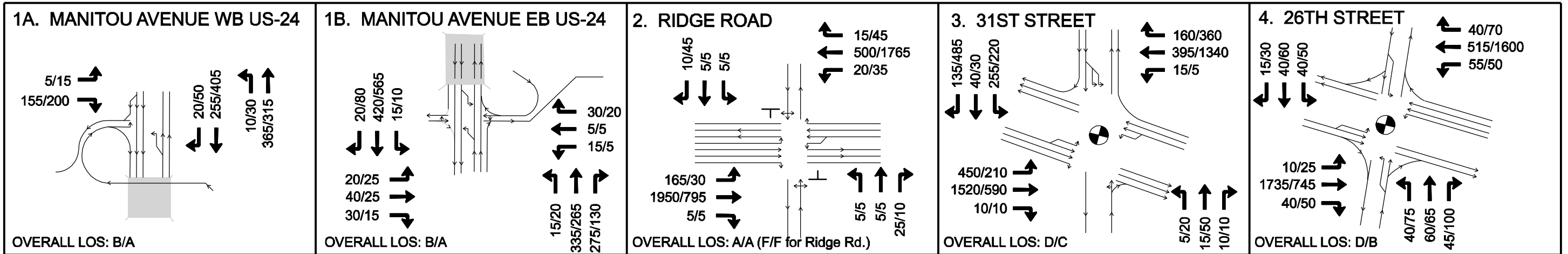
2.1 Roadway Network

2.1.1 Laneage

US 24 is a four-lane Urban Principal Arterial bounded by single-loop partial cloverleaf interchanges at each end. US 24 provides two through lanes each direction with auxiliary acceleration and deceleration lanes for all of the right turns except the eastbound right turns from northbound 31st and 26th Streets. There are six at-grade intersections between the interchanges. Each provides single right and left turn lanes, with the exception of a double left turn at 8th Street for the westbound to southbound and northbound to westbound movements. Exhibit 2-1 shows the laneage along US 24 and at the intersections.



Looking east at 8th Street Intersection with US 24



2.1.2 Access

Exhibit 2-1 shows the existing access to US 24 along the study corridor. Vehicular access to and from US 24 is primarily provided by full movement, signalized intersections. Pedestrian movement across US 24 is facilitated by pedestrian signals and crosswalks. These intersections also utilize video detection.



Looking east at 26th Street intersection with US 24

The following indicates specific access at key locations in the corridor in order from east to west:

- Interstate 25 – an interchange with signalized intersections between the ramps and US 24
- 8th Street – a full movement signalized intersection
- 14th Street – a yield-controlled right-in / right-out intersection for the westbound direction
- 21st Street – a full movement signalized intersection
- 26th Street – a full movement signalized intersection
- 31st Street – a full movement signalized intersection
- Ridge Road – a full movement intersection with stop control for Ridge Road
- Manitou Avenue – an interchange with signalized intersections between the ramps and Manitou Avenue



Looking west at Manitou Avenue interchange with US 24

There are also two unsignalized access points at driveways between 8th Street and the southbound I-25 ramps intersections. These are a right-in / right-out only for the eastbound direction and a three-quarter movement with a westbound left in and right-in / right-out for the eastbound direction. Both of these serve businesses in the southeast quadrant of the 8th Street intersection with US 24.



Looking east along US 24 at three-quarter movement driveway

2.1.3 Speed Limits

The posted speed limit is 35 mph from the I-25 interchange to the 8th Street intersection. It increases to 45 mph from 8th Street to the Ridge Road intersection. West of this intersection, it increases again to 50 mph to the Manitou Avenue interchange.



Looking west on US 24

2.2 Volumes

The analysis collected morning and evening peak hour turn movement volumes by vehicle classification (auto/truck/bus) at every signalized intersection in the study area on a weekday in April 2005. Daily volumes were simultaneously counted at a few locations in the study area from Friday through Tuesday to capture both week and weekend days. Exhibit 2-1 shows these volumes. Appendix A contains the data collection reports.

2.2.1 Peak Hour Volumes

Exhibit 2-2 shows the peak hour volumes in tabular form on each segment between the primary access points on US 24. Along the whole corridor, the highest peak hour volumes are between 8th Street and the I-25 interchange. The significant turn volumes at the 8th Street intersection suggest it is a primary access point from the north and south to US 24. At the west end of the study area, 31st Street is also a significant access point from the north. Midway along the study area, 21st Street is a significant access point to the south. At the interchange, more vehicles from the study area access southbound I-25 than northbound I-25. The highest movements are eastbound in the morning peak hour and westbound in the evening peak hour. West of 8th Street, most of the traffic enters / exits the study area west of the Manitou Avenue interchange and remains on US 24, suggesting it serves a significant number of regional trips.

EXHIBIT 2-2
Existing Peak Hour Volumes

| Segment | Westbound | | Eastbound | |
|-------------------------------|-----------|------|-----------|------|
| | AM | PM | AM | PM |
| I-25 to 8th Street | 1120 | 1920 | 1990 | 1800 |
| 8th Street to 21st Street | 860 | 1885 | 1855 | 1185 |
| 21st Street to 26th Street | 610 | 1720 | 1820 | 895 |
| 26th Street to 31st Street | 570 | 1705 | 1785 | 820 |
| 31st Street to Manitou Avenue | 535 | 1845 | 2120 | 830 |

2.2.2 Peak Hour Heavy Truck Volumes

With the exception of the westbound direction in the morning peak hour, the highest truck and bus counts are between 8th Street and the I-25 interchange during the peak hours. In the morning, the segment between 8th Street and 21st Street experiences the highest truck and bus volume. Truck and bus volumes decrease toward 26th Street and then increase slightly between 26th Street and 31st Street intersections before decreasing west of the 31st Street intersection. US 24 through the study area is a designated truck route. The highest number of buses occurs at the east end of the study area east of 8th Street. Most of these vehicles are Springs Transit buses that are accessing 8th Street. There is no fixed route Springs Transit service on US 24 through the study area. Buses which service the gambling industry in Cripple Creek run on US 24 west of 8th Street. Exhibit 2-3 lists the percentage of the peak hour volumes represented by heavy vehicles, or trucks and busses

EXHIBIT 2-3
Existing Peak Hour Heavy Vehicle Percentages

| Segment | Westbound | | Eastbound | |
|-------------------------------|-----------|------|-----------|------|
| | AM | PM | AM | PM |
| I-25 to 8th Street | 5.8% | 2.0% | 3.1% | 1.0% |
| 8th Street to 21st Street | 6.8% | 1.3% | 1.7% | 1.4% |
| 21st Street to 26th Street | 5.4% | 0.7% | 0.9% | 1.9% |
| 26th Street to 31st Street | 5.6% | 1.7% | 0.6% | 4.3% |
| 31st Street to Manitou Avenue | 2.7% | 0.7% | 0.5% | 1.4% |

2.2.3 Daily Volumes

Like the peak hour, the highest daily volume is between 8th Street and the I-25 interchange. The daily volumes decrease from east to west in the study area. The most significant

decrease occurs at 8th Street, with the daily volumes almost 25% less on the west side than on the east side. Comparing volumes over the five-day count period from Friday to Tuesday indicates that the highest daily volumes counted occurred on Saturday, followed by Tuesday, Monday, and then Sunday.

2.3 Operations Analysis

The traffic operations analysis was completed to determine how well the intersection configurations and laneage on the roadway segments accommodate the morning and evening peak hour volumes.

2.3.1 Operations Analysis Methodology

The operations analysis of this study utilizes the methodology outlined in the Highway Capacity Manual 2000 to assess traffic operations. The intersections are evaluated based on level of service and resultant queue length. The following summarizes the methodology.

2.3.2 Signalized Intersections

The operation for signalized intersections uses various intersection characteristics (such as traffic volumes, lane geometry, and signal phasing) to estimate the intersection's volume-to-capacity (v/c) ratio. This is the input for determining average delay and the corresponding level of service (LOS).

LOS is a term used to qualitatively describe operations based on the average amount of delay experienced by vehicles as they travel through a signalized intersection. The LOS ranges from LOS A to LOS F. Motorists experience very little delay under LOS A conditions and excessive delay under LOS F conditions. LOS D conditions are desirable for signalized intersection operations during peak hours. Exhibit 2-4 shows the amount of delay associated with each LOS.

EXHIBIT 2-4
Signalized Intersection LOS Criteria

| LOS | Control Delay per Vehicle |
|-------|---------------------------|
| LOS A | ≤ 10 seconds |
| LOS B | 10 – 20 seconds |
| LOS C | 20 – 35 seconds |
| LOS D | 35 – 55 seconds |
| LOS E | 55 – 80 seconds |
| LOS F | ≥ 80 seconds |

Source: Highway Capacity Manual 2000, Transportation Research Board

2.3.3 Unsignalized Intersections

For unsignalized intersections (all-way, stop-controlled, and side street stop-controlled) intersections, operations are defined by the average control delay per vehicle (measured in

seconds) for each stop-controlled movement. The method incorporates delay associated with deceleration, acceleration, stopping, and moving up in the queue. For side street stop-controlled intersections, delay is typically represented for each movement from the minor approaches only. Exhibit 2-5 shows the amount of delay associated with each LOS.

EXHIBIT 2-5
Unsignalized Intersection LOS Criteria

| LOS | Control Delay per Vehicle |
|-------|---------------------------|
| LOS A | ≤ 10 seconds |
| LOS B | 10 – 15 seconds |
| LOS C | 15 – 25 seconds |
| LOS D | 25 – 35 seconds |
| LOS E | 35 – 50 seconds |
| LOS F | ≥ 50 seconds |

Source: Highway Capacity Manual 2000, Transportation Research Board

2.3.4 Queuing Analysis

A companion performance measure for delay is the back of queue. The back of queue represents the number of vehicles that queue at the intersection based on arrival patterns and the residual number of vehicles that did not clear the intersection during the previous cycle. It is often represented as a percentile of the volume that waits in a queue. This analysis represents the 95th percentile queue.

Level of Service and Queuing Performance Measures

The analysis used the Synchro microcomputer simulation program to analyze traffic conditions and determine the average seconds of delay per vehicle at each intersection, queue lengths at each intersection, and average travel speeds on the roadway segments between the intersections. These measures of effectiveness are compared to standard criteria to determine the LOS. LOS D for each movement is the City of Colorado Springs’ standard and is the standard accepted for this study by the Technical Leadership Team.

The geometrically-accurate model encompasses US 24, Colorado Avenue, and the cross streets between them. The model uses the volumes and the geometry as presented in Exhibit 2-1. The City of Colorado Springs provided the signal timing and phasing for each intersection; however, where appropriate, this analysis modified this information to reflect the optimal timing and phasing for the particular volume conditions. Thus, the results presented are based on these modified timing and phasing plans.

Appendix B contains the Synchro output that documents these results.

2.3.5 Intersections

Exhibit 2-6 shows the average seconds of delay and corresponding LOS for each intersection in the study area during the morning and evening peak hours. In general, most of the intersections operate at or above the acceptable LOS D threshold in both peak hours.

However, the 8th Street intersection operates below this threshold in both peak hours. Likewise, the 21st Street intersection with US 24 operates below the acceptable threshold in the morning peak hour. The close proximity of the Colorado Avenue intersections with Ridge Road and 31st Street to the US 24 intersections on these streets necessitates analyzing their operations together, so the analysis considered them as well. Discussions on the operations at each individual intersection along US 24 follow the exhibit.

EXHIBIT 2-6
Existing Peak Hour Intersection Operations

| Intersection | AM Peak Hour | | PM Peak Hour | |
|---------------------------------------|--------------|-----|--------------|-----|
| | Delay | LOS | Delay | LOS |
| I-25 NB ramps/US 24 | 37.8 | D | 44.2 | D |
| I-25 SB ramps/US 24 | 10.1 | B | 25.7 | C |
| 8th St /US 24 | 115.9 | F | 59.5 | E |
| 14th St/US 24 (Southbound approach) | 12.7 | B | 22.6 | C |
| 21st St/US 24 | 89.3 | F | 40.2 | D |
| 26th St/US 24 | 39.9 | D | 16.9 | B |
| 31st St/US 24 | 30.7 | C | 28.3 | C |
| 31st St/Colorado Ave | 35.9 | D | 26.9 | C |
| Ridge/US 24 (NB/SB approaches) | 79.9/103.2 | F/F | 169.3/209.5 | F/F |
| Ridge/Colorado Ave | 3.2 | A | 1.9 | A |
| US24 EB On/Off Ramps & Manitou Avenue | 10.4 | B | 7.2 | A |
| US24 WB On/Off Ramps & Manitou Avenue | 10.6 | B | 8.7 | A |

Northbound I-25 ramp / US 24 - This intersection operates at LOS D in the morning peak hour with 37.8 seconds of average delay per vehicle and at LOS D in the evening peak hour with 44.2 seconds of average delay per vehicle. In both peak hours, the northbound left turn operates below the acceptable LOS D threshold and generates lengthy queues which extend a significant distance up the ramp in both peak hours.

Southbound I-25 ramp / US 24 - This intersection operates at LOS B in the morning peak hour with 10.1 seconds of average delay per vehicle and at LOS C in the evening peak hour with 25.7 seconds of average delay per vehicle.

8th Street / US 24 - This intersection operates at LOS F in the morning peak hour with 115.9 seconds of average delay per vehicle and at LOS E in the evening peak hour with 59.5 seconds of average delay per vehicle. The eastbound through movement in the morning experiences excessive delay. This situation also exists in the evening peak hour.

The eastbound through movement delay generates lengthy queues in the morning and evening peak hours. Also in the evening peak hour, the southbound left turn storage is not

adequate to accommodate the demand. In the northbound direction, the right turn queue exceeds the available storage length.

21st Street / US 24 - This intersection operates at LOS F in the morning peak hour with 89.3 seconds of average delay per vehicle and at LOS D in the evening peak hour with 40.2 seconds of average delay per vehicle. Similar to 8th Street, the morning peak hour eastbound through volume experiences excessive delay. This movement operates acceptably at the preceding 31st and 26th Street intersections because the cross street volumes are low enough that enough green time can be devoted to it. The higher volumes on 21st Street require more green time and thereby reduce the amount available for the eastbound through movement. This also causes the westbound approach to operate below acceptable thresholds at LOS E.

The delay for the eastbound through movement in the morning peak hour results in lengthy queues. Furthermore, the westbound left turn movement does not have enough green time because of this heavy eastbound through movement and the resultant queue exceeds the available storage length. The same situation exists for the southbound left turn movement in the evening peak hour. In addition, these left-turn vehicles are occasionally blocked from entering the turn lane by the queue in the through lane. The evening peak hour westbound through movement also generates significant queues.



21st Street intersection westbound queuing

26th Street / US 24 - This intersection operates at LOS D in the morning peak hour with 39.9 seconds of average delay per vehicle and at LOS B in the evening peak hour with 16.9 seconds of average delay per vehicle. The eastbound through movement in the morning peak hour generates lengthy queues. The southbound left turn movement queue exceeds the available storage length.

31st Street / US 24 - This intersection operates overall at LOS C in the morning peak hour with 30.7 seconds of average delay per vehicle and at LOS C in the evening peak hour with 28.3 seconds of average delay per vehicle. The morning peak hour eastbound left turn queue is longer than the available storage length which results in the queue spilling into the

eastbound through lane and interfering with the operations of the eastbound through movement. The same situation occurs in the evening peak hour, though not to the same extent. The eastbound through movement in the morning peak hour and the westbound through movement in the evening peak hour generate lengthy queues. The long cycle lengths for these intersections allow for a significant number of vehicles to arrive and wait for green time.

Ridge Road / US 24 - The Ridge Road intersection operates overall at LOS A in the morning peak hour with 2.1 seconds of average delay per vehicle and at LOS A in the evening peak hour with 5.3 seconds of average delay per vehicle.



Southbound Approach at Ridge Road Intersection

Manitou Avenue /US 24 Westbound ramps- This intersection operates overall at LOS B in the morning peak hour with 10.6 seconds of average delay per vehicle and at LOS A in the evening peak hour with 8.7 seconds of average delay per vehicle.

Manitou Avenue /US 24 Eastbound ramps - This intersection operates overall at LOS B in the morning peak hour with 10.4 seconds of average delay per vehicle and at LOS A in the evening peak hour with 7.2 seconds of average delay per vehicle.

2.4 Crash Analysis

The crash analysis covers the years 2001 to 2003. CDOT provided detailed crash data for the analysis for the segment of US 24 between milepost 299.01 and 303.8. Milepost 303.8 is at the east edge of the study area on the east side of the northbound I-25 ramps intersection with US 24. The Manitou Avenue Interchange is at milepost 299.01. Appendix C contains the crash data from CDOT.

Crash Types

The crash data is in Excel format and provides several data fields including:

- Location
- Date/Time
- Severity
- Weather/Road Conditions
- Type of Crash
- Direction of Travel for Each Vehicle
- Number of Vehicles Involved
- Observed Driver Impairment
- Biographical Data for Each Driver

The analysis compiled the crash data for each intersection and segment between intersections. The data by intersection or segment was further categorized into the following fields:

- Severity
- Time
- Weather/Road Conditions
- Type of Crash (Vehicle Collision, Fixed Object, Vehicle Non-Collision, and Bicycle/Pedestrian)
- Extraneous Factors (drugs/alcohol/asleep at wheel)

For analysis purposes, US 24 is divided into segments. The segment includes the westernmost intersection in the description. Exhibit 2-7 summarizes the crash data by segment. A total of 547 reported crashes occurred on US 24 between the I-25 interchange and the Manitou Avenue interchange in the three-year period between 2001 and 2003.

Overall, the most common types of crashes were vehicle collisions involving two or more vehicles and vehicles hitting fixed objects. The vast majority of vehicle collisions were rear ends (primarily in the through lanes) at the intersections. The east end of the study area is more congested and predictably experienced more vehicle collisions than the west end. The fixed objects hit include guard rail, median barrier, signs, light poles, curb, embankment, rocks on road, and wild animals. The majority of these occurred toward the west end of the study area. Twenty-six collisions with wild animals occurred, mostly in the area west of the 31st Street intersection.

Of the total number of reported crashes, 71%, or 388, resulted in property damage only; 28.8%, or 158, resulted in injuries; and .2%, or 1, resulted in a fatality (the driver was impaired by alcohol). Alcohol or drugs were a contributing factor in 6% of the crashes. A majority of the crashes occurred during the day with dry roads and dry weather conditions.

EXHIBIT 2-7
Crash Statistics Summary

| | US 24 Segment | | | | | Total |
|------------------------|--------------------------------|---------------------------|----------------------------|----------------------------|---|------------|
| | I-25 Interchange to 8th Street | 8th Street to 21st Street | 21st Street to 26th Street | 26th Street to 31st Street | 31st Street to Manitou Avenue Interchange | |
| Crash Type | | | | | | |
| Vehicle Collision | 191 | 136 | 47 | 48 | 23 | 445 |
| Fixed Object Collision | 36 | 15 | 0 | 13 | 25 | 89 |
| Pedestrian/Bicycle | 2 | 1 | 0 | 0 | 1 | 4 |
| Non-Collision | 0 | 3 | 1 | 3 | 2 | 9 |
| Crash Severity | | | | | | |
| Property Damage Only | 171 | 99 | 31 | 47 | 40 | 388 |
| Injury | 57 | 56 | 17 | 17 | 11 | 158 |
| Fatality | 1 | 0 | 0 | 0 | 0 | 1 |
| Time of Day | | | | | | |
| Day | 160 | 128 | 43 | 47 | 31 | 409 |
| Night | 69 | 27 | 5 | 17 | 20 | 138 |
| Total Crashes | 229 | 155 | 48 | 64 | 51 | 547 |

Source: Colorado Department of Transportation, data received in 2004 and 2005

Intersection Crash Summary

The following discusses the types of crashes at the intersections themselves. There are three signalized intersections in the westernmost segment - the ramp terminals for the I-25 northbound and southbound on/off ramps and the 8th Street intersection. Sixty-seven crashes occurred at the ramp intersections over the three-year period, 18% of which resulted in injuries. The majority of them were rear ends involving two vehicles going straight - only 16% of the crashes involved turning vehicles.

The 8th Street intersection had the highest number of crashes at 117 total crashes, 28% of which resulted in injuries, over the three-year period. Three-fourths of the crashes were rear ends involving two vehicles going straight while the other one-fourth involved turning vehicles. This intersection had the highest percentage of fixed object collisions at 10% over the three year period as well as the highest percentage of crashes, 9%, in which a driver was impaired by alcohol or drugs. Two crashes involved bicyclists.

Eighty-one total crashes occurred at the 21st Street intersection over the three-year period, 23% of which resulted in injuries. Fifty-five of the crashes, or 67%, were rear ends involving two vehicles. Of these, 36% involved turning vehicles. One crash involved a bicyclist.

Thirty-three crashes occurred at the 26th Street intersection over the three-year period, 45% of which resulted in injuries. Most of the crashes were approach turn or broadsides involving vehicles traveling in different directions. The westbound left turn movement accounted for almost all of the approach turn crashes.

Forty-five crashes occurred at the 31st Street intersection over the three-year period, 29% of which resulted in injuries. Slightly over half of the crashes were rear ends involving two vehicles going straight. Of the 13 crashes involving a turning vehicle, 10 were making an eastbound to northbound left turn. Collisions with fixed objects accounted for 9% of the crashes.

Thirteen crashes occurred at the unsignalized High Street / Ridge Road intersection over the three-year period, 31% of which resulted in injuries. Five vehicles hit a wild animal, which was the most common crash type. The other crashes were broadsides and rear ends between through vehicles on US 24 and vehicles turning between the two roads.

Crash Rates

Crash rates along the corridor have been analyzed to correlate geometric features, signing, ramp locations, and clear zone obstructions to the safety of the roadway. Crashes are typically caused by several elements, not a single one. These are the human element, the vehicle element, and the highway element.

The crash rate per million vehicle miles of travel (MVMT) is a value used to compare a facility to similar facilities across the state to determine if the number of crashes is unusually high for that particular facility. Crash rates per million vehicle miles of travel were compiled for this corridor based on crash data collected from CDOT for the dates January 1, 2001 through December 31, 2003. US 24 annual average daily traffic (AADT) volumes for 2003 were obtained from the CDOT website. Exhibit 2-8 shows the resultant property damage only, injury, fatality, and total crash rates per segment for this time period.

The latest statewide average traffic crash rates per facility type for Colorado are for the calendar year 2002. These rates are developed by CDOT based on reported crash data. US 24 is classified as an Urban Principal Arterial Other – Freeways / Expressways per the CDOT Traffic and Safety Colorado Highway Types classification system. These statewide average rates are 3.83 for property damage only, 1.42 for injury, 1.66 for fatality, and 5.27 for total.

As Exhibit 2-7 shows, the crash rates for US 24 for the entire study area are less than those for other similar facilities in the state. The table shows the statewide average rates on the first line for comparison purposes. As a whole, the property damage only rate is 2.29, the injury rate is 0.93, the fatality rate is 0.59, and the total rate is 3.22. The shortest segment of the study area, I-25 to 8th Street, had the highest number of crashes, which contributed to a higher calculated crash rate. There was one fatality (the driver was impaired by alcohol and hit a median barrier and light pole, causing the vehicle to overturn) in the westbound direction between I-25 and 8th Street. The congestion associated with the 8th Street intersection likely contributes to the segments on either side of it experiencing the most

EXHIBIT 2-8
Crash Rates Per Segment

| Segment | Segment Length (miles) | 2003 AADT* | 2001-2003 Crashes | | | | 3-Year Average Crash Rates | | | | |
|---|------------------------|------------|-------------------|-----|-----|-------|----------------------------|------|------|-------|--|
| | | | PDO | INJ | FAT | TOTAL | PDO | INJ | FAT | TOTAL | |
| 2002 Statewide Average Crash Rates for Urban Principal Arterial Other | | | | | | 3.83 | 1.42 | 1.66 | 5.27 | | |
| I-25 Interchange to 8th Street | | 42126 | 171 | 57 | 1 | 229 | 10.02 | 3.34 | 5.86 | 13.42 | |
| MP 303.8 – 303.43 | 0.37 | | | | | | | | | | |
| 8th Street to 21st Street | | 40780 | 99 | 56 | 0 | 155 | 1.64 | 0.93 | 0.00 | 2.57 | |
| MP 303.42 – 302.07 | 1.35 | | | | | | | | | | |
| 21st Street to 26th Street | | 28433 | 31 | 17 | 0 | 48 | 1.36 | 0.75 | 0.00 | 2.11 | |
| MP 302.06 - 301.33 | 0.73 | | | | | | | | | | |
| 26th Street to 31st Street | | 28433 | 47 | 17 | 0 | 64 | 1.72 | 0.62 | 0.00 | 2.34 | |
| MP 301.32 - 300.44 | 0.88 | | | | | | | | | | |
| 31st Street to Manitou Ave Interchange | | 26227 | 40 | 11 | 0 | 51 | 0.98 | 0.27 | 0.00 | 1.25 | |
| MP 300.43 - 299.01 | 1.42 | | | | | | | | | | |
| I25 Interchange to Manitou Avenue Interchange | | 32349 | | | | | | | | | |
| MP 303.8 - 299.01 | 4.79 | | 388 | 158 | 1 | 547 | 2.29 | 0.93 | 0.59 | 3.22 | |

Source: CDOT Crash Data and CDOT Website Straight Line Diagrams*

crashes along the study corridor. The westernmost segment, 31st Street to the Manitou Avenue interchange, has the lowest rates in the corridor.

2.5 Tourist Season Counts

US 24 is a primary gateway to the mountains and, as such, it serves seasonal tourist traffic. In order to determine if the “tourist season” volumes significantly add to the daily and peak hour volumes, a second set of counts was conducted in August, 2005. The intent of this effort was to determine if it is necessary to increase the modeled weekday peak hour volumes to account for tourist traffic. As the following discussion explains, there is no conclusive evidence to support increasing the modeled weekday volumes.

The August data collection effort involved collecting turning movement counts by vehicle classification at the I-25 ramp intersections and the 21st Street intersection with US 24 as well as daily counts along a few of the segments in the study area. The April and August counts were compared in terms of average daily traffic, peak hour volumes, highest volume hour, and heavy vehicle percentages.

The average daily traffic west of 8th Street increased in August as compared to April in both directions on both weekend and weekdays whereas the volume either dropped or showed a very slight increase east of 8th Street. The peak hour count comparison is inconclusive as there is no consistent pattern of increasing or decreasing volumes at the intersection approaches in either of the peak hours. The evening peak hour approaches to the I-25 ramp intersections mostly decrease, which is consistent with the lower average daily traffic volumes counted along this segment in August. The August peak hour increases or decreases on the approaches to the 21st Street intersection are not consistent with the increase in average daily traffic, which could suggest the daily increases are due to tourist traffic which is not traveling during the peak hours.

The weekend peak hour counts (Friday afternoon through Sunday afternoon) are in general greater than the weekday peak hour counts in both April and August. On April weekends, US 24 experiences higher volumes than the weekday peak hour for anywhere from 1 to 4 hours, depending on the location. In August, this varies from 1 to 6 hours in which the weekend hourly volumes are greater than the weekday peak hour volume. Extrapolating across the summer season suggests there could be several weekend hours in which the volume is greater than the weekday peak hour volume. While this increase in summer traffic is a consideration, intersections are designed to accommodate the 100th highest hour (Highway Capacity Manual 2000, Chapter 8, pg 8), and the weekend recreational volumes experienced do not fall into this design criteria. Since the number of hours on US 24 does not exceed the 100-hour threshold, no additional capacity increases are needed to accommodate tourist traffic.

The highest volume hour on weekend days shows some variation between April and August. In the westbound direction on Saturday, the peak hour does not vary. It does shift one hour earlier in August in the eastbound direction east of 8th Street, but not west of 8th Street. On Sunday, it shifts three hours earlier in the westbound direction east of 8th Street, but not west of 8th Street. In the eastbound direction, it shifts three hours later east of 8th Street and two hours later west of 8th Street. The eastbound Sunday afternoon shift in

August could be due to tourism, but the westbound shift likely is not since it does not carry through the length of the corridor.

The weekday peak hour heavy vehicle percentages increase in August as compared to April. Since some of the peak hour approaches decrease in volume in August, a greater heavy vehicle percentage suggests the number is staying fairly constant between the two months. Appendix D contains the tourist season count data collection sheets.

3.0 Alternatives

The EA process developed numerous potential solutions which were evaluated against several criteria. The traffic analysis effort supplied projected volumes and performed operations analyses for each of the roadway-related potential solutions. This selection process produced the following four alternatives:



- The **No Build (Existing Plus Committed) Alternative** does not make any improvements beyond those which are already planned and funded. These improvements are:
 - Widen 8th Street to six 12-foot travel lanes with turn lanes along with associated improvements to US 24 at the intersection;
 - Improve the geometry of the westbound approach at the 8th Street intersection;
 - Widen 21st Street (on the south side of US 24) to four 12-foot travel lanes with turn lanes, install curb and gutter, and construct associated improvements to US 24 at the intersection;
 - Implement ITS improvements as part of the Congestion Management System; and
 - Extend the Midland Trail between 21st Street and Manitou Avenue.

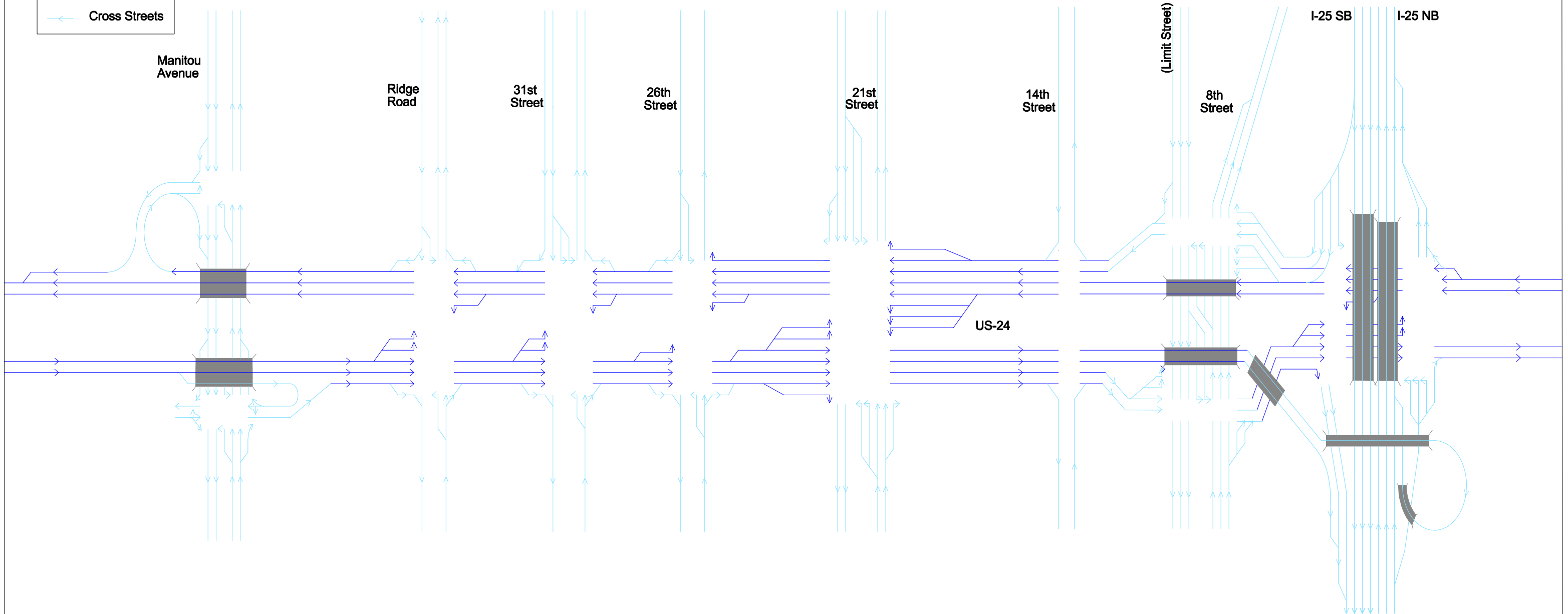
The existing bus routes and service would continue as it is today, and bike and pedestrian facilities would only be extended or improved as local funds and grants allow.

- The **Midland Expressway Alternative** emphasizes access to local neighborhoods and destinations between Manitou Avenue and I-25. It would continue to provide regional travel to and from the mountains, but would give preference to local traffic with lower speeds on the mainline. This alternative maintains the existing at-grade intersections except at 8th Street, which is upgraded to an interchange. As discussed previously, the this intersection will not work at-grade in 2035 due to high left turn volumes opposing high through movement volumes.

Exhibit 3-1 shows the laneage at each intersection / interchange and along the segments. US 24 has three lanes each direction between the Manitou Avenue interchange and 26th Street and four lanes each direction east of 26th Street to I-25. Turn lanes are added at each intersection to accommodate the projected volume growth. The interchanges at I-25 and 8th Street are both single point urban diamond (SPUI) type interchanges with the intersections on ground level. The I-25 interchange also includes directional ramps from eastbound US 24 to remove these movements from the SPUI. Likewise, an overpass over 8th Street services traffic that does not need to access 8th Street.

Legend

-  US-24
-  Cross Streets



RECOMMENDED LANE CONFIGURATION EXPRESSWAY ALTERNATIVE

EXHIBIT 3-1

This alternative includes a parallel minor arterial on the south between 21st Street and 8th Street that has a connection to 15th Street. This facility relieves some of the demand for the 21st Street intersection, but not enough for it to provide adequate levels of service as an at-grade intersection. An overpass for 15th Street provides another way to traverse between the north and south sides of US 24.

A transit service package is included in this alternative with express bus service for the commuter market and existing bus service or a future historic trolley for the local and tourist markets. Bike and pedestrian facilities, extensions, or improvements would be provided to meet localized corridor needs.

- The **Freeway Alternative** emphasizes regional mobility between Colorado Springs and the mountains, rather than access to local neighborhoods and destinations between I-25 and Manitou Avenue. It would serve local traffic from grade-separated interchanges and would give preference to regional travel with higher speeds on the mainline. This alternative would provide a high-capacity free-flow facility. Access to the freeway and local destinations would be entirely from grade-separated interchanges between I-25 and Manitou Avenue. Two existing access points from US 24 to 26th Street and Ridge Road would be eliminated and replaced with overpasses.



Exhibit 3-2 shows the laneage at each interchange intersection and along the segments. There are two lanes each direction west of 21st Street and three lanes each direction east of 21st Street. This alternative requires fewer lanes than the Midland Expressway Alternative because of the elimination of intersections and stop-conditions for the through movement west of 21st Street.

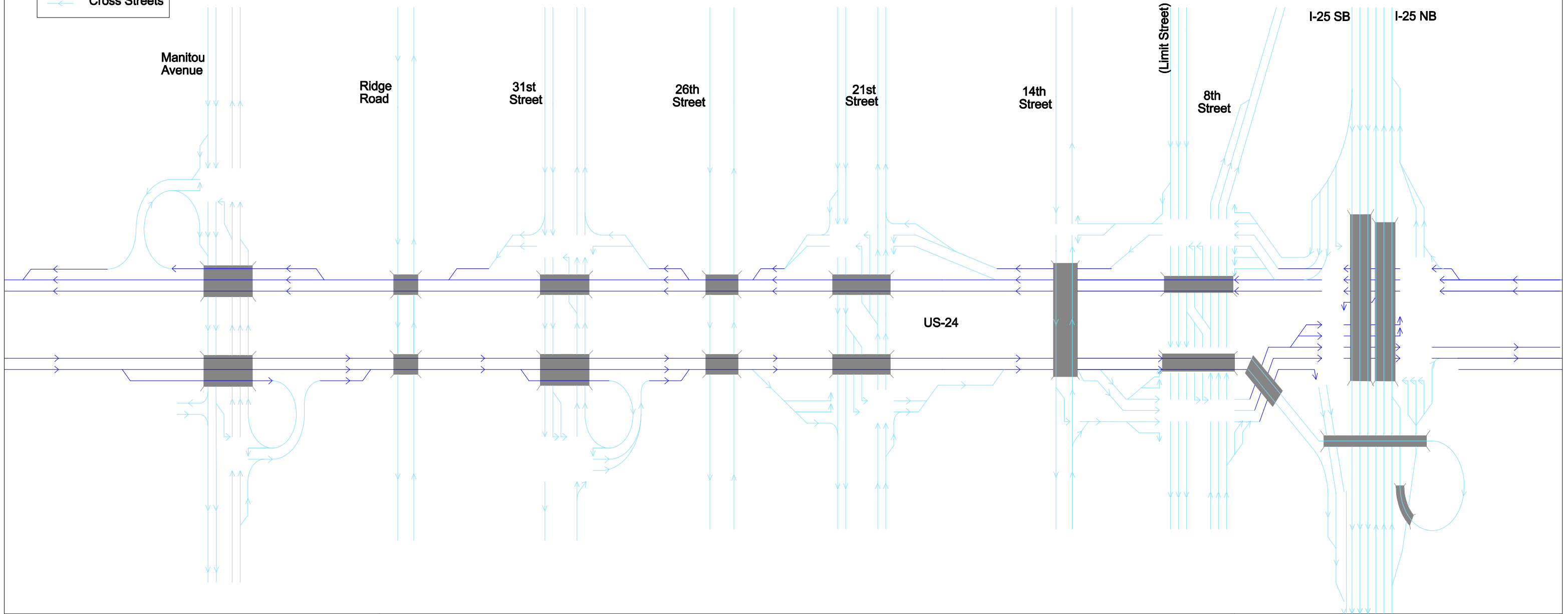
Like the Midland Expressway Alternative, a transit service package is included in this alternative with express bus service for the commuter market and existing bus service or a future historic trolley for the local and tourist markets. Bike and pedestrian facilities, extensions, or improvements would be provided to meet localized corridor needs.

- The **Refined Expressway Alternative** is the result of the evaluation of the Expressway alternative and its several variations. This alternative adds a Single Point Urban Interchange (SPUI) at 21st Street and ramps that allow access to a partial interchange at 15th Street from 8th Street. It also converts Ridge Road from an at-grade intersection to an overpass.

Exhibit 3-3 shows the laneage at each intersection / interchange and along the segments. The alternative provides two lanes per direction west of 31st Street and three lanes per direction east of it. Like the Freeway alternative, this alternative requires fewer lanes than the Midland Expressway alternative due to the 21st Street grade separation.

A transit service package is included in this alternative with express bus service for the commuter market and existing bus service or a future historic trolley for the local and tourist markets. Bike and pedestrian facilities, extensions, or improvements would be provided to meet localized corridor needs.



- Legend**
-  US-24
 -  Cross Streets

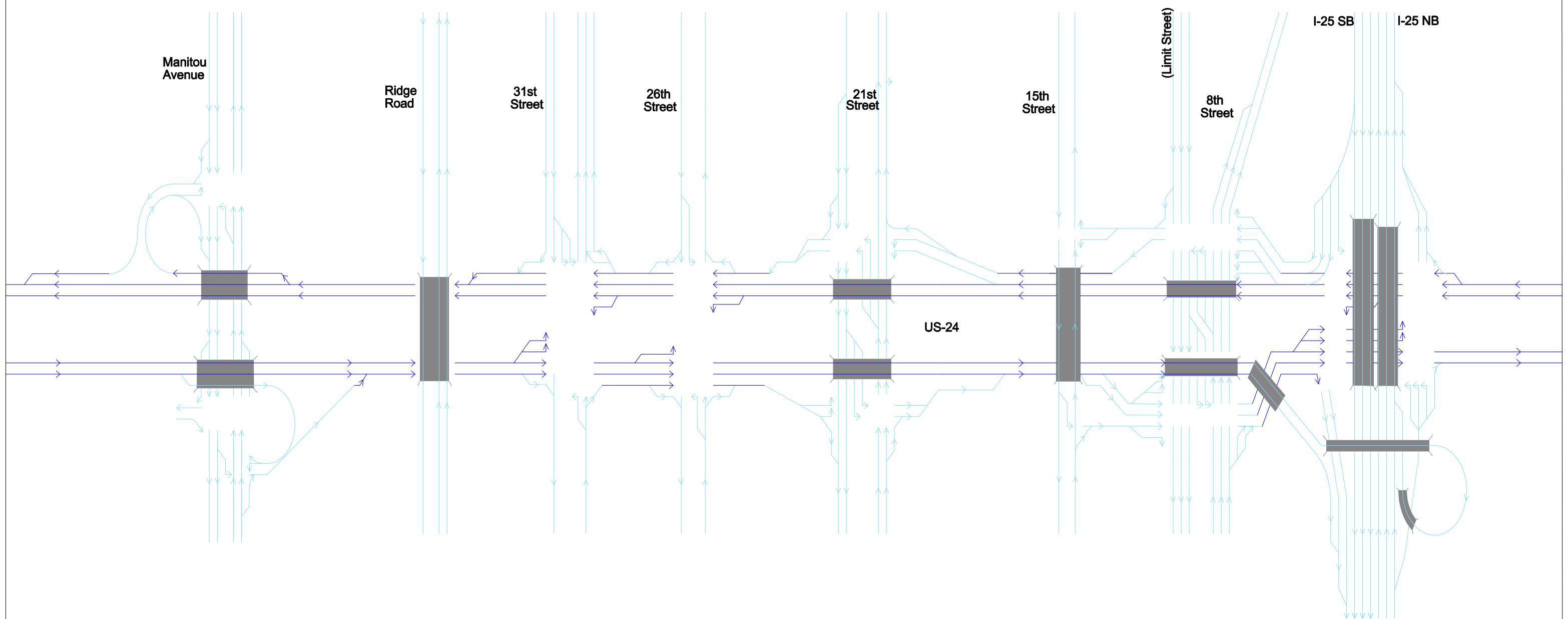


RECOMMENDED LANE CONFIGURATION FREEWAY ALTERNATIVE

EXHIBIT 3-2

Legend

-  US-24
-  Cross Streets



RECOMMENDED LANE CONFIGURATION REFINED EXPRESSWAY ALTERNATIVE

EXHIBIT 3-3

4.0 2035 Travel Demand Forecasts

The volume forecasting effort provided average daily volumes per segment and evening peak hour turn movement volumes for use in evaluating each of the roadway-related potential solutions. The analysis used the Pikes Peak Area Council of Governments' (PPACG) travel demand model for the years 2005 and 2035 to develop 2035 No Build and 2035 Build forecasts. PPACG staff reviewed the modeling results and issued a letter of concurrence to state their agreement with the modeling process. Appendix E contains a copy of this concurrence letter.

4.1 Initial Model Assessment

The modeling effort began with a review of the updated model from PPACG to determine the changes in either procedures or the network structure from the previous model. This initial model assessment involved procedure verification and attribute comparison. Documentation of this assessment is available under separate cover.

4.2 Model Runs

The following sections outline each model run performed for the analysis. Appendix F contains the model outputs for the daily link volumes for each scenario.

4.2.1 2005 Base Year Model

The 2005 model was used as a verification tool to compare the model results with the known 2005 traffic conditions. This analysis indicated the 2005 model volumes were relatively consistent with the existing volumes. However, west of 31st Street, the model volumes were much higher than expected based on existing counts. Therefore, the analysis addressed this difference by utilizing National Cooperative Highway Research Program 255 (NCHRP 255) procedures to adjust the future volumes using the current model output relative to the current counts.

4.2.2 2035 No Build Model

Based on the output of the 2005 base year model, the analysis confirmed the model procedures were running correctly. The next step was to check the procedures in the 2035 model to ensure it reflected the no build scenario. Examination of the 2035 network model discovered that the links on US 24 from 8th Street to Manitou Avenue were updated from two to three lanes in each direction. Therefore, the lane configuration was changed back to two lanes in each direction on US 24 in the 2035 No Build model to represent a no-build scenario. Other changes in the 2035 PPACG model include HOV lanes on I-25 and an additional lane per direction on 8th Street south of US 24.

Projected Volume Forecast

Exhibit 4-1 shows the projected daily and evening peak hour turn movement volumes for the 2035 No Build scenario. These volumes represent the results of performing NCHRP 255 adjustment procedures to the raw model volumes and then balancing between adjacent access points.

4.2.3 2035 Build Model

The 2035 Build model was developed by coding one of the three alternatives onto the 2035 No Build model. As previously described, the Refined Expressway alternative consists of an expressway from I-25 to Manitou Springs with interchanges at I-25, 8th Street, 21st Street, and Manitou Avenue and overpasses at 15th Street and Ridge Road. The expressway is six lanes per direction east of 31st Street and two lanes per direction west of it. Exhibit 4-2 shows the configuration of the alternative.

Volume Forecasting Process

The volume outputs from the 2035 No Build and Build models are similar. While the traffic demand does not change considerably between the two models, the facility class and capacity of the US 24 corridor change and create a different traffic environment. After extracting the evening peak hour raw model turning movement volumes, the analysis applied NCHRP 255 adjustment procedures to them and then balanced them between adjacent access points. Some further adjustments were made to this set of volumes to better account for some anticipated driver behaviors not exhibited by the model. The following discusses these adjustments to the 31st Street – Fillmore Street cut-through movement and the 8th Street access to Gold Hill Mesa movement.

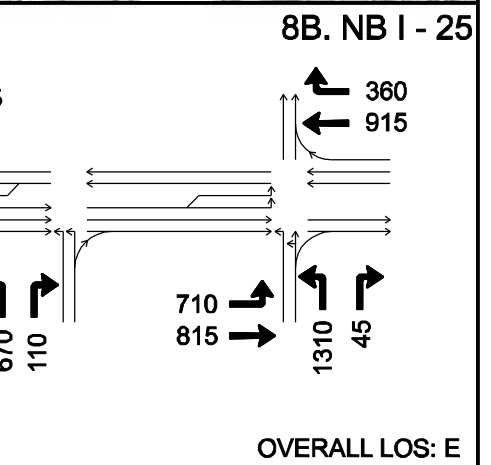
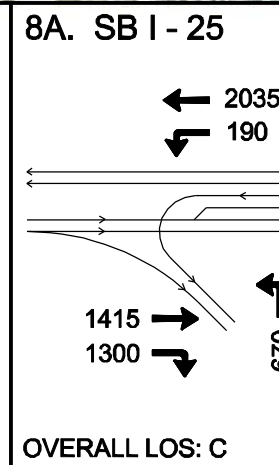
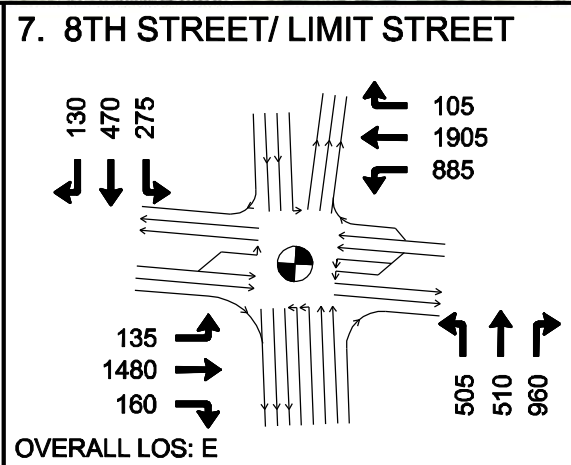
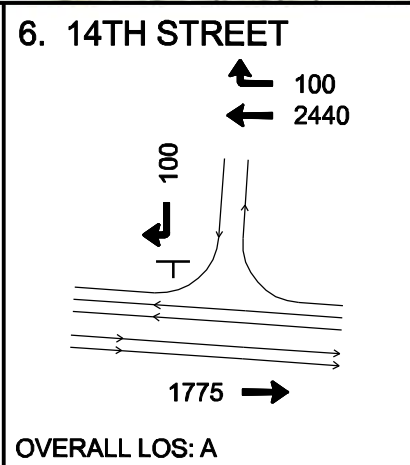
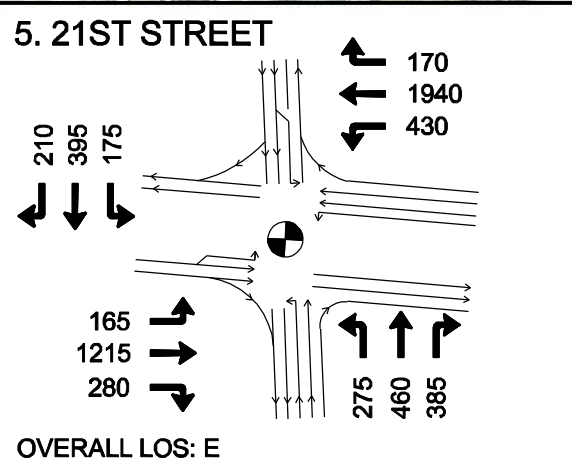
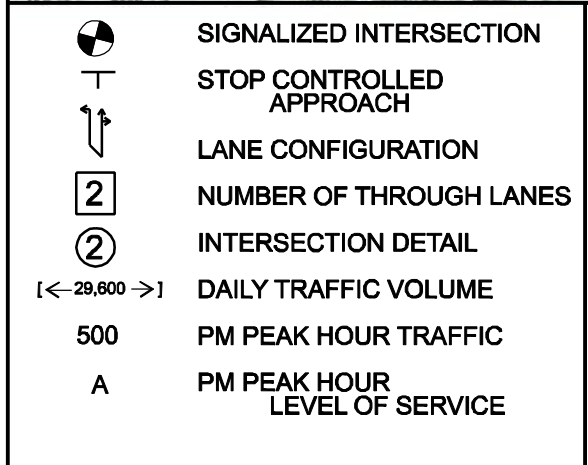
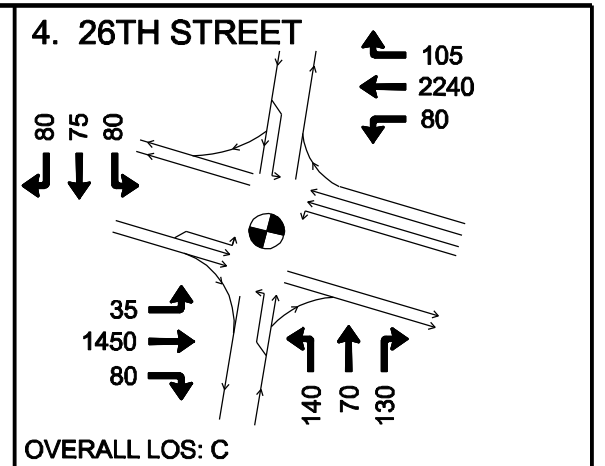
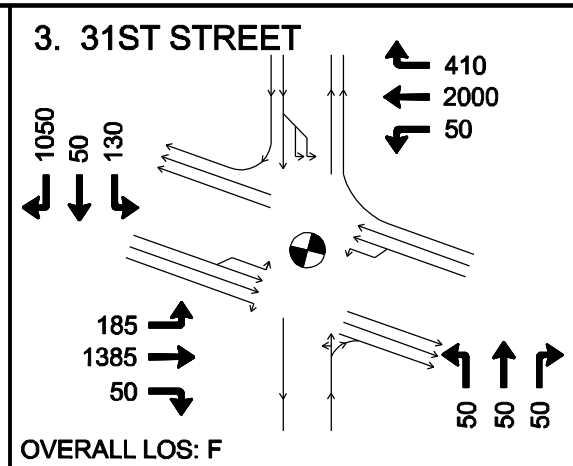
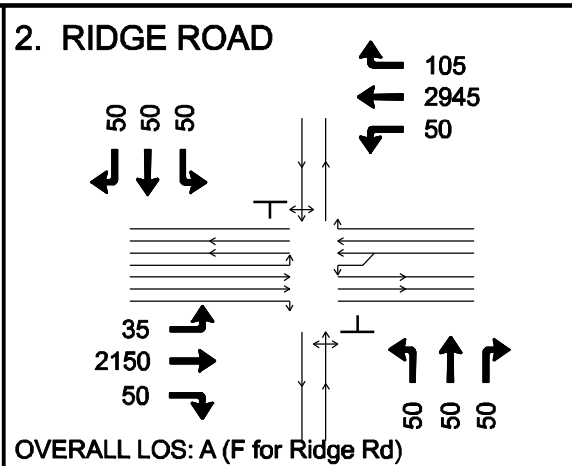
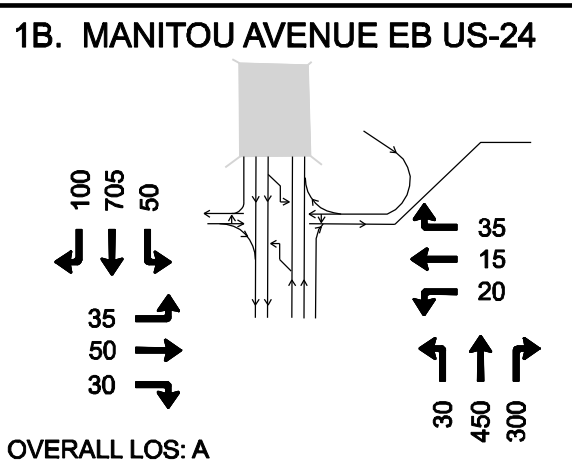
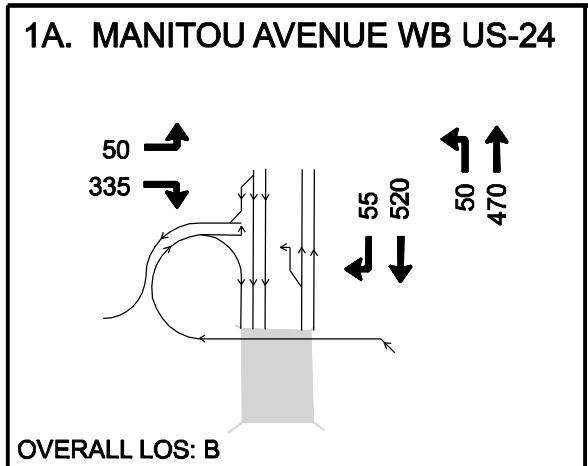
Adjustments

The travel demand model platform, Visum, has the capability to determine the routes coming to or leaving from a zone or node or those driving along a link. These analyses help describe the travel patterns for specific areas or links in the network. Two of these analyses, described below, were performed to assist with adjusting the forecast volumes to better reflect the likely travel preferences if an alternative is built.



31st Street – Fillmore Street Cut-Through

The first analysis was done to determine the origin and destination of drivers traveling westbound on US 24 just west of 31st Street in the 2005 model to determine the proportion using the 31st Street cut-through. The amount of traffic going from I-25 to US 24 or vice versa via Fillmore Street is approximately two-thirds that of the traffic traveling on US 24 from I-25 to 31st Street. There is more traffic west of 31st Street on US 24 than east of it, indicating that a significant amount of traffic destined to the west of 31st Street is using this cut-through route.

This cut-through movement is not desirable to the neighborhoods adjacent to it or to the government agencies responsible for these roadways. Therefore, this analysis assumes these agencies will implement measures to make this route unattractive to drivers. In order to determine how many trips would continue on US 24 once these measures were implemented, another analysis was done on the cut through trips to determine the resultant changes in volume distribution if the 31st Street connection to US 24 was eliminated. It is

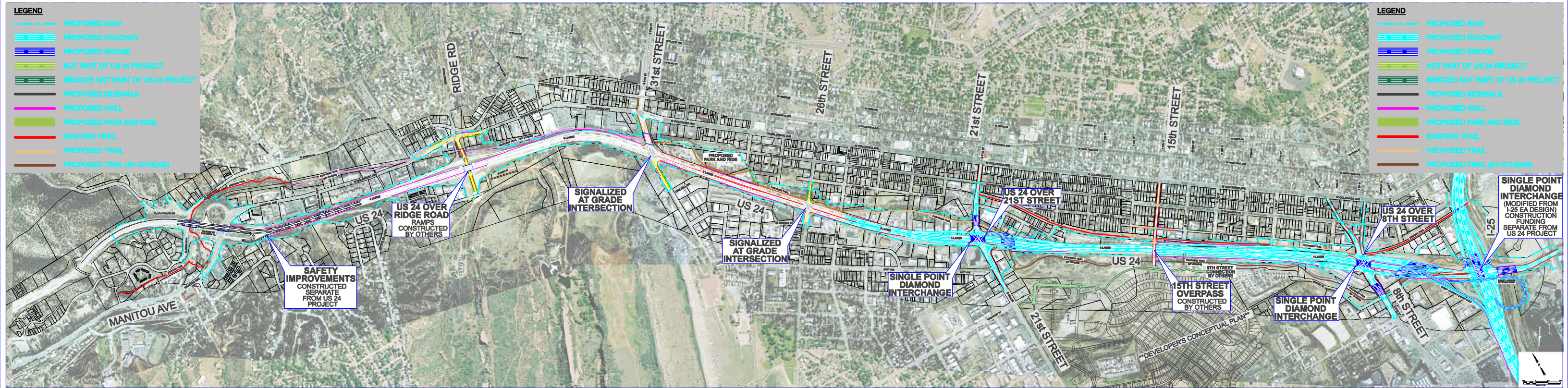


LEGEND

-  PROPOSED ROW
-  PROPOSED ROADWAY
-  PROPOSED BRIDGE
-  NOT PART OF US 24 PROJECT
-  BRIDGES NOT PART OF US 24 PROJECT
-  PROPOSED SIDEWALK
-  PROPOSED WALL
-  PROPOSED PARK AND RIDE
-  EXISTING TRAIL
-  PROPOSED TRAIL
-  PROPOSED TRAIL (BY OTHERS)

LEGEND

-  PROPOSED ROW
-  PROPOSED ROADWAY
-  PROPOSED BRIDGE
-  NOT PART OF US 24 PROJECT
-  BRIDGES NOT PART OF US 24 PROJECT
-  PROPOSED SIDEWALK
-  PROPOSED WALL
-  PROPOSED PARK AND RIDE
-  EXISTING TRAIL
-  PROPOSED TRAIL
-  PROPOSED TRAIL (BY OTHERS)



evident that the trips using this connection at 31st Street will reroute to US 24 and greatly increase demand for the facility. Hence, this connection is essential to distribute trips from north of US 24 to westbound US 24 and relieve pressure on US 24. Therefore some, but not all, of this cut-through volume was adjusted to assume trips would reroute to stay on US 24 to I-25.

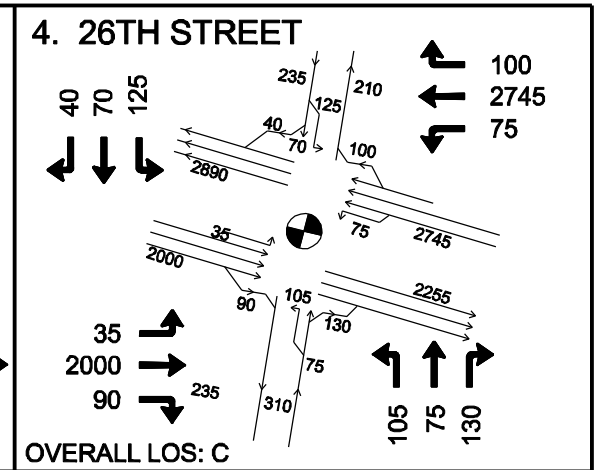
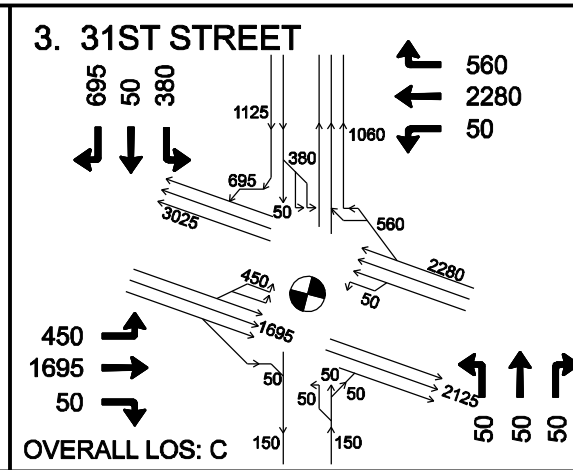
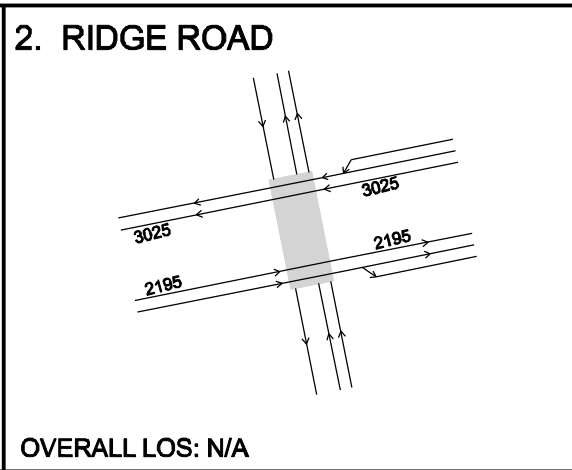
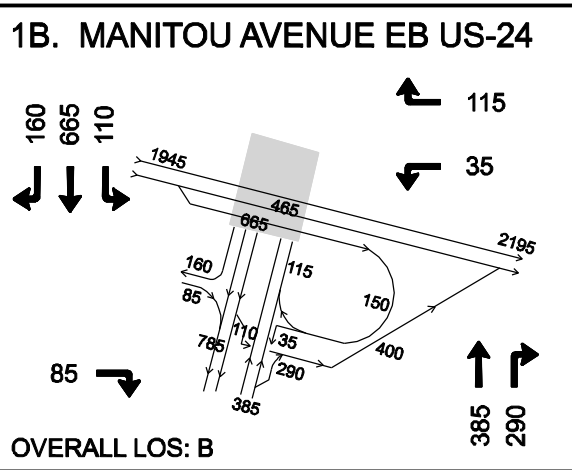
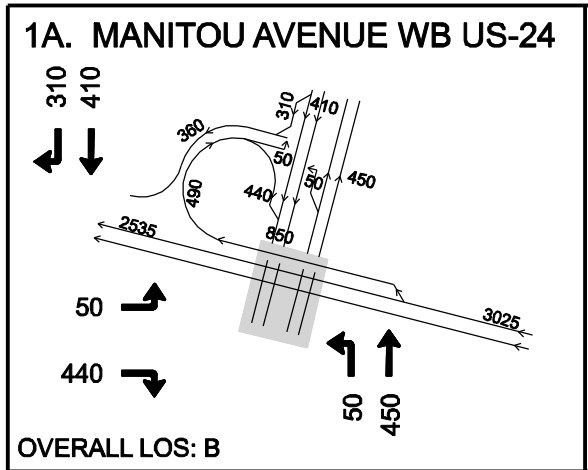
Access to Gold Hill Mesa

The second analysis was performed to determine the destination of the vehicles traveling from the Gold Hill Mesa development and which route they chose to use to leave the zone. The model shows a significant number of trips turning left from westbound US 24 to southbound 8th Street, some of which are accessing Gold Hill Mesa. The alternatives provide two other options which are more direct and likely quicker to access the commercial areas of Gold Hill Mesa. This analysis was performed to determine the number of 8th Street left turns destined for Gold Hill Mesa and how many could be adjusted to occur at the 15th Street overpass or through the 21st Street interchange. Furthermore, the model's location of the centroid (point at which trips access Gold Hill Mesa) does not realistically depict the likely access routes to the commercial development area, which is primarily in the northwest corner of Gold Hill Mesa. This is another reason some of the 8th Street westbound to southbound lefts were moved to the 21st Street interchange.

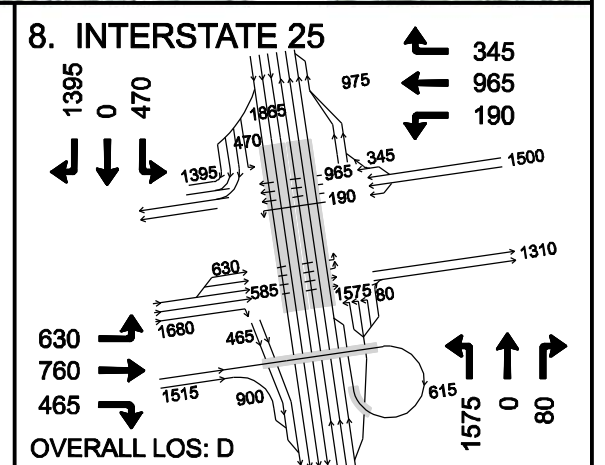
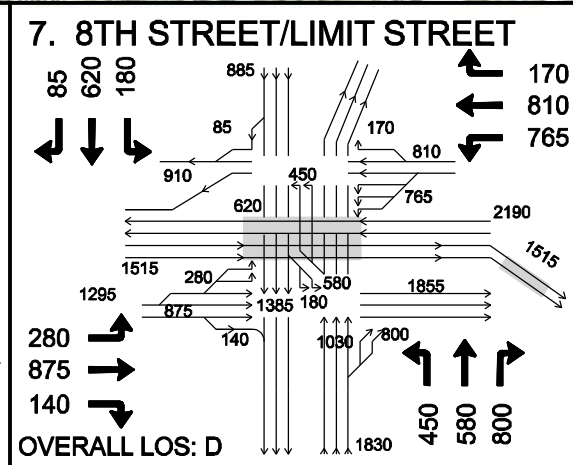
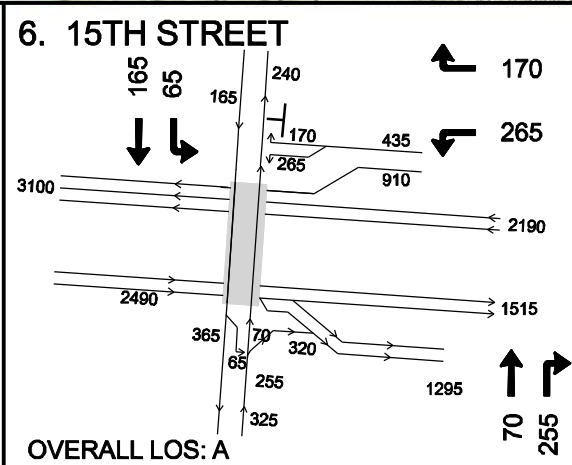
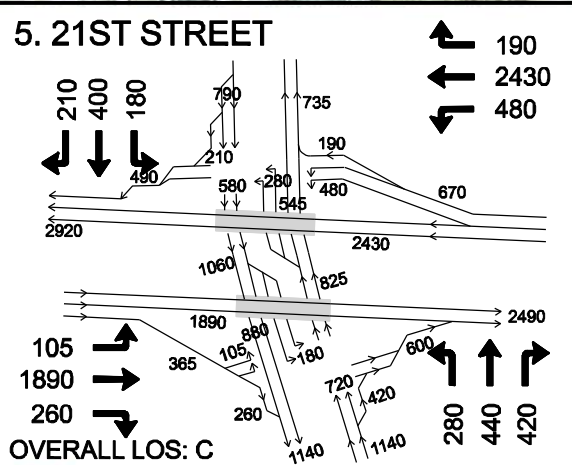
2035 Build Forecast

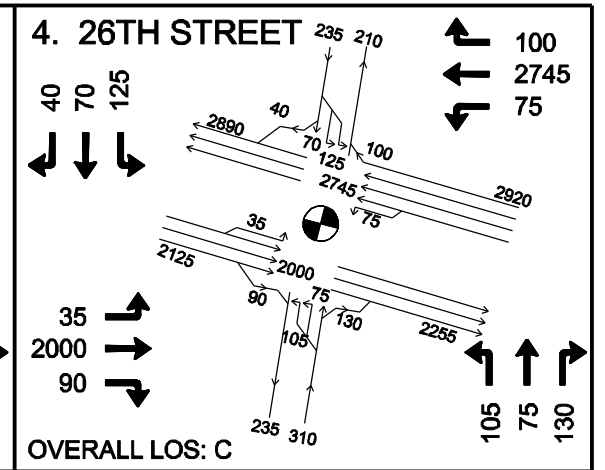
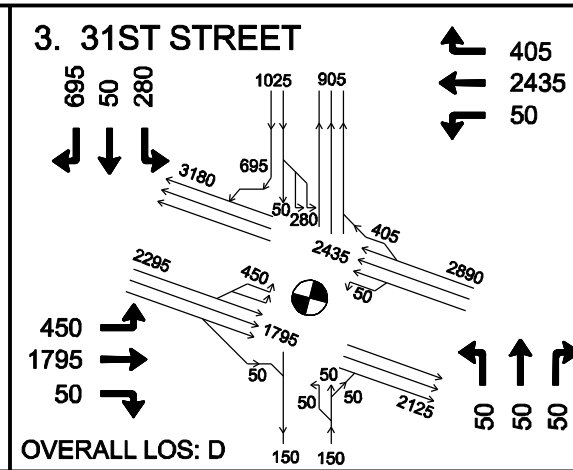
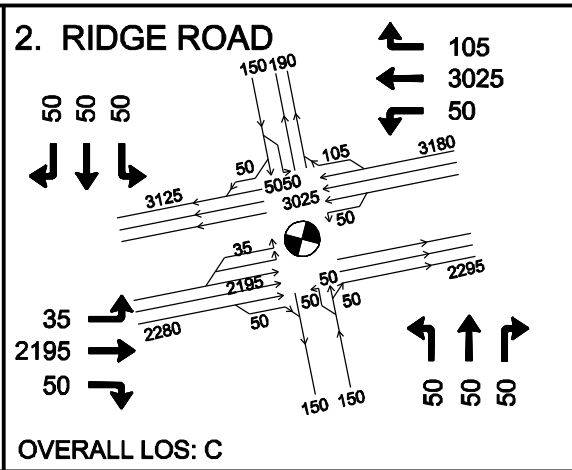
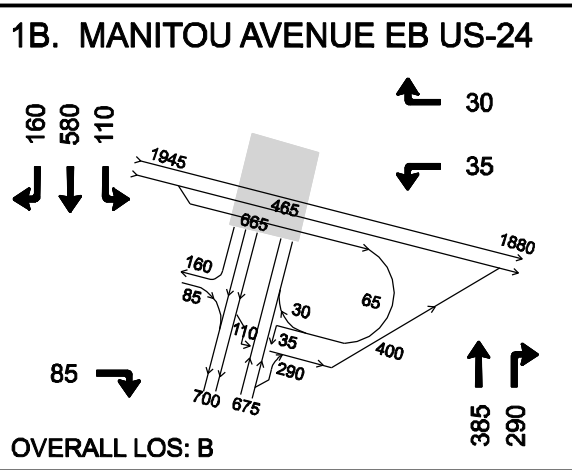
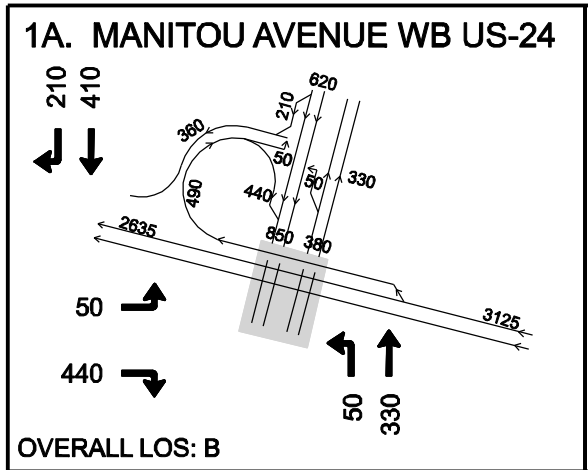
After completing the 2035 Build model run, the turning movement volumes were extracted and adjusted according to NCHRP 255 procedures. The 2005 counts and 2005 base year model were used in the adjustment process. Once these adjustments were made, another round of adjustments was performed to reroute some trips at two locations. First, some of the Gold Hill Mesa trips using the 8th Street interchange were moved to the 15th Street overpass and 21st Street interchange to reflect the likelihood that drivers will choose more direct routes and less delay. Second, the City of Colorado Springs and CDOT desire to discourage the cut-through movement using 31st Street and Fillmore Road, so some of these trips were moved to US 24 and its interchange with I-25. These adjustments result in the evening peak hour turning movement volumes used for the Refined Expressway operations analysis. Exhibit 4-3 shows these volumes.

The 2035 Build Forecast volumes were rerouted as necessary to represent the travel patterns associated with the Expressway and Freeway alternatives. Exhibits 4-4 and 4-5 show these turn movement volumes.



- SIGNALIZED INTERSECTION
- STOP CONTROLLED APPROACH
- LANE CONFIGURATION
- NUMBER OF THROUGH LANES
- INTERSECTION DETAIL
- DAILY TRAFFIC VOLUME
- PM PEAK HOUR TRAFFIC
- PM PEAK HOUR LEVEL OF SERVICE



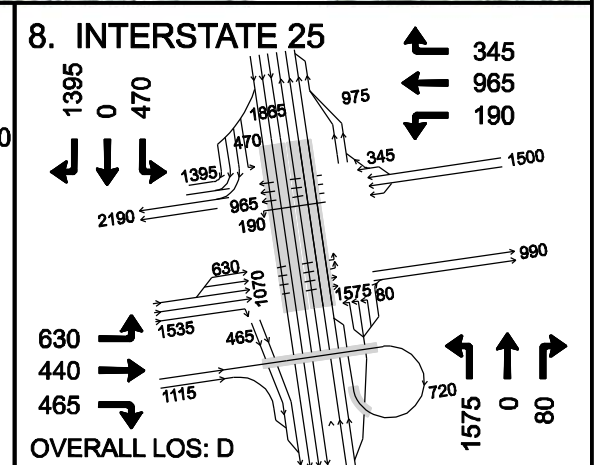
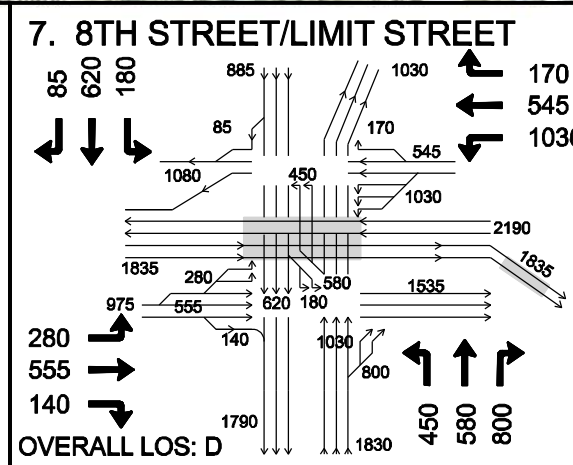
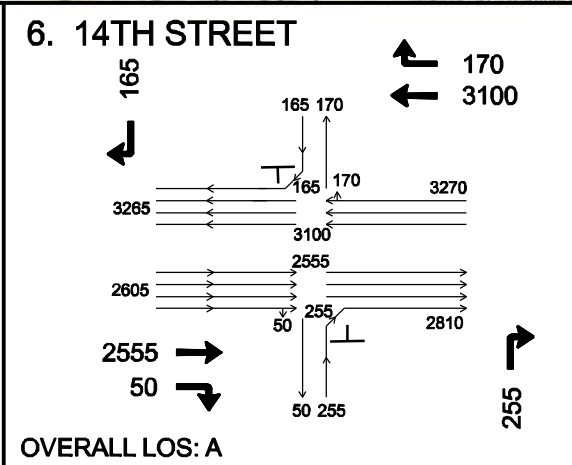
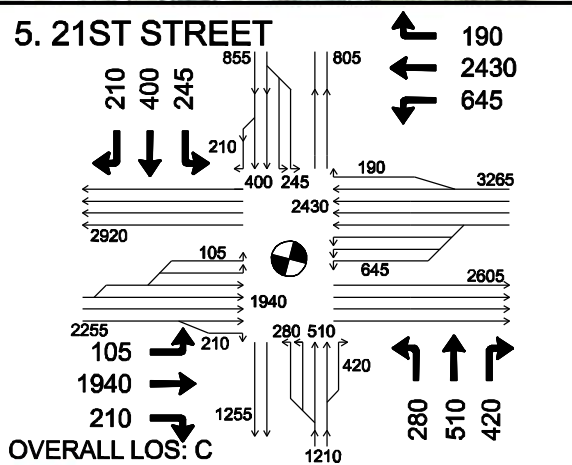


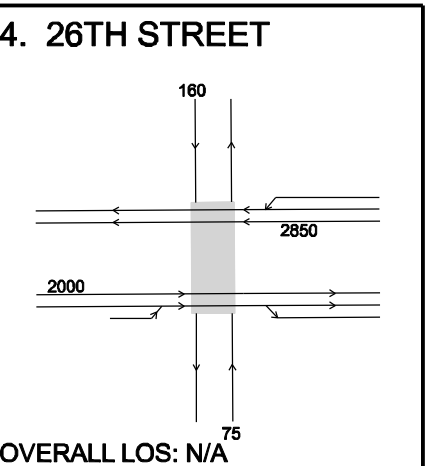
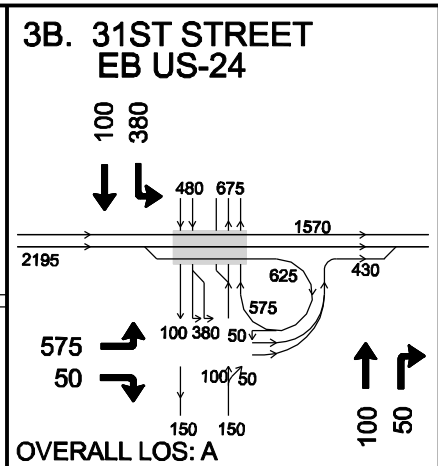
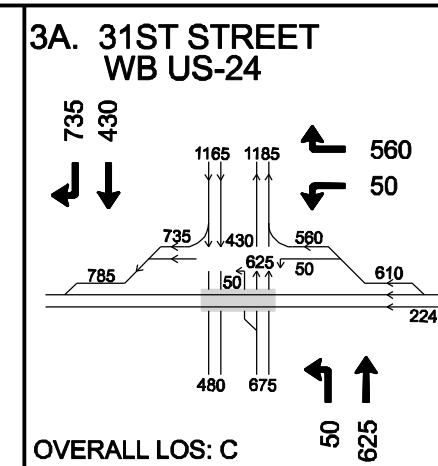
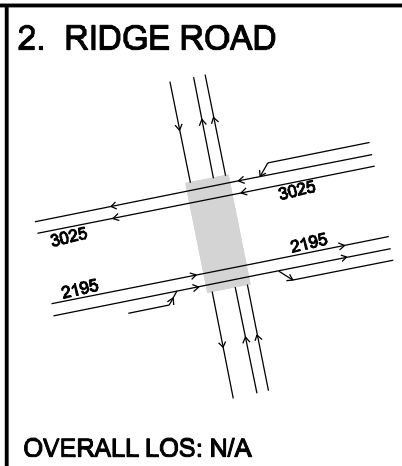
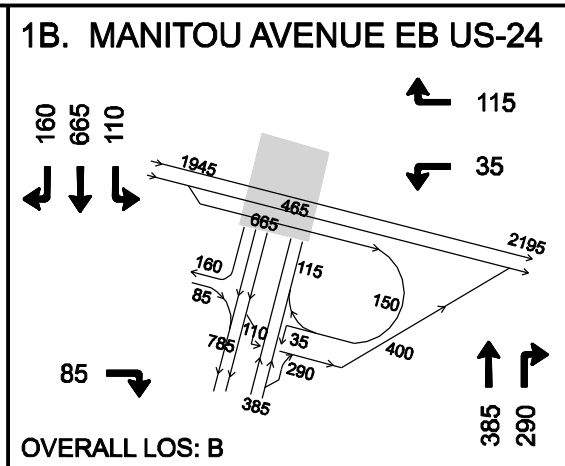
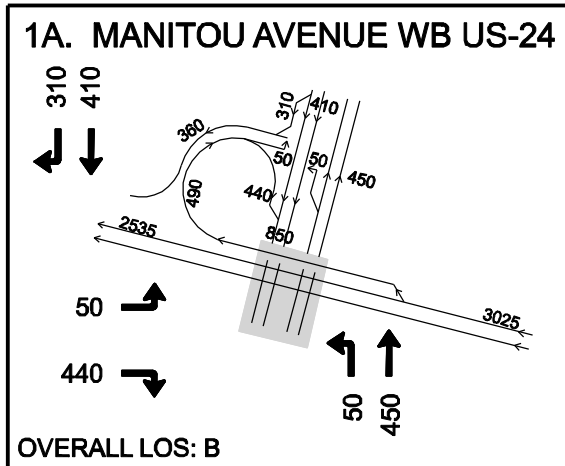
- SIGNALIZED INTERSECTION
- STOP CONTROLLED APPROACH
- LANE CONFIGURATION
- NUMBER OF THROUGH LANES
- INTERSECTION DETAIL
- DAILY TRAFFIC VOLUME
- PM PEAK HOUR TRAFFIC
- PM PEAK HOUR LEVEL OF SERVICE

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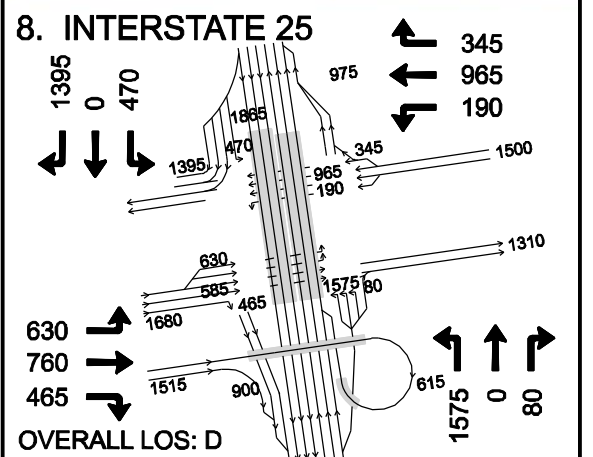
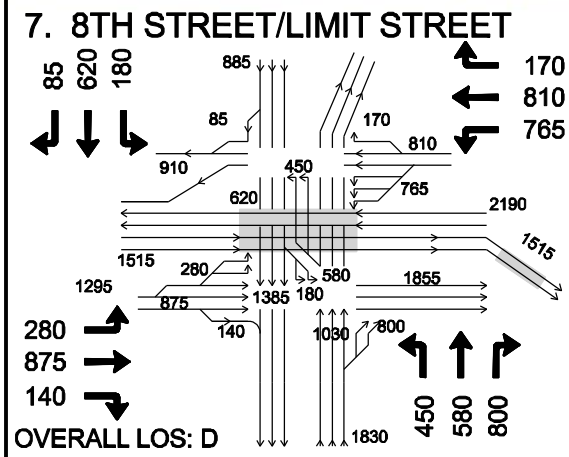
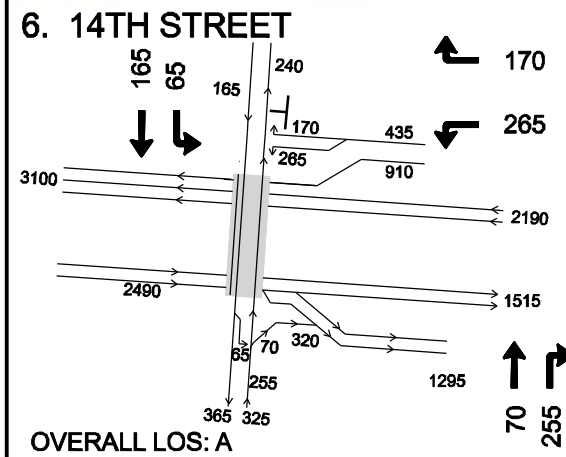
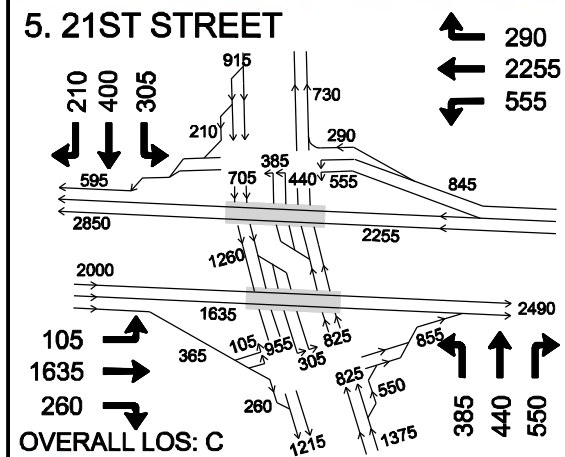
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A





- SIGNALIZED INTERSECTION
- STOP CONTROLLED APPROACH
- LANE CONFIGURATION
- NUMBER OF THROUGH LANES
- INTERSECTION DETAIL
- DAILY TRAFFIC VOLUME
- PM PEAK HOUR TRAFFIC
- PM PEAK HOUR LEVEL OF SERVICE



5.0 2035 Traffic Operations

Analysis of the future intersection operations for the 2035 No Build and 2035 Expressway, Freeway, and Refined Expressway alternatives was performed with the Synchro computer program. The travel times along the study corridor for the Refined Expressway alternative were analyzed with the VISSIM microsimulation computer program. A discussion of the projected delays and travel times for each of these scenarios follows. Appendix G contains the analysis output files.

5.1 2035 No Build Operations

5.1.1 Signalized Intersections

Exhibit 5-1 displays the overall average seconds of delay and corresponding Level of Service (LOS) for each signalized intersection in the study area during the 2035 No Build PM peak hour scenario. Four of the eight signalized intersections are forecasted to operate below the acceptable LOS D threshold in the PM peak hour.

EXHIBIT 5-1
2035 No Build PM Peak Hour Signalized Intersection Operations

| Intersection | Delay (seconds) | Level of Service |
|---------------------------------------|-----------------|------------------|
| US24 & I-25 NB On Ramps | 70.6 | E |
| US24 & I-25 SB Off Ramps | 34.0 | C |
| US24 & 8th Street/Limit Street | 67.3 | E |
| US24 & 21st Street | 64.9 | E |
| US24 & 26th Street | 22.6 | C |
| US24 & 31st Street | 211.3 | F |
| Colorado Ave & 31st Street | 96.3 | F |
| US24 EB On/Off Ramps & Manitou Avenue | 10.0 | B |
| US24 WB On/Off Ramps & Manitou Avenue | 10.8 | B |

Source: Wilson & Company, March 2008

Exhibit 5-2 provides detailed information on the projected level of service and queue length (in vehicles) for the individual movements at each signalized intersection. A separate queue is not shown for the turn movements that share a lane with the through movement. Several of the left turn movements are projected to operate at LOS F, which is unacceptable per City and CDOT standards, and experience lengthy queues as a result of the delays. The westbound through movements on US 24 are also projected to generate long queues at 21st and 31st Streets due to the poor level of service.

EXHIBIT 5-2

2035 No Build PM Peak Hour Signalized Intersection Level of Service Per Movement (Queue Length in Vehicles)

| Intersection | Northbound Approach | | | Southbound Approach | | | Eastbound Approach | | | Westbound Approach | | |
|---------------------------------------|---------------------|---------|----------------------|---------------------|---------|--------|--------------------|---------|----------------------|--------------------|---------|----------------------|
| | Left | Through | Right | Left | Through | Right | Left | Through | Right | Left | Through | Right |
| US24 & I-25 NB On Ramps | F (52) | N/A | E (44) | N/A | N/A | N/A | E (18) | B (10) | N/A | N/A | F (36) | D (9) |
| US24 & I-25 SB Off Ramps | D (21) | N/A | Free | N/A | N/A | N/A | N/A | A (7) | N/A | N/A | D (21) | N/A |
| US24 & 8th Street/Limit Street | D (13) | D (9) | F (60) | D (15) | D (9) | D (10) | F (7) | E (48) | A (2) | F (25) | C (34) | B (1) |
| US24 & 21st Street | F (16) | D (13) | D (12) | E (11) | E (12) | D (5) | E (8) | D (34) | E (13) | F (23) | E (57) | C (8) |
| US24 & 26th Street | D (8) | D (5) | D (3) | D (5) | D (8) | Free | D (0) | B (35) | A (1) | C (1) | C (52) | A (0) |
| US24 & 31st Street | D (3) | D (6) | Free | D (4) | D (3) | F (72) | F (69) | C (30) | D (2) | C (1) | F (67) | F (6) |
| Colorado Ave & 31st Street | C (7) | F (58) | F (in through queue) | E (2) | E (20) | C (6) | C (9) | E (17) | E (in through queue) | E (12) | D (12) | D (in through queue) |
| US24 EB On/Off Ramps & Manitou Avenue | B (1) | B (5) | Free | B (1) | B (4) | B (0) | N/A | B (2) | B (in through queue) | A (0) | A (1) | A (in through queue) |
| US24 WB On/Off Ramps & Manitou Avenue | N/A | N/A | N/A | B (1) | N/A | B (3) | A (1) | A (3) | N/A | N/A | B (5) | A (1) |

Source: Wilson & Company, March 2008

5.1.2 Unsignalized Intersections

Exhibit 5-3 displays the worst critical movement or approach delay and corresponding LOS for each unsignalized intersection in the study area during the 2035 No Build PM peak hour. Cross-street movements at three of the four unsignalized intersections are forecasted to operate below the acceptable LOS D threshold in the PM peak hour. The northbound approaches on Ridge Road at both the US 24 and Colorado Avenue intersections are forecasted to experience excessive delay due to the heavy volume on US 24. The same is true for the southbound approach on Ridge Road at US 24.

EXHIBIT 5-3
2035 No Build PM Peak Hour Unsignalized Intersection Operations

| Intersection | Critical Approach or Movement | Delay (seconds) | Level of Service |
|------------------------------|-------------------------------|-----------------|------------------|
| US24 & I-25 SB On Ramps | Westbound Left Turn | 17.6 | C |
| US24 & Ridge Road | Northbound Approach | >100.0 | F |
| | Southbound Approach | >100.0 | F |
| Colorado Avenue & Ridge Road | Northbound Approach | >100.0 | F |

Source: Wilson & Company, March 2008

5.2 2035 US 24 Build Operations

5.2.1 Midland Expressway Alternative

Exhibit 5-4 displays the overall average seconds of delay and corresponding Level of Service (LOS) for each signalized intersection in the study area for the 2035 US 24 Expressway PM peak hour scenario. All of the intersections are forecasted to operate at or above the acceptable LOS D threshold in the PM peak hour with no queuing issues. The same is true for the two unsignalized intersections on the 15th Street overpass.

EXHIBIT 5-4
2035 Midland Expressway PM Peak Hour Signalized Intersection Operations

| Intersection | Delay (seconds) | Level of Service |
|---------------------------------------|-----------------|------------------|
| US24 & I-25 SPUI | 30.3 | D |
| US24 & 8th Street/Limit Street SPUI | 33.8 | D |
| US24 & 21st Street SPUI | 24.5 | C |
| US24 & 26th Street | 32.4 | C |
| US24 & 31st Street | 35.0 | D |
| US24 & Ridge Road | 28.6 | C |
| US24 EB On/Off Ramps & Manitou Avenue | 10.0 | B |
| US24 WB On/Off Ramps & Manitou Avenue | 10.5 | B |

Source: Wilson & Company, June 2008

5.2.2 Freeway Alternative

Exhibit 5-5 displays the overall average seconds of delay and corresponding Level of Service (LOS) for each signalized intersection on the cross streets for the 2035 US 24 Freeway PM peak hour scenario. All of the evaluated intersections (to include the unsignalized intersections on the 15th Street overpass) are forecasted to operate at or above the acceptable LOS D threshold in the PM peak hour. Queue lengths are all acceptable and will not interfere with adjacent traffic streams.

EXHIBIT 5-5
2035 Freeway PM Peak Hour Signalized Intersection Operations

| Intersection | Delay (seconds) | Level of Service |
|---------------------------------------|-----------------|------------------|
| US24 & I-25 SPUI | 38.2 | D |
| US24 & 8th Street/Limit Street SPUI | 37.7 | D |
| US24 & 21st Street SPUI | 29.6 | C |
| US24 & 31st Street WB off-ramps | 28.6 | C |
| US 24 & 31st Street EB off-ramps | 9.5 | A |
| US24 EB On/Off Ramps & Manitou Avenue | 17.9 | B |
| US24 WB On/Off Ramps & Manitou Avenue | 15.0 | B |

Source: Wilson & Company, June 2008

5.2.3 Refined Expressway Alternative

Exhibit 5-6 displays the overall average seconds of delay and corresponding Level of Service (LOS) for each signalized intersection in the study area for the 2035 US 24 Refined Expressway PM peak hour scenario. All of the intersections (to include the unsignalized intersections on the 15th Street overpass) are forecasted to operate at or above the acceptable LOS D threshold in the PM peak hour. Queue lengths are all at acceptable levels.

EXHIBIT 5-6
2035 Refined Expressway PM Peak Hour Signalized Intersection Operations

| Intersection | Delay (seconds) | Level of Service |
|---------------------------------------|-----------------|------------------|
| US24 & I-25 SPUI | 38.2 | D |
| US24 & 8th Street/Limit Street SPUI | 37.7 | D |
| US24 & 21st Street SPUI | 33.8 | C |
| US24 & 26th Street | 36.1 | D |
| US24 & 31st Street | 30.8 | C |
| US24 EB On/Off Ramps & Manitou Avenue | 17.9 | B |
| US24 WB On/Off Ramps & Manitou Avenue | 15.0 | B |

Source: Wilson & Company, March 2008

5.3 Corridor Travel Times

VISSIM, a microscopic, time step and behavior based traffic simulation model was the tool used to evaluate future traffic operations as defined by travel time for the US 24 Corridor. VISSIM has the ability to model urban arterial and freeway traffic operations. Vehicles are moved through the network based on a vehicle following model, in response to traffic control and demands. Interactions between vehicles and interruptions are explicitly modeled. Traffic simulation models were prepared for the 2035 No Build and Refined Expressway Alternatives to determine projected operating characteristics for the US 24 study area. The measures of effectiveness used to evaluate the alternatives were travel times and total system delay. Exhibit 5-7 shows the 2035 PM peak hour travel times for these two alternatives.

EXHIBIT 5-7
2035 PM Peak Hour Travel Times

| Facility | Limits | Direction | Travel Time (minutes) | | % Difference Compared to No Action |
|-------------|--|-----------|-----------------------|--------------------|------------------------------------|
| | | | No Action | Refined Expressway | |
| US 24 | I-25 east ramps to Manitou interchange | EB | 14.3 | 8.5 | -40.6% |
| | | WB | 17.8 | 8.6 | -51.7% |
| 8th Street | US 24 to Colorado Ave | NB | 4.8 | 2.0 | -58.3% |
| | | SB | 1.9 | 2.0 | 5% |
| 21st Street | US 24 to Colorado Ave | NB | 2.8 | 3.5 | 25% |
| | | SB | 1.7 | 1.5 | -11.8% |
| 26th Street | US 24 to Colorado Ave | NB | 2.0 | 1.4 | -30% |
| | | SB | 1.7 | 1.3 | -23.5% |
| 31st Street | US 24 to Colorado Ave | NB | 7.7 | 1.0 | -87% |
| | | SB | 1.5 | 1.0 | -33% |

Source: Wilson & Company, December 2008

The travel times for the No Build Alternative between the Manitou Avenue interchange and I-25 were reported to be approximately 14 minutes in the eastbound direction and 18 minutes in the westbound direction. The total projected system delay, including side streets, reported from VISSIM is 950 hours during the evening peak hour for the No Build Alternative.

The travel times for the Refined Expressway were reported to be approximately 8.5 minutes in both the eastbound and westbound directions between the Manitou Avenue interchange and I-25. This represents a decrease in travel times between 40 and 50 percent as compared to the No Build Alternative. The total projected system delay, including side streets, reported from VISSIM is 463 hours during the evening peak hour for this alternative, which represents a 50 percent reduction in delay as compared to the No Build Alternative.

All 2035 PM peak hour side street travel times for the Refined Expressway Alternative were reported to be generally consistent or lower than the 2035 No Build Alternative travel times. The most significant decreases were for northbound 8th and 31st Streets where average vehicle travel times were over 50 percent less than the No Build Alternative travel times.

6.0 Crash Expectancy

The traffic analysis included an effort to estimate the crashes expected for the 2035 No Build, 2035 Midland Expressway, and 2035 Freeway alternatives. The alternatives evaluation used the results of this analysis. In general, the No Build alternative is expected to experience approximately 355 crashes along this corridor. The Expressway alternative is expected to experience approximately 290 crashes, which is an 18 percent reduction from the No Build alternative. The Freeway alternative is expected to experience approximately 210 crashes, which is a 41 percent reduction from the No Build and a 28 percent reduction from the Expressway alternative. The Freeway alternative is predicted to have the fewest crashes because it eliminates two intersections and many of the conflict points at the other intersections. The following exhibit summarizes the results of the crash expectancy analysis. Appendix H contains a technical memorandum summarizing the crash analysis process and results.

EXHIBIT 6-1
Crash Expectancy Summary

| Alternatives | Crashes Per Year | | |
|-----------------|----------------------------|----------|-------|
| | Intersections/Interchanges | Segments | Total |
| 2005 Existing | 126 | 62 | 188 |
| 2035 No Build | 270 | 86 | 356 |
| 2035 Expressway | 200 | 92 | 292 |
| 2035 Freeway | 126 | 86 | 212 |

Source: Wilson & Company, March 2008

7.0 Findings

The traffic operations were analyzed for the existing (2005) and future (2035) volume scenarios. The existing US 24 configuration does not accommodate either the existing 2005 or the projected 2035 volumes with acceptable levels of service. Therefore, improvements need to be incorporated in order to accommodate the future 2035 volumes. The following describes each of the existing and future scenarios.

7.1 Existing

The existing four-lane Urban Principal Arterial with signalized and unsignalized access points, US 24 between Manitou Avenue and I-25 does not adequately service the existing volume demand. During peak hours, lengthy queues form on the US 24 approaches to the intersections with the longest delays experienced at the 8th and 21st Street intersections.

7.2 2035 No Build

The facility will operate more poorly during peak hours in the future with the existing geometric and access configuration. Under the 2035 demand scenario, the delays to some of the movements are excessive and lengthy queues result. These unacceptable operations suggest the need to develop alternatives which will accommodate the projected demand and minimize congestion.

7.3 2035 Midland Expressway Alternative

The Midland Expressway Alternative provides acceptable intersection operations for the study corridor. This alternative improves operations over the No Build alternative by reducing average delay at the signalized intersections anywhere from 199 to 600 percent. It upgrades the most congested intersection, 8th Street, to an interchange and then adds through and turn lanes to the rest of the corridor to the west to increase capacity to meet demand. It includes a 15th Street overpass which provides another route to travel north-south across US 24 and directional ramps between US 24 and I-25 which reduces the volume through the intersection with the I-25 ramps.

7.4 2035 Freeway Alternative

The Freeway Alternative provides the fastest travel times along the corridor. It upgrades the 8th, 21st, and 31st Street intersections to interchanges and increases the number of lanes east of 21st Street to add capacity to meet the demand. Grade separating the intersections serves to reduce the number of vehicles entering the intersection and reduces the number of conflicting movements, thereby improving operations over the No Build alternative. This enables the intersections to operate more efficiently and provide a higher level of service. More free-flow movements along the corridor result in higher travel speeds and shorter

travel times. The alternative includes a 15th Street overpass which provides another route to travel north-south across US 24 and directional ramps between US 24 and I-25 which reduces the volume through the intersection with the I-25 ramps.

7.5 2035 Refined Expressway Alternative

The US 24 Build Alternative blends elements from both the Midland Expressway and Freeway Alternatives by grade separating 8th and 21st Streets and maintaining at-grade intersections at 26th and 31st Streets. It also adds an overpass at Ridge Road. This alternative accommodates the projected 2035 demand and provides acceptable levels of service to all movements at each of the study area intersections.

7.6 Summary of Findings

Exhibit 7-1 compares the operations and crash expectancy of the scenarios. The No Build scenario intersections that experience LOS E or F do not meet the study criteria for LOS D operations in the peak hours. The No Build alternative also has the highest crash expectancy. All three build alternatives will accommodate all of the movements at each intersection with LOS D or better, meeting the study criteria for level of service. From a crash expectancy perspective, the US 24 Freeway Alternative is likely to experience a fewer number of crashes than the US 24 Refined Expressway Alternative.

EXHIBIT 7-1
Summary of Alternative Operations

| | Projected Operations Per Alternative | | | | |
|---|--------------------------------------|---------------------|-----------------|--------------|-------------------------|
| | 2005 Existing | 2005 No Build | 2035 Expressway | 2035 Freeway | 2035 Refined Expressway |
| Crash Expectation Per Year | 188 | 356 | 292 | 212 | No Analysis |
| Level of Service (Average Delay) | (AM/PM) | PM | PM | PM | PM |
| I-25 NB Ramps | D (37.8) / D (44.2) | E (70.6) | | | |
| I-25 SB Ramps | B(10.1) / C (25.7) | C (34.0) | | | |
| I-25 SPUI | | | D (30.3) | D (38.2) | D (38.2) |
| 8th St Intersection | F (115.9) / E (59.5) | E (67.3) | | | |
| 8th St SPUI | | | D (33.8) | D (37.7) | D (37.7) |
| 21st St Intersection | F (89.3) / D (40.2) | E (64.9) | | | |
| 21st St SPUI | | | C (24.5) | C (29.6) | C (33.8) |
| 26th St Intersection | D (39.9) / B (16.9) | C (22.6) | C (32.4) | | D (36.1) |
| 31st St Intersection | C (30.7) / C (28.3) | F (211.3) | D (35.0) | | C (30.8) |
| 31ST WB Ramps | | | | C (28.6) | |
| 31ST EB Ramps | | | | A (9.5) | |
| Ridge Rd NB / SB Approaches | F(79.9/103.2) / F(169.3/209.5) | F (>200) / F (>200) | C (28.6) | No Access | No Access |
| Manitou Ave EB Ramps | B (10.4) / A (7.2) | B (10.8) | B (10.5) | B (17.9) | B (17.9) |
| Manitou Ave WB Ramps | B (10.6) / A (8.7) | B (10.0) | B (10.0) | B (15.0) | B (15.0) |

Source: CH2M HILL and Wilson & Company, July 2008

8.0 References

Transportation Research Board, 1982. *National Cooperative Highway Research Program (NCHRP) Report 255*.

Transportation Research Board, 2000. *Highway Capacity Manual, Special Report 209*.

Map of US 24, retrieved on December 10, 2008 from *website*

<http://maps.google.com/maps?f=q&hl=en&geocode=&q=colorado+springs&ll=37.0625,-95.677068&ssp=38.775203,67.5&ie=UTF8&ll=38.841379,-104.865017&spn=0.035699,0.065918&z=14>

APPENDIX A

2005 Traffic Counts

All Traffic Data Services, Inc.

9660 W 44th Ave

Wheat Ridge, CO 80033

www.alltrafficdata.net

File Name : 30TH&COLORADOAM

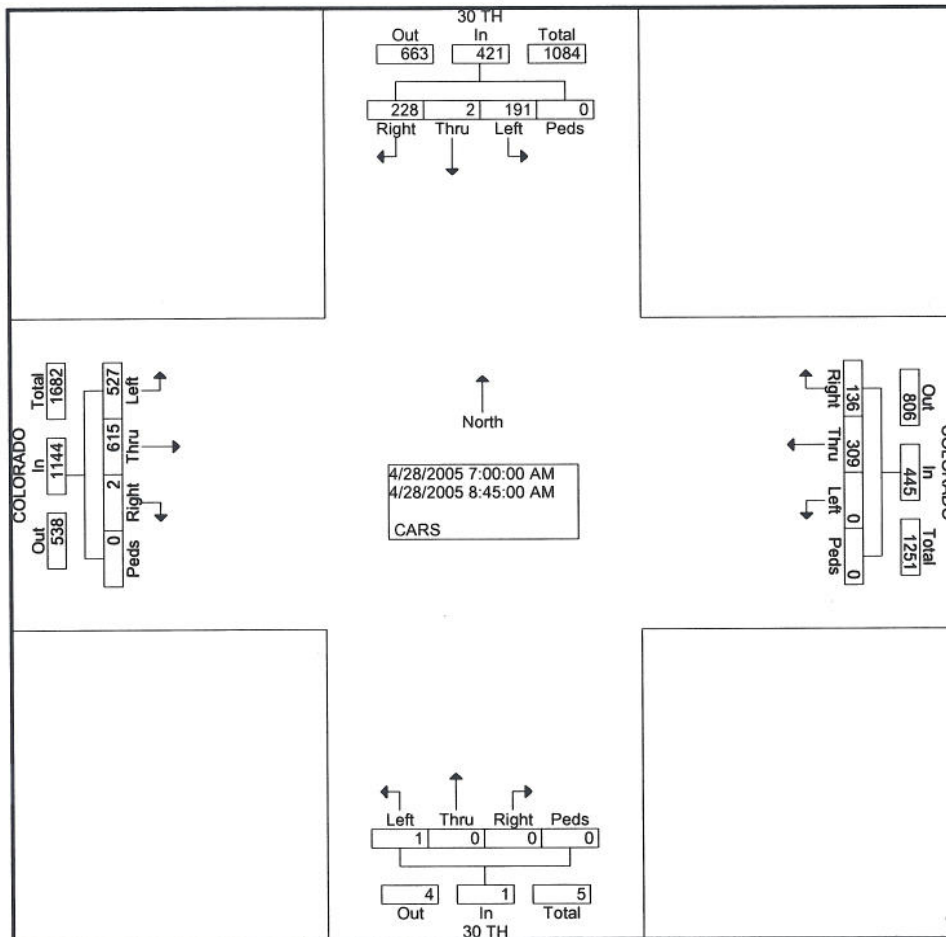
Site Code : 00000000

Start Date : 4/28/2005

Page No : 1

Groups Printed- CARS

| Start Time | 30 TH Southbound | | | | COLORADO Westbound | | | | 30 TH Northbound | | | | COLORADO Eastbound | | | | Int. Total | |
|-------------|------------------|------|-------|------|--------------------|------|-------|------|------------------|------|-------|------|--------------------|------|-------|------|------------|------|
| | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds | | |
| Factor | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | |
| 07:00 AM | 16 | 0 | 31 | 0 | 0 | 16 | 14 | 0 | 0 | 0 | 0 | 0 | 59 | 55 | 0 | 0 | | 191 |
| 07:15 AM | 17 | 0 | 27 | 0 | 0 | 24 | 6 | 0 | 0 | 0 | 0 | 0 | 61 | 61 | 0 | 0 | | 196 |
| 07:30 AM | 25 | 0 | 29 | 0 | 0 | 31 | 26 | 0 | 0 | 0 | 0 | 0 | 63 | 85 | 0 | 0 | | 259 |
| 07:45 AM | 31 | 1 | 37 | 0 | 0 | 54 | 23 | 0 | 0 | 0 | 0 | 0 | 96 | 105 | 0 | 0 | | 347 |
| Total | 89 | 1 | 124 | 0 | 0 | 125 | 69 | 0 | 0 | 0 | 0 | 0 | 279 | 306 | 0 | 0 | | 993 |
| 08:00 AM | 36 | 0 | 28 | 0 | 0 | 47 | 13 | 0 | 0 | 0 | 0 | 0 | 72 | 82 | 2 | 0 | | 280 |
| 08:15 AM | 25 | 1 | 24 | 0 | 0 | 43 | 20 | 0 | 0 | 0 | 0 | 0 | 72 | 71 | 0 | 0 | | 256 |
| 08:30 AM | 18 | 0 | 27 | 0 | 0 | 44 | 17 | 0 | 1 | 0 | 0 | 0 | 53 | 81 | 0 | 0 | | 241 |
| 08:45 AM | 23 | 0 | 25 | 0 | 0 | 50 | 17 | 0 | 0 | 0 | 0 | 0 | 51 | 75 | 0 | 0 | | 241 |
| Total | 102 | 1 | 104 | 0 | 0 | 184 | 67 | 0 | 1 | 0 | 0 | 0 | 248 | 309 | 2 | 0 | | 1018 |
| Grand Total | 191 | 2 | 228 | 0 | 0 | 309 | 136 | 0 | 1 | 0 | 0 | 0 | 527 | 615 | 2 | 0 | | 2011 |
| Apprch % | 45.4 | 0.5 | 54.2 | 0.0 | 0.0 | 69.4 | 30.6 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 46.1 | 53.8 | 0.2 | 0.0 | | |
| Total % | 9.5 | 0.1 | 11.3 | 0.0 | 0.0 | 15.4 | 6.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 26.2 | 30.6 | 0.1 | 0.0 | | |



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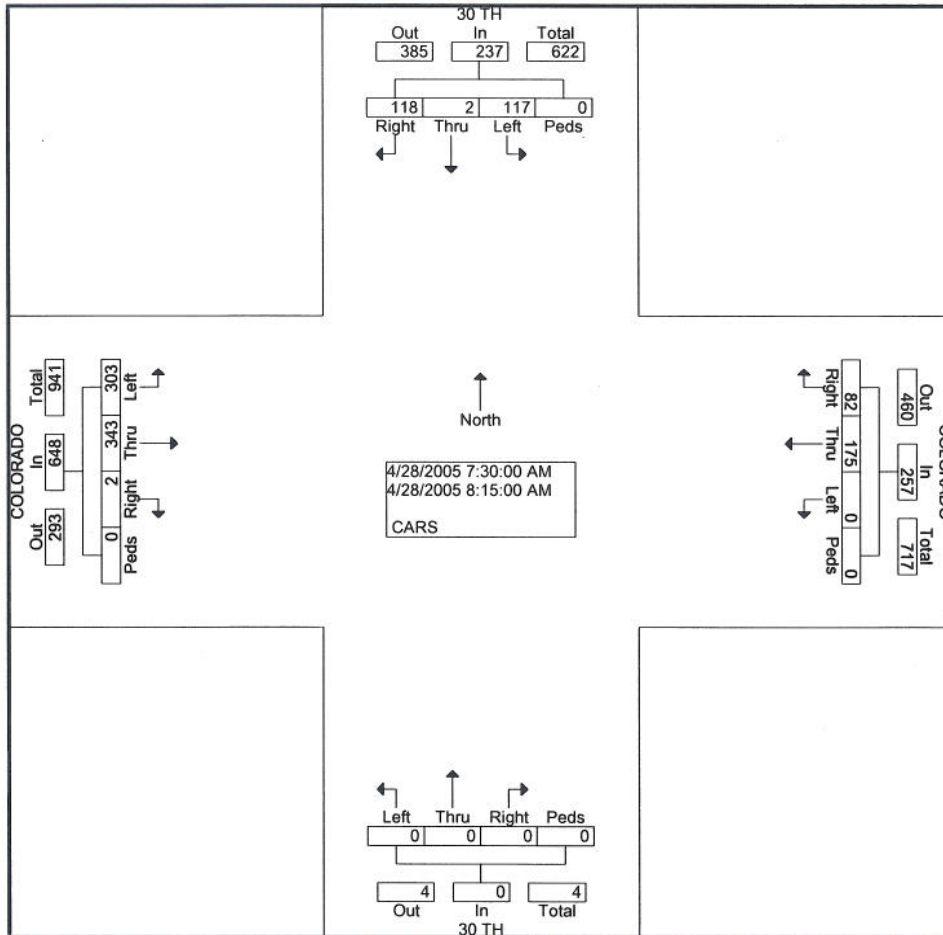
File Name : 30TH&COLORADOAM

Site Code : 00000000

Start Date : 4/28/2005

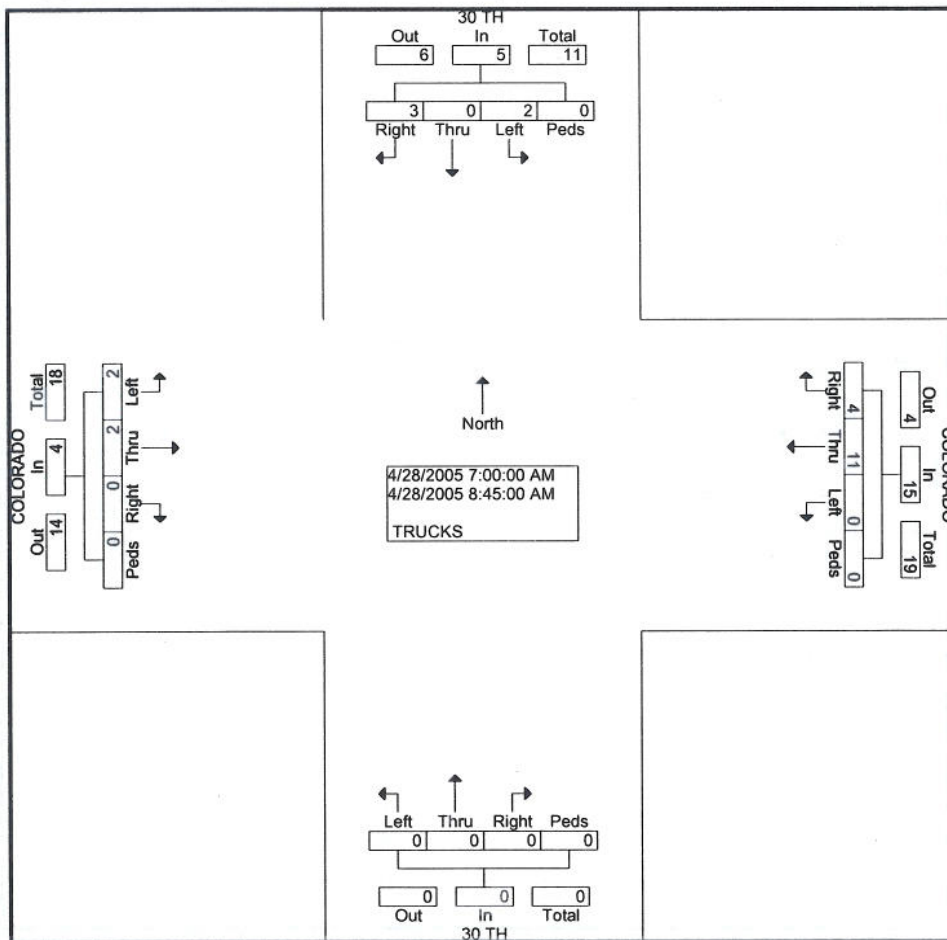
Page No : 2

| Start Time | 30 TH Southbound | | | | | COLORADO Westbound | | | | | 30 TH Northbound | | | | | COLORADO Eastbound | | | | | Int. Total |
|---|------------------|------|-------|------|------------|--------------------|------|-------|------|------------|------------------|------|-------|------|------------|--------------------|------|-------|------|------------|------------|
| | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | |
| Peak Hour From 07:00 AM to 08:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Intersect on | 07:30 AM | | | | | | | | | | | | | | | | | | | | |
| Volume | 117 | 2 | 118 | 0 | 237 | 0 | 175 | 82 | 0 | 257 | 0 | 0 | 0 | 0 | 0 | 303 | 343 | 2 | 0 | 648 | 1142 |
| Percent | 49.4 | 0.8 | 49.8 | 0.0 | | 0.0 | 68.1 | 31.9 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | | 46.8 | 52.9 | 0.3 | 0.0 | | |
| 07:45 Volume | 31 | 1 | 37 | 0 | 69 | 0 | 54 | 23 | 0 | 77 | 0 | 0 | 0 | 0 | 0 | 96 | 105 | 0 | 0 | 201 | 347 |
| Peak Factor | 0.823 | | | | | | | | | | | | | | | | | | | | |
| High Int. Volume | 07:45 AM | | | | | 07:45 AM | | | | | 6:45:00 AM | | | | | 07:45 AM | | | | | |
| Peak Factor | 31 | 1 | 37 | 0 | 69 | 0 | 54 | 23 | 0 | 77 | 0 | 0 | 0 | 0 | 0 | 96 | 105 | 0 | 0 | 201 | 0.806 |
| | | | | | 0.859 | | | | | 0.834 | | | | | | | | | | | 6 |



Groups Printed- TRUCKS

| Start Time | 30 TH Southbound | | | | COLORADO Westbound | | | | 30 TH Northbound | | | | COLORADO Eastbound | | | | Int. Total |
|-------------|------------------|------|-------|------|--------------------|------|-------|------|------------------|------|-------|------|--------------------|------|-------|------|------------|
| | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds | |
| Factor | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | |
| 07:00 AM | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 3 |
| 07:15 AM | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 4 |
| 07:30 AM | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 07:45 AM | 1 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| Total | 1 | 0 | 0 | 0 | 0 | 6 | 3 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 12 |
| 08:00 AM | 0 | 0 | 1 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 08:15 AM | 1 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 4 |
| 08:30 AM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 08:45 AM | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 3 |
| Total | 1 | 0 | 3 | 0 | 0 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 12 |
| Grand Total | 2 | 0 | 3 | 0 | 0 | 11 | 4 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 24 |
| Apprch % | 40.0 | 0.0 | 60.0 | 0.0 | 0.0 | 73.3 | 26.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 50.0 | 50.0 | 0.0 | 0.0 | |
| Total % | 8.3 | 0.0 | 12.5 | 0.0 | 0.0 | 45.8 | 16.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8.3 | 8.3 | 0.0 | 0.0 | |



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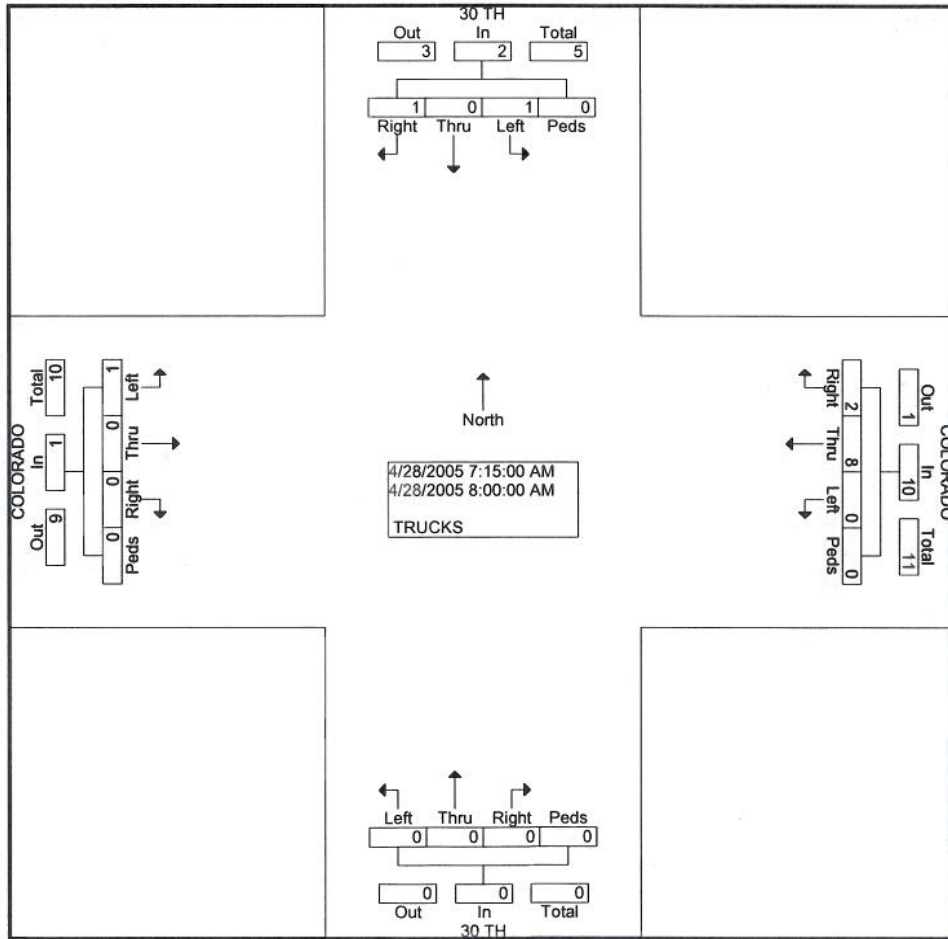
File Name : 30TH&COLORADOAM

Site Code : 00000000

Start Date : 4/28/2005

Page No : 2

| Start Time | 30 TH Southbound | | | | | COLORADO Westbound | | | | | 30 TH Northbound | | | | | COLORADO Eastbound | | | | | Int. Total |
|---|------------------|------|-------|------|------------|--------------------|------|-------|------|------------|------------------|------|-------|------|------------|--------------------|------|-------|------|------------|------------|
| | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | |
| Peak Hour From 07:00 AM to 08:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Intersection | 07:15 AM | | | | | | | | | | | | | | | | | | | | |
| Volume | 1 | 0 | 1 | 0 | 2 | 0 | 8 | 2 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 13 |
| Percent | 50.0 | 0.0 | 50.0 | 0.0 | | 0.0 | 80.0 | 20.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | | 100.0 | 0.0 | 0.0 | 0.0 | | |
| 08:00 Volume | 0 | 0 | 1 | 0 | 1 | 0 | 3 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| Peak Factor | 0.813 | | | | | | | | | | | | | | | | | | | | |
| High Int. Volume | 07:45 AM | | | | | 07:15 AM | | | | | 6:45:00 AM | | | | | 07:15 AM | | | | | |
| Peak Factor | 1 | 0 | 0 | 0 | 1 | 0 | 2 | 1 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0.25 |
| | 0.50 | | | | | 0.83 | | | | | | | | | | 0 | | | | | |

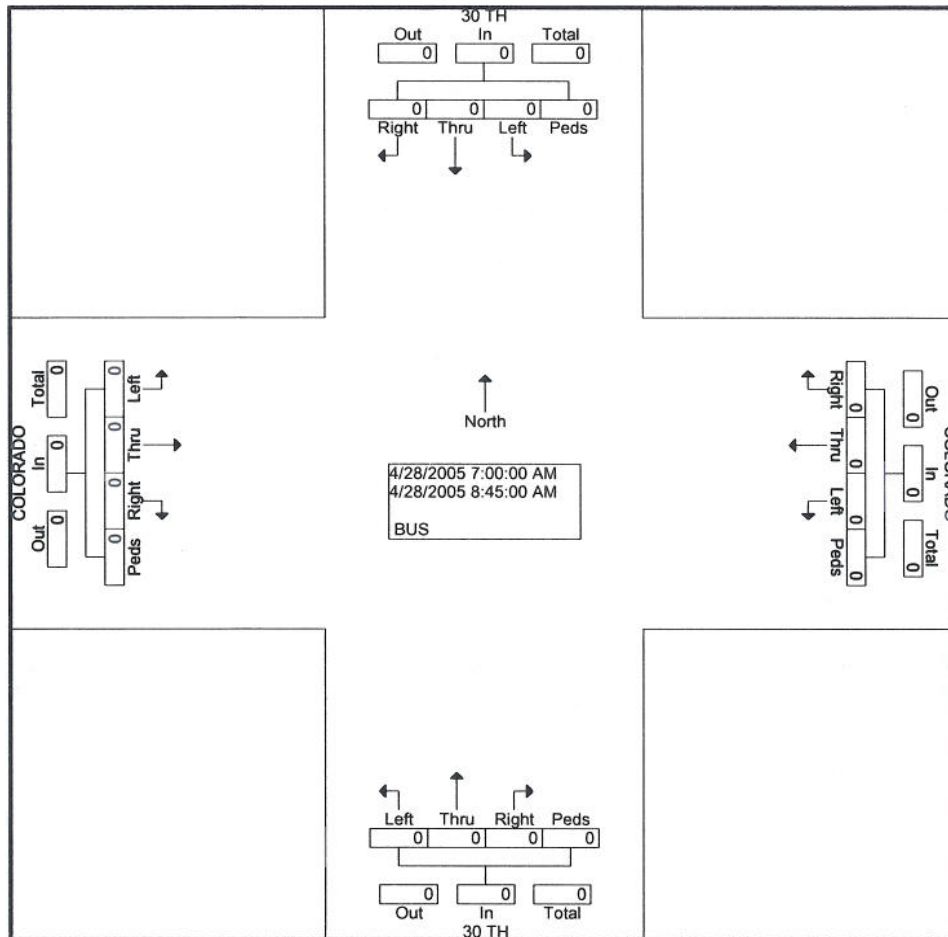


Groups Printed- BUS

| Start Time | 30 TH Southbound | | | | COLORADO Westbound | | | | 30 TH Northbound | | | | COLORADO Eastbound | | | | Int. Total | |
|------------|------------------|------|-------|------|--------------------|------|-------|------|------------------|------|-------|------|--------------------|------|-------|------|------------|--|
| | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds | | |
| Factor | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | |

*** BREAK ***

| | | | | | | | | | | | | | | | | | | | |
|-------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Grand Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Apprch % | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total % | | | | | | | | | | | | | | | | | | | |



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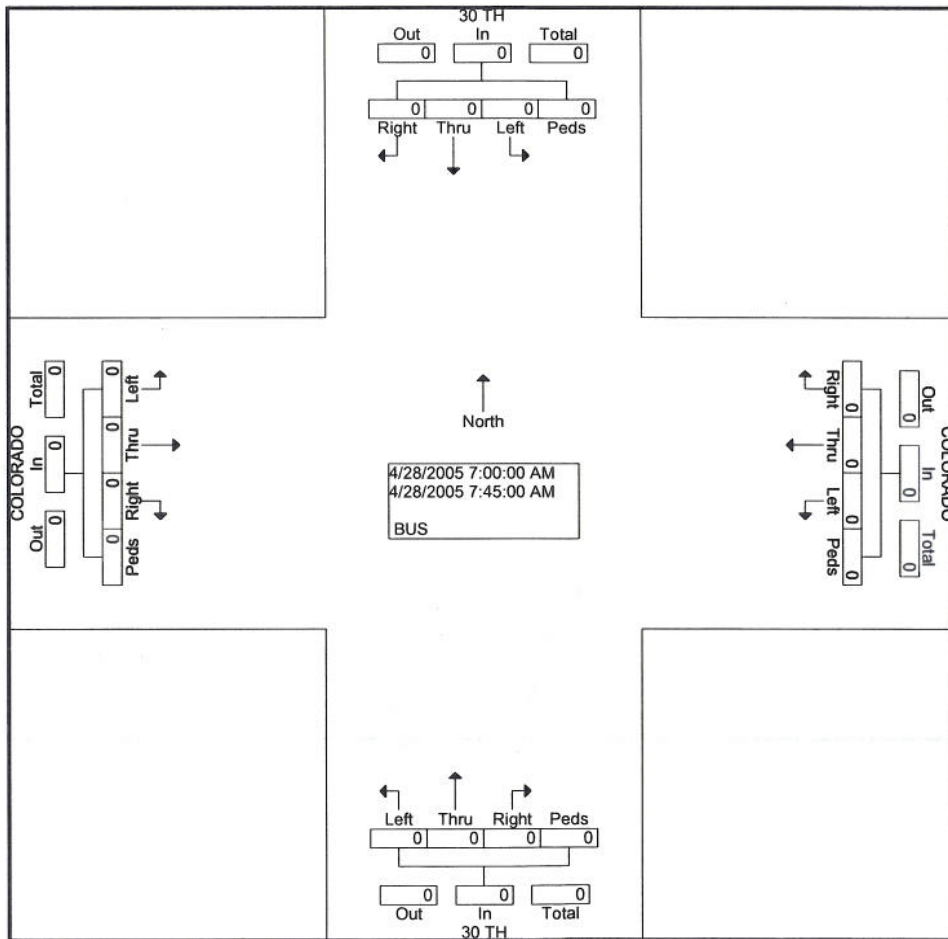
File Name : 30TH&COLORADOAM

Site Code : 00000000

Start Date : 4/28/2005

Page No : 2

| Start Time | 30 TH Southbound | | | | | COLORADO Westbound | | | | | 30 TH Northbound | | | | | COLORADO Eastbound | | | | | Int. Total |
|---|------------------|------|-------|------|------------|--------------------|------|-------|------|------------|------------------|------|-------|------|------------|--------------------|------|-------|------|------------|------------|
| | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | |
| Peak Hour From 07:00 AM to 08:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Intersection | 07:00 AM | | | | | | | | | | | | | | | | | | | | |
| Volume | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Percent | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | | |
| 07:45 | | | | | | | | | | | | | | | | | | | | | |
| Volume | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Peak Factor | 0.000 | | | | | | | | | | | | | | | | | | | | |
| High Int. Volume Peak Factor | 6:45:00 AM | | | | | 6:45:00 AM | | | | | 6:45:00 AM | | | | | 6:45:00 AM | | | | | |



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File Name : 30TH&COLORADOPM

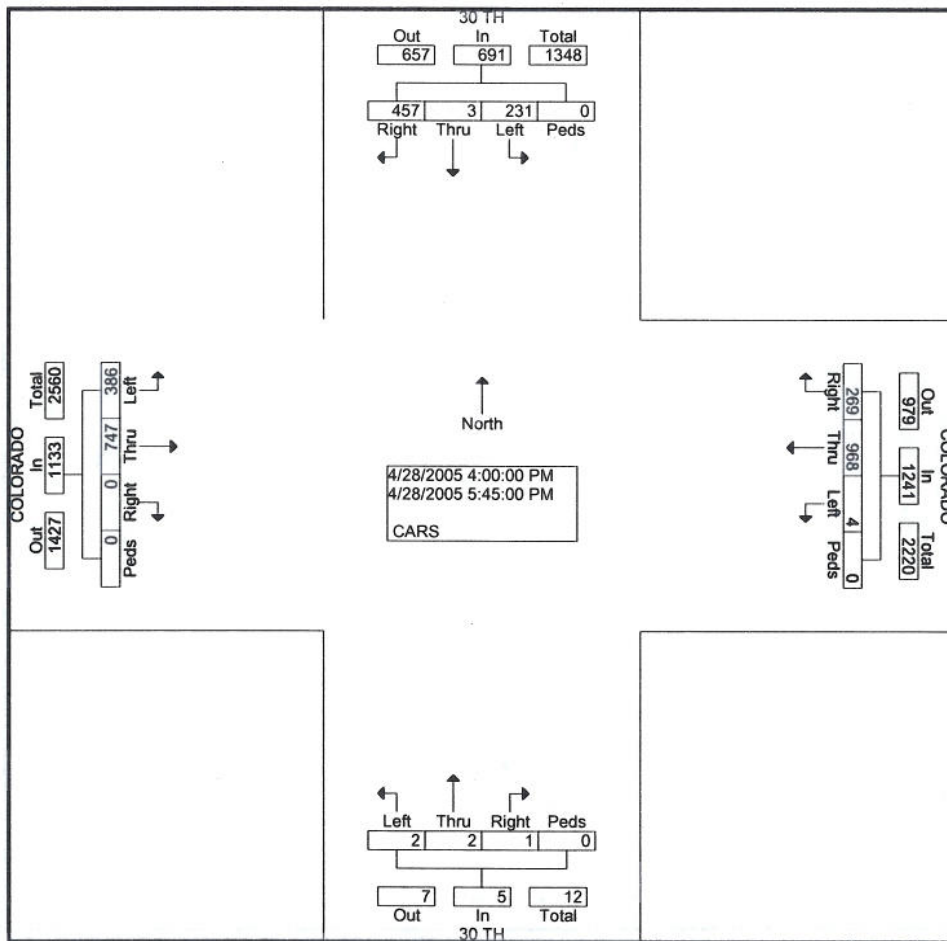
Site Code : 00000000

Start Date : 4/28/2005

Page No : 1

Groups Printed- CARS

| Start Time | 30 TH Southbound | | | | COLORADO Westbound | | | | 30 TH Northbound | | | | COLORADO Eastbound | | | | Int. Total |
|-------------|------------------|------|-------|------|--------------------|------|-------|------|------------------|------|-------|------|--------------------|------|-------|------|------------|
| | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds | |
| Factor | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | |
| 04:00 PM | 25 | 0 | 38 | 0 | 0 | 120 | 23 | 0 | 0 | 1 | 1 | 0 | 53 | 86 | 0 | 0 | 347 |
| 04:15 PM | 21 | 0 | 50 | 0 | 0 | 113 | 33 | 0 | 1 | 0 | 0 | 0 | 33 | 100 | 0 | 0 | 351 |
| 04:30 PM | 23 | 3 | 54 | 0 | 0 | 103 | 28 | 0 | 0 | 0 | 0 | 0 | 58 | 87 | 0 | 0 | 356 |
| 04:45 PM | 29 | 0 | 72 | 0 | 0 | 101 | 29 | 0 | 1 | 0 | 0 | 0 | 45 | 93 | 0 | 0 | 370 |
| Total | 98 | 3 | 214 | 0 | 0 | 437 | 113 | 0 | 2 | 1 | 1 | 0 | 189 | 366 | 0 | 0 | 1424 |
| 05:00 PM | 32 | 0 | 58 | 0 | 0 | 127 | 31 | 0 | 0 | 1 | 0 | 0 | 35 | 98 | 0 | 0 | 382 |
| 05:15 PM | 37 | 0 | 63 | 0 | 2 | 120 | 42 | 0 | 0 | 0 | 0 | 0 | 59 | 93 | 0 | 0 | 416 |
| 05:30 PM | 26 | 0 | 57 | 0 | 2 | 135 | 35 | 0 | 0 | 0 | 0 | 0 | 41 | 97 | 0 | 0 | 393 |
| 05:45 PM | 38 | 0 | 65 | 0 | 0 | 149 | 48 | 0 | 0 | 0 | 0 | 0 | 62 | 93 | 0 | 0 | 455 |
| Total | 133 | 0 | 243 | 0 | 4 | 531 | 156 | 0 | 0 | 1 | 0 | 0 | 197 | 381 | 0 | 0 | 1646 |
| Grand Total | 231 | 3 | 457 | 0 | 4 | 968 | 269 | 0 | 2 | 2 | 1 | 0 | 386 | 747 | 0 | 0 | 3070 |
| Apprch % | 33.4 | 0.4 | 66.1 | 0.0 | 0.3 | 78.0 | 21.7 | 0.0 | 40.0 | 40.0 | 20.0 | 0.0 | 34.1 | 65.9 | 0.0 | 0.0 | |
| Total % | 7.5 | 0.1 | 14.9 | 0.0 | 0.1 | 31.5 | 8.8 | 0.0 | 0.1 | 0.1 | 0.0 | 0.0 | 12.6 | 24.3 | 0.0 | 0.0 | |



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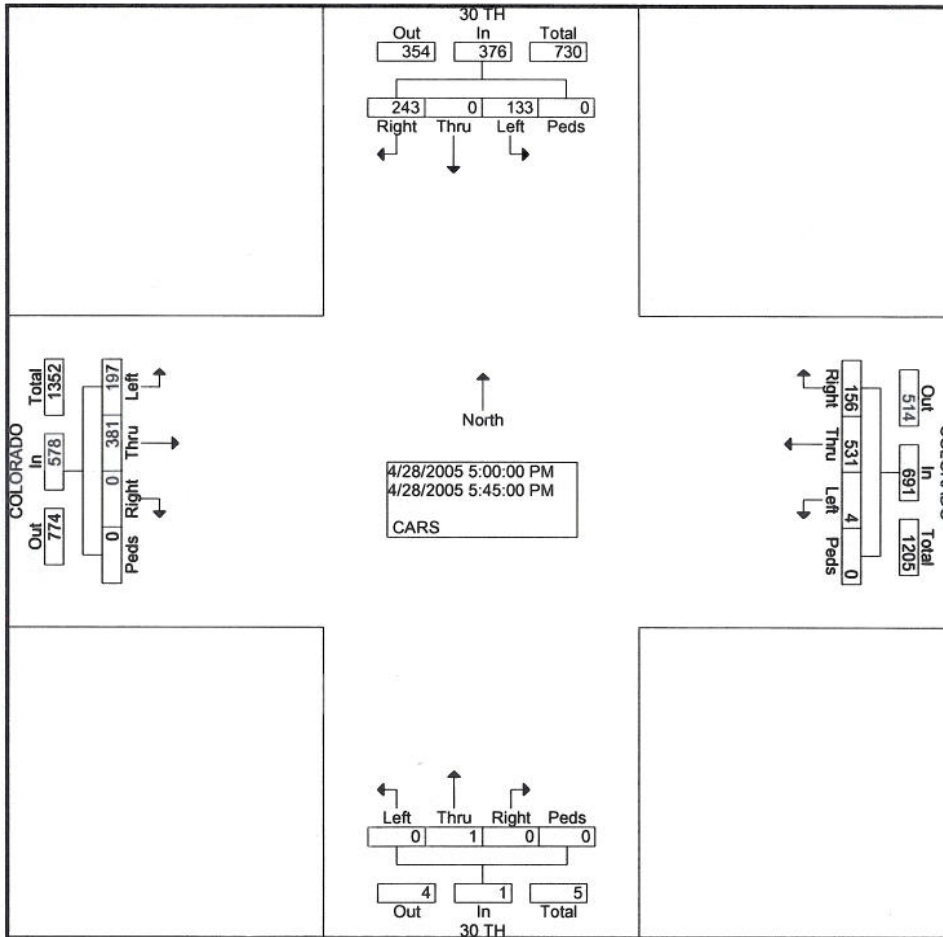
File Name : 30TH&COLORADOPM

Site Code : 00000000

Start Date : 4/28/2005

Page No : 2

| Start Time | 30 TH Southbound | | | | | COLORADO Westbound | | | | | 30 TH Northbound | | | | | COLORADO Eastbound | | | | | Int. Total |
|---|------------------|------|--------|-------|------------|--------------------|------|--------|-------|------------|------------------|-------|--------|-------|------------|--------------------|------|--------|-------|------------|------------|
| | Left | Thru | Rig ht | Ped s | App. Total | Left | Thru | Rig ht | Ped s | App. Total | Left | Thru | Rig ht | Ped s | App. Total | Left | Thru | Rig ht | Ped s | App. Total | |
| Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Intersecti on | 05:00 PM | | | | | | | | | | | | | | | | | | | | |
| Volume | 133 | 0 | 243 | 0 | 376 | 4 | 531 | 156 | 0 | 691 | 0 | 1 | 0 | 0 | 1 | 197 | 381 | 0 | 0 | 578 | 1646 |
| Percent | 35.4 | 0.0 | 64.6 | 0.0 | | 0.6 | 76.8 | 22.6 | 0.0 | | 0.0 | 100.0 | 0.0 | 0.0 | | 34.1 | 65.9 | 0.0 | 0.0 | | |
| 05:45 Peak Factor | 38 | 0 | 65 | 0 | 103 | 0 | 149 | 48 | 0 | 197 | 0 | 0 | 0 | 0 | 0 | 62 | 93 | 0 | 0 | 155 | 455 |
| High Int. Peak Factor | 05:45 PM | | | | | 05:45 PM | | | | | 05:00 PM | | | | | 05:45 PM | | | | | 0.904 |
| Volume | 38 | 0 | 65 | 0 | 103 | 0 | 149 | 48 | 0 | 197 | 0 | 1 | 0 | 0 | 1 | 62 | 93 | 0 | 0 | 155 | 455 |
| Peak Factor | 0.91 | | | | | 0.87 | | | | | 0.25 | | | | | 0.93 | | | | | 2 |
| | 3 | | | | | 7 | | | | | 0 | | | | | 2 | | | | | |



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File Name : 30TH&COLORADOPM

Site Code : 00000000

Start Date : 4/28/2005

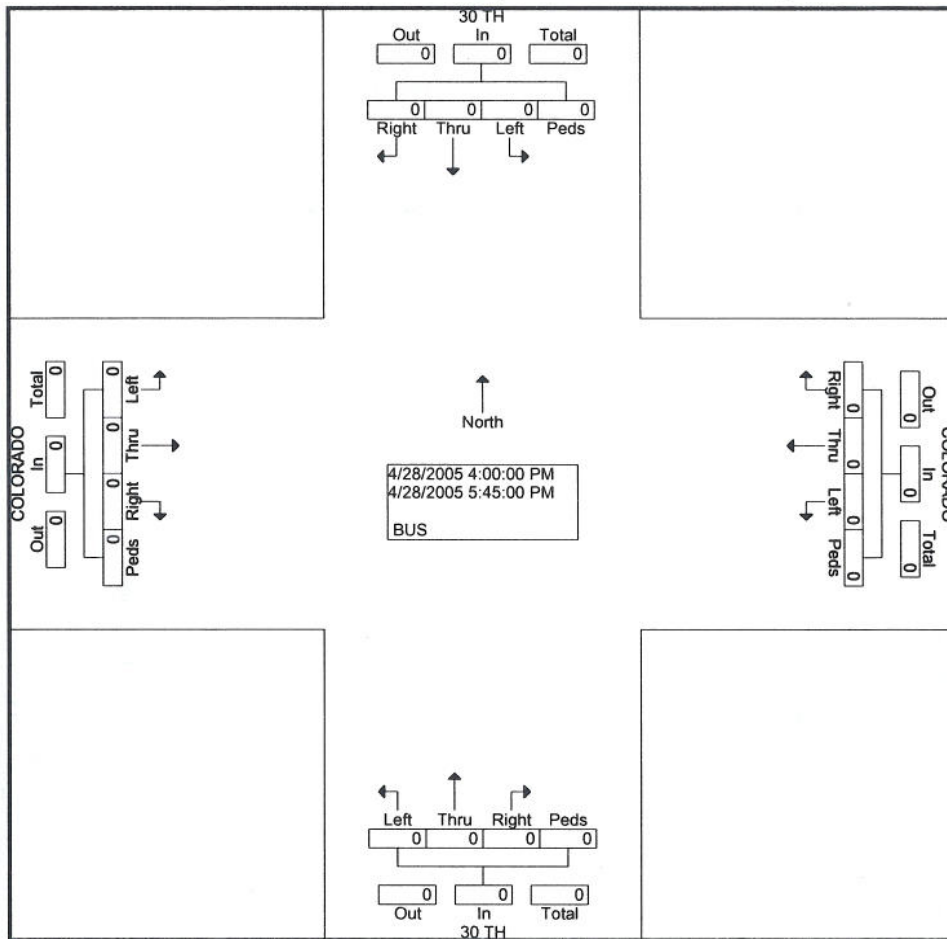
Page No : 1

Groups Printed- BUS

| Start Time | 30 TH Southbound | | | | COLORADO Westbound | | | | 30 TH Northbound | | | | COLORADO Eastbound | | | | Int. Total | |
|------------|------------------|------|-------|------|--------------------|------|-------|------|------------------|------|-------|------|--------------------|------|-------|------|------------|--|
| | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds | | |
| Factor | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | |

*** BREAK ***

| | | | | | | | | | | | | | | | | | | |
|-------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|---|
| Grand Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Apprch % | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Total % | | | | | | | | | | | | | | | | | | |



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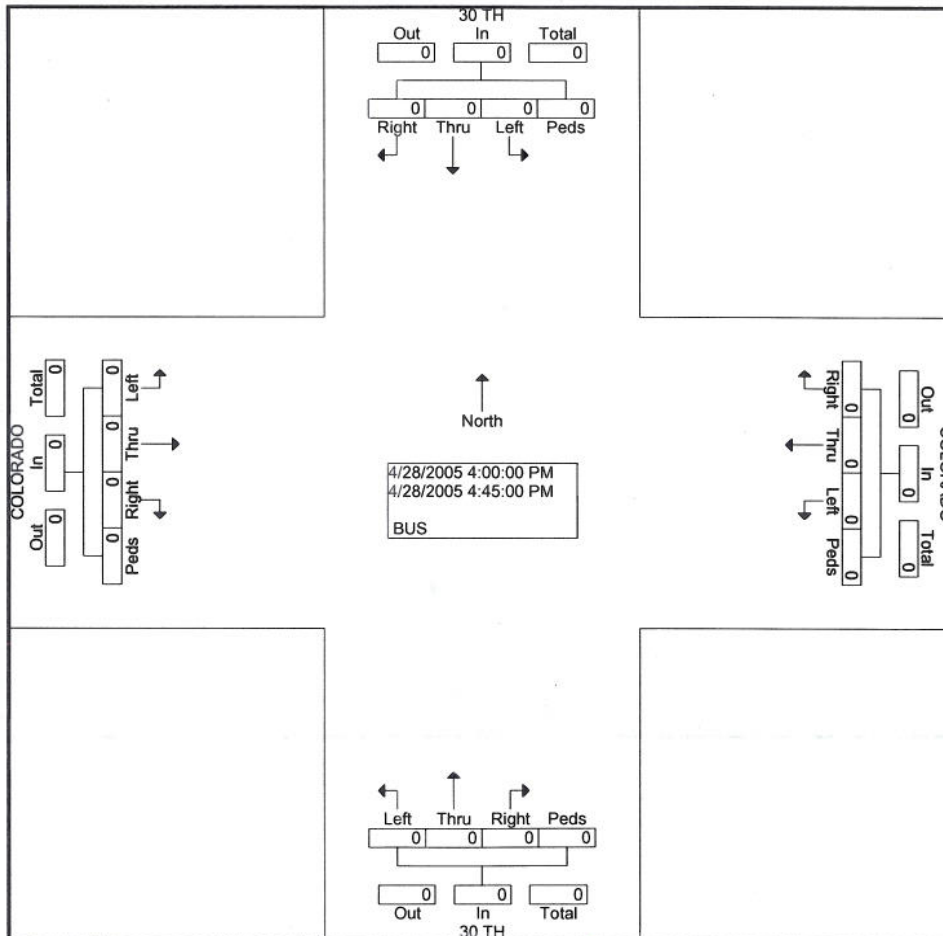
File Name : 30TH&COLORADOPM

Site Code : 00000000

Start Date : 4/28/2005

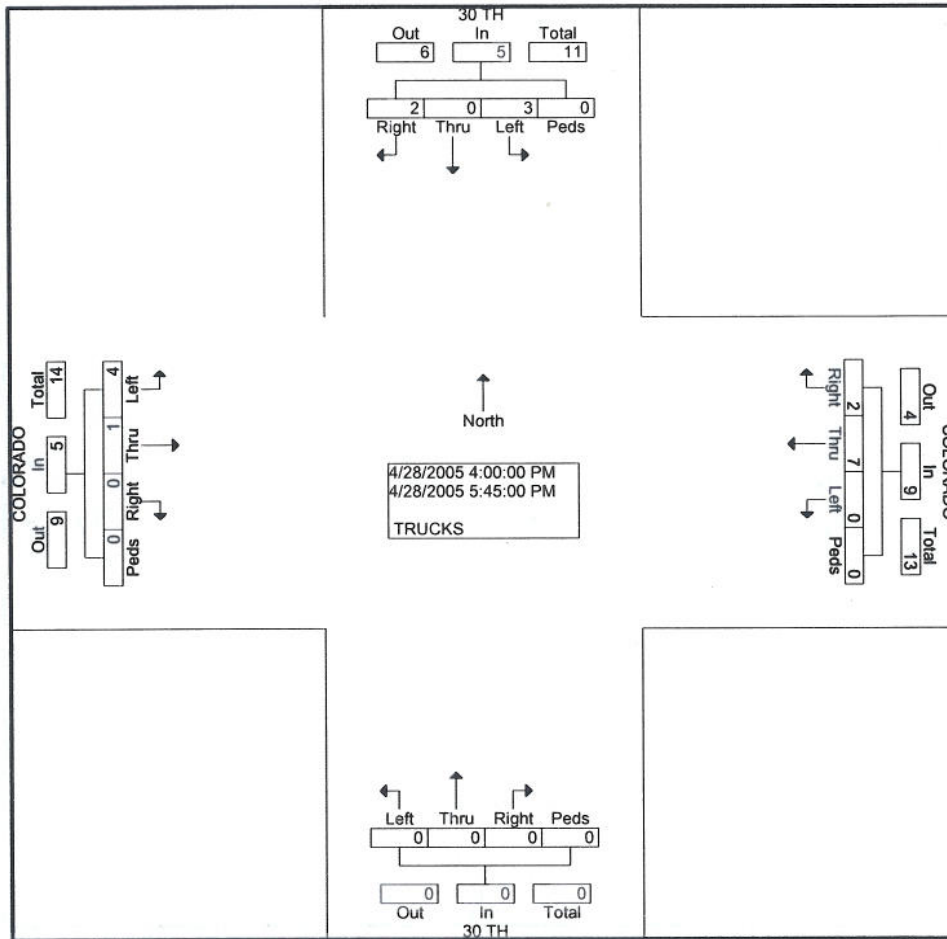
Page No : 2

| Start Time | 30 TH Southbound | | | | | COLORADO Westbound | | | | | 30 TH Northbound | | | | | COLORADO Eastbound | | | | | Int. Total | |
|---|------------------|------|-------|------|------------|--------------------|------|-------|------|------------|------------------|------|-------|------|------------|--------------------|------|-------|------|------------|------------|---|
| | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | | |
| Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | | |
| Intersect on | 04:00 PM | | | | | | | | | | | | | | | | | | | | | |
| Volume | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Percent | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | | | |
| 04:45 | | | | | | | | | | | | | | | | | | | | | | |
| Volume | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Peak Factor | | | | | | | | | | | | | | | | | | | | | | |
| High Int. Volume Peak Factor | 3:45:00 PM | | | | | 3:45:00 PM | | | | | 3:45:00 PM | | | | | 3:45:00 PM | | | | | 0.000 | |

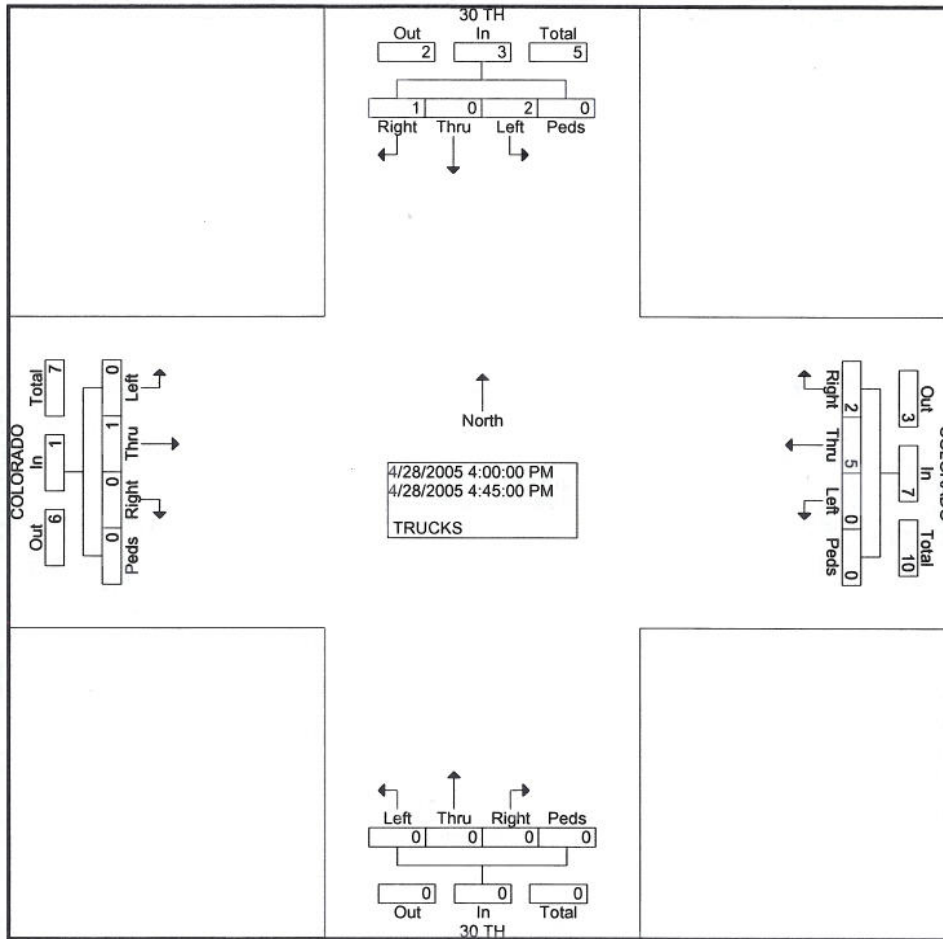


Groups Printed- TRUCKS

| Start Time | 30 TH Southbound | | | | COLORADO Westbound | | | | 30 TH Northbound | | | | COLORADO Eastbound | | | | Int. Total | |
|-------------|------------------|------|-------|------|--------------------|------|-------|------|------------------|------|-------|------|--------------------|------|-------|------|------------|----|
| | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds | | |
| Factor | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | |
| 04:00 PM | 2 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 04:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 2 |
| 04:30 PM | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 04:45 PM | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| Total | 2 | 0 | 1 | 0 | 0 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 11 |
| 05:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 |
| 05:15 PM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 4 |
| 05:30 PM | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 05:45 PM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| Total | 1 | 0 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 8 |
| Grand Total | 3 | 0 | 2 | 0 | 0 | 7 | 2 | 0 | 0 | 0 | 0 | 0 | 4 | 1 | 0 | 0 | 0 | 19 |
| Apprch % | 60.0 | 0.0 | 40.0 | 0.0 | 0.0 | 77.8 | 22.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 80.0 | 20.0 | 0.0 | 0.0 | 0.0 | |
| Total % | 15.8 | 0.0 | 10.5 | 0.0 | 0.0 | 36.8 | 10.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 21.1 | 5.3 | 0.0 | 0.0 | 0.0 | |

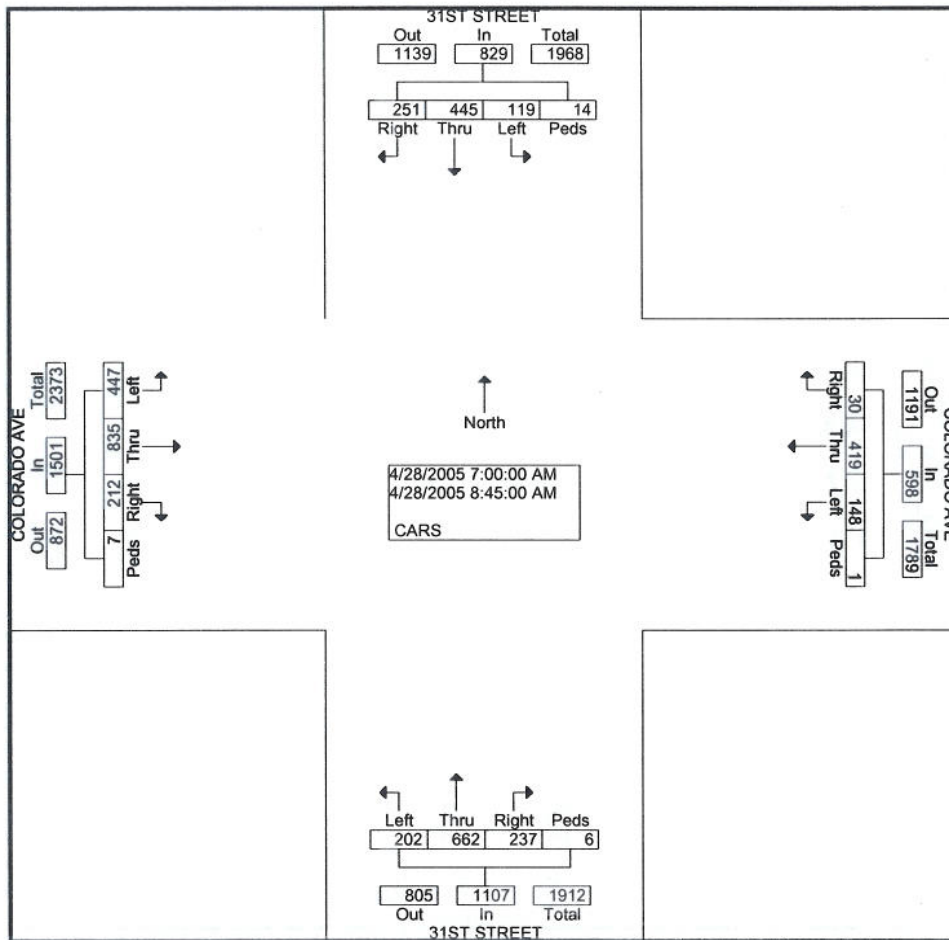


| Start Time | 30 TH Southbound | | | | | COLORADO Westbound | | | | | 30 TH Northbound | | | | | COLORADO Eastbound | | | | | Int. Total |
|---|------------------|------|--------|-------|------------|--------------------|------|--------|-------|------------|------------------|------|--------|-------|------------|--------------------|-------|--------|-------|------------|------------|
| | Left | Thru | Rig ht | Ped s | App. Total | Left | Thru | Rig ht | Ped s | App. Total | Left | Thru | Rig ht | Ped s | App. Total | Left | Thru | Rig ht | Ped s | App. Total | |
| Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Intersecti on | 04:00 PM | | | | | | | | | | | | | | | | | | | | |
| Volume | 2 | 0 | 1 | 0 | 3 | 0 | 5 | 2 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 11 |
| Percent | 66.7 | 0.0 | 33.3 | 0.0 | | 0.0 | 71.4 | 28.6 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 100.0 | 0.0 | 0.0 | | |
| 04:00 Volume | 2 | 0 | 0 | 0 | 2 | 0 | 2 | 1 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| Peak Factor | 0.550 | | | | | | | | | | | | | | | | | | | | |
| High Int. Volume | 04:00 PM | | | | | 04:00 PM | | | | | 3:45:00 PM | | | | | 04:15 PM | | | | | |
| Peak Factor | 2 | 0 | 0 | 0 | 2 | 0 | 2 | 1 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0.25 |
| | 0.37 | | | | | 0.58 | | | | | | | | | | 0 | | | | | |

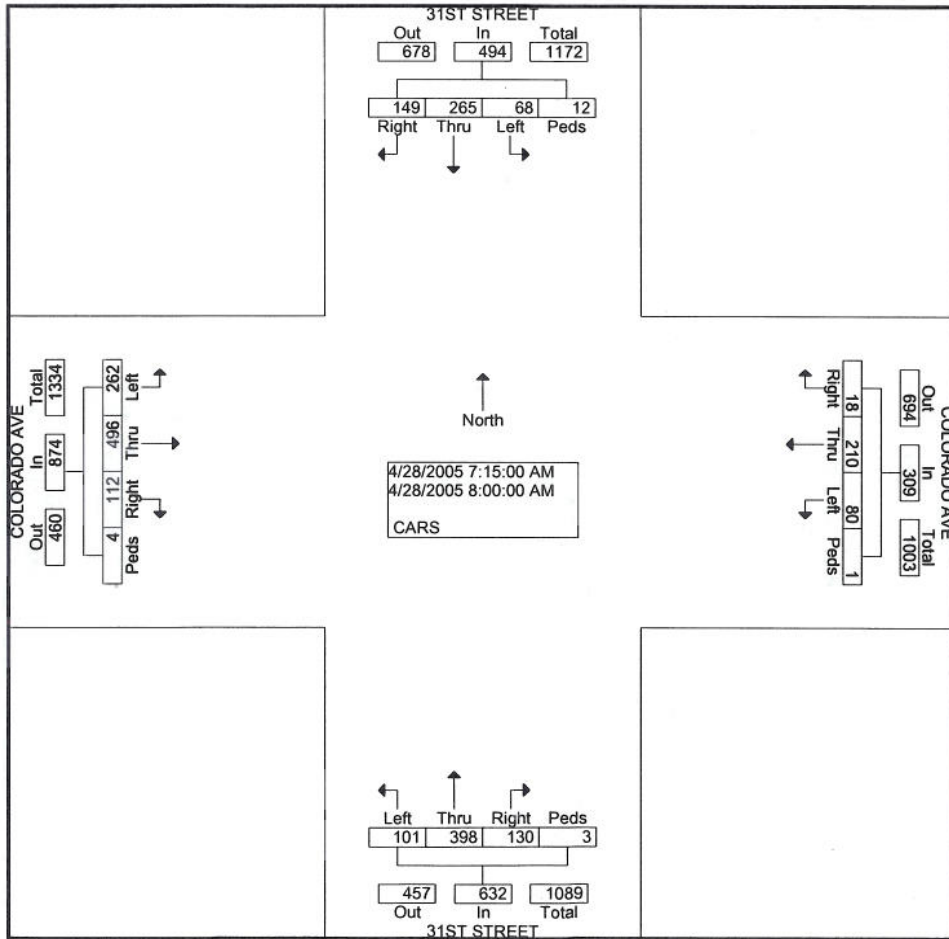


Groups Printed- CARS

| Start Time | 31ST STREET Southbound | | | | COLORADO AVE Westbound | | | | 31ST STREET Northbound | | | | COLORADO AVE Eastbound | | | | Int. Total |
|-------------|------------------------|------|-------|------|------------------------|------|-------|------|------------------------|------|-------|------|------------------------|------|-------|------|------------|
| | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds | |
| Factor | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | |
| 07:00 AM | 10 | 50 | 21 | 0 | 22 | 34 | 3 | 0 | 14 | 82 | 31 | 2 | 48 | 65 | 34 | 0 | 416 |
| 07:15 AM | 12 | 64 | 44 | 5 | 18 | 46 | 2 | 0 | 23 | 100 | 32 | 0 | 59 | 114 | 22 | 0 | 541 |
| 07:30 AM | 13 | 65 | 29 | 4 | 15 | 41 | 7 | 0 | 19 | 105 | 33 | 1 | 69 | 129 | 42 | 1 | 573 |
| 07:45 AM | 23 | 74 | 33 | 1 | 33 | 72 | 4 | 0 | 33 | 110 | 34 | 0 | 77 | 158 | 20 | 1 | 673 |
| Total | 58 | 253 | 127 | 10 | 88 | 193 | 16 | 0 | 89 | 397 | 130 | 3 | 253 | 466 | 118 | 2 | 2203 |
| 08:00 AM | 20 | 62 | 43 | 2 | 14 | 51 | 5 | 1 | 26 | 83 | 31 | 2 | 57 | 95 | 28 | 2 | 522 |
| 08:15 AM | 12 | 39 | 26 | 1 | 15 | 54 | 3 | 0 | 26 | 74 | 27 | 0 | 60 | 96 | 21 | 0 | 454 |
| 08:30 AM | 13 | 55 | 32 | 1 | 13 | 65 | 3 | 0 | 25 | 64 | 28 | 0 | 39 | 102 | 23 | 1 | 464 |
| 08:45 AM | 16 | 36 | 23 | 0 | 18 | 56 | 3 | 0 | 36 | 44 | 21 | 1 | 38 | 76 | 22 | 2 | 392 |
| Total | 61 | 192 | 124 | 4 | 60 | 226 | 14 | 1 | 113 | 265 | 107 | 3 | 194 | 369 | 94 | 5 | 1832 |
| Grand Total | 119 | 445 | 251 | 14 | 148 | 419 | 30 | 1 | 202 | 662 | 237 | 6 | 447 | 835 | 212 | 7 | 4035 |
| Apprch % | 14.4 | 53.7 | 30.3 | 1.7 | 24.7 | 70.1 | 5.0 | 0.2 | 18.2 | 59.8 | 21.4 | 0.5 | 29.8 | 55.6 | 14.1 | 0.5 | |
| Total % | 2.9 | 11.0 | 6.2 | 0.3 | 3.7 | 10.4 | 0.7 | 0.0 | 5.0 | 16.4 | 5.9 | 0.1 | 11.1 | 20.7 | 5.3 | 0.2 | |



| Start Time | 31ST STREET Southbound | | | | | COLORADO AVE Westbound | | | | | 31ST STREET Northbound | | | | | COLORADO AVE Eastbound | | | | | Int. Total |
|---|------------------------|------|-------|------|------------|------------------------|------|-------|------|------------|------------------------|------|-------|------|------------|------------------------|------|-------|------|------------|------------|
| | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | |
| Peak Hour From 07:00 AM to 08:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Intersection | 07:15 AM | | | | | | | | | | | | | | | | | | | | |
| Volume | 68 | 265 | 149 | 12 | 494 | 80 | 210 | 18 | 1 | 309 | 101 | 398 | 130 | 3 | 632 | 262 | 496 | 112 | 4 | 874 | 2309 |
| Percent | 13.8 | 53.6 | 30.2 | 2.4 | | 25.9 | 68.0 | 5.8 | 0.3 | | 16.0 | 63.0 | 20.6 | 0.5 | | 30.0 | 56.8 | 12.8 | 0.5 | | |
| 07:45 Volume | 23 | 74 | 33 | 1 | 131 | 33 | 72 | 4 | 0 | 109 | 33 | 110 | 34 | 0 | 177 | 77 | 158 | 20 | 1 | 256 | 673 |
| Peak Factor | 0.858 | | | | | | | | | | | | | | | | | | | | |
| High Int. Volume | 07:45 AM | | | | | 07:45 AM | | | | | 07:45 AM | | | | | 07:45 AM | | | | | |
| Peak Factor | 23 | 74 | 33 | 1 | 131 | 33 | 72 | 4 | 0 | 109 | 33 | 110 | 34 | 0 | 177 | 77 | 158 | 20 | 1 | 256 | 0.854 |
| | | | | | 0.943 | | | | | 0.709 | | | | | 0.893 | | | | | 0.854 | |

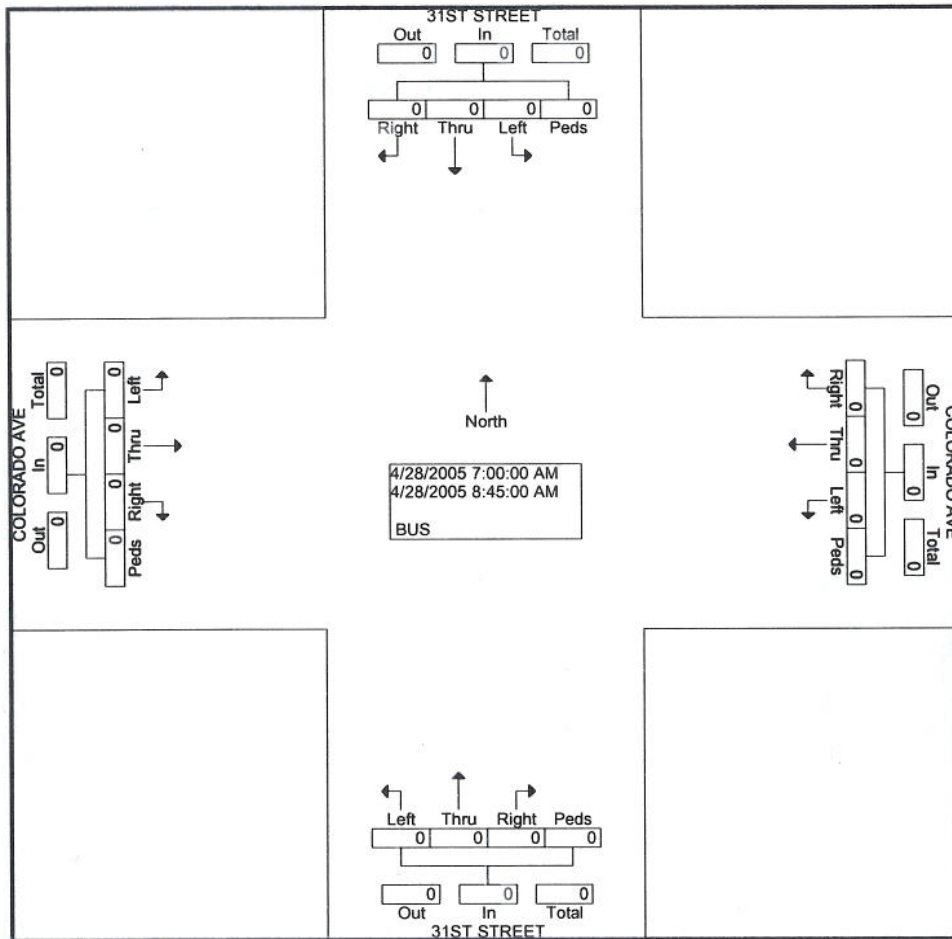


Groups Printed- BUS

| Start Time | 31ST STREET Southbound | | | | COLORADO AVE Westbound | | | | 31ST STREET Northbound | | | | COLORADO AVE Eastbound | | | | Int. Total | |
|------------|------------------------|------|-------|------|------------------------|------|-------|------|------------------------|------|-------|------|------------------------|------|-------|------|------------|--|
| | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds | | |
| Factor | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | |

*** BREAK ***

| | | | | | | | | | | | | | | | | | | | |
|-------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Grand Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Apprch % | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total % | | | | | | | | | | | | | | | | | | | |



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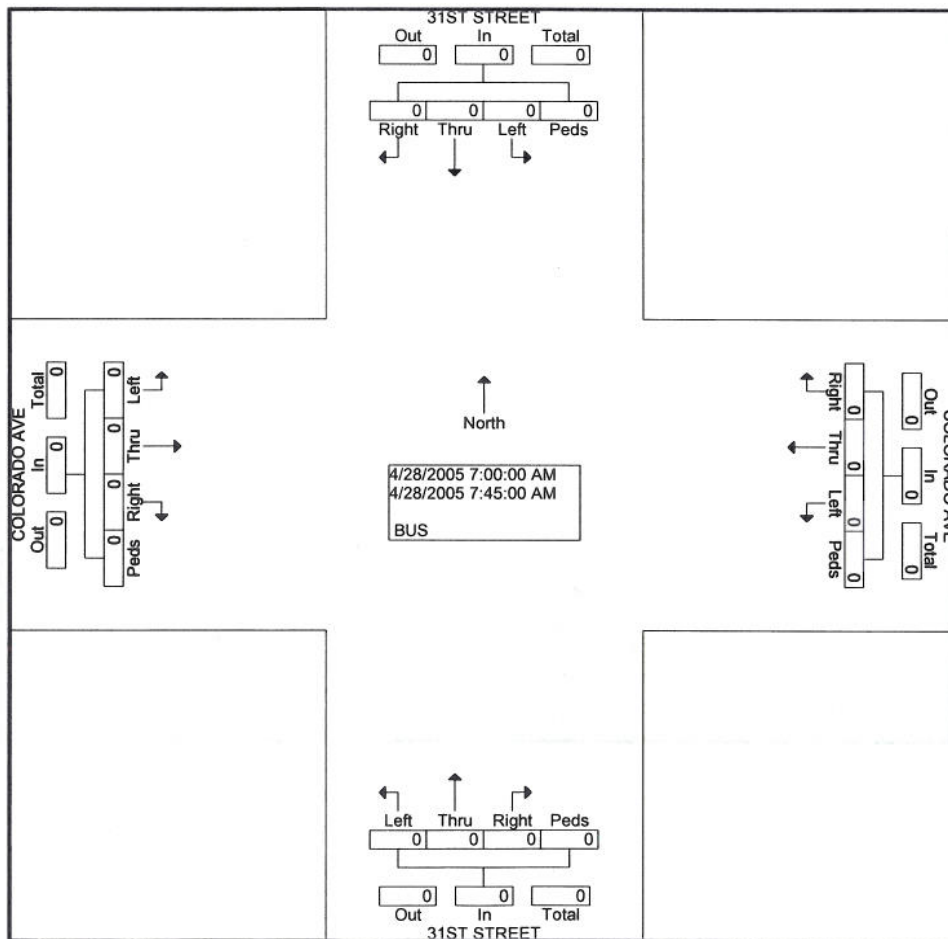
File Name : 31ST&COLORADOAM

Site Code : 00000000

Start Date : 4/28/2005

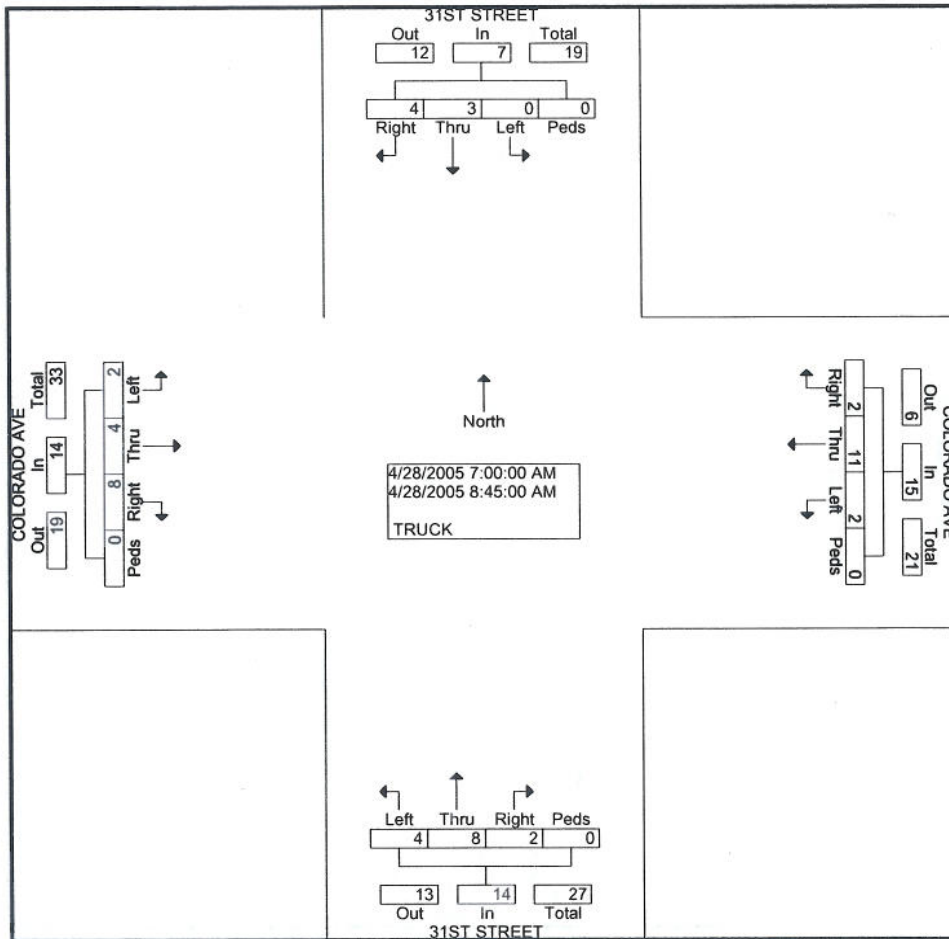
Page No : 2

| Start Time | 31ST STREET Southbound | | | | | COLORADO AVE Westbound | | | | | 31ST STREET Northbound | | | | | COLORADO AVE Eastbound | | | | | Int. Total |
|---|------------------------|------|-------|------|------------|------------------------|------|-------|------|------------|------------------------|------|-------|------|------------|------------------------|------|-------|------|------------|------------|
| | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | |
| Peak Hour From 07:00 AM to 08:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Intersection | 07:00 AM | | | | | | | | | | | | | | | | | | | | |
| Volume | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Percent | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | | |
| 07:45 | | | | | | | | | | | | | | | | | | | | | |
| Volume | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Volume Peak Factor | 0.000 | | | | | | | | | | | | | | | | | | | | |
| High Int. Volume Peak Factor | 6:45:00 AM | | | | | 6:45:00 AM | | | | | 6:45:00 AM | | | | | 6:45:00 AM | | | | | |



Groups Printed- TRUCK

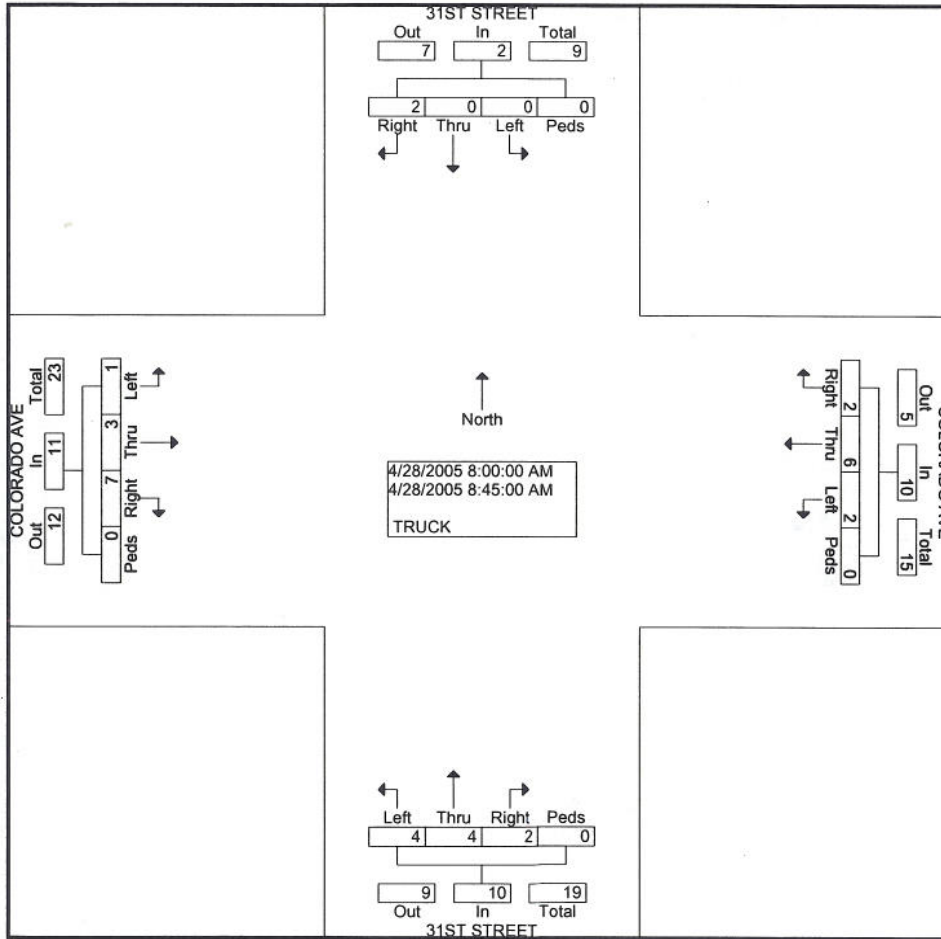
| Start Time | 31ST STREET Southbound | | | | COLORADO AVE Westbound | | | | 31ST STREET Northbound | | | | COLORADO AVE Eastbound | | | | Int. Total |
|---------------|------------------------|------|-------|------|------------------------|------|-------|------|------------------------|------|-------|------|------------------------|------|-------|------|------------|
| | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds | |
| Factor | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | |
| 07:00 AM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 07:15 AM | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 7 |
| *** BREAK *** | | | | | | | | | | | | | | | | | |
| 07:45 AM | 0 | 3 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| Total | 0 | 3 | 2 | 0 | 0 | 5 | 0 | 0 | 0 | 4 | 0 | 0 | 1 | 1 | 1 | 0 | 17 |
| 08:00 AM | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 3 | 0 | 10 |
| 08:15 AM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 08:30 AM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 4 |
| 08:45 AM | 0 | 0 | 1 | 0 | 2 | 2 | 1 | 0 | 3 | 1 | 1 | 0 | 1 | 3 | 3 | 0 | 18 |
| Total | 0 | 0 | 2 | 0 | 2 | 6 | 2 | 0 | 4 | 4 | 2 | 0 | 1 | 3 | 7 | 0 | 33 |
| Grand Total | 0 | 3 | 4 | 0 | 2 | 11 | 2 | 0 | 4 | 8 | 2 | 0 | 2 | 4 | 8 | 0 | 50 |
| Apprch % | 0.0 | 42.9 | 57.1 | 0.0 | 13.3 | 73.3 | 13.3 | 0.0 | 28.6 | 57.1 | 14.3 | 0.0 | 14.3 | 28.6 | 57.1 | 0.0 | |
| Total % | 0.0 | 6.0 | 8.0 | 0.0 | 4.0 | 22.0 | 4.0 | 0.0 | 8.0 | 16.0 | 4.0 | 0.0 | 4.0 | 8.0 | 16.0 | 0.0 | |



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File Name : 31ST&COLORADOAM
 Site Code : 00000000
 Start Date : 4/28/2005
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| Start Time | 31ST STREET Southbound | | | | | COLORADO AVE Westbound | | | | | 31ST STREET Northbound | | | | | COLORADO AVE Eastbound | | | | | Int. Total |
|---|------------------------|------|-------|------|------------|------------------------|------|-------|------|------------|------------------------|------|-------|------|------------|------------------------|------|-------|------|------------|------------|
| | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | |
| Peak Hour From 07:00 AM to 08:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Intersection | 08:00 AM | | | | | | | | | | | | | | | | | | | | |
| Volume | 0 | 0 | 2 | 0 | 2 | 2 | 6 | 2 | 0 | 10 | 4 | 4 | 2 | 0 | 10 | 1 | 3 | 7 | 0 | 11 | 33 |
| Percent | 0.0 | 0.0 | 100.0 | 0.0 | | 20.0 | 60.0 | 20.0 | 0.0 | | 40.0 | 40.0 | 20.0 | 0.0 | | 9.1 | 27.3 | 63.6 | 0.0 | | |
| 08:45 Volume | 0 | 0 | 1 | 0 | 1 | 2 | 2 | 1 | 0 | 5 | 3 | 1 | 1 | 0 | 5 | 1 | 3 | 3 | 0 | 7 | 18 |
| Peak Factor | 0.458 | | | | | | | | | | | | | | | | | | | | |
| High Int. Volume | 08:15 AM | | | | | 08:45 AM | | | | | 08:45 AM | | | | | 08:45 AM | | | | | |
| Peak Factor | 0 | 0 | 1 | 0 | 1 | 2 | 2 | 1 | 0 | 5 | 3 | 1 | 1 | 0 | 5 | 1 | 3 | 3 | 0 | 7 | 0.39 |
| | 0.50 | | | | | 0.50 | | | | | 0.50 | | | | | 0.39 | | | | | 3 |



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File Name : 31ST&COLORADOPM

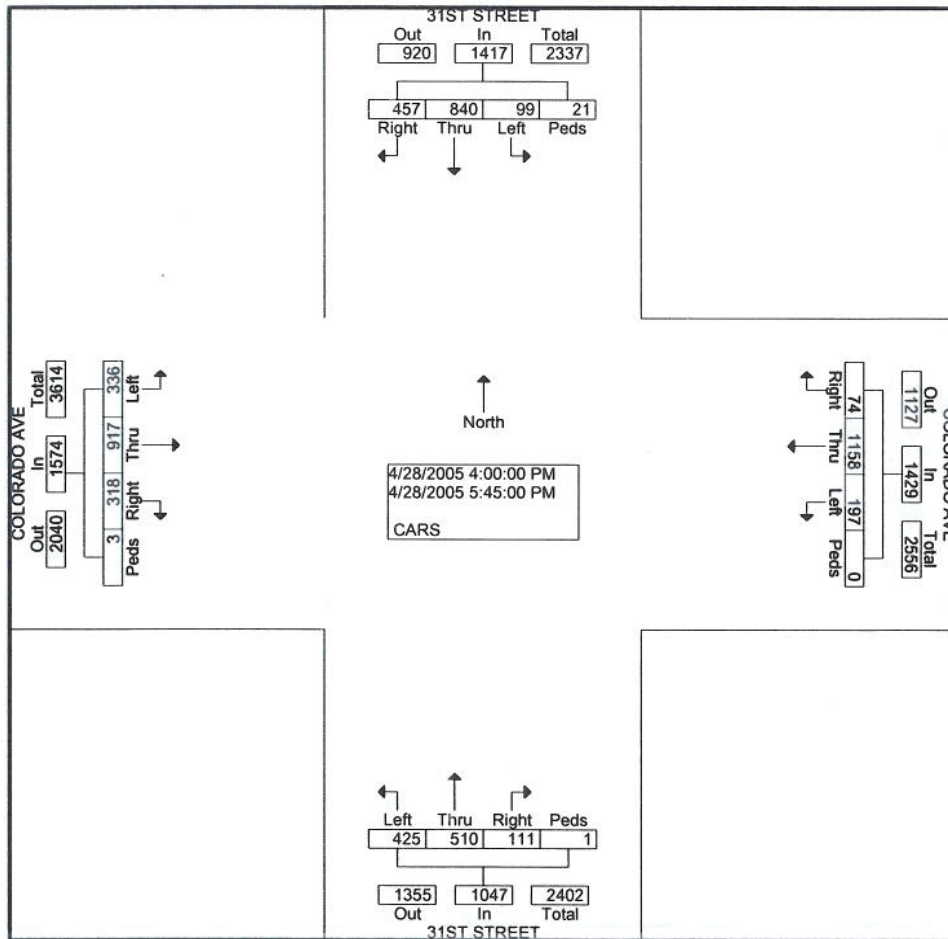
Site Code : 00000000

Start Date : 4/28/2005

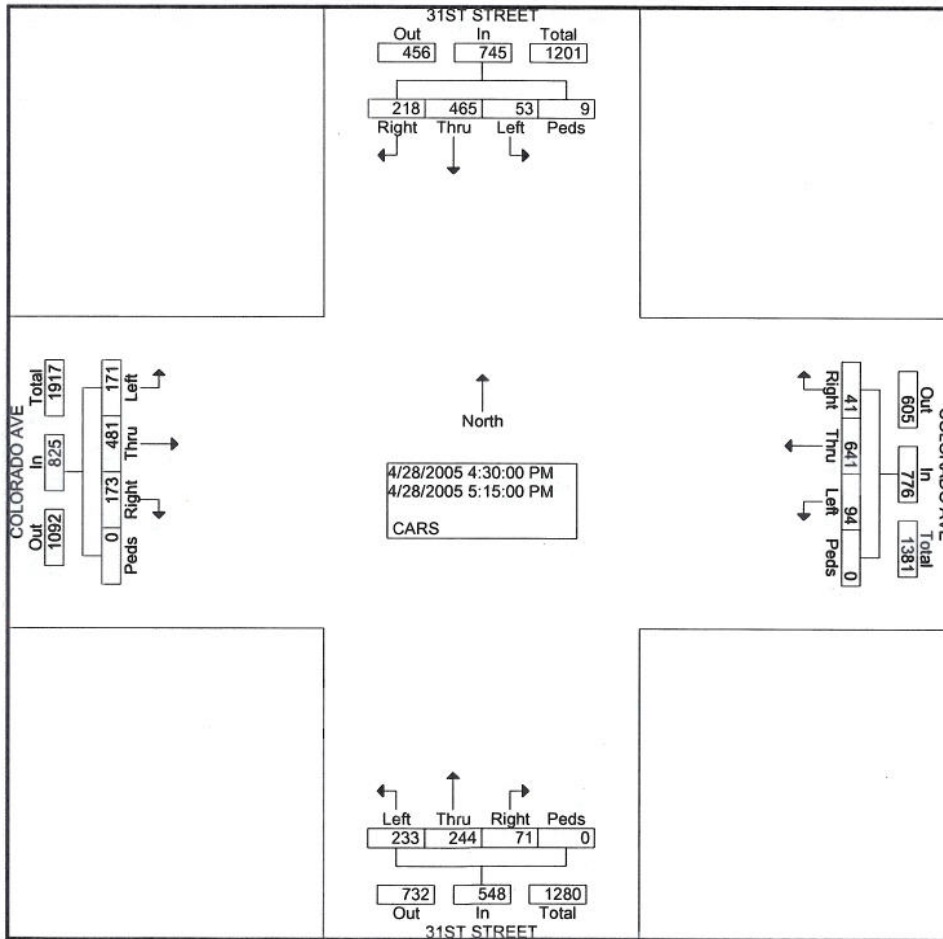
Page No : 1

Groups Printed- CARS

| Start Time | 31ST STREET Southbound | | | | COLORADO AVE Westbound | | | | 31ST STREET Northbound | | | | COLORADO AVE Eastbound | | | | Int. Total |
|-------------|------------------------|------|-------|------|------------------------|------|-------|------|------------------------|------|-------|------|------------------------|------|-------|------|------------|
| | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds | |
| Factor | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | |
| 04:00 PM | 18 | 92 | 42 | 1 | 29 | 123 | 4 | 0 | 46 | 68 | 19 | 1 | 48 | 108 | 31 | 0 | 630 |
| 04:15 PM | 7 | 110 | 69 | 2 | 31 | 143 | 7 | 0 | 48 | 66 | 5 | 0 | 39 | 117 | 29 | 1 | 674 |
| 04:30 PM | 12 | 114 | 56 | 1 | 24 | 139 | 9 | 0 | 53 | 48 | 29 | 0 | 52 | 119 | 50 | 0 | 706 |
| 04:45 PM | 18 | 118 | 57 | 2 | 25 | 184 | 6 | 0 | 65 | 69 | 17 | 0 | 47 | 108 | 47 | 0 | 763 |
| Total | 55 | 434 | 224 | 6 | 109 | 589 | 26 | 0 | 212 | 251 | 70 | 1 | 186 | 452 | 157 | 1 | 2773 |
| 05:00 PM | 11 | 110 | 56 | 6 | 19 | 151 | 6 | 0 | 54 | 61 | 14 | 0 | 33 | 133 | 46 | 0 | 700 |
| 05:15 PM | 12 | 123 | 49 | 0 | 26 | 167 | 20 | 0 | 61 | 66 | 11 | 0 | 39 | 121 | 30 | 0 | 725 |
| 05:30 PM | 11 | 85 | 65 | 7 | 23 | 141 | 8 | 0 | 50 | 63 | 11 | 0 | 40 | 102 | 45 | 1 | 652 |
| 05:45 PM | 10 | 88 | 63 | 2 | 20 | 110 | 14 | 0 | 48 | 69 | 5 | 0 | 38 | 109 | 40 | 1 | 617 |
| Total | 44 | 406 | 233 | 15 | 88 | 569 | 48 | 0 | 213 | 259 | 41 | 0 | 150 | 465 | 161 | 2 | 2694 |
| Grand Total | 99 | 840 | 457 | 21 | 197 | 1158 | 74 | 0 | 425 | 510 | 111 | 1 | 336 | 917 | 318 | 3 | 5467 |
| Apprch % | 7.0 | 59.3 | 32.3 | 1.5 | 13.8 | 81.0 | 5.2 | 0.0 | 40.6 | 48.7 | 10.6 | 0.1 | 21.3 | 58.3 | 20.2 | 0.2 | |
| Total % | 1.8 | 15.4 | 8.4 | 0.4 | 3.6 | 21.2 | 1.4 | 0.0 | 7.8 | 9.3 | 2.0 | 0.0 | 6.1 | 16.8 | 5.8 | 0.1 | |



| Start Time | 31ST STREET Southbound | | | | | COLORADO AVE Westbound | | | | | 31ST STREET Northbound | | | | | COLORADO AVE Eastbound | | | | | Int. Total |
|---|------------------------|------|-------|------|------------|------------------------|------|-------|------|------------|------------------------|------|-------|------|------------|------------------------|------|-------|------|------------|------------|
| | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | |
| Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Intersection | 04:30 PM | | | | | | | | | | | | | | | | | | | | |
| Volume | 53 | 465 | 218 | 9 | 745 | 94 | 641 | 41 | 0 | 776 | 233 | 244 | 71 | 0 | 548 | 171 | 481 | 173 | 0 | 825 | 2894 |
| Percent | 7.1 | 62.4 | 29.3 | 1.2 | | 12.1 | 82.6 | 5.3 | 0.0 | | 42.5 | 44.5 | 13.0 | 0.0 | | 20.7 | 58.3 | 21.0 | 0.0 | | |
| 04:45 Volume | 18 | 118 | 57 | 2 | 195 | 25 | 184 | 6 | 0 | 215 | 65 | 69 | 17 | 0 | 151 | 47 | 108 | 47 | 0 | 202 | 763 |
| Peak Factor | 0.948 | | | | | | | | | | | | | | | | | | | | |
| High Int. Volume | 04:45 PM | | | | | 04:45 PM | | | | | 04:45 PM | | | | | 04:30 PM | | | | | |
| Peak Factor | 18 | 118 | 57 | 2 | 195 | 25 | 184 | 6 | 0 | 215 | 65 | 69 | 17 | 0 | 151 | 52 | 119 | 50 | 0 | 221 | 0.93 |
| | | | | | 0.95 | | | | | 0.90 | | | | | 0.90 | | | | | 0.93 | 3 |



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File Name : 31ST&COLORADOPM

Site Code : 00000000

Start Date : 4/28/2005

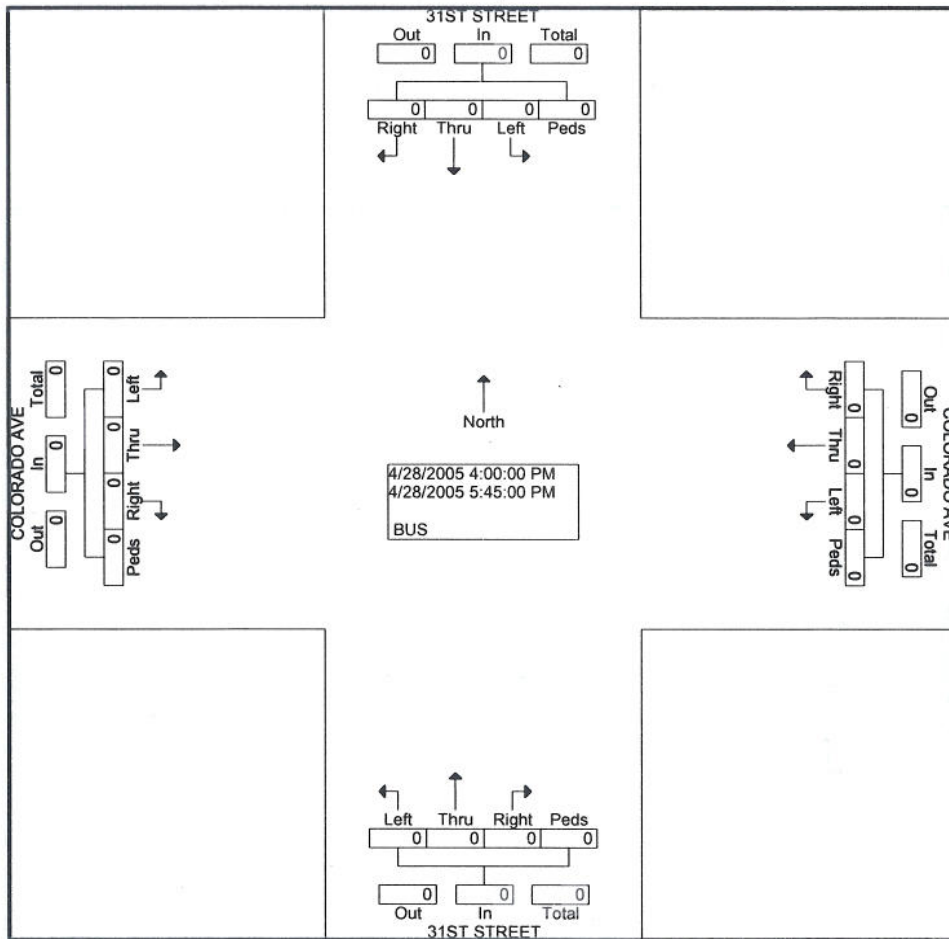
Page No : 1

Groups Printed- BUS

| Start Time | 31ST STREET Southbound | | | | COLORADO AVE Westbound | | | | 31ST STREET Northbound | | | | COLORADO AVE Eastbound | | | | Int. Total | |
|------------|------------------------|------|-------|------|------------------------|------|-------|------|------------------------|------|-------|------|------------------------|------|-------|------|------------|--|
| | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds | | |
| Factor | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | |

*** BREAK ***

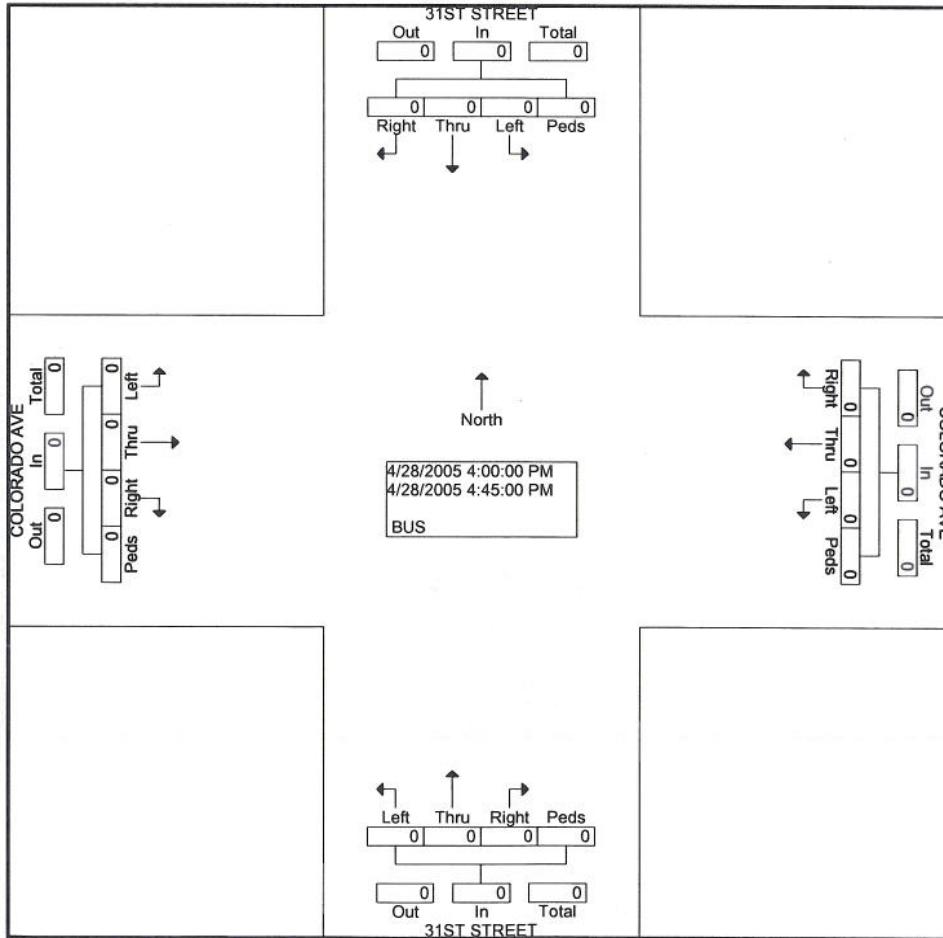
| | | | | | | | | | | | | | | | | | | | |
|-------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Grand Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Apprch % | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total % | | | | | | | | | | | | | | | | | | | |



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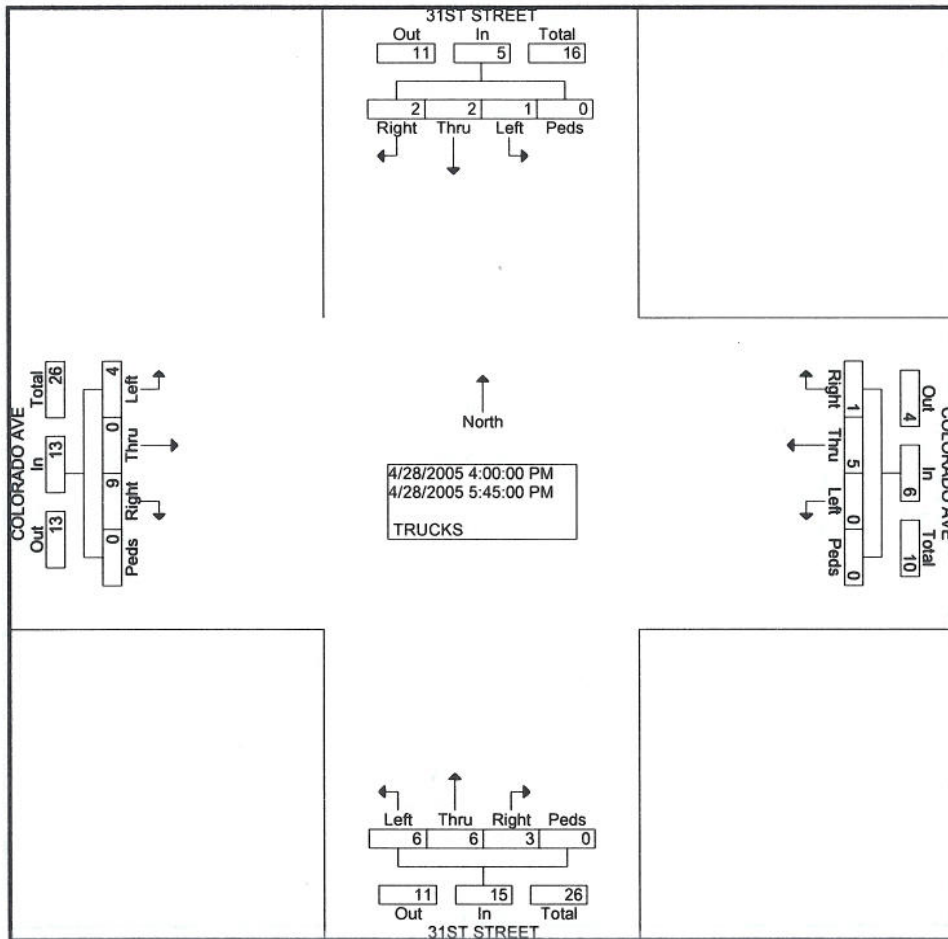
File Name : 31ST&COLORADOPM
 Site Code : 00000000
 Start Date : 4/28/2005
 Page No : 2

| Start Time | 31ST STREET Southbound | | | | | COLORADO AVE Westbound | | | | | 31ST STREET Northbound | | | | | COLORADO AVE Eastbound | | | | | Int. Total | |
|---|------------------------|------|-------|------|------------|------------------------|------|-------|------|------------|------------------------|------|-------|------|------------|------------------------|------|-------|------|------------|------------|---|
| | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | | |
| Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | | |
| Intersection | 04:00 PM | | | | | | | | | | | | | | | | | | | | | |
| Volume | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Percent | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0 | 0 |
| 04:45 | 0 | | | | | | | | | | | | | | | | | | | | | |
| Volume | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Peak Factor | 0.000 | | | | | | | | | | | | | | | | | | | | | |
| High Int. Volume Peak Factor | 3:45:00 PM | | | | | 3:45:00 PM | | | | | 3:45:00 PM | | | | | 3:45:00 PM | | | | | | |



Groups Printed- TRUCKS

| Start Time | 31ST STREET Southbound | | | | COLORADO AVE Westbound | | | | 31ST STREET Northbound | | | | COLORADO AVE Eastbound | | | | Int. Total |
|-------------|------------------------|------|-------|------|------------------------|------|-------|------|------------------------|------|-------|------|------------------------|------|-------|------|------------|
| | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds | |
| Factor | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | |
| 04:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 2 | 1 | 0 | 0 | 0 | 1 | 0 | 6 |
| 04:15 PM | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 5 |
| 04:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 04:45 PM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 2 | 2 | 0 | 0 | 0 | 4 | 0 | 10 |
| Total | 0 | 1 | 0 | 0 | 0 | 2 | 1 | 0 | 4 | 5 | 3 | 0 | 0 | 0 | 7 | 0 | 23 |
| 05:00 PM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 3 |
| 05:15 PM | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 5 |
| 05:30 PM | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 4 |
| 05:45 PM | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 4 |
| Total | 1 | 1 | 2 | 0 | 0 | 3 | 0 | 0 | 2 | 1 | 0 | 0 | 4 | 0 | 2 | 0 | 16 |
| Grand Total | 1 | 2 | 2 | 0 | 0 | 5 | 1 | 0 | 6 | 6 | 3 | 0 | 4 | 0 | 9 | 0 | 39 |
| Apprch % | 20.0 | 40.0 | 40.0 | 0.0 | 0.0 | 83.3 | 16.7 | 0.0 | 40.0 | 40.0 | 20.0 | 0.0 | 30.8 | 0.0 | 69.2 | 0.0 | |
| Total % | 2.6 | 5.1 | 5.1 | 0.0 | 0.0 | 12.8 | 2.6 | 0.0 | 15.4 | 15.4 | 7.7 | 0.0 | 10.3 | 0.0 | 23.1 | 0.0 | |



All Traffic Data Services, Inc.

9660 W 44th Ave

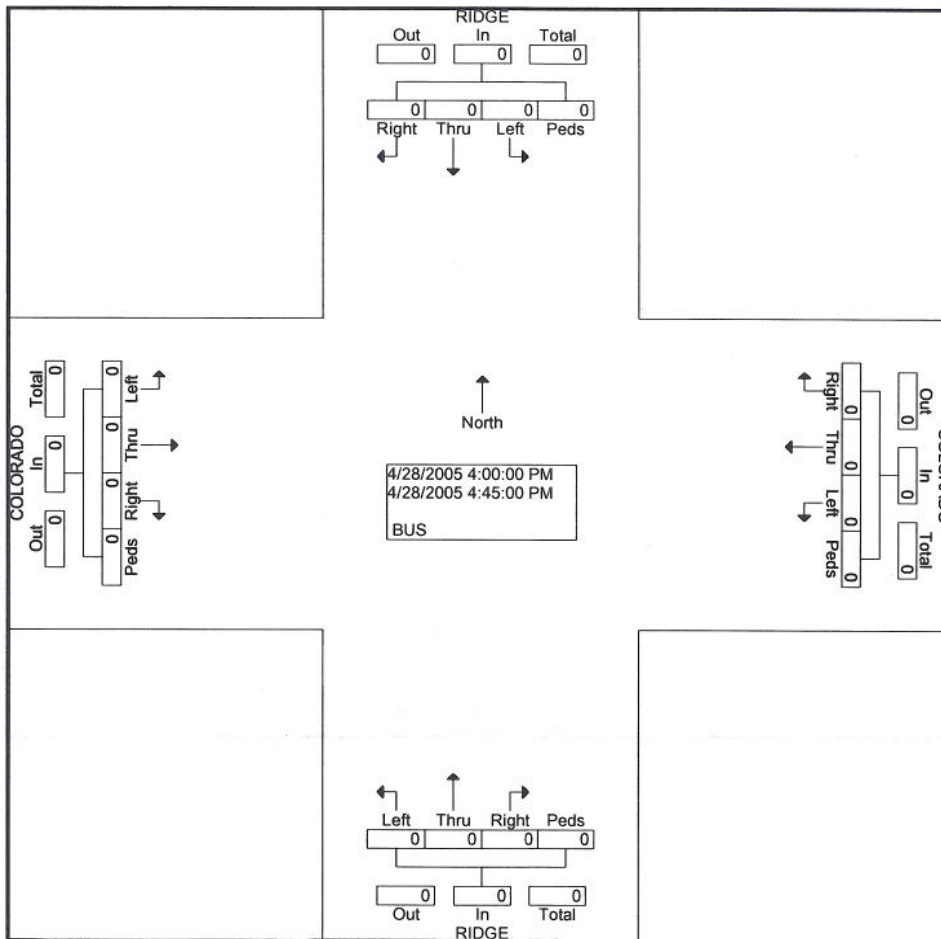
Wheat Ridge, CO 80033 File Name : RIDGE&COLORADOPM

www.alltrafficdata.net Site Code : 00000000

Start Date : 4/28/2005

Page No : 2

| Start Time | RIDGE Southbound | | | | | COLORADO Westbound | | | | | RIDGE Northbound | | | | | COLORADO Eastbound | | | | | Int. Total |
|---|------------------|------|-------|------|------------|--------------------|------|-------|------|------------|------------------|------|-------|------|------------|--------------------|------|-------|------|------------|------------|
| | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | |
| Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Intersection | 04:00 PM | | | | | | | | | | | | | | | | | | | | |
| Volume | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Percent | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | | |
| 04:45 | | | | | | | | | | | | | | | | | | | | | |
| Volume | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Peak Factor | | | | | | | | | | | | | | | | | | | | | |
| High Int. Volume Peak Factor | 3:45:00 PM | | | | | 3:45:00 PM | | | | | 3:45:00 PM | | | | | 3:45:00 PM | | | | | 0.000 |



All Traffic Data Services, Inc.

9660 W 44th Ave

Wheat Ridge, CO 80033 File Name : RIDGE&COLORADOPM

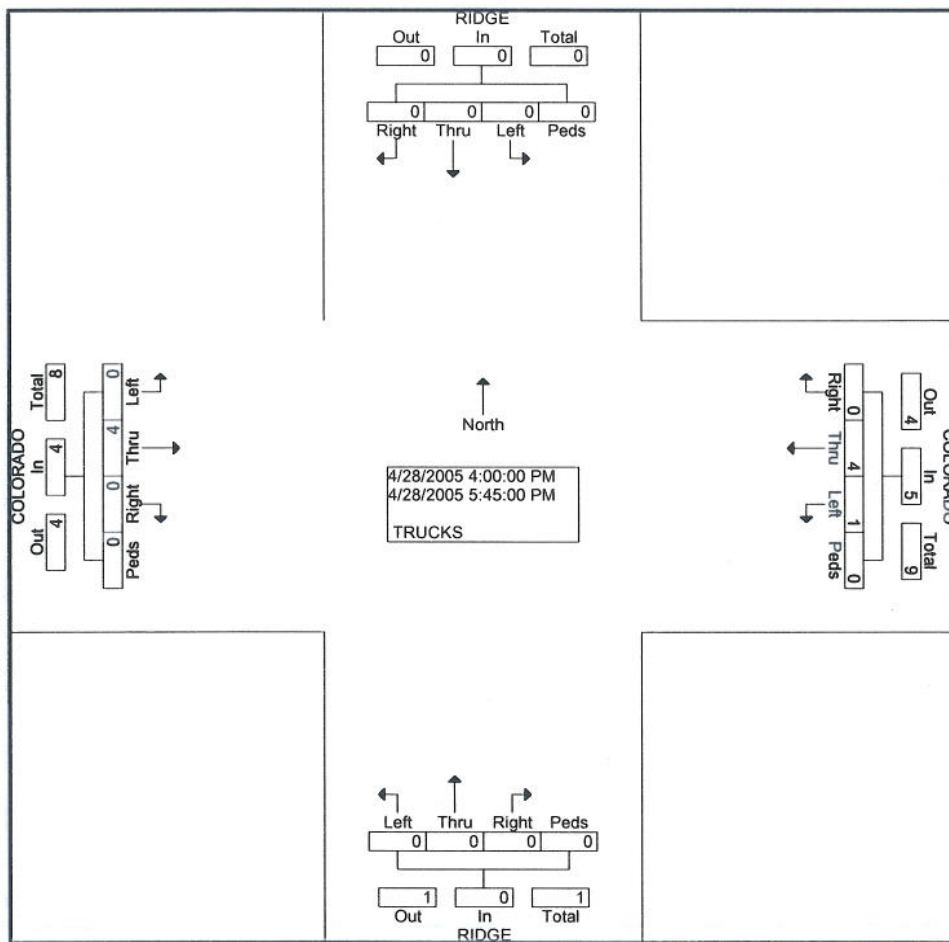
www.alltrafficdata.net Site Code : 00000000

Start Date : 4/28/2005

Page No : 1

Groups Printed- TRUCKS

| Start Time | RIDGE Southbound | | | | COLORADO Westbound | | | | RIDGE Northbound | | | | COLORADO Eastbound | | | | Int. Total |
|---------------|------------------|------|-------|------|--------------------|------|-------|------|------------------|------|-------|------|--------------------|-------|-------|------|------------|
| | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds | |
| Factor | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | |
| 04:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 |
| 04:15 PM | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 3 |
| 04:30 PM | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 04:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 |
| Total | 0 | 0 | 0 | 0 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 7 |
| 05:00 PM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| *** BREAK *** | | | | | | | | | | | | | | | | | |
| 05:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 |
| Total | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 2 |
| Grand Total | 0 | 0 | 0 | 0 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 9 |
| Apprch % | 0.0 | 0.0 | 0.0 | 0.0 | 20.0 | 80.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 | 0.0 | |
| Total % | 0.0 | 0.0 | 0.0 | 0.0 | 11.1 | 44.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 44.4 | 0.0 | 0.0 | |



All Traffic Data Services, Inc.

9660 W 44th Ave

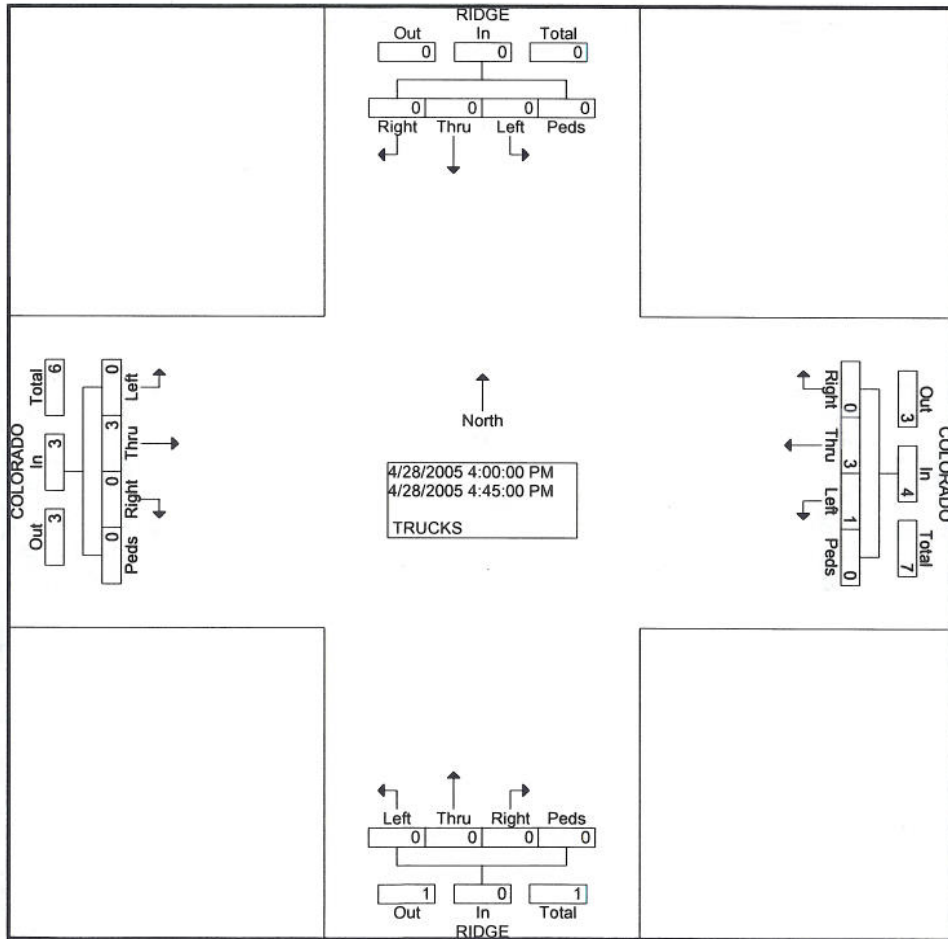
Wheat Ridge, CO 80033 File Name : RIDGE&COLORADOPM

www.alltrafficdata.net Site Code : 00000000

Start Date : 4/28/2005

Page No : 2

| Start Time | RIDGE Southbound | | | | | COLORADO Westbound | | | | | RIDGE Northbound | | | | | COLORADO Eastbound | | | | | Int. Total |
|---|------------------|------|-------|------|------------|--------------------|------|-------|------|------------|------------------|------|-------|------|------------|--------------------|-------|-------|------|------------|------------|
| | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | |
| Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Intersection | 04:00 PM | | | | | | | | | | | | | | | | | | | | |
| Volume | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 3 | 7 |
| Percent | 0.0 | 0.0 | 0.0 | 0.0 | | 25.0 | 75.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 100.0 | 0.0 | 0.0 | | |
| 04:15 Volume Peak Factor | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 3 |
| High Int. Volume Peak Factor | 3:45:00 PM | | | | | 04:15 PM | | | | | 3:45:00 PM | | | | | 04:00 PM | | | | | 0.583 |
| | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0.75 |
| | | | | | | | | | | | | | | | | | | | | | 0 |



All Traffic Data Services, Inc.

9660 W 44th Ave

Wheat Ridge, CO 80033 File Name : ^{WB}EBRAMPS&MANITOUAM

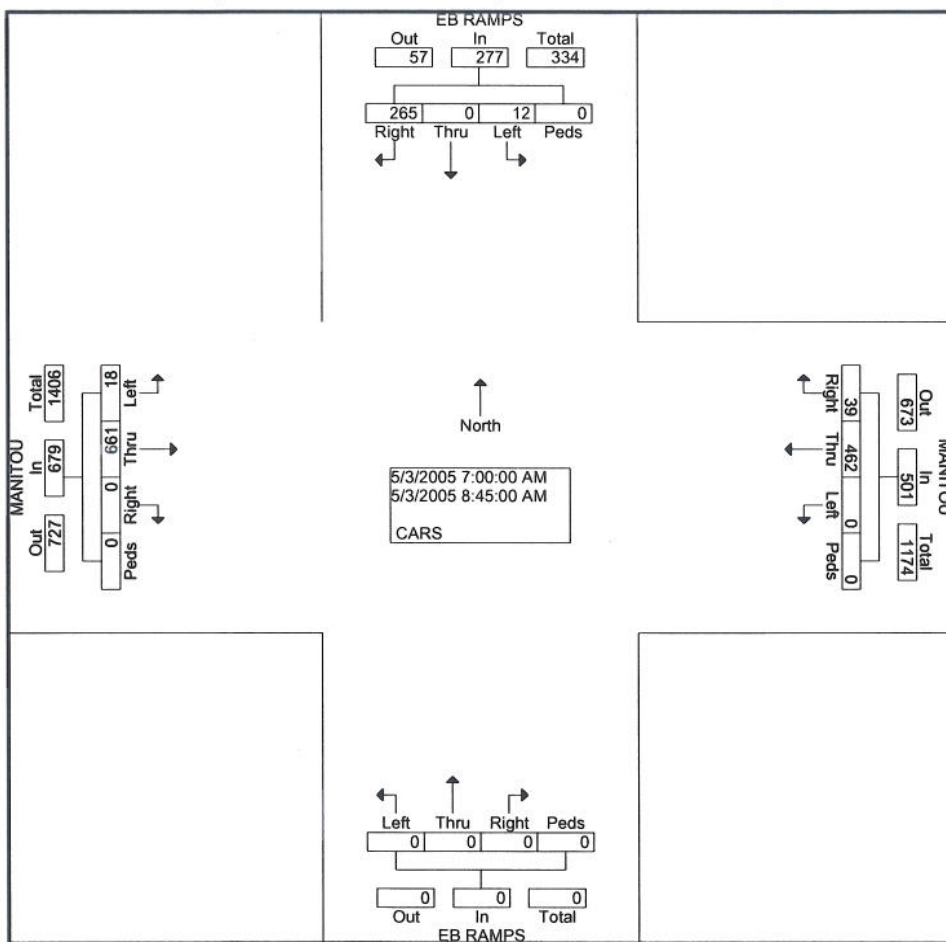
www.alltrafficdata.net Site Code : 00000000

Start Date : 5/3/2005

Page No : 1

Groups Printed- CARS

| Start Time | EB RAMPS Southbound | | | | MANITOU Westbound | | | | EB RAMPS Northbound | | | | MANITOU Eastbound | | | | Int. Total |
|-------------|---------------------|------|-------|------|-------------------|------|-------|------|---------------------|------|-------|------|-------------------|------|-------|------|------------|
| | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds | |
| Factor | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | |
| 07:00 AM | 0 | 0 | 22 | 0 | 0 | 32 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 56 | 0 | 0 | 116 |
| 07:15 AM | 1 | 0 | 47 | 0 | 0 | 75 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 83 | 0 | 0 | 210 |
| 07:30 AM | 2 | 0 | 32 | 0 | 0 | 62 | 7 | 0 | 0 | 0 | 0 | 0 | 2 | 123 | 0 | 0 | 228 |
| 07:45 AM | 2 | 0 | 53 | 0 | 0 | 85 | 3 | 0 | 0 | 0 | 0 | 0 | 5 | 100 | 0 | 0 | 248 |
| Total | 5 | 0 | 154 | 0 | 0 | 254 | 20 | 0 | 0 | 0 | 0 | 0 | 7 | 362 | 0 | 0 | 802 |
| 08:00 AM | 0 | 0 | 46 | 0 | 0 | 71 | 4 | 0 | 0 | 0 | 0 | 0 | 6 | 75 | 0 | 0 | 202 |
| 08:15 AM | 2 | 0 | 23 | 0 | 0 | 43 | 5 | 0 | 0 | 0 | 0 | 0 | 3 | 75 | 0 | 0 | 151 |
| 08:30 AM | 2 | 0 | 20 | 0 | 0 | 40 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 85 | 0 | 0 | 151 |
| 08:45 AM | 3 | 0 | 22 | 0 | 0 | 54 | 6 | 0 | 0 | 0 | 0 | 0 | 2 | 64 | 0 | 0 | 151 |
| Total | 7 | 0 | 111 | 0 | 0 | 208 | 19 | 0 | 0 | 0 | 0 | 0 | 11 | 299 | 0 | 0 | 655 |
| Grand Total | 12 | 0 | 265 | 0 | 0 | 462 | 39 | 0 | 0 | 0 | 0 | 0 | 18 | 661 | 0 | 0 | 1457 |
| Apprch % | 4.3 | 0.0 | 95.7 | 0.0 | 0.0 | 92.2 | 7.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2.7 | 97.3 | 0.0 | 0.0 | |
| Total % | 0.8 | 0.0 | 18.2 | 0.0 | 0.0 | 31.7 | 2.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1.2 | 45.4 | 0.0 | 0.0 | |



All Traffic Data Services, Inc.

9660 W 44th Ave

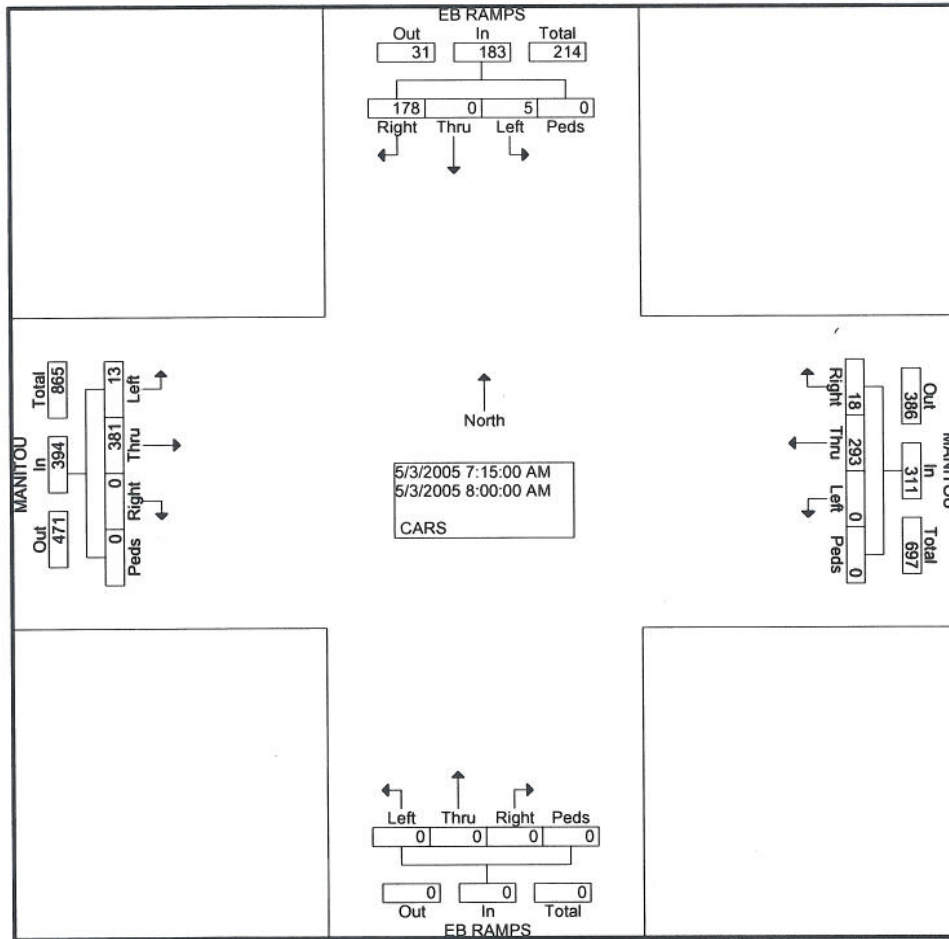
Wheat Ridge, CO 80033 File Name : EBRAMPS&MANITOUAM

www.alltrafficdata.net Site Code : 00000000

Start Date : 5/3/2005

Page No : 2

| Start Time | EB RAMPS Southbound | | | | | MANITOU Westbound | | | | | EB RAMPS Northbound | | | | | MANITOU Eastbound | | | | | Int. Total |
|---|---------------------|------|-------|------|------------|-------------------|------|-------|------|------------|---------------------|------|-------|------|------------|-------------------|------|-------|------|------------|------------|
| | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | |
| Peak Hour From 07:00 AM to 08:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Intersect on | 07:15 AM | | | | | | | | | | | | | | | | | | | | |
| Volume | 5 | 0 | 178 | 0 | 183 | 0 | 293 | 18 | 0 | 311 | 0 | 0 | 0 | 0 | 0 | 13 | 381 | 0 | 0 | 394 | 888 |
| Percent | 2.7 | 0.0 | 97.3 | 0.0 | | 0.0 | 94.2 | 5.8 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | | 3.3 | 96.7 | 0.0 | 0.0 | | |
| 07:45 Volume | 2 | 0 | 53 | 0 | 55 | 0 | 85 | 3 | 0 | 88 | 0 | 0 | 0 | 0 | 0 | 5 | 100 | 0 | 0 | 105 | 248 |
| Peak Factor | 0.895 | | | | | | | | | | | | | | | | | | | | |
| High Int. Volume | 07:45 AM | | | | | 07:45 AM | | | | | 6:45:00 AM | | | | | 07:30 AM | | | | | |
| Peak Factor | 2 | 0 | 53 | 0 | 55 | 0 | 85 | 3 | 0 | 88 | 0 | 0 | 0 | 0 | 0 | 2 | 123 | 0 | 0 | 125 | 0.78 |
| | | | | | | | | | | | | | | | | | | | | | 8 |



All Traffic Data Services, Inc.

9660 W 44th Ave

Wheat Ridge, CO 80033 File Name : EBRAMPS&MANITOUAM

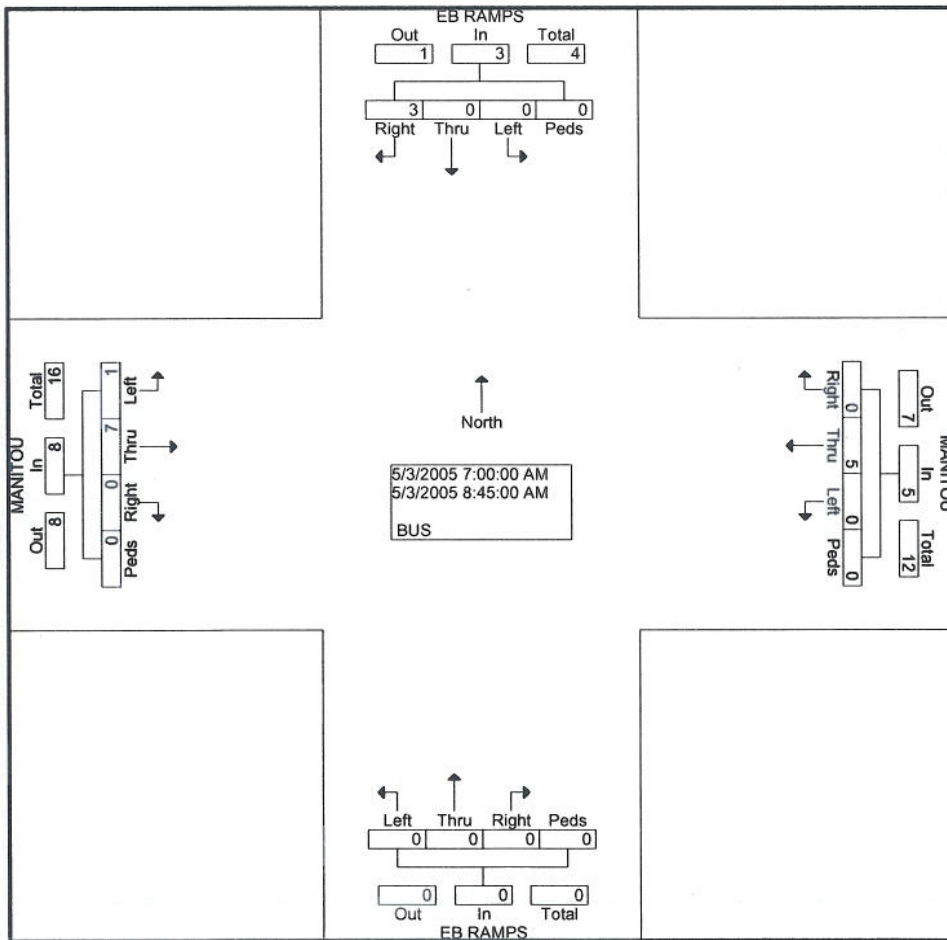
www.alltrafficdata.net Site Code : 00000000

Start Date : 5/3/2005

Page No : 1

Groups Printed- BUS

| Start Time | EB RAMPS Southbound | | | | MANITOU Westbound | | | | EB RAMPS Northbound | | | | MANITOU Eastbound | | | | Int. Total |
|---------------|---------------------|------|-------|------|-------------------|-------|-------|------|---------------------|------|-------|------|-------------------|------|-------|------|------------|
| | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds | |
| Factor | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | |
| 07:00 AM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 2 |
| *** BREAK *** | | | | | | | | | | | | | | | | | |
| 07:30 AM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 2 |
| 07:45 AM | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 0 | 0 | 6 |
| Total | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 5 | 0 | 0 | 10 |
| 08:00 AM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 2 |
| 08:15 AM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 2 |
| 08:30 AM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 08:45 AM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| Total | 0 | 0 | 3 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 6 |
| Grand Total | 0 | 0 | 3 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 7 | 0 | 0 | 16 |
| Apprch % | 0.0 | 0.0 | 100.0 | 0.0 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 12.5 | 87.5 | 0.0 | 0.0 | |
| Total % | 0.0 | 0.0 | 18.8 | 0.0 | 0.0 | 31.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6.3 | 43.8 | 0.0 | 0.0 | |



All Traffic Data Services, Inc.

9660 W 44th Ave

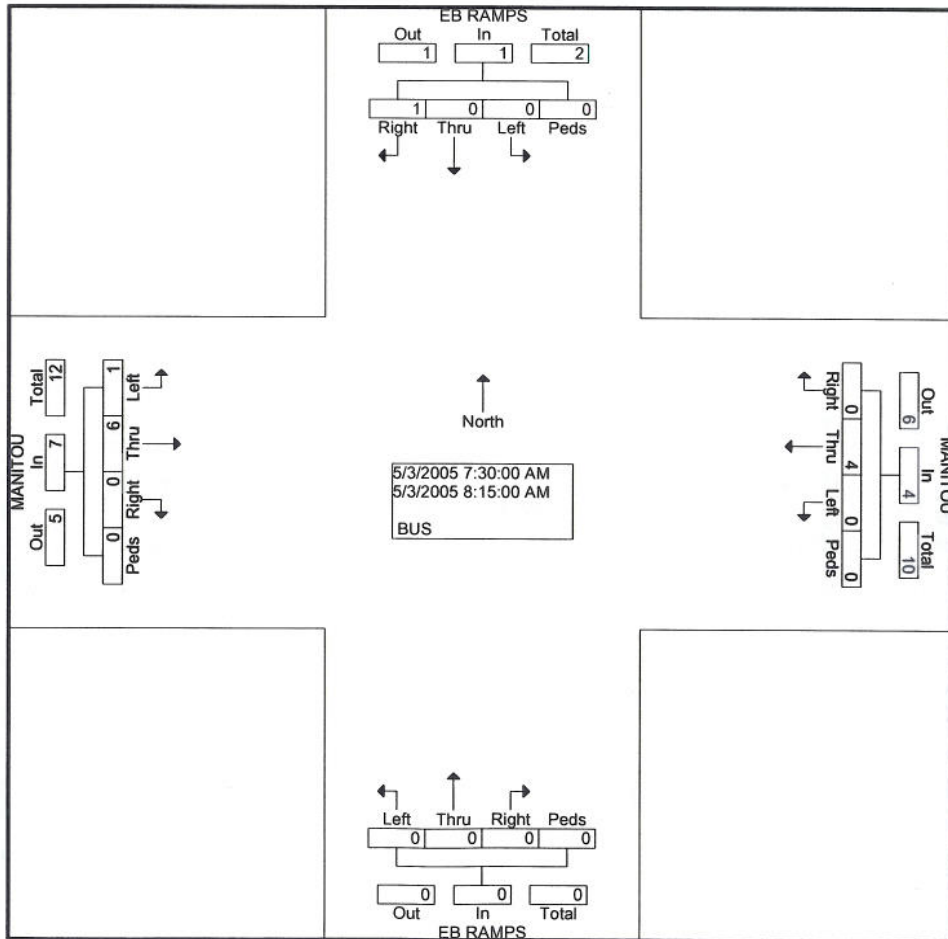
Wheat Ridge, CO 80033 File Name : EBRAMPS&MANITOUAM

www.alltrafficdata.net Site Code : 00000000

Start Date : 5/3/2005

Page No : 2

| Start Time | EB RAMPS Southbound | | | | | MANITOU Westbound | | | | | EB RAMPS Northbound | | | | | MANITOU Eastbound | | | | | Int. Total |
|---|---------------------|------|-------|------|------------|-------------------|-------|-------|------|------------|---------------------|------|-------|------|------------|-------------------|------|-------|------|------------|------------|
| | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | |
| Peak Hour From 07:00 AM to 08:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Intersection | | | | | | | | | | | | | | | | | | | | | |
| 07:30 AM | | | | | | | | | | | | | | | | | | | | | |
| Volume | 0 | 0 | 1 | 0 | 1 | 0 | 4 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 1 | 6 | 0 | 0 | 7 | 12 |
| Percent | 0.0 | 0.0 | 100.0 | 0.0 | | 0.0 | 100.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | | 14.3 | 85.7 | 0.0 | 0.0 | | |
| 07:45 AM | | | | | | | | | | | | | | | | | | | | | |
| Volume | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 0 | 0 | 4 | 6 |
| Peak Factor | | | | | | | | | | | | | | | | | | | | | |
| High Int. | | | | | | | | | | | | | | | | | | | | | |
| 08:15 AM | | | | | | | | | | | | | | | | | | | | | |
| Volume | 0 | 0 | 1 | 0 | 1 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 0 | 0 | 4 | 8 |
| Peak Factor | | | | | 0.25 | | | | | 0.50 | | | | | 0 | | | | | 0.43 | |



All Traffic Data Services, Inc.

9660 W 44th Ave

Wheat Ridge, CO 80033 File Name : EBRAMPS&MANITOUAM

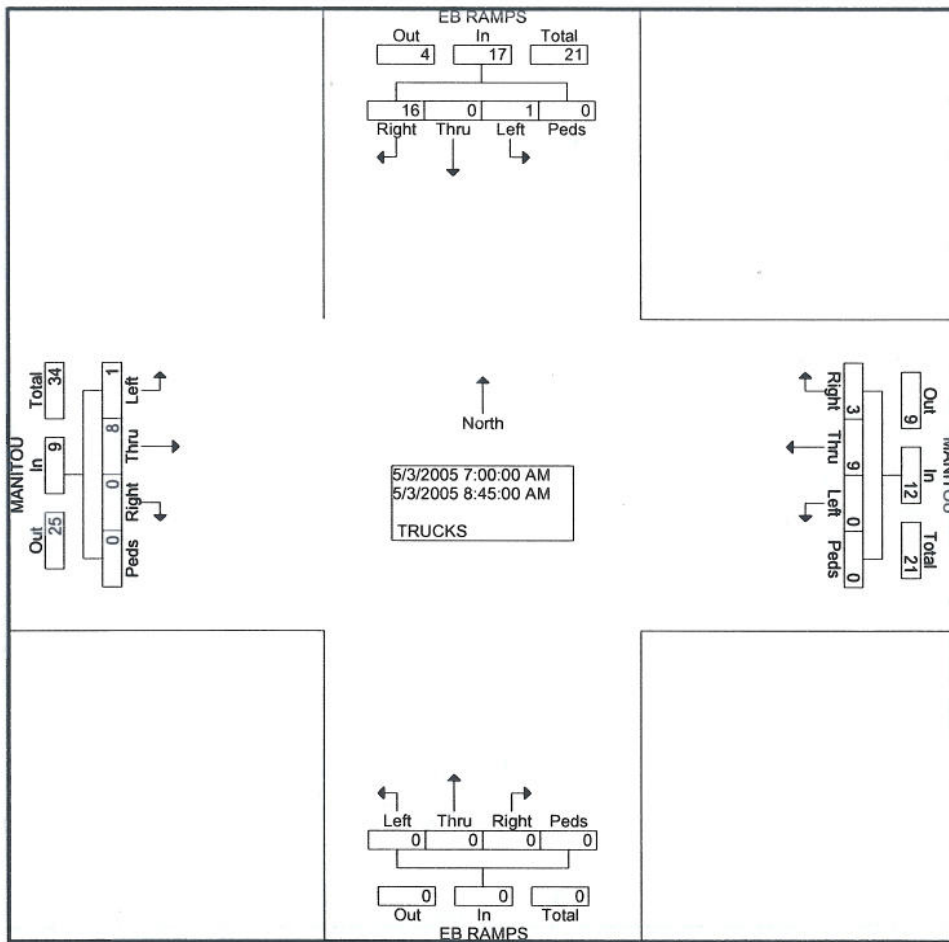
www.alltrafficdata.net Site Code : 00000000

Start Date : 5/3/2005

Page No : 1

Groups Printed- TRUCKS

| Start Time | EB RAMPS Southbound | | | | MANITOU Westbound | | | | EB RAMPS Northbound | | | | MANITOU Eastbound | | | | Int. Total | |
|-------------|---------------------|------|-------|------|-------------------|------|-------|------|---------------------|------|-------|------|-------------------|------|-------|------|------------|----|
| | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds | | |
| Factor | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | | |
| 07:00 AM | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 07:15 AM | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 6 |
| 07:30 AM | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 07:45 AM | 0 | 0 | 1 | 0 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 6 |
| Total | 1 | 0 | 9 | 0 | 0 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 19 |
| 08:00 AM | 0 | 0 | 3 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 10 |
| 08:15 AM | 0 | 0 | 2 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 5 |
| 08:30 AM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 08:45 AM | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 3 |
| Total | 0 | 0 | 7 | 0 | 0 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 19 |
| Grand Total | 1 | 0 | 16 | 0 | 0 | 9 | 3 | 0 | 0 | 0 | 0 | 0 | 1 | 8 | 0 | 0 | 0 | 38 |
| Apprch % | 5.9 | 0.0 | 94.1 | 0.0 | 0.0 | 75.0 | 25.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11.1 | 88.9 | 0.0 | 0.0 | 0.0 | |
| Total % | 2.6 | 0.0 | 42.1 | 0.0 | 0.0 | 23.7 | 7.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2.6 | 21.1 | 0.0 | 0.0 | 0.0 | |



All Traffic Data Services, Inc.

9660 W 44th Ave

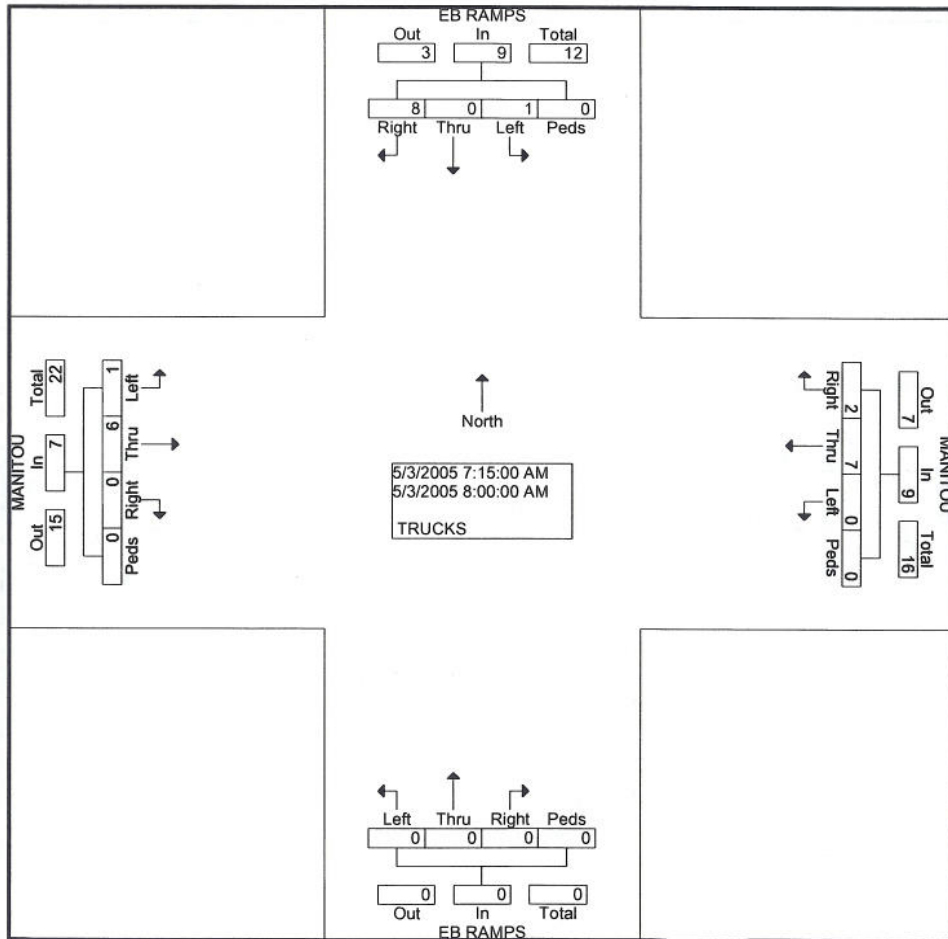
Wheat Ridge, CO 80033 File Name : EBRAMPS&MANITOUAM

www.alltrafficdata.net Site Code : 00000000

Start Date : 5/3/2005

Page No : 2

| Start Time | EB RAMPS Southbound | | | | | MANITOU Westbound | | | | | EB RAMPS Northbound | | | | | MANITOU Eastbound | | | | | Int. Total |
|---|---------------------|------|------|------|------------|-------------------|------|------|------|------------|---------------------|------|------|------|------------|-------------------|------|------|------|------------|------------|
| | Left | Thru | Rght | Peds | App. Total | Left | Thru | Rght | Peds | App. Total | Left | Thru | Rght | Peds | App. Total | Left | Thru | Rght | Peds | App. Total | |
| Peak Hour From 07:00 AM to 08:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Intersection | | | | | | | | | | | | | | | | | | | | | |
| 07:15 AM | | | | | | | | | | | | | | | | | | | | | |
| Volume | 1 | 0 | 8 | 0 | 9 | 0 | 7 | 2 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 1 | 6 | 0 | 0 | 7 | 25 |
| Percent | 11.1 | 0.0 | 88.9 | 0.0 | | 0.0 | 77.8 | 22.2 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | | 14.3 | 85.7 | 0.0 | 0.0 | | |
| 08:00 AM | | | | | | | | | | | | | | | | | | | | | |
| Volume | 0 | 0 | 3 | 0 | 3 | 0 | 2 | 1 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 4 | 10 |
| Peak Factor | | | | | | | | | | | | | | | | | | | | | 0.625 |
| High Int. | | | | | | | | | | | | | | | | | | | | | |
| 07:30 AM | | | | | | 07:45 AM | | | | | 6:45:00 AM | | | | | 08:00 AM | | | | | |
| Volume | 1 | 0 | 2 | 0 | 3 | 0 | 3 | 1 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 4 | |
| Peak Factor | | | | | | 0.75 | | | | | 0.56 | | | | | 0.43 | | | | | 8 |
| Factor | | | | | | 0 | | | | | 3 | | | | | | | | | | |



All Traffic Data Services, Inc.

9660 W 44th Ave

Wheat Ridge, CO 80033 File Name : EBRAMPS&MANITOU

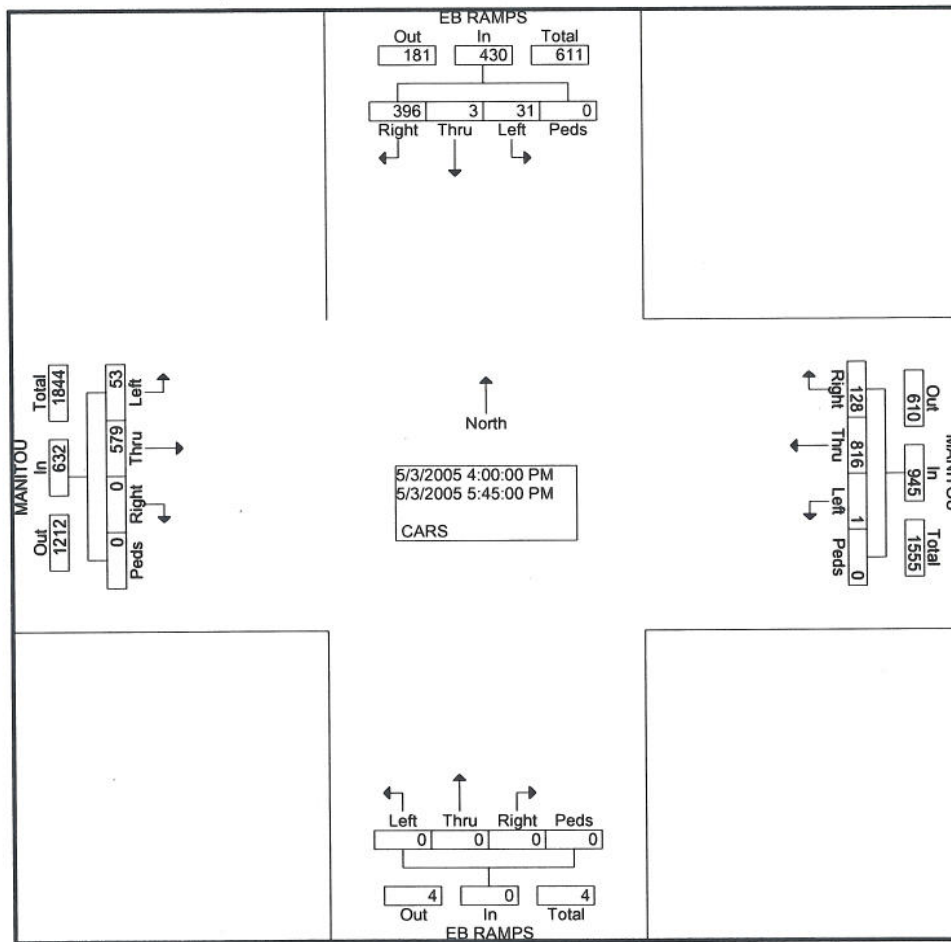
www.alltrafficdata.net Site Code : 00000000

Start Date : 5/3/2005

Page No : 1

Groups Printed- CARS

| Start Time | EB RAMPS Southbound | | | | MANITOU Westbound | | | | EB RAMPS Northbound | | | | MANITOU Eastbound | | | | Int. Total | |
|-------------|---------------------|------|-------|------|-------------------|------|-------|------|---------------------|------|-------|------|-------------------|------|-------|------|------------|------|
| | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds | | |
| Factor | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | |
| 04:00 PM | 3 | 0 | 42 | 0 | 0 | 107 | 12 | 0 | 0 | 0 | 0 | 0 | 4 | 79 | 0 | 0 | 0 | 247 |
| 04:15 PM | 6 | 0 | 54 | 0 | 0 | 97 | 12 | 0 | 0 | 0 | 0 | 0 | 9 | 77 | 0 | 0 | 0 | 255 |
| 04:30 PM | 5 | 0 | 54 | 0 | 0 | 99 | 13 | 0 | 0 | 0 | 0 | 0 | 11 | 86 | 0 | 0 | 0 | 268 |
| 04:45 PM | 2 | 0 | 51 | 0 | 0 | 103 | 12 | 0 | 0 | 0 | 0 | 0 | 6 | 74 | 0 | 0 | 0 | 248 |
| Total | 16 | 0 | 201 | 0 | 0 | 406 | 49 | 0 | 0 | 0 | 0 | 0 | 30 | 316 | 0 | 0 | 0 | 1018 |
| 05:00 PM | 7 | 0 | 46 | 0 | 1 | 109 | 24 | 0 | 0 | 0 | 0 | 0 | 3 | 82 | 0 | 0 | 0 | 272 |
| 05:15 PM | 4 | 0 | 54 | 0 | 0 | 114 | 22 | 0 | 0 | 0 | 0 | 0 | 4 | 71 | 0 | 0 | 0 | 269 |
| 05:30 PM | 2 | 3 | 59 | 0 | 0 | 131 | 18 | 0 | 0 | 0 | 0 | 0 | 3 | 61 | 0 | 0 | 0 | 277 |
| 05:45 PM | 2 | 0 | 36 | 0 | 0 | 56 | 15 | 0 | 0 | 0 | 0 | 0 | 13 | 49 | 0 | 0 | 0 | 171 |
| Total | 15 | 3 | 195 | 0 | 1 | 410 | 79 | 0 | 0 | 0 | 0 | 0 | 23 | 263 | 0 | 0 | 0 | 989 |
| Grand Total | 31 | 3 | 396 | 0 | 1 | 816 | 128 | 0 | 0 | 0 | 0 | 0 | 53 | 579 | 0 | 0 | 0 | 2007 |
| Apprch % | 7.2 | 0.7 | 92.1 | 0.0 | 0.1 | 86.3 | 13.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8.4 | 91.6 | 0.0 | 0.0 | 0.0 | |
| Total % | 1.5 | 0.1 | 19.7 | 0.0 | 0.0 | 40.7 | 6.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2.6 | 28.8 | 0.0 | 0.0 | 0.0 | |



All Traffic Data Services, Inc.

9660 W 44th Ave

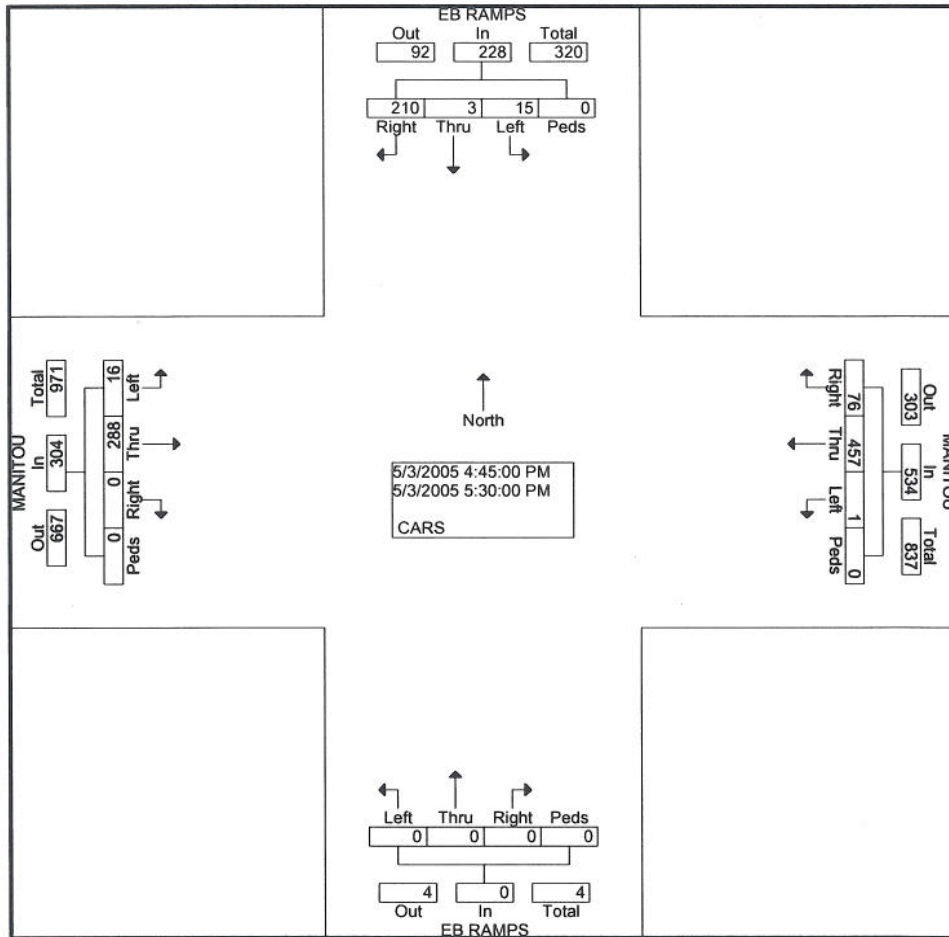
Wheat Ridge, CO 80033 File Name : EBRAMPS&MANITOU

www.alltrafficdata.net Site Code : 00000000

Start Date : 5/3/2005

Page No : 2

| Start Time | EB RAMPS Southbound | | | | | MANITOU Westbound | | | | | EB RAMPS Northbound | | | | | MANITOU Eastbound | | | | | Int. Total |
|---|---------------------|------|-------|------|------------|-------------------|------|-------|------|------------|---------------------|------|-------|------|------------|-------------------|------|-------|------|------------|------------|
| | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | |
| Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Intersect on | 04:45 PM | | | | | | | | | | | | | | | | | | | | |
| Volume | 15 | 3 | 210 | 0 | 228 | 1 | 457 | 76 | 0 | 534 | 0 | 0 | 0 | 0 | 0 | 16 | 288 | 0 | 0 | 304 | 1066 |
| Percent | 6.6 | 1.3 | 92.1 | 0.0 | | 0.2 | 85.6 | 14.2 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | | 5.3 | 94.7 | 0.0 | 0.0 | | |
| 05:30 Volume | 2 | 3 | 59 | 0 | 64 | 0 | 131 | 18 | 0 | 149 | 0 | 0 | 0 | 0 | 0 | 3 | 61 | 0 | 0 | 64 | 277 |
| Peak Factor | | | | | | | | | | | | | | | | | | | | | |
| High Int. Volume | 05:30 PM | | | | | 05:30 PM | | | | | 3:45:00 PM | | | | | 05:00 PM | | | | | |
| Peak Factor | 2 | 3 | 59 | 0 | 64 | 0 | 131 | 18 | 0 | 149 | 0 | 0 | 0 | 0 | 0 | 3 | 82 | 0 | 0 | 85 | 0.89 |
| | | | | | | | | | | | | | | | | | | | | | 4 |



All Traffic Data Services, Inc.

9660 W 44th Ave

Wheat Ridge, CO 80033 File Name : EBRAMPS&MANITOU.PM

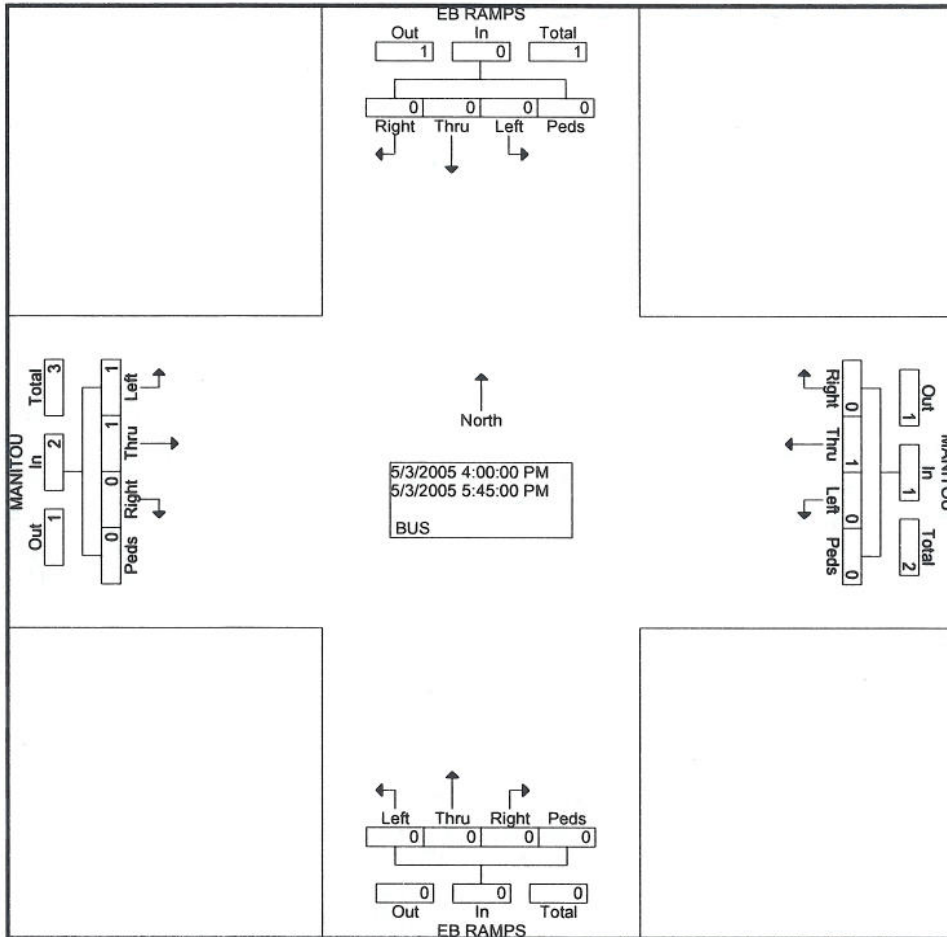
www.alltrafficdata.net Site Code : 00000000

Start Date : 5/3/2005

Page No : 1

Groups Printed- BUS

| Start Time | EB RAMPS Southbound | | | | MANITOU Westbound | | | | EB RAMPS Northbound | | | | MANITOU Eastbound | | | | Int. Total | |
|---------------|---------------------|------|-------|------|-------------------|-------|-------|------|---------------------|------|-------|------|-------------------|------|-------|------|------------|---|
| | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds | | |
| Factor | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | | |
| *** BREAK *** | | | | | | | | | | | | | | | | | | |
| 04:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | | 1 |
| *** BREAK *** | | | | | | | | | | | | | | | | | | |
| 04:45 PM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 1 |
| Total | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | | 2 |
| 05:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | | 1 |
| *** BREAK *** | | | | | | | | | | | | | | | | | | |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | | 1 |
| Grand Total | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | | 3 |
| Apprch % | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 50.0 | 50.0 | 0.0 | 0.0 | | |
| Total % | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 33.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 33.3 | 33.3 | 0.0 | 0.0 | | |



All Traffic Data Services, Inc.

9660 W 44th Ave

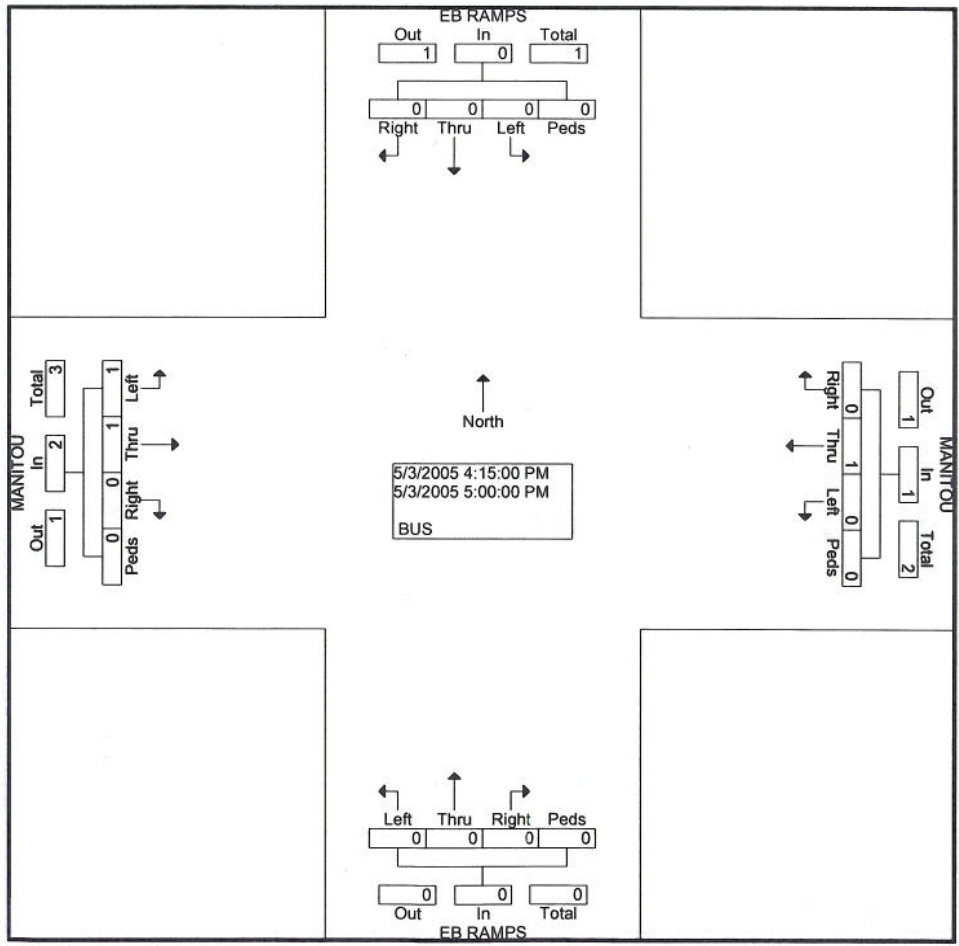
Wheat Ridge, CO 80033 File Name : EBRAMPS&MANITOU

www.alltrafficdata.net Site Code : 00000000

Start Date : 5/3/2005

Page No : 2

| Start Time | EB RAMPS Southbound | | | | | MANITOU Westbound | | | | | EB RAMPS Northbound | | | | | MANITOU Eastbound | | | | | Int. Total |
|---|---------------------|------|-----|-----|------------|-------------------|-------|-----|-----|------------|---------------------|------|-----|-----|------------|-------------------|------|-----|-----|------------|------------|
| | Left | Thru | Rig | Ped | App. Total | Left | Thru | Rig | Ped | App. Total | Left | Thru | Rig | Ped | App. Total | Left | Thru | Rig | Ped | App. Total | |
| Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Intersect on | 04:15 PM | | | | | | | | | | | | | | | | | | | | |
| Volume | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 2 | 3 |
| Percent | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 100.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | | 50.0 | 50.0 | 0.0 | 0.0 | | |
| 05:00 Volume | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 1 |
| Peak Factor | | | | | | | | | | | | | | | | | | | | | 0.750 |
| High Int. Volume | 3:45:00 PM | | | | | 04:45 PM | | | | | 3:45:00 PM | | | | | 04:15 PM | | | | | |
| Peak Factor | | | | | | 0.25 | | | | | | | | | | 0.50 | | | | | |



All Traffic Data Services, Inc.

9660 W 44th Ave

Wheat Ridge, CO 80033 File Name : EBRAMPS&MANITOU.PM

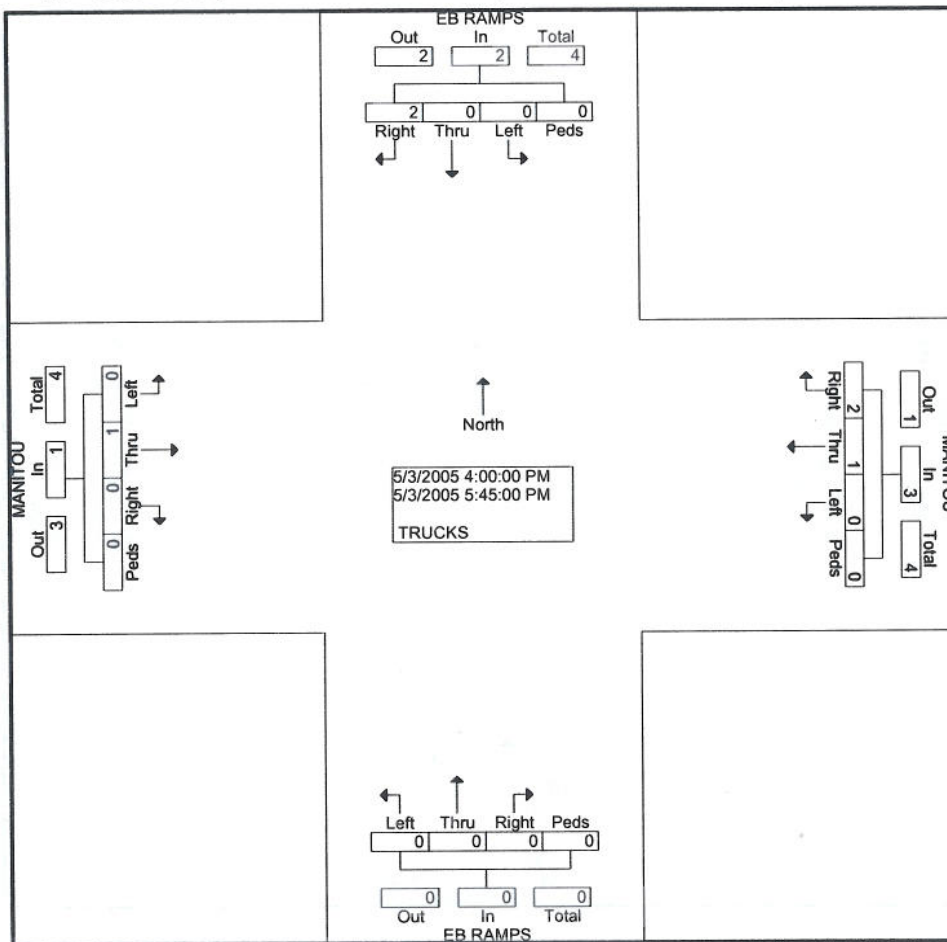
www.alltrafficdata.net Site Code : 00000000

Start Date : 5/3/2005

Page No : 1

Groups Printed- TRUCKS

| Start Time | EB RAMPS Southbound | | | | MANITOU Westbound | | | | EB RAMPS Northbound | | | | MANITOU Eastbound | | | | Int. Total | |
|---------------|---------------------|------|-------|------|-------------------|------|-------|------|---------------------|------|-------|------|-------------------|-------|-------|------|------------|---|
| | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds | | |
| Factor | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | |
| 04:00 PM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 2 |
| *** BREAK *** | | | | | | | | | | | | | | | | | | |
| 04:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| *** BREAK *** | | | | | | | | | | | | | | | | | | |
| Total | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 3 |
| 05:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 05:15 PM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| *** BREAK *** | | | | | | | | | | | | | | | | | | |
| 05:45 PM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| Total | 0 | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| Grand Total | 0 | 0 | 2 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 6 |
| Apprch % | 0.0 | 0.0 | 100.0 | 0.0 | 0.0 | 33.3 | 66.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | |
| Total % | 0.0 | 0.0 | 33.3 | 0.0 | 0.0 | 16.7 | 33.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 16.7 | 0.0 | 0.0 | 0.0 | |



All Traffic Data Services, Inc.

9660 W 44th Ave

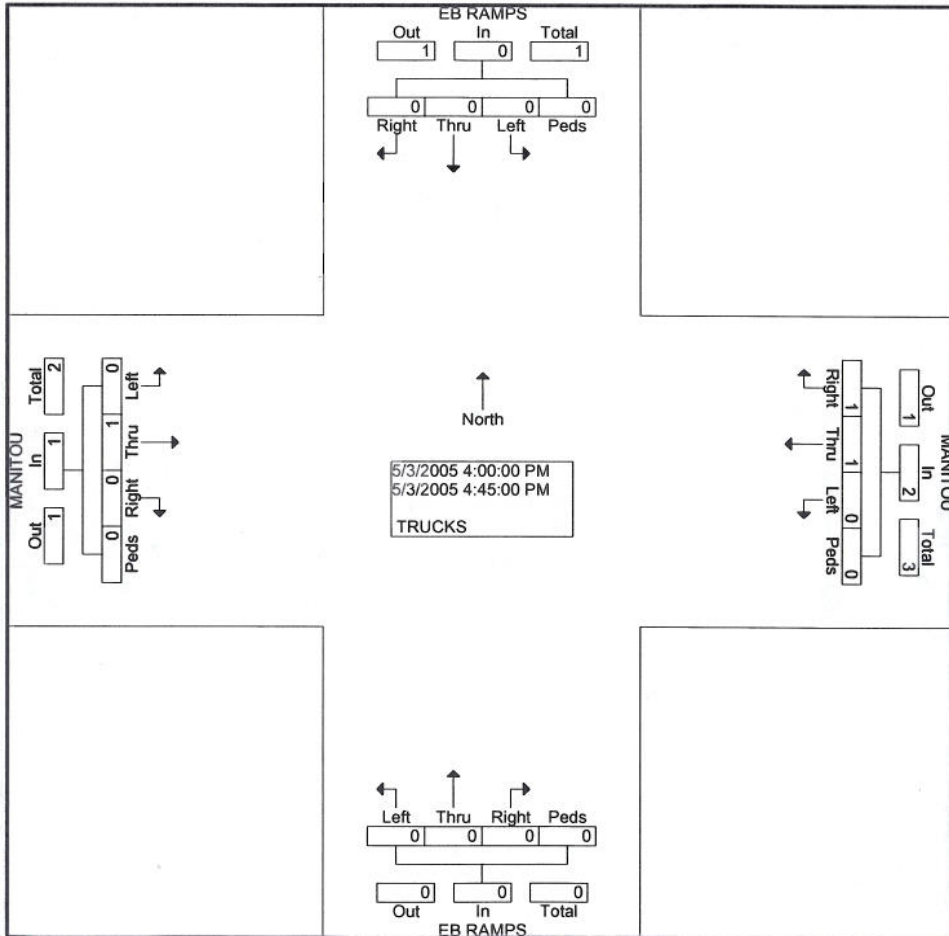
Wheat Ridge, CO 80037 File Name : EBRAMPS&MANITOU

www.alltrafficdata.net Site Code : 00000000

Start Date : 5/3/2005

Page No : 2

| Start Time | EB RAMPS Southbound | | | | | MANITOU Westbound | | | | | EB RAMPS Northbound | | | | | MANITOU Eastbound | | | | | Int. Total |
|---|---------------------|------|-----|-----|------------|-------------------|------|------|-----|------------|---------------------|------|-----|-----|------------|-------------------|-------|-----|-----|------------|------------|
| | Left | Thru | Rig | Ped | App. Total | Left | Thru | Rig | Ped | App. Total | Left | Thru | Rig | Ped | App. Total | Left | Thru | Rig | Ped | App. Total | |
| Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Intersection | 04:00 PM | | | | | | | | | | | | | | | | | | | | |
| Volume | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 3 |
| Percent | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 50.0 | 50.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 100.0 | 0.0 | 0.0 | | |
| 04:00 Volume Peak Factor | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 2 |
| High Int. Volume Peak Factor | 3:45:00 PM | | | | | 04:00 PM | | | | | 3:45:00 PM | | | | | 04:00 PM | | | | | 0.375 |
| | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 1 |
| | | | | | | | | | | 0.50 | | | | | | | | | | | 0.25 |
| | | | | | | | | | | 0 | | | | | | | | | | | 0 |



All Traffic Data Services, Inc.

9660 W 44th Ave

Wheat Ridge, CO 80038 File Name : MANITOU^{FB}&WB RAMPSAM

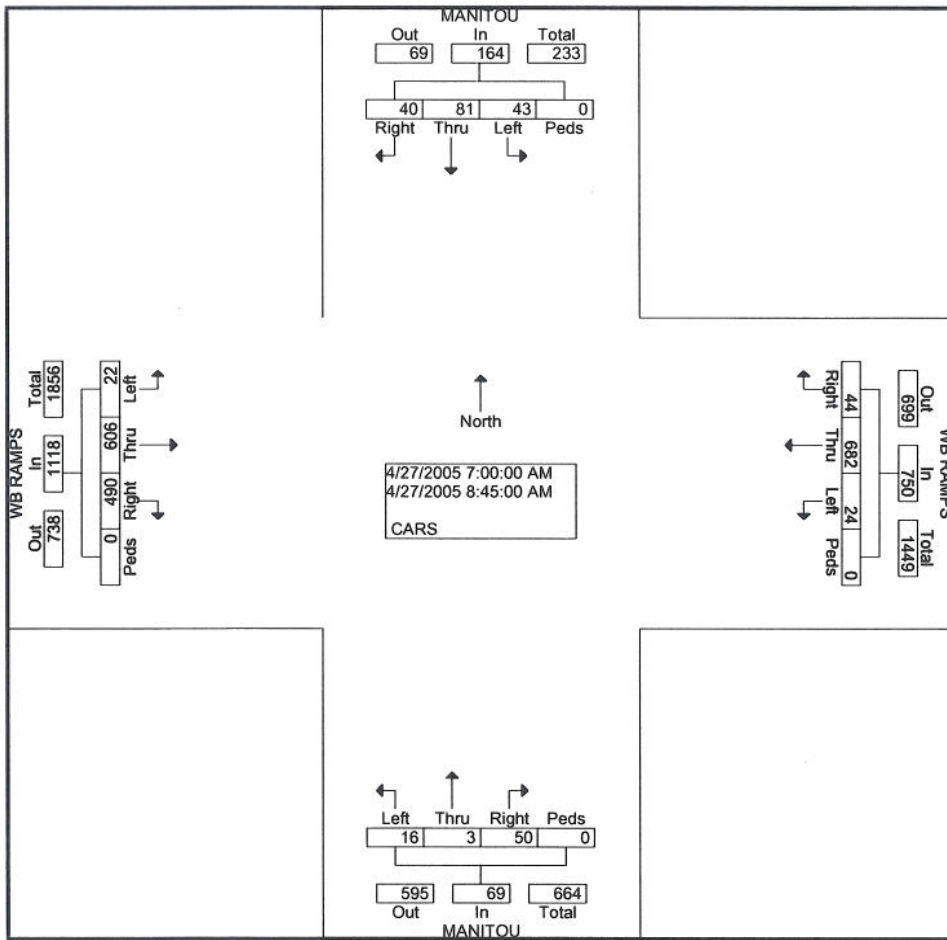
www.alltrafficdata.net Site Code : 00000000

Start Date : 4/27/2005

Page No : 1

Groups Printed- CARS

| Start Time | MANITOU Southbound | | | | WB RAMPS Westbound | | | | MANITOU Northbound | | | | WB RAMPS Eastbound | | | | Int. Total |
|-------------|--------------------|------|-------|------|--------------------|------|-------|------|--------------------|------|-------|------|--------------------|------|-------|------|------------|
| | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds | |
| Factor | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | |
| 07:00 AM | 5 | 9 | 8 | 0 | 5 | 70 | 4 | 0 | 2 | 1 | 6 | 0 | 2 | 47 | 60 | 0 | 219 |
| 07:15 AM | 5 | 9 | 14 | 0 | 2 | 130 | 3 | 0 | 4 | 0 | 10 | 0 | 4 | 98 | 58 | 0 | 337 |
| 07:30 AM | 6 | 14 | 2 | 0 | 2 | 85 | 6 | 0 | 5 | 0 | 6 | 0 | 3 | 110 | 73 | 0 | 312 |
| 07:45 AM | 5 | 10 | 5 | 0 | 4 | 133 | 5 | 0 | 1 | 1 | 9 | 0 | 4 | 81 | 83 | 0 | 341 |
| Total | 21 | 42 | 29 | 0 | 13 | 418 | 18 | 0 | 12 | 2 | 31 | 0 | 13 | 336 | 274 | 0 | 1209 |
| 08:00 AM | 4 | 15 | 3 | 0 | 2 | 79 | 6 | 0 | 1 | 0 | 1 | 0 | 4 | 77 | 75 | 0 | 267 |
| 08:15 AM | 4 | 10 | 5 | 0 | 4 | 62 | 4 | 0 | 0 | 0 | 8 | 0 | 3 | 79 | 57 | 0 | 236 |
| 08:30 AM | 9 | 11 | 1 | 0 | 3 | 62 | 7 | 0 | 3 | 1 | 3 | 0 | 1 | 65 | 47 | 0 | 213 |
| 08:45 AM | 5 | 3 | 2 | 0 | 2 | 61 | 9 | 0 | 0 | 0 | 7 | 0 | 1 | 49 | 37 | 0 | 176 |
| Total | 22 | 39 | 11 | 0 | 11 | 264 | 26 | 0 | 4 | 1 | 19 | 0 | 9 | 270 | 216 | 0 | 892 |
| Grand Total | 43 | 81 | 40 | 0 | 24 | 682 | 44 | 0 | 16 | 3 | 50 | 0 | 22 | 606 | 490 | 0 | 2101 |
| Apprch % | 26.2 | 49.4 | 24.4 | 0.0 | 3.2 | 90.9 | 5.9 | 0.0 | 23.2 | 4.3 | 72.5 | 0.0 | 2.0 | 54.2 | 43.8 | 0.0 | |
| Total % | 2.0 | 3.9 | 1.9 | 0.0 | 1.1 | 32.5 | 2.1 | 0.0 | 0.8 | 0.1 | 2.4 | 0.0 | 1.0 | 28.8 | 23.3 | 0.0 | |



All Traffic Data Services, Inc.

9660 W 44th Ave

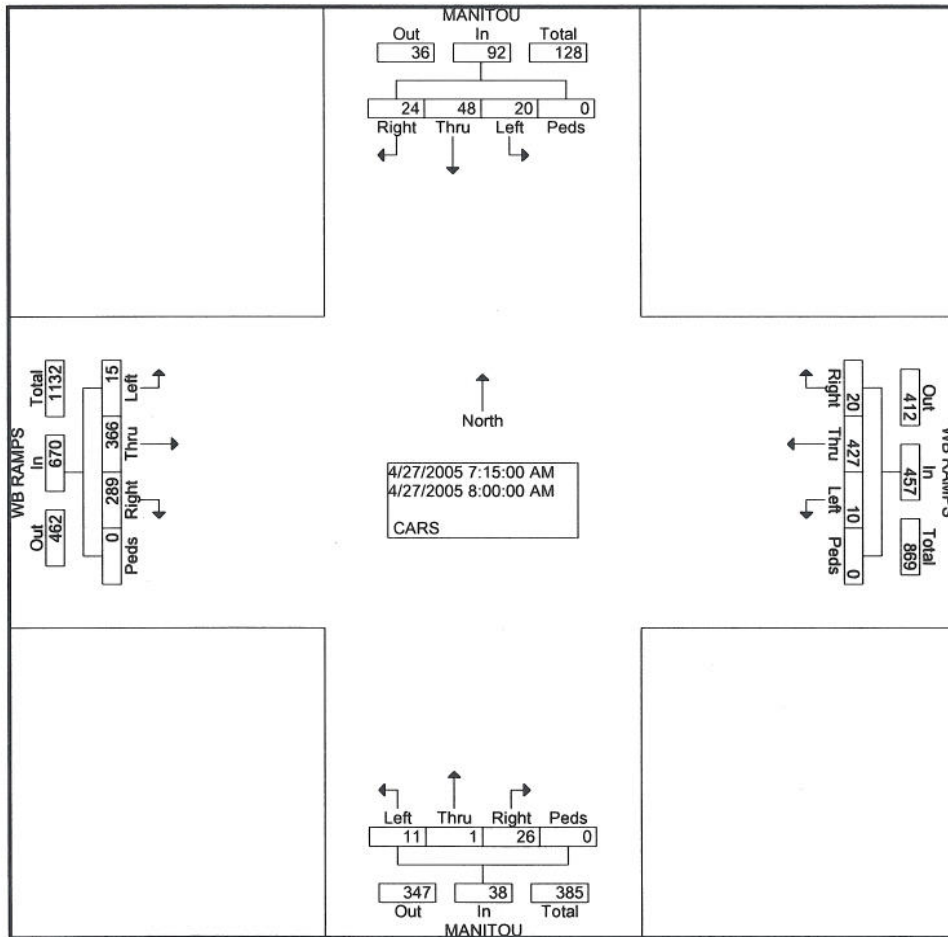
Wheat Ridge, CO 80038 File Name : MANITOU&WBRAMPSAM

www.alltrafficdata.net Site Code : 00000000

Start Date : 4/27/2005

Page No : 2

| Start Time | MANITOU Southbound | | | | | WB RAMPS Westbound | | | | | MANITOU Northbound | | | | | WB RAMPS Eastbound | | | | | Int. Total | | | | |
|---|--------------------|------|-------|------|------------|--------------------|------|-------|------|------------|--------------------|------|-------|------|------------|--------------------|------|-------|------|------------|------------|------|------|------|---|
| | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | | | | | |
| Peak Hour From 07:00 AM to 08:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | | | | | |
| Intersection | 07:15 AM | | | | | | | | | | | | | | | | | | | | | | | | |
| Volume | 20 | 48 | 24 | 0 | 92 | 10 | 427 | 20 | 0 | 457 | 11 | 1 | 26 | 0 | 38 | 15 | 366 | 289 | 0 | 670 | 1257 | | | | |
| Percent | 21.7 | 52.2 | 26.1 | 0.0 | | 2.2 | 93.4 | 4.4 | 0.0 | | 28.9 | 2.6 | 68.4 | 0.0 | | 2.2 | 54.6 | 43.1 | 0.0 | | | | | | |
| 07:45 Volume | 5 | 10 | 5 | 0 | 20 | 4 | 133 | 5 | 0 | 142 | 1 | 1 | 9 | 0 | 11 | 4 | 81 | 83 | 0 | 168 | 341 | | | | |
| Peak Factor | 0.922 | | | | | | | | | | | | | | | | | | | | | | | | |
| High Int. Volume | 07:15 AM | | | | | 07:45 AM | | | | | 07:15 AM | | | | | 07:30 AM | | | | | | | | | |
| Peak Factor | 5 | 9 | 14 | 0 | 28 | 4 | 133 | 5 | 0 | 142 | 4 | 0 | 10 | 0 | 14 | 3 | 110 | 73 | 0 | 186 | 0.82 | 0.80 | 0.67 | 0.90 | 1 |
| Factor | 1 | | | | | | | | | | | | | | | | | | | | | | | | |



All Traffic Data Services, Inc.
 9660 W 44th Ave

Wheat Ridge, CO 80038 File Name : MANITOU&WB RAMPSAM

www.alltrafficdata.net Site Code : 00000000

Start Date : 4/27/2005

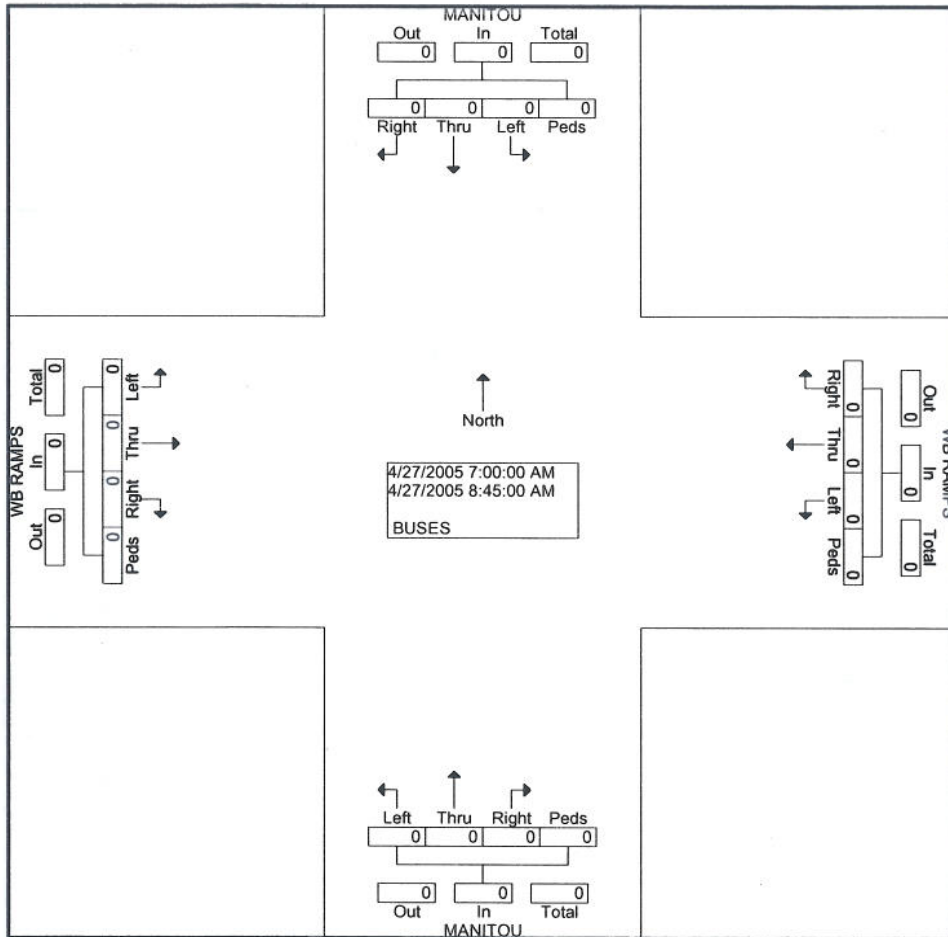
Page No : 1

Groups Printed- BUSES

| Start Time | MANITOU Southbound | | | | WB RAMPS Westbound | | | | MANITOU Northbound | | | | WB RAMPS Eastbound | | | | Int. Total | |
|------------|--------------------|------|-------|------|--------------------|------|-------|------|--------------------|------|-------|------|--------------------|------|-------|------|------------|--|
| | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds | | |
| Factor | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | |

*** BREAK ***

| | | | | | | | | | | | | | | | | | | |
|-------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|---|
| Grand Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Apprch % | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 |
| Total % | | | | | | | | | | | | | | | | | | |



All Traffic Data Services, Inc.

9660 W 44th Ave

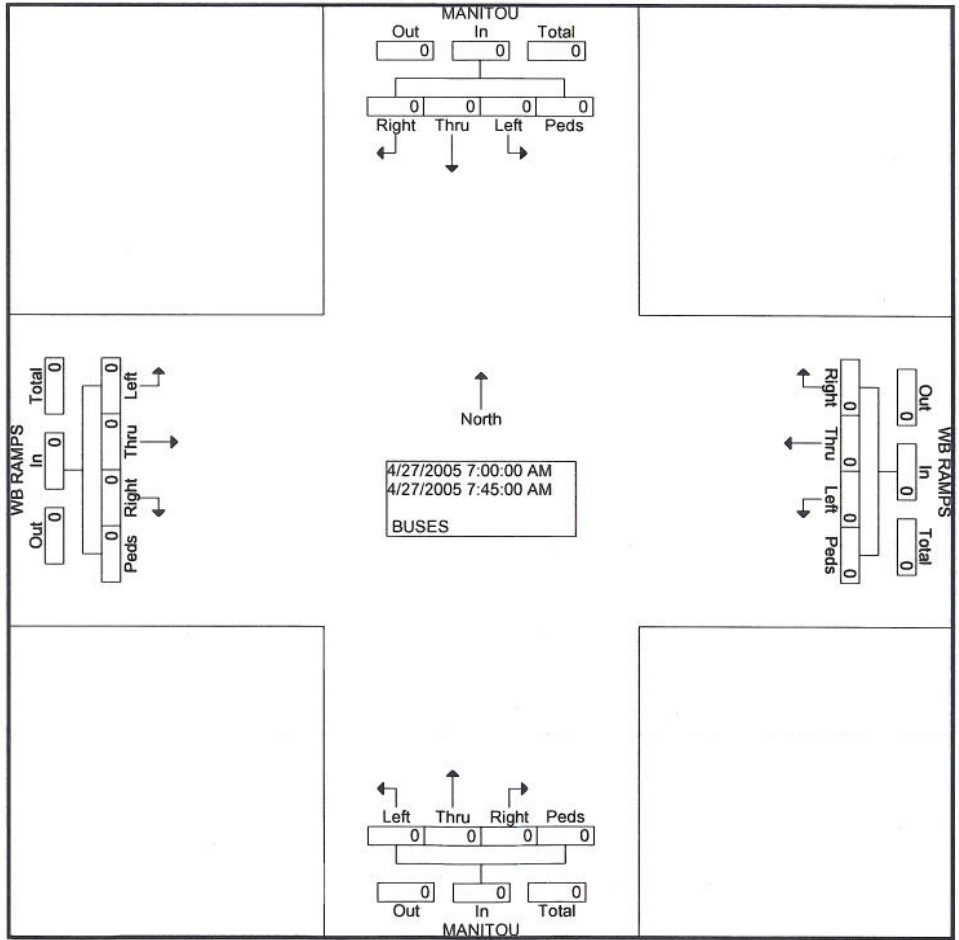
Wheat Ridge, CO 80038 File Name : MANITOU&WB RAMPSAM

www.alltrafficdata.net Site Code : 00000000

Start Date : 4/27/2005

Page No : 2

| Start Time | MANITOU Southbound | | | | | WB RAMPS Westbound | | | | | MANITOU Northbound | | | | | WB RAMPS Eastbound | | | | | Int. Total | |
|---|--------------------|------|-------|------|------------|--------------------|------|-------|------|------------|--------------------|------|-------|------|------------|--------------------|------|-------|------|------------|------------|-------|
| | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | | |
| Peak Hour From 07:00 AM to 08:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | | |
| Intersection | 07:00 AM | | | | | | | | | | | | | | | | | | | | | |
| Volume | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Percent | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | | | |
| 07:45 Volume | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Peak Factor | | | | | | | | | | | | | | | | | | | | | | 0.000 |
| High Int. Volume Peak Factor | 6:45:00 AM | | | | | 6:45:00 AM | | | | | 6:45:00 AM | | | | | 6:45:00 AM | | | | | | |



All Traffic Data Services, Inc.
9660 W 44th Ave

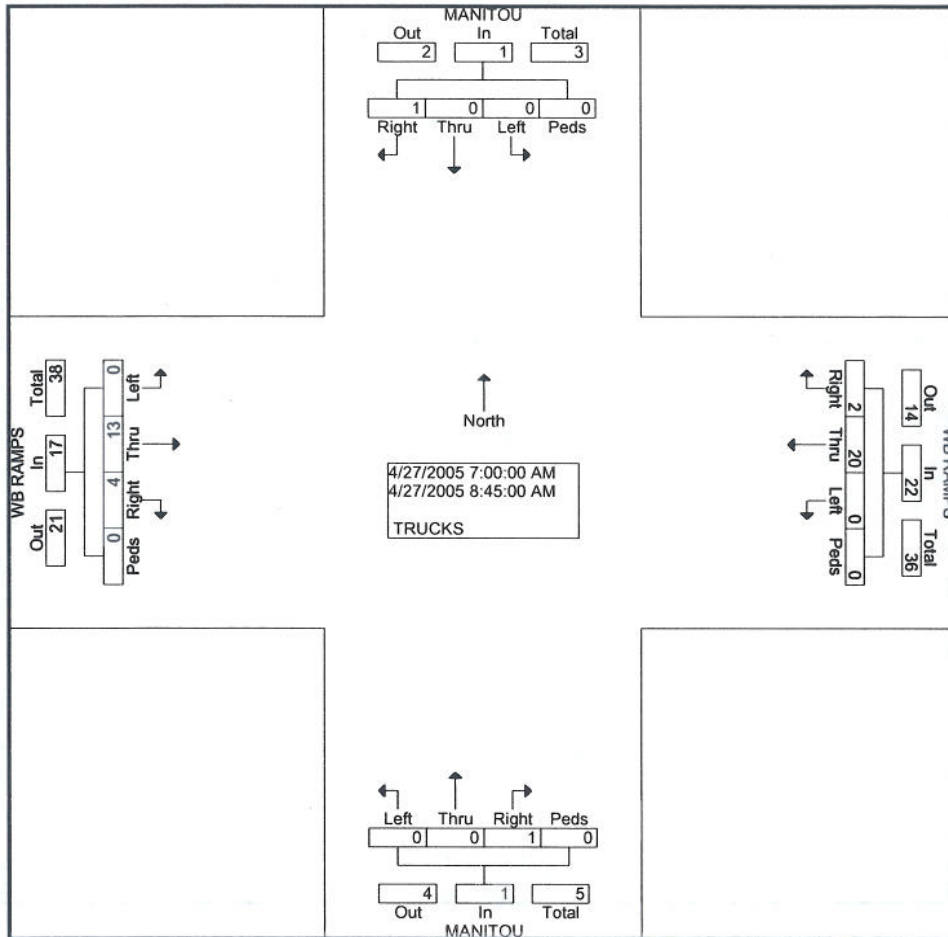
Wheat Ridge, CO 80035 File Name : MANITOU&WBRAMPSAM
www.alltrafficdata.net Site Code : 00000000

Start Date : 4/27/2005

Page No : 1

Groups Printed- TRUCKS

| Start Time | MANITOU Southbound | | | | WB RAMPS Westbound | | | | MANITOU Northbound | | | | WB RAMPS Eastbound | | | | Int. Total |
|-------------|--------------------|------|-------|------|--------------------|------|-------|------|--------------------|------|-------|------|--------------------|------|-------|------|------------|
| | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds | |
| Factor | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | |
| 07:00 AM | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 07:15 AM | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 4 |
| 07:30 AM | 0 | 0 | 0 | 0 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 07:45 AM | 0 | 0 | 1 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 1 | 0 | 11 |
| Total | 0 | 0 | 1 | 0 | 0 | 12 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 1 | 0 | 22 |
| 08:00 AM | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 5 |
| 08:15 AM | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 5 |
| 08:30 AM | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 5 |
| 08:45 AM | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 4 |
| Total | 0 | 0 | 0 | 0 | 0 | 8 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 6 | 3 | 0 | 19 |
| Grand Total | 0 | 0 | 1 | 0 | 0 | 20 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 13 | 4 | 0 | 41 |
| Apprch % | 0.0 | 0.0 | 100.0 | 0.0 | 0.0 | 90.9 | 9.1 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 | 0.0 | 76.5 | 23.5 | 0.0 | |
| Total % | 0.0 | 0.0 | 2.4 | 0.0 | 0.0 | 48.8 | 4.9 | 0.0 | 0.0 | 0.0 | 2.4 | 0.0 | 0.0 | 31.7 | 9.8 | 0.0 | |



All Traffic Data Services, Inc.

9660 W 44th Ave

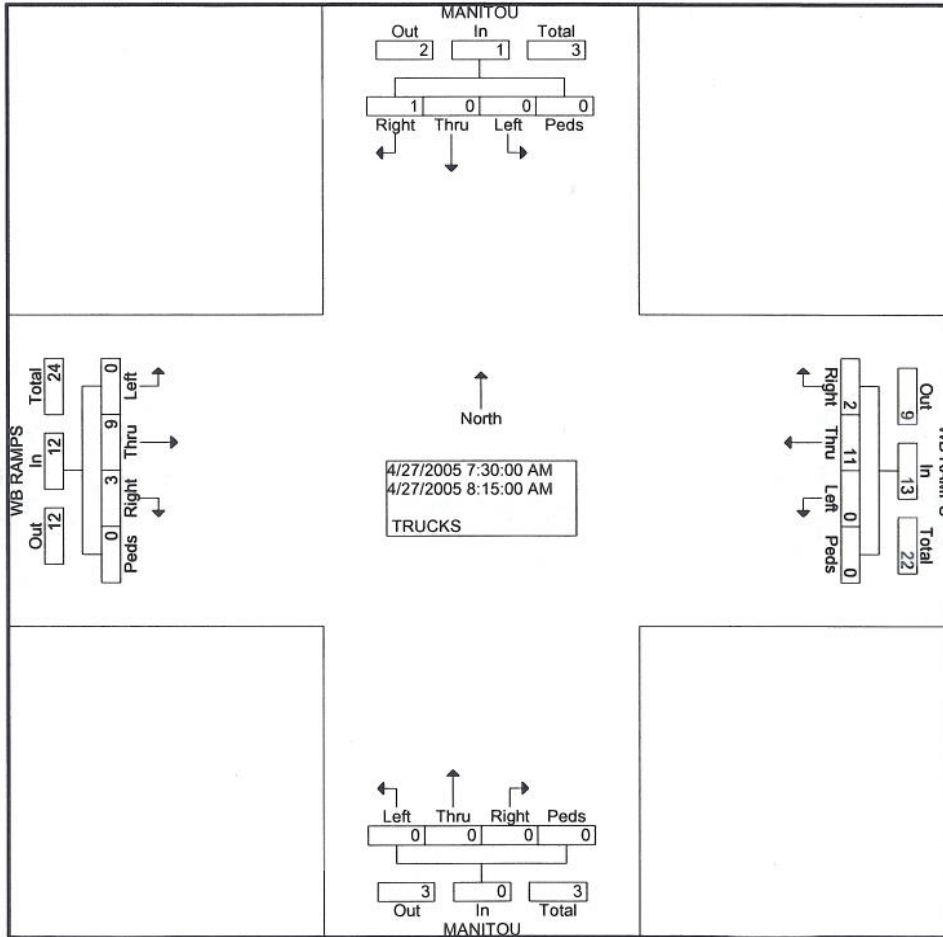
Wheat Ridge, CO 80038 File Name : MANITOU&WBRAMPSAM

www.alltrafficdata.net Site Code : 00000000

Start Date : 4/27/2005

Page No : 2

| Start Time | MANITOU Southbound | | | | | WB RAMPS Westbound | | | | | MANITOU Northbound | | | | | WB RAMPS Eastbound | | | | | Int. Total |
|---|--------------------|------|-------|------|------------|--------------------|------|-------|------|------------|--------------------|------|-------|------|------------|--------------------|------|-------|------|------------|------------|
| | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | |
| Peak Hour From 07:00 AM to 08:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Intersection | 07:30 AM | | | | | | | | | | | | | | | | | | | | |
| Volume | 0 | 0 | 1 | 0 | 1 | 0 | 11 | 2 | 0 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 3 | 0 | 12 | 26 |
| Percent | 0.0 | 0.0 | 100.0 | 0.0 | | 0.0 | 84.6 | 15.4 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 75.0 | 25.0 | 0.0 | | |
| 07:45 Volume | 0 | 0 | 1 | 0 | 1 | 0 | 4 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 1 | 0 | 6 | 11 |
| Peak Factor | 0.591 | | | | | | | | | | | | | | | | | | | | |
| High Int. Volume | 07:45 AM | | | | | 07:30 AM | | | | | 6:45:00 AM | | | | | 07:45 AM | | | | | |
| Peak Factor | 0.25 | | | | | 0.65 | | | | | 0.50 | | | | | 0.50 | | | | | |



All Traffic Data Services, Inc.

9660 W 44th Ave

Wheat Ridge, CO 80033

www.alltrafficdata.net

File Name : 21ST&COLORADOAM

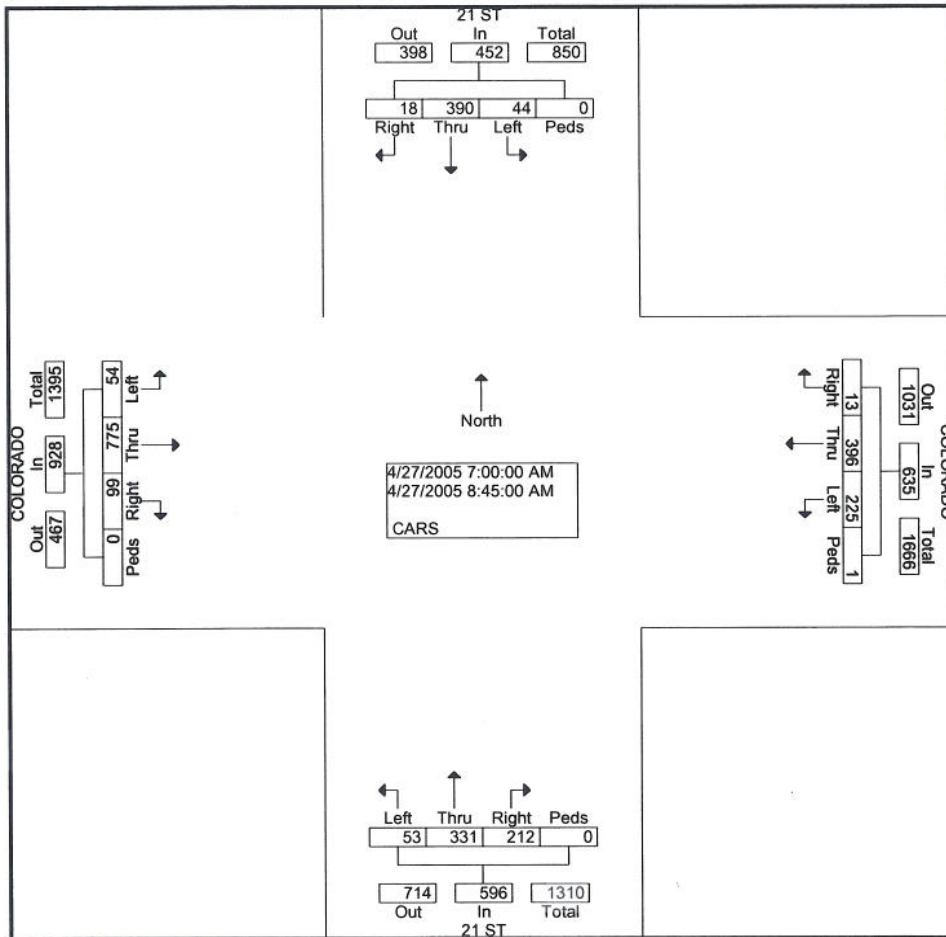
Site Code : 00000000

Start Date : 4/27/2005

Page No : 1

Groups Printed- CARS

| Start Time | 21 ST Southbound | | | | COLORADO Westbound | | | | 21 ST Northbound | | | | COLORADO Eastbound | | | | Int. Total | |
|-------------|------------------|------|-------|------|--------------------|------|-------|------|------------------|------|-------|------|--------------------|------|-------|------|------------|------|
| | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds | | |
| Factor | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | |
| 07:00 AM | 3 | 31 | 1 | 0 | 20 | 34 | 0 | 0 | 4 | 22 | 22 | 0 | 1 | 72 | 13 | 0 | | 223 |
| 07:15 AM | 6 | 36 | 2 | 0 | 18 | 30 | 1 | 0 | 2 | 45 | 19 | 0 | 5 | 96 | 10 | 0 | | 270 |
| 07:30 AM | 5 | 50 | 4 | 0 | 28 | 40 | 0 | 0 | 6 | 40 | 30 | 0 | 5 | 105 | 11 | 0 | | 324 |
| 07:45 AM | 3 | 84 | 0 | 0 | 34 | 46 | 1 | 0 | 6 | 55 | 33 | 0 | 8 | 144 | 9 | 0 | | 423 |
| Total | 17 | 201 | 7 | 0 | 100 | 150 | 2 | 0 | 18 | 162 | 104 | 0 | 19 | 417 | 43 | 0 | | 1240 |
| 08:00 AM | 10 | 56 | 1 | 0 | 37 | 54 | 4 | 0 | 7 | 65 | 30 | 0 | 9 | 101 | 9 | 0 | | 383 |
| 08:15 AM | 7 | 46 | 3 | 0 | 29 | 68 | 1 | 0 | 9 | 36 | 35 | 0 | 5 | 93 | 13 | 0 | | 345 |
| 08:30 AM | 7 | 40 | 3 | 0 | 32 | 68 | 3 | 0 | 8 | 35 | 20 | 0 | 16 | 92 | 9 | 0 | | 333 |
| 08:45 AM | 3 | 47 | 4 | 0 | 27 | 56 | 3 | 1 | 11 | 33 | 23 | 0 | 5 | 72 | 25 | 0 | | 310 |
| Total | 27 | 189 | 11 | 0 | 125 | 246 | 11 | 1 | 35 | 169 | 108 | 0 | 35 | 358 | 56 | 0 | | 1371 |
| Grand Total | 44 | 390 | 18 | 0 | 225 | 396 | 13 | 1 | 53 | 331 | 212 | 0 | 54 | 775 | 99 | 0 | | 2611 |
| Apprch % | 9.7 | 86.3 | 4.0 | 0.0 | 35.4 | 62.4 | 2.0 | 0.2 | 8.9 | 55.5 | 35.6 | 0.0 | 5.8 | 83.5 | 10.7 | 0.0 | | |
| Total % | 1.7 | 14.9 | 0.7 | 0.0 | 8.6 | 15.2 | 0.5 | 0.0 | 2.0 | 12.7 | 8.1 | 0.0 | 2.1 | 29.7 | 3.8 | 0.0 | | |



All Traffic Data Services, Inc.

9660 W 44th Ave

Wheat Ridge, CO 80033

www.alltrafficdata.net

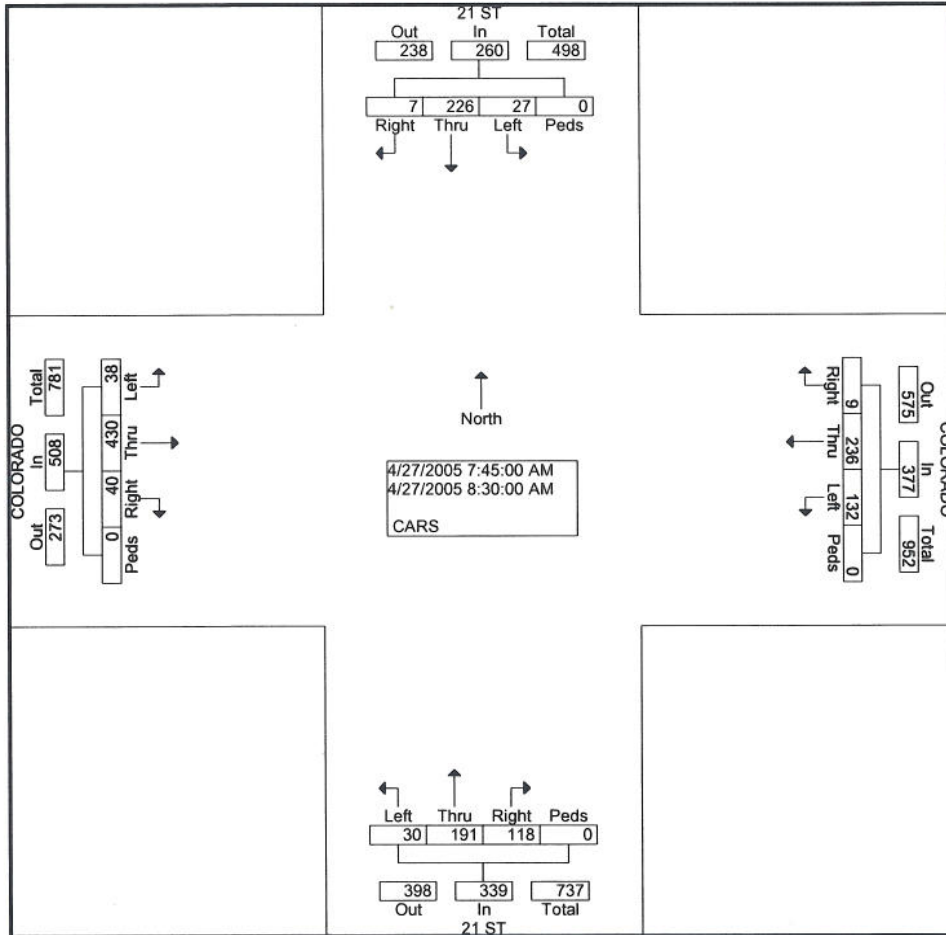
File Name : 21ST&COLORADOAM

Site Code : 00000000

Start Date : 4/27/2005

Page No : 2

| Start Time | 21 ST Southbound | | | | | COLORADO Westbound | | | | | 21 ST Northbound | | | | | COLORADO Eastbound | | | | | Int. Total |
|---|------------------|------|-------|------|------------|--------------------|------|-------|------|------------|------------------|------|-------|------|------------|--------------------|------|-------|------|------------|------------|
| | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | |
| Peak Hour From 07:00 AM to 08:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Intersection | 07:45 AM | | | | | | | | | | | | | | | | | | | | |
| Volume | 27 | 226 | 7 | 0 | 260 | 132 | 236 | 9 | 0 | 377 | 30 | 191 | 118 | 0 | 339 | 38 | 430 | 40 | 0 | 508 | 1484 |
| Percent | 10.4 | 86.9 | 2.7 | 0.0 | | 35.0 | 62.6 | 2.4 | 0.0 | | 8.8 | 56.3 | 34.8 | 0.0 | | 7.5 | 84.6 | 7.9 | 0.0 | | |
| 07:45 Volume | 3 | 84 | 0 | 0 | 87 | 34 | 46 | 1 | 0 | 81 | 6 | 55 | 33 | 0 | 94 | 8 | 144 | 9 | 0 | 161 | 423 |
| Peak Factor | 0.877 | | | | | | | | | | | | | | | | | | | | |
| High Int. Volume | 07:45 AM | | | | | 08:30 AM | | | | | 08:00 AM | | | | | 07:45 AM | | | | | |
| Peak Factor | 3 | 84 | 0 | 0 | 0.74 | 32 | 68 | 3 | 0 | 0.91 | 7 | 65 | 30 | 0 | 0.83 | 8 | 144 | 9 | 0 | 0.78 | 9 |



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File Name : 21ST&COLORADOAM

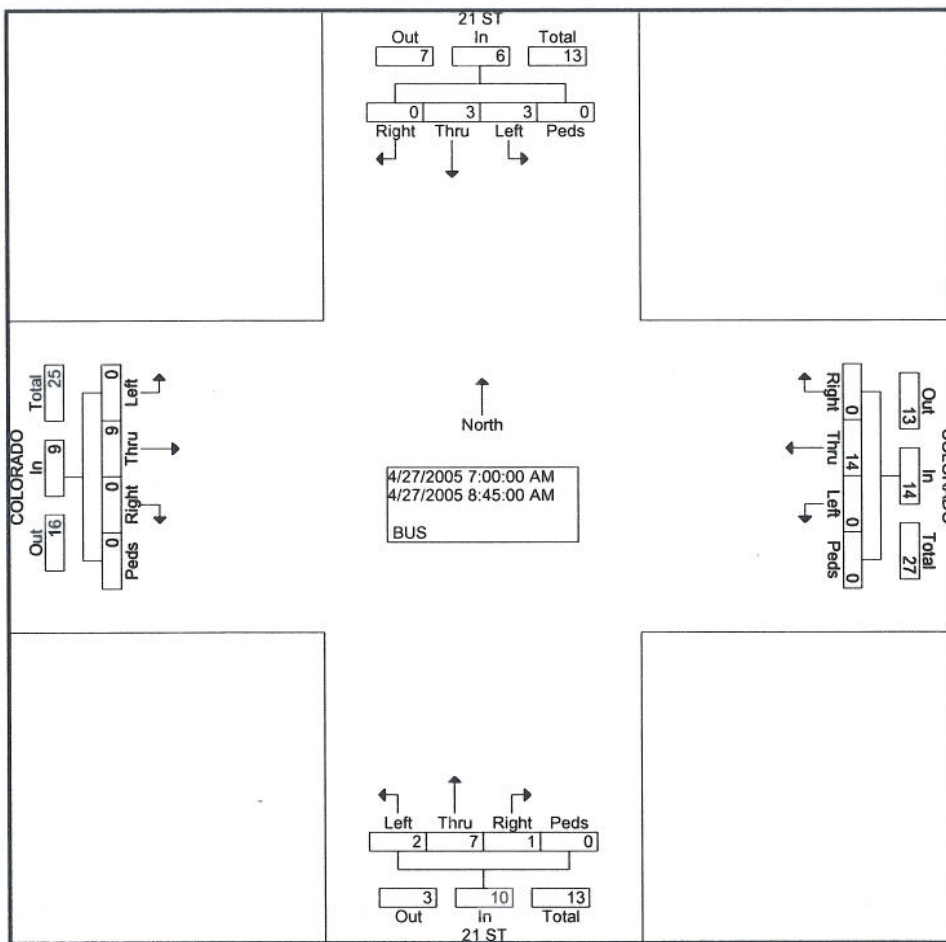
Site Code : 00000000

Start Date : 4/27/2005

Page No : 1

Groups Printed- BUS

| Start Time | 21 ST Southbound | | | | COLORADO Westbound | | | | 21 ST Northbound | | | | COLORADO Eastbound | | | | Int. Total |
|---------------|------------------|------|-------|------|--------------------|-------|-------|------|------------------|------|-------|------|--------------------|-------|-------|------|------------|
| | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds | |
| Factor | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 |
| *** BREAK *** | | | | | | | | | | | | | | | | | |
| 07:15 AM | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 8 |
| 07:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 5 |
| 07:45 AM | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 4 |
| Total | 0 | 1 | 0 | 0 | 0 | 4 | 0 | 0 | 2 | 5 | 0 | 0 | 0 | 5 | 0 | 0 | 17 |
| 08:00 AM | 1 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 7 |
| 08:15 AM | 1 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 4 |
| 08:30 AM | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 6 |
| 08:45 AM | 1 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 5 |
| Total | 3 | 2 | 0 | 0 | 0 | 10 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 4 | 0 | 0 | 22 |
| Grand Total | 3 | 3 | 0 | 0 | 0 | 14 | 0 | 0 | 2 | 7 | 1 | 0 | 0 | 9 | 0 | 0 | 39 |
| Apprch % | 50.0 | 50.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 | 0.0 | 20.0 | 70.0 | 10.0 | 0.0 | 0.0 | 100.0 | 0.0 | 0.0 | |
| Total % | 7.7 | 7.7 | 0.0 | 0.0 | 0.0 | 35.9 | 0.0 | 0.0 | 5.1 | 17.9 | 2.6 | 0.0 | 0.0 | 23.1 | 0.0 | 0.0 | |



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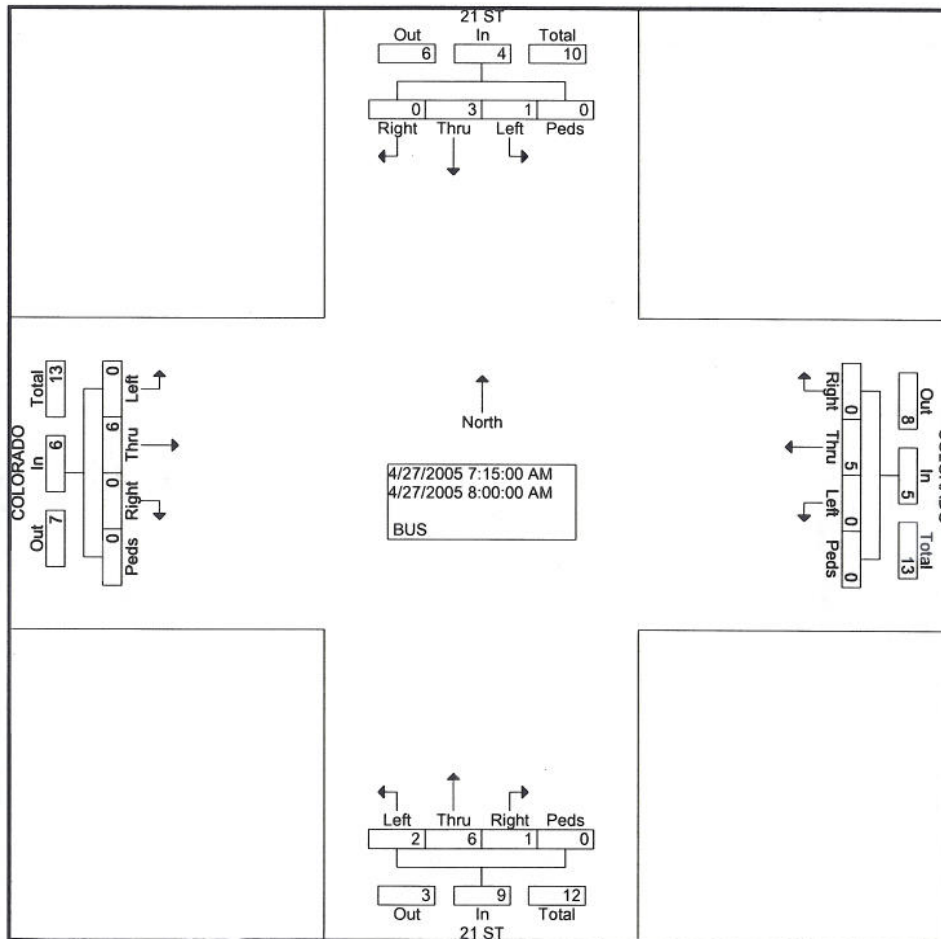
File Name : 21ST&COLORADOAM

Site Code : 00000000

Start Date : 4/27/2005

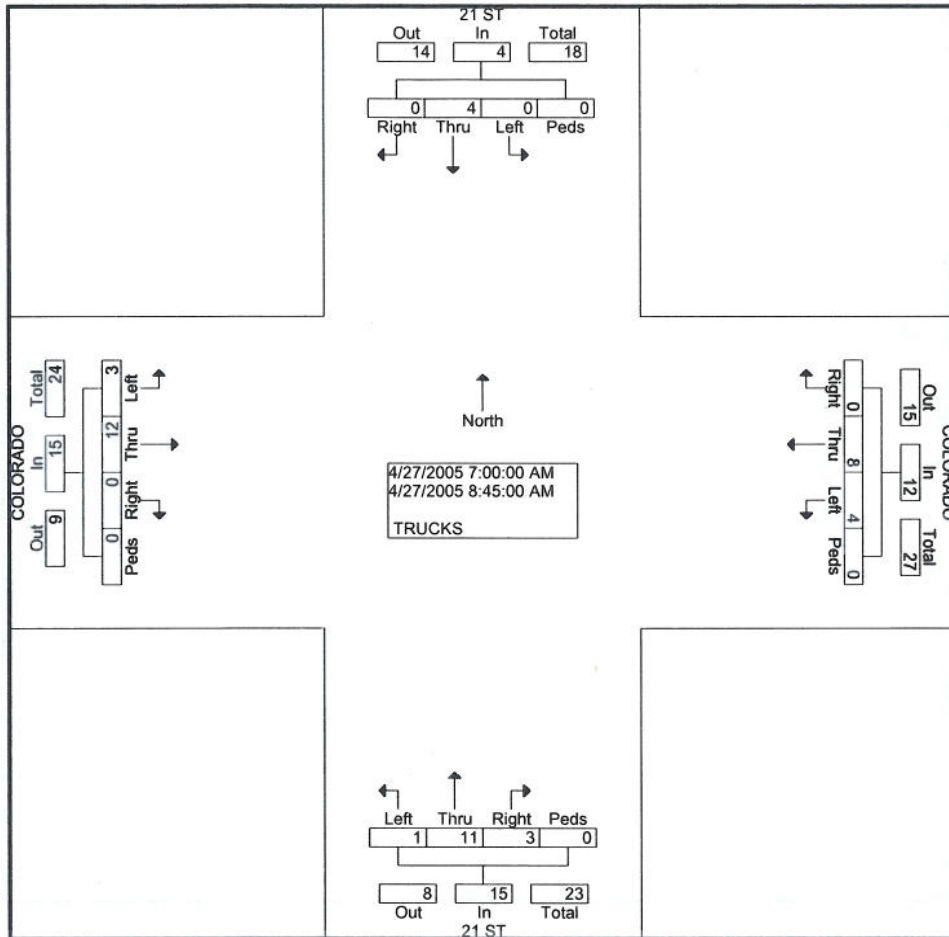
Page No : 2

| Start Time | 21 ST Southbound | | | | | COLORADO Westbound | | | | | 21 ST Northbound | | | | | COLORADO Eastbound | | | | | Int. Total |
|---|------------------|------|------|------|------------|--------------------|------|------|------|------------|------------------|------|------|------|------------|--------------------|------|------|------|------------|------------|
| | Left | Thru | Rght | Peds | App. Total | Left | Thru | Rght | Peds | App. Total | Left | Thru | Rght | Peds | App. Total | Left | Thru | Rght | Peds | App. Total | |
| Peak Hour From 07:00 AM to 08:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Intersection | 07:15 AM | | | | | | | | | | | | | | | | | | | | |
| Volume | 1 | 3 | 0 | 0 | 4 | 0 | 5 | 0 | 0 | 5 | 2 | 6 | 1 | 0 | 9 | 0 | 6 | 0 | 0 | 6 | 24 |
| Percent | 25. | 75. | 0.0 | 0.0 | | 0.0 | 100. | 0.0 | 0.0 | | 22. | 66. | 11. | 0.0 | | 0.0 | 100. | 0.0 | 0.0 | | |
| | 0 | 0 | | | | | .0 | | | | 2 | 7 | 1 | | | | .0 | | | | |
| 07:15 Volume Peak Factor | 0 | 1 | 0 | 0 | 1 | 0 | 2 | 0 | 0 | 2 | 1 | 2 | 0 | 0 | 3 | 0 | 2 | 0 | 0 | 2 | 8 |
| High Int. Volume Peak Factor | 08:00 AM | | | | | 07:15 AM | | | | | 07:15 AM | | | | | 07:15 AM | | | | | 0.750 |
| | 1 | 2 | 0 | 0 | 3 | 0 | 2 | 0 | 0 | 2 | 1 | 2 | 0 | 0 | 3 | 0 | 2 | 0 | 0 | 2 | |
| | | | | | 0.33 | | | | | 0.62 | | | | | 0.75 | | | | | 0.75 | |
| | | | | | 3 | | | | | 5 | | | | | 0 | | | | | 0 | |



Groups Printed- TRUCKS

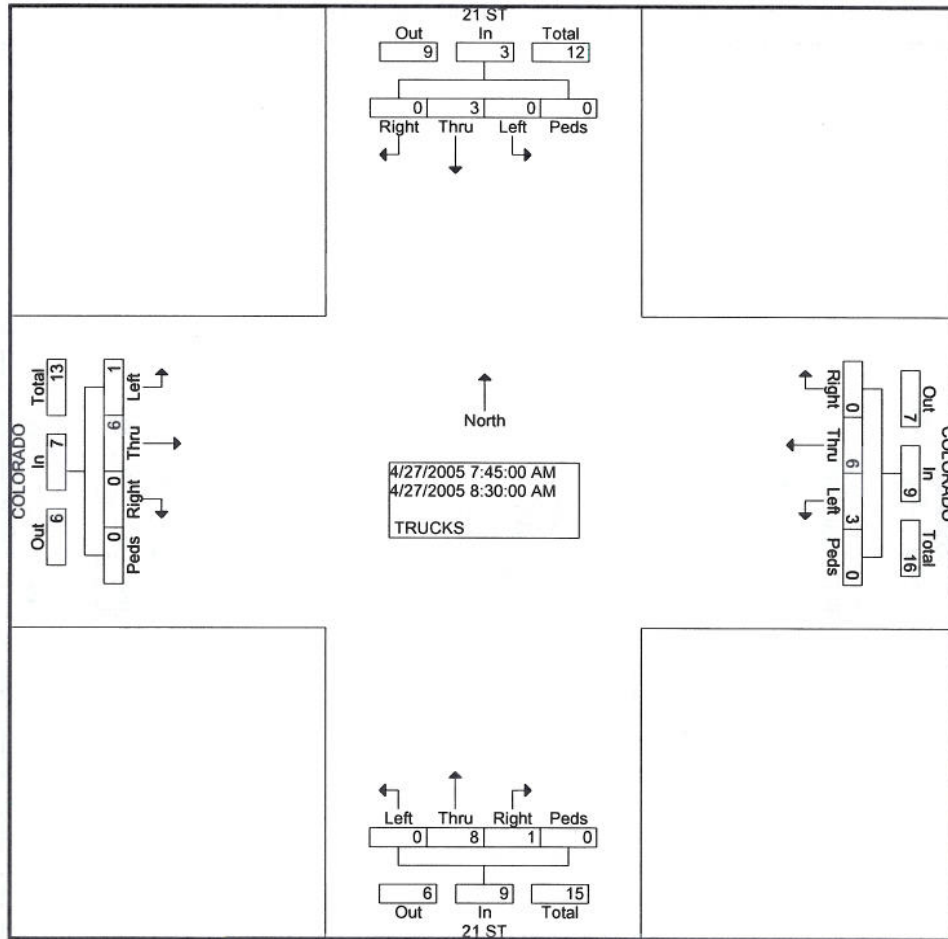
| Start Time | 21 ST Southbound | | | | COLORADO Westbound | | | | 21 ST Northbound | | | | COLORADO Eastbound | | | | Int. Total |
|-------------|------------------|-------|-------|------|--------------------|------|-------|------|------------------|------|-------|------|--------------------|------|-------|------|------------|
| | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds | |
| Factor | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | |
| 07:00 AM | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 4 |
| 07:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 3 | 0 | 0 | 6 |
| 07:30 AM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 3 |
| 07:45 AM | 0 | 0 | 0 | 0 | 1 | 3 | 0 | 0 | 0 | 4 | 0 | 0 | 1 | 2 | 0 | 0 | 11 |
| Total | 0 | 0 | 0 | 0 | 2 | 5 | 0 | 0 | 1 | 6 | 2 | 0 | 1 | 7 | 0 | 0 | 24 |
| 08:00 AM | 0 | 1 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 7 |
| 08:15 AM | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 5 |
| 08:30 AM | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 5 |
| 08:45 AM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 2 | 1 | 0 | 0 | 5 |
| Total | 0 | 4 | 0 | 0 | 2 | 3 | 0 | 0 | 0 | 5 | 1 | 0 | 2 | 5 | 0 | 0 | 22 |
| Grand Total | 0 | 4 | 0 | 0 | 4 | 8 | 0 | 0 | 1 | 11 | 3 | 0 | 3 | 12 | 0 | 0 | 46 |
| Apprch % | 0.0 | 100.0 | 0.0 | 0.0 | 33.3 | 66.7 | 0.0 | 0.0 | 6.7 | 73.3 | 20.0 | 0.0 | 20.0 | 80.0 | 0.0 | 0.0 | |
| Total % | 0.0 | 8.7 | 0.0 | 0.0 | 8.7 | 17.4 | 0.0 | 0.0 | 2.2 | 23.9 | 6.5 | 0.0 | 6.5 | 26.1 | 0.0 | 0.0 | |



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 9660 W 44th Ave
 Wheat Ridge, CO 80033
 www.alltrafficdata.net

File Name : 21ST&COLORADOAM
 Site Code : 00000000
 Start Date : 4/27/2005
 Page No : 2

| Start Time | 21 ST Southbound | | | | | COLORADO Westbound | | | | | 21 ST Northbound | | | | | COLORADO Eastbound | | | | | Int. Total |
|---|------------------|-------|-------|------|------------|--------------------|------|-------|------|------------|------------------|------|-------|------|------------|--------------------|------|-------|------|------------|------------|
| | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | |
| Peak Hour From 07:00 AM to 08:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Intersecti on | 07:45 AM | | | | | | | | | | | | | | | | | | | | |
| Volume | 0 | 3 | 0 | 0 | 3 | 3 | 6 | 0 | 0 | 9 | 0 | 8 | 1 | 0 | 9 | 1 | 6 | 0 | 0 | 7 | 28 |
| Percent | 0.0 | 100.0 | 0.0 | 0.0 | | 33.3 | 66.7 | 0.0 | 0.0 | | 0.0 | 88.9 | 11.1 | 0.0 | | 14.3 | 85.7 | 0.0 | 0.0 | | |
| 07:45 Volume | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 0 | 0 | 4 | 0 | 4 | 0 | 0 | 4 | 1 | 2 | 0 | 0 | 3 | 11 |
| Peak Factor | | | | | | | | | | | | | | | | | | | | | 0.636 |
| High Int. Volume | 08:00 AM | | | | | 07:45 AM | | | | | 07:45 AM | | | | | 07:45 AM | | | | | |
| Peak Factor | 0 | 1 | 0 | 0 | 1 | 1 | 3 | 0 | 0 | 4 | 0 | 4 | 0 | 0 | 4 | 1 | 2 | 0 | 0 | 3 | 0.58 |
| | | | | | | 0.75 | | | | | 0.56 | | | | | 0.56 | | | | | 3 |
| | | | | | | | | | | | | | | | | | | | | | 3 |



All Traffic Data Services, Inc.

9660 W 44th Ave

Wheat Ridge, CO 80033

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File Name : 21ST&COLORADOPM

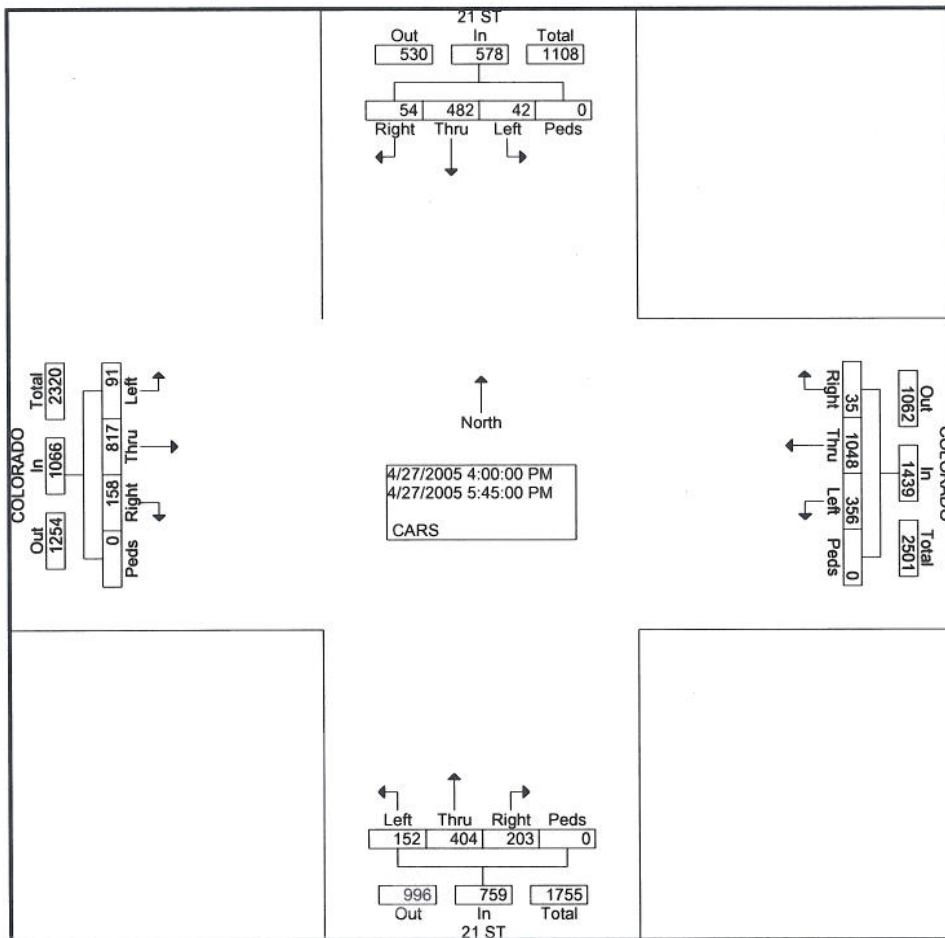
Site Code : 00000000

Start Date : 4/27/2005

Page No : 1

Groups Printed- CARS

| Start Time | 21 ST Southbound | | | | COLORADO Westbound | | | | 21 ST Northbound | | | | COLORADO Eastbound | | | | Int. Total | |
|-------------|------------------|------|-------|------|--------------------|------|-------|------|------------------|------|-------|------|--------------------|------|-------|------|------------|------|
| | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds | | |
| Factor | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | |
| 04:00 PM | 8 | 56 | 8 | 0 | 35 | 108 | 4 | 0 | 14 | 48 | 22 | 0 | 8 | 95 | 11 | 0 | | 417 |
| 04:15 PM | 3 | 70 | 6 | 0 | 51 | 137 | 5 | 0 | 26 | 50 | 28 | 0 | 13 | 100 | 20 | 0 | | 509 |
| 04:30 PM | 5 | 48 | 2 | 0 | 35 | 129 | 4 | 0 | 16 | 48 | 24 | 0 | 10 | 116 | 15 | 0 | | 452 |
| 04:45 PM | 5 | 46 | 5 | 0 | 44 | 113 | 3 | 0 | 21 | 64 | 21 | 0 | 3 | 115 | 20 | 0 | | 460 |
| Total | 21 | 220 | 21 | 0 | 165 | 487 | 16 | 0 | 77 | 210 | 95 | 0 | 34 | 426 | 66 | 0 | | 1838 |
| 05:00 PM | 8 | 64 | 8 | 0 | 40 | 149 | 5 | 0 | 14 | 56 | 25 | 0 | 19 | 108 | 20 | 0 | | 516 |
| 05:15 PM | 3 | 71 | 13 | 0 | 59 | 153 | 7 | 0 | 19 | 58 | 19 | 0 | 19 | 99 | 30 | 0 | | 550 |
| 05:30 PM | 5 | 76 | 7 | 0 | 45 | 135 | 6 | 0 | 19 | 53 | 38 | 0 | 10 | 100 | 26 | 0 | | 520 |
| 05:45 PM | 5 | 51 | 5 | 0 | 47 | 124 | 1 | 0 | 23 | 27 | 26 | 0 | 9 | 84 | 16 | 0 | | 418 |
| Total | 21 | 262 | 33 | 0 | 191 | 561 | 19 | 0 | 75 | 194 | 108 | 0 | 57 | 391 | 92 | 0 | | 2004 |
| Grand Total | 42 | 482 | 54 | 0 | 356 | 1048 | 35 | 0 | 152 | 404 | 203 | 0 | 91 | 817 | 158 | 0 | | 3842 |
| Apprch % | 7.3 | 83.4 | 9.3 | 0.0 | 24.7 | 72.8 | 2.4 | 0.0 | 20.0 | 53.2 | 26.7 | 0.0 | 8.5 | 76.6 | 14.8 | 0.0 | | |
| Total % | 1.1 | 12.5 | 1.4 | 0.0 | 9.3 | 27.3 | 0.9 | 0.0 | 4.0 | 10.5 | 5.3 | 0.0 | 2.4 | 21.3 | 4.1 | 0.0 | | |



All Traffic Data Services, Inc.

9660 W 44th Ave

Wheat Ridge, CO 80033

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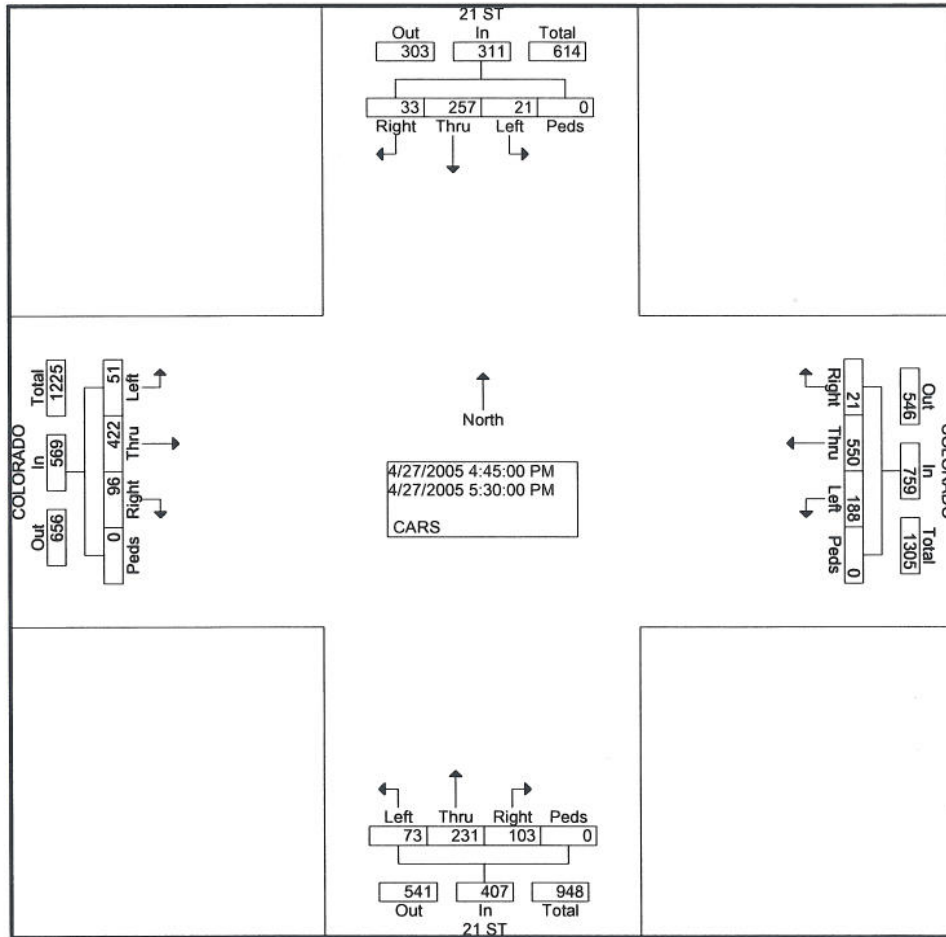
File Name : 21ST&COLORADOPM

Site Code : 00000000

Start Date : 4/27/2005

Page No : 2

| Start Time | 21 ST Southbound | | | | | COLORADO Westbound | | | | | 21 ST Northbound | | | | | COLORADO Eastbound | | | | | Int. Total |
|---|------------------|------|-------|------|------------|--------------------|------|-------|------|------------|------------------|------|-------|------|------------|--------------------|------|-------|------|------------|------------|
| | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | |
| Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Intersection | 04:45 PM | | | | | | | | | | | | | | | | | | | | |
| Volume | 21 | 257 | 33 | 0 | 311 | 188 | 550 | 21 | 0 | 759 | 73 | 231 | 103 | 0 | 407 | 51 | 422 | 96 | 0 | 569 | 2046 |
| Percent | 6.8 | 82.6 | 10.6 | 0.0 | | 24.8 | 72.5 | 2.8 | 0.0 | | 17.9 | 56.8 | 25.3 | 0.0 | | 9.0 | 74.2 | 16.9 | 0.0 | | |
| 05:15 Volume | 3 | 71 | 13 | 0 | 87 | 59 | 153 | 7 | 0 | 219 | 19 | 58 | 19 | 0 | 96 | 19 | 99 | 30 | 0 | 148 | 550 |
| Peak Factor | 0.930 | | | | | | | | | | | | | | | | | | | | |
| High Int. Volume | 05:30 PM | | | | | 05:15 PM | | | | | 05:30 PM | | | | | 05:15 PM | | | | | |
| Peak Factor | 5 | 76 | 7 | 0 | 88 | 59 | 153 | 7 | 0 | 219 | 19 | 53 | 38 | 0 | 110 | 19 | 99 | 30 | 0 | 148 | 0.96 |
| | 0.88 | | | | | 0.86 | | | | | 0.92 | | | | | 0.96 | | | | | 1 |
| | 4 | | | | | 6 | | | | | 5 | | | | | 1 | | | | | |

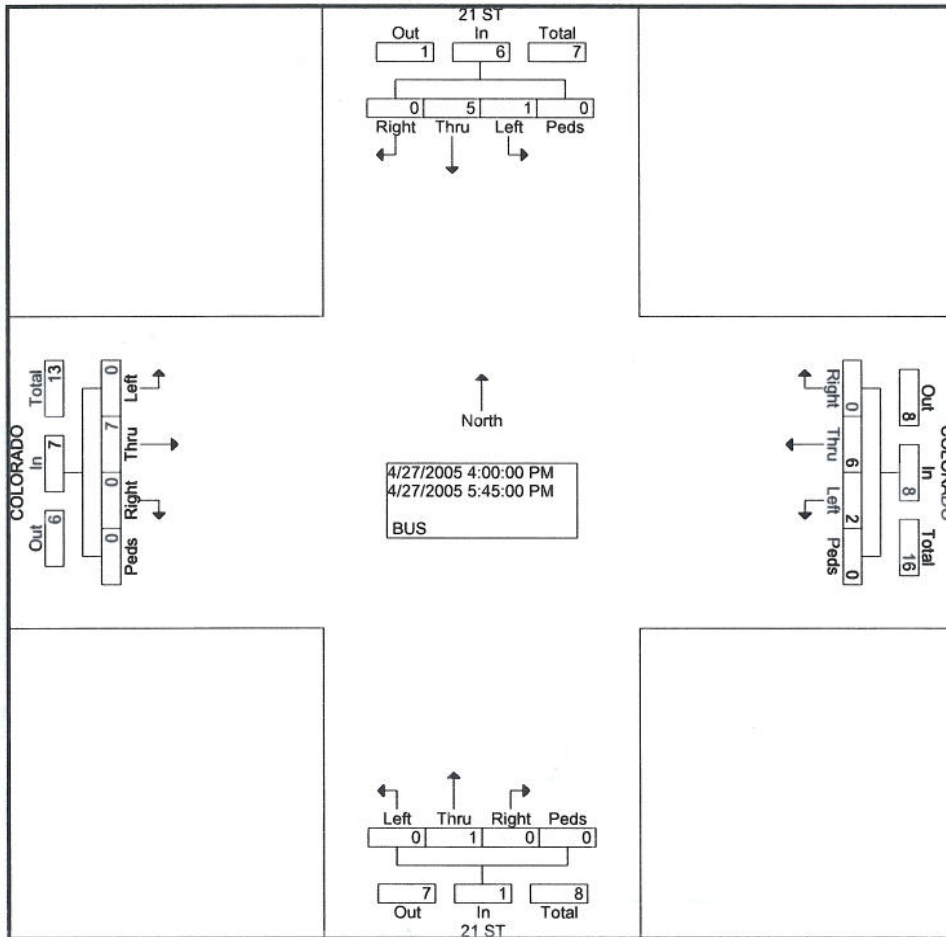


All Traffic Data Services, Inc.
 9660 W 44th Ave
 Wheat Ridge, CO 80033
 www.alltrafficdata.net

File Name : 21ST&COLORADOPM
 Site Code : 00000000
 Start Date : 4/27/2005
 Page No : 1

Groups Printed- BUS

| Start Time | 21 ST Southbound | | | | COLORADO Westbound | | | | 21 ST Northbound | | | | COLORADO Eastbound | | | | Int. Total |
|---------------|------------------|------|-------|------|--------------------|------|-------|------|------------------|-------|-------|------|--------------------|-------|-------|------|------------|
| | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds | |
| Factor | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | |
| 04:00 PM | 0 | 2 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 6 |
| 04:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 2 |
| 04:30 PM | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 3 |
| 04:45 PM | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 3 |
| Total | 0 | 5 | 0 | 0 | 1 | 3 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 4 | 0 | 0 | 14 |
| 05:00 PM | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 3 |
| 05:15 PM | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 3 |
| *** BREAK *** | | | | | | | | | | | | | | | | | |
| 05:45 PM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 2 |
| Total | 1 | 0 | 0 | 0 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 8 |
| Grand Total | 1 | 5 | 0 | 0 | 2 | 6 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 7 | 0 | 0 | 22 |
| Apprch % | 16.7 | 83.3 | 0.0 | 0.0 | 25.0 | 75.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 | 0.0 | |
| Total % | 4.5 | 22.7 | 0.0 | 0.0 | 9.1 | 27.3 | 0.0 | 0.0 | 0.0 | 4.5 | 0.0 | 0.0 | 0.0 | 31.8 | 0.0 | 0.0 | |



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Wheat Ridge, CO 80033

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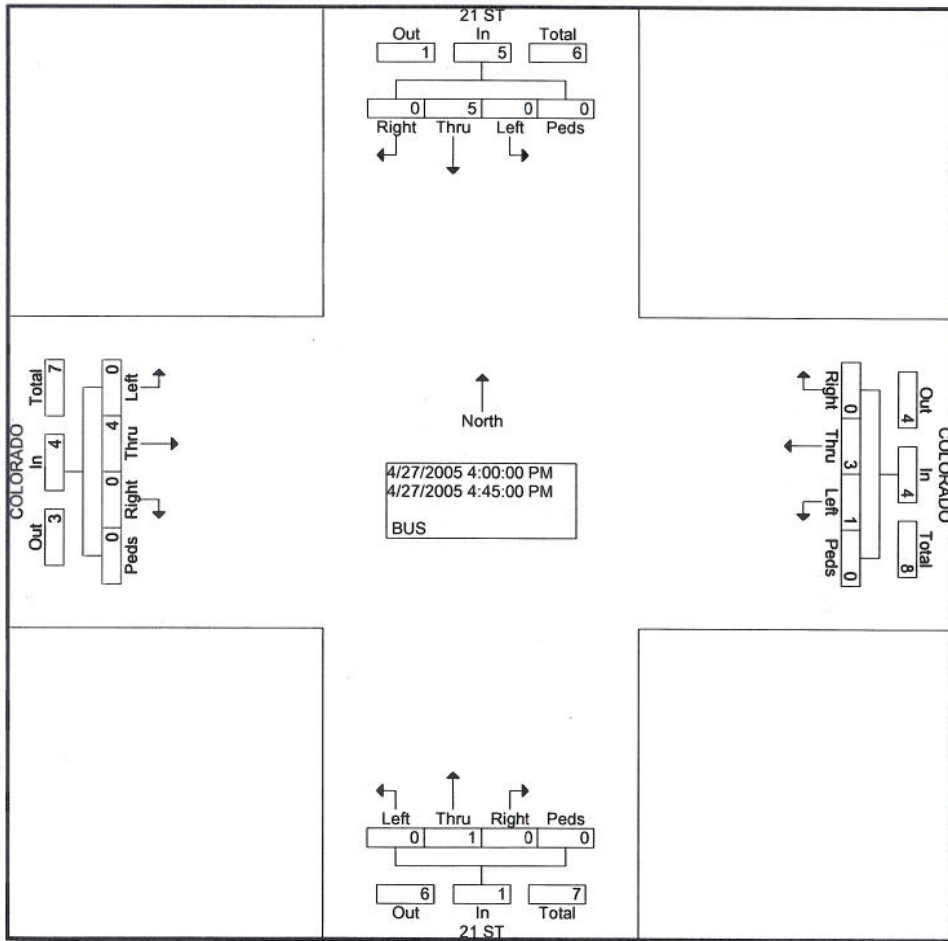
File Name : 21ST&COLORADOPM

Site Code : 00000000

Start Date : 4/27/2005

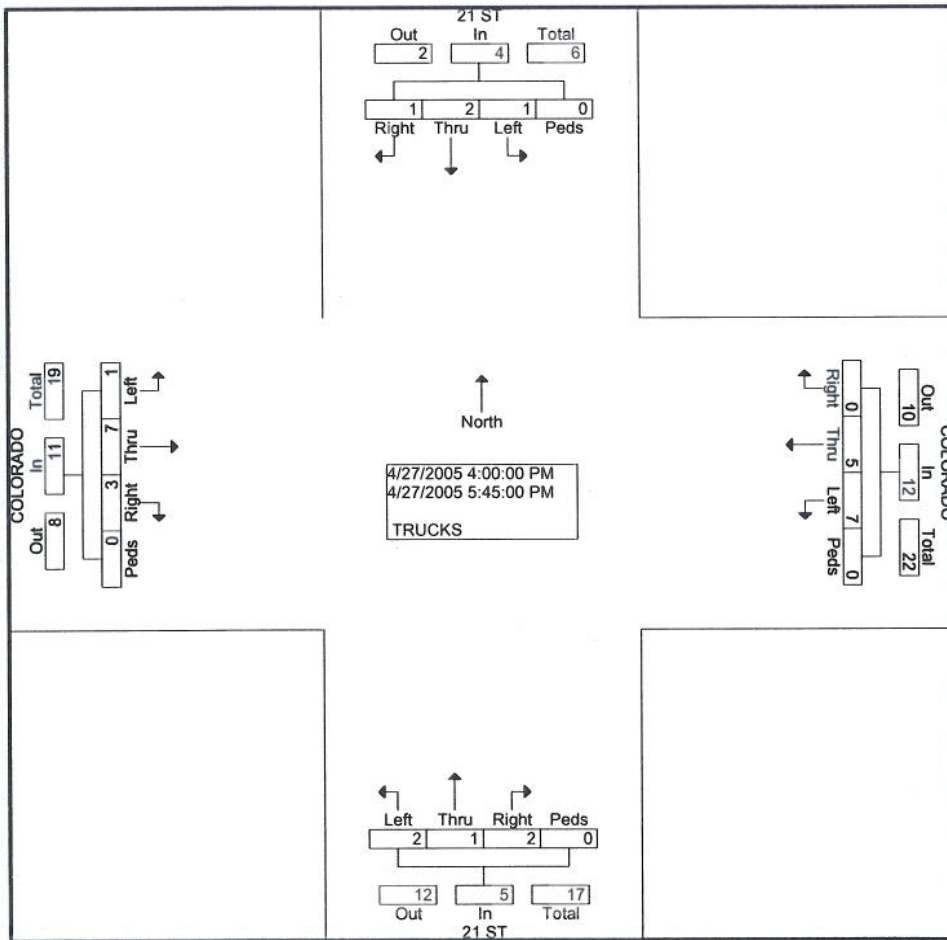
Page No : 2

| Start Time | 21 ST Southbound | | | | | COLORADO Westbound | | | | | 21 ST Northbound | | | | | COLORADO Eastbound | | | | | Int. Total |
|---|------------------|-------|-------|------|------------|--------------------|------|-------|------|------------|------------------|-------|-------|------|------------|--------------------|-------|-------|------|------------|------------|
| | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | |
| Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Intersecti on | 04:00 PM | | | | | | | | | | | | | | | | | | | | |
| Volume | 0 | 5 | 0 | 0 | 5 | 1 | 3 | 0 | 0 | 4 | 0 | 1 | 0 | 0 | 1 | 0 | 4 | 0 | 0 | 4 | 14 |
| Percent | 0.0 | 100.0 | 0.0 | 0.0 | | 25.0 | 75.0 | 0.0 | 0.0 | | 0.0 | 100.0 | 0.0 | 0.0 | | 0.0 | 100.0 | 0.0 | 0.0 | | |
| 04:00 Volume Peak Factor | 0 | 2 | 0 | 0 | 2 | 1 | 2 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0.583 |
| High Int. Volume Peak Factor | 04:00 PM | | | | | 04:00 PM | | | | | 04:15 PM | | | | | 04:00 PM | | | | | |
| | 0 | 2 | 0 | 0 | 2 | 1 | 2 | 0 | 0 | 3 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 1.00 |
| | | | | | | 0.62 | | | | | 0.33 | | | | | 0.25 | | | | | |
| | | | | | | 5 | | | | | 3 | | | | | 0 | | | | | |



Groups Printed- TRUCKS

| Start Time | 21 ST Southbound | | | | COLORADO Westbound | | | | 21 ST Northbound | | | | COLORADO Eastbound | | | | Int. Total | |
|-------------|------------------|------|-------|------|--------------------|------|-------|------|------------------|------|-------|------|--------------------|------|-------|------|------------|----|
| | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds | | |
| Factor | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | |
| 04:00 PM | 0 | 1 | 0 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 1 | 0 | 0 | 0 | 10 |
| 04:15 PM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 7 |
| 04:30 PM | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 7 |
| 04:45 PM | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 4 |
| Total | 1 | 2 | 0 | 0 | 6 | 4 | 0 | 0 | 2 | 1 | 2 | 0 | 1 | 6 | 3 | 0 | 0 | 28 |
| 05:00 PM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 05:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 |
| 05:30 PM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 05:45 PM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| Total | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 4 |
| Grand Total | 1 | 2 | 1 | 0 | 7 | 5 | 0 | 0 | 2 | 1 | 2 | 0 | 1 | 7 | 3 | 0 | 0 | 32 |
| Apprch % | 25.0 | 50.0 | 25.0 | 0.0 | 58.3 | 41.7 | 0.0 | 0.0 | 40.0 | 20.0 | 40.0 | 0.0 | 9.1 | 63.6 | 27.3 | 0.0 | 0.0 | |
| Total % | 3.1 | 6.3 | 3.1 | 0.0 | 21.9 | 15.6 | 0.0 | 0.0 | 6.3 | 3.1 | 6.3 | 0.0 | 3.1 | 21.9 | 9.4 | 0.0 | 0.0 | |



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9660 W 44th Ave

Wheat Ridge, CO 80033

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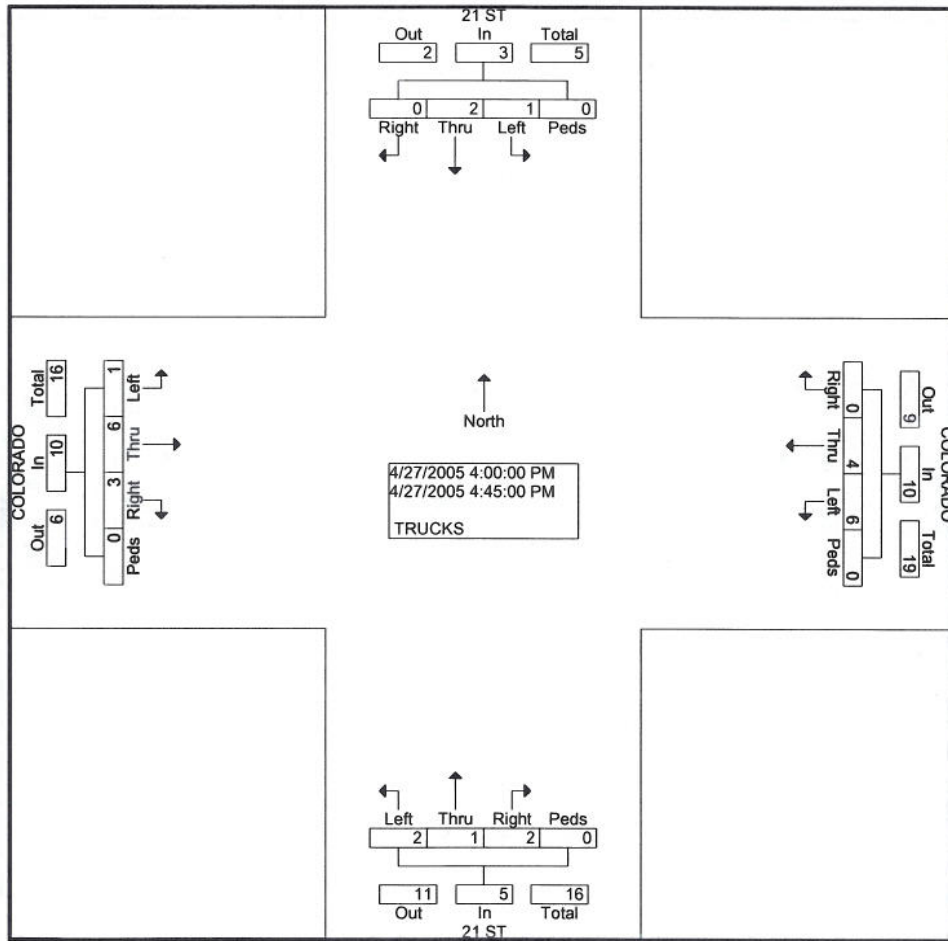
File Name : 21ST&COLORADOPM

Site Code : 00000000

Start Date : 4/27/2005

Page No : 2

| Start Time | 21 ST Southbound | | | | | COLORADO Westbound | | | | | 21 ST Northbound | | | | | COLORADO Eastbound | | | | | Int. Total |
|---|------------------|------|-------|------|------------|--------------------|------|-------|------|------------|------------------|------|-------|------|------------|--------------------|------|-------|------|------------|------------|
| | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | |
| Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Intersection | 04:00 PM | | | | | | | | | | | | | | | | | | | | |
| Volume | 1 | 2 | 0 | 0 | 3 | 6 | 4 | 0 | 0 | 10 | 2 | 1 | 2 | 0 | 5 | 1 | 6 | 3 | 0 | 10 | 28 |
| Percent | 33.3 | 66.7 | 0.0 | 0.0 | | 60.0 | 40.0 | 0.0 | 0.0 | | 40.0 | 20.0 | 40.0 | 0.0 | | 10.0 | 60.0 | 30.0 | 0.0 | | |
| 04:00 Volume | 0 | 1 | 0 | 0 | 1 | 4 | 1 | 0 | 0 | 5 | 0 | 0 | 2 | 0 | 2 | 1 | 1 | 0 | 0 | 2 | 10 |
| Peak Factor | 0.700 | | | | | | | | | | | | | | | | | | | | |
| High Int. Volume | 04:00 PM | | | | | 04:00 PM | | | | | 04:00 PM | | | | | 04:15 PM | | | | | |
| Peak Factor | 0.750 | | | | | 0.500 | | | | | 0.625 | | | | | 0.625 | | | | | |



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9660 W 44th Ave

Wheat Ridge, CO 80033 File Name : RIDGE&COLORADOAM

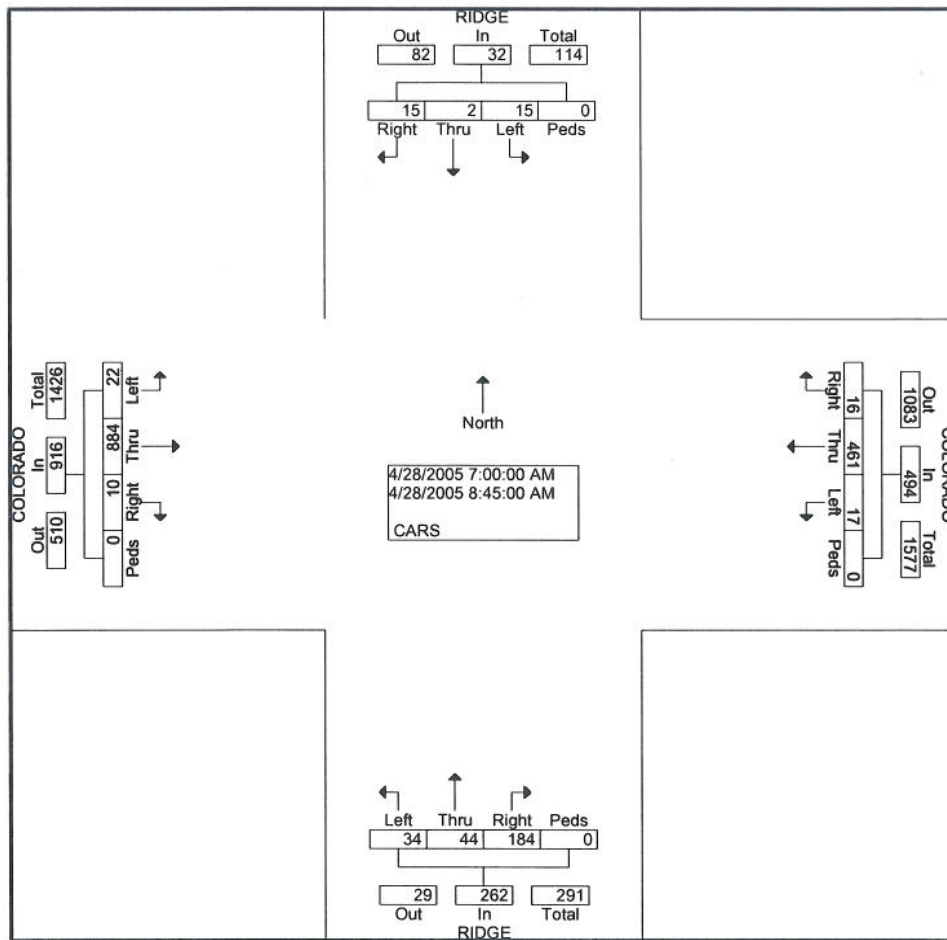
www.alltrafficdata.net Site Code : 00000000

Start Date : 4/28/2005

Page No : 1

Groups Printed- CARS

| Start Time | RIDGE Southbound | | | | COLORADO Westbound | | | | RIDGE Northbound | | | | COLORADO Eastbound | | | | Int. Total |
|-------------|------------------|------|-------|------|--------------------|------|-------|------|------------------|------|-------|------|--------------------|------|-------|------|------------|
| | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds | |
| Factor | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | |
| 07:00 AM | 1 | 0 | 1 | 0 | 1 | 50 | 1 | 0 | 3 | 4 | 21 | 0 | 5 | 88 | 0 | 0 | 175 |
| 07:15 AM | 2 | 0 | 4 | 0 | 2 | 57 | 1 | 0 | 6 | 6 | 30 | 0 | 0 | 93 | 1 | 0 | 202 |
| 07:30 AM | 3 | 0 | 2 | 0 | 2 | 62 | 3 | 0 | 4 | 8 | 43 | 0 | 3 | 167 | 0 | 0 | 297 |
| 07:45 AM | 1 | 0 | 2 | 0 | 4 | 70 | 2 | 0 | 4 | 9 | 30 | 0 | 5 | 142 | 1 | 0 | 270 |
| Total | 7 | 0 | 9 | 0 | 9 | 239 | 7 | 0 | 17 | 27 | 124 | 0 | 13 | 490 | 2 | 0 | 944 |
| 08:00 AM | 0 | 0 | 3 | 0 | 0 | 67 | 3 | 0 | 8 | 7 | 29 | 0 | 3 | 116 | 3 | 0 | 239 |
| 08:15 AM | 1 | 1 | 1 | 0 | 3 | 53 | 1 | 0 | 1 | 5 | 7 | 0 | 2 | 116 | 0 | 0 | 191 |
| 08:30 AM | 4 | 0 | 2 | 0 | 2 | 47 | 2 | 0 | 4 | 3 | 13 | 0 | 2 | 81 | 2 | 0 | 162 |
| 08:45 AM | 3 | 1 | 0 | 0 | 3 | 55 | 3 | 0 | 4 | 2 | 11 | 0 | 2 | 81 | 3 | 0 | 168 |
| Total | 8 | 2 | 6 | 0 | 8 | 222 | 9 | 0 | 17 | 17 | 60 | 0 | 9 | 394 | 8 | 0 | 760 |
| Grand Total | 15 | 2 | 15 | 0 | 17 | 461 | 16 | 0 | 34 | 44 | 184 | 0 | 22 | 884 | 10 | 0 | 1704 |
| Apprch % | 46.9 | 6.3 | 46.9 | 0.0 | 3.4 | 93.3 | 3.2 | 0.0 | 13.0 | 16.8 | 70.2 | 0.0 | 2.4 | 96.5 | 1.1 | 0.0 | |
| Total % | 0.9 | 0.1 | 0.9 | 0.0 | 1.0 | 27.1 | 0.9 | 0.0 | 2.0 | 2.6 | 10.8 | 0.0 | 1.3 | 51.9 | 0.6 | 0.0 | |



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9660 W 44th Ave

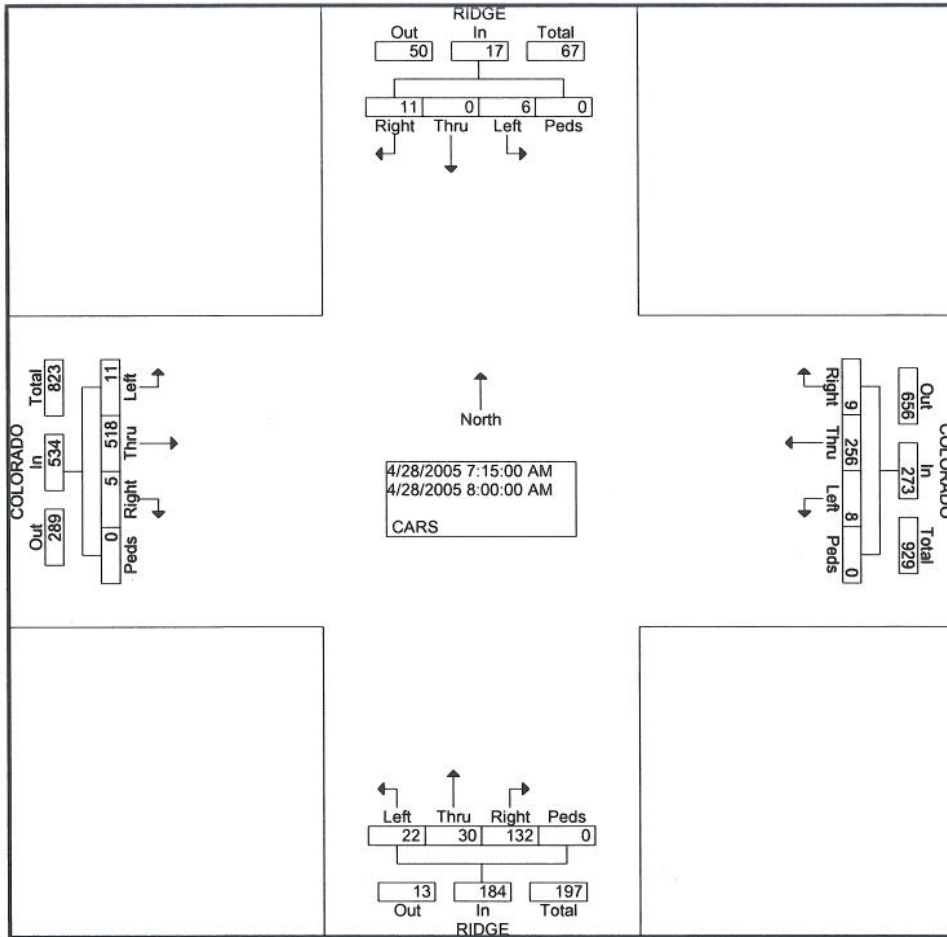
Wheat Ridge, CO 80033 File Name : RIDGE&COLORADOAM

www.alltrafficdata.net Site Code : 00000000

Start Date : 4/28/2005

Page No : 2

| Start Time | RIDGE Southbound | | | | | COLORADO Westbound | | | | | RIDGE Northbound | | | | | COLORADO Eastbound | | | | | Int. Total | | | | |
|---|------------------|------|-------|------|------------|--------------------|------|-------|------|------------|------------------|------|-------|------|------------|--------------------|------|-------|------|------------|------------|------|------|------|---|
| | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | | | | | |
| Peak Hour From 07:00 AM to 08:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | | | | | |
| Intersect on | 07:15 AM | | | | | | | | | | | | | | | | | | | | | | | | |
| Volume | 6 | 0 | 11 | 0 | 17 | 8 | 256 | 9 | 0 | 273 | 22 | 30 | 132 | 0 | 184 | 11 | 518 | 5 | 0 | 534 | 1008 | | | | |
| Percent | 35.3 | 0.0 | 64.7 | 0.0 | | 2.9 | 93.8 | 3.3 | 0.0 | | 12.0 | 16.3 | 71.7 | 0.0 | | 2.1 | 97.0 | 0.9 | 0.0 | | | | | | |
| 07:30 Volume | 3 | 0 | 2 | 0 | 5 | 2 | 62 | 3 | 0 | 67 | 4 | 8 | 43 | 0 | 55 | 3 | 167 | 0 | 0 | 170 | 297 | | | | |
| Peak Factor | | | | | | | | | | | | | | | | | | | | | | | | | |
| High Int. Volume | 07:15 AM | | | | | 07:45 AM | | | | | 07:30 AM | | | | | 07:30 AM | | | | | | | | | |
| Peak Factor | 2 | 0 | 4 | 0 | 6 | 4 | 70 | 2 | 0 | 76 | 4 | 8 | 43 | 0 | 55 | 3 | 167 | 0 | 0 | 170 | 0.70 | 0.89 | 0.83 | 0.78 | 5 |



All Traffic Data Services, Inc.

9660 W 44th Ave

Wheat Ridge, CO 80033 File Name : RIDGE&COLORADOAM

www.alltrafficdata.net Site Code : 00000000

Start Date : 4/28/2005

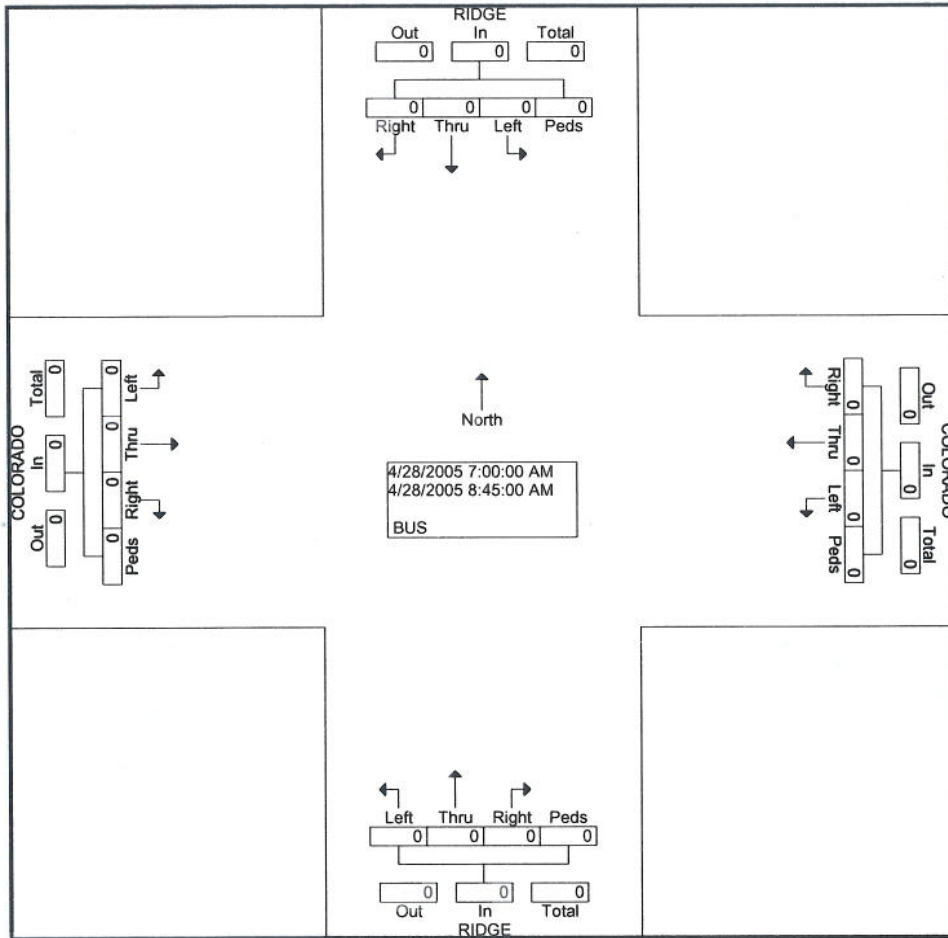
Page No : 1

Groups Printed- BUS

| Start Time | RIDGE Southbound | | | | COLORADO Westbound | | | | RIDGE Northbound | | | | COLORADO Eastbound | | | | Int. Total | |
|------------|------------------|------|-------|------|--------------------|------|-------|------|------------------|------|-------|------|--------------------|------|-------|------|------------|--|
| | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds | | |
| Factor | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | |

*** BREAK ***

| | | | | | | | | | | | | | | | | | | |
|-------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Grand Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Apprch % | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total % | | | | | | | | | | | | | | | | | | |



All Traffic Data Services, Inc.

9660 W 44th Ave

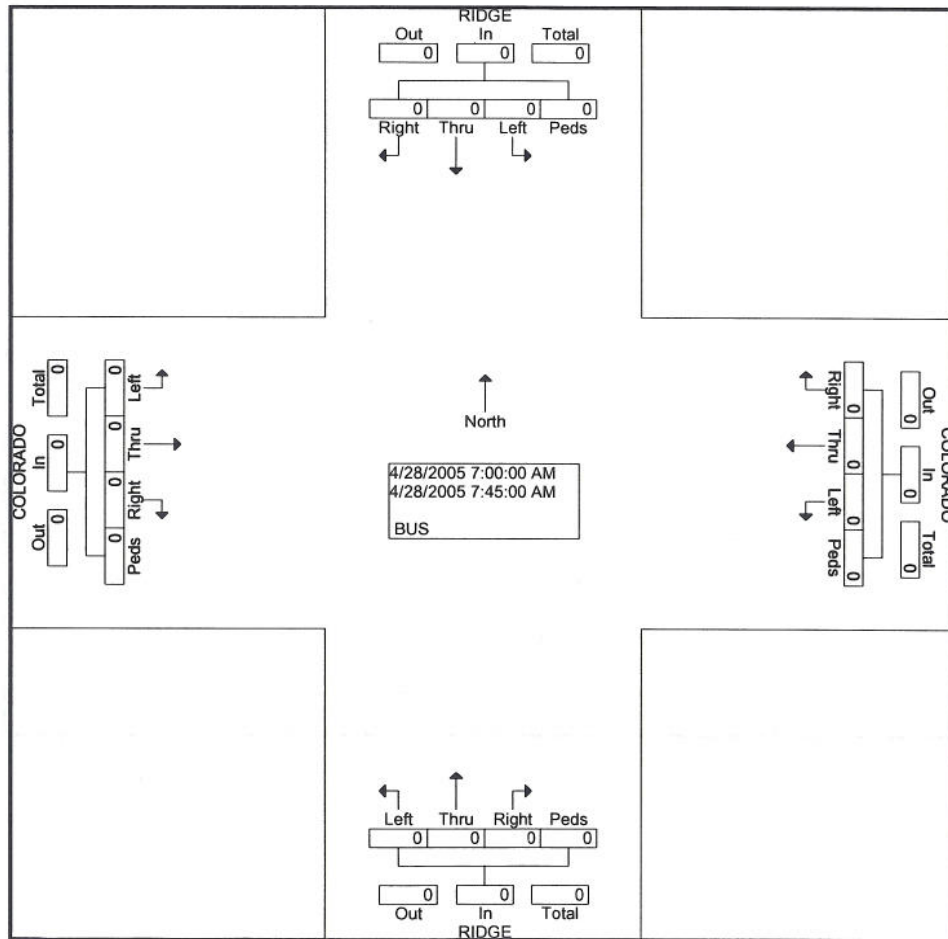
Wheat Ridge, CO 80033 File Name : RIDGE&COLORADOAM

www.alltrafficdata.net Site Code : 00000000

Start Date : 4/28/2005

Page No : 2

| Start Time | RIDGE Southbound | | | | | COLORADO Westbound | | | | | RIDGE Northbound | | | | | COLORADO Eastbound | | | | | Int. Total |
|---|------------------|------|--------|-------|------------|--------------------|------|--------|-------|------------|------------------|------|--------|-------|------------|--------------------|------|--------|-------|------------|------------|
| | Left | Thru | Rig ht | Ped s | App. Total | Left | Thru | Rig ht | Ped s | App. Total | Left | Thru | Rig ht | Ped s | App. Total | Left | Thru | Rig ht | Ped s | App. Total | |
| Peak Hour From 07:00 AM to 08:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Intersection | 07:00 AM | | | | | | | | | | | | | | | | | | | | |
| Volume | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Percent | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | | |
| 07:45 | 07:45 | | | | | | | | | | | | | | | | | | | | |
| Volume | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Peak Factor | | | | | | | | | | | | | | | | | | | | | 0.000 |
| High Int. Volume Peak Factor | 6:45:00 AM | | | | | 6:45:00 AM | | | | | 6:45:00 AM | | | | | 6:45:00 AM | | | | | |



All Traffic Data Services, Inc.

9660 W 44th Ave

Wheat Ridge, CO 80033 File Name : RIDGE&COLORADOAM

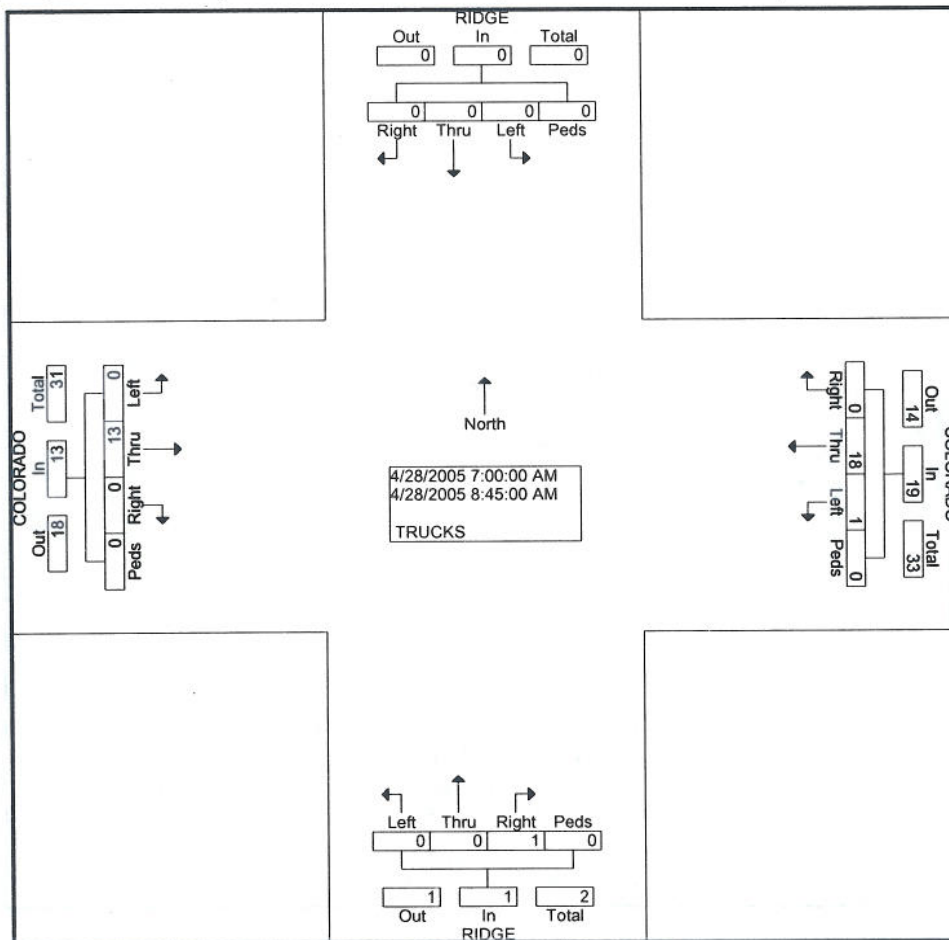
www.alltrafficdata.net Site Code : 00000000

Start Date : 4/28/2005

Page No : 1

Groups Printed- TRUCKS

| Start Time | RIDGE Southbound | | | | COLORADO Westbound | | | | RIDGE Northbound | | | | COLORADO Eastbound | | | | Int. Total |
|-------------|------------------|------|-------|------|--------------------|------|-------|------|------------------|------|-------|------|--------------------|------|-------|------|------------|
| | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds | |
| Factor | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | |
| 07:00 AM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 3 |
| 07:15 AM | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 07:30 AM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 07:45 AM | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 7 |
| Total | 0 | 0 | 0 | 0 | 1 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 13 |
| 08:00 AM | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 5 |
| 08:15 AM | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 08:30 AM | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 5 |
| 08:45 AM | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 0 | 6 |
| Total | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 8 | 0 | 0 | 20 |
| Grand Total | 0 | 0 | 0 | 0 | 1 | 18 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 13 | 0 | 0 | 33 |
| Apprch % | 0.0 | 0.0 | 0.0 | 0.0 | 5.3 | 94.7 | 0.0 | 0.0 | 0.0 | 0.0 | 100. | 0.0 | 0.0 | 100. | 0.0 | 0.0 | |
| Total % | 0.0 | 0.0 | 0.0 | 0.0 | 3.0 | 54.5 | 0.0 | 0.0 | 0.0 | 0.0 | 3.0 | 0.0 | 0.0 | 39.4 | 0.0 | 0.0 | |



All Traffic Data Services, Inc.

9660 W 44th Ave

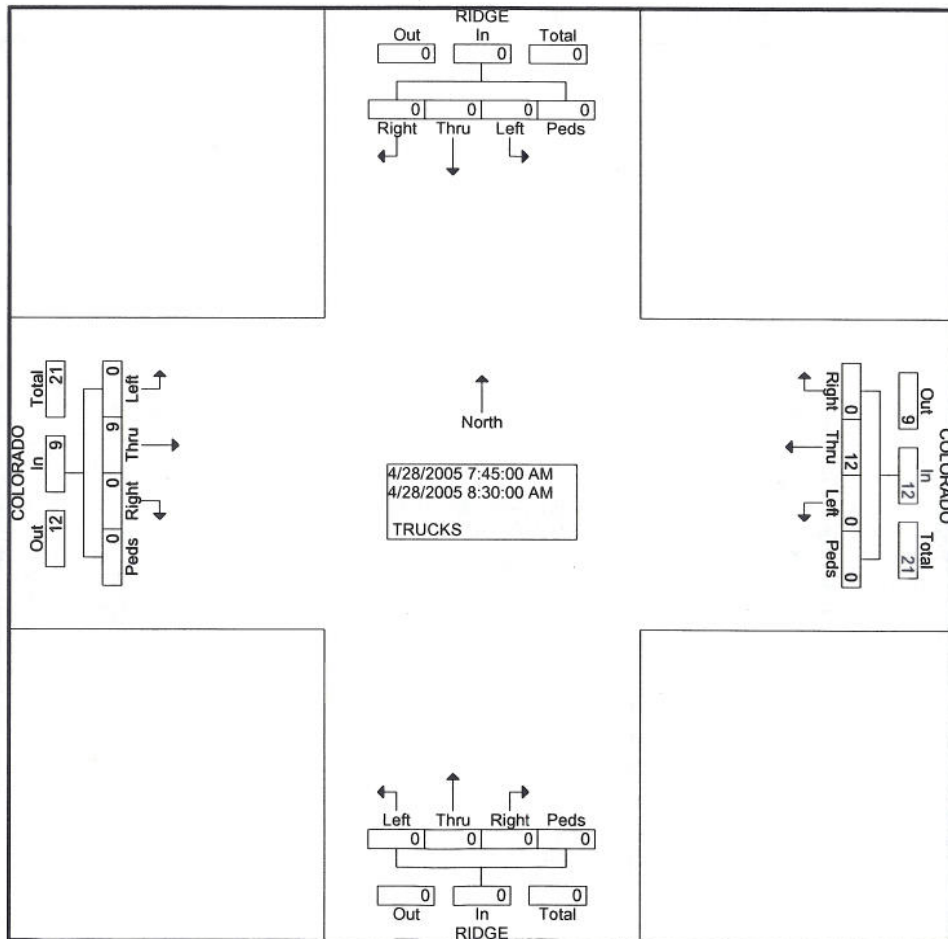
Wheat Ridge, CO 80033 File Name : RIDGE&COLORADOAM

www.alltrafficdata.net Site Code : 00000000

Start Date : 4/28/2005

Page No : 2

| Start Time | RIDGE Southbound | | | | | COLORADO Westbound | | | | | RIDGE Northbound | | | | | COLORADO Eastbound | | | | | Int. Total | |
|---|------------------|------|------|------|------------|--------------------|-------|------|------|------------|------------------|------|------|------|------------|--------------------|-------|------|------|------------|------------|----|
| | Left | Thru | Rght | Peds | App. Total | Left | Thru | Rght | Peds | App. Total | Left | Thru | Rght | Peds | App. Total | Left | Thru | Rght | Peds | App. Total | | |
| Peak Hour From 07:00 AM to 08:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | | |
| Intersection | 07:45 AM | | | | | | | | | | | | | | | | | | | | | |
| Volume | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 0 | 9 | 21 |
| Percent | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 100.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 100.0 | 0.0 | 0.0 | | | |
| 07:45 Volume Peak Factor | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 3 | 7 | |
| High Int. Volume Peak Factor | 6:45:00 AM | | | | | 07:45 AM | | | | | 6:45:00 AM | | | | | 07:45 AM | | | | | 0.750 | |
| | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 3 | 3 | |
| | | | | | | 0.75 | | | | | | | | | | 0.75 | | | | | 0 | |



All Traffic Data Services, Inc.

9660 W 44th Ave

Wheat Ridge, CO 80033 File Name : RIDGE&COLORADOPM

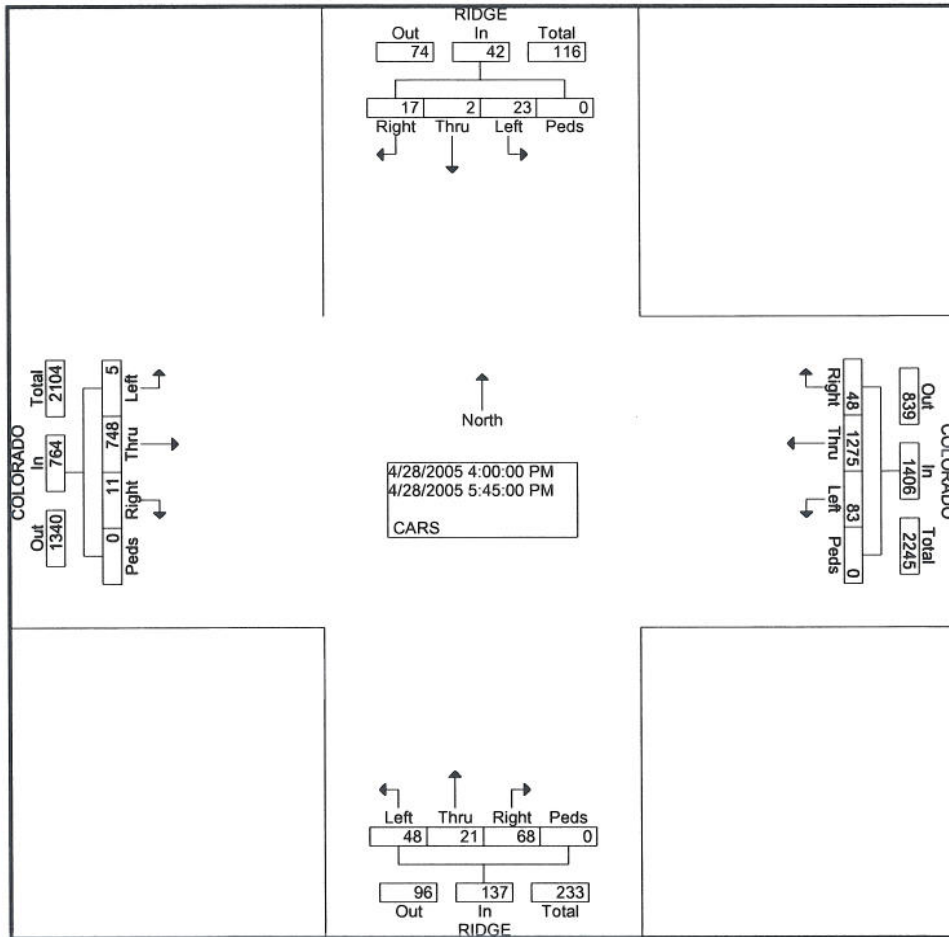
www.alltrafficdata.net Site Code : 00000000

Start Date : 4/28/2005

Page No : 1

Groups Printed- CARS

| Start Time | RIDGE Southbound | | | | COLORADO Westbound | | | | RIDGE Northbound | | | | COLORADO Eastbound | | | | Int. Total | |
|-------------|------------------|------|-------|------|--------------------|------|-------|------|------------------|------|-------|------|--------------------|------|-------|------|------------|------|
| | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds | | |
| Factor | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | |
| 04:00 PM | 2 | 0 | 1 | 0 | 9 | 172 | 2 | 0 | 4 | 4 | 15 | 0 | 1 | 100 | 2 | 0 | | 312 |
| 04:15 PM | 0 | 0 | 1 | 0 | 14 | 139 | 5 | 0 | 5 | 3 | 10 | 0 | 0 | 85 | 0 | 0 | | 262 |
| 04:30 PM | 1 | 0 | 0 | 0 | 8 | 147 | 5 | 0 | 7 | 2 | 5 | 0 | 2 | 90 | 0 | 0 | | 267 |
| 04:45 PM | 5 | 1 | 3 | 0 | 9 | 170 | 8 | 0 | 6 | 4 | 8 | 0 | 0 | 105 | 0 | 0 | | 319 |
| Total | 8 | 1 | 5 | 0 | 40 | 628 | 20 | 0 | 22 | 13 | 38 | 0 | 3 | 380 | 2 | 0 | | 1160 |
| 05:00 PM | 5 | 0 | 3 | 0 | 7 | 140 | 8 | 0 | 5 | 1 | 7 | 0 | 0 | 103 | 3 | 0 | | 282 |
| 05:15 PM | 5 | 0 | 3 | 0 | 13 | 173 | 10 | 0 | 3 | 2 | 7 | 0 | 0 | 92 | 1 | 0 | | 309 |
| 05:30 PM | 2 | 0 | 4 | 0 | 14 | 184 | 5 | 0 | 9 | 2 | 8 | 0 | 1 | 92 | 3 | 0 | | 324 |
| 05:45 PM | 3 | 1 | 2 | 0 | 9 | 150 | 5 | 0 | 9 | 3 | 8 | 0 | 1 | 81 | 2 | 0 | | 274 |
| Total | 15 | 1 | 12 | 0 | 43 | 647 | 28 | 0 | 26 | 8 | 30 | 0 | 2 | 368 | 9 | 0 | | 1189 |
| Grand Total | 23 | 2 | 17 | 0 | 83 | 1275 | 48 | 0 | 48 | 21 | 68 | 0 | 5 | 748 | 11 | 0 | | 2349 |
| Apprch % | 54.8 | 4.8 | 40.5 | 0.0 | 5.9 | 90.7 | 3.4 | 0.0 | 35.0 | 15.3 | 49.6 | 0.0 | 0.7 | 97.9 | 1.4 | 0.0 | | |
| Total % | 1.0 | 0.1 | 0.7 | 0.0 | 3.5 | 54.3 | 2.0 | 0.0 | 2.0 | 0.9 | 2.9 | 0.0 | 0.2 | 31.8 | 0.5 | 0.0 | | |



All Traffic Data Services, Inc.

9660 W 44th Ave

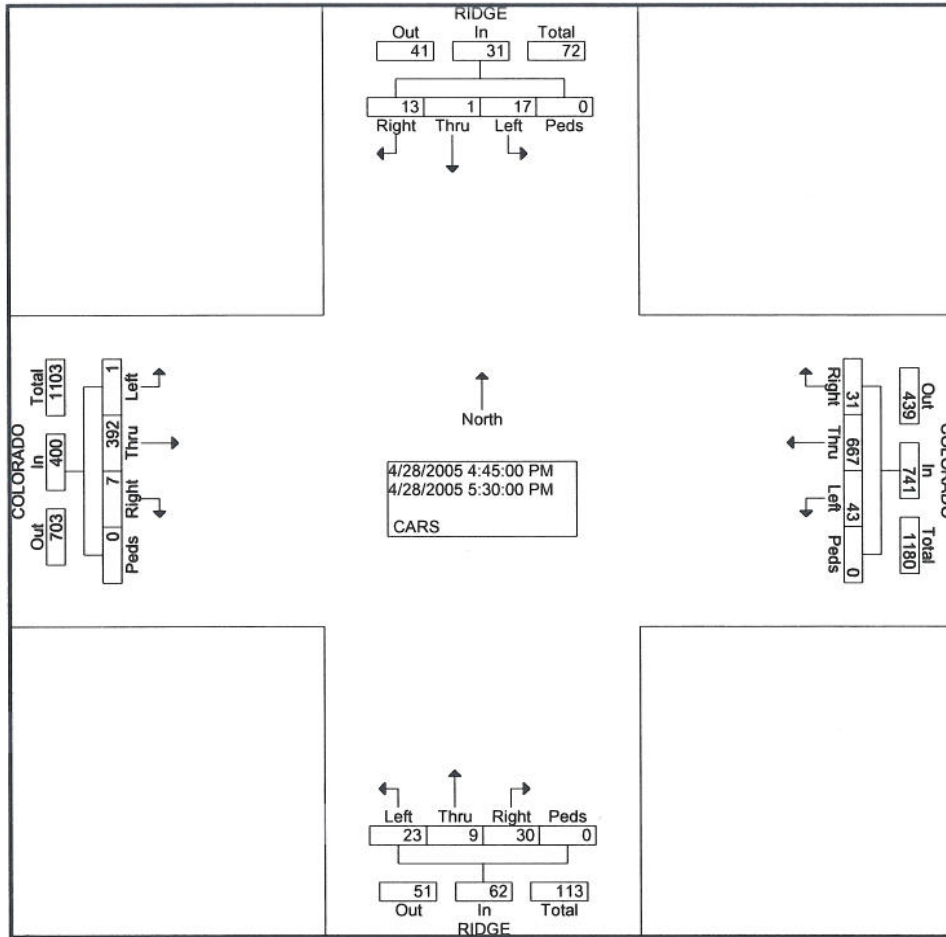
Wheat Ridge, CO 80033 File Name : RIDGE&COLORADOPM

www.alltrafficdata.net Site Code : 00000000

Start Date : 4/28/2005

Page No : 2

| Start Time | RIDGE Southbound | | | | | COLORADO Westbound | | | | | RIDGE Northbound | | | | | COLORADO Eastbound | | | | | Int. Total |
|------------------|------------------|------|-------|------|------------|--------------------|------|-------|------|------------|------------------|------|-------|------|------------|--------------------|------|-------|------|------------|------------|
| | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | |
| Intersect on | 04:45 PM | | | | | | | | | | | | | | | | | | | | |
| Volume | 17 | 1 | 13 | 0 | 31 | 43 | 667 | 31 | 0 | 741 | 23 | 9 | 30 | 0 | 62 | 1 | 392 | 7 | 0 | 400 | 1234 |
| Percent | 54.8 | 3.2 | 41.9 | 0.0 | | 5.8 | 90.0 | 4.2 | 0.0 | | 37.1 | 14.5 | 48.4 | 0.0 | | 0.3 | 98.0 | 1.8 | 0.0 | | |
| 05:30 Volume | 2 | 0 | 4 | 0 | 6 | 14 | 184 | 5 | 0 | 203 | 9 | 2 | 8 | 0 | 19 | 1 | 92 | 3 | 0 | 96 | 324 |
| Peak Factor | 0.952 | | | | | | | | | | | | | | | | | | | | |
| High Int. Volume | 04:45 PM | | | | | 05:30 PM | | | | | 05:30 PM | | | | | 05:00 PM | | | | | |
| Peak Factor | 5 | 1 | 3 | 0 | 9 | 14 | 184 | 5 | 0 | 203 | 9 | 2 | 8 | 0 | 19 | 0 | 103 | 3 | 0 | 106 | |
| | 0.86 | | | | | 0.91 | | | | | 0.81 | | | | | 0.94 | | | | | |
| | 1 | | | | | 3 | | | | | 6 | | | | | 3 | | | | | |



All Traffic Data Services, Inc.

9660 W 44th Ave

Wheat Ridge, CO 80033 File Name : RIDGE&COLORADOPM

www.alltrafficdata.net Site Code : 00000000

Start Date : 4/28/2005

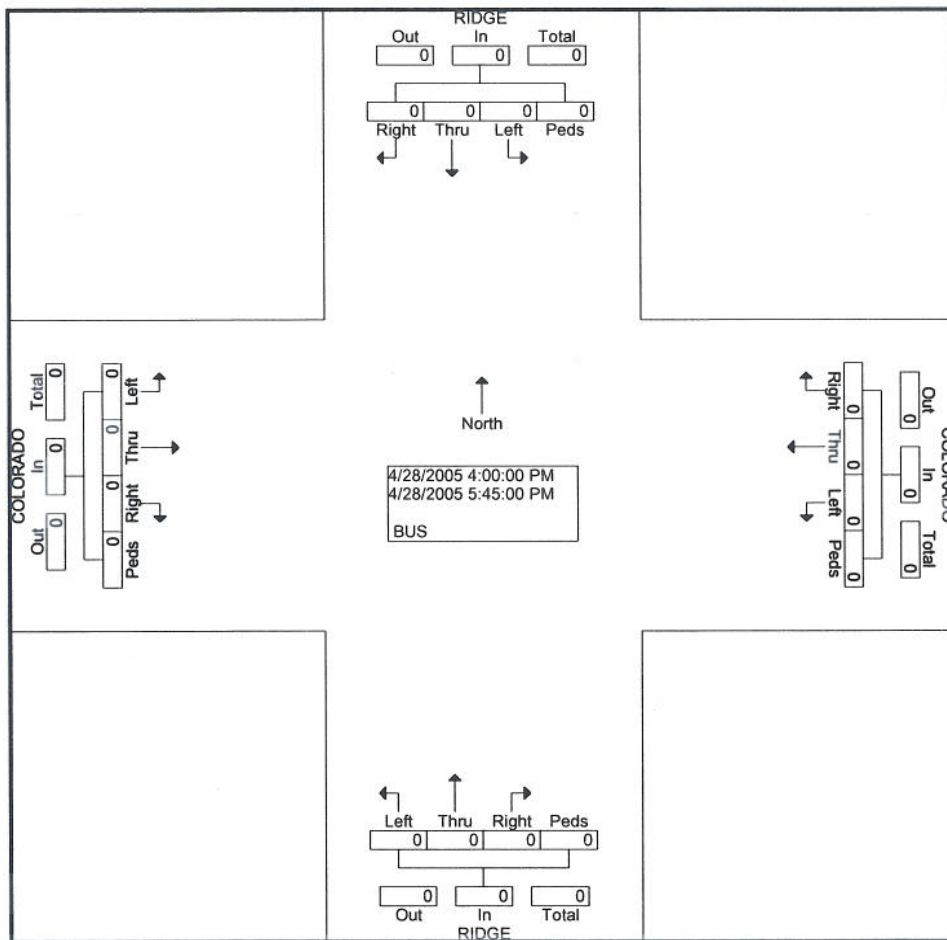
Page No : 1

Groups Printed- BUS

| Start Time | RIDGE Southbound | | | | COLORADO Westbound | | | | RIDGE Northbound | | | | COLORADO Eastbound | | | | Int. Total | |
|------------|------------------|------|-------|------|--------------------|------|-------|------|------------------|------|-------|------|--------------------|------|-------|------|------------|--|
| | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds | | |
| Factor | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | |

*** BREAK ***

| | | | | | | | | | | | | | | | | | | |
|-------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Grand Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Apprch % | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total % | | | | | | | | | | | | | | | | | | |

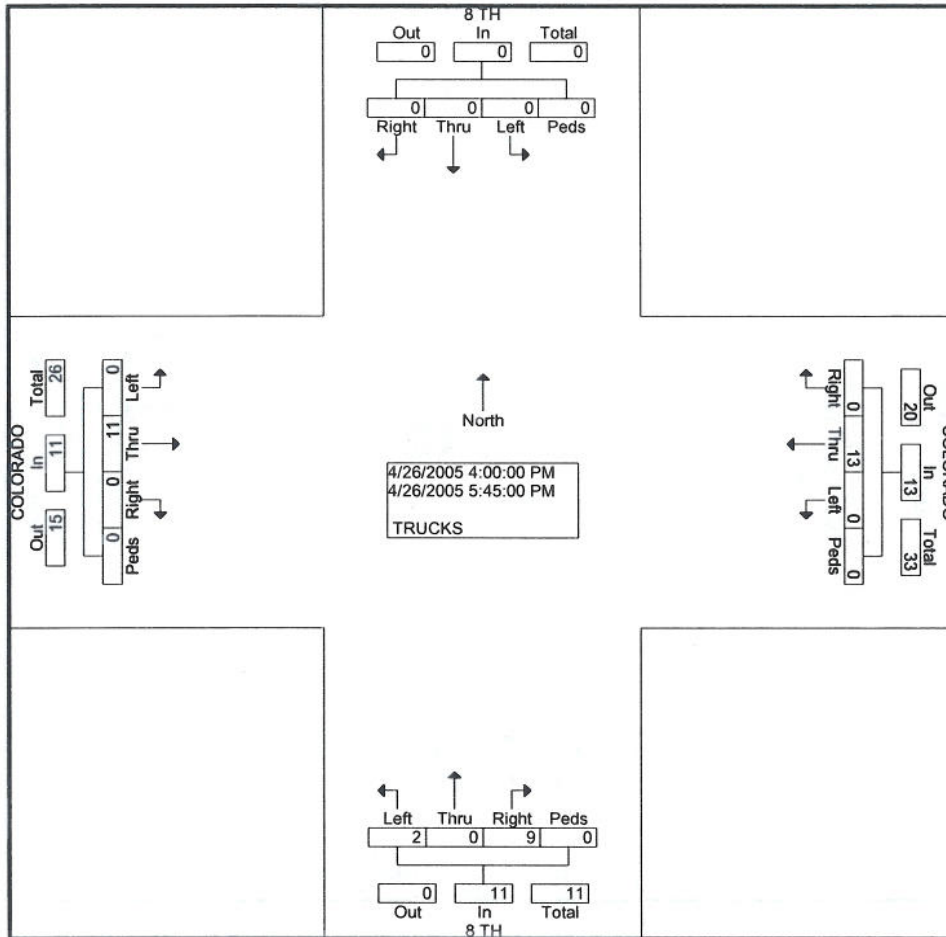


All Traffic Data Services, Inc.
 9660 W 44th Ave
 Wheat Ridge, CO 80033
 www.alltrafficdata.net

File Name : 8TH&COLORADOPM
 Site Code : 00000000
 Start Date : 4/26/2005
 Page No : 1

Groups Printed- TRUCKS

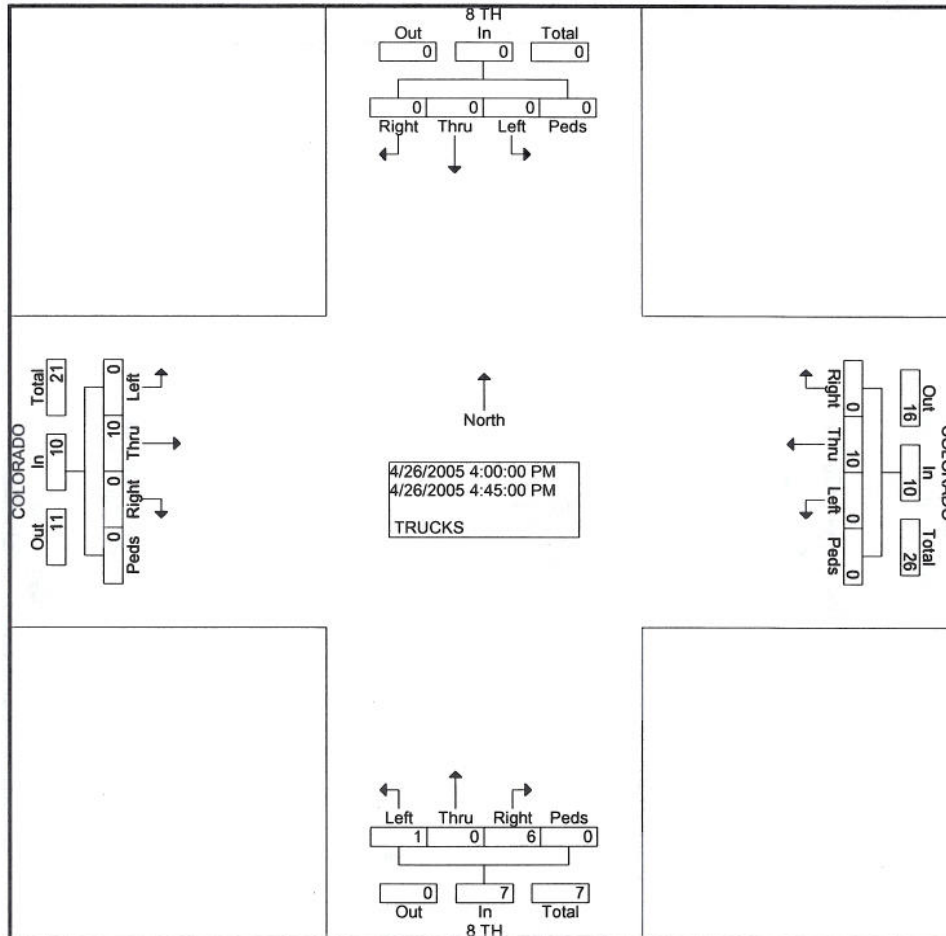
| Start Time | 8 TH Southbound | | | | COLORADO Westbound | | | | 8 TH Northbound | | | | COLORADO Eastbound | | | | Int. Total |
|-------------|-----------------|------|-------|------|--------------------|-------|-------|------|-----------------|------|-------|------|--------------------|-------|-------|------|------------|
| | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds | |
| Factor | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | |
| 04:00 PM | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 2 | 0 | 0 | 6 |
| 04:15 PM | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 4 | 0 | 0 | 9 |
| 04:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 3 |
| 04:45 PM | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 3 | 0 | 0 | 9 |
| Total | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 1 | 0 | 6 | 0 | 0 | 10 | 0 | 0 | 27 |
| 05:00 PM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 |
| 05:15 PM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 4 |
| 05:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 05:45 PM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| Total | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 1 | 0 | 3 | 0 | 0 | 1 | 0 | 0 | 8 |
| Grand Total | 0 | 0 | 0 | 0 | 0 | 13 | 0 | 0 | 2 | 0 | 9 | 0 | 0 | 11 | 0 | 0 | 35 |
| Apprch % | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 | 0.0 | 18.2 | 0.0 | 81.8 | 0.0 | 0.0 | 100.0 | 0.0 | 0.0 | |
| Total % | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 37.1 | 0.0 | 0.0 | 5.7 | 0.0 | 25.7 | 0.0 | 0.0 | 31.4 | 0.0 | 0.0 | |



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File Name : 8TH&COLORADOPM
 Site Code : 00000000
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| Start Time | 8 TH Southbound | | | | | COLORADO Westbound | | | | | 8 TH Northbound | | | | | COLORADO Eastbound | | | | | Int. Total | | | | | |
|---|-----------------|------|-------|------|------------|--------------------|-------|-------|------|------------|-----------------|------|-------|------|------------|--------------------|-------|-------|------|------------|------------|------|------|------|------|------|
| | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | | | | | | |
| Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Intersection | 04:00 PM | | | | | | | | | | | | | | | | | | | | | | | | | |
| Volume | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 10 | 1 | 0 | 6 | 0 | 7 | 0 | 10 | 0 | 0 | 10 | 27 | | | | | |
| Percent | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 100.0 | 0.0 | 0.0 | | 14.3 | 0.0 | 85.7 | 0.0 | | 0.0 | 100.0 | 0.0 | 0.0 | | | | | | | |
| 04:45 Volume | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 3 | 0 | 0 | 3 | 0 | 3 | 0 | 3 | 0 | 0 | 3 | 9 | | | | | |
| Peak Factor | 0.750 | | | | | | | | | | | | | | | | | | | | | | | | | |
| High Int. Volume | 3:45:00 PM | | | | | 04:15 PM | | | | | 04:45 PM | | | | | 04:15 PM | | | | | | | | | | |
| Peak Factor | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 4 | 0 | 0 | 3 | 0 | 3 | 0 | 4 | 0 | 0 | 4 | 0.62 | 0.58 | 0.62 | 0.62 | 0.58 | 0.62 |

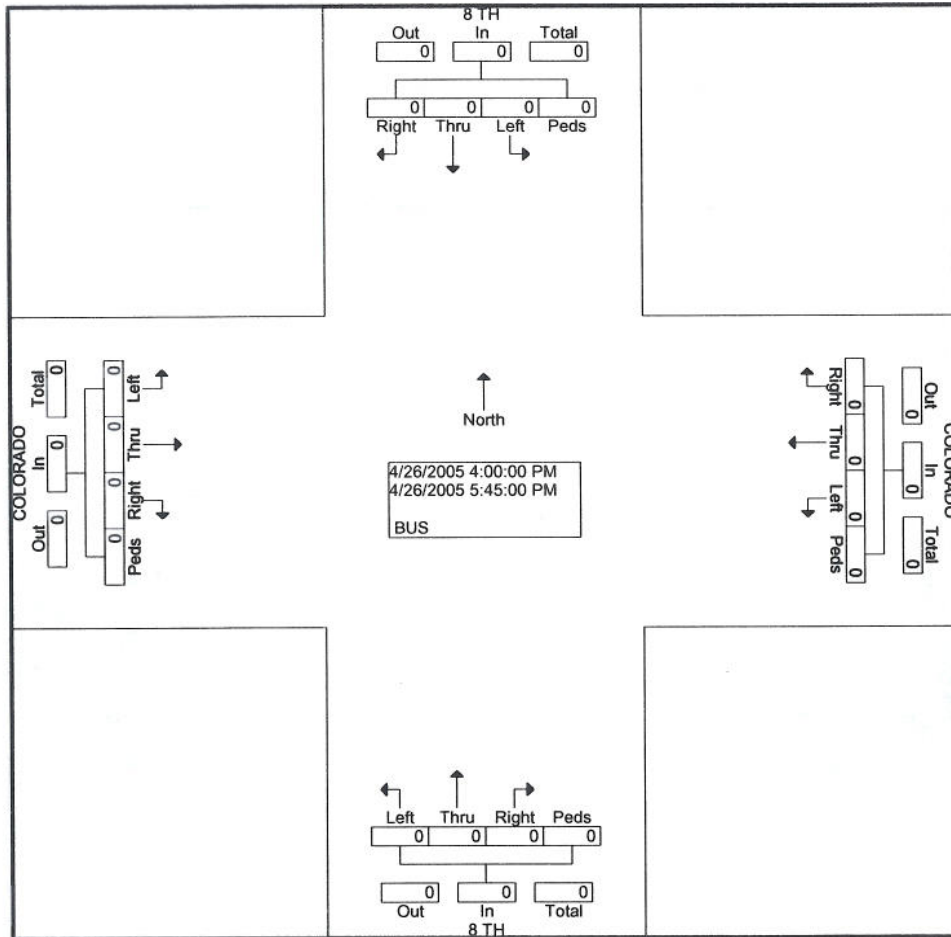


Groups Printed- BUS

| Start Time | 8 TH Southbound | | | | COLORADO Westbound | | | | 8 TH Northbound | | | | COLORADO Eastbound | | | | Int. Total | |
|------------|-----------------|------|-------|------|--------------------|------|-------|------|-----------------|------|-------|------|--------------------|------|-------|------|------------|--|
| | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds | | |
| Factor | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | |

*** BREAK ***

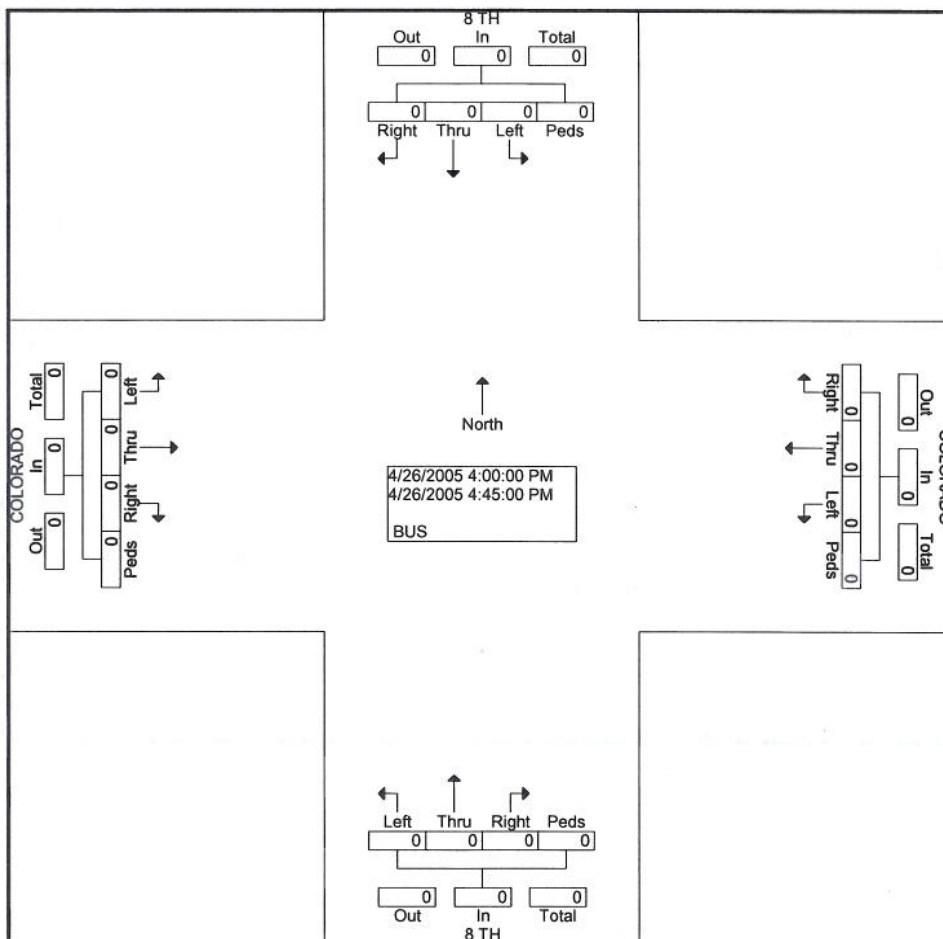
| | | | | | | | | | | | | | | | | | | | |
|-------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Grand Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Approch % | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total % | | | | | | | | | | | | | | | | | | | |



All Traffic Data Services, Inc.
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 Wheat Ridge, CO 80033
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File Name : 8TH&COLORADOPM
 Site Code : 00000000
 Start Date : 4/26/2005
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| Start Time | 8 TH Southbound | | | | | COLORADO Westbound | | | | | 8 TH Northbound | | | | | COLORADO Eastbound | | | | | Int. Total |
|---|-----------------|------|-------|------|------------|--------------------|------|-------|------|------------|-----------------|------|-------|------|------------|--------------------|------|-------|------|------------|------------|
| | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | |
| Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Intersect on | 04:00 PM | | | | | | | | | | | | | | | | | | | | |
| Volume | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Percent | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | | |
| 04:45 | 04:45 | | | | | | | | | | | | | | | | | | | | |
| Volume | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Peak Factor | 0.000 | | | | | | | | | | | | | | | | | | | | |
| High Int. Volume Peak Factor | 3:45:00 PM | | | | | 3:45:00 PM | | | | | 3:45:00 PM | | | | | 3:45:00 PM | | | | | |



All Traffic Data Services, Inc.

9660 W 44th Ave

Wheat Ridge, CO 80033

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File Name : 14TH&COLORADOAM

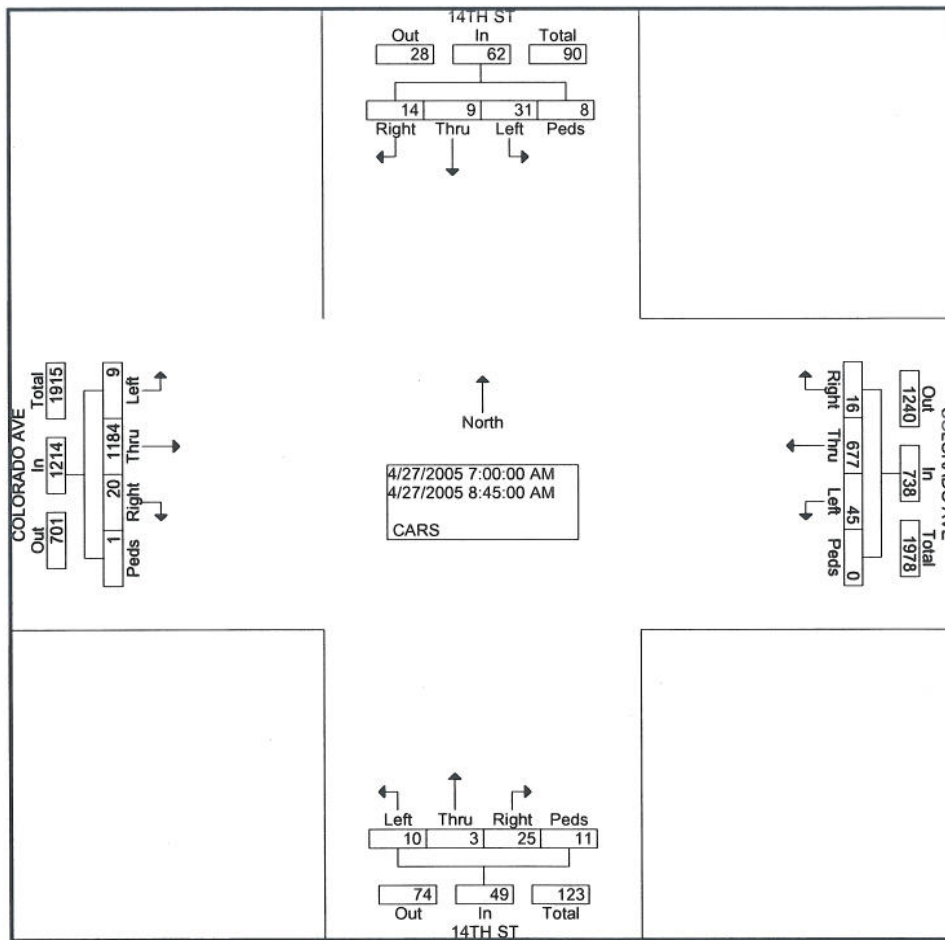
Site Code : 00000000

Start Date : 4/27/2005

Page No : 1

Groups Printed- CARS

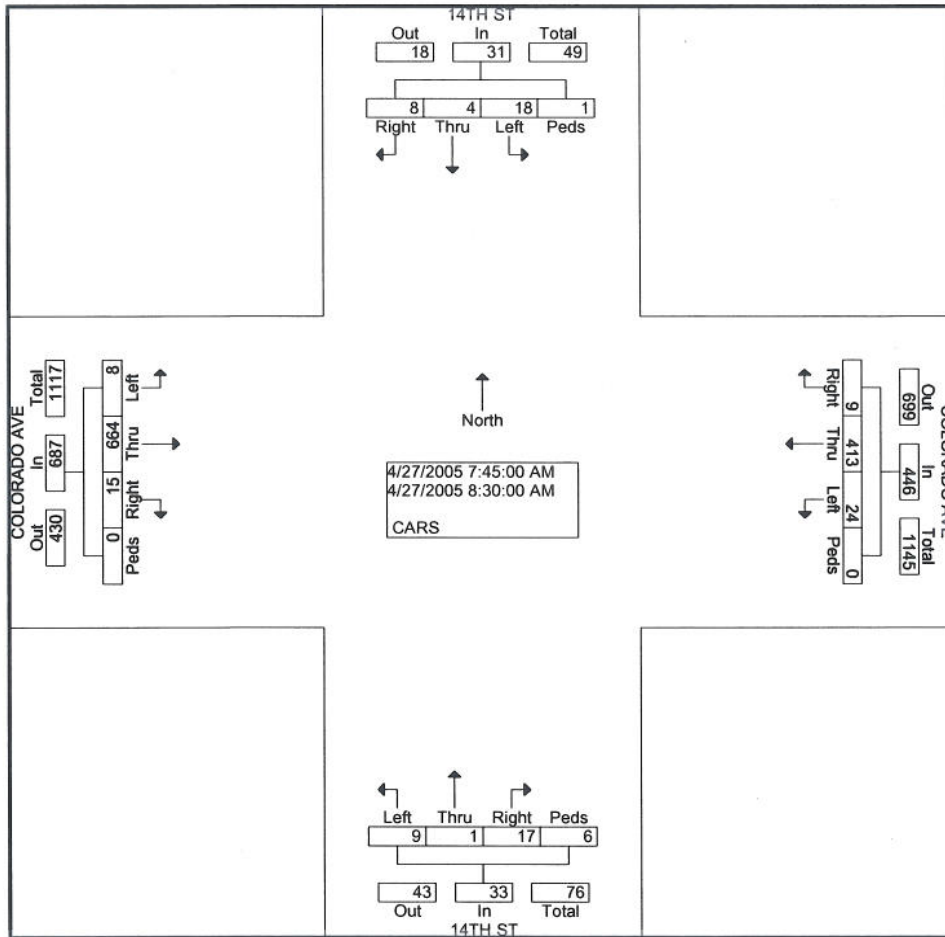
| Start Time | 14TH ST Southbound | | | | COLORADO AVE Westbound | | | | 14TH ST Northbound | | | | COLORADO AVE Eastbound | | | | Int. Total | |
|-------------|--------------------|------|-------|------|------------------------|------|-------|------|--------------------|------|-------|------|------------------------|------|-------|------|------------|------|
| | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds | | |
| Factor | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | |
| 07:00 AM | 4 | 0 | 2 | 4 | 3 | 45 | 1 | 0 | 0 | 0 | 1 | 1 | 0 | 106 | 1 | 0 | | 168 |
| 07:15 AM | 3 | 2 | 1 | 2 | 5 | 59 | 2 | 0 | 1 | 1 | 2 | 3 | 0 | 133 | 2 | 1 | | 217 |
| 07:30 AM | 4 | 2 | 2 | 0 | 6 | 72 | 0 | 0 | 0 | 0 | 2 | 1 | 1 | 152 | 2 | 0 | | 244 |
| 07:45 AM | 7 | 1 | 3 | 0 | 9 | 102 | 1 | 0 | 3 | 0 | 1 | 1 | 2 | 204 | 5 | 0 | | 339 |
| Total | 18 | 5 | 8 | 6 | 23 | 278 | 4 | 0 | 4 | 1 | 6 | 6 | 3 | 595 | 10 | 1 | | 968 |
| 08:00 AM | 4 | 1 | 3 | 0 | 6 | 103 | 2 | 0 | 1 | 0 | 3 | 1 | 1 | 163 | 4 | 0 | | 292 |
| 08:15 AM | 2 | 0 | 1 | 0 | 7 | 116 | 5 | 0 | 4 | 1 | 10 | 2 | 3 | 152 | 2 | 0 | | 305 |
| 08:30 AM | 5 | 2 | 1 | 1 | 2 | 92 | 1 | 0 | 1 | 0 | 3 | 2 | 2 | 145 | 4 | 0 | | 261 |
| 08:45 AM | 2 | 1 | 1 | 1 | 7 | 88 | 4 | 0 | 0 | 1 | 3 | 0 | 0 | 129 | 0 | 0 | | 237 |
| Total | 13 | 4 | 6 | 2 | 22 | 399 | 12 | 0 | 6 | 2 | 19 | 5 | 6 | 589 | 10 | 0 | | 1095 |
| Grand Total | 31 | 9 | 14 | 8 | 45 | 677 | 16 | 0 | 10 | 3 | 25 | 11 | 9 | 1184 | 20 | 1 | | 2063 |
| Apprch % | 50.0 | 14.5 | 22.6 | 12.9 | 6.1 | 91.7 | 2.2 | 0.0 | 20.4 | 6.1 | 51.0 | 22.4 | 0.7 | 97.5 | 1.6 | 0.1 | | |
| Total % | 1.5 | 0.4 | 0.7 | 0.4 | 2.2 | 32.8 | 0.8 | 0.0 | 0.5 | 0.1 | 1.2 | 0.5 | 0.4 | 57.4 | 1.0 | 0.0 | | |



All Traffic Data Services, Inc.
 9660 W 44th Ave
 Wheat Ridge, CO 80033
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File Name : 14TH&COLORADOAM
 Site Code : 00000000
 Start Date : 4/27/2005
 Page No : 2

| Start Time | 14TH ST Southbound | | | | | COLORADO AVE Westbound | | | | | 14TH ST Northbound | | | | | COLORADO AVE Eastbound | | | | | Int. Total |
|---|--------------------|------|--------|-------|------------|------------------------|------|--------|-------|------------|--------------------|------|--------|-------|------------|------------------------|------|--------|-------|------------|------------|
| | Left | Thru | Rig ht | Ped s | App. Total | Left | Thru | Rig ht | Ped s | App. Total | Left | Thru | Rig ht | Ped s | App. Total | Left | Thru | Rig ht | Ped s | App. Total | |
| Peak Hour From 07:00 AM to 08:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Intersecti on | 07:45 AM | | | | | | | | | | | | | | | | | | | | |
| Volume | 18 | 4 | 8 | 1 | 31 | 24 | 413 | 9 | 0 | 446 | 9 | 1 | 17 | 6 | 33 | 8 | 664 | 15 | 0 | 687 | 1197 |
| Percent | 58. | 12. | 25. | 3.2 | | 5.4 | 92. | 2.0 | 0.0 | | 27. | 3.0 | 51. | 18. | | 1.2 | 96. | 2.2 | 0.0 | | |
| | 1 | 9 | 8 | | | | 6 | | | | 3 | | 5 | 2 | | | 7 | | | | |
| 07:45 Volume | 7 | 1 | 3 | 0 | 11 | 9 | 102 | 1 | 0 | 112 | 3 | 0 | 1 | 1 | 5 | 2 | 204 | 5 | 0 | 211 | 339 |
| Peak Factor | | | | | | | | | | | | | | | | | | | | | |
| High Int. Volume | 07:45 AM | | | | | 08:15 AM | | | | | 08:15 AM | | | | | 07:45 AM | | | | | |
| Peak Factor | 7 | 1 | 3 | 0 | 11 | 7 | 116 | 5 | 0 | 128 | 4 | 1 | 10 | 2 | 17 | 2 | 204 | 5 | 0 | 211 | 0.883 |
| | | | | | 0.70 | | | | | 0.87 | | | | | 0.48 | | | | | 0.81 | |
| | | | | | 5 | | | | | 1 | | | | | 5 | | | | | 4 | |



All Traffic Data Services, Inc.

9660 W 44th Ave

Wheat Ridge, CO 80033

www.alltrafficdata.net

File Name : 14TH&COLORADOAM

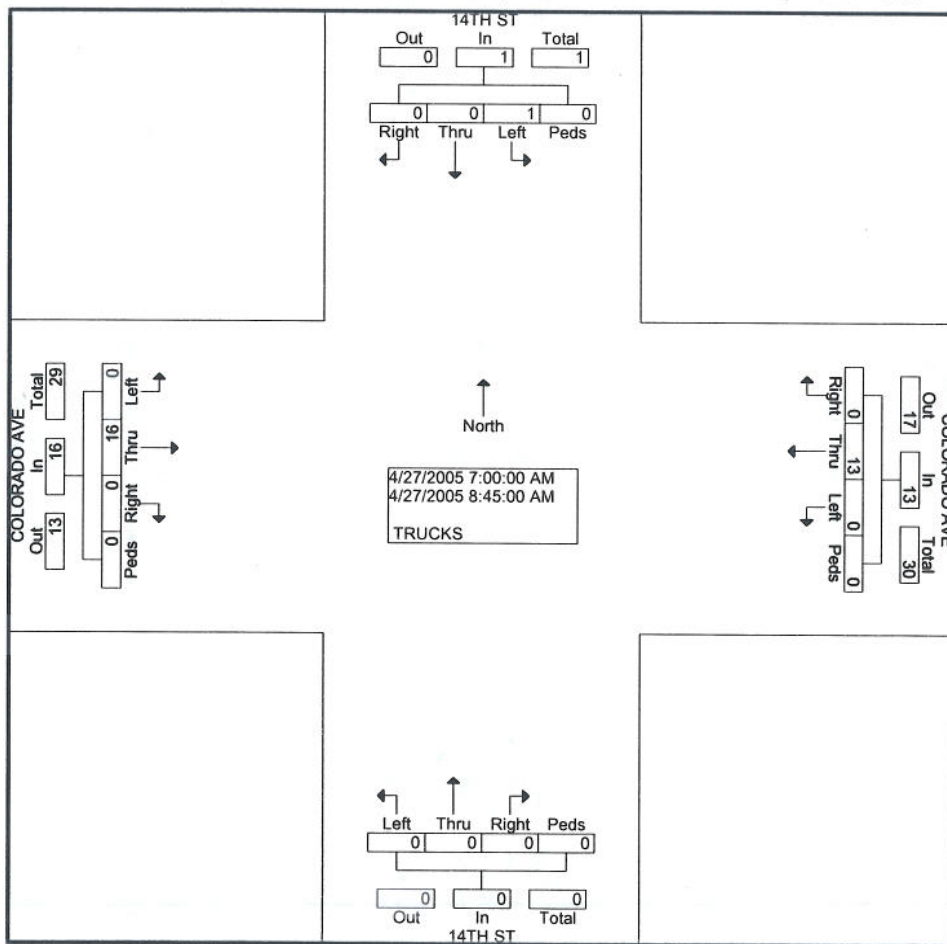
Site Code : 00000000

Start Date : 4/27/2005

Page No : 1

Groups Printed- TRUCKS

| Start Time | 14TH ST Southbound | | | | COLORADO AVE Westbound | | | | 14TH ST Northbound | | | | COLORADO AVE Eastbound | | | | Int. Total |
|-------------|--------------------|------|-------|------|------------------------|-------|-------|------|--------------------|------|-------|------|------------------------|-------|-------|------|------------|
| | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds | |
| Factor | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | |
| 07:00 AM | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 3 |
| 07:15 AM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 3 |
| 07:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 |
| 07:45 AM | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 5 |
| Total | 1 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 12 |
| 08:00 AM | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 3 |
| 08:15 AM | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 6 |
| 08:30 AM | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 5 |
| 08:45 AM | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 4 |
| Total | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 0 | 18 |
| Grand Total | 1 | 0 | 0 | 0 | 0 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 0 | 0 | 30 |
| Apprch % | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 | 0.0 | |
| Total % | 3.3 | 0.0 | 0.0 | 0.0 | 0.0 | 43.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 53.3 | 0.0 | 0.0 | |



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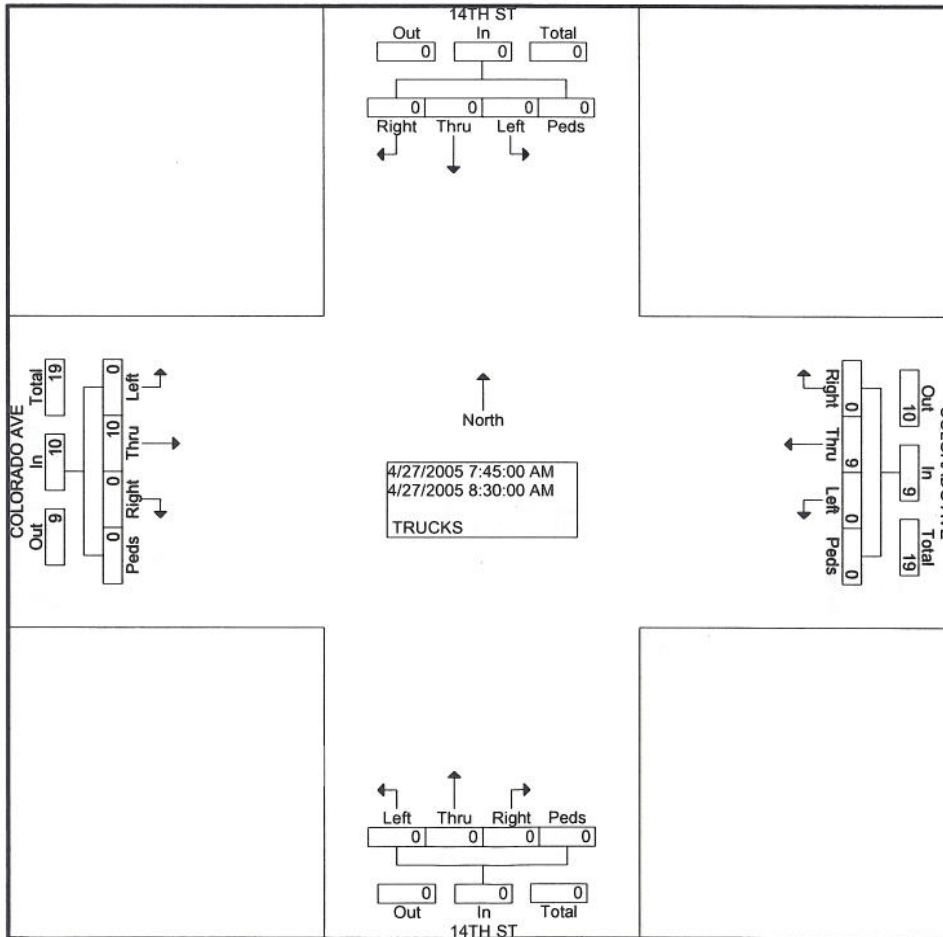
File Name : 14TH&COLORADOAM

Site Code : 00000000

Start Date : 4/27/2005

Page No : 2

| Start Time | 14TH ST Southbound | | | | | COLORADO AVE Westbound | | | | | 14TH ST Northbound | | | | | COLORADO AVE Eastbound | | | | | Int. Total |
|---|--------------------|------|-------|------|------------|------------------------|-------|-------|------|------------|--------------------|------|-------|------|------------|------------------------|-------|-------|------|------------|------------|
| | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | |
| Peak Hour From 07:00 AM to 08:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Intersection | 07:45 AM | | | | | | | | | | | | | | | | | | | | |
| Volume | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 10 | 19 |
| Percent | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 100.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 100.0 | 0.0 | 0.0 | | |
| 08:15 Volume | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 3 | 6 |
| Peak Factor | 0.792 | | | | | | | | | | | | | | | | | | | | |
| High Int. Volume | 6:45:00 AM | | | | | 08:15 AM | | | | | 6:45:00 AM | | | | | 07:45 AM | | | | | |
| Peak Factor | | | | | | 0.75 | | | | | | | | | | 0.83 | | | | | |



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File Name : 14TH&COLORADOAM

Site Code : 00000000

Start Date : 4/27/2005

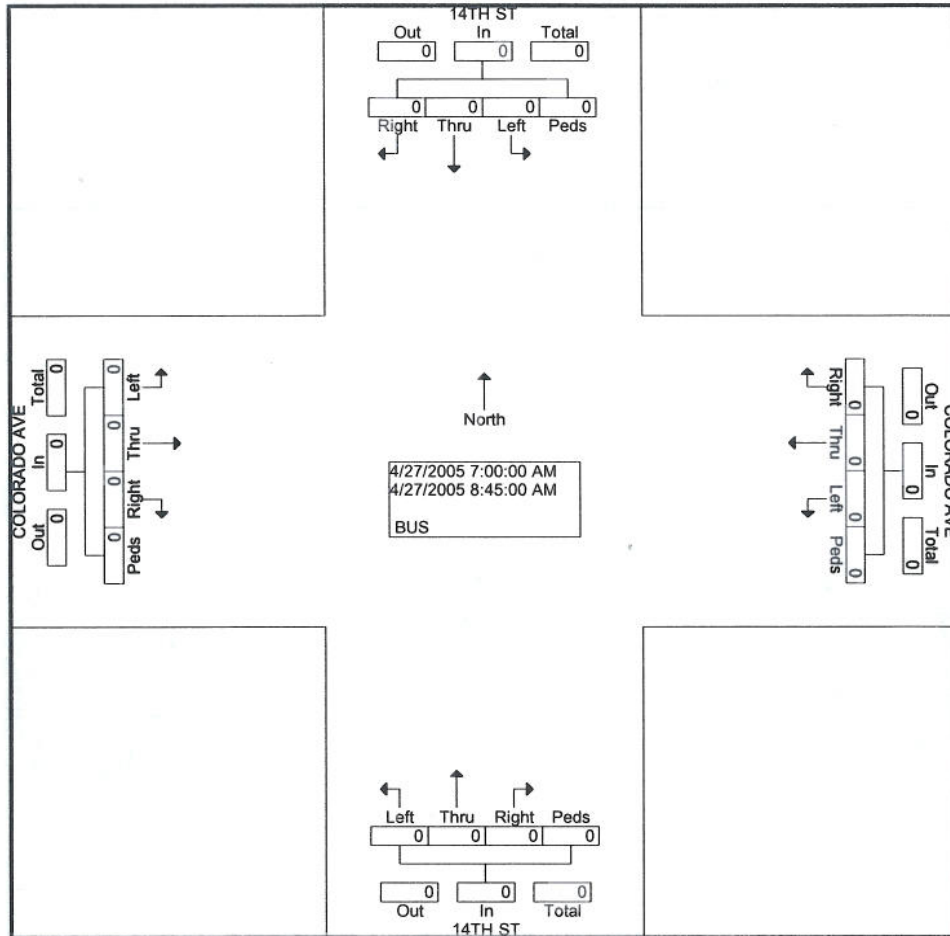
Page No : 1

Groups Printed- BUS

| Start Time | 14TH ST Southbound | | | | COLORADO AVE Westbound | | | | 14TH ST Northbound | | | | COLORADO AVE Eastbound | | | | Int. Total | |
|------------|--------------------|------|-------|------|------------------------|------|-------|------|--------------------|------|-------|------|------------------------|------|-------|------|------------|--|
| | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds | | |
| Factor | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | |

*** BREAK ***

| | | | | | | | | | | | | | | | | | | |
|-------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Grand Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Apprch % | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total % | | | | | | | | | | | | | | | | | | |



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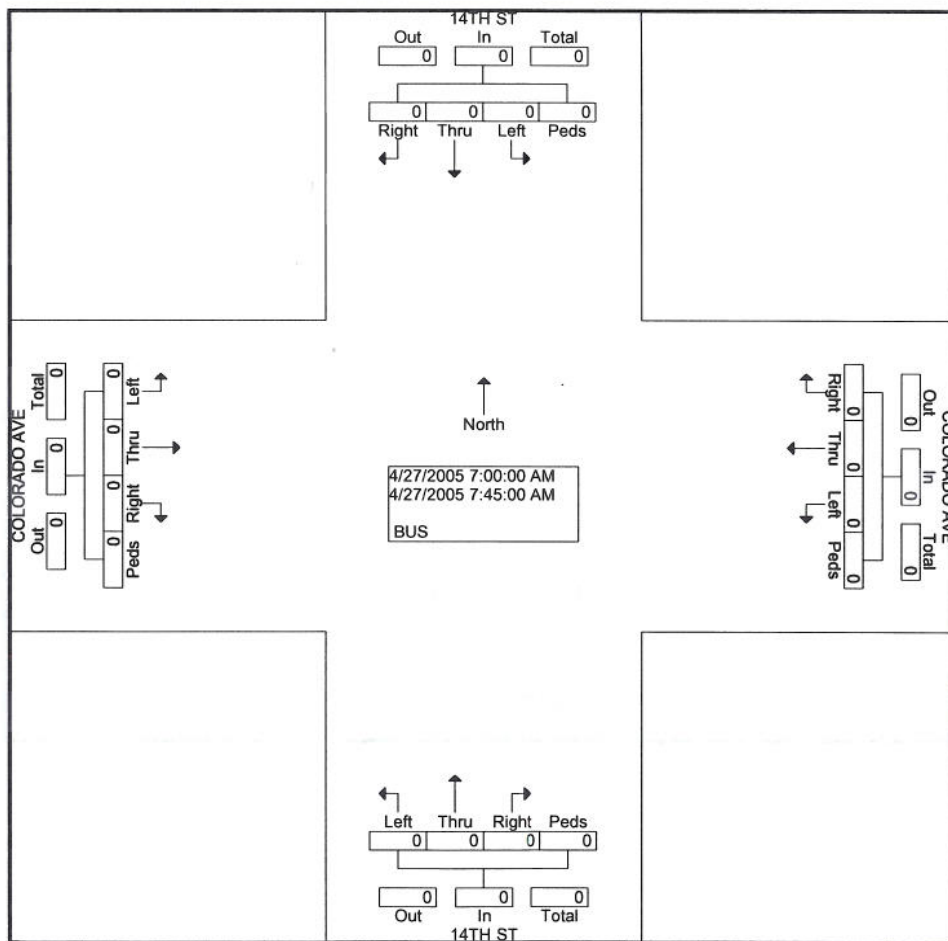
File Name : 14TH&COLORADOAM

Site Code : 00000000

Start Date : 4/27/2005

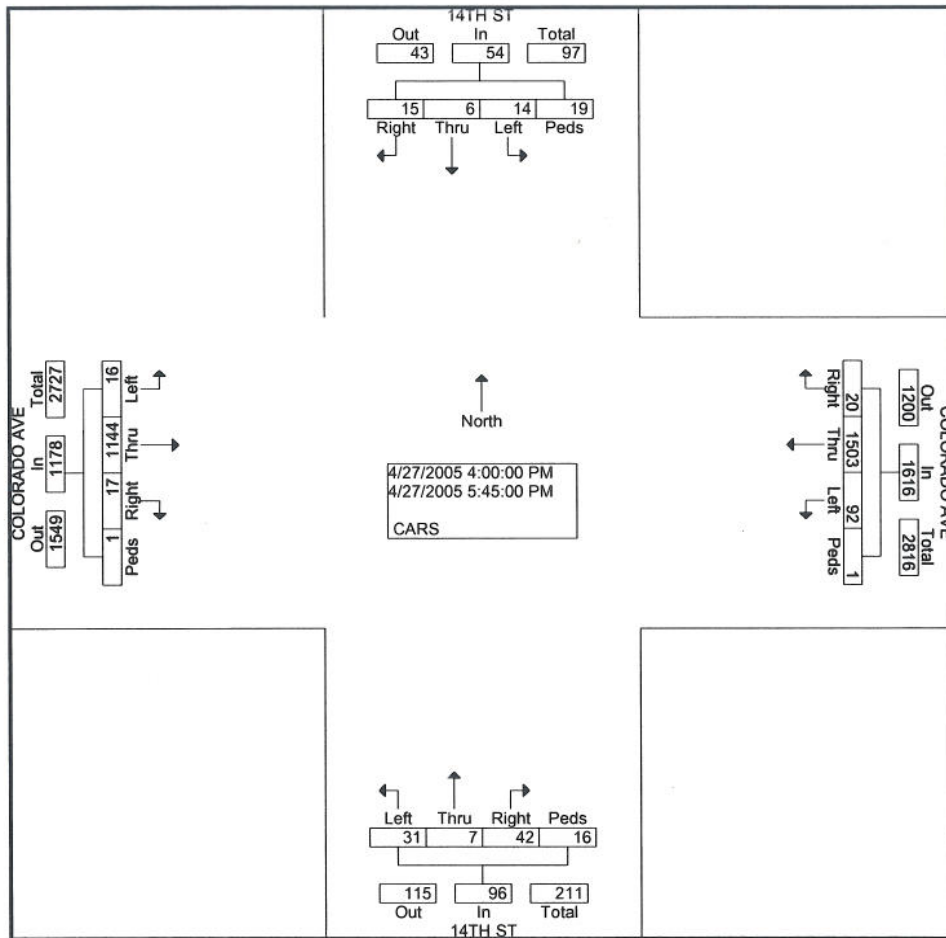
Page No : 2

| Start Time | 14TH ST Southbound | | | | | COLORADO AVE Westbound | | | | | 14TH ST Northbound | | | | | COLORADO AVE Eastbound | | | | | Int. Total |
|---|--------------------|------|-------|------|------------|------------------------|------|-------|------|------------|--------------------|------|-------|------|------------|------------------------|------|-------|------|------------|------------|
| | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | |
| Peak Hour From 07:00 AM to 08:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Intersection | 07:00 AM | | | | | | | | | | | | | | | | | | | | |
| Volume | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Percent | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | | |
| 07:45 | 0 | | | | | | | | | | | | | | | | | | | | |
| Volume | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Peak Factor | 0.000 | | | | | | | | | | | | | | | | | | | | |
| High Int. Volume Peak Factor | 6:45:00 AM | | | | | 6:45:00 AM | | | | | 6:45:00 AM | | | | | 6:45:00 AM | | | | | |



Groups Printed- CARS

| Start Time | 14TH ST Southbound | | | | COLORADO AVE Westbound | | | | 14TH ST Northbound | | | | COLORADO AVE Eastbound | | | | Int. Total |
|-------------|--------------------|------|-------|------|------------------------|------|-------|------|--------------------|------|-------|------|------------------------|------|-------|------|------------|
| | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds | |
| Factor | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | |
| 04:00 PM | 1 | 1 | 1 | 3 | 2 | 154 | 1 | 1 | 4 | 2 | 4 | 4 | 1 | 148 | 3 | 0 | 330 |
| 04:15 PM | 3 | 1 | 0 | 3 | 11 | 218 | 1 | 0 | 4 | 1 | 8 | 1 | 0 | 129 | 3 | 1 | 384 |
| 04:30 PM | 1 | 0 | 1 | 1 | 14 | 167 | 1 | 0 | 3 | 0 | 6 | 1 | 2 | 165 | 1 | 0 | 363 |
| 04:45 PM | 3 | 1 | 3 | 2 | 10 | 175 | 4 | 0 | 7 | 2 | 2 | 2 | 3 | 142 | 1 | 0 | 357 |
| Total | 8 | 3 | 5 | 9 | 37 | 714 | 7 | 1 | 18 | 5 | 20 | 8 | 6 | 584 | 8 | 1 | 1434 |
| 05:00 PM | 1 | 0 | 4 | 7 | 11 | 218 | 3 | 0 | 0 | 1 | 4 | 3 | 2 | 165 | 7 | 0 | 426 |
| 05:15 PM | 2 | 0 | 2 | 2 | 22 | 219 | 3 | 0 | 3 | 0 | 7 | 4 | 0 | 127 | 0 | 0 | 391 |
| 05:30 PM | 1 | 1 | 3 | 0 | 9 | 185 | 4 | 0 | 4 | 1 | 5 | 0 | 4 | 157 | 2 | 0 | 376 |
| 05:45 PM | 2 | 2 | 1 | 1 | 13 | 167 | 3 | 0 | 6 | 0 | 6 | 1 | 4 | 111 | 0 | 0 | 317 |
| Total | 6 | 3 | 10 | 10 | 55 | 789 | 13 | 0 | 13 | 2 | 22 | 8 | 10 | 560 | 9 | 0 | 1510 |
| Grand Total | 14 | 6 | 15 | 19 | 92 | 1503 | 20 | 1 | 31 | 7 | 42 | 16 | 16 | 1144 | 17 | 1 | 2944 |
| Apprch % | 25.9 | 11.1 | 27.8 | 35.2 | 5.7 | 93.0 | 1.2 | 0.1 | 32.3 | 7.3 | 43.8 | 16.7 | 1.4 | 97.1 | 1.4 | 0.1 | |
| Total % | 0.5 | 0.2 | 0.5 | 0.6 | 3.1 | 51.1 | 0.7 | 0.0 | 1.1 | 0.2 | 1.4 | 0.5 | 0.5 | 38.9 | 0.6 | 0.0 | |



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File Name : 14TH&COLORADOPM

Site Code : 00000000

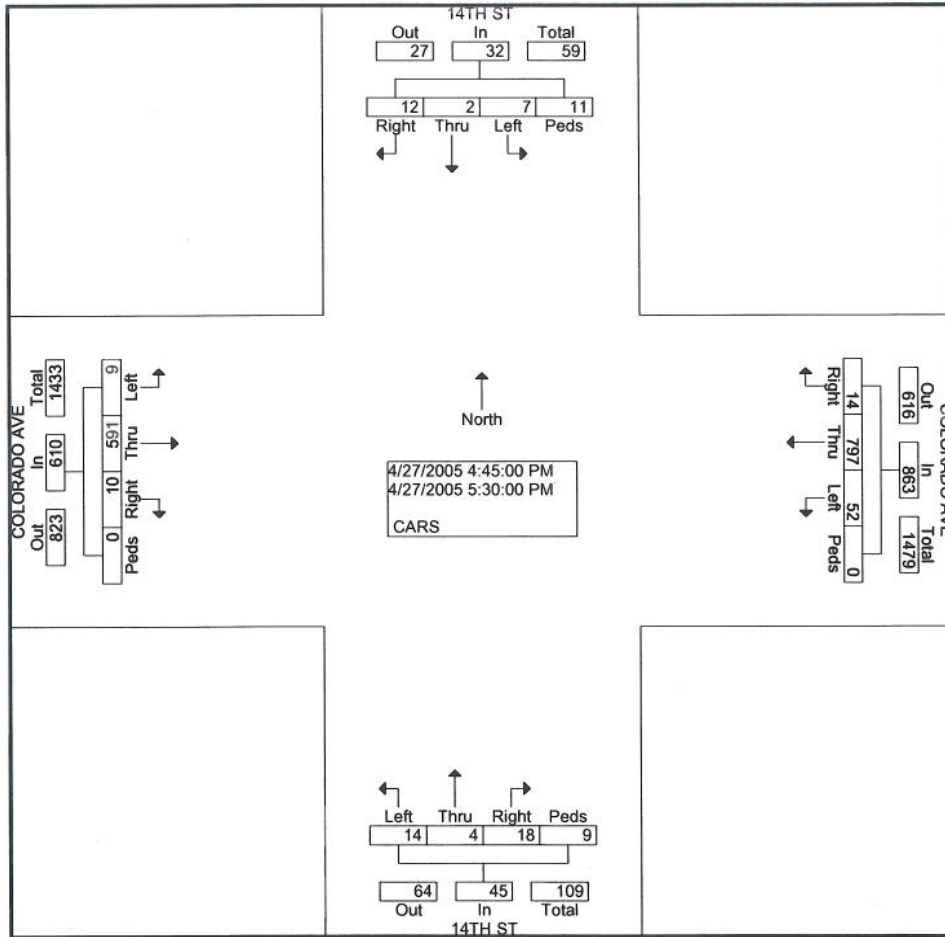
Start Date : 4/27/2005

Page No : 2

| Start Time | 14TH ST Southbound | | | | | COLORADO AVE Westbound | | | | | 14TH ST Northbound | | | | | COLORADO AVE Eastbound | | | | | Int. Total |
|------------|--------------------|------|-------|------|------------|------------------------|------|-------|------|------------|--------------------|------|-------|------|------------|------------------------|------|-------|------|------------|------------|
| | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | |

Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1

| | | | | | | | | | | | | | | | | | | | | | |
|------------------|----------|-----|------|------|----|-------|------|-----|-----|-----|------|-----|------|------|----|-------|------|-----|-----|-----|-------|
| Intersection | 04:45 PM | | | | | | | | | | | | | | | | | | | | |
| Volume | 7 | 2 | 12 | 11 | 32 | 52 | 797 | 14 | 0 | 863 | 14 | 4 | 18 | 9 | 45 | 9 | 591 | 10 | 0 | 610 | 1550 |
| Percent | 21.9 | 6.3 | 37.5 | 34.4 | | 6.0 | 92.4 | 1.6 | 0.0 | | 31.1 | 8.9 | 40.0 | 20.0 | | 1.5 | 96.9 | 1.6 | 0.0 | | |
| 05:00 Volume | 1 | 0 | 4 | 7 | 12 | 11 | 218 | 3 | 0 | 232 | 0 | 1 | 4 | 3 | 8 | 2 | 165 | 7 | 0 | 174 | 426 |
| Peak Factor | | | | | | | | | | | | | | | | | | | | | 0.910 |
| High Int. Volume | 05:00 PM | | | | | | | | | | | | | | | | | | | | |
| Peak Factor | 1 | 0 | 4 | 7 | 12 | 22 | 219 | 3 | 0 | 244 | 3 | 0 | 7 | 4 | 14 | 2 | 165 | 7 | 0 | 174 | 0.876 |
| | | | | | | 0.667 | | | | | | | | | | 0.804 | | | | | |



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File Name : 14TH&COLORADOPM

Site Code : 00000000

Start Date : 4/27/2005

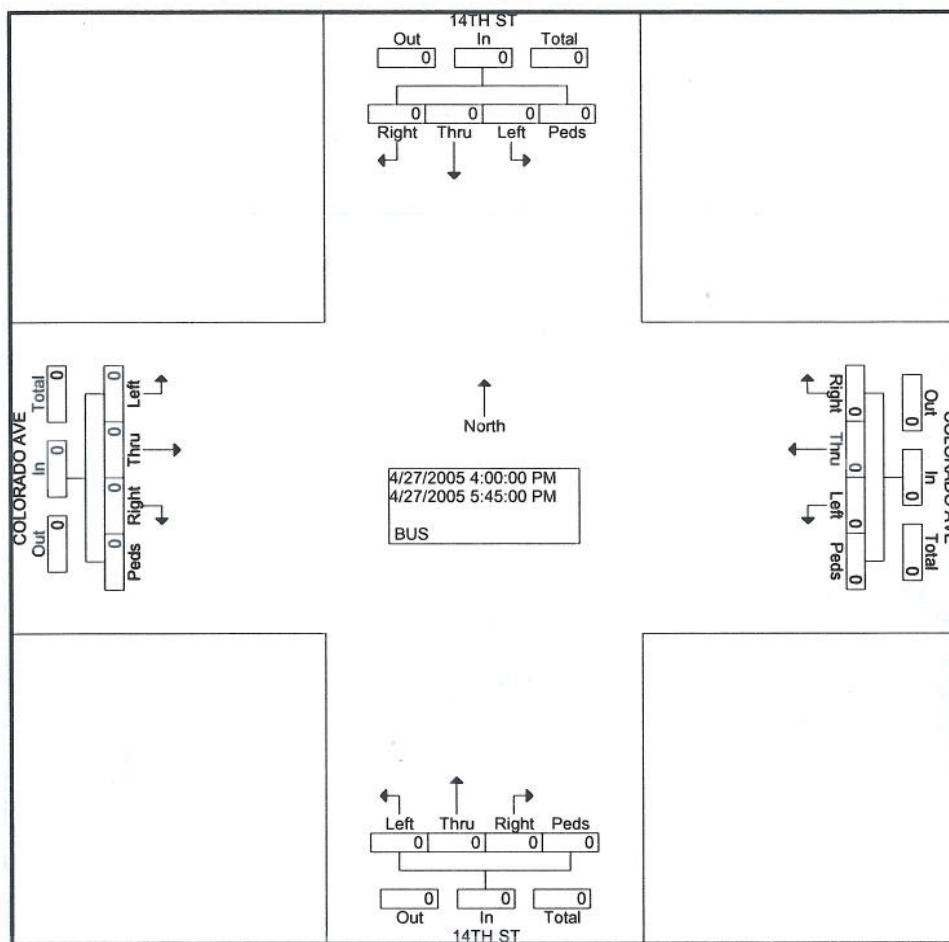
Page No : 1

Groups Printed- BUS

| Start Time | 14TH ST Southbound | | | | COLORADO AVE Westbound | | | | 14TH ST Northbound | | | | COLORADO AVE Eastbound | | | | Int. Total | |
|------------|--------------------|------|-------|------|------------------------|------|-------|------|--------------------|------|-------|------|------------------------|------|-------|------|------------|--|
| | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds | | |
| Factor | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | |

*** BREAK ***

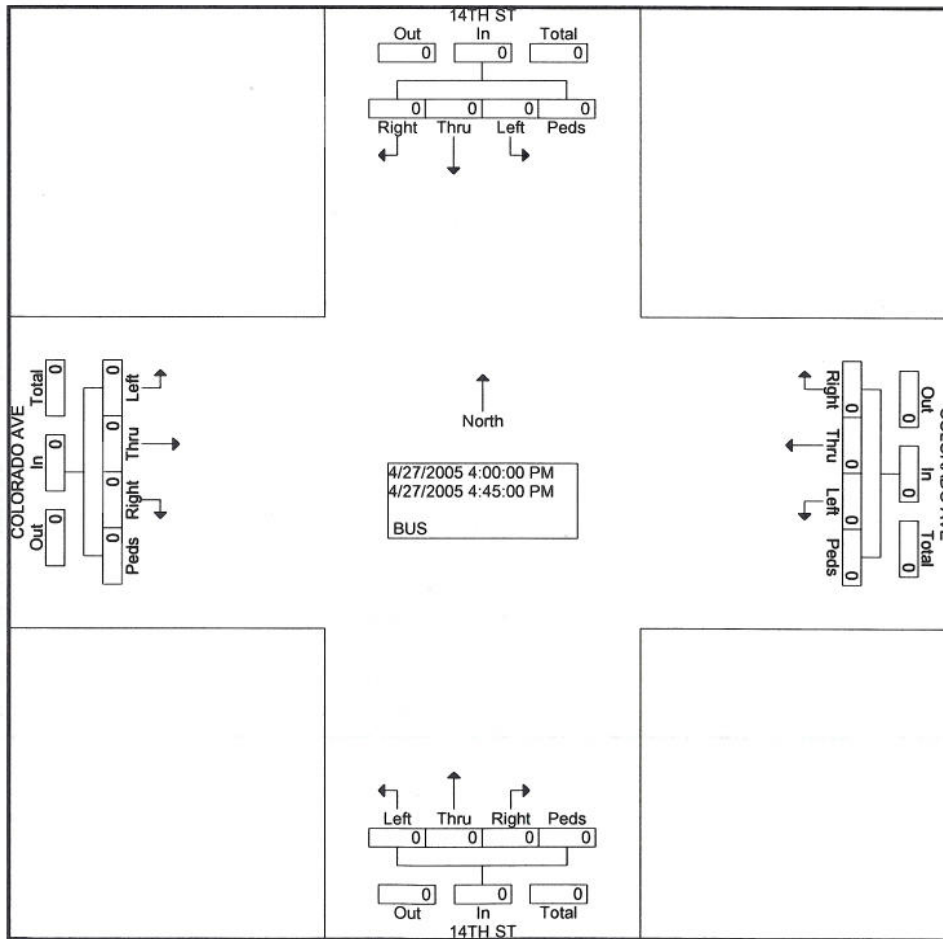
| | | | | | | | | | | | | | | | | | | |
|-------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|---|
| Grand Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Apprch % | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 |
| Total % | | | | | | | | | | | | | | | | | | |



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File Name : 14TH&COLORADOPM
 Site Code : 00000000
 Start Date : 4/27/2005
 Page No : 2

| Start Time | 14TH ST Southbound | | | | | COLORADO AVE Westbound | | | | | 14TH ST Northbound | | | | | COLORADO AVE Eastbound | | | | | Int. Total |
|---|--------------------|------|--------|-------|------------|------------------------|------|--------|-------|------------|--------------------|------|--------|-------|------------|------------------------|------|--------|-------|------------|------------|
| | Left | Thru | Rig ht | Ped s | App. Total | Left | Thru | Rig ht | Ped s | App. Total | Left | Thru | Rig ht | Ped s | App. Total | Left | Thru | Rig ht | Ped s | App. Total | |
| Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Intersecti on | 04:00 PM | | | | | | | | | | | | | | | | | | | | |
| Volume | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Percent | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | | |
| 04:45 | 0 | | | | | | | | | | | | | | | | | | | | |
| Volume | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Peak Factor | | | | | | | | | | | | | | | | | | | | | |
| High Int. Volume Peak Factor | 3:45:00 PM | | | | | 3:45:00 PM | | | | | 3:45:00 PM | | | | | 3:45:00 PM | | | | | 0.000 |



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File Name : 14TH&COLORADOPM

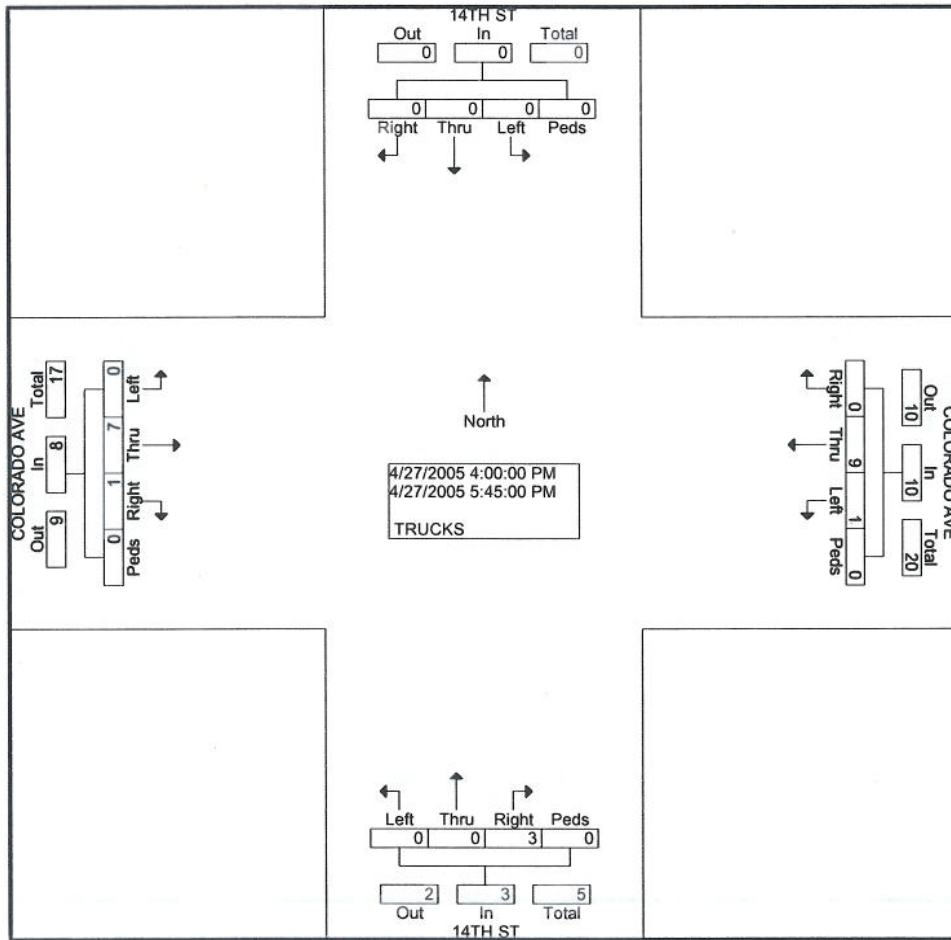
Site Code : 00000000

Start Date : 4/27/2005

Page No : 1

Groups Printed- TRUCKS

| Start Time | 14TH ST Southbound | | | | COLORADO AVE Westbound | | | | 14TH ST Northbound | | | | COLORADO AVE Eastbound | | | | Int. Total | |
|-------------|--------------------|------|-------|------|------------------------|------|-------|------|--------------------|------|-------|------|------------------------|------|-------|------|------------|----|
| | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds | | |
| Factor | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | |
| 04:00 PM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 3 |
| 04:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 2 |
| 04:30 PM | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 5 |
| 04:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 2 |
| Total | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 6 | 0 | 0 | 0 | 12 |
| 05:00 PM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 05:15 PM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 05:30 PM | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 5 |
| 05:45 PM | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| Total | 0 | 0 | 0 | 0 | 1 | 5 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 9 |
| Grand Total | 0 | 0 | 0 | 0 | 1 | 9 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 7 | 1 | 0 | 0 | 21 |
| Apprch % | 0.0 | 0.0 | 0.0 | 0.0 | 10.0 | 90.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 | 0.0 | 87.5 | 12.5 | 0.0 | 0.0 | |
| Total % | 0.0 | 0.0 | 0.0 | 0.0 | 4.8 | 42.9 | 0.0 | 0.0 | 0.0 | 0.0 | 14.3 | 0.0 | 0.0 | 33.3 | 4.8 | 0.0 | 0.0 | |



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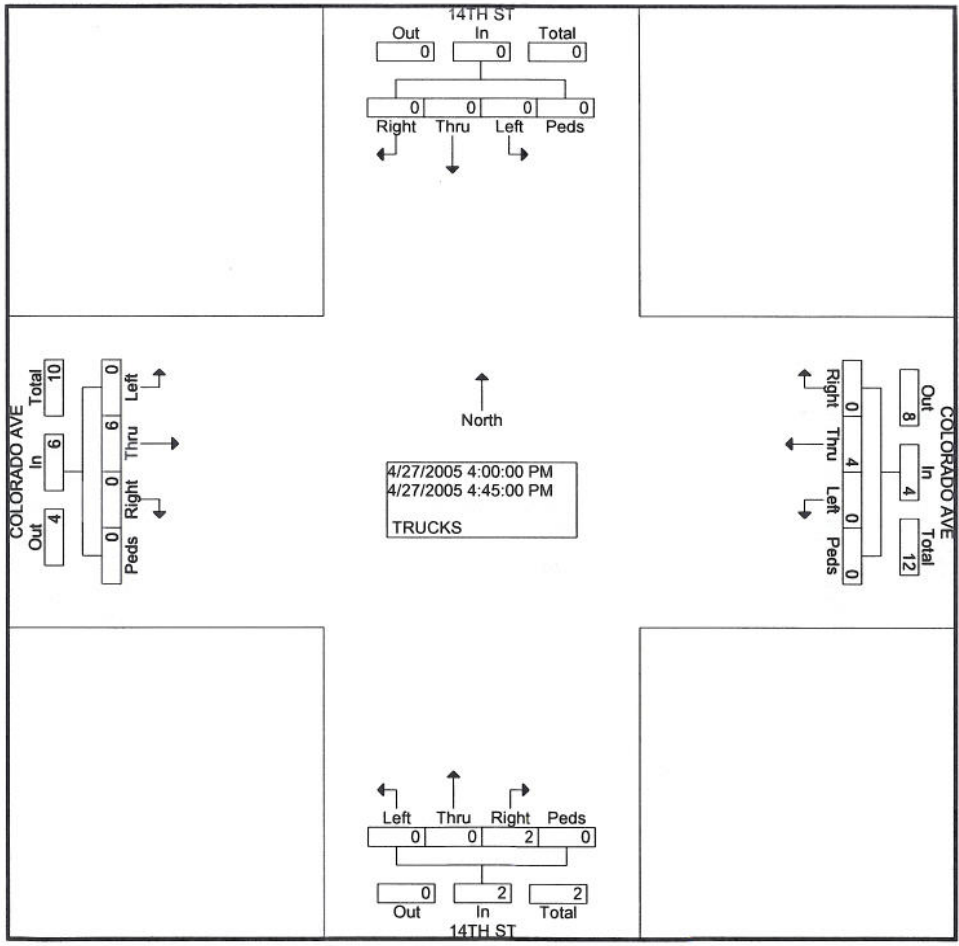
File Name : 14TH&COLORADOPM

Site Code : 00000000

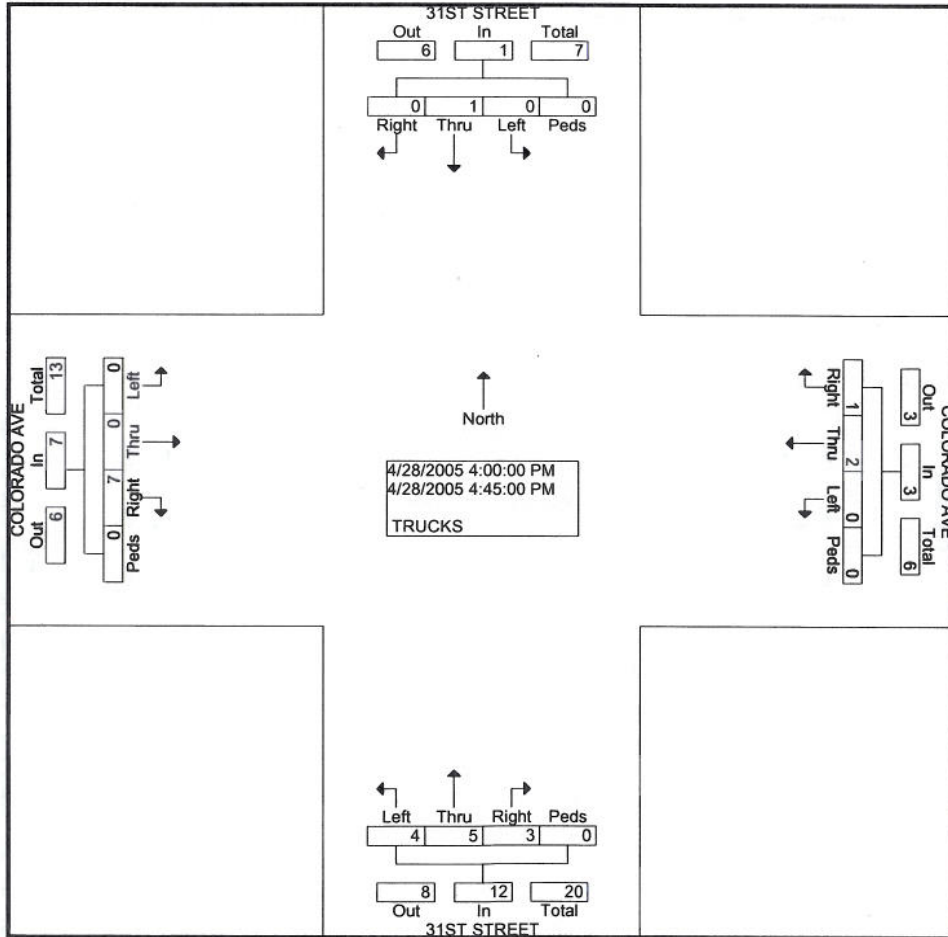
Start Date : 4/27/2005

Page No : 2

| Start Time | 14TH ST Southbound | | | | | COLORADO AVE Westbound | | | | | 14TH ST Northbound | | | | | COLORADO AVE Eastbound | | | | | Int. Total |
|---|--------------------|------|------|------|------------|------------------------|-------|------|------|------------|--------------------|------|-------|------|------------|------------------------|-------|------|------|------------|------------|
| | Left | Thru | Rght | Peds | App. Total | Left | Thru | Rght | Peds | App. Total | Left | Thru | Rght | Peds | App. Total | Left | Thru | Rght | Peds | App. Total | |
| Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Intersect on | 04:00 PM | | | | | | | | | | | | | | | | | | | | |
| Volume | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 4 | 0 | 0 | 2 | 0 | 2 | 0 | 6 | 0 | 0 | 6 | 12 |
| Percent | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 100.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 100.0 | 0.0 | | 0.0 | 100.0 | 0.0 | 0.0 | | |
| 04:30 Volume | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 3 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 5 |
| Peak Factor | 0.600 | | | | | | | | | | | | | | | | | | | | |
| High Int. Volume | 3:45:00 PM | | | | | 04:30 PM | | | | | 04:15 PM | | | | | 04:00 PM | | | | | |
| Peak | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 3 | 0 | 0 | 1 | 0 | 1 | 0 | 2 | 0 | 0 | 2 | |
| Factor | | | | | | 0.33 | | | | | 0.50 | | | | | 0.75 | | | | | |



| Start Time | 31ST STREET Southbound | | | | | COLORADO AVE Westbound | | | | | 31ST STREET Northbound | | | | | COLORADO AVE Eastbound | | | | | Int. Total |
|---|------------------------|-------|-------|------|------------|------------------------|------|-------|------|------------|------------------------|------|-------|------|------------|------------------------|------|-------|------|------------|------------|
| | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | |
| Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Intersection | 04:00 PM | | | | | | | | | | | | | | | | | | | | |
| Volume | 0 | 1 | 0 | 0 | 1 | 0 | 2 | 1 | 0 | 3 | 4 | 5 | 3 | 0 | 12 | 0 | 0 | 7 | 0 | 7 | 23 |
| Percent | 0.0 | 100.0 | 0.0 | 0.0 | | 0.0 | 66.7 | 33.3 | 0.0 | | 33.3 | 41.7 | 25.0 | 0.0 | | 0.0 | 0.0 | 100.0 | 0.0 | | |
| 04:45 Volume | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 1 | 2 | 2 | 0 | 5 | 0 | 0 | 4 | 0 | 4 | 10 |
| Peak Factor | | | | | | | | | | | | | | | | | | | | | 0.575 |
| High Int. Volume | 04:15 PM | | | | | 04:00 PM | | | | | 04:45 PM | | | | | 04:45 PM | | | | | |
| Peak Factor | 0 | 1 | 0 | 0 | 0.25 | 0 | 0 | 1 | 0 | 0.75 | 1 | 2 | 2 | 0 | 0.60 | 0 | 0 | 4 | 0 | 0.43 | 0.43 |
| | | | | | | | | | | | | | | | | | | | | | 8 |



All Traffic Data Services, Inc.
9660 W 44th Ave

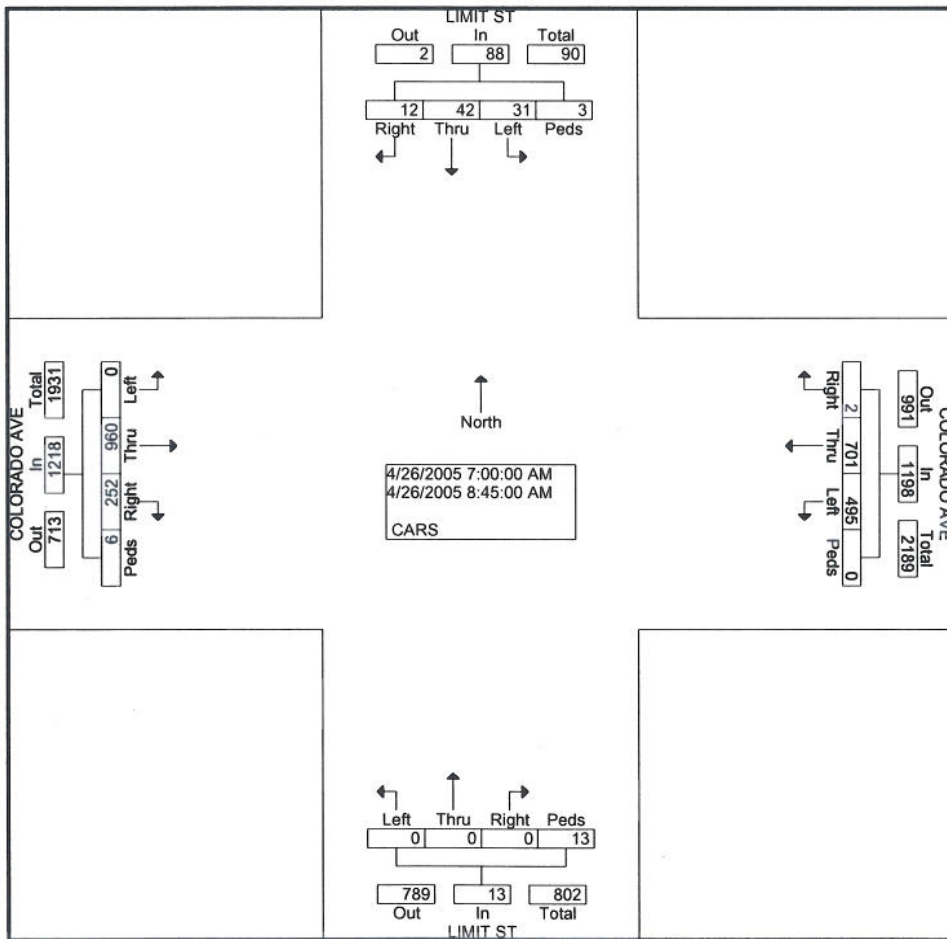
Wheat Ridge, CO 80033 File Name : LIMIT&COLORADOAM
www.alltrafficdata.net Site Code : 00000000

Start Date : 4/26/2005

Page No : 1

Groups Printed- CARS

| Start Time | LIMIT ST Southbound | | | | COLORADO AVE Westbound | | | | LIMIT ST Northbound | | | | COLORADO AVE Eastbound | | | | Int. Total | |
|-------------|---------------------|------|-------|------|------------------------|------|-------|------|---------------------|------|-------|-------|------------------------|------|-------|------|------------|------|
| | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds | | |
| Factor | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | |
| 07:00 AM | 0 | 2 | 1 | 0 | 29 | 51 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 99 | 23 | 0 | 0 | 205 |
| 07:15 AM | 1 | 7 | 0 | 0 | 57 | 65 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 95 | 32 | 4 | 0 | 266 |
| 07:30 AM | 6 | 6 | 4 | 0 | 58 | 73 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 155 | 32 | 0 | 0 | 335 |
| 07:45 AM | 16 | 12 | 4 | 0 | 78 | 106 | 2 | 0 | 0 | 0 | 0 | 1 | 0 | 169 | 39 | 2 | 0 | 429 |
| Total | 23 | 27 | 9 | 0 | 222 | 295 | 2 | 0 | 0 | 0 | 0 | 7 | 0 | 518 | 126 | 6 | 0 | 1235 |
| 08:00 AM | 5 | 10 | 0 | 0 | 74 | 97 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 122 | 35 | 0 | 0 | 345 |
| 08:15 AM | 3 | 3 | 2 | 1 | 65 | 112 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 107 | 33 | 0 | 0 | 327 |
| 08:30 AM | 0 | 0 | 0 | 1 | 56 | 108 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 118 | 29 | 0 | 0 | 315 |
| 08:45 AM | 0 | 2 | 1 | 1 | 78 | 89 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 95 | 29 | 0 | 0 | 295 |
| Total | 8 | 15 | 3 | 3 | 273 | 406 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 442 | 126 | 0 | 0 | 1282 |
| Grand Total | 31 | 42 | 12 | 3 | 495 | 701 | 2 | 0 | 0 | 0 | 0 | 13 | 0 | 960 | 252 | 6 | 0 | 2517 |
| Apprch % | 35.2 | 47.7 | 13.6 | 3.4 | 41.3 | 58.5 | 0.2 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 | 78.8 | 20.7 | 0.5 | 0.0 | |
| Total % | 1.2 | 1.7 | 0.5 | 0.1 | 19.7 | 27.9 | 0.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.5 | 0.0 | 38.1 | 10.0 | 0.2 | 0.0 | |



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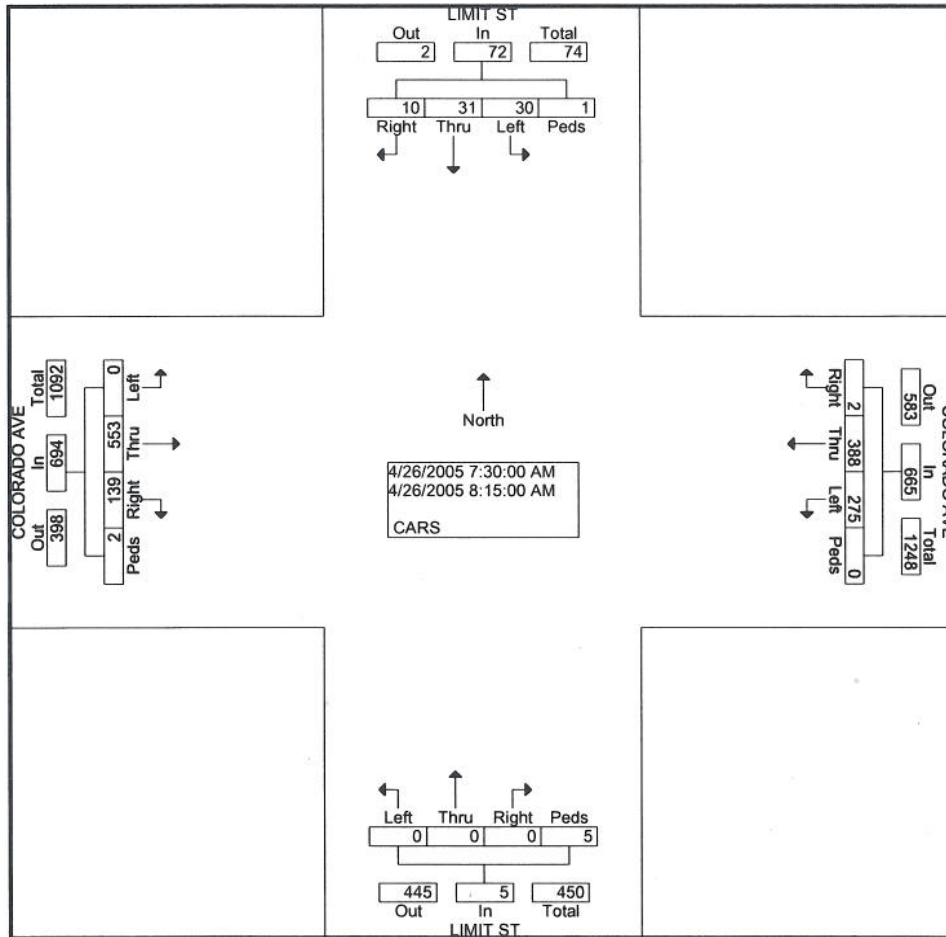
File Name : LIMIT&COLORADOAM

Site Code : 00000000

Start Date : 4/26/2005

Page No : 2

| Start Time | LIMIT ST Southbound | | | | | COLORADO AVE Westbound | | | | | LIMIT ST Northbound | | | | | COLORADO AVE Eastbound | | | | | Int. Total |
|---|---------------------|------|-------|------|------------|------------------------|------|-------|------|------------|---------------------|------|-------|------|------------|------------------------|------|-------|------|------------|------------|
| | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | |
| Peak Hour From 07:00 AM to 08:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Intersection | 07:30 AM | | | | | | | | | | | | | | | | | | | | |
| Volume | 30 | 31 | 10 | 1 | 72 | 275 | 388 | 2 | 0 | 665 | 0 | 0 | 0 | 5 | 5 | 0 | 553 | 139 | 2 | 694 | 1436 |
| Percent | 41. | 43. | 13. | 1.4 | | 41. | 58. | 0.3 | 0.0 | | 0.0 | 0.0 | 0.0 | 100 | | 0.0 | 79. | 20. | 0.3 | | |
| | 7 | 1 | 9 | | | 4 | 3 | | | | | | | .0 | | | 7 | 0 | | | |
| 07:45 Volume | 16 | 12 | 4 | 0 | 32 | 78 | 106 | 2 | 0 | 186 | 0 | 0 | 0 | 1 | 1 | 0 | 169 | 39 | 2 | 210 | 429 |
| Peak Factor | | | | | | | | | | | | | | | | | | | | | |
| High Int. Volume | 07:45 AM | | | | | 07:45 AM | | | | | 08:00 AM | | | | | 07:45 AM | | | | | |
| Peak Factor | 16 | 12 | 4 | 0 | 32 | 78 | 106 | 2 | 0 | 186 | 0 | 0 | 0 | 2 | 2 | 0 | 169 | 39 | 2 | 210 | 0.837 |
| | | | | | | | | | | | | | | | | | | | | | |
| | 0.56 | | | | | 0.89 | | | | | 0.62 | | | | | 0.82 | | | | | |
| | 3 | | | | | 4 | | | | | 5 | | | | | 6 | | | | | |



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File Name : LIMIT&COLORADOAM

Site Code : 00000000

Start Date : 4/26/2005

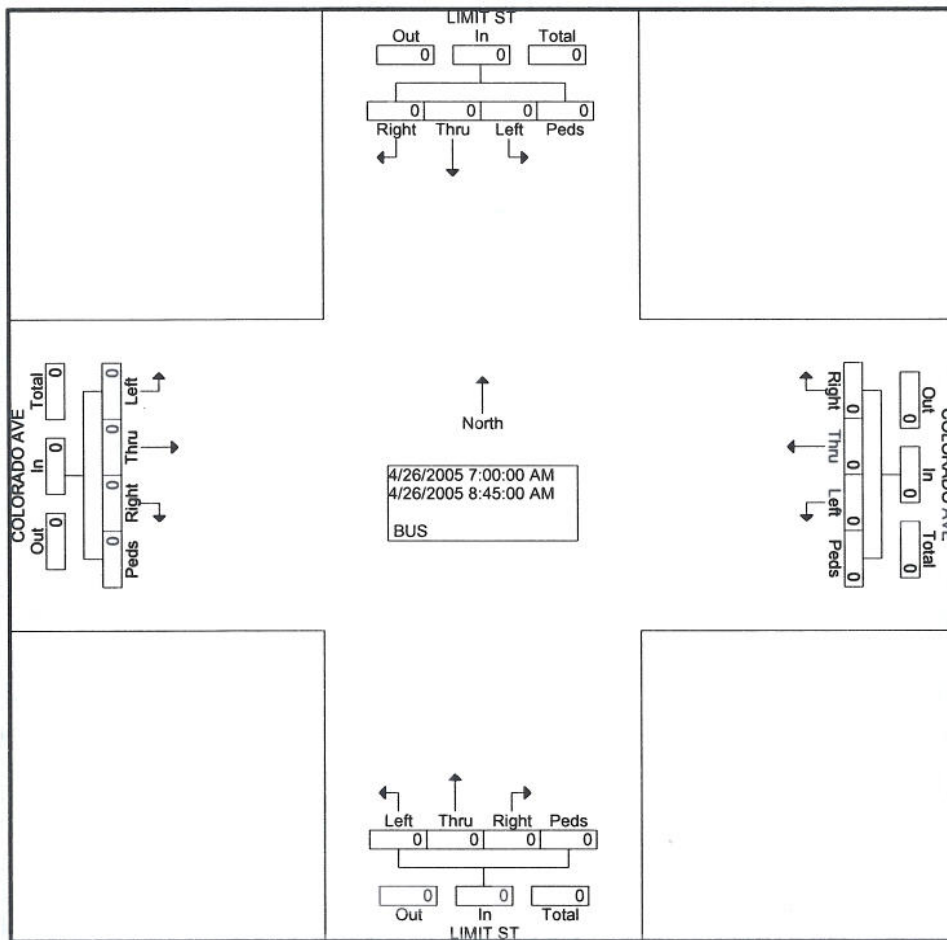
Page No : 1

Groups Printed- BUS

| Start Time | LIMIT ST Southbound | | | | COLORADO AVE Westbound | | | | LIMIT ST Northbound | | | | COLORADO AVE Eastbound | | | | Int. Total | |
|------------|---------------------|------|-------|------|------------------------|------|-------|------|---------------------|------|-------|------|------------------------|------|-------|------|------------|--|
| | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds | | |
| Factor | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | |

*** BREAK ***

| | | | | | | | | | | | | | | | | | | |
|-------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Grand Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Apprch % | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total % | | | | | | | | | | | | | | | | | | |



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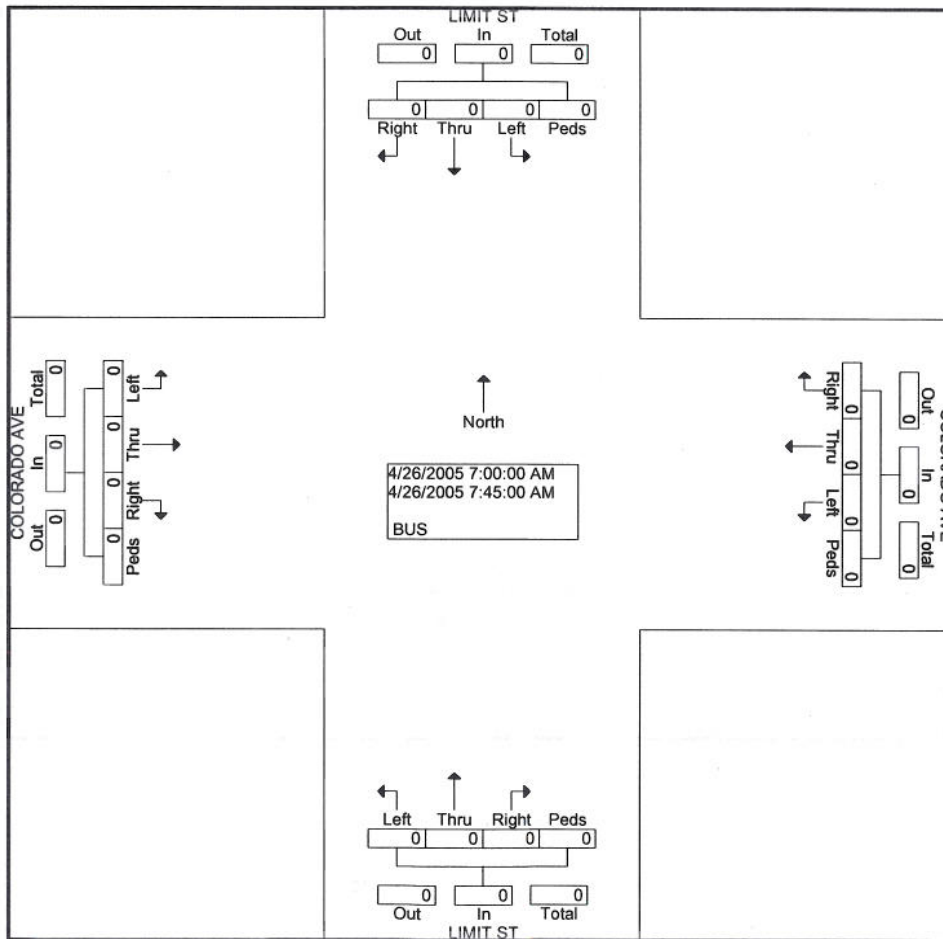
File Name : LIMIT&COLORADOAM

Site Code : 00000000

Start Date : 4/26/2005

Page No : 2

| Start Time | LIMIT ST Southbound | | | | | COLORADO AVE Westbound | | | | | LIMIT ST Northbound | | | | | COLORADO AVE Eastbound | | | | | Int. Total |
|---|---------------------|------|-------|------|------------|------------------------|------|-------|------|------------|---------------------|------|-------|------|------------|------------------------|------|-------|------|------------|------------|
| | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | |
| Peak Hour From 07:00 AM to 08:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Intersection | 07:00 AM | | | | | | | | | | | | | | | | | | | | |
| Volume | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Percent | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | | |
| 07:45 | 0 | | | | | | | | | | | | | | | | | | | | |
| Volume | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Peak Factor | 0.000 | | | | | | | | | | | | | | | | | | | | |
| High Int. Volume Peak Factor | 6:45:00 AM | | | | | 6:45:00 AM | | | | | 6:45:00 AM | | | | | 6:45:00 AM | | | | | |



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File Name : LIMIT&COLORADOAM

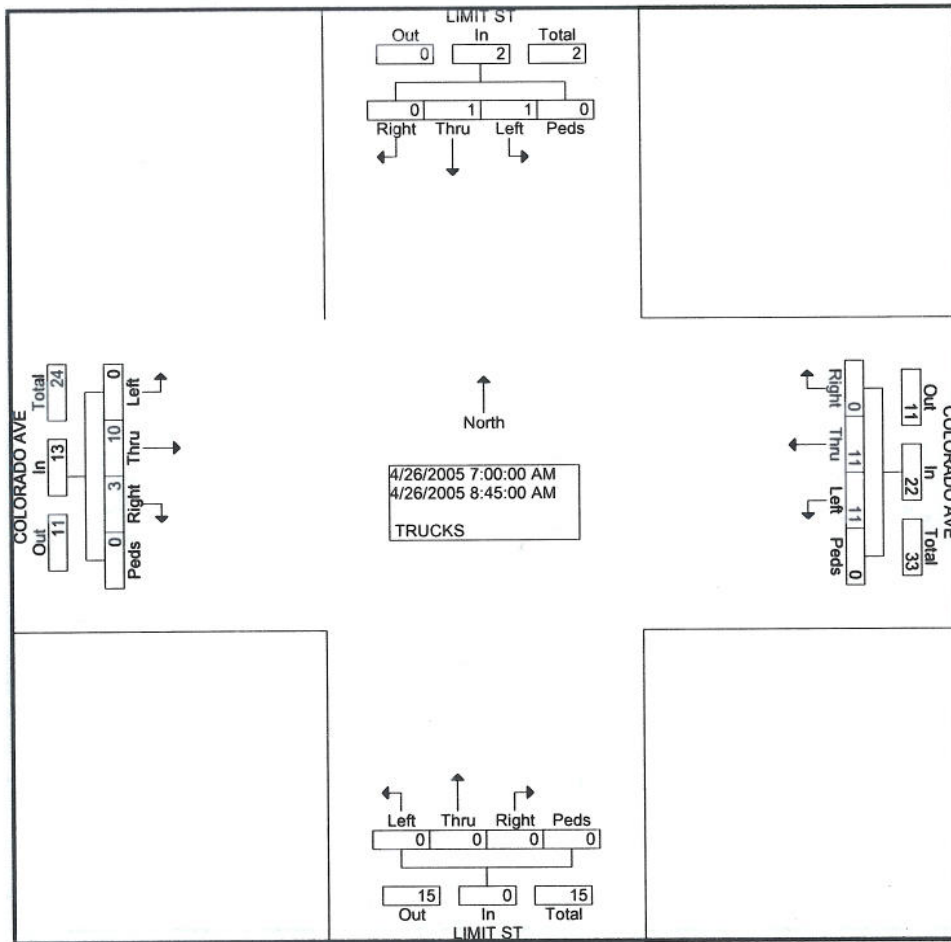
Site Code : 00000000

Start Date : 4/26/2005

Page No : 1

Groups Printed- TRUCKS

| Start Time | LIMIT ST Southbound | | | | COLORADO AVE Westbound | | | | LIMIT ST Northbound | | | | COLORADO AVE Eastbound | | | | Int. Total | |
|-------------|---------------------|------|-------|------|------------------------|------|-------|------|---------------------|------|-------|------|------------------------|------|-------|------|------------|----|
| | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds | | |
| Factor | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | |
| 07:00 AM | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 3 |
| 07:15 AM | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 3 |
| 07:30 AM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 2 |
| 07:45 AM | 0 | 0 | 0 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 1 | 0 | 0 | 9 |
| Total | 0 | 1 | 0 | 0 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 1 | 0 | 0 | 17 |
| 08:00 AM | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 4 |
| 08:15 AM | 0 | 0 | 0 | 0 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 08:30 AM | 1 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 08:45 AM | 0 | 0 | 0 | 0 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 8 |
| Total | 1 | 0 | 0 | 0 | 5 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 2 | 0 | 0 | 20 |
| Grand Total | 1 | 1 | 0 | 0 | 11 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 3 | 0 | 0 | 37 |
| Apprch % | 50.0 | 50.0 | 0.0 | 0.0 | 50.0 | 50.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 76.9 | 23.1 | 0.0 | 0.0 | |
| Total % | 2.7 | 2.7 | 0.0 | 0.0 | 29.7 | 29.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 27.0 | 8.1 | 0.0 | 0.0 | |



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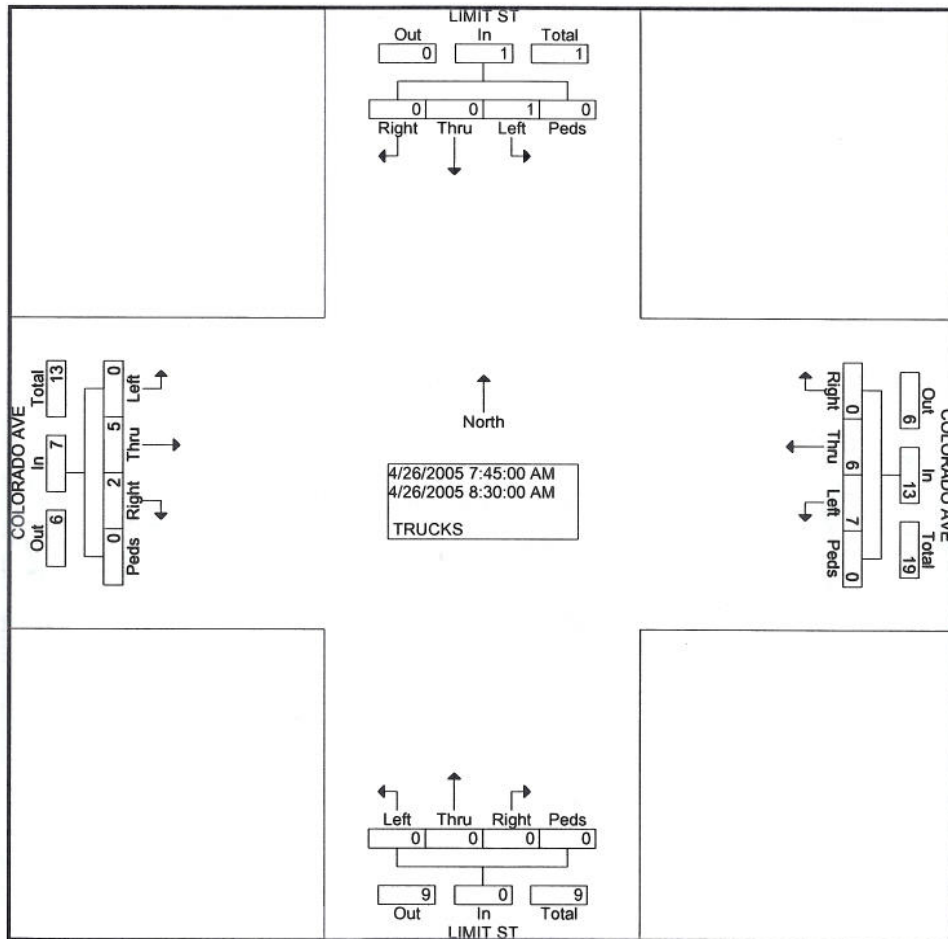
File Name : LIMIT&COLORADOAM

Site Code : 00000000

Start Date : 4/26/2005

Page No : 2

| Start Time | LIMIT ST Southbound | | | | | COLORADO AVE Westbound | | | | | LIMIT ST Northbound | | | | | COLORADO AVE Eastbound | | | | | Int. Total | | | | |
|---|---------------------|------|------|------|------------|------------------------|----------|------|------|------------|---------------------|------|------------|------|------------|------------------------|------|------|----------|------------|------------|---|---|---|-------|
| | Left | Thru | Rght | Peds | App. Total | Left | Thru | Rght | Peds | App. Total | Left | Thru | Rght | Peds | App. Total | Left | Thru | Rght | Peds | App. Total | | | | | |
| Peak Hour From 07:00 AM to 08:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | | | | | |
| Intersection | 07:45 AM | | | | | | | | | | | | | | | | | | | | | | | | |
| Volume | 1 | 0 | 0 | 0 | 1 | 7 | 6 | 0 | 0 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 2 | 0 | 7 | 21 | | | | |
| Percent | 100.0 | 0.0 | 0.0 | 0.0 | | 53.8 | 46.2 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 71.4 | 28.6 | 0.0 | | | | | | |
| 07:45 Volume Peak Factor | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 1 | 0 | 5 | 9 | | | | |
| High Int. Volume Peak Factor | 08:30 AM | 1 | 0 | 0 | 0 | 1 | 08:15 AM | 2 | 3 | 0 | 0 | 5 | 6:45:00 AM | 0 | 0 | 0 | 0 | 0 | 07:45 AM | 0 | 4 | 1 | 0 | 5 | 0.583 |
| | | | | | 0.25 | | | | | 0.65 | | | | | 0 | | | | | 0.35 | 0 | | | | |



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File Name : LIMIT&COLORADOPM

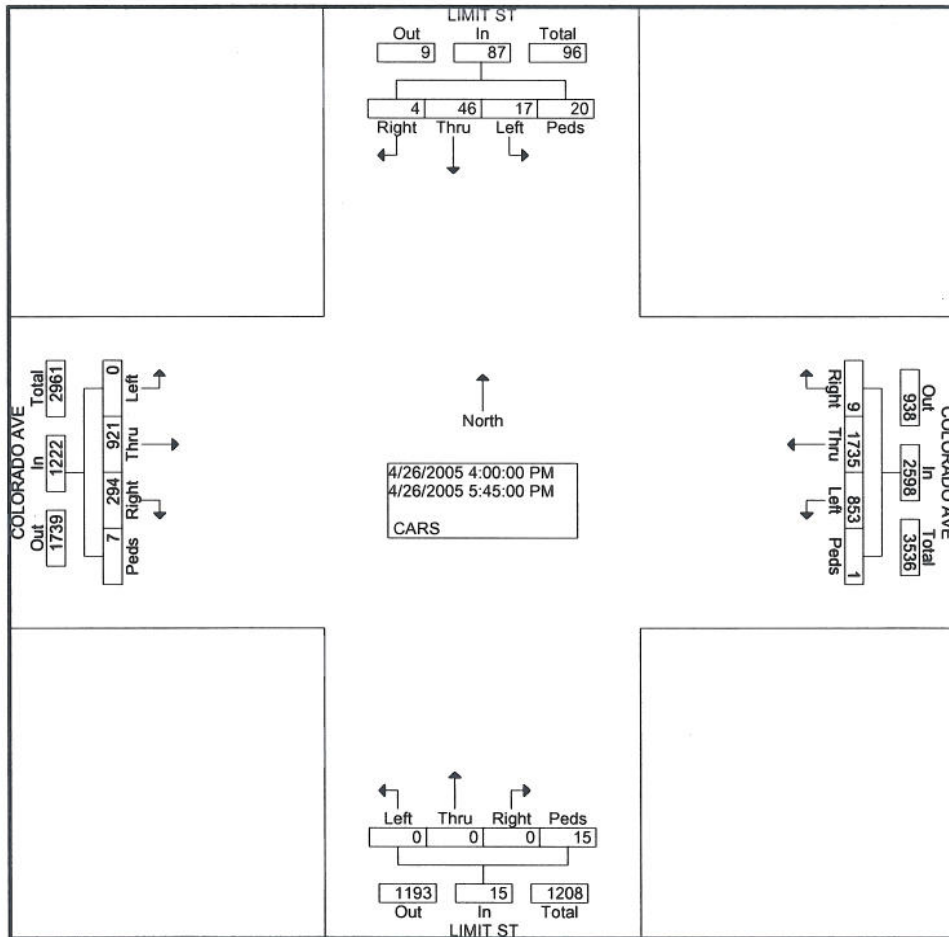
Site Code : 00000000

Start Date : 4/26/2005

Page No : 1

Groups Printed- CARS

| Start Time | LIMIT ST Southbound | | | | COLORADO AVE Westbound | | | | LIMIT ST Northbound | | | | COLORADO AVE Eastbound | | | | Int. Total | |
|-------------|---------------------|------|-------|------|------------------------|------|-------|------|---------------------|------|-------|-------|------------------------|------|-------|------|------------|------|
| | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds | | |
| Factor | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | |
| 04:00 PM | 1 | 5 | 1 | 4 | 95 | 181 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 127 | 38 | 2 | | 455 |
| 04:15 PM | 0 | 6 | 2 | 3 | 104 | 204 | 9 | 1 | 0 | 0 | 0 | 4 | 0 | 116 | 27 | 2 | | 478 |
| 04:30 PM | 4 | 6 | 0 | 4 | 134 | 237 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 119 | 44 | 0 | | 548 |
| 04:45 PM | 4 | 3 | 0 | 2 | 104 | 200 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 126 | 36 | 1 | | 476 |
| Total | 9 | 20 | 3 | 13 | 437 | 822 | 9 | 1 | 0 | 0 | 0 | 5 | 0 | 488 | 145 | 5 | | 1957 |
| 05:00 PM | 1 | 8 | 1 | 2 | 107 | 253 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 129 | 40 | 0 | | 546 |
| 05:15 PM | 1 | 5 | 0 | 2 | 120 | 259 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 100 | 30 | 0 | | 518 |
| 05:30 PM | 4 | 7 | 0 | 2 | 89 | 224 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 106 | 39 | 1 | | 475 |
| 05:45 PM | 2 | 6 | 0 | 1 | 100 | 177 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 98 | 40 | 1 | | 426 |
| Total | 8 | 26 | 1 | 7 | 416 | 913 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 433 | 149 | 2 | | 1965 |
| Grand Total | 17 | 46 | 4 | 20 | 853 | 1735 | 9 | 1 | 0 | 0 | 0 | 15 | 0 | 921 | 294 | 7 | | 3922 |
| Apprch % | 19.5 | 52.9 | 4.6 | 23.0 | 32.8 | 66.8 | 0.3 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 | 75.4 | 24.1 | 0.6 | | |
| Total % | 0.4 | 1.2 | 0.1 | 0.5 | 21.7 | 44.2 | 0.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.4 | 0.0 | 23.5 | 7.5 | 0.2 | | |



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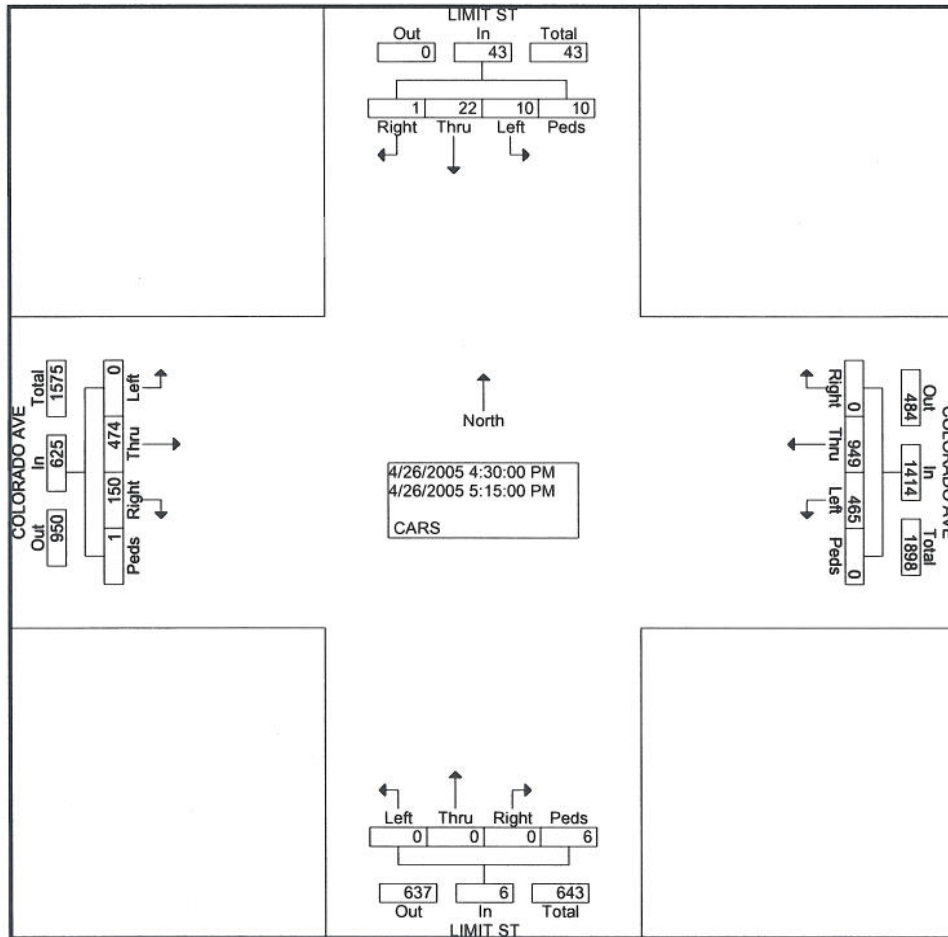
File Name : LIMIT&COLORADOPM

Site Code : 00000000

Start Date : 4/26/2005

Page No : 2

| Start Time | LIMIT ST Southbound | | | | | COLORADO AVE Westbound | | | | | LIMIT ST Northbound | | | | | COLORADO AVE Eastbound | | | | | Int. Total |
|---|---------------------|------|-------|------|------------|------------------------|------|-------|------|------------|---------------------|------|-------|-------|------------|------------------------|------|-------|------|------------|------------|
| | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | |
| Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Intersect on | 04:30 PM | | | | | | | | | | | | | | | | | | | | |
| Volume | 10 | 22 | 1 | 10 | 43 | 465 | 949 | 0 | 0 | 1414 | 0 | 0 | 0 | 6 | 6 | 0 | 474 | 150 | 1 | 625 | 2088 |
| Percent | 23.3 | 51.2 | 2.3 | 23.3 | | 32.9 | 67.1 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 100.0 | | 0.0 | 75.8 | 24.0 | 0.2 | | |
| 04:30 Volume | 4 | 6 | 0 | 4 | 14 | 134 | 237 | 0 | 0 | 371 | 0 | 0 | 0 | 0 | 0 | 0 | 119 | 44 | 0 | 163 | 548 |
| Peak Factor | | | | | | | | | | | | | | | | | | | | | 0.953 |
| High Int. Volume | 04:30 PM | | | | | 05:15 PM | | | | | 05:00 PM | | | | | 05:00 PM | | | | | |
| Peak Factor | 4 | 6 | 0 | 4 | 14 | 120 | 259 | 0 | 0 | 379 | 0 | 0 | 0 | 5 | 5 | 0 | 129 | 40 | 0 | 169 | 548 |
| | | | | | | 0.76 | | | | | 0.93 | | | | | 0.30 | | | | | 5 |
| | | | | | | 0.76 | | | | | 0.93 | | | | | 0.30 | | | | | 5 |



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File Name : LIMIT&COLORADOPM

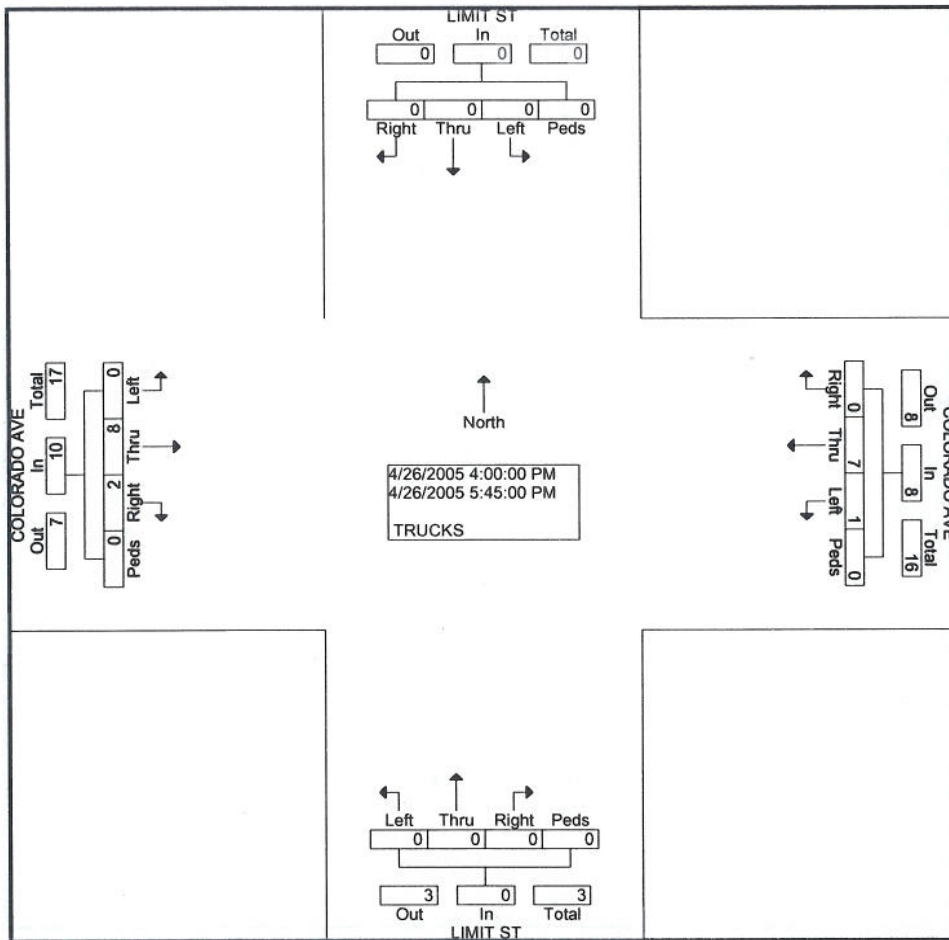
Site Code : 00000000

Start Date : 4/26/2005

Page No : 1

Groups Printed- TRUCKS

| Start Time | LIMIT ST Southbound | | | | COLORADO AVE Westbound | | | | LIMIT ST Northbound | | | | COLORADO AVE Eastbound | | | | Int. Total |
|---------------|---------------------|------|-------|------|------------------------|------|-------|------|---------------------|------|-------|------|------------------------|------|-------|------|------------|
| | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds | |
| Factor | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | |
| 04:00 PM | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 4 |
| 04:15 PM | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 5 |
| 04:30 PM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 2 |
| 04:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 |
| Total | 0 | 0 | 0 | 0 | 1 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 1 | 0 | 13 |
| 05:00 PM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 05:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 3 |
| *** BREAK *** | | | | | | | | | | | | | | | | | |
| 05:45 PM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| Total | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 5 |
| Grand Total | 0 | 0 | 0 | 0 | 1 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 2 | 0 | 18 |
| Apprch % | 0.0 | 0.0 | 0.0 | 0.0 | 12.5 | 87.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 80.0 | 20.0 | 0.0 | |
| Total % | 0.0 | 0.0 | 0.0 | 0.0 | 5.6 | 38.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 44.4 | 11.1 | 0.0 | |



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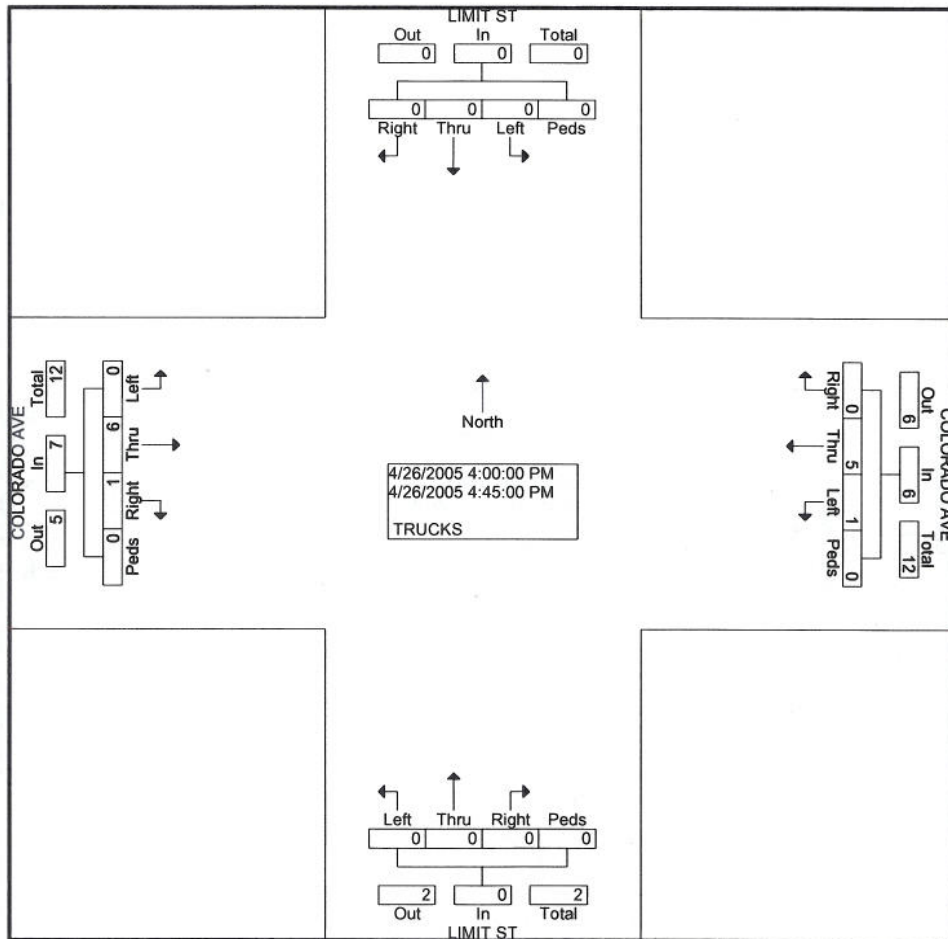
File Name : LIMIT&COLORADOPM

Site Code : 00000000

Start Date : 4/26/2005

Page No : 2

| Start Time | LIMIT ST Southbound | | | | | COLORADO AVE Westbound | | | | | LIMIT ST Northbound | | | | | COLORADO AVE Eastbound | | | | | Int. Total |
|---|---------------------|------|-------|------|------------|------------------------|------|-------|------|------------|---------------------|------|-------|------|------------|------------------------|------|-------|------|------------|------------|
| | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | |
| Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Intersection | 04:00 PM | | | | | | | | | | | | | | | | | | | | |
| Volume | 0 | 0 | 0 | 0 | 0 | 1 | 5 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 1 | 0 | 7 | 13 |
| Percent | 0.0 | 0.0 | 0.0 | 0.0 | | 16.7 | 83.3 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 85.7 | 14.3 | 0.0 | | |
| 04:15 Volume | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 2 | 5 |
| Peak Factor | | | | | | | | | | | | | | | | | | | | | |
| High Int. Volume | 3:45:00 PM | | | | | 04:15 PM | | | | | 3:45:00 PM | | | | | 04:00 PM | | | | | |
| Peak Factor | | | | | | 0.50 | | | | | | | | | | 0.87 | | | | | 5 |



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File Name : LIMIT&COLORADOPM

Site Code : 00000000

Start Date : 4/26/2005

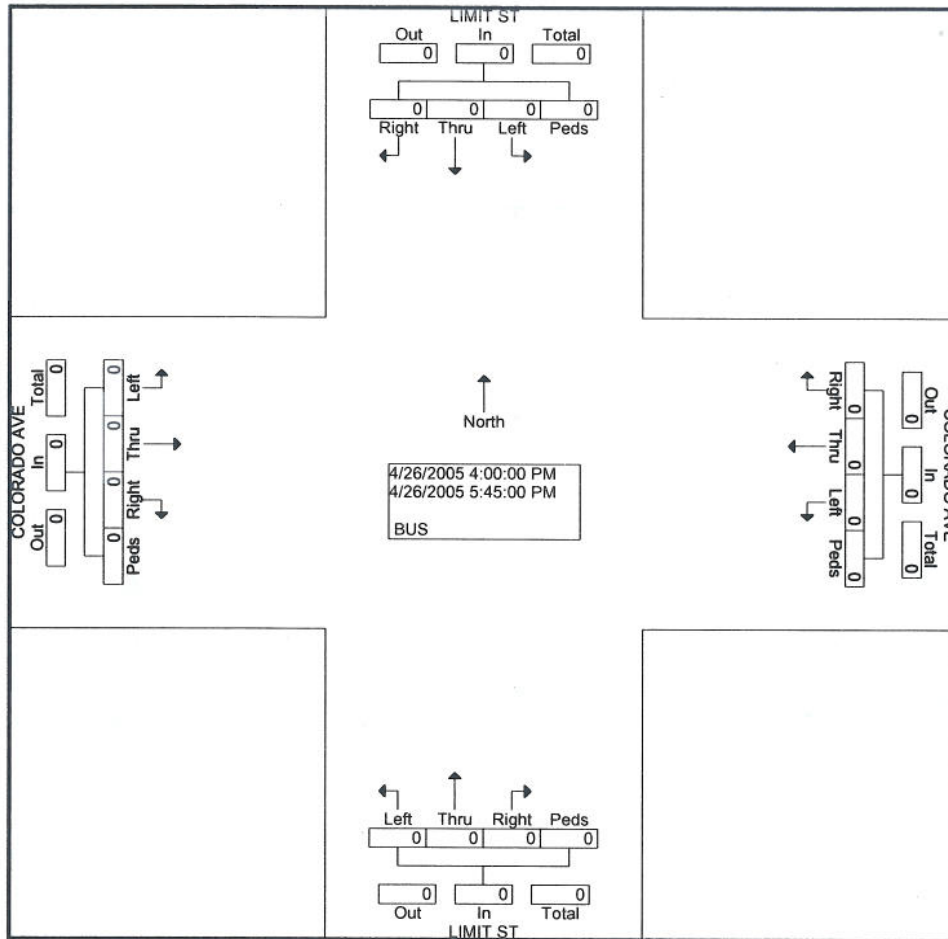
Page No : 1

Groups Printed- BUS

| Start Time | LIMIT ST Southbound | | | | COLORADO AVE Westbound | | | | LIMIT ST Northbound | | | | COLORADO AVE Eastbound | | | | Int. Total | |
|------------|---------------------|------|-------|------|------------------------|------|-------|------|---------------------|------|-------|------|------------------------|------|-------|------|------------|--|
| | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds | | |
| Factor | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | |

*** BREAK ***

| | | | | | | | | | | | | | | | | | | |
|-------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|---|
| Grand Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Apprch % | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 |
| Total % | | | | | | | | | | | | | | | | | | |



All Traffic Data Services, Inc.

9660 W 44th Ave

Wheat Ridge, CO 80033

www.alltrafficdata.net

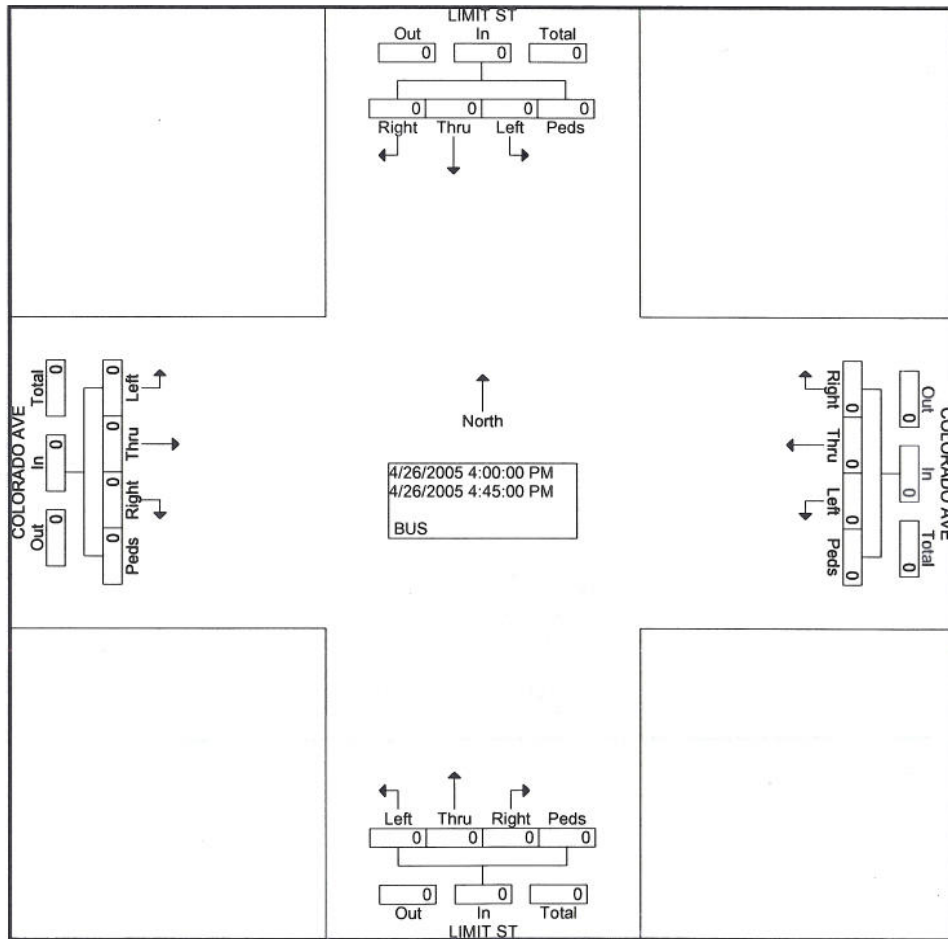
File Name : LIMIT&COLORADOPM

Site Code : 00000000

Start Date : 4/26/2005

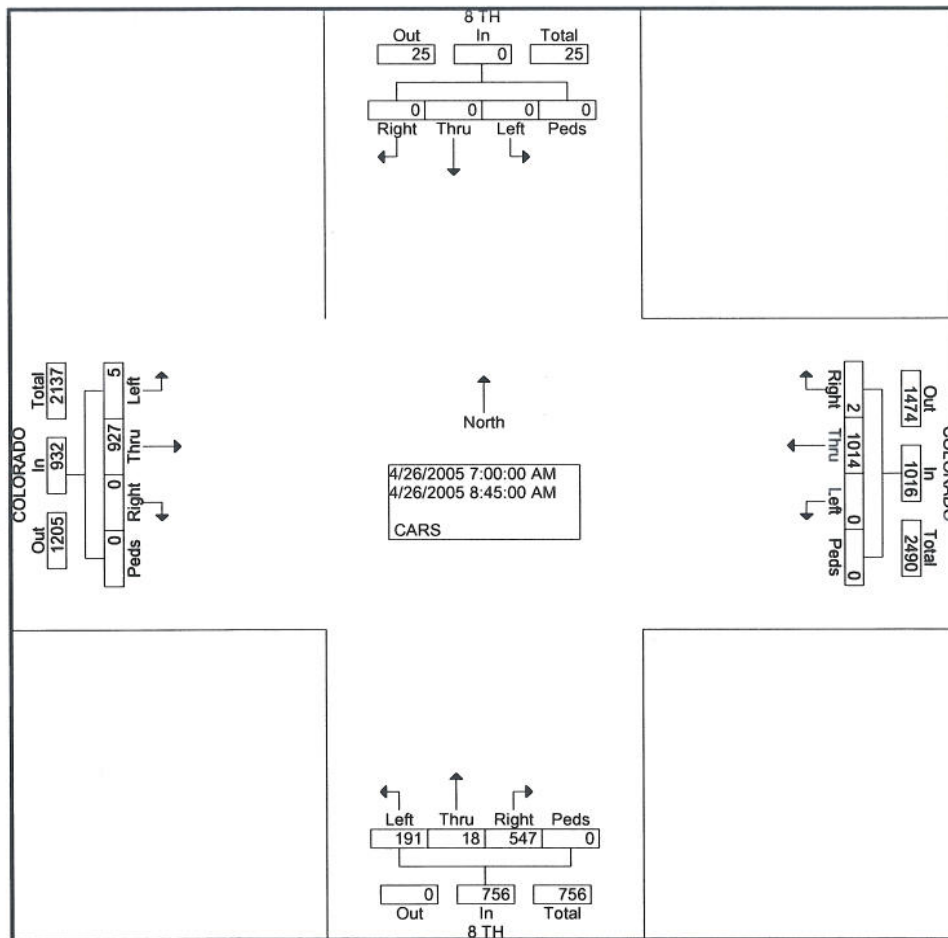
Page No : 2

| Start Time | LIMIT ST Southbound | | | | | COLORADO AVE Westbound | | | | | LIMIT ST Northbound | | | | | COLORADO AVE Eastbound | | | | | Int. Total |
|---|---------------------|------|-------|------|------------|------------------------|------|-------|------|------------|---------------------|------|-------|------|------------|------------------------|------|-------|------|------------|------------|
| | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | |
| Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Intersection | 04:00 PM | | | | | | | | | | | | | | | | | | | | |
| Volume | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Percent | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | | |
| 04:45 | | | | | | | | | | | | | | | | | | | | | |
| Volume | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Peak Factor | | | | | | | | | | | | | | | | | | | | | |
| High Int. Volume Peak Factor | 3:45:00 PM | | | | | 3:45:00 PM | | | | | 3:45:00 PM | | | | | 3:45:00 PM | | | | | 0.000 |



Groups Printed- CARS

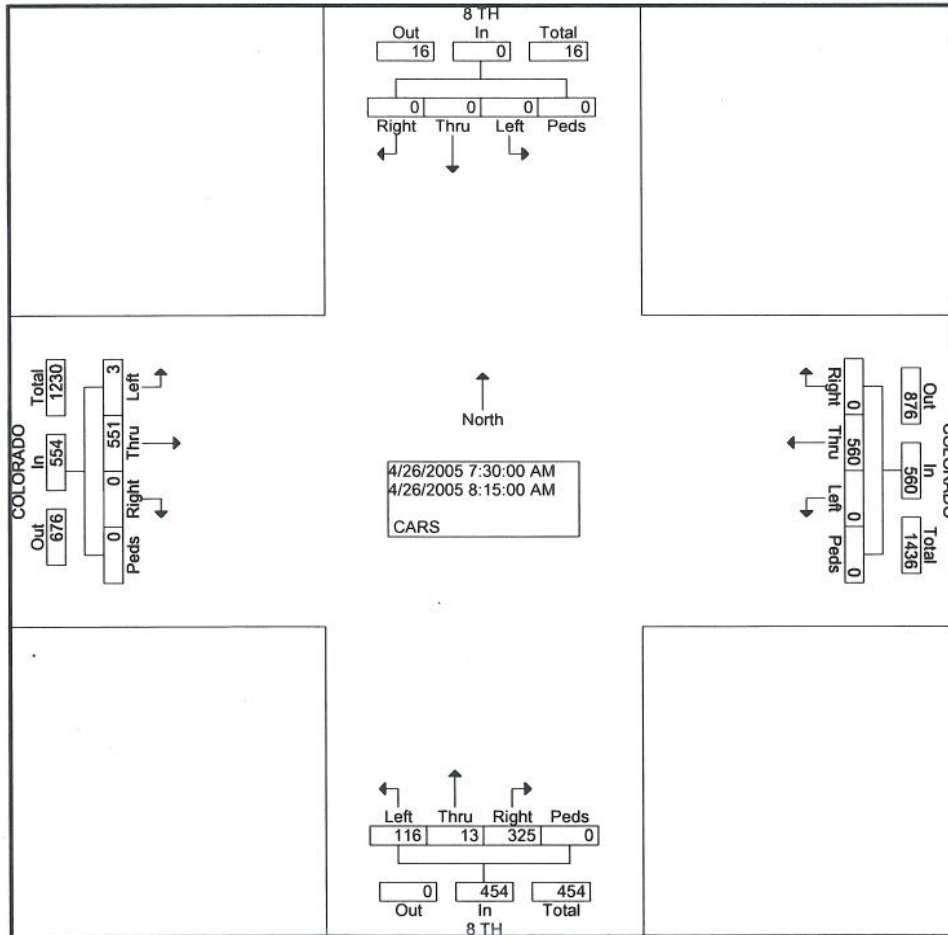
| Start Time | 8 TH Southbound | | | | COLORADO Westbound | | | | 8 TH Northbound | | | | COLORADO Eastbound | | | | Int. Total | |
|-------------|-----------------|------|-------|------|--------------------|------|-------|------|-----------------|------|-------|------|--------------------|------|-------|------|------------|------|
| | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds | | |
| Factor | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | |
| 07:00 AM | 0 | 0 | 0 | 0 | 0 | 77 | 0 | 0 | 11 | 0 | 55 | 0 | 0 | 91 | 0 | 0 | 0 | 234 |
| 07:15 AM | 0 | 0 | 0 | 0 | 0 | 110 | 1 | 0 | 14 | 5 | 69 | 0 | 1 | 92 | 0 | 0 | 0 | 292 |
| 07:30 AM | 0 | 0 | 0 | 0 | 0 | 112 | 0 | 0 | 20 | 4 | 80 | 0 | 1 | 141 | 0 | 0 | 0 | 358 |
| 07:45 AM | 0 | 0 | 0 | 0 | 0 | 158 | 0 | 0 | 39 | 9 | 95 | 0 | 2 | 180 | 0 | 0 | 0 | 483 |
| Total | 0 | 0 | 0 | 0 | 0 | 457 | 1 | 0 | 84 | 18 | 299 | 0 | 4 | 504 | 0 | 0 | 0 | 1367 |
| 08:00 AM | 0 | 0 | 0 | 0 | 0 | 136 | 0 | 0 | 29 | 0 | 74 | 0 | 0 | 130 | 0 | 0 | 0 | 369 |
| 08:15 AM | 0 | 0 | 0 | 0 | 0 | 154 | 0 | 0 | 28 | 0 | 76 | 0 | 0 | 100 | 0 | 0 | 0 | 358 |
| 08:30 AM | 0 | 0 | 0 | 0 | 0 | 125 | 1 | 0 | 28 | 0 | 45 | 0 | 1 | 111 | 0 | 0 | 0 | 311 |
| 08:45 AM | 0 | 0 | 0 | 0 | 0 | 142 | 0 | 0 | 22 | 0 | 53 | 0 | 0 | 82 | 0 | 0 | 0 | 299 |
| Total | 0 | 0 | 0 | 0 | 0 | 557 | 1 | 0 | 107 | 0 | 248 | 0 | 1 | 423 | 0 | 0 | 0 | 1337 |
| Grand Total | 0 | 0 | 0 | 0 | 0 | 1014 | 2 | 0 | 191 | 18 | 547 | 0 | 5 | 927 | 0 | 0 | 0 | 2704 |
| Apprch % | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 99.8 | 0.2 | 0.0 | 25.3 | 2.4 | 72.4 | 0.0 | 0.5 | 99.5 | 0.0 | 0.0 | 0.0 | |
| Total % | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 37.5 | 0.1 | 0.0 | 7.1 | 0.7 | 20.2 | 0.0 | 0.2 | 34.3 | 0.0 | 0.0 | 0.0 | |



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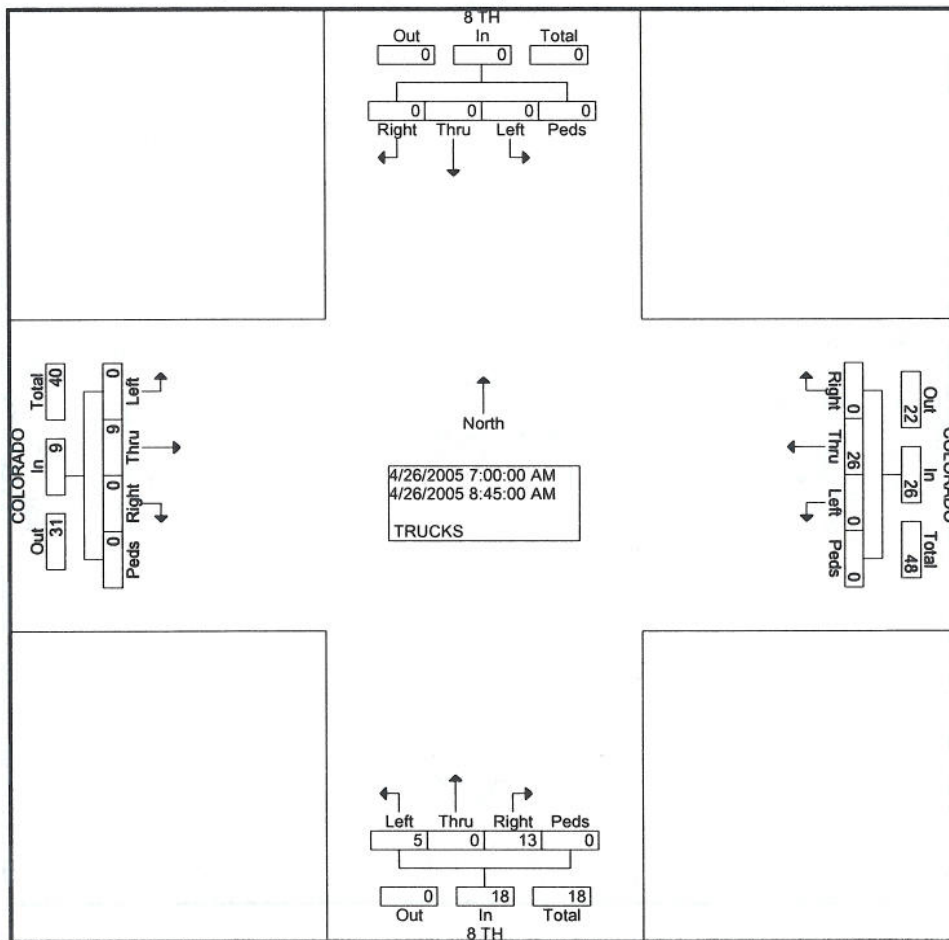
File Name : 8TH&COLORADOAM
 Site Code : 00000000
 Start Date : 4/26/2005
 Page No : 2

| Start Time | 8 TH Southbound | | | | | COLORADO Westbound | | | | | 8 TH Northbound | | | | | COLORADO Eastbound | | | | | Int. Total |
|---|-----------------|------|-------|------|------------|--------------------|-------|-------|------|------------|-----------------|------|-------|------|------------|--------------------|------|-------|------|------------|------------|
| | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | |
| Peak Hour From 07:00 AM to 08:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Intersect on | 07:30 AM | | | | | | | | | | | | | | | | | | | | |
| Volume | 0 | 0 | 0 | 0 | 0 | 0 | 560 | 0 | 0 | 560 | 116 | 13 | 325 | 0 | 454 | 3 | 551 | 0 | 0 | 554 | 1568 |
| Percent | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 25.6 | 2.9 | 71.6 | 0.0 | 0.0 | 0.5 | 99.5 | 0.0 | 0.0 | 0.0 | |
| 07:45 Volume | 0 | 0 | 0 | 0 | 0 | 0 | 158 | 0 | 0 | 158 | 39 | 9 | 95 | 0 | 143 | 2 | 180 | 0 | 0 | 182 | 483 |
| Peak Factor | 0.812 | | | | | | | | | | | | | | | | | | | | |
| High Int. Volume | 6:45:00 AM | | | | | 07:45 AM | | | | | 07:45 AM | | | | | 07:45 AM | | | | | |
| Peak Factor | 0 | 0 | 0 | 0 | 0 | 0 | 158 | 0 | 0 | 158 | 39 | 9 | 95 | 0 | 143 | 2 | 180 | 0 | 0 | 182 | 0.76 |
| | | | | | | 0.88 | | | | | 0.79 | | | | | 0.76 | | | | | 1 |
| | | | | | | 6 | | | | | 4 | | | | | 1 | | | | | |

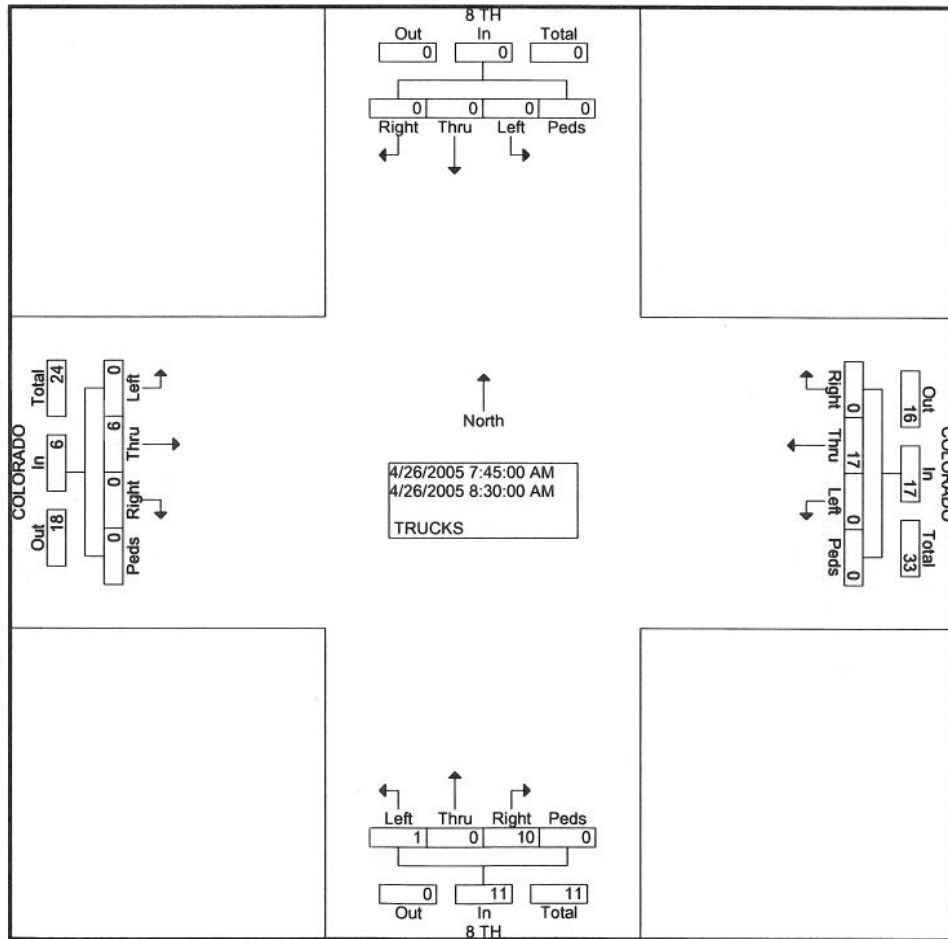


Groups Printed- TRUCKS

| Start Time | 8 TH Southbound | | | | COLORADO Westbound | | | | 8 TH Northbound | | | | COLORADO Eastbound | | | | Int. Total |
|-------------|-----------------|------|-------|------|--------------------|-------|-------|------|-----------------|------|-------|------|--------------------|-------|-------|------|------------|
| | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds | |
| Factor | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | |
| 07:00 AM | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 4 |
| 07:15 AM | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 4 |
| 07:30 AM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 4 |
| 07:45 AM | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 1 | 0 | 4 | 0 | 0 | 4 | 0 | 0 | 15 |
| Total | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 0 | 4 | 0 | 6 | 0 | 0 | 6 | 0 | 0 | 27 |
| 08:00 AM | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 4 |
| 08:15 AM | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 9 |
| 08:30 AM | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 6 |
| 08:45 AM | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 7 |
| Total | 0 | 0 | 0 | 0 | 0 | 15 | 0 | 0 | 1 | 0 | 7 | 0 | 0 | 3 | 0 | 0 | 26 |
| Grand Total | 0 | 0 | 0 | 0 | 0 | 26 | 0 | 0 | 5 | 0 | 13 | 0 | 0 | 9 | 0 | 0 | 53 |
| Apprch % | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 | 0.0 | 27.8 | 0.0 | 72.2 | 0.0 | 0.0 | 100.0 | 0.0 | 0.0 | |
| Total % | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 49.1 | 0.0 | 0.0 | 9.4 | 0.0 | 24.5 | 0.0 | 0.0 | 17.0 | 0.0 | 0.0 | |



| Start Time | 8 TH Southbound | | | | | COLORADO Westbound | | | | | 8 TH Northbound | | | | | COLORADO Eastbound | | | | | Int. Total |
|---|-----------------|------|-------|------|------------|--------------------|-------|-------|------|------------|-----------------|------|-------|------|------------|--------------------|-------|-------|------|------------|------------|
| | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | |
| Peak Hour From 07:00 AM to 08:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Intersection | 07:45 AM | | | | | | | | | | | | | | | | | | | | |
| Volume | 0 | 0 | 0 | 0 | 0 | 0 | 17 | 0 | 0 | 17 | 1 | 0 | 10 | 0 | 11 | 0 | 6 | 0 | 0 | 6 | 34 |
| Percent | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 100.0 | 0.0 | 0.0 | | 9.1 | 0.0 | 90.9 | 0.0 | | 0.0 | 100.0 | 0.0 | 0.0 | | |
| 07:45 Volume | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 6 | 1 | 0 | 4 | 0 | 5 | 0 | 4 | 0 | 0 | 4 | 15 |
| Peak Factor | 0.567 | | | | | | | | | | | | | | | | | | | | |
| High Int. Volume | 6:45:00 AM | | | | | 07:45 AM | | | | | 07:45 AM | | | | | 07:45 AM | | | | | |
| Peak Factor | | | | | | 0.708 | | | | | 0.550 | | | | | 0.375 | | | | | |

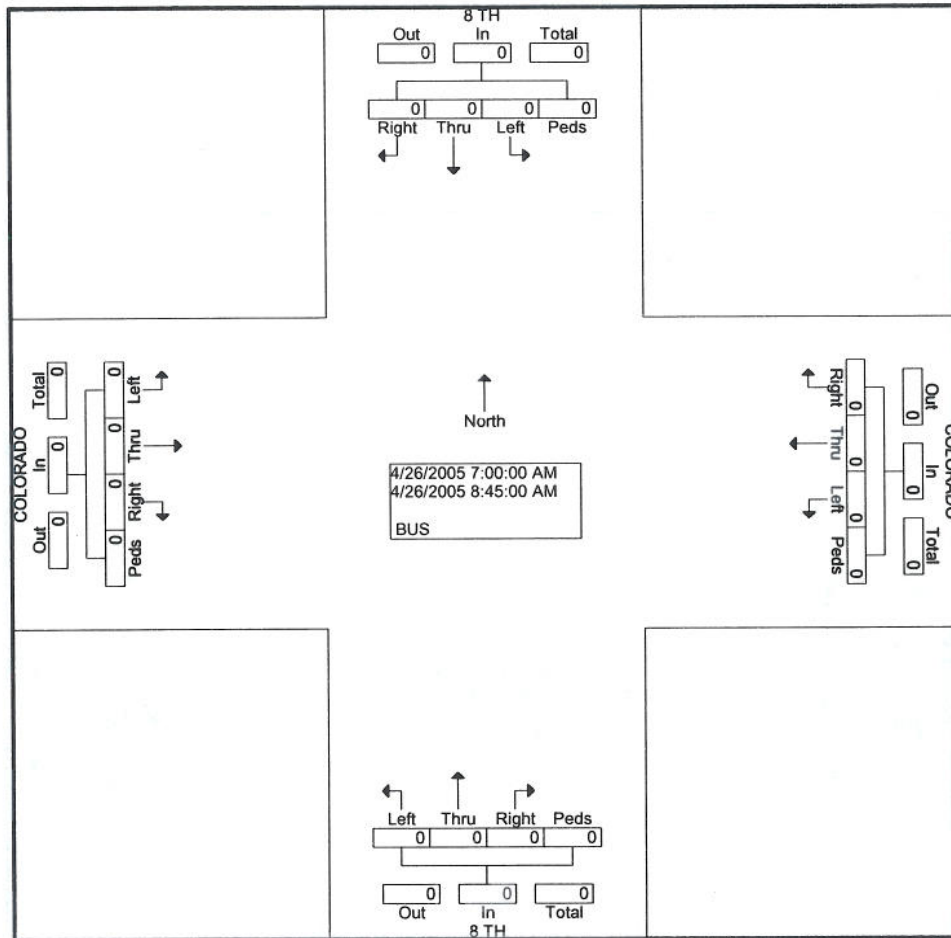


Groups Printed- BUS

| Start Time | 8 TH Southbound | | | | COLORADO Westbound | | | | 8 TH Northbound | | | | COLORADO Eastbound | | | | Int. Total | |
|------------|-----------------|------|-------|------|--------------------|------|-------|------|-----------------|------|-------|------|--------------------|------|-------|------|------------|--|
| | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds | | |
| Factor | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | |

*** BREAK ***

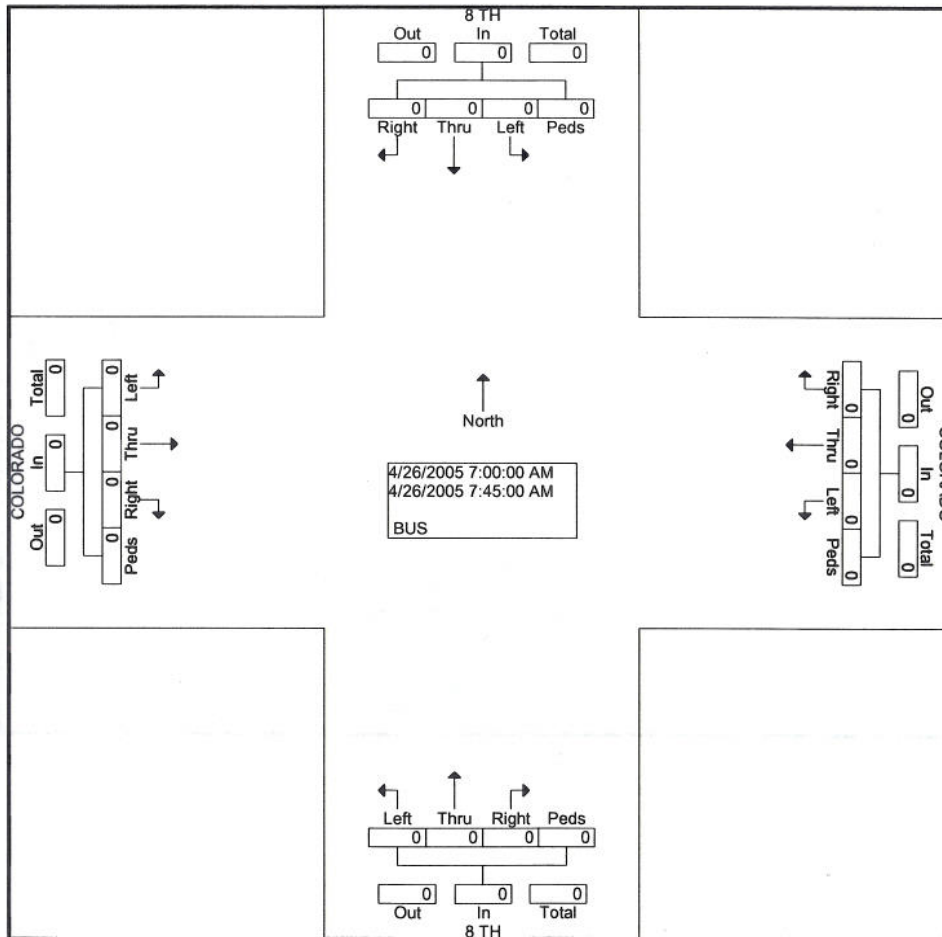
| | | | | | | | | | | | | | | | | | | |
|-------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Grand Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Apprch % | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total % | | | | | | | | | | | | | | | | | | |



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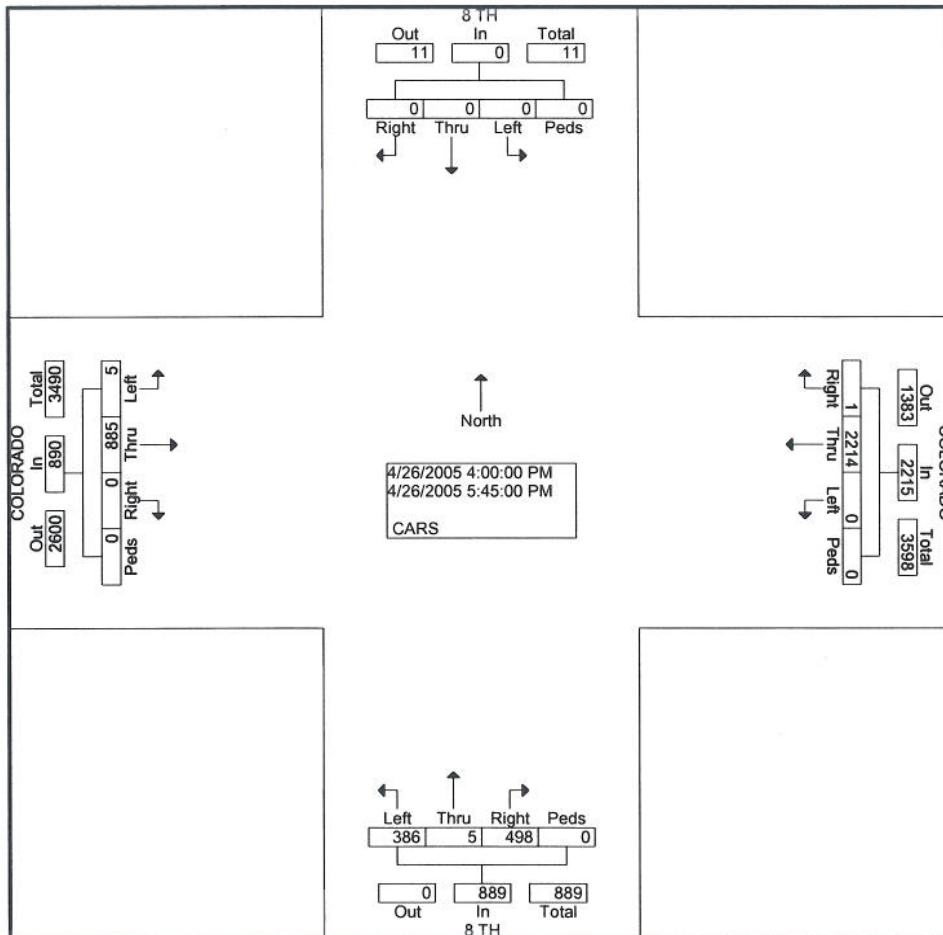
File Name : 8TH&COLORADOAM
 Site Code : 00000000
 Start Date : 4/26/2005
 Page No : 2

| Start Time | 8 TH Southbound | | | | | COLORADO Westbound | | | | | 8 TH Northbound | | | | | COLORADO Eastbound | | | | | Int. Total |
|---|-----------------|------|-------|------|------------|--------------------|------|-------|------|------------|-----------------|------|-------|------|------------|--------------------|------|-------|------|------------|------------|
| | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | |
| Peak Hour From 07:00 AM to 08:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Intersection | 07:00 AM | | | | | | | | | | | | | | | | | | | | |
| Volume | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Percent | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0 |
| 07:45 | 07:45 | | | | | | | | | | | | | | | | | | | | |
| Volume | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Peak Factor | 0.000 | | | | | | | | | | | | | | | | | | | | |
| High Int. Volume Peak Factor | 6:45:00 AM | | | | | 6:45:00 AM | | | | | 6:45:00 AM | | | | | 6:45:00 AM | | | | | |



Groups Printed- CARS

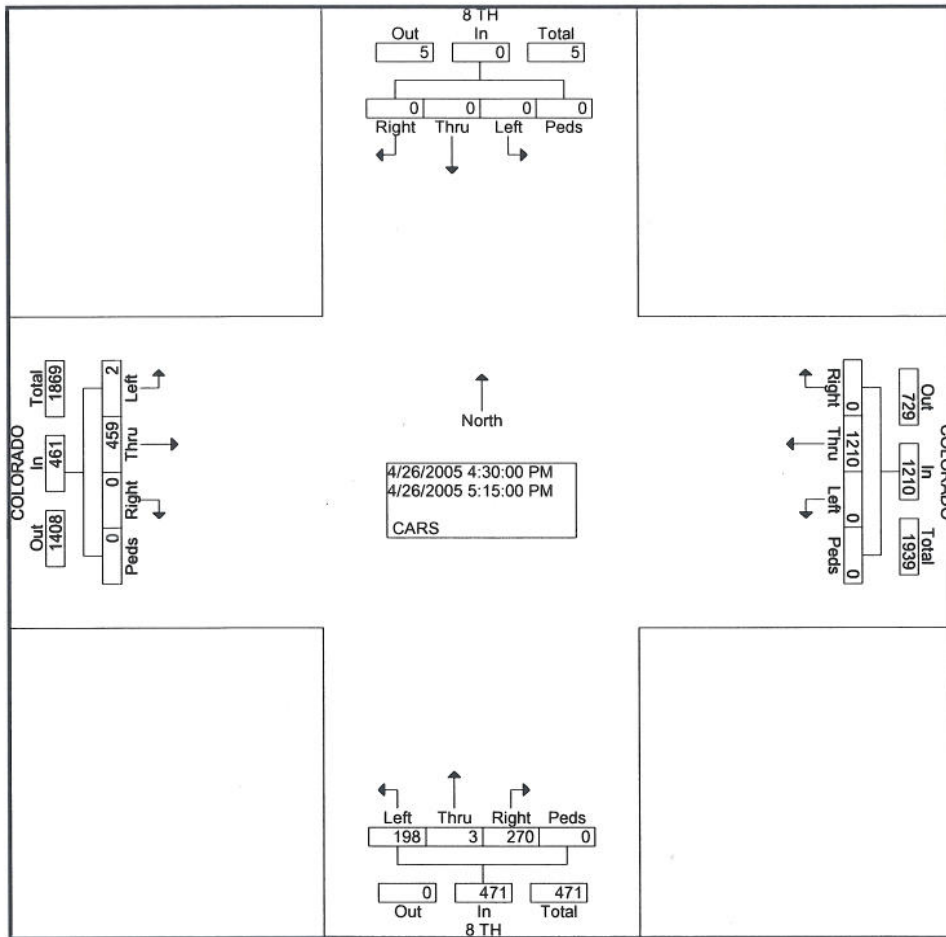
| Start Time | 8 TH Southbound | | | | COLORADO Westbound | | | | 8 TH Northbound | | | | COLORADO Eastbound | | | | Int. Total |
|-------------|-----------------|------|-------|------|--------------------|-------|-------|------|-----------------|------|-------|------|--------------------|------|-------|------|------------|
| | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds | |
| Factor | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | |
| 04:00 PM | 0 | 0 | 0 | 0 | 0 | 222 | 1 | 0 | 45 | 0 | 74 | 0 | 1 | 117 | 0 | 0 | 460 |
| 04:15 PM | 0 | 0 | 0 | 0 | 0 | 269 | 0 | 0 | 53 | 2 | 59 | 0 | 1 | 109 | 0 | 0 | 493 |
| 04:30 PM | 0 | 0 | 0 | 0 | 0 | 315 | 0 | 0 | 50 | 2 | 62 | 0 | 1 | 115 | 0 | 0 | 545 |
| 04:45 PM | 0 | 0 | 0 | 0 | 0 | 251 | 0 | 0 | 59 | 0 | 53 | 0 | 1 | 121 | 0 | 0 | 485 |
| Total | 0 | 0 | 0 | 0 | 0 | 1057 | 1 | 0 | 207 | 4 | 248 | 0 | 4 | 462 | 0 | 0 | 1983 |
| 05:00 PM | 0 | 0 | 0 | 0 | 0 | 310 | 0 | 0 | 41 | 1 | 80 | 0 | 0 | 133 | 0 | 0 | 565 |
| 05:15 PM | 0 | 0 | 0 | 0 | 0 | 334 | 0 | 0 | 48 | 0 | 75 | 0 | 0 | 90 | 0 | 0 | 547 |
| 05:30 PM | 0 | 0 | 0 | 0 | 0 | 276 | 0 | 0 | 42 | 0 | 51 | 0 | 0 | 105 | 0 | 0 | 474 |
| 05:45 PM | 0 | 0 | 0 | 0 | 0 | 237 | 0 | 0 | 48 | 0 | 44 | 0 | 1 | 95 | 0 | 0 | 425 |
| Total | 0 | 0 | 0 | 0 | 0 | 1157 | 0 | 0 | 179 | 1 | 250 | 0 | 1 | 423 | 0 | 0 | 2011 |
| Grand Total | 0 | 0 | 0 | 0 | 0 | 2214 | 1 | 0 | 386 | 5 | 498 | 0 | 5 | 885 | 0 | 0 | 3994 |
| Apprch % | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 | 0.0 | 43.4 | 0.6 | 56.0 | 0.0 | 0.6 | 99.4 | 0.0 | 0.0 | |
| Total % | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 55.4 | 0.0 | 0.0 | 9.7 | 0.1 | 12.5 | 0.0 | 0.1 | 22.2 | 0.0 | 0.0 | |



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File Name : 8TH&COLORADOPM
 Site Code : 00000000
 Start Date : 4/26/2005
 Page No : 2

| Start Time | 8 TH Southbound | | | | | COLORADO Westbound | | | | | 8 TH Northbound | | | | | COLORADO Eastbound | | | | | Int. Total | | | |
|---|-----------------|------|-------|------|------------|--------------------|------|-------|------|------------|-----------------|------|-------|------|------------|--------------------|------|-------|------|------------|------------|-----|------|---|
| | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | | | | |
| Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | | | | |
| Intersection | 04:30 PM | | | | | | | | | | | | | | | | | | | | | | | |
| Volume | 0 | 0 | 0 | 0 | 0 | 0 | 121 | 0 | 0 | 121 | 198 | 3 | 270 | 0 | 471 | 2 | 459 | 0 | 0 | 461 | 2142 | | | |
| Percent | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 100 | 0.0 | 0.0 | | 42. | 0.6 | 57. | 0.0 | | 0.4 | 99. | 0.0 | 0.0 | | | | | |
| 05:00 Volume | 0 | 0 | 0 | 0 | 0 | 0 | 310 | 0 | 0 | 310 | 41 | 1 | 80 | 0 | 122 | 0 | 133 | 0 | 0 | 133 | 565 | | | |
| Peak Factor | | | | | | | | | | | | | | | | | | | | | | | | |
| High Int. Volume | 3:45:00 PM | | | | | 05:15 PM | | | | | 05:15 PM | | | | | 05:00 PM | | | | | | | | |
| Peak Factor | 0 | 0 | 0 | 0 | 0 | 0 | 334 | 0 | 0 | 334 | 0.90 | 48 | 0 | 75 | 0 | 123 | 0.95 | 0 | 133 | 0 | 0 | 133 | 0.86 | 7 |



All Traffic Data Services, Inc.
9660 W 44th Ave

Wheat Ridge, CO 80035 File Name : MANITOU&WBRAMPSPM

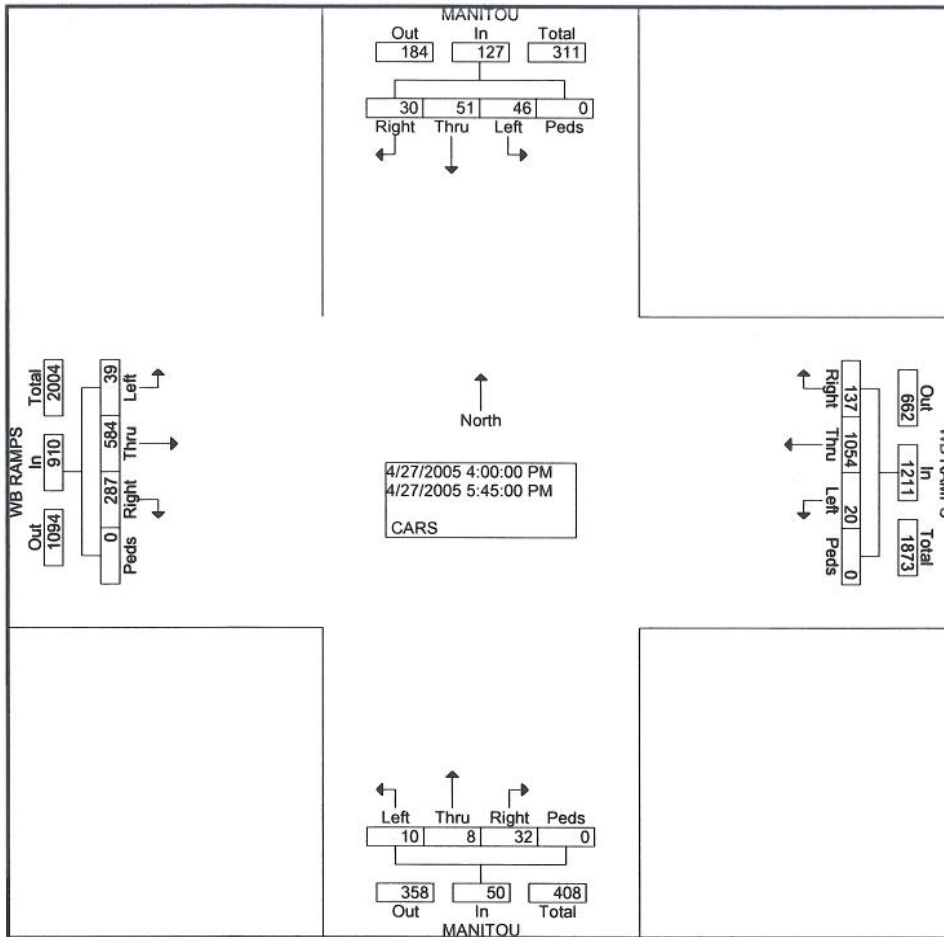
www.alltrafficdata.net Site Code : 00000000

Start Date : 4/27/2005

Page No : 1

Groups Printed- CARS

| Start Time | MANITOU Southbound | | | | WB RAMPS Westbound | | | | MANITOU Northbound | | | | WB RAMPS Eastbound | | | | Int. Total |
|-------------|--------------------|------|-------|------|--------------------|------|-------|------|--------------------|------|-------|------|--------------------|------|-------|------|------------|
| | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds | |
| Factor | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | |
| 04:00 PM | 7 | 7 | 3 | 0 | 2 | 122 | 16 | 0 | 0 | 1 | 3 | 0 | 4 | 83 | 39 | 0 | 287 |
| 04:15 PM | 5 | 6 | 4 | 0 | 4 | 112 | 15 | 0 | 1 | 1 | 4 | 0 | 8 | 74 | 50 | 0 | 284 |
| 04:30 PM | 4 | 4 | 6 | 0 | 4 | 125 | 11 | 0 | 4 | 0 | 3 | 0 | 5 | 89 | 37 | 0 | 292 |
| 04:45 PM | 5 | 8 | 3 | 0 | 2 | 130 | 13 | 0 | 0 | 0 | 4 | 0 | 5 | 75 | 30 | 0 | 275 |
| Total | 21 | 25 | 16 | 0 | 12 | 489 | 55 | 0 | 5 | 2 | 14 | 0 | 22 | 321 | 156 | 0 | 1138 |
| 05:00 PM | 7 | 9 | 3 | 0 | 1 | 119 | 18 | 0 | 3 | 2 | 6 | 0 | 4 | 73 | 29 | 0 | 274 |
| 05:15 PM | 7 | 3 | 4 | 0 | 3 | 133 | 26 | 0 | 1 | 3 | 7 | 0 | 5 | 76 | 33 | 0 | 301 |
| 05:30 PM | 6 | 5 | 5 | 0 | 1 | 156 | 17 | 0 | 1 | 1 | 3 | 0 | 6 | 55 | 31 | 0 | 287 |
| 05:45 PM | 5 | 9 | 2 | 0 | 3 | 157 | 21 | 0 | 0 | 0 | 2 | 0 | 2 | 59 | 38 | 0 | 298 |
| Total | 25 | 26 | 14 | 0 | 8 | 565 | 82 | 0 | 5 | 6 | 18 | 0 | 17 | 263 | 131 | 0 | 1160 |
| Grand Total | 46 | 51 | 30 | 0 | 20 | 1054 | 137 | 0 | 10 | 8 | 32 | 0 | 39 | 584 | 287 | 0 | 2298 |
| Apprch % | 36.2 | 40.2 | 23.6 | 0.0 | 1.7 | 87.0 | 11.3 | 0.0 | 20.0 | 16.0 | 64.0 | 0.0 | 4.3 | 64.2 | 31.5 | 0.0 | |
| Total % | 2.0 | 2.2 | 1.3 | 0.0 | 0.9 | 45.9 | 6.0 | 0.0 | 0.4 | 0.3 | 1.4 | 0.0 | 1.7 | 25.4 | 12.5 | 0.0 | |



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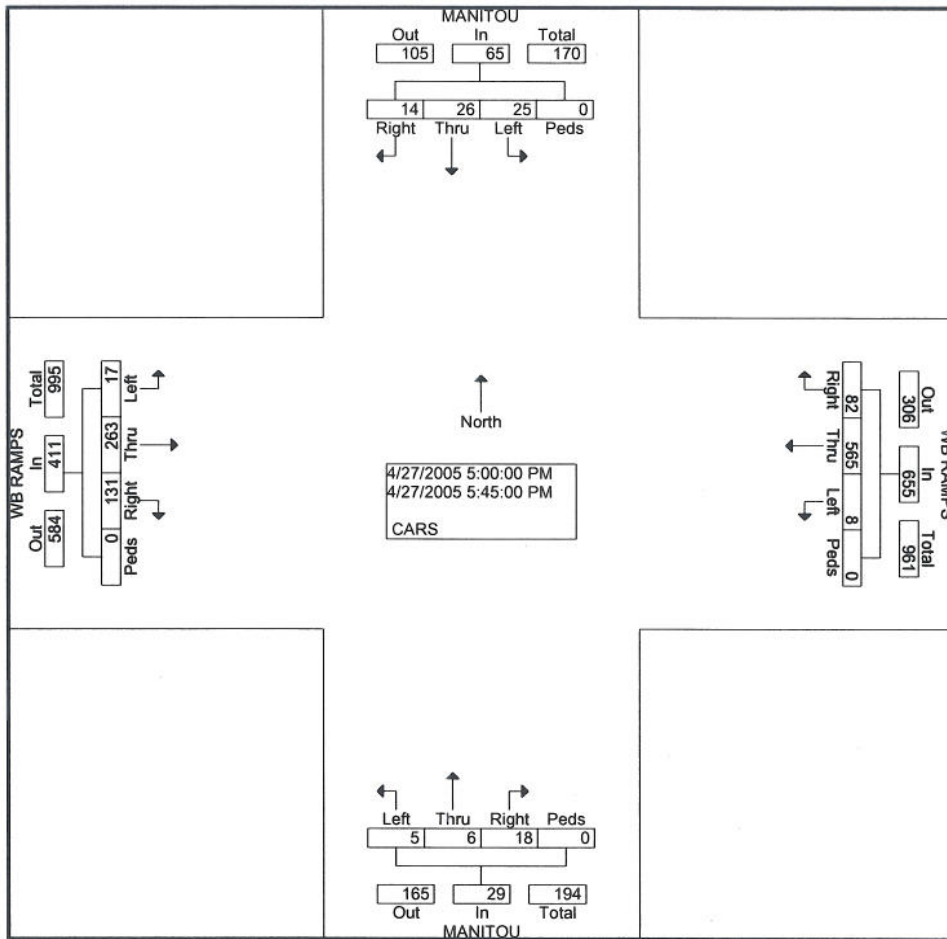
Wheat Ridge, CO 80035 File Name : MANITOU&WBRAMPSPM

www.alltrafficdata.net Site Code : 00000000

Start Date : 4/27/2005

Page No : 2

| Start Time | MANITOU Southbound | | | | | WB RAMPS Westbound | | | | | MANITOU Northbound | | | | | WB RAMPS Eastbound | | | | | Int. Total |
|---|--------------------|------|-------|------|------------|--------------------|------|-------|------|------------|--------------------|------|-------|------|------------|--------------------|------|-------|------|------------|------------|
| | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | |
| Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Intersection | 05:00 PM | | | | | | | | | | | | | | | | | | | | |
| Volume | 25 | 26 | 14 | 0 | 65 | 8 | 565 | 82 | 0 | 655 | 5 | 6 | 18 | 0 | 29 | 17 | 263 | 131 | 0 | 411 | 1160 |
| Percent | 38.5 | 40.0 | 21.5 | 0.0 | | 1.2 | 86.3 | 12.5 | 0.0 | | 17.2 | 20.7 | 62.1 | 0.0 | | 4.1 | 64.0 | 31.9 | 0.0 | | |
| 05:15 Volume | 7 | 3 | 4 | 0 | 14 | 3 | 133 | 26 | 0 | 162 | 1 | 3 | 7 | 0 | 11 | 5 | 76 | 33 | 0 | 114 | 301 |
| Peak Factor | 0.963 | | | | | | | | | | | | | | | | | | | | |
| High Int. Volume | 05:00 PM | | | | | 05:45 PM | | | | | 05:00 PM | | | | | 05:15 PM | | | | | |
| Peak Factor | 7 | 9 | 3 | 0 | 19.085 | 3 | 157 | 21 | 0 | 181.090 | 3 | 2 | 6 | 0 | 11.065 | 5 | 76 | 33 | 0 | 114.090 | 1 |



All Traffic Data Services, Inc.

9660 W 44th Ave

Wheat Ridge, CO 80038 File Name : MANITOU&WB RAMPS PM

www.alltrafficdata.net Site Code : 00000000

Start Date : 4/27/2005

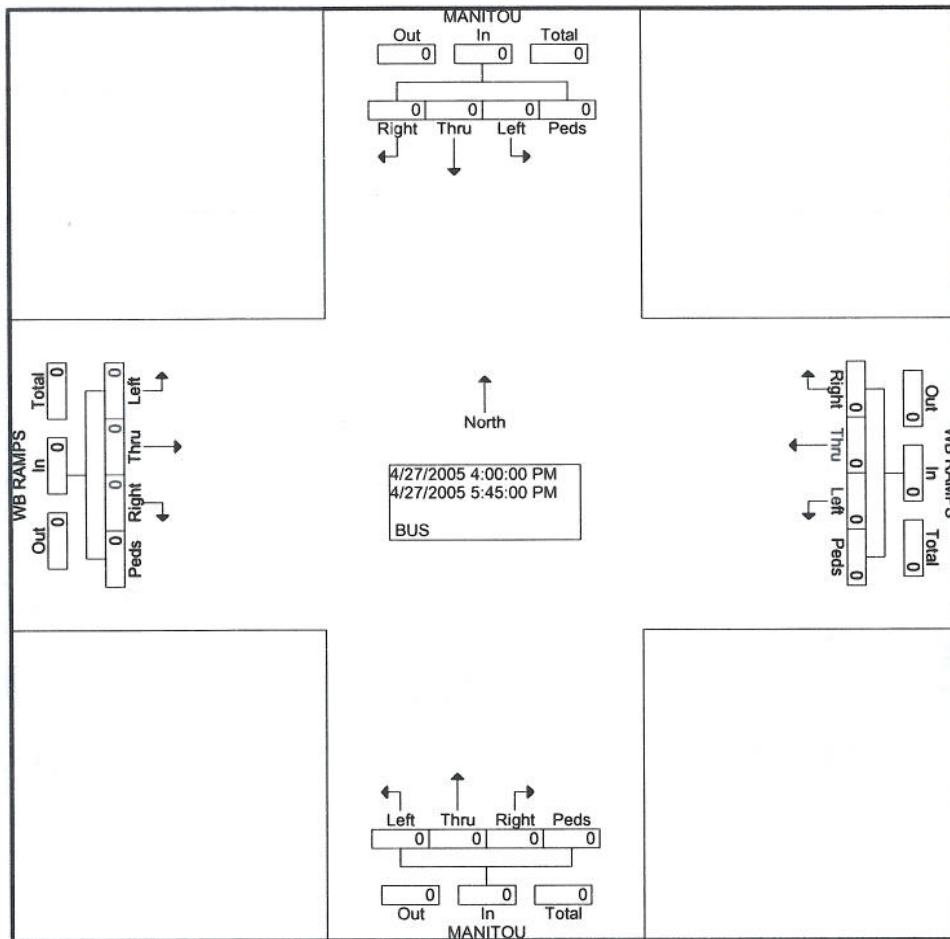
Page No : 1

Groups Printed- BUS

| Start Time | MANITOU Southbound | | | | WB RAMPS Westbound | | | | MANITOU Northbound | | | | WB RAMPS Eastbound | | | | Int. Total |
|------------|--------------------|------|-------|------|--------------------|------|-------|------|--------------------|------|-------|------|--------------------|------|-------|------|------------|
| | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds | |
| Factor | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 |

*** BREAK ***

| | | | | | | | | | | | | | | | | | | |
|-------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Grand Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Apprch % | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total % | | | | | | | | | | | | | | | | | | |



All Traffic Data Services, Inc.

9660 W 44th Ave

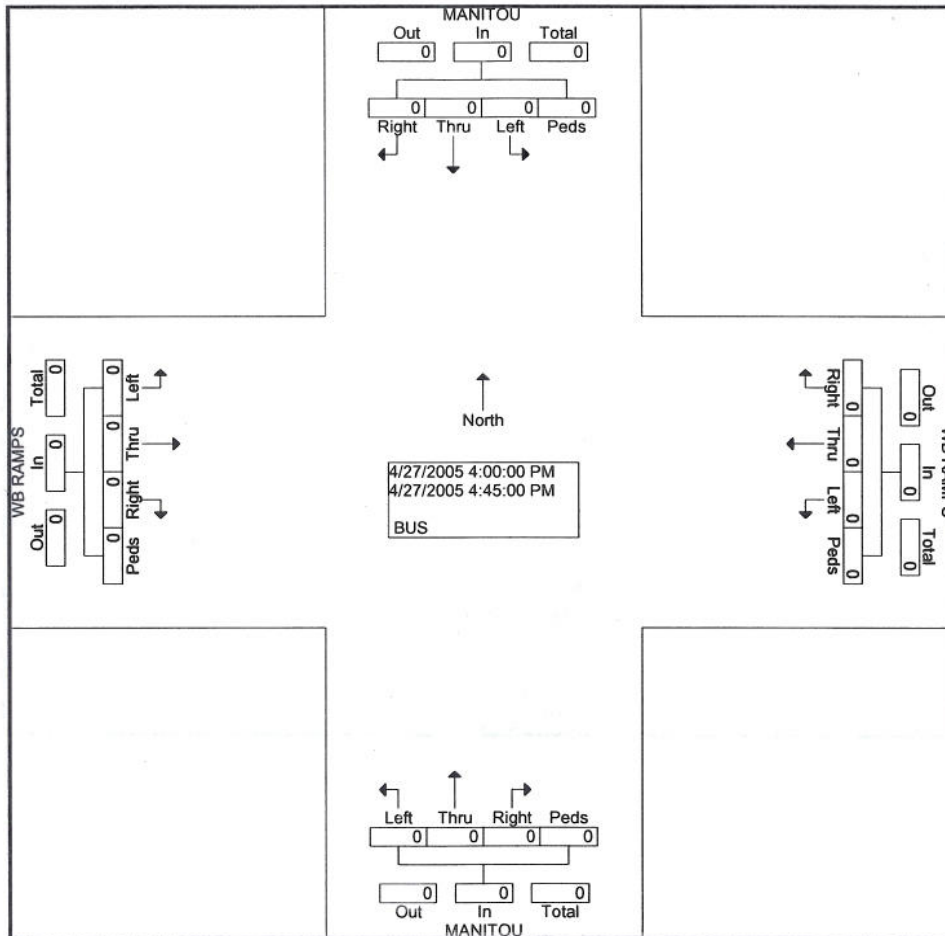
Wheat Ridge, CO 80035 File Name : MANITOU&WB RAMPSPM

www.alltrafficdata.net Site Code : 00000000

Start Date : 4/27/2005

Page No : 2

| Start Time | MANITOU Southbound | | | | | WB RAMPS Westbound | | | | | MANITOU Northbound | | | | | WB RAMPS Eastbound | | | | | Int. Total |
|---|--------------------|------|-------|------|------------|--------------------|------|-------|------|------------|--------------------|------|-------|------|------------|--------------------|------|-------|------|------------|------------|
| | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | |
| Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Intersection | 04:00 PM | | | | | | | | | | | | | | | | | | | | |
| Volume | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Percent | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 04:45 Volume | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Peak Factor | | | | | | | | | | | | | | | | | | | | | |
| High Int. Volume Peak Factor | 3:45:00 PM | | | | | 3:45:00 PM | | | | | 3:45:00 PM | | | | | 3:45:00 PM | | | | | 0.000 |



All Traffic Data Services, Inc.
 9660 W 44th Ave

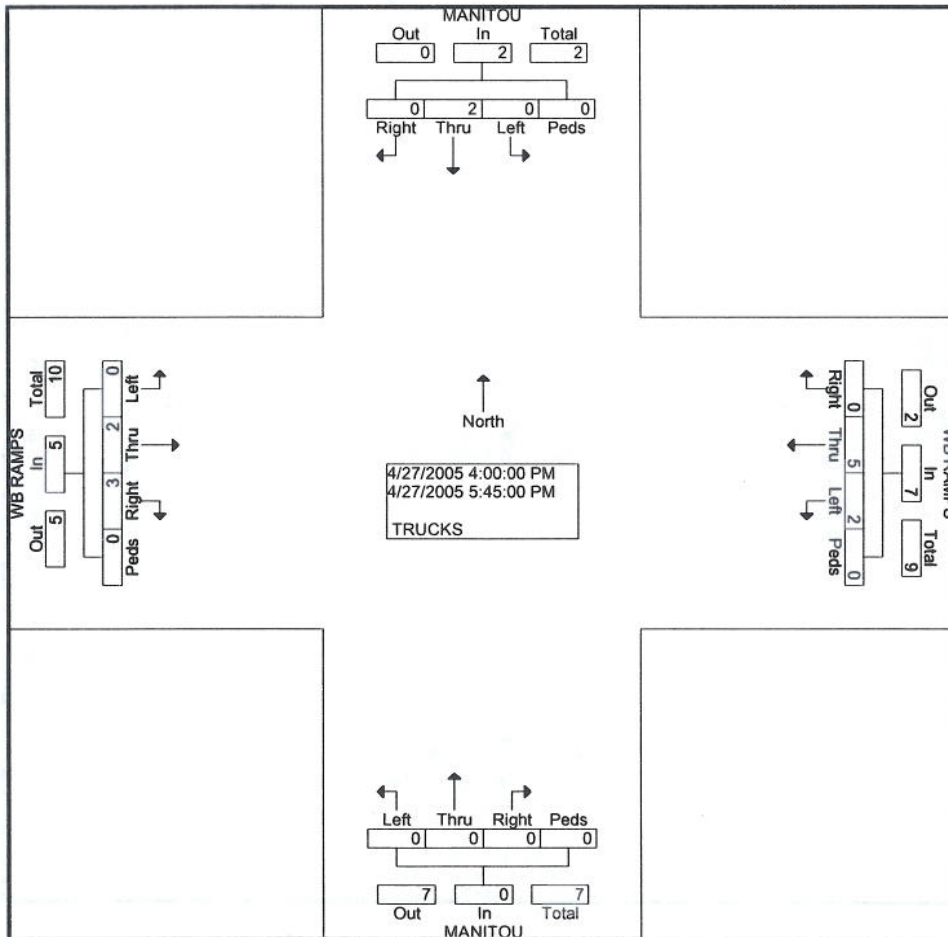
Wheat Ridge, CO 80035 File Name : MANITOU&WBRAMPSPM
 www.alltrafficdata.net Site Code : 00000000

Start Date : 4/27/2005

Page No : 1

Groups Printed- TRUCKS

| Start Time | MANITOU Southbound | | | | WB RAMPS Westbound | | | | MANITOU Northbound | | | | WB RAMPS Eastbound | | | | Int. Total |
|---------------|--------------------|-------|-------|------|--------------------|------|-------|------|--------------------|------|-------|------|--------------------|------|-------|------|------------|
| | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds | |
| Factor | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | |
| 04:00 PM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 04:15 PM | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 3 |
| 04:30 PM | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 4 |
| 04:45 PM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 2 |
| Total | 0 | 1 | 0 | 0 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 10 |
| *** BREAK *** | | | | | | | | | | | | | | | | | |
| 05:15 PM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 2 |
| 05:30 PM | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| *** BREAK *** | | | | | | | | | | | | | | | | | |
| Total | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 4 |
| Grand Total | 0 | 2 | 0 | 0 | 2 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 3 | 0 | 14 |
| Apprch % | 0.0 | 100.0 | 0.0 | 0.0 | 28.6 | 71.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 40.0 | 60.0 | 0.0 | |
| Total % | 0.0 | 14.3 | 0.0 | 0.0 | 14.3 | 35.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 14.3 | 21.4 | 0.0 | |



All Traffic Data Services, Inc.

9660 W 44th Ave

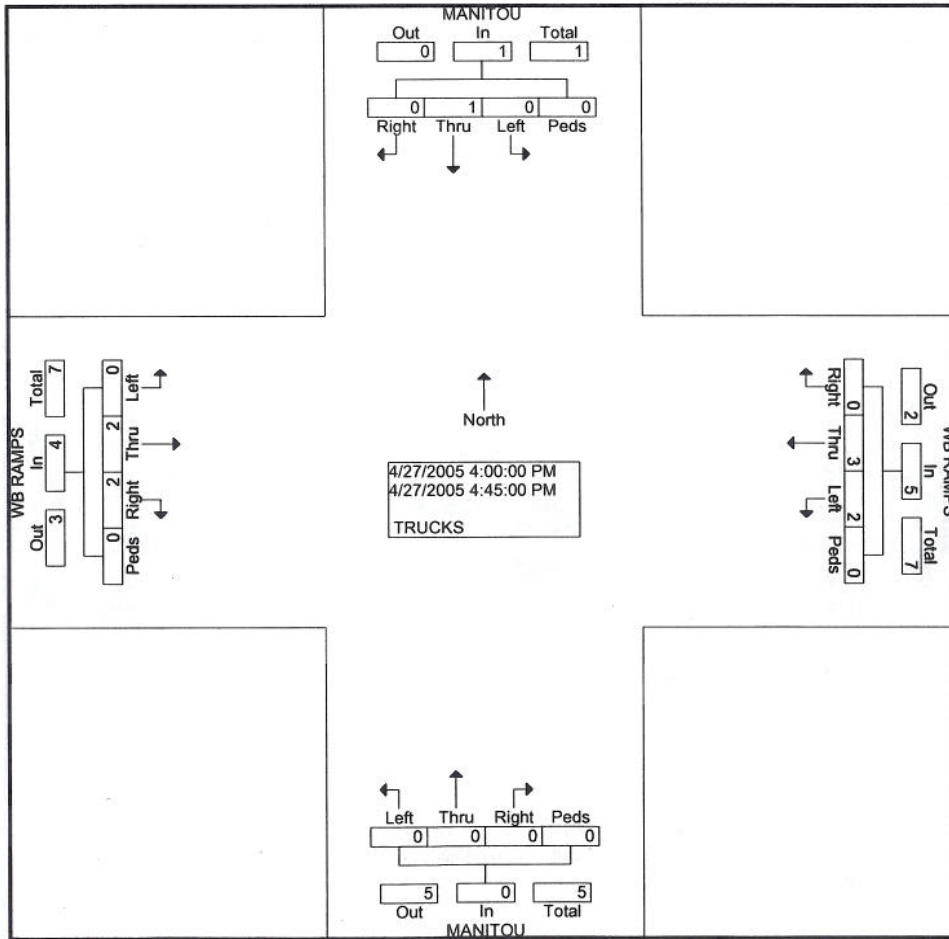
Wheat Ridge, CO 80038 File Name : MANITOU&WB RAMPS PM

www.alltrafficdata.net Site Code : 00000000

Start Date : 4/27/2005

Page No : 2

| Start Time | MANITOU Southbound | | | | | WB RAMPS Westbound | | | | | MANITOU Northbound | | | | | WB RAMPS Eastbound | | | | | Int. Total |
|---|--------------------|-------|-------|------|------------|--------------------|------|-------|------|------------|--------------------|------|-------|------|------------|--------------------|------|-------|------|------------|------------|
| | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | |
| Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Intersect on | 04:00 PM | | | | | | | | | | | | | | | | | | | | |
| Volume | 0 | 1 | 0 | 0 | 1 | 2 | 3 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 4 | 10 |
| Percent | 0.0 | 100.0 | 0.0 | 0.0 | | 40.0 | 60.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 50.0 | 50.0 | 0.0 | | |
| 04:30 Volume | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 4 |
| Peak Factor | 0.625 | | | | | | | | | | | | | | | | | | | | |
| High Int. Volume | 04:15 PM | | | | | 04:30 PM | | | | | 3:45:00 PM | | | | | 04:30 PM | | | | | |
| Peak Factor | 0 | 1 | 0 | 0 | 0.25 | 0 | 2 | 0 | 0 | 0.62 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0.50 | 0 |
| | | | | | | | | | | | | | | | | | | | | | |



| Start Time | 22-Apr-05 Fri | WB |
|------------|------------------|-------|
| 12:00 AM | | * |
| 01:00 | | * |
| 02:00 | | * |
| 03:00 | | * |
| 04:00 | | * |
| 05:00 | | * |
| 06:00 | | * |
| 07:00 | | * |
| 08:00 | | * |
| 09:00 | | * |
| 10:00 | | * |
| 11:00 | | * |
| 12:00 PM | | * |
| 01:00 | | 1554 |
| 02:00 | | 1990 |
| 03:00 | | 2222 |
| 04:00 | | 2294 |
| 05:00 | | 2216 |
| 06:00 | | 1690 |
| 07:00 | | 1260 |
| 08:00 | | 912 |
| 09:00 | | 816 |
| 10:00 | | 583 |
| 11:00 | | 343 |
| Total | | 15880 |
| AM Peak | | |
| Vol. | | |
| PM Peak | | 16:00 |
| Vol. | | 2294 |

| Start Time | 23-Apr-05 Sat | WB |
|------------|------------------|-------|
| 12:00 AM | | 241 |
| 01:00 | | 170 |
| 02:00 | | 134 |
| 03:00 | | 108 |
| 04:00 | | 106 |
| 05:00 | | 252 |
| 06:00 | | 461 |
| 07:00 | | 859 |
| 08:00 | | 1315 |
| 09:00 | | 1482 |
| 10:00 | | 1699 |
| 11:00 | | 1853 |
| 12:00 PM | | 1985 |
| 01:00 | | 1867 |
| 02:00 | | 1802 |
| 03:00 | | 1654 |
| 04:00 | | 1630 |
| 05:00 | | 1439 |
| 06:00 | | 1262 |
| 07:00 | | 1118 |
| 08:00 | | 893 |
| 09:00 | | 727 |
| 10:00 | | 568 |
| 11:00 | | 402 |
| Total | | 24027 |
| AM Peak | | 11:00 |
| Vol. | | 1853 |
| PM Peak | | 12:00 |
| Vol. | | 1985 |

US24 BETWEEN 8TH & I-25 SB RAMPS

| Start Time | 24-Apr-05 Sun | WB |
|------------|------------------|-------|
| 12:00 AM | | 340 |
| 01:00 | | 202 |
| 02:00 | | 140 |
| 03:00 | | 92 |
| 04:00 | | 89 |
| 05:00 | | 182 |
| 06:00 | | 246 |
| 07:00 | | 410 |
| 08:00 | | 684 |
| 09:00 | | 800 |
| 10:00 | | 1027 |
| 11:00 | | 1177 |
| 12:00 PM | | 1286 |
| 01:00 | | 1225 |
| 02:00 | | 1250 |
| 03:00 | | 1396 |
| 04:00 | | 1441 |
| 05:00 | | 1392 |
| 06:00 | | 1061 |
| 07:00 | | 791 |
| 08:00 | | 574 |
| 09:00 | | 512 |
| 10:00 | | 366 |
| 11:00 | | 216 |
| Total | | 16899 |
| AM Peak | | 11:00 |
| Vol. | | 1177 |
| PM Peak | | 16:00 |
| Vol. | | 1441 |

US24 BETWEEN 8TH & I-25 SB RAMPS

| Start Time | 25-Apr-05 Mon | WB |
|------------|------------------|-------|
| 12:00 AM | | 5 |
| 01:00 | | 6 |
| 02:00 | | 2 |
| 03:00 | | 1 |
| 04:00 | | 7 |
| 05:00 | | 31 |
| 06:00 | | 84 |
| 07:00 | | 137 |
| 08:00 | | 0 |
| 09:00 | | 0 |
| 10:00 | | 1540 |
| 11:00 | | 1730 |
| 12:00 PM | | 1852 |
| 01:00 | | 1635 |
| 02:00 | | 1816 |
| 03:00 | | 2028 |
| 04:00 | | 2094 |
| 05:00 | | 2023 |
| 06:00 | | 1543 |
| 07:00 | | 1150 |
| 08:00 | | 833 |
| 09:00 | | 745 |
| 10:00 | | 533 |
| 11:00 | | 314 |
| Total | | 20109 |
| AM Peak | | 11:00 |
| Vol. | | 1730 |
| PM Peak | | 16:00 |
| Vol. | | 2094 |

US24 BETWEEN 8TH & I-25 SB RAMPS

| Start Time | 26-Apr-05 Tue | WB |
|------------|------------------|--------|
| 12:00 AM | | 169 |
| 01:00 | | 190 |
| 02:00 | | 145 |
| 03:00 | | 109 |
| 04:00 | | 132 |
| 05:00 | | 266 |
| 06:00 | | 337 |
| 07:00 | | 662 |
| 08:00 | | 1072 |
| 09:00 | | 1301 |
| 10:00 | | 1610 |
| 11:00 | | 1810 |
| 12:00 PM | | 1937 |
| 01:00 | | 1710 |
| 02:00 | | 1900 |
| 03:00 | | 2122 |
| 04:00 | | 2190 |
| 05:00 | | 2116 |
| 06:00 | | 1613 |
| 07:00 | | 1202 |
| 08:00 | | 871 |
| 09:00 | | 779 |
| 10:00 | | 557 |
| 11:00 | | 328 |
| Total | | 25128 |
| AM Peak | 11:00 | |
| Vol. | | 1810 |
| PM Peak | 16:00 | |
| Vol. | | 2190 |
| Total | | 102043 |
| ADT | Not Calculated | |

US24 BETWEEN 8TH & I-25 SB RAMPS

| Start Time | 22-Apr-05 | EB |
|------------|-----------|-------|
| 12:00 AM | Fri | * |
| 01:00 | | * |
| 02:00 | | * |
| 03:00 | | * |
| 04:00 | | * |
| 05:00 | | * |
| 06:00 | | * |
| 07:00 | | * |
| 08:00 | | * |
| 09:00 | | * |
| 10:00 | | * |
| 11:00 | | * |
| 12:00 PM | | * |
| 01:00 | | 1804 |
| 02:00 | | 1908 |
| 03:00 | | 2010 |
| 04:00 | | 1953 |
| 05:00 | | 1810 |
| 06:00 | | 1506 |
| 07:00 | | 1015 |
| 08:00 | | 854 |
| 09:00 | | 720 |
| 10:00 | | 586 |
| 11:00 | | 362 |
| Total | | 14528 |
| AM Peak | | |
| Vol. | | |
| PM Peak | | 15:00 |
| Vol. | | 2010 |

US24 BETWEEN 8TH & I-25 SB RAMPS

| Start Time | 23-Apr-05 | EB |
|------------|-----------|-------|
| 12:00 AM | Sat | 296 |
| 01:00 | | 218 |
| 02:00 | | 314 |
| 03:00 | | 150 |
| 04:00 | | 96 |
| 05:00 | | 194 |
| 06:00 | | 402 |
| 07:00 | | 738 |
| 08:00 | | 1094 |
| 09:00 | | 1326 |
| 10:00 | | 1414 |
| 11:00 | | 1590 |
| 12:00 PM | | 1793 |
| 01:00 | | 1738 |
| 02:00 | | 1790 |
| 03:00 | | 1920 |
| 04:00 | | 1862 |
| 05:00 | | 1590 |
| 06:00 | | 1418 |
| 07:00 | | 1120 |
| 08:00 | | 988 |
| 09:00 | | 866 |
| 10:00 | | 736 |
| 11:00 | | 449 |
| Total | | 24104 |
| AM Peak | | 11:00 |
| Vol. | | 1590 |
| PM Peak | | 15:00 |
| Vol. | | 1920 |

US24 BETWEEN 8TH & I-25 SB RAMPS

| Start Time | 24-Apr-05 Sun | EB |
|--------------|---------------|--------------|
| 12:00 AM | | 362 |
| 01:00 | | 264 |
| 02:00 | | 418 |
| 03:00 | | 140 |
| 04:00 | | 88 |
| 05:00 | | 124 |
| 06:00 | | 220 |
| 07:00 | | 384 |
| 08:00 | | 622 |
| 09:00 | | 793 |
| 10:00 | | 1085 |
| 11:00 | | 1238 |
| 12:00 PM | | 1578 |
| 01:00 | | 1562 |
| 02:00 | | 1384 |
| 03:00 | | 1230 |
| 04:00 | | 1130 |
| 05:00 | | 1086 |
| 06:00 | | 834 |
| 07:00 | | 729 |
| 08:00 | | 522 |
| 09:00 | | 418 |
| 10:00 | | 321 |
| 11:00 | | 215 |
| Total | | 16747 |
| AM Peak | 11:00 | |
| Vol. | | 1238 |
| PM Peak | 12:00 | |
| Vol. | | 1578 |

US24 BETWEEN 8TH & I-25 SB RAMPS

| Start Time | 25-Apr-05 Mon | EB |
|--------------|---------------|--------------|
| 12:00 AM | | 136 |
| 01:00 | | 122 |
| 02:00 | | 94 |
| 03:00 | | 116 |
| 04:00 | | 140 |
| 05:00 | | 400 |
| 06:00 | | 1037 |
| 07:00 | | 1752 |
| 08:00 | | 1596 |
| 09:00 | | 1268 |
| 10:00 | | 1322 |
| 11:00 | | 1454 |
| 12:00 PM | | 1610 |
| 01:00 | | 1526 |
| 02:00 | | 1505 |
| 03:00 | | 1764 |
| 04:00 | | 1568 |
| 05:00 | | 1428 |
| 06:00 | | 1180 |
| 07:00 | | 799 |
| 08:00 | | 613 |
| 09:00 | | 512 |
| 10:00 | | 344 |
| 11:00 | | 217 |
| Total | | 22503 |
| AM Peak | 07:00 | |
| Vol. | | 1752 |
| PM Peak | 15:00 | |
| Vol. | | 1764 |

| Start Time | 26-Apr-05 Tue | EB |
|------------|------------------|-------|
| 12:00 AM | | 148 |
| 01:00 | | 100 |
| 02:00 | | 105 |
| 03:00 | | 98 |
| 04:00 | | 146 |
| 05:00 | | 456 |
| 06:00 | | 1210 |
| 07:00 | | 1986 |
| 08:00 | | 1728 |
| 09:00 | | 1395 |
| 10:00 | | 1495 |
| 11:00 | | 1634 |
| 12:00 PM | | 1702 |
| 01:00 | | 1698 |
| 02:00 | | 1698 |
| 03:00 | | 1839 |
| 04:00 | | 1790 |
| 05:00 | | 1742 |
| 06:00 | | 1298 |
| 07:00 | | 930 |
| 08:00 | | 742 |
| 09:00 | | 596 |
| 10:00 | | 410 |
| 11:00 | | 233 |
| Total | | 25179 |
| AM Peak | 07:00 | |
| Vol. | | 1986 |
| PM Peak | 15:00 | |
| Vol. | | 1839 |

| Start Time | 27-Apr-05 Wed | EB |
|------------|------------------|----------------|
| 12:00 AM | | 176 |
| 01:00 | | 86 |
| 02:00 | | 152 |
| 03:00 | | 84 |
| 04:00 | | 146 |
| 05:00 | | 441 |
| 06:00 | | 1208 |
| 07:00 | | 1996 |
| 08:00 | | 1711 |
| 09:00 | | 200 |
| 10:00 | | * |
| 11:00 | | * |
| 12:00 PM | | * |
| 01:00 | | * |
| 02:00 | | * |
| 03:00 | | * |
| 04:00 | | * |
| 05:00 | | * |
| 06:00 | | * |
| 07:00 | | * |
| 08:00 | | * |
| 09:00 | | * |
| 10:00 | | * |
| 11:00 | | * |
| Total | | 6200 |
| AM Peak | 07:00 | |
| Vol. | | 1996 |
| PM Peak | | |
| Vol. | | |
| Total | | 109261 |
| ADT | | Not Calculated |

| Start Time | 22-Apr-05 | WR |
|------------|-----------|-------|
| 12:00 AM | Fr | * |
| 01:00 | | * |
| 02:00 | | * |
| 03:00 | | * |
| 04:00 | | * |
| 05:00 | | * |
| 06:00 | | * |
| 07:00 | | * |
| 08:00 | | * |
| 09:00 | | * |
| 10:00 | | * |
| 11:00 | | * |
| 12:00 PM | | * |
| 01:00 | | * |
| 02:00 | | * |
| 03:00 | | 1644 |
| 04:00 | | 1778 |
| 05:00 | | 1842 |
| 06:00 | | 1465 |
| 07:00 | | 1050 |
| 08:00 | | 839 |
| 09:00 | | 666 |
| 10:00 | | 478 |
| 11:00 | | 306 |
| Total | | 10068 |
| AM Peak | | |
| Vol. | | |
| PM Peak | | 17:00 |
| Vol. | | 1842 |

| Start Time | 23-Apr-05 | WB |
|------------|-----------|-------|
| 12:00 AM | Sat | 180 |
| 01:00 | | 158 |
| 02:00 | | 99 |
| 03:00 | | 78 |
| 04:00 | | 78 |
| 05:00 | | 187 |
| 06:00 | | 323 |
| 07:00 | | 602 |
| 08:00 | | 963 |
| 09:00 | | 1104 |
| 10:00 | | 1238 |
| 11:00 | | 1346 |
| 12:00 PM | | 1520 |
| 01:00 | | 1422 |
| 02:00 | | 1394 |
| 03:00 | | 1296 |
| 04:00 | | 1238 |
| 05:00 | | 1156 |
| 06:00 | | 1013 |
| 07:00 | | 874 |
| 08:00 | | 742 |
| 09:00 | | 622 |
| 10:00 | | 443 |
| 11:00 | | 316 |
| Total | | 18392 |
| AM Peak | | 11:00 |
| Vol. | | 1346 |
| PM Peak | | 12:00 |
| Vol. | | 1520 |

| Start Time | 24-Apr-05 Sun | WB |
|--------------|---------------|--------------|
| 12:00 AM | | 260 |
| 01:00 | | 156 |
| 02:00 | | 114 |
| 03:00 | | 59 |
| 04:00 | | 76 |
| 05:00 | | 133 |
| 06:00 | | 169 |
| 07:00 | | 332 |
| 08:00 | | 537 |
| 09:00 | | 652 |
| 10:00 | | 806 |
| 11:00 | | 906 |
| 12:00 PM | | 970 |
| 01:00 | | 998 |
| 02:00 | | 952 |
| 03:00 | | 914 |
| 04:00 | | 820 |
| 05:00 | | 678 |
| 06:00 | | 607 |
| 07:00 | | 380 |
| 08:00 | | 286 |
| 09:00 | | 226 |
| 10:00 | | 100 |
| 11:00 | | 89 |
| Total | | 11220 |
| AM Peak | | 11:00 |
| Vol. | | 906 |
| PM Peak | | 13:00 |
| Vol. | | 998 |

| Start Time | 25-Apr-05 Mon | WB |
|--------------|---------------|--------------|
| 12:00 AM | | 112 |
| 01:00 | | 125 |
| 02:00 | | 96 |
| 03:00 | | 72 |
| 04:00 | | 87 |
| 05:00 | | 176 |
| 06:00 | | 223 |
| 07:00 | | 438 |
| 08:00 | | 708 |
| 09:00 | | 860 |
| 10:00 | | 1064 |
| 11:00 | | 1196 |
| 12:00 PM | | 1280 |
| 01:00 | | 1318 |
| 02:00 | | 1256 |
| 03:00 | | 1517 |
| 04:00 | | 1641 |
| 05:00 | | 1700 |
| 06:00 | | 1352 |
| 07:00 | | 969 |
| 08:00 | | 774 |
| 09:00 | | 615 |
| 10:00 | | 441 |
| 11:00 | | 282 |
| Total | | 18302 |
| AM Peak | | 11:00 |
| Vol. | | 1196 |
| PM Peak | | 17:00 |
| Vol. | | 1700 |

| Start Time | 26-Apr-05 Tue | WR |
|------------|------------------|-------|
| 12:00 AM | | 126 |
| 01:00 | | 141 |
| 02:00 | | 108 |
| 03:00 | | 81 |
| 04:00 | | 98 |
| 05:00 | | 198 |
| 06:00 | | 251 |
| 07:00 | | 493 |
| 08:00 | | 797 |
| 09:00 | | 968 |
| 10:00 | | 1198 |
| 11:00 | | 1346 |
| 12:00 PM | | 1441 |
| 01:00 | | 1484 |
| 02:00 | | 1413 |
| 03:00 | | 1549 |
| 04:00 | | 1676 |
| 05:00 | | 1736 |
| 06:00 | | 1381 |
| 07:00 | | 990 |
| 08:00 | | 790 |
| 09:00 | | 628 |
| 10:00 | | 450 |
| 11:00 | | 288 |
| Total | | 19631 |
| AM Peak | 11:00 | |
| Vol. | | 1346 |
| PM Peak | 17:00 | |
| Vol. | | 1736 |
| Total | | 77613 |
| ADT | Not Calculated | |

| Start Time | 22-Apr-05 Fri | EB |
|--------------|------------------|-------------|
| 12:00 AM | | * |
| 01:00 | | * |
| 02:00 | | * |
| 03:00 | | * |
| 04:00 | | * |
| 05:00 | | * |
| 06:00 | | * |
| 07:00 | | * |
| 08:00 | | * |
| 09:00 | | * |
| 10:00 | | * |
| 11:00 | | * |
| 12:00 PM | | * |
| 01:00 | | * |
| 02:00 | | * |
| 03:00 | | * |
| 04:00 | | 1482 |
| 05:00 | | 1372 |
| 06:00 | | 1098 |
| 07:00 | | 673 |
| 08:00 | | 580 |
| 09:00 | | 530 |
| 10:00 | | 434 |
| 11:00 | | 295 |
| Total | | 6464 |
| AM Peak | | |
| Vol. | | |
| PM Peak | 16:00 | |
| Vol. | | 1482 |

| Start Time | 23-Apr-05 Sat | EB |
|--------------|------------------|--------------|
| 12:00 AM | | 236 |
| 01:00 | | 178 |
| 02:00 | | 278 |
| 03:00 | | 118 |
| 04:00 | | 74 |
| 05:00 | | 168 |
| 06:00 | | 366 |
| 07:00 | | 673 |
| 08:00 | | 954 |
| 09:00 | | 1122 |
| 10:00 | | 1238 |
| 11:00 | | 1316 |
| 12:00 PM | | 1410 |
| 01:00 | | 1434 |
| 02:00 | | 1371 |
| 03:00 | | 1537 |
| 04:00 | | 1431 |
| 05:00 | | 1271 |
| 06:00 | | 1128 |
| 07:00 | | 858 |
| 08:00 | | 744 |
| 09:00 | | 664 |
| 10:00 | | 542 |
| 11:00 | | 365 |
| Total | | 19476 |
| AM Peak | 11:00 | |
| Vol. | | 1316 |
| PM Peak | 15:00 | |
| Vol. | | 1537 |

| Start Time | 24-Apr-05 Sun | EB |
|------------|---------------|-------|
| 12:00 AM | | 294 |
| 01:00 | | 224 |
| 02:00 | | 404 |
| 03:00 | | 109 |
| 04:00 | | 64 |
| 05:00 | | 94 |
| 06:00 | | 168 |
| 07:00 | | 344 |
| 08:00 | | 526 |
| 09:00 | | 724 |
| 10:00 | | 989 |
| 11:00 | | 1090 |
| 12:00 PM | | 1410 |
| 01:00 | | 1385 |
| 02:00 | | 1108 |
| 03:00 | | 995 |
| 04:00 | | 897 |
| 05:00 | | 806 |
| 06:00 | | 655 |
| 07:00 | | 570 |
| 08:00 | | 402 |
| 09:00 | | 348 |
| 10:00 | | 214 |
| 11:00 | | 130 |
| Total | | 13950 |
| AM Peak | | 11:00 |
| Vol. | | 1090 |
| PM Peak | | 12:00 |
| Vol. | | 1410 |

| Start Time | 25-Apr-05 Mon | EB |
|------------|---------------|-------|
| 12:00 AM | | 106 |
| 01:00 | | 98 |
| 02:00 | | 72 |
| 03:00 | | 91 |
| 04:00 | | 114 |
| 05:00 | | 375 |
| 06:00 | | 966 |
| 07:00 | | 1528 |
| 08:00 | | 1299 |
| 09:00 | | 1024 |
| 10:00 | | 990 |
| 11:00 | | 1090 |
| 12:00 PM | | 1150 |
| 01:00 | | 1022 |
| 02:00 | | 1103 |
| 03:00 | | 1242 |
| 04:00 | | 1100 |
| 05:00 | | 922 |
| 06:00 | | 706 |
| 07:00 | | 497 |
| 08:00 | | 400 |
| 09:00 | | 319 |
| 10:00 | | 214 |
| 11:00 | | 138 |
| Total | | 16566 |
| AM Peak | | 07:00 |
| Vol. | | 1528 |
| PM Peak | | 15:00 |
| Vol. | | 1242 |

| Start Time | 26-Apr-05 Tue | EB |
|------------|------------------|-------|
| 12:00 AM | | 108 |
| 01:00 | | 76 |
| 02:00 | | 104 |
| 03:00 | | 78 |
| 04:00 | | 118 |
| 05:00 | | 426 |
| 06:00 | | 1146 |
| 07:00 | | 1764 |
| 08:00 | | 1417 |
| 09:00 | | 1099 |
| 10:00 | | 1185 |
| 11:00 | | 1041 |
| 12:00 PM | | 1102 |
| 01:00 | | 1005 |
| 02:00 | | 1036 |
| 03:00 | | 1121 |
| 04:00 | | 1393 |
| 05:00 | | 1290 |
| 06:00 | | 1032 |
| 07:00 | | 633 |
| 08:00 | | 545 |
| 09:00 | | 498 |
| 10:00 | | 408 |
| 11:00 | | 277 |
| Total | | 18902 |
| AM Peak | 07:00 | |
| Vol. | | 1764 |
| PM Peak | 16:00 | |
| Vol. | | 1393 |
| Total | | 75358 |
| ADT | Not Calculated | |

| Start Time | 22-Apr-05 Fri | EB |
|------------|------------------|-------|
| 12:00 AM | | * |
| 01:00 | | * |
| 02:00 | | * |
| 03:00 | | * |
| 04:00 | | * |
| 05:00 | | * |
| 06:00 | | * |
| 07:00 | | * |
| 08:00 | | * |
| 09:00 | | * |
| 10:00 | | * |
| 11:00 | | * |
| 12:00 PM | | * |
| 01:00 | | * |
| 02:00 | | * |
| 03:00 | | 1251 |
| 04:00 | | 1172 |
| 05:00 | | 1082 |
| 06:00 | | 914 |
| 07:00 | | 584 |
| 08:00 | | 454 |
| 09:00 | | 396 |
| 10:00 | | 387 |
| 11:00 | | 238 |
| Total | | 6478 |
| AM Peak | | |
| Vol. | | |
| PM Peak | | 15:00 |
| Vol. | | 1251 |

| Start Time | 23-Apr-05 Sat | EB |
|------------|------------------|-------|
| 12:00 AM | | 190 |
| 01:00 | | 157 |
| 02:00 | | 281 |
| 03:00 | | 81 |
| 04:00 | | 54 |
| 05:00 | | 132 |
| 06:00 | | 295 |
| 07:00 | | 550 |
| 08:00 | | 874 |
| 09:00 | | 1020 |
| 10:00 | | 1130 |
| 11:00 | | 1203 |
| 12:00 PM | | 1164 |
| 01:00 | | 1206 |
| 02:00 | | 1202 |
| 03:00 | | 1390 |
| 04:00 | | 1288 |
| 05:00 | | 1172 |
| 06:00 | | 1024 |
| 07:00 | | 798 |
| 08:00 | | 692 |
| 09:00 | | 596 |
| 10:00 | | 510 |
| 11:00 | | 314 |
| Total | | 17323 |
| AM Peak | | 11:00 |
| Vol. | | 1203 |
| PM Peak | | 15:00 |
| Vol. | | 1390 |

| Start Time | 24-Apr-05 Sun | EB |
|------------|---------------|-------|
| 12:00 AM | | 226 |
| 01:00 | | 190 |
| 02:00 | | 400 |
| 03:00 | | 76 |
| 04:00 | | 48 |
| 05:00 | | 80 |
| 06:00 | | 134 |
| 07:00 | | 292 |
| 08:00 | | 473 |
| 09:00 | | 680 |
| 10:00 | | 926 |
| 11:00 | | 1034 |
| 12:00 PM | | 1206 |
| 01:00 | | 1318 |
| 02:00 | | 1016 |
| 03:00 | | 903 |
| 04:00 | | 788 |
| 05:00 | | 722 |
| 06:00 | | 580 |
| 07:00 | | 511 |
| 08:00 | | 356 |
| 09:00 | | 279 |
| 10:00 | | 188 |
| 11:00 | | 124 |
| Total | | 12550 |
| AM Peak | | 11:00 |
| Vol. | | 1034 |
| PM Peak | | 13:00 |
| Vol. | | 1318 |

| Start Time | 25-Apr-05 Mon | EB |
|------------|---------------|-------|
| 12:00 AM | | 92 |
| 01:00 | | 83 |
| 02:00 | | 63 |
| 03:00 | | 79 |
| 04:00 | | 94 |
| 05:00 | | 291 |
| 06:00 | | 885 |
| 07:00 | | 1398 |
| 08:00 | | 1105 |
| 09:00 | | 832 |
| 10:00 | | 796 |
| 11:00 | | 818 |
| 12:00 PM | | 852 |
| 01:00 | | 728 |
| 02:00 | | 854 |
| 03:00 | | 926 |
| 04:00 | | 802 |
| 05:00 | | 734 |
| 06:00 | | 596 |
| 07:00 | | 392 |
| 08:00 | | 289 |
| 09:00 | | 232 |
| 10:00 | | 160 |
| 11:00 | | 110 |
| Total | | 13211 |
| AM Peak | | 07:00 |
| Vol. | | 1398 |
| PM Peak | | 15:00 |
| Vol. | | 926 |

| Start Time | 22-Apr-05 | WB |
|--------------|-----------|------|
| 12:00 AM | Fri | * |
| 01:00 | | * |
| 02:00 | | * |
| 03:00 | | * |
| 04:00 | | * |
| 05:00 | | * |
| 06:00 | | * |
| 07:00 | | * |
| 08:00 | | * |
| 09:00 | | * |
| 10:00 | | * |
| 11:00 | | * |
| 12:00 PM | | * |
| 01:00 | | * |
| 02:00 | | * |
| 03:00 | | 1180 |
| 04:00 | | 1368 |
| 05:00 | | 1465 |
| 06:00 | | 1300 |
| 07:00 | | 870 |
| 08:00 | | 662 |
| 09:00 | | 560 |
| 10:00 | | 392 |
| 11:00 | | 238 |
| Total | | 8035 |
| AM Peak Vol. | | |
| PM Peak Vol. | 17:00 | 1465 |

| Start Time | 23-Apr-05 | WB |
|--------------|-----------|-------|
| 12:00 AM | Sat | 187 |
| 01:00 | | 133 |
| 02:00 | | 70 |
| 03:00 | | 55 |
| 04:00 | | 79 |
| 05:00 | | 148 |
| 06:00 | | 247 |
| 07:00 | | 434 |
| 08:00 | | 722 |
| 09:00 | | 902 |
| 10:00 | | 1135 |
| 11:00 | | 1314 |
| 12:00 PM | | 1472 |
| 01:00 | | 1355 |
| 02:00 | | 1394 |
| 03:00 | | 1292 |
| 04:00 | | 1344 |
| 05:00 | | 1234 |
| 06:00 | | 1099 |
| 07:00 | | 930 |
| 08:00 | | 673 |
| 09:00 | | 602 |
| 10:00 | | 451 |
| 11:00 | | 347 |
| Total | | 17619 |
| AM Peak Vol. | 11:00 | 1314 |
| PM Peak Vol. | 12:00 | 1472 |

| Start Time | 24-Apr-05 Sun | WB |
|------------|---------------|-------|
| 12:00 AM | | 293 |
| 01:00 | | 130 |
| 02:00 | | 89 |
| 03:00 | | 56 |
| 04:00 | | 70 |
| 05:00 | | 114 |
| 06:00 | | 182 |
| 07:00 | | 362 |
| 08:00 | | 562 |
| 09:00 | | 698 |
| 10:00 | | 742 |
| 11:00 | | 914 |
| 12:00 PM | | 1003 |
| 01:00 | | 749 |
| 02:00 | | 714 |
| 03:00 | | 665 |
| 04:00 | | 496 |
| 05:00 | | 806 |
| 06:00 | | 719 |
| 07:00 | | 608 |
| 08:00 | | 440 |
| 09:00 | | 394 |
| 10:00 | | 295 |
| 11:00 | | 227 |
| Total | | 11328 |
| AM Peak | | 11:00 |
| Vol. | | 914 |
| PM Peak | | 12:00 |
| Vol. | | 1003 |

| Start Time | 25-Apr-05 Mon | WB |
|------------|---------------|-------|
| 12:00 AM | | 95 |
| 01:00 | | 106 |
| 02:00 | | 81 |
| 03:00 | | 62 |
| 04:00 | | 74 |
| 05:00 | | 150 |
| 06:00 | | 189 |
| 07:00 | | 372 |
| 08:00 | | 602 |
| 09:00 | | 731 |
| 10:00 | | 904 |
| 11:00 | | 1016 |
| 12:00 PM | | 1088 |
| 01:00 | | 1120 |
| 02:00 | | 1067 |
| 03:00 | | 1289 |
| 04:00 | | 1394 |
| 05:00 | | 1444 |
| 06:00 | | 1148 |
| 07:00 | | 823 |
| 08:00 | | 658 |
| 09:00 | | 522 |
| 10:00 | | 374 |
| 11:00 | | 240 |
| Total | | 15549 |
| AM Peak | | 11:00 |
| Vol. | | 1016 |
| PM Peak | | 17:00 |
| Vol. | | 1444 |

| Start Time | 26-Apr-05 Tue | WB |
|------------|------------------|----------------|
| 12:00 AM | | 100 |
| 01:00 | | 113 |
| 02:00 | | 86 |
| 03:00 | | 64 |
| 04:00 | | 79 |
| 05:00 | | 158 |
| 06:00 | | 200 |
| 07:00 | | 393 |
| 08:00 | | 636 |
| 09:00 | | 772 |
| 10:00 | | 956 |
| 11:00 | | 1074 |
| 12:00 PM | | 1150 |
| 01:00 | | 1184 |
| 02:00 | | 1128 |
| 03:00 | | 1236 |
| 04:00 | | 1337 |
| 05:00 | | 1385 |
| 06:00 | | 1102 |
| 07:00 | | 790 |
| 08:00 | | 630 |
| 09:00 | | 501 |
| 10:00 | | 359 |
| 11:00 | | 230 |
| Total | | 15663 |
| AM Peak | 11:00 | |
| Vol. | | 1074 |
| PM Peak | 17:00 | |
| Vol. | | 1385 |
| Total | | 68194 |
| ADT | | Not Calculated |

| Start Time | 26-Apr-05 Tue | EB |
|------------|------------------|-------|
| 12:00 AM | | 73 |
| 01:00 | | 66 |
| 02:00 | | 102 |
| 03:00 | | 60 |
| 04:00 | | 99 |
| 05:00 | | 378 |
| 06:00 | | 1062 |
| 07:00 | | 1653 |
| 08:00 | | 1250 |
| 09:00 | | 899 |
| 10:00 | | 934 |
| 11:00 | | 993 |
| 12:00 PM | | 1010 |
| 01:00 | | 955 |
| 02:00 | | 954 |
| 03:00 | | 1058 |
| 04:00 | | 1010 |
| 05:00 | | 982 |
| 06:00 | | 689 |
| 07:00 | | 514 |
| 08:00 | | 407 |
| 09:00 | | 296 |
| 10:00 | | 218 |
| 11:00 | | 122 |
| Total | | 15784 |
| AM Peak | 07:00 | |
| Vol. | | 1653 |
| PM Peak | 15:00 | |
| Vol. | | 1058 |

| Start Time | 27-Apr-05 Wed | EB |
|------------|------------------|----------------|
| 12:00 AM | | 101 |
| 01:00 | | 64 |
| 02:00 | | 124 |
| 03:00 | | 56 |
| 04:00 | | 94 |
| 05:00 | | 387 |
| 06:00 | | 1028 |
| 07:00 | | 1669 |
| 08:00 | | 1246 |
| 09:00 | | 998 |
| 10:00 | | 540 |
| 11:00 | | * |
| 12:00 PM | | * |
| 01:00 | | * |
| 02:00 | | * |
| 03:00 | | * |
| 04:00 | | * |
| 05:00 | | * |
| 06:00 | | * |
| 07:00 | | * |
| 08:00 | | * |
| 09:00 | | * |
| 10:00 | | * |
| 11:00 | | * |
| Total | | 6307 |
| AM Peak | 07:00 | |
| Vol. | | 1669 |
| PM Peak | | |
| Vol. | | |
| Total | | 71653 |
| ADT | | Not Calculated |

| Start Time | 22-Apr-05 | EB |
|------------|-----------|----|
| 12:00 AM | | * |
| 01:00 | | * |
| 02:00 | | * |
| 03:00 | | * |
| 04:00 | | * |
| 05:00 | | * |
| 06:00 | | * |
| 07:00 | | * |
| 08:00 | | * |
| 09:00 | | * |
| 10:00 | | * |
| 11:00 | | * |
| 12:00 PM | | * |
| 01:00 | | * |
| 02:00 | | * |
| 03:00 | 1119 | |
| 04:00 | 1048 | |
| 05:00 | 968 | |
| 06:00 | 818 | |
| 07:00 | 522 | |
| 08:00 | 406 | |
| 09:00 | 354 | |
| 10:00 | 346 | |
| 11:00 | 213 | |
| Total | 5794 | |
| AM Peak | | |
| Vol. | | |
| PM Peak | 15:00 | |
| Vol. | 1119 | |

| Start Time | 23-Apr-05 | EB |
|------------|-----------|------|
| 12:00 AM | | 180 |
| 01:00 | | 148 |
| 02:00 | | 265 |
| 03:00 | | 76 |
| 04:00 | | 51 |
| 05:00 | | 125 |
| 06:00 | | 279 |
| 07:00 | | 520 |
| 08:00 | | 826 |
| 09:00 | | 963 |
| 10:00 | | 1068 |
| 11:00 | 1136 | |
| 12:00 PM | | 1100 |
| 01:00 | | 1140 |
| 02:00 | | 1135 |
| 03:00 | 1313 | |
| 04:00 | | 1217 |
| 05:00 | | 1107 |
| 06:00 | | 967 |
| 07:00 | | 754 |
| 08:00 | | 654 |
| 09:00 | | 563 |
| 10:00 | | 482 |
| 11:00 | | 297 |
| Total | 16366 | |
| AM Peak | 11:00 | |
| Vol. | 1136 | |
| PM Peak | 15:00 | |
| Vol. | 1313 | |

US24 BETWEEN RIDGE & 31ST

| Start Time | 24-Apr-05 Sun | EB |
|--------------|---------------|--------------|
| 12:00 AM | | 202 |
| 01:00 | | 170 |
| 02:00 | | 358 |
| 03:00 | | 68 |
| 04:00 | | 43 |
| 05:00 | | 72 |
| 06:00 | | 120 |
| 07:00 | | 261 |
| 08:00 | | 423 |
| 09:00 | | 608 |
| 10:00 | | 828 |
| 11:00 | | 925 |
| 12:00 PM | | 1079 |
| 01:00 | | 1179 |
| 02:00 | | 909 |
| 03:00 | | 808 |
| 04:00 | | 705 |
| 05:00 | | 646 |
| 06:00 | | 519 |
| 07:00 | | 457 |
| 08:00 | | 318 |
| 09:00 | | 250 |
| 10:00 | | 168 |
| 11:00 | | 111 |
| Total | | 11227 |
| AM Peak | | 11:00 |
| Vol. | | 925 |
| PM Peak | | 13:00 |
| Vol. | | 1179 |

US24 BETWEEN RIDGE & 31ST

| Start Time | 25-Apr-05 Mon | EB |
|--------------|---------------|--------------|
| 12:00 AM | | 82 |
| 01:00 | | 74 |
| 02:00 | | 56 |
| 03:00 | | 71 |
| 04:00 | | 84 |
| 05:00 | | 260 |
| 06:00 | | 792 |
| 07:00 | | 1251 |
| 08:00 | | 988 |
| 09:00 | | 744 |
| 10:00 | | 712 |
| 11:00 | | 732 |
| 12:00 PM | | 762 |
| 01:00 | | 651 |
| 02:00 | | 764 |
| 03:00 | | 828 |
| 04:00 | | 717 |
| 05:00 | | 657 |
| 06:00 | | 533 |
| 07:00 | | 351 |
| 08:00 | | 259 |
| 09:00 | | 208 |
| 10:00 | | 143 |
| 11:00 | | 98 |
| Total | | 11817 |
| AM Peak | | 07:00 |
| Vol. | | 1251 |
| PM Peak | | 15:00 |
| Vol. | | 828 |

| Start Time | 26-Apr-05 Tue | EB |
|------------|------------------|-----|
| 12:00 AM | | 67 |
| 01:00 | | 61 |
| 02:00 | | 94 |
| 03:00 | | 56 |
| 04:00 | | 92 |
| 05:00 | | 349 |
| 06:00 | | 981 |
| 07:00 | 1527 | |
| 08:00 | 1154 | |
| 09:00 | 830 | |
| 10:00 | 862 | |
| 11:00 | 917 | |
| 12:00 PM | 932 | |
| 01:00 | 882 | |
| 02:00 | 881 | |
| 03:00 | 977 | |
| 04:00 | 932 | |
| 05:00 | 907 | |
| 06:00 | 636 | |
| 07:00 | 475 | |
| 08:00 | 376 | |
| 09:00 | 274 | |
| 10:00 | 201 | |
| 11:00 | 113 | |
| Total | 14576 | |
| AM Peak | 07:00 | |
| Vol. | 1527 | |
| PM Peak | 15:00 | |
| Vol. | 977 | |

| Start Time | 27-Apr-05 Wed | EB |
|------------|------------------|-----|
| 12:00 AM | | 90 |
| 01:00 | | 57 |
| 02:00 | | 111 |
| 03:00 | | 50 |
| 04:00 | | 84 |
| 05:00 | | 346 |
| 06:00 | | 920 |
| 07:00 | 1493 | |
| 08:00 | 1115 | |
| 09:00 | 893 | |
| 10:00 | 483 | |
| 11:00 | * | |
| 12:00 PM | * | |
| 01:00 | * | |
| 02:00 | * | |
| 03:00 | * | |
| 04:00 | * | |
| 05:00 | * | |
| 06:00 | * | |
| 07:00 | * | |
| 08:00 | * | |
| 09:00 | * | |
| 10:00 | * | |
| 11:00 | * | |
| Total | 5642 | |
| AM Peak | 07:00 | |
| Vol. | 1493 | |
| PM Peak | | |
| Vol. | | |
| Total | 65422 | |
| ADT | Not Calculated | |

| Start Time | 22-Apr-05 Fri | WB |
|------------|------------------|-------|
| 12:00 AM | | * |
| 01:00 | | * |
| 02:00 | | * |
| 03:00 | | * |
| 04:00 | | * |
| 05:00 | | * |
| 06:00 | | * |
| 07:00 | | * |
| 08:00 | | * |
| 09:00 | | * |
| 10:00 | | * |
| 11:00 | | * |
| 12:00 PM | | * |
| 01:00 | | * |
| 02:00 | | * |
| 03:00 | | 1438 |
| 04:00 | | 1720 |
| 05:00 | | 1840 |
| 06:00 | | 1413 |
| 07:00 | | 954 |
| 08:00 | | 748 |
| 09:00 | | 632 |
| 10:00 | | 442 |
| 11:00 | | 254 |
| Total | | 9441 |
| AM Peak | | |
| Vol. | | |
| PM Peak | | 17:00 |
| Vol. | | 1840 |

| Start Time | 23-Apr-05 Sat | WB |
|------------|------------------|-------|
| 12:00 AM | | 157 |
| 01:00 | | 115 |
| 02:00 | | 67 |
| 03:00 | | 43 |
| 04:00 | | 72 |
| 05:00 | | 171 |
| 06:00 | | 300 |
| 07:00 | | 550 |
| 08:00 | | 918 |
| 09:00 | | 952 |
| 10:00 | | 1086 |
| 11:00 | | 1196 |
| 12:00 PM | | 1223 |
| 01:00 | | 1204 |
| 02:00 | | 1215 |
| 03:00 | | 1175 |
| 04:00 | | 1222 |
| 05:00 | | 1110 |
| 06:00 | | 967 |
| 07:00 | | 842 |
| 08:00 | | 621 |
| 09:00 | | 539 |
| 10:00 | | 436 |
| 11:00 | | 306 |
| Total | | 16487 |
| AM Peak | | 11:00 |
| Vol. | | 1196 |
| PM Peak | | 12:00 |
| Vol. | | 1223 |

| Start Time | 24-Apr-05 Sun | WB |
|--------------|---------------|--------------|
| 12:00 AM | | 240 |
| 01:00 | | 113 |
| 02:00 | | 74 |
| 03:00 | | 48 |
| 04:00 | | 63 |
| 05:00 | | 92 |
| 06:00 | | 178 |
| 07:00 | | 378 |
| 08:00 | | 510 |
| 09:00 | | 647 |
| 10:00 | | 686 |
| 11:00 | | 809 |
| 12:00 PM | | 902 |
| 01:00 | | 838 |
| 02:00 | | 870 |
| 03:00 | | 824 |
| 04:00 | | 720 |
| 05:00 | | 645 |
| 06:00 | | 584 |
| 07:00 | | 446 |
| 08:00 | | 380 |
| 09:00 | | 322 |
| 10:00 | | 168 |
| 11:00 | | 116 |
| Total | | 10653 |
| AM Peak | 11:00 | |
| Vol. | | 809 |
| PM Peak | 12:00 | |
| Vol. | | 902 |

| Start Time | 25-Apr-05 Mon | WB |
|--------------|---------------|--------------|
| 12:00 AM | | 62 |
| 01:00 | | 32 |
| 02:00 | | 23 |
| 03:00 | | 40 |
| 04:00 | | 42 |
| 05:00 | | 111 |
| 06:00 | | 262 |
| 07:00 | | 480 |
| 08:00 | | 476 |
| 09:00 | | 528 |
| 10:00 | | 456 |
| 11:00 | | 582 |
| 12:00 PM | | 647 |
| 01:00 | | 626 |
| 02:00 | | 772 |
| 03:00 | | 1058 |
| 04:00 | | 1337 |
| 05:00 | | 1636 |
| 06:00 | | 968 |
| 07:00 | | 669 |
| 08:00 | | 494 |
| 09:00 | | 389 |
| 10:00 | | 240 |
| 11:00 | | 165 |
| Total | | 12095 |
| AM Peak | 11:00 | |
| Vol. | | 582 |
| PM Peak | 17:00 | |
| Vol. | | 1636 |

| Start Time | 26-Apr-05 | |
|------------|-----------|-------|
| | Tue | WB |
| 12:00 AM | | 85 |
| 01:00 | | 50 |
| 02:00 | | 24 |
| 03:00 | | 35 |
| 04:00 | | 52 |
| 05:00 | | 126 |
| 06:00 | | 335 |
| 07:00 | | 674 |
| 08:00 | | 688 |
| 09:00 | | 712 |
| 10:00 | | 684 |
| 11:00 | | 748 |
| 12:00 PM | | 836 |
| 01:00 | | 760 |
| 02:00 | | 972 |
| 03:00 | | 1224 |
| 04:00 | | 1589 |
| 05:00 | | 1782 |
| 06:00 | | 1191 |
| 07:00 | | 810 |
| 08:00 | | 659 |
| 09:00 | | 490 |
| 10:00 | | 290 |
| 11:00 | | 185 |
| Total | | 15001 |
| AM Peak | 11:00 | |
| Vol. | | 748 |
| PM Peak | 17:00 | |
| Vol. | | 1782 |

| Start Time | 27-Apr-05 | |
|------------|-----------|----------------|
| | Wed | WB |
| 12:00 AM | | 113 |
| 01:00 | | 72 |
| 02:00 | | 38 |
| 03:00 | | 16 |
| 04:00 | | 78 |
| 05:00 | | 134 |
| 06:00 | | 336 |
| 07:00 | | 593 |
| 08:00 | | 734 |
| 09:00 | | 692 |
| 10:00 | | 298 |
| 11:00 | | * |
| 12:00 PM | | * |
| 01:00 | | * |
| 02:00 | | * |
| 03:00 | | * |
| 04:00 | | * |
| 05:00 | | * |
| 06:00 | | * |
| 07:00 | | * |
| 08:00 | | * |
| 09:00 | | * |
| 10:00 | | * |
| 11:00 | | * |
| Total | | 3104 |
| AM Peak | 08:00 | |
| Vol. | | 734 |
| PM Peak | | |
| Vol. | | |
| Total | | 66781 |
| ADT | | Not Calculated |

| Start Time | 22-Apr-05 Fri | EB |
|------------|------------------|------|
| 12:00 AM | | * |
| 01:00 | | * |
| 02:00 | | * |
| 03:00 | | * |
| 04:00 | | * |
| 05:00 | | * |
| 06:00 | | * |
| 07:00 | | * |
| 08:00 | | * |
| 09:00 | | * |
| 10:00 | | * |
| 11:00 | | * |
| 12:00 PM | | * |
| 01:00 | | * |
| 02:00 | | 542 |
| 03:00 | | 560 |
| 04:00 | | 550 |
| 05:00 | | 455 |
| 06:00 | | 340 |
| 07:00 | | 266 |
| 08:00 | | 234 |
| 09:00 | | 202 |
| 10:00 | | 204 |
| 11:00 | | 90 |
| Total | | 3443 |
| AM Peak | | |
| Vol. | | |
| PM Peak | 15:00 | |
| Vol. | | 560 |

| Start Time | 23-Apr-05 Sat | EB |
|------------|------------------|------|
| 12:00 AM | | 63 |
| 01:00 | | 50 |
| 02:00 | | 40 |
| 03:00 | | 23 |
| 04:00 | | 12 |
| 05:00 | | 40 |
| 06:00 | | 70 |
| 07:00 | | 146 |
| 08:00 | | 269 |
| 09:00 | | 352 |
| 10:00 | | 409 |
| 11:00 | | 468 |
| 12:00 PM | | 521 |
| 01:00 | | 500 |
| 02:00 | | 554 |
| 03:00 | | 500 |
| 04:00 | | 520 |
| 05:00 | | 436 |
| 06:00 | | 334 |
| 07:00 | | 284 |
| 08:00 | | 256 |
| 09:00 | | 197 |
| 10:00 | | 194 |
| 11:00 | | 111 |
| Total | | 6349 |
| AM Peak | 11:00 | |
| Vol. | | 468 |
| PM Peak | 14:00 | |
| Vol. | | 554 |

| Start Time | 24-Apr-05 Sun | EB |
|--------------|---------------|-------------|
| 12:00 AM | | 71 |
| 01:00 | | 42 |
| 02:00 | | 34 |
| 03:00 | | 19 |
| 04:00 | | 19 |
| 05:00 | | 19 |
| 06:00 | | 53 |
| 07:00 | | 90 |
| 08:00 | | 152 |
| 09:00 | | 196 |
| 10:00 | | 251 |
| 11:00 | | 300 |
| 12:00 PM | | 372 |
| 01:00 | | 410 |
| 02:00 | | 388 |
| 03:00 | | 277 |
| 04:00 | | 280 |
| 05:00 | | 230 |
| 06:00 | | 191 |
| 07:00 | | 128 |
| 08:00 | | 138 |
| 09:00 | | 94 |
| 10:00 | | 52 |
| 11:00 | | 35 |
| Total | | 3844 |
| AM Peak | 11:00 | |
| Vol. | | 300 |
| PM Peak | 13:00 | |
| Vol. | | 410 |

| Start Time | 25-Apr-05 Mon | EB |
|--------------|---------------|-------------|
| 12:00 AM | | 30 |
| 01:00 | | 22 |
| 02:00 | | 14 |
| 03:00 | | 11 |
| 04:00 | | 18 |
| 05:00 | | 70 |
| 06:00 | | 224 |
| 07:00 | | 491 |
| 08:00 | | 494 |
| 09:00 | | 382 |
| 10:00 | | 414 |
| 11:00 | | 447 |
| 12:00 PM | | 524 |
| 01:00 | | 485 |
| 02:00 | | 461 |
| 03:00 | | 526 |
| 04:00 | | 484 |
| 05:00 | | 378 |
| 06:00 | | 272 |
| 07:00 | | 146 |
| 08:00 | | 154 |
| 09:00 | | 124 |
| 10:00 | | 63 |
| 11:00 | | 34 |
| Total | | 6268 |
| AM Peak | 08:00 | |
| Vol. | | 494 |
| PM Peak | 15:00 | |
| Vol. | | 526 |

| Start Time | 26-Apr-05 Tue | EB |
|------------|------------------|------|
| 12:00 AM | | 21 |
| 01:00 | | 22 |
| 02:00 | | 22 |
| 03:00 | | 14 |
| 04:00 | | 24 |
| 05:00 | | 69 |
| 06:00 | | 250 |
| 07:00 | | 538 |
| 08:00 | | 454 |
| 09:00 | | 386 |
| 10:00 | | 430 |
| 11:00 | | 472 |
| 12:00 PM | | 511 |
| 01:00 | | 561 |
| 02:00 | | 497 |
| 03:00 | | 502 |
| 04:00 | | 502 |
| 05:00 | | 446 |
| 06:00 | | 322 |
| 07:00 | | 230 |
| 08:00 | | 172 |
| 09:00 | | 138 |
| 10:00 | | 101 |
| 11:00 | | 46 |
| Total | | 6730 |
| AM Peak | 07:00 | |
| Vol. | | 538 |
| PM Peak | 13:00 | |
| Vol. | | 561 |

| Start Time | 27-Apr-05 Wed | EB |
|------------|------------------|----------------|
| 12:00 AM | | 34 |
| 01:00 | | 25 |
| 02:00 | | 11 |
| 03:00 | | 13 |
| 04:00 | | 19 |
| 05:00 | | 63 |
| 06:00 | | 250 |
| 07:00 | | 522 |
| 08:00 | | 522 |
| 09:00 | | 138 |
| 10:00 | | * |
| 11:00 | | * |
| 12:00 PM | | * |
| 01:00 | | * |
| 02:00 | | * |
| 03:00 | | * |
| 04:00 | | * |
| 05:00 | | * |
| 06:00 | | * |
| 07:00 | | * |
| 08:00 | | * |
| 09:00 | | * |
| 10:00 | | * |
| 11:00 | | * |
| Total | | 1597 |
| AM Peak | 07:00 | |
| Vol. | | 522 |
| PM Peak | | |
| Vol. | | |
| Total | | 28231 |
| ADT | | Not Calculated |

| Start Time | 22-Apr-05 Fri | WB |
|--------------|------------------|-------------|
| 12:00 AM | | * |
| 01:00 | | * |
| 02:00 | | * |
| 03:00 | | * |
| 04:00 | | * |
| 05:00 | | * |
| 06:00 | | * |
| 07:00 | | * |
| 08:00 | | * |
| 09:00 | | * |
| 10:00 | | * |
| 11:00 | | * |
| 12:00 PM | | * |
| 01:00 | | * |
| 02:00 | | 1078 |
| 03:00 | | 1224 |
| 04:00 | | 1296 |
| 05:00 | | 1294 |
| 06:00 | | 906 |
| 07:00 | | 650 |
| 08:00 | | 469 |
| 09:00 | | 419 |
| 10:00 | | 270 |
| 11:00 | | 192 |
| Total | | 7798 |
| AM Peak | | |
| Vol. | | |
| PM Peak | | 16:00 |
| Vol. | | 1296 |

| Start Time | 23-Apr-05 Sat | WB |
|--------------|------------------|--------------|
| 12:00 AM | | 132 |
| 01:00 | | 98 |
| 02:00 | | 60 |
| 03:00 | | 52 |
| 04:00 | | 32 |
| 05:00 | | 64 |
| 06:00 | | 141 |
| 07:00 | | 277 |
| 08:00 | | 498 |
| 09:00 | | 648 |
| 10:00 | | 832 |
| 11:00 | | 946 |
| 12:00 PM | | 1016 |
| 01:00 | | 1003 |
| 02:00 | | 948 |
| 03:00 | | 950 |
| 04:00 | | 892 |
| 05:00 | | 755 |
| 06:00 | | 620 |
| 07:00 | | 535 |
| 08:00 | | 414 |
| 09:00 | | 392 |
| 10:00 | | 291 |
| 11:00 | | 206 |
| Total | | 11802 |
| AM Peak | | 11:00 |
| Vol. | | 946 |
| PM Peak | | 12:00 |
| Vol. | | 1016 |

| Start Time | 24-Apr-05 Sun | WB |
|--------------|------------------|-------------|
| 12:00 AM | | 165 |
| 01:00 | | 100 |
| 02:00 | | 100 |
| 03:00 | | 40 |
| 04:00 | | 30 |
| 05:00 | | 54 |
| 06:00 | | 84 |
| 07:00 | | 155 |
| 08:00 | | 310 |
| 09:00 | | 413 |
| 10:00 | | 558 |
| 11:00 | | 597 |
| 12:00 PM | | 758 |
| 01:00 | | 92 |
| 02:00 | | 0 |
| 03:00 | | 0 |
| 04:00 | | 0 |
| 05:00 | | 0 |
| 06:00 | | 0 |
| 07:00 | | 0 |
| 08:00 | | 0 |
| 09:00 | | 0 |
| 10:00 | | 0 |
| 11:00 | | 0 |
| Total | | 3456 |
| AM Peak | | 11:00 |
| Vol. | | 597 |
| PM Peak | | 12:00 |
| Vol. | | 758 |

| Start Time | 25-Apr-05 Mon | WB |
|--------------|------------------|--------------|
| 12:00 AM | | 73 |
| 01:00 | | 61 |
| 02:00 | | 33 |
| 03:00 | | 20 |
| 04:00 | | 48 |
| 05:00 | | 88 |
| 06:00 | | 278 |
| 07:00 | | 521 |
| 08:00 | | 706 |
| 09:00 | | 757 |
| 10:00 | | 686 |
| 11:00 | | 813 |
| 12:00 PM | | 898 |
| 01:00 | | 821 |
| 02:00 | | 841 |
| 03:00 | | 989 |
| 04:00 | | 1110 |
| 05:00 | | 1171 |
| 06:00 | | 715 |
| 07:00 | | 482 |
| 08:00 | | 357 |
| 09:00 | | 327 |
| 10:00 | | 178 |
| 11:00 | | 124 |
| Total | | 12097 |
| AM Peak | | 11:00 |
| Vol. | | 813 |
| PM Peak | | 17:00 |
| Vol. | | 1171 |

| Start Time | 26-Apr-05 Tue | WB |
|------------|------------------|-------|
| 12:00 AM | | 81 |
| 01:00 | | 68 |
| 02:00 | | 37 |
| 03:00 | | 22 |
| 04:00 | | 53 |
| 05:00 | | 98 |
| 06:00 | | 310 |
| 07:00 | | 581 |
| 08:00 | | 787 |
| 09:00 | | 844 |
| 10:00 | | 765 |
| 11:00 | | 907 |
| 12:00 PM | | 1002 |
| 01:00 | | 916 |
| 02:00 | | 938 |
| 03:00 | | 1103 |
| 04:00 | | 1238 |
| 05:00 | | 1306 |
| 06:00 | | 798 |
| 07:00 | | 538 |
| 08:00 | | 398 |
| 09:00 | | 365 |
| 10:00 | | 199 |
| 11:00 | | 138 |
| Total | | 13492 |
| AM Peak | 11:00 | |
| Vol. | | 907 |
| PM Peak | 17:00 | |
| Vol. | | 1306 |

| Start Time | 27-Apr-05 Wed | WB |
|------------|------------------|----------------|
| 12:00 AM | | 74 |
| 01:00 | | 62 |
| 02:00 | | 34 |
| 03:00 | | 20 |
| 04:00 | | 48 |
| 05:00 | | 89 |
| 06:00 | | 282 |
| 07:00 | | 528 |
| 08:00 | | 715 |
| 09:00 | | 290 |
| 10:00 | | * |
| 11:00 | | * |
| 12:00 PM | | * |
| 01:00 | | * |
| 02:00 | | * |
| 03:00 | | * |
| 04:00 | | * |
| 05:00 | | * |
| 06:00 | | * |
| 07:00 | | * |
| 08:00 | | * |
| 09:00 | | * |
| 10:00 | | * |
| 11:00 | | * |
| Total | | 2142 |
| AM Peak | 08:00 | |
| Vol. | | 715 |
| PM Peak | | |
| Vol. | | |
| Total | | 50787 |
| ADT | | Not Calculated |

| Start Time | 22-Apr-05 Fri | EB |
|--------------|------------------|-------------|
| 12:00 AM | | * |
| 01:00 | | * |
| 02:00 | | * |
| 03:00 | | * |
| 04:00 | | * |
| 05:00 | | * |
| 06:00 | | * |
| 07:00 | | * |
| 08:00 | | * |
| 09:00 | | * |
| 10:00 | | * |
| 11:00 | | * |
| 12:00 PM | | * |
| 01:00 | | * |
| 02:00 | | 683 |
| 03:00 | | 726 |
| 04:00 | | 716 |
| 05:00 | | 616 |
| 06:00 | | 484 |
| 07:00 | | 356 |
| 08:00 | | 292 |
| 09:00 | | 273 |
| 10:00 | | 229 |
| 11:00 | | 110 |
| Total | | 4485 |
| AM Peak | | |
| Vol. | | |
| PM Peak | 15:00 | |
| Vol. | | 726 |

| Start Time | 23-Apr-05 Sat | EB |
|--------------|------------------|-------------|
| 12:00 AM | | 70 |
| 01:00 | | 59 |
| 02:00 | | 39 |
| 03:00 | | 26 |
| 04:00 | | 18 |
| 05:00 | | 52 |
| 06:00 | | 98 |
| 07:00 | | 196 |
| 08:00 | | 338 |
| 09:00 | | 476 |
| 10:00 | | 526 |
| 11:00 | | 622 |
| 12:00 PM | | 672 |
| 01:00 | | 647 |
| 02:00 | | 707 |
| 03:00 | | 648 |
| 04:00 | | 680 |
| 05:00 | | 574 |
| 06:00 | | 432 |
| 07:00 | | 365 |
| 08:00 | | 328 |
| 09:00 | | 260 |
| 10:00 | | 226 |
| 11:00 | | 135 |
| Total | | 8194 |
| AM Peak | 11:00 | |
| Vol. | | 622 |
| PM Peak | 14:00 | |
| Vol. | | 707 |

| Start Time | 24-Apr-05 Sun | EB |
|--------------|---------------|-------------|
| 12:00 AM | | 88 |
| 01:00 | | 53 |
| 02:00 | | 41 |
| 03:00 | | 25 |
| 04:00 | | 21 |
| 05:00 | | 27 |
| 06:00 | | 77 |
| 07:00 | | 114 |
| 08:00 | | 210 |
| 09:00 | | 261 |
| 10:00 | | 361 |
| 11:00 | | 440 |
| 12:00 PM | | 535 |
| 01:00 | | 552 |
| 02:00 | | 504 |
| 03:00 | | 390 |
| 04:00 | | 390 |
| 05:00 | | 320 |
| 06:00 | | 266 |
| 07:00 | | 210 |
| 08:00 | | 183 |
| 09:00 | | 122 |
| 10:00 | | 64 |
| 11:00 | | 52 |
| Total | | 5306 |
| AM Peak | 11:00 | |
| Vol. | 440 | |
| PM Peak | 13:00 | |
| Vol. | 552 | |

| Start Time | 25-Apr-05 Mon | EB |
|--------------|---------------|-------------|
| 12:00 AM | | 36 |
| 01:00 | | 22 |
| 02:00 | | 16 |
| 03:00 | | 13 |
| 04:00 | | 24 |
| 05:00 | | 94 |
| 06:00 | | 296 |
| 07:00 | | 566 |
| 08:00 | | 616 |
| 09:00 | | 454 |
| 10:00 | | 512 |
| 11:00 | | 448 |
| 12:00 PM | | 522 |
| 01:00 | | 604 |
| 02:00 | | 637 |
| 03:00 | | 677 |
| 04:00 | | 667 |
| 05:00 | | 574 |
| 06:00 | | 451 |
| 07:00 | | 332 |
| 08:00 | | 272 |
| 09:00 | | 254 |
| 10:00 | | 213 |
| 11:00 | | 103 |
| Total | | 8403 |
| AM Peak | 08:00 | |
| Vol. | 616 | |
| PM Peak | 15:00 | |
| Vol. | 677 | |

| Start Time | 26-Apr-05 | |
|------------|----------------|-------|
| | Tue | ER |
| 12:00 AM | | 79 |
| 01:00 | | 24 |
| 02:00 | | 18 |
| 03:00 | | 14 |
| 04:00 | | 26 |
| 05:00 | | 104 |
| 06:00 | | 311 |
| 07:00 | | 595 |
| 08:00 | | 647 |
| 09:00 | | 477 |
| 10:00 | | 538 |
| 11:00 | | 471 |
| 12:00 PM | | 548 |
| 01:00 | | 635 |
| 02:00 | | 669 |
| 03:00 | | 746 |
| 04:00 | | 735 |
| 05:00 | | 633 |
| 06:00 | | 497 |
| 07:00 | | 366 |
| 08:00 | | 300 |
| 09:00 | | 280 |
| 10:00 | | 235 |
| 11:00 | | 114 |
| Total | | 9062 |
| AM Peak | 08:00 | |
| Vol. | | 647 |
| PM Peak | 15:00 | |
| Vol. | | 746 |
| Total | | 35450 |
| ADT | Not Calculated | |

| Start Time | 22-Apr-05 | WB |
|------------|-----------|------|
| 12:00 AM | | * |
| 01:00 | | * |
| 02:00 | | * |
| 03:00 | | * |
| 04:00 | | * |
| 05:00 | | * |
| 06:00 | | * |
| 07:00 | | * |
| 08:00 | | * |
| 09:00 | | * |
| 10:00 | | * |
| 11:00 | | * |
| 12:00 PM | | * |
| 01:00 | | * |
| 02:00 | | 838 |
| 03:00 | | 906 |
| 04:00 | | 934 |
| 05:00 | | 901 |
| 06:00 | | 586 |
| 07:00 | | 437 |
| 08:00 | | 321 |
| 09:00 | | 284 |
| 10:00 | | 178 |
| 11:00 | | 132 |
| Total | | 5517 |
| AM Peak | | |
| Vol. | | |
| PM Peak | 16:00 | |
| Vol. | | 934 |

| Start Time | 23-Apr-05 | WB |
|------------|-----------|------|
| 12:00 AM | | 90 |
| 01:00 | | 58 |
| 02:00 | | 39 |
| 03:00 | | 30 |
| 04:00 | | 19 |
| 05:00 | | 38 |
| 06:00 | | 79 |
| 07:00 | | 148 |
| 08:00 | | 319 |
| 09:00 | | 442 |
| 10:00 | | 566 |
| 11:00 | | 650 |
| 12:00 PM | | 730 |
| 01:00 | | 526 |
| 02:00 | | 0 |
| 03:00 | | 530 |
| 04:00 | | 646 |
| 05:00 | | 532 |
| 06:00 | | 428 |
| 07:00 | | 380 |
| 08:00 | | 292 |
| 09:00 | | 272 |
| 10:00 | | 198 |
| 11:00 | | 141 |
| Total | | 7153 |
| AM Peak | 11:00 | |
| Vol. | | 650 |
| PM Peak | 12:00 | |
| Vol. | | 730 |

| Start Time | 24-Apr-05 Sun | WB |
|------------|---------------|-------|
| 12:00 AM | | 105 |
| 01:00 | | 65 |
| 02:00 | | 71 |
| 03:00 | | 27 |
| 04:00 | | 22 |
| 05:00 | | 28 |
| 06:00 | | 49 |
| 07:00 | | 77 |
| 08:00 | | 162 |
| 09:00 | | 261 |
| 10:00 | | 362 |
| 11:00 | | 426 |
| 12:00 PM | | 504 |
| 01:00 | | 470 |
| 02:00 | | 382 |
| 03:00 | | 412 |
| 04:00 | | 392 |
| 05:00 | | 372 |
| 06:00 | | 286 |
| 07:00 | | 208 |
| 08:00 | | 196 |
| 09:00 | | 133 |
| 10:00 | | 90 |
| 11:00 | | 34 |
| Total | | 5134 |
| AM Peak | | 11:00 |
| Vol. | | 426 |
| PM Peak | | 12:00 |
| Vol. | | 504 |

| Start Time | 25-Apr-05 Mon | WB |
|------------|---------------|-------|
| 12:00 AM | | 44 |
| 01:00 | | 36 |
| 02:00 | | 16 |
| 03:00 | | 14 |
| 04:00 | | 14 |
| 05:00 | | 52 |
| 06:00 | | 147 |
| 07:00 | | 294 |
| 08:00 | | 372 |
| 09:00 | | 426 |
| 10:00 | | 520 |
| 11:00 | | 601 |
| 12:00 PM | | 648 |
| 01:00 | | 634 |
| 02:00 | | 660 |
| 03:00 | | 708 |
| 04:00 | | 752 |
| 05:00 | | 748 |
| 06:00 | | 484 |
| 07:00 | | 398 |
| 08:00 | | 263 |
| 09:00 | | 194 |
| 10:00 | | 120 |
| 11:00 | | 70 |
| Total | | 8215 |
| AM Peak | | 11:00 |
| Vol. | | 601 |
| PM Peak | | 16:00 |
| Vol. | | 752 |

| Start Time | 26-Apr-05 | |
|------------|----------------|-------|
| | Tue | WB |
| 12:00 AM | | 42 |
| 01:00 | | 38 |
| 02:00 | | 32 |
| 03:00 | | 19 |
| 04:00 | | 22 |
| 05:00 | | 51 |
| 06:00 | | 142 |
| 07:00 | | 310 |
| 08:00 | | 410 |
| 09:00 | | 475 |
| 10:00 | | 577 |
| 11:00 | | 678 |
| 12:00 PM | | 630 |
| 01:00 | | 658 |
| 02:00 | | 699 |
| 03:00 | | 798 |
| 04:00 | | 836 |
| 05:00 | | 896 |
| 06:00 | | 538 |
| 07:00 | | 348 |
| 08:00 | | 286 |
| 09:00 | | 250 |
| 10:00 | | 128 |
| 11:00 | | 83 |
| Total | | 8946 |
| AM Peak | 11:00 | |
| Vol. | | 678 |
| PM Peak | 17:00 | |
| Vol. | | 896 |
| Total | | 34965 |
| ADT | Not Calculated | |

| Start Time | 22-Apr-05 | EB |
|------------|-----------|------|
| | Fri | |
| 12:00 AM | | * |
| 01:00 | | * |
| 02:00 | | * |
| 03:00 | | * |
| 04:00 | | * |
| 05:00 | | * |
| 06:00 | | * |
| 07:00 | | * |
| 08:00 | | * |
| 09:00 | | * |
| 10:00 | | * |
| 11:00 | | * |
| 12:00 PM | | * |
| 01:00 | | * |
| 02:00 | | 614 |
| 03:00 | | 640 |
| 04:00 | | 622 |
| 05:00 | | 450 |
| 06:00 | | 324 |
| 07:00 | | 287 |
| 08:00 | | 256 |
| 09:00 | | 247 |
| 10:00 | | 222 |
| 11:00 | | 96 |
| Total | | 3758 |
| AM Peak | | |
| Vol. | | |
| PM Peak | | |
| Vol. | 15:00 | 640 |

| Start Time | 23-Apr-05 | EB |
|------------|-----------|-------|
| | Sat | |
| 12:00 AM | | 78 |
| 01:00 | | 54 |
| 02:00 | | 37 |
| 03:00 | | 20 |
| 04:00 | | 17 |
| 05:00 | | 29 |
| 06:00 | | 75 |
| 07:00 | | 160 |
| 08:00 | | 286 |
| 09:00 | | 414 |
| 10:00 | | 453 |
| 11:00 | | 550 |
| 12:00 PM | | 594 |
| 01:00 | | 607 |
| 02:00 | | 645 |
| 03:00 | | 607 |
| 04:00 | | 622 |
| 05:00 | | 538 |
| 06:00 | | 418 |
| 07:00 | | 342 |
| 08:00 | | 299 |
| 09:00 | | 228 |
| 10:00 | | 230 |
| 11:00 | | 92 |
| Total | | 7395 |
| AM Peak | | 11:00 |
| Vol. | | 550 |
| PM Peak | | 14:00 |
| Vol. | | 645 |

| Start Time | 24-Apr-05 Sun | EB |
|------------|---------------|------|
| 12:00 AM | | 74 |
| 01:00 | | 58 |
| 02:00 | | 39 |
| 03:00 | | 22 |
| 04:00 | | 27 |
| 05:00 | | 25 |
| 06:00 | | 42 |
| 07:00 | | 98 |
| 08:00 | | 173 |
| 09:00 | | 242 |
| 10:00 | | 314 |
| 11:00 | | 390 |
| 12:00 PM | | 465 |
| 01:00 | | 496 |
| 02:00 | | 470 |
| 03:00 | | 355 |
| 04:00 | | 350 |
| 05:00 | | 298 |
| 06:00 | | 255 |
| 07:00 | | 178 |
| 08:00 | | 176 |
| 09:00 | | 107 |
| 10:00 | | 62 |
| 11:00 | | 36 |
| Total | | 4752 |
| AM Peak | 11:00 | |
| Vol. | | 390 |
| PM Peak | 13:00 | |
| Vol. | | 496 |

| Start Time | 25-Apr-05 Mon | EB |
|------------|---------------|------|
| 12:00 AM | | 32 |
| 01:00 | | 30 |
| 02:00 | | 13 |
| 03:00 | | 10 |
| 04:00 | | 15 |
| 05:00 | | 62 |
| 06:00 | | 159 |
| 07:00 | | 360 |
| 08:00 | | 418 |
| 09:00 | | 561 |
| 10:00 | | 452 |
| 11:00 | | 412 |
| 12:00 PM | | 513 |
| 01:00 | | 524 |
| 02:00 | | 614 |
| 03:00 | | 640 |
| 04:00 | | 622 |
| 05:00 | | 450 |
| 06:00 | | 324 |
| 07:00 | | 287 |
| 08:00 | | 256 |
| 09:00 | | 247 |
| 10:00 | | 222 |
| 11:00 | | 96 |
| Total | | 7319 |
| AM Peak | 09:00 | |
| Vol. | | 561 |
| PM Peak | 15:00 | |
| Vol. | | 640 |

| Start Time | 26-Apr-05 | |
|------------|----------------|-------|
| | Tue | EB |
| 12:00 AM | | 34 |
| 01:00 | | 32 |
| 02:00 | | 13 |
| 03:00 | | 11 |
| 04:00 | | 15 |
| 05:00 | | 65 |
| 06:00 | | 168 |
| 07:00 | | 378 |
| 08:00 | | 440 |
| 09:00 | | 590 |
| 10:00 | | 475 |
| 11:00 | | 433 |
| 12:00 PM | | 539 |
| 01:00 | | 551 |
| 02:00 | | 646 |
| 03:00 | | 673 |
| 04:00 | | 653 |
| 05:00 | | 473 |
| 06:00 | | 341 |
| 07:00 | | 302 |
| 08:00 | | 269 |
| 09:00 | | 260 |
| 10:00 | | 234 |
| 11:00 | | 101 |
| Total | | 7696 |
| AM Peak | 09:00 | |
| Vol. | | 590 |
| PM Peak | 15:00 | |
| Vol. | | 673 |
| Total | | 30920 |
| ADT | Not Calculated | |

| Start Time | 22-Apr-05 | |
|----------------|-----------|-------------|
| | Fri | WB |
| 12:00 AM | | * |
| 01:00 | | * |
| 02:00 | | * |
| 03:00 | | * |
| 04:00 | | * |
| 05:00 | | * |
| 06:00 | | * |
| 07:00 | | * |
| 08:00 | | * |
| 09:00 | | * |
| 10:00 | | * |
| 11:00 | | * |
| 12:00 PM | | * |
| 01:00 | | * |
| 02:00 | | 732 |
| 03:00 | | 740 |
| 04:00 | | 790 |
| 05:00 | | 790 |
| 06:00 | | 576 |
| 07:00 | | 415 |
| 08:00 | | 302 |
| 09:00 | | 246 |
| 10:00 | | 153 |
| 11:00 | | 109 |
| Total | | 4853 |
| AM Peak | | |
| Vol. | | |
| PM Peak | | |
| Vol. | 16:00 | 790 |

| Start Time | 23-Apr-05 | |
|----------------|-----------|-------------|
| | Sat | WB |
| 12:00 AM | | 73 |
| 01:00 | | 46 |
| 02:00 | | 27 |
| 03:00 | | 26 |
| 04:00 | | 14 |
| 05:00 | | 28 |
| 06:00 | | 62 |
| 07:00 | | 139 |
| 08:00 | | 286 |
| 09:00 | | 406 |
| 10:00 | | 524 |
| 11:00 | | 577 |
| 12:00 PM | | 708 |
| 01:00 | | 639 |
| 02:00 | | 672 |
| 03:00 | | 660 |
| 04:00 | | 662 |
| 05:00 | | 492 |
| 06:00 | | 438 |
| 07:00 | | 352 |
| 08:00 | | 264 |
| 09:00 | | 236 |
| 10:00 | | 172 |
| 11:00 | | 110 |
| Total | | 7613 |
| AM Peak | | |
| Vol. | 11:00 | 577 |
| PM Peak | | |
| Vol. | 12:00 | 708 |

| Start Time | 24-Apr-05 Sun | WB |
|--------------|------------------|-------------|
| 12:00 AM | | 95 |
| 01:00 | | 48 |
| 02:00 | | 54 |
| 03:00 | | 18 |
| 04:00 | | 19 |
| 05:00 | | 28 |
| 06:00 | | 36 |
| 07:00 | | 98 |
| 08:00 | | 200 |
| 09:00 | | 244 |
| 10:00 | | 390 |
| 11:00 | | 454 |
| 12:00 PM | | 567 |
| 01:00 | | 502 |
| 02:00 | | 405 |
| 03:00 | | 362 |
| 04:00 | | 344 |
| 05:00 | | 303 |
| 06:00 | | 270 |
| 07:00 | | 198 |
| 08:00 | | 160 |
| 09:00 | | 104 |
| 10:00 | | 69 |
| 11:00 | | 37 |
| Total | | 5005 |
| AM Peak | 11:00 | |
| Vol. | | 454 |
| PM Peak | 12:00 | |
| Vol. | | 567 |

| Start Time | 25-Apr-05 Mon | WB |
|--------------|------------------|-------------|
| 12:00 AM | | 28 |
| 01:00 | | 24 |
| 02:00 | | 12 |
| 03:00 | | 8 |
| 04:00 | | 13 |
| 05:00 | | 35 |
| 06:00 | | 152 |
| 07:00 | | 260 |
| 08:00 | | 322 |
| 09:00 | | 396 |
| 10:00 | | 470 |
| 11:00 | | 581 |
| 12:00 PM | | 598 |
| 01:00 | | 528 |
| 02:00 | | 614 |
| 03:00 | | 638 |
| 04:00 | | 702 |
| 05:00 | | 675 |
| 06:00 | | 456 |
| 07:00 | | 348 |
| 08:00 | | 228 |
| 09:00 | | 163 |
| 10:00 | | 84 |
| 11:00 | | 52 |
| Total | | 7387 |
| AM Peak | 11:00 | |
| Vol. | | 581 |
| PM Peak | 16:00 | |
| Vol. | | 702 |

| Start Time | 26-Apr-05 Tue | WR |
|------------|------------------|------|
| 12:00 AM | | 32 |
| 01:00 | | 22 |
| 02:00 | | 22 |
| 03:00 | | 20 |
| 04:00 | | 14 |
| 05:00 | | 44 |
| 06:00 | | 148 |
| 07:00 | | 295 |
| 08:00 | | 394 |
| 09:00 | | 413 |
| 10:00 | | 510 |
| 11:00 | | 592 |
| 12:00 PM | | 586 |
| 01:00 | | 572 |
| 02:00 | | 588 |
| 03:00 | | 684 |
| 04:00 | | 682 |
| 05:00 | | 810 |
| 06:00 | | 495 |
| 07:00 | | 324 |
| 08:00 | | 226 |
| 09:00 | | 210 |
| 10:00 | | 106 |
| 11:00 | | 68 |
| Total | | 7857 |
| AM Peak | 11:00 | |
| Vol. | | 592 |
| PM Peak | 17:00 | |
| Vol. | | 810 |

| Start Time | 27-Apr-05 Wed | WR |
|------------|------------------|----------------|
| 12:00 AM | | 41 |
| 01:00 | | 33 |
| 02:00 | | 16 |
| 03:00 | | 10 |
| 04:00 | | 22 |
| 05:00 | | 44 |
| 06:00 | | 158 |
| 07:00 | | 289 |
| 08:00 | | 430 |
| 09:00 | | 356 |
| 10:00 | | * |
| 11:00 | | * |
| 12:00 PM | | * |
| 01:00 | | * |
| 02:00 | | * |
| 03:00 | | * |
| 04:00 | | * |
| 05:00 | | * |
| 06:00 | | * |
| 07:00 | | * |
| 08:00 | | * |
| 09:00 | | * |
| 10:00 | | * |
| 11:00 | | * |
| Total | | 1399 |
| AM Peak | 08:00 | |
| Vol. | | 430 |
| PM Peak | | |
| Vol. | | |
| Total | | 34114 |
| ADT | | Not Calculated |

| Start Time | 22-Apr-05 Fri | WB |
|-----------------|------------------|-------------|
| 12:00 AM | | * |
| 01:00 | | * |
| 02:00 | | * |
| 03:00 | | * |
| 04:00 | | * |
| 05:00 | | * |
| 06:00 | | * |
| 07:00 | | * |
| 08:00 | | * |
| 09:00 | | * |
| 10:00 | | * |
| 11:00 | | * |
| 12:00 PM | | * |
| 01:00 | | * |
| 02:00 | | * |
| 03:00 | | 674 |
| 04:00 | | 720 |
| 05:00 | | 751 |
| 06:00 | | 632 |
| 07:00 | | 423 |
| 08:00 | | 326 |
| 09:00 | | 251 |
| 10:00 | | 184 |
| 11:00 | | 102 |
| Total | | 4063 |
| AM Peak Vol. | | |
| PM Peak Vol. | 17:00 | 751 |

| Start Time | 23-Apr-05 Sat | WB |
|-----------------|------------------|-------------|
| 12:00 AM | | 81 |
| 01:00 | | 52 |
| 02:00 | | 24 |
| 03:00 | | 26 |
| 04:00 | | 28 |
| 05:00 | | 32 |
| 06:00 | | 110 |
| 07:00 | | 334 |
| 08:00 | | 318 |
| 09:00 | | 436 |
| 10:00 | | 564 |
| 11:00 | | 584 |
| 12:00 PM | | 690 |
| 01:00 | | 670 |
| 02:00 | | 696 |
| 03:00 | | 638 |
| 04:00 | | 608 |
| 05:00 | | 478 |
| 06:00 | | 394 |
| 07:00 | | 333 |
| 08:00 | | 252 |
| 09:00 | | 230 |
| 10:00 | | 169 |
| 11:00 | | 107 |
| Total | | 7854 |
| AM Peak Vol. | 11:00 | 584 |
| PM Peak Vol. | 14:00 | 696 |

| Start Time | 24-Apr-05 Sun | WB |
|------------|------------------|------|
| 12:00 AM | | 78 |
| 01:00 | | 52 |
| 02:00 | | 44 |
| 03:00 | | 13 |
| 04:00 | | 19 |
| 05:00 | | 26 |
| 06:00 | | 40 |
| 07:00 | | 82 |
| 08:00 | | 184 |
| 09:00 | | 212 |
| 10:00 | | 346 |
| 11:00 | | 440 |
| 12:00 PM | | 546 |
| 01:00 | | 518 |
| 02:00 | | 412 |
| 03:00 | | 358 |
| 04:00 | | 354 |
| 05:00 | | 303 |
| 06:00 | | 261 |
| 07:00 | | 196 |
| 08:00 | | 154 |
| 09:00 | | 92 |
| 10:00 | | 64 |
| 11:00 | | 33 |
| Total | | 4827 |
| AM Peak | 11:00 | |
| Vol. | 440 | |
| PM Peak | 12:00 | |
| Vol. | 546 | |

| Start Time | 25-Apr-05 Mon | WB |
|------------|------------------|------|
| 12:00 AM | | 28 |
| 01:00 | | 22 |
| 02:00 | | 16 |
| 03:00 | | 7 |
| 04:00 | | 12 |
| 05:00 | | 35 |
| 06:00 | | 127 |
| 07:00 | | 225 |
| 08:00 | | 332 |
| 09:00 | | 345 |
| 10:00 | | 531 |
| 11:00 | | 618 |
| 12:00 PM | | 772 |
| 01:00 | | 684 |
| 02:00 | | 552 |
| 03:00 | | 492 |
| 04:00 | | 468 |
| 05:00 | | 413 |
| 06:00 | | 368 |
| 07:00 | | 270 |
| 08:00 | | 218 |
| 09:00 | | 142 |
| 10:00 | | 94 |
| 11:00 | | 51 |
| Total | | 6822 |
| AM Peak | 11:00 | |
| Vol. | 618 | |
| PM Peak | 12:00 | |
| Vol. | 772 | |

| Start Time | 26-Apr-05 | |
|------------|----------------|-------|
| | Tue | WB |
| 12:00 AM | | 31 |
| 01:00 | | 27 |
| 02:00 | | 13 |
| 03:00 | | 12 |
| 04:00 | | 15 |
| 05:00 | | 21 |
| 06:00 | | 170 |
| 07:00 | | 291 |
| 08:00 | | 361 |
| 09:00 | | 444 |
| 10:00 | | 527 |
| 11:00 | | 651 |
| 12:00 PM | | 670 |
| 01:00 | | 592 |
| 02:00 | | 688 |
| 03:00 | | 715 |
| 04:00 | | 787 |
| 05:00 | | 757 |
| 06:00 | | 511 |
| 07:00 | | 390 |
| 08:00 | | 256 |
| 09:00 | | 183 |
| 10:00 | | 94 |
| 11:00 | | 58 |
| Total | | 8264 |
| AM Peak | 11:00 | |
| Vol. | | 651 |
| PM Peak | 16:00 | |
| Vol. | | 787 |
| Total | | 31830 |
| ADT | Not Calculated | |

APPENDIX B

2005 Operations Analysis Output

AM EXISTING

Baseline



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-----------------------------------|-------|-------|-------|------|------|------|----------------------|------|------|------|------|------|
| Lane Configurations | ↖↖ | ↗↗ | | | ↖↖ | ↗ | ↖ | ↕ | | | | |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 4.0 | 4.0 | | | 4.0 | 4.0 | 4.0 | 4.0 | | | | |
| Lane Util. Factor | 0.97 | 0.95 | | | 0.95 | 1.00 | 0.95 | 0.95 | | | | |
| Frt | 1.00 | 1.00 | | | 1.00 | 0.85 | 1.00 | 0.94 | | | | |
| Flt Protected | 0.95 | 1.00 | | | 1.00 | 1.00 | 0.95 | 0.97 | | | | |
| Satd. Flow (prot) | 3367 | 3505 | | | 3252 | 1346 | 1649 | 1589 | | | | |
| Flt Permitted | 0.95 | 1.00 | | | 1.00 | 1.00 | 0.95 | 0.97 | | | | |
| Satd. Flow (perm) | 3367 | 3505 | | | 3252 | 1346 | 1649 | 1589 | | | | |
| Volume (vph) | 474 | 891 | 0 | 0 | 320 | 99 | 511 | 0 | 125 | 0 | 0 | 0 |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 515 | 968 | 0 | 0 | 348 | 108 | 555 | 0 | 136 | 0 | 0 | 0 |
| RTOR Reduction (vph) | 0 | 0 | 0 | 0 | 0 | 73 | 0 | 18 | 0 | 0 | 0 | 0 |
| Lane Group Flow (vph) | 515 | 968 | 0 | 0 | 348 | 35 | 355 | 318 | 0 | 0 | 0 | 0 |
| Heavy Vehicles (%) | 4% | 3% | 2% | 2% | 11% | 20% | 4% | 2% | 3% | 2% | 2% | 2% |
| Turn Type | Prot | | | | | | Perm | | Perm | | | |
| Protected Phases | 5 | 2 | | | 6 | | | 4 | | | | |
| Permitted Phases | | | | | | 6 | 4 | | | | | |
| Actuated Green, G (s) | 44.0 | 94.0 | | | 44.0 | 44.0 | 34.0 | 34.0 | | | | |
| Effective Green, g (s) | 46.0 | 96.0 | | | 46.0 | 46.0 | 36.0 | 36.0 | | | | |
| Actuated g/C Ratio | 0.33 | 0.69 | | | 0.33 | 0.33 | 0.26 | 0.26 | | | | |
| Clearance Time (s) | 6.0 | 6.0 | | | 6.0 | 6.0 | 6.0 | 6.0 | | | | |
| Lane Grp Cap (vph) | 1106 | 2403 | | | 1069 | 442 | 424 | 409 | | | | |
| v/s Ratio Prot | c0.15 | c0.28 | | | 0.11 | | | | | | | |
| v/s Ratio Perm | | | | | | 0.03 | c0.22 | 0.20 | | | | |
| v/c Ratio | 0.47 | 0.40 | | | 0.33 | 0.08 | 0.84 | 0.78 | | | | |
| Uniform Delay, d1 | 37.3 | 9.6 | | | 35.3 | 32.4 | 49.2 | 48.3 | | | | |
| Progression Factor | 1.84 | 0.25 | | | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| Incremental Delay, d2 | 1.3 | 0.5 | | | 0.8 | 0.4 | 17.6 | 13.6 | | | | |
| Delay (s) | 70.0 | 2.9 | | | 36.1 | 32.8 | 66.8 | 61.9 | | | | |
| Level of Service | E | A | | | D | C | E | E | | | | |
| Approach Delay (s) | | 26.2 | | | 35.3 | | | 64.4 | | | 0.0 | |
| Approach LOS | | C | | | D | | | E | | | A | |
| Intersection Summary | | | | | | | | | | | | |
| HCM Average Control Delay | | | 37.8 | | | | HCM Level of Service | | | | D | |
| HCM Volume to Capacity ratio | | | 0.54 | | | | | | | | | |
| Actuated Cycle Length (s) | | | 140.0 | | | | Sum of lost time (s) | | | | 8.0 | |
| Intersection Capacity Utilization | | | 50.3% | | | | ICU Level of Service | | | | A | |
| Analysis Period (min) | | | 15 | | | | | | | | | |
| c Critical Lane Group | | | | | | | | | | | | |

Baseline

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|-----------------------------------|------|-------|------|----------------------|------|------|
| Lane Configurations | ↑↑↑ | | | ↑↑ | ↑↑ | |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 4.0 | | | 4.0 | 4.0 | |
| Lane Util. Factor | 0.91 | | | 0.95 | 0.97 | |
| Fr _t | 1.00 | | | 1.00 | 0.94 | |
| Fl _t Protected | 1.00 | | | 1.00 | 0.97 | |
| Satd. Flow (prot) | 5036 | | | 3406 | 3156 | |
| Fl _t Permitted | 1.00 | | | 1.00 | 0.97 | |
| Satd. Flow (perm) | 5036 | | | 3406 | 3156 | |
| Volume (vph) | 1160 | 0 | 0 | 893 | 242 | 158 |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 1261 | 0 | 0 | 971 | 263 | 172 |
| RTOR Reduction (vph) | 0 | 0 | 0 | 0 | 62 | 0 |
| Lane Group Flow (vph) | 1261 | 0 | 0 | 971 | 373 | 0 |
| Heavy Vehicles (%) | 3% | 2% | 11% | 6% | 9% | 3% |
| Turn Type | | | | | | |
| Protected Phases | 2 | | | 6 | 4 | |
| Permitted Phases | | | | | | |
| Actuated Green, G (s) | 90.5 | | | 90.5 | 37.0 | |
| Effective Green, g (s) | 92.5 | | | 92.5 | 39.5 | |
| Actuated g/C Ratio | 0.66 | | | 0.66 | 0.28 | |
| Clearance Time (s) | 6.0 | | | 6.0 | 6.5 | |
| Lane Grp Cap (vph) | 3327 | | | 2250 | 890 | |
| v/s Ratio Prot | 0.25 | | | 0.29 | 0.12 | |
| v/s Ratio Perm | | | | | | |
| v/c Ratio | 0.38 | | | 0.43 | 0.42 | |
| Uniform Delay, d ₁ | 10.8 | | | 11.3 | 40.9 | |
| Progression Factor | 0.24 | | | 0.44 | 1.00 | |
| Incremental Delay, d ₂ | 0.0 | | | 0.5 | 1.5 | |
| Delay (s) | 2.6 | | | 5.5 | 42.4 | |
| Level of Service | A | | | A | D | |
| Approach Delay (s) | 2.6 | | | 5.5 | 42.4 | |
| Approach LOS | A | | | A | D | |
| Intersection Summary | | | | | | |
| HCM Average Control Delay | | 10.1 | | HCM Level of Service | | B |
| HCM Volume to Capacity ratio | | 0.43 | | | | |
| Actuated Cycle Length (s) | | 140.0 | | Sum of lost time (s) | | 8.0 |
| Intersection Capacity Utilization | | 78.6% | | ICU Level of Service | | D |
| Analysis Period (min) | | 15 | | | | |
| c Critical Lane Group | | | | | | |

Baseline

| Movement | EBL | EBT | EBR | WBL | WBT | WBR2 | SBL | SBR | SBR2 | NEL2 | NET | NER |
|-----------------------------------|-------|-------|-------|------|-------|------|------|--------|--------|--------|------|--------|
| Lane Configurations | | | | | | | | | | | | |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lane Util. Factor | 1.00 | 0.95 | 1.00 | 0.97 | 0.95 | 1.00 | 1.00 | 0.88 | 1.00 | 0.97 | 0.95 | 1.00 |
| Frt | 1.00 | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 | 1.00 | 0.85 | 0.85 | 1.00 | 1.00 | 0.85 |
| Flt Protected | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 |
| Satd. Flow (prot) | 1787 | 3505 | 1553 | 3367 | 3406 | 1538 | 1656 | 2787 | 1429 | 3367 | 3471 | 1568 |
| Flt Permitted | 0.37 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 |
| Satd. Flow (perm) | 690 | 3505 | 1553 | 3367 | 3406 | 1538 | 1656 | 2787 | 1429 | 3367 | 3471 | 1568 |
| Volume (vph) | 175 | 1422 | 192 | 348 | 691 | 79 | 26 | 244 | 94 | 139 | 205 | 397 |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 190 | 1546 | 209 | 378 | 751 | 86 | 28 | 265 | 102 | 151 | 223 | 432 |
| RTOR Reduction (vph) | 0 | 0 | 73 | 0 | 0 | 45 | 0 | 0 | 81 | 0 | 0 | 330 |
| Lane Group Flow (vph) | 190 | 1546 | 136 | 378 | 751 | 41 | 28 | 265 | 21 | 151 | 223 | 102 |
| Heavy Vehicles (%) | 1% | 3% | 4% | 4% | 6% | 5% | 9% | 2% | 13% | 4% | 4% | 3% |
| Turn Type | pm+pt | | Perm | Prot | | Perm | | custom | custom | custom | | custom |
| Protected Phases | 5 | 2 | | 1 | 6 | | 3 | 8 | | 7 | | |
| Permitted Phases | 2 | | 2 | | | 6 | 8 | | 8 | 4 | 4 | 4 |
| Actuated Green, G (s) | 50.0 | 40.0 | 40.0 | 35.0 | 65.0 | 65.0 | 39.0 | 27.0 | 27.0 | 47.0 | 31.0 | 31.0 |
| Effective Green, g (s) | 53.0 | 42.0 | 42.0 | 36.0 | 67.0 | 67.0 | 42.0 | 29.0 | 29.0 | 50.0 | 33.0 | 33.0 |
| Actuated g/C Ratio | 0.38 | 0.30 | 0.30 | 0.26 | 0.48 | 0.48 | 0.30 | 0.21 | 0.21 | 0.36 | 0.24 | 0.24 |
| Clearance Time (s) | 5.0 | 6.0 | 6.0 | 5.0 | 6.0 | 6.0 | 5.0 | 6.0 | 6.0 | 5.0 | 6.0 | 6.0 |
| Lane Grp Cap (vph) | 347 | 1052 | 466 | 866 | 1630 | 736 | 497 | 577 | 296 | 1203 | 818 | 370 |
| v/s Ratio Prot | c0.04 | c0.44 | | 0.11 | c0.22 | | 0.01 | c0.10 | | c0.02 | | |
| v/s Ratio Perm | 0.16 | | 0.09 | | | 0.03 | 0.01 | | 0.01 | 0.03 | 0.06 | 0.06 |
| v/c Ratio | 0.55 | 1.47 | 0.29 | 0.44 | 0.46 | 0.06 | 0.06 | 0.46 | 0.07 | 0.13 | 0.27 | 0.28 |
| Uniform Delay, d1 | 30.2 | 49.0 | 37.6 | 43.5 | 24.4 | 19.6 | 34.9 | 48.6 | 44.7 | 30.3 | 43.7 | 43.7 |
| Progression Factor | 0.90 | 0.97 | 1.23 | 0.94 | 0.93 | 1.49 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Incremental Delay, d2 | 0.6 | 211.8 | 0.1 | 1.5 | 0.9 | 0.1 | 0.2 | 2.6 | 0.5 | 0.2 | 0.8 | 1.8 |
| Delay (s) | 27.8 | 259.2 | 46.3 | 42.6 | 23.5 | 29.3 | 35.1 | 51.3 | 45.1 | 30.5 | 44.5 | 45.6 |
| Level of Service | C | F | D | D | C | C | D | D | D | C | D | D |
| Approach Delay (s) | | 213.8 | | | 29.9 | | 48.5 | | | | 42.5 | |
| Approach LOS | | F | | | C | | D | | | | D | |
| Intersection Summary | | | | | | | | | | | | |
| HCM Average Control Delay | | | 115.9 | | | | | | | | | F |
| HCM Volume to Capacity ratio | | | 0.78 | | | | | | | | | |
| Actuated Cycle Length (s) | | | 140.0 | | | | | | | 20.0 | | |
| Intersection Capacity Utilization | | | 75.1% | | | | | | | | | D |
| ICU Level of Service | | | | | | | | | | | | |
| Analysis Period (min) | | | 15 | | | | | | | | | |
| c Critical Lane Group | | | | | | | | | | | | |

Baseline

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-----------------------------------|-------|-------|------|----------------------|------|------|-------|-------|------|-------|------|------|
| Lane Configurations | | | | | | | | | | | | |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lane Util. Factor | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.95 | 1.00 |
| Frt | 1.00 | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 |
| Flt Protected | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 |
| Satd. Flow (prot) | 1736 | 3539 | 1599 | 1703 | 3343 | 1524 | 1805 | 1881 | 1553 | 1556 | 3574 | 1615 |
| Flt Permitted | 0.46 | 1.00 | 1.00 | 0.07 | 1.00 | 1.00 | 0.47 | 1.00 | 1.00 | 0.38 | 1.00 | 1.00 |
| Satd. Flow (perm) | 835 | 3539 | 1599 | 125 | 3343 | 1524 | 902 | 1881 | 1553 | 618 | 3574 | 1615 |
| Volume (vph) | 89 | 1553 | 173 | 293 | 484 | 116 | 124 | 222 | 242 | 62 | 264 | 34 |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 97 | 1688 | 188 | 318 | 526 | 126 | 135 | 241 | 263 | 67 | 287 | 37 |
| RTOR Reduction (vph) | 0 | 0 | 53 | 0 | 0 | 67 | 0 | 0 | 201 | 0 | 0 | 28 |
| Lane Group Flow (vph) | 97 | 1688 | 135 | 318 | 526 | 59 | 135 | 241 | 62 | 67 | 287 | 9 |
| Heavy Vehicles (%) | 4% | 2% | 1% | 6% | 8% | 6% | 0% | 1% | 4% | 16% | 1% | 0% |
| Turn Type | pm+pt | | Perm | pm+pt | | Perm | pm+pt | | Perm | pm+pt | | Perm |
| Protected Phases | 5 | 2 | | 1 | 6 | | 7 | 4 | | 3 | 8 | |
| Permitted Phases | 2 | | 2 | 6 | | 6 | 4 | | 4 | 8 | | 8 |
| Actuated Green, G (s) | 61.0 | 51.0 | 51.0 | 78.0 | 63.0 | 63.0 | 44.5 | 31.0 | 31.0 | 44.5 | 31.0 | 31.0 |
| Effective Green, g (s) | 64.5 | 53.5 | 53.5 | 80.5 | 65.5 | 65.5 | 47.5 | 33.0 | 33.0 | 47.5 | 33.0 | 33.0 |
| Actuated g/C Ratio | 0.46 | 0.38 | 0.38 | 0.58 | 0.47 | 0.47 | 0.34 | 0.24 | 0.24 | 0.34 | 0.24 | 0.24 |
| Clearance Time (s) | 5.0 | 6.5 | 6.5 | 5.0 | 6.5 | 6.5 | 5.0 | 6.0 | 6.0 | 5.0 | 6.0 | 6.0 |
| Lane Grp Cap (vph) | 455 | 1352 | 611 | 331 | 1564 | 713 | 400 | 443 | 366 | 307 | 842 | 381 |
| v/s Ratio Prot | 0.02 | c0.48 | | c0.16 | 0.16 | | c0.03 | c0.13 | | 0.02 | 0.08 | |
| v/s Ratio Perm | 0.08 | | 0.08 | 0.40 | | 0.04 | 0.08 | | 0.04 | 0.05 | | 0.01 |
| v/c Ratio | 0.21 | 1.25 | 0.22 | 0.96 | 0.34 | 0.08 | 0.34 | 0.54 | 0.17 | 0.22 | 0.34 | 0.02 |
| Uniform Delay, d1 | 21.6 | 43.2 | 29.2 | 60.1 | 23.5 | 20.6 | 33.2 | 46.9 | 42.6 | 32.5 | 44.5 | 41.1 |
| Progression Factor | 0.34 | 0.76 | 0.71 | 0.71 | 1.34 | 4.51 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Incremental Delay, d2 | 0.4 | 114.6 | 0.4 | 39.1 | 0.6 | 0.2 | 2.3 | 4.7 | 1.0 | 1.6 | 1.1 | 0.1 |
| Delay (s) | 7.7 | 147.4 | 21.1 | 82.0 | 32.2 | 93.2 | 35.4 | 51.6 | 43.6 | 34.2 | 45.6 | 41.2 |
| Level of Service | A | F | C | F | C | F | D | D | D | C | D | D |
| Approach Delay (s) | | 128.5 | | | 56.4 | | | 44.9 | | | 43.2 | |
| Approach LOS | | F | | | E | | | D | | | D | |
| Intersection Summary | | | | | | | | | | | | |
| HCM Average Control Delay | 89.1 | | | HCM Level of Service | | | F | | | | | |
| HCM Volume to Capacity ratio | 0.90 | | | | | | | | | | | |
| Actuated Cycle Length (s) | 140.0 | | | Sum of lost time (s) | | | 16.0 | | | | | |
| Intersection Capacity Utilization | 87.6% | | | ICU Level of Service | | | E | | | | | |
| Analysis Period (min) | 15 | | | | | | | | | | | |
| c Critical Lane Group | | | | | | | | | | | | |






















Baseline

| Movement | SEL | SET | SER | NWL | NWT | NWR | NEL | NET | NER | SWL | SWT | SWR |
|-----------------------------------|-------|-------|--------|-------|------|----------------------|------|-------|------|------|------|------|
| Lane Configurations | ↖ | ↗ | ↘ | ↙ | ↖ | ↗ | ↘ | ↙ | ↖ | ↗ | ↘ | ↙ |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lane Util. Factor | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frnt | 1.00 | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 | 1.00 | 0.96 | |
| Flt Protected | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | |
| Satd. Flow (prot) | 1656 | 3574 | 1524 | 1597 | 3471 | 1568 | 1770 | 1727 | 1482 | 1770 | 1731 | |
| Flt Permitted | 0.41 | 1.00 | 1.00 | 0.05 | 1.00 | 1.00 | 0.72 | 1.00 | 1.00 | 0.71 | 1.00 | |
| Satd. Flow (perm) | 723 | 3574 | 1524 | 90 | 3471 | 1568 | 1335 | 1727 | 1482 | 1330 | 1731 | |
| Volume (vph) | 11 | 1684 | 39 | 53 | 474 | 39 | 40 | 61 | 45 | 42 | 41 | 16 |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 12 | 1830 | 42 | 58 | 515 | 42 | 43 | 66 | 49 | 46 | 45 | 17 |
| RTOR Reduction (vph) | 0 | 0 | 13 | 0 | 0 | 20 | 0 | 0 | 32 | 0 | 10 | 0 |
| Lane Group Flow (vph) | 12 | 1830 | 29 | 58 | 515 | 22 | 43 | 66 | 17 | 46 | 52 | 0 |
| Heavy Vehicles (%) | 9% | 1% | 6% | 13% | 4% | 3% | 2% | 10% | 9% | 2% | 5% | 6% |
| Turn Type | pm+pt | | custom | pm+pt | | custom | Perm | | Perm | | Perm | |
| Protected Phases | 5 | 2 | | 1 | 6 | | | 4 | | | | 8 |
| Permitted Phases | 2 | | 6 | 6 | | 2 | 4 | | 4 | | 8 | |
| Actuated Green, G (s) | 75.0 | 72.0 | 72.0 | 75.0 | 72.0 | 72.0 | 47.5 | 47.5 | 47.5 | 47.5 | 47.5 | 47.5 |
| Effective Green, g (s) | 78.5 | 74.5 | 74.5 | 78.5 | 74.5 | 74.5 | 49.5 | 49.5 | 49.5 | 49.5 | 49.5 | 49.5 |
| Actuated g/C Ratio | 0.56 | 0.53 | 0.53 | 0.56 | 0.53 | 0.53 | 0.35 | 0.35 | 0.35 | 0.35 | 0.35 | 0.35 |
| Clearance Time (s) | 5.0 | 6.5 | 6.5 | 5.0 | 6.5 | 6.5 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 |
| Lane Grp Cap (vph) | 432 | 1902 | 811 | 94 | 1847 | 834 | 472 | 611 | 524 | 470 | 612 | |
| v/s Ratio Prot | 0.00 | c0.51 | | c0.02 | 0.15 | | | c0.04 | | | 0.03 | |
| v/s Ratio Perm | 0.01 | | 0.02 | 0.33 | | 0.01 | 0.03 | | 0.01 | 0.03 | | |
| v/c Ratio | 0.03 | 0.96 | 0.04 | 0.62 | 0.28 | 0.03 | 0.09 | 0.11 | 0.03 | 0.10 | 0.09 | |
| Uniform Delay, d1 | 13.8 | 31.4 | 15.6 | 32.7 | 18.0 | 15.5 | 30.2 | 30.4 | 29.6 | 30.3 | 30.2 | |
| Progression Factor | 1.58 | 1.11 | 2.04 | 0.69 | 0.94 | 1.67 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | |
| Incremental Delay, d2 | 0.1 | 9.1 | 0.0 | 25.8 | 0.4 | 0.1 | 0.4 | 0.4 | 0.1 | 0.4 | 0.3 | |
| Delay (s) | 21.9 | 43.9 | 31.9 | 48.5 | 17.2 | 26.0 | 30.6 | 30.8 | 29.7 | 30.7 | 30.4 | |
| Level of Service | C | D | C | D | B | C | C | C | C | C | C | |
| Approach Delay (s) | | 43.5 | | | 20.8 | | | 30.4 | | | 30.6 | |
| Approach LOS | | D | | | C | | | C | | | C | |
| Intersection Summary | | | | | | | | | | | | |
| HCM Average Control Delay | | | 37.2 | | | HCM Level of Service | | | | | D | |
| HCM Volume to Capacity ratio | | | 0.62 | | | | | | | | | |
| Actuated Cycle Length (s) | | | 140.0 | | | Sum of lost time (s) | | | | | 12.0 | |
| Intersection Capacity Utilization | | | 63.2% | | | ICU Level of Service | | | | | B | |
| Analysis Period (min) | | | 15 | | | | | | | | | |
| c Critical Lane Group | | | | | | | | | | | | |

Baseline

| Movement | NBL | NBT | NBR | SBL | SBT | SBR | SEL | SET | SER | NWL | NWT | NWR |
|-----------------------------------|-------|------|-------|-------|------|-------|----------------------|--------|-------|------|------|------|
| Lane Configurations | | | | | | | | | | | | |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 0.97 | 1.00 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 |
| Fr _t | 1.00 | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 |
| Flt Protected | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 |
| Satd. Flow (prot) | 1504 | 1900 | 1324 | 3467 | 1900 | 1583 | 1787 | 3610 | 1615 | 1805 | 3374 | 1583 |
| Flt Permitted | 0.73 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.33 | 1.00 | 1.00 | 0.10 | 1.00 | 1.00 |
| Satd. Flow (perm) | 1154 | 1900 | 1324 | 3467 | 1900 | 1583 | 618 | 3610 | 1615 | 185 | 3374 | 1583 |
| Volume (vph) | 5 | 13 | 9 | 253 | 40 | 133 | 452 | 1472 | 7 | 13 | 413 | 161 |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 5 | 14 | 10 | 275 | 43 | 145 | 491 | 1600 | 8 | 14 | 449 | 175 |
| RTOR Reduction (vph) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 124 |
| Lane Group Flow (vph) | 5 | 14 | 10 | 275 | 43 | 145 | 491 | 1600 | 4 | 14 | 449 | 51 |
| Heavy Vehicles (%) | 20% | 0% | 22% | 1% | 0% | 2% | 1% | 0% | 0% | 0% | 7% | 2% |
| Turn Type | pm+pt | | Free | Prot | | Free | pm+pt | custom | pm+pt | | | Perm |
| Protected Phases | 3 | 8 | | 7 | 4 | | 5 | 2 | | 1 | 6 | |
| Permitted Phases | 8 | | Free | | | Free | 2 | | 4 | 6 | | 6 |
| Actuated Green, G (s) | 32.5 | 21.0 | 140.0 | 23.5 | 33.0 | 140.0 | 78.5 | 69.5 | 33.0 | 42.5 | 38.5 | 38.5 |
| Effective Green, g (s) | 35.0 | 22.5 | 140.0 | 24.5 | 34.5 | 140.0 | 81.0 | 72.0 | 34.5 | 46.0 | 41.0 | 41.0 |
| Actuated g/C Ratio | 0.25 | 0.16 | 1.00 | 0.18 | 0.25 | 1.00 | 0.58 | 0.51 | 0.25 | 0.33 | 0.29 | 0.29 |
| Clearance Time (s) | 5.0 | 5.5 | | 5.0 | 5.5 | | 5.0 | 6.5 | 5.5 | 5.0 | 6.5 | 6.5 |
| Lane Grp Cap (vph) | 320 | 305 | 1324 | 607 | 468 | 1583 | 658 | 1857 | 398 | 119 | 988 | 464 |
| v/s Ratio Prot | 0.00 | 0.01 | | c0.08 | 0.02 | | c0.19 | c0.44 | | 0.00 | 0.13 | |
| v/s Ratio Perm | 0.00 | | 0.01 | | | c0.09 | 0.24 | | 0.00 | 0.03 | | 0.03 |
| v/c Ratio | 0.02 | 0.05 | 0.01 | 0.45 | 0.09 | 0.09 | 0.75 | 0.86 | 0.01 | 0.12 | 0.45 | 0.11 |
| Uniform Delay, d1 | 39.5 | 49.7 | 0.0 | 51.7 | 40.7 | 0.0 | 18.8 | 29.7 | 39.9 | 34.1 | 40.4 | 36.2 |
| Progression Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.54 | 0.53 | 0.23 |
| Incremental Delay, d2 | 0.1 | 0.3 | 0.0 | 2.4 | 0.4 | 0.1 | 7.5 | 5.5 | 0.0 | 2.0 | 1.5 | 0.5 |
| Delay (s) | 39.6 | 50.0 | 0.0 | 54.2 | 41.1 | 0.1 | 26.4 | 35.2 | 39.9 | 20.3 | 22.7 | 8.9 |
| Level of Service | D | D | A | D | D | A | C | D | D | C | C | A |
| Approach Delay (s) | | 30.9 | | | 36.0 | | | 33.2 | | | 18.9 | |
| Approach LOS | | C | | | D | | | C | | | B | |
| Intersection Summary | | | | | | | | | | | | |
| HCM Average Control Delay | | | 30.7 | | | | HCM Level of Service | | | | C | |
| HCM Volume to Capacity ratio | | | 0.63 | | | | | | | | | |
| Actuated Cycle Length (s) | | | 140.0 | | | | Sum of lost time (s) | | | 12.0 | | |
| Intersection Capacity Utilization | | | 67.9% | | | | ICU Level of Service | | | C | | |
| Analysis Period (min) | | | 15 | | | | | | | | | |
| c: Critical Lane Group | | | | | | | | | | | | |

Baseline

| |  |  |  |  |  |  |  |  |  |  |  |  |
|-----------------------------------|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement | NBL | NBT | NBR | SBL | SBT | SBR | SEL | SET | SER | NWL | NWT | NWR |
| Lane Configurations |  |  | |  |  |  |  |  | |  |  | |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 4.0 | 4.0 | | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | | 4.0 | 4.0 | |
| Lane Util. Factor | 1.00 | 1.00 | | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | | 1.00 | 0.95 | |
| Fr _t | 1.00 | 0.96 | | 1.00 | 1.00 | 0.85 | 1.00 | 0.97 | | 1.00 | 0.99 | |
| Flt Protected | 0.95 | 1.00 | | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | | 0.95 | 1.00 | |
| Satd. Flow (prot) | 1805 | 1817 | | 1805 | 3574 | 1583 | 1805 | 3493 | | 1805 | 3474 | |
| Flt Permitted | 0.54 | 1.00 | | 0.13 | 1.00 | 1.00 | 0.59 | 1.00 | | 0.26 | 1.00 | |
| Satd. Flow (perm) | 1032 | 1817 | | 241 | 3574 | 1583 | 1118 | 3493 | | 490 | 3474 | |
| Volume (vph) | 90 | 401 | 130 | 58 | 256 | 129 | 254 | 467 | 119 | 88 | 198 | 16 |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 98 | 436 | 141 | 63 | 278 | 140 | 276 | 508 | 129 | 96 | 215 | 17 |
| RTOR Reduction (vph) | 0 | 12 | 0 | 0 | 0 | 96 | 0 | 23 | 0 | 0 | 6 | 0 |
| Lane Group Flow (vph) | 98 | 565 | 0 | 63 | 278 | 44 | 276 | 614 | 0 | 96 | 226 | 0 |
| Heavy Vehicles (%) | 0% | 1% | 0% | 0% | 1% | 2% | 0% | 0% | 1% | 0% | 3% | 0% |
| Turn Type | pm+pt | | | pm+pt | | Perm | pm+pt | | | pm+pt | | |
| Protected Phases | 7 | 4 | | 3 | 8 | | 5 | 2 | | 1 | 6 | |
| Permitted Phases | 4 | | | 8 | | 8 | 2 | | | 6 | | |
| Actuated Green, G (s) | 41.5 | 30.0 | | 41.5 | 30.0 | 30.0 | 37.5 | 30.0 | | 37.5 | 30.0 | |
| Effective Green, g (s) | 44.0 | 31.5 | | 44.0 | 31.5 | 31.5 | 40.0 | 31.5 | | 40.0 | 31.5 | |
| Actuated g/C Ratio | 0.44 | 0.32 | | 0.44 | 0.32 | 0.32 | 0.40 | 0.32 | | 0.40 | 0.32 | |
| Clearance Time (s) | 5.0 | 5.5 | | 5.0 | 5.5 | 5.5 | 5.0 | 5.5 | | 5.0 | 5.5 | |
| Lane Grp Cap (vph) | 551 | 572 | | 302 | 1126 | 499 | 506 | 1100 | | 308 | 1094 | |
| v/s Ratio Prot | 0.02 | c0.31 | | c0.03 | 0.08 | | c0.05 | c0.18 | | 0.03 | 0.07 | |
| v/s Ratio Perm | 0.06 | | | 0.07 | | 0.03 | 0.17 | | | 0.10 | | |
| v/c Ratio | 0.18 | 0.99 | | 0.21 | 0.25 | 0.09 | 0.55 | 0.56 | | 0.31 | 0.21 | |
| Uniform Delay, d1 | 16.6 | 34.1 | | 20.4 | 25.4 | 24.1 | 21.5 | 28.5 | | 19.8 | 25.1 | |
| Progression Factor | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | 0.72 | 0.74 | |
| Incremental Delay, d2 | 0.7 | 34.9 | | 1.6 | 0.5 | 0.3 | 4.2 | 2.0 | | 2.6 | 0.4 | |
| Delay (s) | 17.3 | 69.0 | | 21.9 | 26.0 | 24.5 | 25.7 | 30.5 | | 16.9 | 19.1 | |
| Level of Service | B | E | | C | C | C | C | C | | B | B | |
| Approach Delay (s) | | 61.5 | | | 25.0 | | | 29.1 | | | 18.4 | |
| Approach LOS | | E | | | C | | | C | | | B | |
| Intersection Summary | | | | | | | | | | | | |
| HCM Average Control Delay | | | 35.9 | HCM Level of Service | | D | | | | | | |
| HCM Volume to Capacity ratio | | | 0.67 | | | | | | | | | |
| Actuated Cycle Length (s) | | | 100.0 | Sum of lost time (s) | | 16.0 | | | | | | |
| Intersection Capacity Utilization | | | 80.6% | ICU Level of Service | | D | | | | | | |
| Analysis Period (min) | | | 15 | | | | | | | | | |
| c Critical Lane Group | | | | | | | | | | | | |

Baseline

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-----------------------------------|-------|------|------|----------------------|------|------|------|------|------|-------|------|------|
| Lane Configurations | ↖ | ↕ | ↗ | ↖ | ↕ | ↗ | | ↕ | | | ↕ | |
| Sign Control | Free | | | Free | | | Stop | | | Stop | | |
| Grade | 0% | | | 0% | | | 0% | | | 0% | | |
| Volume (veh/h) | 165 | 1737 | 1 | 17 | 520 | 15 | 1 | 2 | 23 | 3 | 2 | 9 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 179 | 1888 | 1 | 18 | 565 | 16 | 1 | 2 | 25 | 3 | 2 | 10 |
| Pedestrians | | | | | | | | | | | | |
| Lane Width (ft) | | | | | | | | | | | | |
| Walking Speed (ft/s) | | | | | | | | | | | | |
| Percent Blockage | | | | | | | | | | | | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | | | | | | None | | | None | | |
| Median storage (veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 582 | | | 1889 | | | 2577 | 2865 | 944 | 1931 | 2850 | 283 |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 582 | | | 1889 | | | 2577 | 2865 | 944 | 1931 | 2850 | 283 |
| tC, single (s) | 4.1 | | | 4.1 | | | 7.5 | 6.5 | 7.0 | 7.5 | 6.5 | 7.1 |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 2.2 | | | 2.2 | | | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.4 |
| p0 queue free % | 82 | | | 94 | | | 88 | 83 | 90 | 88 | 84 | 99 |
| cM capacity (veh/h) | 1003 | | | 321 | | | 9 | 13 | 259 | 27 | 13 | 688 |
| Direction Lane # | EB 1 | EB 2 | EB 3 | EB 4 | WB 1 | WB 2 | WB 3 | WB 4 | NB 1 | SB 1 | | |
| Volume Total | 179 | 944 | 944 | 1 | 18 | 283 | 283 | 16 | 28 | 15 | | |
| Volume Left | 179 | 0 | 0 | 0 | 18 | 0 | 0 | 0 | 1 | 3 | | |
| Volume Right | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 16 | 25 | 10 | | |
| cSH | 1003 | 1700 | 1700 | 1700 | 321 | 1700 | 1700 | 1700 | 75 | 51 | | |
| Volume to Capacity | 0.18 | 0.56 | 0.56 | 0.00 | 0.06 | 0.17 | 0.17 | 0.01 | 0.38 | 0.30 | | |
| Queue Length 95th (ft) | 16 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 36 | 26 | | |
| Control Delay (s) | 9.4 | 0.0 | 0.0 | 0.0 | 16.9 | 0.0 | 0.0 | 0.0 | 79.9 | 103.2 | | |
| Lane LOS | A | | | | C | | | | F | | F | |
| Approach Delay (s) | 0.8 | | | 0.5 | | | 79.9 | | | 103.2 | | |
| Approach LOS | | | | | | | F | | | F | | |
| Intersection Summary | | | | | | | | | | | | |
| Average Delay | | | | 2.1 | | | | | | | | |
| Intersection Capacity Utilization | 64.7% | | | ICU Level of Service | | | C | | | | | |
| Analysis Period (min) | 15 | | | | | | | | | | | |

Baseline



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR | |
|------------------------|------|------|------|------|------|------|------|------|------|------|------|------|-----|
| Lane Configurations | ↕↕ | | | ↕↕ | | | ↗ | ↕ | | | ↕ | | |
| Sign Control | Free | | | Free | | | | Stop | | | Stop | | |
| Grade | 0% | | | 0% | | | | 0% | | | 0% | | |
| Volume (veh/h) | 13 | 495 | 2 | 10 | 246 | 7 | 17 | 27 | 124 | 7 | 0 | 9 | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | |
| Hourly flow rate (vph) | 14 | 538 | 2 | 11 | 267 | 8 | 18 | 29 | 135 | 8 | 0 | 10 | |
| Pedestrians | | | | | | | | | | | | | |
| Lane Width (ft) | | | | | | | | | | | | | |
| Walking Speed (ft/s) | | | | | | | | | | | | | |
| Percent Blockage | | | | | | | | | | | | | |
| Right turn flare (veh) | | | | | | | | | | | | | |
| Median type | | | | | | | None | | | None | | | |
| Median storage (veh) | | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | | |
| vC, conflicting volume | 275 | | | | 540 | | | 733 | 864 | 270 | 736 | 858 | 134 |
| vC1, stage 1 conf vol | | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | | |
| vCu, unblocked vol | 275 | | | | 540 | | | 733 | 864 | 270 | 736 | 858 | 134 |
| tC, single (s) | 4.1 | | | | 4.3 | | | 7.5 | 6.5 | 6.9 | 7.5 | 6.5 | 6.9 |
| tC, 2 stage (s) | | | | | | | | | | | | | |
| tE (s) | 2.2 | | | | 2.3 | | | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 |
| p0 queue free % | 99 | | | | 99 | | | 94 | 90 | 82 | 97 | 100 | 99 |
| cM capacity (veh/h) | 1300 | | | | 971 | | | 304 | 288 | 734 | 230 | 290 | 897 |

| Direction Lane # | EB 1 | EB 2 | WB 1 | WB 2 | WB 3 | NB 1 | SB 1 |
|------------------------|------|------|------|------|------|------|------|
| Volume Total | 283 | 271 | 100 | 178 | 8 | 183 | 17 |
| Volume Left | 14 | 0 | 11 | 0 | 0 | 18 | 8 |
| Volume Right | 0 | 2 | 0 | 0 | 8 | 135 | 10 |
| cSH | 1300 | 1700 | 971 | 1700 | 1700 | 527 | 396 |
| Volume to Capacity | 0.01 | 0.16 | 0.01 | 0.10 | 0.00 | 0.35 | 0.04 |
| Queue Length 95th (ft) | 1 | 0 | 1 | 0 | 0 | 38 | 3 |
| Control Delay (s) | 0.5 | 0.0 | 1.0 | 0.0 | 0.0 | 15.4 | 14.5 |
| Lane LOS | A | | A | | | C | B |
| Approach Delay (s) | 0.2 | 0.4 | | 15.4 | | | 14.5 |
| Approach LOS | | | | C | | | B |

| Intersection Summary | | | |
|-----------------------------------|-------|----------------------|---|
| Average Delay | 3.2 | | |
| Intersection Capacity Utilization | 40.0% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

Baseline

| Movement | SEL | SET | SER | NWL | NWT | NWR | NEL | NET | NER | SWL | SWT | SWR |
|-----------------------------------|------|-------|-------|------|------|------|----------------------|------|------|------|------|------|
| Lane Configurations | | ↕ | | | ↕ | | ↗ | ↕ | | ↗ | ↕ | ↗ |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | | 4.0 | | | 4.0 | | 4.0 | 4.0 | | 4.0 | 4.0 | 4.0 |
| Lane Util. Factor | | 1.00 | | | 1.00 | | 1.00 | 0.95 | | 1.00 | 0.95 | 1.00 |
| Fr _t | | 0.96 | | | 0.91 | | 1.00 | 0.93 | | 1.00 | 1.00 | 0.85 |
| Flt Protected | | 0.99 | | | 0.99 | | 0.95 | 1.00 | | 0.95 | 1.00 | 1.00 |
| Satd. Flow (prot) | | 1779 | | | 1699 | | 1805 | 3332 | | 1805 | 3505 | 1599 |
| Flt Permitted | | 0.95 | | | 0.94 | | 0.47 | 1.00 | | 0.36 | 1.00 | 1.00 |
| Satd. Flow (perm) | | 1701 | | | 1614 | | 902 | 3332 | | 678 | 3505 | 1599 |
| Volume (vph) | 21 | 42 | 30 | 12 | 2 | 31 | 13 | 343 | 275 | 13 | 430 | 18 |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 23 | 46 | 33 | 13 | 2 | 34 | 14 | 373 | 299 | 14 | 467 | 20 |
| RTOR Reduction (vph) | 0 | 21 | 0 | 0 | 22 | 0 | 0 | 145 | 0 | 0 | 0 | 10 |
| Lane Group Flow (vph) | 0 | 81 | 0 | 0 | 27 | 0 | 14 | 527 | 0 | 14 | 467 | 10 |
| Heavy Vehicles (%) | 0% | 0% | 3% | 0% | 0% | 0% | 0% | 2% | 0% | 0% | 3% | 1% |
| Turn Type | Perm | | | Perm | | | Perm | | | Perm | | Perm |
| Protected Phases | | 4 | | | 8 | | | 2 | | | 6 | |
| Permitted Phases | 4 | | | 8 | | | 2 | | | 6 | | 6 |
| Actuated Green, G (s) | | 20.0 | | | 20.0 | | 29.0 | 29.0 | | 29.0 | 29.0 | 29.0 |
| Effective Green, g (s) | | 21.0 | | | 21.0 | | 31.0 | 31.0 | | 31.0 | 31.0 | 31.0 |
| Actuated g/C Ratio | | 0.35 | | | 0.35 | | 0.52 | 0.52 | | 0.52 | 0.52 | 0.52 |
| Clearance Time (s) | | 5.0 | | | 5.0 | | 6.0 | 6.0 | | 6.0 | 6.0 | 6.0 |
| Lane Grp Cap (vph) | | 595 | | | 565 | | 466 | 1722 | | 350 | 1811 | 826 |
| v/s Ratio Prot | | | | | | | c0.16 | | | | 0.13 | |
| v/s Ratio Perm | | c0.05 | | | 0.02 | | 0.02 | | | 0.02 | | 0.01 |
| v/c Ratio | | 0.14 | | | 0.05 | | 0.03 | 0.31 | | 0.04 | 0.26 | 0.01 |
| Uniform Delay, d1 | | 13.3 | | | 12.9 | | 7.1 | 8.3 | | 7.2 | 8.1 | 7.1 |
| Progression Factor | | 1.00 | | | 1.00 | | 1.00 | 1.00 | | 1.32 | 1.40 | 1.75 |
| Incremental Delay, d2 | | 0.5 | | | 0.2 | | 0.1 | 0.5 | | 0.2 | 0.3 | 0.0 |
| Delay (s) | | 13.8 | | | 13.0 | | 7.2 | 8.8 | | 9.6 | 11.7 | 12.4 |
| Level of Service | | B | | | B | | A | A | | A | B | B |
| Approach Delay (s) | | 13.8 | | | 13.0 | | | 8.8 | | | 11.6 | |
| Approach LOS | | B | | | B | | | A | | | B | |
| Intersection Summary | | | | | | | | | | | | |
| HCM Average Control Delay | | | 10.4 | | | | HCM Level of Service | | | | B | |
| HCM Volume to Capacity ratio | | | 0.24 | | | | | | | | | |
| Actuated Cycle Length (s) | | | 60.0 | | | | Sum of lost time (s) | | | | 8.0 | |
| Intersection Capacity Utilization | | | 47.5% | | | | ICU Level of Service | | | | A | |
| Analysis Period (min) | | | 15 | | | | | | | | | |
| c Critical Lane Group | | | | | | | | | | | | |

Baseline



| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|-----------------------------------|------|-------|-------|------|----------------------|-------|
| Lane Configurations | ↖ | ↗ | ↗ | → | ↖ | ↖ |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lane Util. Factor | 1.00 | 0.95 | 0.95 | 1.00 | 1.00 | 1.00 |
| Fr _t | 1.00 | 1.00 | 1.00 | 0.85 | 1.00 | 0.85 |
| Flt Protected | 0.95 | 1.00 | 1.00 | 1.00 | 0.95 | 1.00 |
| Satd. Flow (prot) | 1480 | 3539 | 3505 | 1538 | 1543 | 1524 |
| Flt Permitted | 0.58 | 1.00 | 1.00 | 1.00 | 0.95 | 1.00 |
| Satd. Flow (perm) | 898 | 3539 | 3505 | 1538 | 1543 | 1524 |
| Volume (vph) | 9 | 369 | 263 | 21 | 6 | 163 |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 10 | 401 | 286 | 23 | 7 | 177 |
| RTOR Reduction (vph) | 0 | 0 | 0 | 11 | 0 | 115 |
| Lane Group Flow (vph) | 10 | 401 | 286 | 12 | 7 | 62 |
| Heavy Vehicles (%) | 22% | 2% | 3% | 5% | 17% | 6% |
| Turn Type | Perm | | | Perm | custom | |
| Protected Phases | | 2 | 6 | | 4 | 4 |
| Permitted Phases | 2 | | | 6 | 4 | 4 |
| Actuated Green, G (s) | 29.0 | 29.0 | 29.0 | 29.0 | 20.0 | 20.0 |
| Effective Green, g (s) | 31.0 | 31.0 | 31.0 | 31.0 | 21.0 | 21.0 |
| Actuated g/C Ratio | 0.52 | 0.52 | 0.52 | 0.52 | 0.35 | 0.35 |
| Clearance Time (s) | 6.0 | 6.0 | 6.0 | 6.0 | 5.0 | 5.0 |
| Lane Grp Cap (vph) | 464 | 1828 | 1811 | 795 | 540 | 533 |
| v/s Ratio Prot | | c0.11 | 0.08 | | 0.00 | c0.04 |
| v/s Ratio Perm | 0.01 | | | 0.01 | | |
| v/c Ratio | 0.02 | 0.22 | 0.16 | 0.01 | 0.01 | 0.12 |
| Uniform Delay, d1 | 7.1 | 7.9 | 7.6 | 7.1 | 12.7 | 13.2 |
| Progression Factor | 1.38 | 1.40 | 1.00 | 1.00 | 1.00 | 1.00 |
| Incremental Delay, d2 | 0.1 | 0.3 | 0.2 | 0.0 | 0.0 | 0.4 |
| Delay (s) | 9.8 | 11.4 | 7.8 | 7.1 | 12.8 | 13.7 |
| Level of Service | A | B | A | A | B | B |
| Approach Delay (s) | | 11.3 | 7.8 | | 13.6 | |
| Approach LOS | | B | A | | B | |
| Intersection Summary | | | | | | |
| HCM Average Control Delay | | | 10.6 | | HCM Level of Service | B |
| HCM Volume to Capacity ratio | | | 0.18 | | | |
| Actuated Cycle Length (s) | | | 60.0 | | Sum of lost time (s) | 8.0 |
| Intersection Capacity Utilization | | | 40.0% | | ICU Level of Service | A |
| Analysis Period (min) | | | 15 | | | |
| c Critical Lane Group | | | | | | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|------------------------|-------|------|------|------|------|------|-------|------|-------|------|------|------|
| Lane Configurations | ↖↖ | ↗↗ | | | ↕↕ | ↖ | ↗ | ↕ | | | | |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 4.0 | 4.0 | | | 4.0 | 4.0 | 4.0 | 4.0 | | | | |
| Lane Util. Factor | 0.97 | 0.95 | | | 0.95 | 1.00 | 0.95 | 0.95 | | | | |
| Frt | 1.00 | 1.00 | | | 1.00 | 0.85 | 1.00 | 0.98 | | | | |
| Flt Protected | 0.95 | 1.00 | | | 1.00 | 1.00 | 0.95 | 0.96 | | | | |
| Satd. Flow (prot) | 3433 | 3539 | | | 3574 | 1599 | 1681 | 1667 | | | | |
| Flt Permitted | 0.95 | 1.00 | | | 1.00 | 1.00 | 0.95 | 0.96 | | | | |
| Satd. Flow (perm) | 3433 | 3539 | | | 3574 | 1599 | 1681 | 1667 | | | | |
| Volume (vph) | 523 | 682 | 0 | 0 | 842 | 279 | 779 | 0 | 42 | 0 | 0 | 0 |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 568 | 741 | 0 | 0 | 915 | 303 | 847 | 0 | 46 | 0 | 0 | 0 |
| RTOR Reduction (vph) | 0 | 0 | 0 | 0 | 0 | 178 | 0 | 3 | 0 | 0 | 0 | 0 |
| Lane Group Flow (vph) | 568 | 741 | 0 | 0 | 915 | 125 | 469 | 421 | 0 | 0 | 0 | 0 |
| Heavy Vehicles (%) | 2% | 2% | 0% | 0% | 1% | 1% | 2% | 0% | 2% | 0% | 0% | 0% |
| Turn Type | Prot | | | | | | Perm | | Perm | | | |
| Protected Phases | 5 | 2 | | | | | 6 | 4 | | | | |
| Permitted Phases | | | | | | | 6 | 4 | | | | |
| Actuated Green, G (s) | 33.0 | 94.0 | | | | | 55.0 | 55.0 | 34.0 | 34.0 | | |
| Effective Green, g (s) | 35.0 | 96.0 | | | | | 57.0 | 57.0 | 36.0 | 36.0 | | |
| Actuated g/C Ratio | 0.25 | 0.69 | | | | | 0.41 | 0.41 | 0.26 | 0.26 | | |
| Clearance Time (s) | 6.0 | 6.0 | | | | | 6.0 | 6.0 | 6.0 | 6.0 | | |
| Lane Grp Cap (vph) | 858 | 2427 | | | | | 1455 | 651 | 432 | 429 | | |
| v/s Ratio Prot | c0.17 | 0.21 | | | | | c0.26 | | | | | |
| v/s Ratio Perm | | | | | | | | 0.08 | c0.28 | 0.25 | | |
| v/c Ratio | 0.66 | 0.31 | | | | | 0.63 | 0.19 | 1.09 | 0.98 | | |
| Uniform Delay, d1 | 47.2 | 8.7 | | | | | 33.1 | 26.7 | 52.0 | 51.7 | | |
| Progression Factor | 0.42 | 0.37 | | | | | 1.00 | 1.00 | 1.00 | 1.00 | | |
| Incremental Delay, d2 | 3.9 | 0.3 | | | | | 2.1 | 0.7 | 68.3 | 39.1 | | |
| Delay (s) | 23.4 | 3.6 | | | | | 35.1 | 27.3 | 120.3 | 90.7 | | |
| Level of Service | C | A | | | | | D | C | F | F | | |
| Approach Delay (s) | 12.2 | | | | | | 33.2 | | 106.3 | | 0.0 | |
| Approach LOS | B | | | | | | C | | F | | A | |

| Intersection Summary | | | |
|-----------------------------------|-------|----------------------|------|
| HCM Average Control Delay | 44.2 | HCM Level of Service | D |
| HCM Volume to Capacity ratio | 0.77 | | |
| Actuated Cycle Length (s) | 140.0 | Sum of lost time (s) | 12.0 |
| Intersection Capacity Utilization | 71.1% | ICU Level of Service | C |
| Analysis Period (min) | 15 | | |
| c. Critical Lane Group | | | |



| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|------------------------|------|------|------|------|------|------|
| Lane Configurations | ↑↑↑ | | | ↑↑ | ↑↑ | |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 4.0 | | | 4.0 | 4.0 | |
| Lane Util. Factor | 0.91 | | | 0.95 | 0.97 | |
| Flt | 1.00 | | | 1.00 | 0.98 | |
| Flt Protected | 1.00 | | | 1.00 | 0.96 | |
| Satd. Flow (prot) | 5085 | | | 3539 | 3335 | |
| Flt Permitted | 1.00 | | | 1.00 | 0.96 | |
| Satd. Flow (perm) | 5085 | | | 3539 | 3335 | |
| Volume (vph) | 1053 | 0 | 0 | 1703 | 370 | 73 |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 1145 | 0 | 0 | 1851 | 402 | 79 |
| RTOR Reduction (vph) | 0 | 0 | 0 | 0 | 12 | 0 |
| Lane Group Flow (vph) | 1145 | 0 | 0 | 1851 | 469 | 0 |
| Heavy Vehicles (%) | 2% | 0% | 0% | 2% | 2% | 11% |
| Turn Type | | | | | | |
| Protected Phases | 2 | | | 6 | 4 | |
| Permitted Phases | | | | | | |
| Actuated Green, G (s) | 91.5 | | | 91.5 | 36.0 | |
| Effective Green, g (s) | 93.5 | | | 93.5 | 38.5 | |
| Actuated g/C Ratio | 0.67 | | | 0.67 | 0.28 | |
| Clearance Time (s) | 6.0 | | | 6.0 | 6.5 | |
| Lane Grp Cap (vph) | 3396 | | | 2364 | 917 | |
| v/s Ratio Prot | 0.23 | | | 0.52 | 0.14 | |
| v/s Ratio Perm | | | | | | |
| v/c Ratio | 0.34 | | | 0.78 | 0.51 | |
| Uniform Delay, d1 | 10.0 | | | 16.2 | 42.8 | |
| Progression Factor | 2.33 | | | 1.27 | 1.00 | |
| Incremental Delay, d2 | 0.1 | | | 1.6 | 2.0 | |
| Delay (s) | 23.3 | | | 22.1 | 44.8 | |
| Level of Service | C | | | C | D | |
| Approach Delay (s) | 23.3 | | | 22.1 | 44.8 | |
| Approach LOS | C | | | C | D | |

| Intersection Summary | | | |
|-----------------------------------|-------|----------------------|-----|
| HCM Average Control Delay | 25.7 | HCM Level of Service | C |
| HCM Volume to Capacity ratio | 0.70 | | |
| Actuated Cycle Length (s) | 140.0 | Sum of lost time (s) | 8.0 |
| Intersection Capacity Utilization | 99.0% | ICU Level of Service | F |
| Analysis Period (min) | 15 | | |
| c Critical Lane Group | | | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR2 | SBL | SBR | SBR2 | NEL2 | NET | NER |
|------------------------|-------|-------|------|-------|-------|------|------|--------|--------|--------|------|--------|
| Lane Configurations | ↖ | ↗ | ↘ | ↖ | ↗ | ↘ | ↖ | ↗ | ↘ | ↖ | ↗ | ↘ |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lane Util. Factor | 1.00 | 0.95 | 1.00 | 0.97 | 0.95 | 1.00 | 1.00 | 0.88 | 1.00 | 0.97 | 0.95 | 1.00 |
| Frt | 1.00 | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 | 1.00 | 0.85 | 0.85 | 1.00 | 1.00 | 0.85 |
| Flt Protected | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 |
| Satd. Flow (prot) | 1805 | 3574 | 1599 | 3467 | 3539 | 1568 | 1805 | 2842 | 1615 | 3467 | 3610 | 1599 |
| Flt Permitted | 0.13 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 |
| Satd. Flow (perm) | 243 | 3574 | 1599 | 3467 | 3539 | 1568 | 1805 | 2842 | 1615 | 3467 | 3610 | 1599 |
| Volume (vph) | 62 | 1048 | 103 | 486 | 1207 | 68 | 130 | 418 | 69 | 493 | 360 | 635 |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 67 | 1139 | 112 | 528 | 1312 | 74 | 141 | 454 | 75 | 536 | 391 | 690 |
| RTOR Reduction (vph) | 0 | 0 | 53 | 0 | 0 | 23 | 0 | 0 | 59 | 0 | 0 | 374 |
| Lane Group Flow (vph) | 67 | 1139 | 59 | 528 | 1312 | 51 | 141 | 454 | 16 | 536 | 391 | 316 |
| Heavy Vehicles (%) | 0% | 1% | 1% | 1% | 2% | 3% | 0% | 0% | 0% | 1% | 0% | 1% |
| Turn Type | pm+pt | | Perm | Prot | | Perm | | custom | custom | custom | | custom |
| Protected Phases | 5 | 2 | | 1 | 6 | | 3 | 8 | | 7 | | |
| Permitted Phases | 2 | | 2 | | | 6 | 8 | | 8 | 4 | 4 | 4 |
| Actuated Green, G (s) | 50.0 | 40.0 | 40.0 | 35.0 | 65.0 | 65.0 | 39.0 | 27.0 | 27.0 | 47.0 | 31.0 | 31.0 |
| Effective Green, g (s) | 53.0 | 42.0 | 42.0 | 36.0 | 67.0 | 67.0 | 42.0 | 29.0 | 29.0 | 50.0 | 33.0 | 33.0 |
| Actuated g/C Ratio | 0.38 | 0.30 | 0.30 | 0.26 | 0.48 | 0.48 | 0.30 | 0.21 | 0.21 | 0.36 | 0.24 | 0.24 |
| Clearance Time (s) | 5.0 | 6.0 | 6.0 | 5.0 | 6.0 | 6.0 | 5.0 | 6.0 | 6.0 | 5.0 | 6.0 | 6.0 |
| Lane Grp Cap (vph) | 215 | 1072 | 480 | 892 | 1694 | 750 | 542 | 589 | 335 | 1238 | 851 | 377 |
| v/s Ratio Prot | 0.02 | c0.32 | | c0.15 | c0.37 | | 0.02 | 0.16 | | c0.05 | | |
| v/s Ratio Perm | 0.09 | | 0.04 | | | 0.03 | 0.05 | | 0.01 | 0.10 | 0.11 | c0.20 |
| v/c Ratio | 0.31 | 1.06 | 0.12 | 0.59 | 0.77 | 0.07 | 0.26 | 0.77 | 0.05 | 0.43 | 0.46 | 0.84 |
| Uniform Delay, d1 | 29.2 | 49.0 | 35.6 | 45.6 | 30.2 | 19.7 | 37.2 | 52.4 | 44.4 | 34.2 | 45.9 | 51.0 |
| Progression Factor | 1.65 | 1.45 | 2.44 | 0.95 | 0.83 | 0.78 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Incremental Delay, d2 | 3.2 | 43.7 | 0.4 | 2.1 | 2.6 | 0.1 | 1.2 | 9.4 | 0.3 | 1.1 | 1.8 | 19.6 |
| Delay (s) | 51.5 | 114.5 | 87.3 | 45.3 | 27.8 | 15.5 | 38.4 | 61.8 | 44.7 | 35.3 | 47.6 | 70.5 |
| Level of Service | D | F | F | D | C | B | D | E | D | D | D | E |
| Approach Delay (s) | | 109.0 | | | 32.2 | | 54.9 | | | | 53.3 | |
| Approach LOS | | F | | | C | | D | | | | D | |

| Intersection Summary | | | |
|-----------------------------------|-------|----------------------|------|
| HCM Average Control Delay | 59.5 | HCM Level of Service | E |
| HCM Volume to Capacity ratio | 0.84 | | |
| Actuated Cycle Length (s) | 140.0 | Sum of lost time (s) | 16.0 |
| Intersection Capacity Utilization | 84.9% | ICU Level of Service | E |
| Analysis Period (min) | 15 | | |
| c Critical Lane Group | | | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|------------------------|-------|------|------|-------|-------|------|-------|-------|------|-------|------|------|
| Lane Configurations | ↖ | ↗ | ↘ | ↖ | ↗ | ↘ | ↖ | ↗ | ↘ | ↖ | ↗ | ↘ |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lane Util. Factor | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.95 | 1.00 |
| Fr't | 1.00 | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 |
| Flt Protected | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 |
| Satd. Flow (prot) | 1805 | 3539 | 1583 | 1787 | 3574 | 1599 | 1805 | 1900 | 1615 | 1787 | 3574 | 1615 |
| Flt Permitted | 0.07 | 1.00 | 1.00 | 0.20 | 1.00 | 1.00 | 0.42 | 1.00 | 1.00 | 0.30 | 1.00 | 1.00 |
| Satd. Flow (perm) | 142 | 3539 | 1583 | 376 | 3574 | 1599 | 798 | 1900 | 1615 | 573 | 3574 | 1615 |
| Volume (vph) | 52 | 714 | 133 | 359 | 1430 | 95 | 200 | 259 | 341 | 127 | 311 | 91 |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 57 | 776 | 145 | 390 | 1554 | 103 | 217 | 282 | 371 | 138 | 338 | 99 |
| RTOR Reduction (vph) | 0 | 0 | 88 | 0 | 0 | 30 | 0 | 0 | 260 | 0 | 0 | 76 |
| Lane Group Flow (vph) | 57 | 776 | 57 | 390 | 1554 | 73 | 217 | 282 | 111 | 138 | 338 | 23 |
| Heavy Vehicles (%) | 0% | 2% | 2% | 1% | 1% | 1% | 0% | 0% | 0% | 1% | 1% | 0% |
| Turn Type | pm+pt | | Perm | pm+pt | | Perm | pm+pt | | Perm | pm+pt | | Perm |
| Protected Phases | 5 | 2 | | 1 | 6 | | 7 | 4 | | 3 | 8 | |
| Permitted Phases | 2 | | 2 | 6 | | 6 | 4 | | 4 | 8 | | 8 |
| Actuated Green, G (s) | 61.0 | 51.0 | 51.0 | 78.0 | 63.0 | 63.0 | 44.5 | 31.0 | 31.0 | 44.5 | 31.0 | 31.0 |
| Effective Green, g (s) | 64.5 | 53.5 | 53.5 | 80.5 | 65.5 | 65.5 | 47.5 | 33.0 | 33.0 | 47.5 | 33.0 | 33.0 |
| Actuated g/C Ratio | 0.46 | 0.38 | 0.38 | 0.58 | 0.47 | 0.47 | 0.34 | 0.24 | 0.24 | 0.34 | 0.24 | 0.24 |
| Clearance Time (s) | 5.0 | 6.5 | 6.5 | 5.0 | 6.5 | 6.5 | 5.0 | 6.0 | 6.0 | 5.0 | 6.0 | 6.0 |
| Lane Grp Cap (vph) | 196 | 1352 | 605 | 448 | 1672 | 748 | 375 | 448 | 381 | 320 | 842 | 381 |
| v/s Ratio Prot | 0.02 | 0.22 | | c0.14 | c0.43 | | c0.06 | c0.15 | | 0.04 | 0.09 | |
| v/s Ratio Perm | 0.11 | | 0.04 | 0.36 | | 0.05 | 0.14 | | 0.07 | 0.10 | | 0.01 |
| v/c Ratio | 0.29 | 0.57 | 0.09 | 0.87 | 0.93 | 0.10 | 0.58 | 0.63 | 0.29 | 0.43 | 0.40 | 0.06 |
| Uniform Delay, d1 | 29.0 | 34.2 | 27.7 | 22.8 | 35.1 | 20.8 | 35.0 | 48.0 | 43.9 | 34.1 | 45.2 | 41.5 |
| Progression Factor | 0.90 | 0.76 | 2.38 | 1.58 | 0.81 | 0.76 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Incremental Delay, d2 | 3.6 | 1.7 | 0.3 | 16.8 | 8.9 | 0.2 | 6.4 | 6.6 | 1.9 | 4.2 | 1.4 | 0.3 |
| Delay (s) | 29.8 | 27.8 | 66.3 | 52.8 | 37.5 | 16.0 | 41.4 | 54.6 | 45.8 | 38.3 | 46.6 | 41.8 |
| Level of Service | C | C | E | D | D | B | D | D | D | D | D | D |
| Approach Delay (s) | | 33.7 | | | 39.3 | | | 47.6 | | | 43.8 | |
| Approach LOS | | C | | | D | | | D | | | D | |

Intersection Summary

| | | | |
|-----------------------------------|-------|----------------------|------|
| HCM Average Control Delay | 40.3 | HCM Level of Service | D |
| HCM Volume to Capacity ratio | 0.79 | | |
| Actuated Cycle Length (s) | 140.0 | Sum of lost time (s) | 12.0 |
| Intersection Capacity Utilization | 76.9% | ICU Level of Service | D |
| Analysis Period (min) | 15 | | |
| c Critical Lane Group | | | |



| Movement | SEL | SET | SER | NWL | NWT | NWR | NEL | NET | NER | SWL | SWT | SWR |
|------------------------|-------|------|------|-------|-------|------|-------|------|------|------|------|------|
| Lane Configurations | ↖ | ↗ | ↘ | ↙ | ↕ | ↔ | ↖ | ↗ | ↘ | ↙ | ↕ | ↔ |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lane Util. Factor | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Flt | 1.00 | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 | 1.00 | 1.00 | 0.95 |
| Flt Protected | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 |
| Satd. Flow (prot) | 1805 | 3539 | 1615 | 1703 | 3574 | 1615 | 1805 | 1863 | 1583 | 1805 | 1803 | 1803 |
| Flt Permitted | 0.07 | 1.00 | 1.00 | 0.29 | 1.00 | 1.00 | 0.65 | 1.00 | 1.00 | 0.70 | 1.00 | 1.00 |
| Satd. Flow (perm) | 129 | 3539 | 1615 | 520 | 3574 | 1615 | 1228 | 1863 | 1583 | 1327 | 1803 | 1803 |
| Volume (vph) | 24 | 762 | 50 | 51 | 1541 | 69 | 73 | 66 | 97 | 47 | 59 | 30 |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 26 | 828 | 54 | 55 | 1675 | 75 | 79 | 72 | 105 | 51 | 64 | 33 |
| RTOR Reduction (vph) | 0 | 0 | 20 | 0 | 0 | 26 | 0 | 0 | 81 | 0 | 13 | 0 |
| Lane Group Flow (vph) | 26 | 828 | 34 | 55 | 1675 | 49 | 79 | 72 | 24 | 51 | 84 | 0 |
| Heavy Vehicles (%) | 0% | 2% | 0% | 6% | 1% | 0% | 0% | 2% | 2% | 0% | 0% | 0% |
| Turn Type | pm+pt | | Perm | pm+pt | | Perm | Perm | | Perm | Perm | | |
| Protected Phases | 5 | 2 | | 1 | 6 | | | 4 | | | | 8 |
| Permitted Phases | 2 | | 2 | 6 | | 6 | 4 | | 4 | 8 | | |
| Actuated Green, G (s) | 93.0 | 85.0 | 85.0 | 93.0 | 85.0 | 85.0 | 29.5 | 29.5 | 29.5 | 29.5 | 29.5 | 29.5 |
| Effective Green, g (s) | 96.5 | 87.5 | 87.5 | 96.5 | 87.5 | 87.5 | 31.5 | 31.5 | 31.5 | 31.5 | 31.5 | 31.5 |
| Actuated g/C Ratio | 0.69 | 0.62 | 0.62 | 0.69 | 0.62 | 0.62 | 0.22 | 0.22 | 0.22 | 0.22 | 0.22 | 0.22 |
| Clearance Time (s) | 5.0 | 6.5 | 6.5 | 5.0 | 6.5 | 6.5 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 |
| Lane Grp Cap (vph) | 197 | 2212 | 1009 | 434 | 2234 | 1009 | 276 | 419 | 356 | 299 | 406 | 406 |
| v/s Ratio Prot | c0.01 | 0.23 | | 0.01 | c0.47 | | | 0.04 | | | | 0.05 |
| v/s Ratio Perm | 0.08 | | 0.02 | 0.08 | | 0.03 | c0.06 | | 0.01 | 0.04 | | |
| v/c Ratio | 0.13 | 0.37 | 0.03 | 0.13 | 0.75 | 0.05 | 0.29 | 0.17 | 0.07 | 0.17 | 0.21 | |
| Uniform Delay, d1 | 15.3 | 12.9 | 10.1 | 7.6 | 18.5 | 10.2 | 44.9 | 43.7 | 42.7 | 43.7 | 44.1 | |
| Progression Factor | 1.36 | 0.77 | 0.59 | 0.16 | 0.74 | 0.37 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | |
| Incremental Delay, d2 | 1.3 | 0.4 | 0.1 | 0.3 | 1.2 | 0.0 | 2.6 | 0.9 | 0.4 | 1.2 | 1.1 | |
| Delay (s) | 22.1 | 10.4 | 6.0 | 1.5 | 14.8 | 3.8 | 47.5 | 44.6 | 43.0 | 45.0 | 45.2 | |
| Level of Service | C | B | A | A | B | A | D | D | D | D | D | |
| Approach Delay (s) | | 10.5 | | | 14.0 | | | 44.9 | | | 45.1 | |
| Approach LOS | | B | | | B | | | D | | | D | |

Intersection Summary

| | | | |
|-----------------------------------|-------|----------------------|------|
| HCM Average Control Delay | 17.0 | HCM Level of Service | B |
| HCM Volume to Capacity ratio | 0.59 | | |
| Actuated Cycle Length (s) | 140.0 | Sum of lost time (s) | 12.0 |
| Intersection Capacity Utilization | 60.0% | ICU Level of Service | B |
| Analysis Period (min) | 15 | | |
| c Critical Lane Group | | | |



| Movement | NBL | NBT | NBR | SBL | SBT | SBR | SEL | SET | SER | NWL | NWT | NWR |
|------------------------|-------|-------|------|-------|-------|------|-------|--------|-------|------|-------|------|
| Lane Configurations | ↖ | ↗ | | ↖ | ↗ | | ↖ | ↗ | ↖ | ↗ | ↗ | ↖ |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 4.0 | 4.0 | | 4.0 | 4.0 | | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lane Util. Factor | 1.00 | 1.00 | | 0.95 | 0.95 | | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 |
| Fr't | 1.00 | 0.97 | | 1.00 | 0.86 | | 1.00 | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 |
| Flt Protected | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 |
| Satd. Flow (prot) | 1805 | 1761 | | 1698 | 1548 | | 1805 | 3471 | 1442 | 1805 | 3574 | 1599 |
| Flt Permitted | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.07 | 1.00 | 1.00 | 0.39 | 1.00 | 1.00 |
| Satd. Flow (perm) | 1805 | 1761 | | 1698 | 1548 | | 126 | 3471 | 1442 | 737 | 3574 | 1599 |
| Volume (vph) | 19 | 49 | 11 | 220 | 32 | 485 | 212 | 575 | 8 | 3 | 1277 | 360 |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 21 | 53 | 12 | 239 | 35 | 527 | 230 | 625 | 9 | 3 | 1388 | 391 |
| RTOR Reduction (vph) | 0 | 6 | 0 | 0 | 307 | 0 | 0 | 0 | 7 | 0 | 0 | 233 |
| Lane Group Flow (vph) | 21 | 59 | 0 | 239 | 255 | 0 | 230 | 625 | 2 | 3 | 1388 | 158 |
| Heavy Vehicles (%) | 0% | 4% | 9% | 1% | 3% | 0% | 0% | 4% | 12% | 0% | 1% | 1% |
| Turn Type | Split | | | Split | | | pm+pt | custom | pm+pt | | | Perm |
| Protected Phases | 8 | 8 | | 4 | 4 | | 5 | 2 | | 1 | 6 | |
| Permitted Phases | | | | | | | 2 | | 4 | 6 | | 6 |
| Actuated Green, G (s) | 20.5 | 20.5 | | 25.5 | 25.5 | | 76.5 | 63.0 | 25.5 | 62.5 | 54.0 | 54.0 |
| Effective Green, g (s) | 22.0 | 22.0 | | 27.0 | 27.0 | | 79.0 | 65.5 | 27.0 | 66.0 | 56.5 | 56.5 |
| Actuated g/C Ratio | 0.16 | 0.16 | | 0.19 | 0.19 | | 0.56 | 0.47 | 0.19 | 0.47 | 0.40 | 0.40 |
| Clearance Time (s) | 5.5 | 5.5 | | 5.5 | 5.5 | | 5.0 | 6.5 | 5.5 | 5.0 | 6.5 | 6.5 |
| Lane Grp Cap (vph) | 284 | 277 | | 327 | 299 | | 293 | 1624 | 278 | 420 | 1442 | 645 |
| v/s Ratio Prot | 0.01 | c0.03 | | 0.14 | c0.16 | | c0.10 | 0.18 | | 0.00 | c0.39 | |
| v/s Ratio Perm | | | | | | | 0.34 | | 0.00 | 0.00 | | 0.10 |
| v/c Ratio | 0.07 | 0.21 | | 0.73 | 0.85 | | 0.78 | 0.38 | 0.01 | 0.01 | 0.96 | 0.24 |
| Uniform Delay, d1 | 50.3 | 51.5 | | 53.1 | 54.6 | | 42.0 | 24.2 | 45.7 | 19.6 | 40.7 | 27.6 |
| Progression Factor | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | 0.94 | 0.52 | 0.71 |
| Incremental Delay, d2 | 0.5 | 1.8 | | 13.5 | 25.4 | | 18.8 | 0.7 | 0.0 | 0.0 | 12.5 | 0.6 |
| Delay (s) | 50.8 | 53.2 | | 66.5 | 80.0 | | 60.8 | 24.9 | 45.7 | 18.5 | 33.7 | 20.3 |
| Level of Service | D | D | | E | E | | E | C | D | B | C | C |
| Approach Delay (s) | | 52.6 | | | 76.0 | | | 34.6 | | | 30.7 | |
| Approach LOS | | D | | | E | | | C | | | C | |

Intersection Summary

| | | | |
|-----------------------------------|-------|----------------------|------|
| HCM Average Control Delay | 42.5 | HCM Level of Service | D |
| HCM Volume to Capacity ratio | 0.78 | | |
| Actuated Cycle Length (s) | 140.0 | Sum of lost time (s) | 16.0 |
| Intersection Capacity Utilization | 85.6% | ICU Level of Service | E |
| Analysis Period (min) | 15 | | |
| c Critical Lane Group | | | |



| Movement | NBL | NBT | NBR | SBL | SBT | SBR | SEL | SET | SER | NWL | NWT | NWR |
|------------------------|-------|-------|------|-------|------|------|-------|------|------|-------|-------|------|
| Lane Configurations | ↖ | ↗ | | ↖ | ↗ | ↖ | ↖ | ↗ | | ↖ | ↗ | |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 4.0 | 4.0 | | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | | 4.0 | 4.0 | |
| Lane Util. Factor | 1.00 | 1.00 | | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | | 1.00 | 0.95 | |
| Fr't | 1.00 | 0.98 | | 1.00 | 1.00 | 0.85 | 1.00 | 0.96 | | 1.00 | 0.99 | |
| Flt Protected | 0.95 | 1.00 | | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | | 0.95 | 1.00 | |
| Satd. Flow (prot) | 1787 | 1861 | | 1770 | 3610 | 1599 | 1752 | 3460 | | 1805 | 3536 | |
| Flt Permitted | 0.40 | 1.00 | | 0.36 | 1.00 | 1.00 | 0.23 | 1.00 | | 0.23 | 1.00 | |
| Satd. Flow (perm) | 750 | 1861 | | 673 | 3610 | 1599 | 433 | 3460 | | 436 | 3536 | |
| Volume (vph) | 215 | 260 | 41 | 45 | 407 | 235 | 154 | 465 | 163 | 88 | 572 | 48 |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 234 | 283 | 45 | 49 | 442 | 255 | 167 | 505 | 177 | 96 | 622 | 52 |
| RTOR Reduction (vph) | 0 | 5 | 0 | 0 | 0 | 175 | 0 | 35 | 0 | 0 | 6 | 0 |
| Lane Group Flow (vph) | 234 | 323 | 0 | 49 | 442 | 80 | 167 | 647 | 0 | 96 | 668 | 0 |
| Heavy Vehicles (%) | 1% | 0% | 0% | 2% | 0% | 1% | 3% | 0% | 1% | 0% | 1% | 0% |
| Turn Type | pm+pt | | | pm+pt | | Perm | pm+pt | | | pm+pt | | |
| Protected Phases | 7 | 4 | | 3 | 8 | | 5 | 2 | | 1 | 6 | |
| Permitted Phases | 4 | | | 8 | | 8 | 2 | | | 6 | | |
| Actuated Green, G (s) | 41.5 | 30.0 | | 41.5 | 30.0 | 30.0 | 37.5 | 30.0 | | 38.5 | 30.0 | |
| Effective Green, g (s) | 44.0 | 31.5 | | 44.0 | 31.5 | 31.5 | 40.0 | 31.5 | | 40.0 | 31.5 | |
| Actuated g/C Ratio | 0.44 | 0.32 | | 0.44 | 0.32 | 0.32 | 0.40 | 0.32 | | 0.40 | 0.32 | |
| Clearance Time (s) | 5.0 | 5.5 | | 5.0 | 5.5 | 5.5 | 5.0 | 5.5 | | 4.0 | 5.5 | |
| Lane Grp Cap (vph) | 460 | 586 | | 433 | 1137 | 504 | 285 | 1090 | | 291 | 1114 | |
| v/s Ratio Prot | c0.06 | c0.17 | | 0.01 | 0.12 | | c0.05 | 0.19 | | 0.03 | c0.19 | |
| v/s Ratio Perm | 0.16 | | | 0.04 | | 0.05 | 0.18 | | | 0.10 | | |
| v/c Ratio | 0.51 | 0.55 | | 0.11 | 0.39 | 0.16 | 0.59 | 0.59 | | 0.33 | 0.60 | |
| Uniform Delay, d1 | 18.3 | 28.4 | | 16.8 | 26.7 | 24.7 | 21.0 | 28.9 | | 20.0 | 28.9 | |
| Progression Factor | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | 0.57 | 0.74 | |
| Incremental Delay, d2 | 4.0 | 3.7 | | 0.5 | 1.0 | 0.7 | 8.5 | 2.4 | | 2.8 | 2.2 | |
| Delay (s) | 22.3 | 32.1 | | 17.3 | 27.7 | 25.4 | 29.5 | 31.2 | | 14.3 | 23.5 | |
| Level of Service | C | C | | B | C | C | C | C | | B | C | |
| Approach Delay (s) | | 28.0 | | | 26.2 | | | 30.9 | | | 22.4 | |
| Approach LOS | | C | | | C | | | C | | | C | |

| Intersection Summary | | | |
|-----------------------------------|-------|----------------------|------|
| HCM Average Control Delay | 26.9 | HCM Level of Service | C |
| HCM Volume to Capacity ratio | 0.57 | | |
| Actuated Cycle Length (s) | 100.0 | Sum of lost time (s) | 16.0 |
| Intersection Capacity Utilization | 65.9% | ICU Level of Service | C |
| Analysis Period (min) | 15 | | |
| c Critical Lane Group | | | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Configurations | ↖ | ↗ | ↘ | ↖ | ↗ | ↘ | | ↕ | | | ↕ | |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Volume (veh/h) | 27 | 787 | 6 | 33 | 1787 | 44 | 2 | 4 | 10 | 5 | 2 | 46 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 29 | 855 | 7 | 36 | 1942 | 48 | 2 | 4 | 11 | 5 | 2 | 50 |
| Pedestrians | | | | | | | | | | | | |
| Lane Width (ft) | | | | | | | | | | | | |
| Walking Speed (ft/s) | | | | | | | | | | | | |
| Percent Blockage | | | | | | | | | | | | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | | | | | | None | | | None | | |
| Median storage veh | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 1990 | | | 862 | | | 2008 | 2976 | 428 | 2514 | 2935 | 971 |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 1990 | | | 862 | | | 2008 | 2976 | 428 | 2514 | 2935 | 971 |
| tC, single (s) | 4.1 | | | 4.2 | | | 7.5 | 6.5 | 6.9 | 7.5 | 6.5 | 6.9 |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 2.2 | | | 2.2 | | | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 |
| p0 queue free % | 90 | | | 95 | | | 90 | 65 | 98 | 42 | 83 | 80 |
| cM capacity (veh/h) | 293 | | | 770 | | | 22 | 12 | 581 | 9 | 13 | 256 |

| Direction Lane # | EB 1 | EB 2 | EB 3 | EB 4 | WB 1 | WB 2 | WB 3 | WB 4 | NB 1 | SB 1 |
|------------------------|------|------|------|------|------|------|------|------|-------|-------|
| Volume Total | 29 | 428 | 428 | 7 | 36 | 971 | 971 | 48 | 17 | 58 |
| Volume Left | 29 | 0 | 0 | 0 | 36 | 0 | 0 | 0 | 2 | 5 |
| Volume Right | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 48 | 11 | 50 |
| cSH | 293 | 1700 | 1700 | 1700 | 770 | 1700 | 1700 | 1700 | 37 | 61 |
| Volume to Capacity | 0.10 | 0.25 | 0.25 | 0.00 | 0.05 | 0.57 | 0.57 | 0.03 | 0.47 | 0.94 |
| Queue Length 95th (ft) | 8 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 40 | 111 |
| Control Delay (s) | 18.6 | 0.0 | 0.0 | 0.0 | 9.9 | 0.0 | 0.0 | 0.0 | 169.3 | 209.5 |
| Lane LOS | C | | | | A | | | | F | F |
| Approach Delay (s) | 0.6 | | | | 0.2 | | | | 169.3 | 209.5 |
| Approach LOS | | | | | | | | | F | F |

| Intersection Summary | |
|-----------------------------------|-------|
| Average Delay | 5.3 |
| Intersection Capacity Utilization | 60.1% |
| ICU Level of Service | B |
| Analysis Period (min) | 15 |



| Movement | SEL | SET | SER | NWL | NWT | NWR | NEL | NET | NER | SWL | SWT | SWR |
|------------------------|------|-------|------|------|------|------|------|------|------|------|-------|------|
| Lane Configurations | | ↕ | | | ↕ | | ↙ | ↕↔ | | ↙ | ↕↕ | ↙ |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | | 4.0 | | | 4.0 | | 4.0 | 4.0 | | 4.0 | 4.0 | 4.0 |
| Lane Util. Factor | | 1.00 | | | 1.00 | | 1.00 | 0.95 | | 1.00 | 0.95 | 1.00 |
| Flt | | 0.97 | | | 0.92 | | 1.00 | 0.95 | | 1.00 | 1.00 | 0.85 |
| Flt Protected | | 0.98 | | | 0.99 | | 0.95 | 1.00 | | 0.95 | 1.00 | 1.00 |
| Satd. Flow (prot) | | 1782 | | | 1726 | | 1805 | 3418 | | 1805 | 3610 | 1615 |
| Flt Permitted | | 0.91 | | | 0.97 | | 0.39 | 1.00 | | 0.50 | 1.00 | 1.00 |
| Satd. Flow (perm) | | 1659 | | | 1691 | | 734 | 3418 | | 949 | 3610 | 1615 |
| Volume (vph) | 25 | 27 | 14 | 5 | 6 | 18 | 17 | 263 | 132 | 8 | 567 | 82 |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 27 | 29 | 15 | 5 | 7 | 20 | 18 | 286 | 143 | 9 | 616 | 89 |
| RTOR Reduction (vph) | 0 | 10 | 0 | 0 | 13 | 0 | 0 | 69 | 0 | 0 | 0 | 43 |
| Lane Group Flow (vph) | 0 | 61 | 0 | 0 | 19 | 0 | 18 | 360 | 0 | 9 | 616 | 46 |
| Heavy Vehicles (%) | 0% | 4% | 0% | 0% | 0% | 0% | 0% | 0% | 1% | 0% | 0% | 0% |
| Turn Type | Perm | | | Perm | | | Perm | | | Perm | | Perm |
| Protected Phases | | 4 | | | 8 | | | 2 | | | 6 | |
| Permitted Phases | 4 | | | 8 | | | 2 | | | 6 | | 6 |
| Actuated Green, G (s) | | 20.0 | | | 20.0 | | 29.0 | 29.0 | | 29.0 | 29.0 | 29.0 |
| Effective Green, g (s) | | 21.0 | | | 21.0 | | 31.0 | 31.0 | | 31.0 | 31.0 | 31.0 |
| Actuated g/C Ratio | | 0.35 | | | 0.35 | | 0.52 | 0.52 | | 0.52 | 0.52 | 0.52 |
| Clearance Time (s) | | 5.0 | | | 5.0 | | 6.0 | 6.0 | | 6.0 | 6.0 | 6.0 |
| Lane Grp Cap (vph) | | 581 | | | 592 | | 379 | 1766 | | 490 | 1865 | 834 |
| v/s Ratio Prot | | | | | | | | 0.11 | | | c0.17 | |
| v/s Ratio Perm | | c0.04 | | | 0.01 | | 0.02 | | | 0.01 | | 0.03 |
| v/c Ratio | | 0.11 | | | 0.03 | | 0.05 | 0.20 | | 0.02 | 0.33 | 0.06 |
| Uniform Delay, d1 | | 13.2 | | | 12.8 | | 7.2 | 7.8 | | 7.1 | 8.5 | 7.2 |
| Progression Factor | | 1.00 | | | 1.00 | | 1.00 | 1.00 | | 0.76 | 0.67 | 0.46 |
| Incremental Delay, d2 | | 0.4 | | | 0.1 | | 0.2 | 0.3 | | 0.1 | 0.5 | 0.1 |
| Delay (s) | | 13.5 | | | 12.9 | | 7.4 | 8.1 | | 5.4 | 6.2 | 3.4 |
| Level of Service | | B | | | B | | A | A | | A | A | A |
| Approach Delay (s) | | 13.5 | | | 12.9 | | | 8.1 | | | 5.8 | |
| Approach LOS | | B | | | B | | | A | | | A | |

Intersection Summary

| | | | |
|-----------------------------------|-------|----------------------|-----|
| HCM Average Control Delay | 7.2 | HCM Level of Service | A |
| HCM Volume to Capacity ratio | 0.24 | | |
| Actuated Cycle Length (s) | 60.0 | Sum of lost time (s) | 8.0 |
| Intersection Capacity Utilization | 47.5% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |
| c Critical Lane Group | | | |

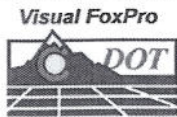


| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|------------------------|------|------|------|------|--------|------|
| Lane Configurations | ↙ | ↕ | ↕ | ↙ | ↙ | ↙ |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lane Util. Factor | 1.00 | 0.95 | 0.95 | 1.00 | 1.00 | 1.00 |
| Frt | 1.00 | 1.00 | 1.00 | 0.85 | 1.00 | 0.85 |
| Flt Protected | 0.95 | 1.00 | 1.00 | 1.00 | 0.95 | 1.00 |
| Satd. Flow (prot) | 1805 | 3610 | 3610 | 1599 | 1805 | 1599 |
| Flt Permitted | 0.49 | 1.00 | 1.00 | 1.00 | 0.95 | 1.00 |
| Satd. Flow (perm) | 928 | 3610 | 3610 | 1599 | 1805 | 1599 |
| Volume (vph) | 23 | 263 | 410 | 80 | 15 | 197 |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 25 | 286 | 446 | 87 | 16 | 214 |
| RTOR Reduction (vph) | 0 | 0 | 0 | 42 | 0 | 139 |
| Lane Group Flow (vph) | 25 | 286 | 446 | 45 | 16 | 75 |
| Heavy Vehicles (%) | 0% | 0% | 0% | 1% | 0% | 1% |
| Turn Type | Perm | | | Perm | custom | |
| Protected Phases | | 2 | 6 | | | 4 |
| Permitted Phases | 2 | | | 6 | 4 | 4 |
| Actuated Green, G (s) | 29.0 | 29.0 | 29.0 | 29.0 | 20.0 | 20.0 |
| Effective Green, g (s) | 31.0 | 31.0 | 31.0 | 31.0 | 21.0 | 21.0 |
| Actuated g/C Ratio | 0.52 | 0.52 | 0.52 | 0.52 | 0.35 | 0.35 |
| Clearance Time (s) | 6.0 | 6.0 | 6.0 | 6.0 | 5.0 | 5.0 |
| Lane Grp Cap (vph) | 479 | 1865 | 1865 | 826 | 632 | 560 |
| v/s Ratio Prot | | 0.08 | 0.12 | | | 0.05 |
| v/s Ratio Perm | 0.03 | | | 0.03 | 0.01 | |
| v/c Ratio | 0.05 | 0.15 | 0.24 | 0.05 | 0.03 | 0.13 |
| Uniform Delay, d1 | 7.2 | 7.6 | 8.0 | 7.2 | 12.8 | 13.3 |
| Progression Factor | 0.76 | 0.76 | 1.00 | 1.00 | 1.00 | 1.00 |
| Incremental Delay, d2 | 0.2 | 0.2 | 0.3 | 0.1 | 0.1 | 0.5 |
| Delay (s) | 5.7 | 6.0 | 8.3 | 7.3 | 12.9 | 13.8 |
| Level of Service | A | A | A | A | B | B |
| Approach Delay (s) | | 5.9 | 8.1 | | 13.7 | |
| Approach LOS | | A | A | | B | |

| Intersection Summary | | | |
|-----------------------------------|-------|----------------------|-----|
| HCM Average Control Delay | 8.7 | HCM Level of Service | A |
| HCM Volume to Capacity ratio | 0.20 | | |
| Actuated Cycle Length (s) | 60.0 | Sum of lost time (s) | 8.0 |
| Intersection Capacity Utilization | 40.0% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |
| c Critical Lane Group | | | |

APPENDIX C

CDOT Study Corridor Crash Statistics



Colorado Department of Transportation
Transportation Safety and Traffic Engineering
Detailed Accident Summary Report

01/04/2005

Job #: 20050104091625

Highway: 24A Begin:290.00 End:303.82 From:01/01/1999 To:12/31/2003

| Severity | Multi-Vehicle | Location |
|--------------------------|--------------------|---------------------------------------|
| PDO: 945 | One Vehicle: 447 | On Road: 1027 Off in Median: 2 |
| INJ: 407 595 :Injured | Two Vehicles: 784 | Off Road Left: 142 Unknown: 3 |
| FAT: 5 5 :Killed | Three or More: 118 | Off Road Right: 183 |
| Total: 1357 | Unknown: 8 | Off Road at Tee: 0 Total: 1357 |
| | Total: 1357 | |

| Accident Type | | |
|-------------------------|------------------------|-------------------------------|
| Overturning: 57 | Domestic Animal: 0 | Tree: 9 |
| Other Non Collision: 24 | Wild Animal: 114 | Large Boulder: 17 |
| School Age Peds: 0 | Light/Utility Pole: 5 | Rocks in Roadway: 5 |
| Other Pedestrians: 2 | Traffic Signal Pole: 0 | Barricade: 1 |
| Broadside: 73 | Sign: 16 | Wall/Building: 4 |
| Head On: 9 | Bridge Rail: 3 | Crash Cushion: 1 |
| Rear End: 559 | Guard Rail: 60 | Mailbox: 1 |
| Sideswipe (Same): 114 | Median Barrier: 36 | Other Fixed Object: 1 |
| Sideswipe (Opposite): 3 | Bridge Abutment: 0 | Involving Other Object: 8 |
| Approach Turn: 100 | Column/Pier: 0 | Road Maintenance Equipment: 0 |
| Overtaking Turn: 4 | Culvert/Headwall: 5 | Unknown: 1 |
| Parked Motor Vehicle: 4 | Embankment: 53 | Total: 1357 |
| Railway Vehicle: 0 | Curb: 42 | Total Fixed Objects: 275 |
| Bicycle: 5 | Delineator Post: 20 | Total Other Objects: 13 |
| Motorized Bicycle: 0 | Fence: 1 | |

| Lighting Conditions | |
|-----------------------|--|
| Daylight: 985 | |
| Dawn or Dusk: 47 | |
| Dark - Lighted: 135 | |
| Dark - Unlighted: 180 | |
| Unknown: 10 | |
| Total: 1357 | |

| Weather Conditions | | |
|---------------------|-------------|--|
| None: 1182 | Dust: 0 | |
| Rain: 71 | Wind: 6 | |
| Snow/Sleet/Hail: 77 | Unknown: 12 | |
| Fog: 9 | | |
| Total: 1357 | | |

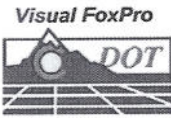
| Road Description | |
|-----------------------------|--|
| At Intersection: 477 | |
| At Driveway Access: 19 | |
| Intersection Related: 141 | |
| Non Intersection Urban: 248 | |
| In Alley: 0 | |
| Non Intersection Rural: 383 | |
| Highway Interchange: 87 | |
| Unknown: 2 | |
| Total: 1357 | |

| Road Conditions | |
|--------------------------------|--|
| Dry: 1101 | |
| Wet: 99 | |
| Muddy: 1 | |
| Snowy: 30 | |
| Icy: 52 | |
| Slushy: 11 | |
| Foreign Material: 7 | |
| With Road Treatment: 0 | |
| Dry w/lcy Road Treatment: 17 | |
| Wet w/lcy Road Treatment: 3 | |
| Snowy w/lcy Road Treatment: 4 | |
| Icy w/lcy Road Treatment: 11 | |
| Slushy w/lcy Road Treatment: 6 | |
| Unknown: 15 | |
| Total: 1357 | |

| Mainline/Ramps/Frontage Rds | | |
|-----------------------------|--------------------|--|
| Mainline: 1354 | | |
| Crossroad (Ramp A): 0 | | |
| Frontage Rd: 0 | | |
| Ramps | | |
| B: 0 | H: 0 | |
| C: 1 | I: 0 | |
| D: 0 | J: 0 | |
| E: 2 | K: 0 | |
| F: 0 | T: 0 | |
| G: 0 | | |
| Intsx Frontage/Ramps | | |
| M: 0 | N: 0 | |
| O: 0 | P: 0 | |
| HOV Lanes: 0 | | |
| Unkwn: 0 | Total: 1357 | |

| Accident Rates | |
|---------------------------------|--|
| PDO: 1.42 MVMT Total: 2.04 MVMT | |
| Injury: 0.61 MVMT | |
| Fatal: 0.75 100 MVMT | |

ADT: 27279 WHI: -2.59 Length: 13.32 Coris File: tcoris2004.dbf



**Colorado Department of Transportation
 Transportation Safety and Traffic Engineering
 Detailed Accident Summary Report**

01/04/2005

Job #: 20050104091625

Highway: 24A **Begin:**290.00 **End:**303.82 **From:**01/01/1999 **To:**12/31/2003

| Vehicle Type | Veh 1 | Veh 2 | Veh 3 |
|-----------------------------------|-------------|------------|------------|
| Passenger Car/Van: | 883 | 655 | 84 |
| Passenger Car/Van w/Trl: | 6 | 8 | 0 |
| Pickup Truck/Utility Van: | 305 | 182 | 29 |
| Pickup Truck/Utility Van w/Trl: | 20 | 5 | 1 |
| Truck 10k lbs or Less: | 7 | 2 | 0 |
| Trucks > 10k lbs/Bus > 15 People: | 28 | 21 | 2 |
| School Bus < 15 People: | 0 | 1 | 0 |
| Non School Bus < 15 People: | 0 | 0 | 0 |
| Motorhome: | 7 | 0 | 0 |
| Motorcycle: | 42 | 17 | 0 |
| Bicycle: | 4 | 2 | 0 |
| Motorized Bicycle: | 0 | 0 | 0 |
| Farm Equipment: | 0 | 1 | 0 |
| Hit and Run - Unknown: | 32 | 1 | 0 |
| Other: | 4 | 1 | 0 |
| Unknown: | 19 | 14 | 10 |
| Total: | 1357 | 910 | 126 |

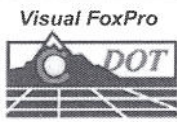
| Vehicle Movement | Veh 1 | Veh 2 | Veh 3 |
|------------------------------|-------------|------------|------------|
| Going Straight: | 862 | 336 | 35 |
| Slowing: | 86 | 94 | 13 |
| Stopped in Traffic: | 7 | 350 | 60 |
| Making Right Turn: | 61 | 24 | 1 |
| Making Left Turn: | 132 | 37 | 2 |
| Making U-Turn: | 7 | 1 | 0 |
| Passing: | 11 | 4 | 0 |
| Backing: | 9 | 0 | 0 |
| Enter/Leave Parked Position: | 2 | 2 | 0 |
| Starting in Traffic: | 34 | 14 | 1 |
| Parked: | 2 | 6 | 0 |
| Changing Lanes: | 71 | 7 | 0 |
| Avoiding Object in Road: | 14 | 15 | 4 |
| Weaving: | 7 | 0 | 0 |
| Other: | 29 | 7 | 0 |
| Unknown: | 23 | 13 | 10 |
| Total: | 1357 | 910 | 126 |

| Contributing Factor | Veh 1 | Veh 2 | Veh 3 |
|----------------------------------|-------------|------------|------------|
| No Apparent Contributing Factor: | 991 | 875 | 114 |
| Asleep at the Wheel: | 28 | 0 | 0 |
| Illness: | 11 | 0 | 0 |
| Distracted by Passenger: | 11 | 0 | 0 |
| Driver Inexperience: | 68 | 5 | 0 |
| Driver Fatigue: | 9 | 0 | 0 |
| Driver Preoccupied: | 143 | 6 | 0 |
| Driver Unfamiliar with Area: | 44 | 2 | 1 |
| Driver Emotionally Upset: | 8 | 3 | 0 |
| Evading Law Enforcement Officer: | 6 | 0 | 0 |
| Physical Disability: | 5 | 0 | 0 |
| Unknown: | 33 | 19 | 11 |
| Total: | 1357 | 910 | 126 |

| Direction | Veh 1 | Veh 2 | Veh 3 |
|---------------|-------------|------------|------------|
| North: | 97 | 90 | 7 |
| Northeast: | 9 | 9 | 0 |
| East: | 645 | 451 | 66 |
| Southeast: | 1 | 1 | 0 |
| South: | 72 | 47 | 6 |
| Southwest: | 2 | 0 | 0 |
| West: | 518 | 303 | 24 |
| Northwest: | 0 | 0 | 0 |
| Unknown: | 13 | 9 | 23 |
| Total: | 1357 | 910 | 126 |

| Condition of Driver | Veh 1 | Veh 2 | Veh 3 |
|----------------------------------|-------------|------------|------------|
| No Impairment Suspected: | 1164 | 877 | 113 |
| Alcohol Involved: | 62 | 5 | 0 |
| RX Drugs or Medication Involved: | 8 | 1 | 0 |
| Illegal Drugs Involved: | 7 | 0 | 0 |
| Alcohol and Drugs Involved: | 5 | 0 | 0 |
| Driver/Pedestrian not Observed: | 76 | 9 | 2 |
| Unknown: | 35 | 18 | 11 |
| Total: | 1357 | 910 | 126 |

ADT: 27279 **WHI:** -2.59 **Length:** 13.32 **Coris File:** tcoris2004.dbf



Colorado Department of Transportation
Transportation Safety and Traffic Engineering
Detailed Accident Summary Report

10/21/2004

Job #: 20041021103518

Highway: 24A **Begin:**295.00 **End:**303.82 **From:**01/01/2000 **To:**12/31/2000

| Severity | Multi-Vehicle | Location |
|-------------------------|-------------------|----------------------------------|
| PDO: 126 | One Vehicle: 52 | On Road: 159 Off in Median: 0 |
| INJ: 69 103 :Injured | Two Vehicles: 124 | Off Road Left: 20 Unknown: 0 |
| FAT: 1 1 :Killed | Three or More: 19 | Off Road Right: 17 |
| Total: 196 | Unknown: 1 | Off Road at Tee: 0 |
| | Total: 196 | Total: 196 |

| Accident Type | | |
|-------------------------|------------------------|-------------------------------|
| Overtuning: 6 | Domestic Animal: 0 | Tree: 0 |
| Other Non Collision: 3 | Wild Animal: 10 | Large Boulder: 1 |
| School Age Peds: 0 | Light/Utility Pole: 2 | Rocks in Roadway: 0 |
| Other Pedestrians: 2 | Traffic Signal Pole: 0 | Barricade: 0 |
| Broadside: 11 | Sign: 0 | Wall/Building: 1 |
| Head On: 0 | Bridge Rail: 2 | Crash Cushion: 0 |
| Rear End: 94 | Guard Rail: 5 | Mailbox: 0 |
| Sideswipe (Same): 13 | Median Barrier: 7 | Other Fixed Object: 0 |
| Sideswipe (Opposite): 0 | Bridge Abutment: 0 | Involving Other Object: 1 |
| Approach Turn: 20 | Column/Pier: 0 | Road Maintenance Equipment: 0 |
| Overtaking Turn: 0 | Culvert/Headwall: 1 | Unknown: 0 |
| Parked Motor Vehicle: 0 | Embankment: 5 | Total: 196 |
| Railway Vehicle: 0 | Curb: 8 | Total Fixed Objects: 35 |
| Bicycle: 1 | Delineator Post: 3 | Total Other Objects: 1 |
| Motorized Bicycle: 0 | Fence: 0 | |

| Lighting Conditions | |
|---------------------|------------|
| Daylight: | 158 |
| Dawn or Dusk: | 3 |
| Dark - Lighted: | 14 |
| Dark - Unlighted: | 21 |
| Unknown: | 0 |
| Total: | 196 |

| Weather Conditions | | |
|--------------------|-----|-------------------|
| None: | 177 | Dust: 0 |
| Rain: | 10 | Wind: 1 |
| Snow/Sleet/Hail: | 6 | Unknown: 1 |
| Fog: | 1 | Total: 196 |

| Road Description | |
|-------------------------|------------|
| At Intersection: | 96 |
| At Driveway Access: | 3 |
| Intersection Related: | 28 |
| Non Intersection Urban: | 44 |
| In Alley: | 0 |
| Non Intersection Rural: | 22 |
| Highway Interchange: | 3 |
| Unknown: | 0 |
| Total: | 196 |

| Road Conditions | |
|------------------------------|------------|
| Dry: | 167 |
| Wet: | 14 |
| Muddy: | 0 |
| Snowy: | 2 |
| Icy: | 5 |
| Slushy: | 0 |
| Foreign Material: | 1 |
| With Road Treatment: | 0 |
| Dry w/Icy Road Treatment: | 3 |
| Wet w/Icy Road Treatment: | 1 |
| Snowy w/Icy Road Treatment: | 0 |
| Icy w/Icy Road Treatment: | 2 |
| Slushy w/Icy Road Treatment: | 0 |
| Unknown: | 1 |
| Total: | 196 |

| Mainline/Ramps/Frontage Rds | | |
|-----------------------------|-----|-------------------|
| Mainline: | 195 | |
| Crossroad (Ramp A): | 0 | |
| Frontage Rd: | 0 | |
| Ramps | | |
| B: | 0 | H: 0 |
| C: | 1 | I: 0 |
| D: | 0 | J: 0 |
| E: | 0 | K: 0 |
| F: | 0 | T: 0 |
| G: | 0 | |
| Intsx Frontage/Ramps | | |
| M: | 0 | N: 0 |
| O: | 0 | P: 0 |
| HOV Lanes: 0 | | |
| Ukwn: | 0 | Total: 196 |

| Accident Rates | |
|-----------------------|-----------|
| PDO: 1.26 MVMT Total: | 1.96 MVMT |
| Injury: 0.69 MVMT | |
| Fatal: 1.00 100 MVMT | |

ADT: 33630 **WHI:** -1.75 **Length:** 8.12 **Coris File:** tcoris2001.dbf



Colorado Department of Transportation Transportation Safety and Traffic Engineering Detailed Accident Summary Report

Highway: 24A

Begin:295.00 End:303.82 From:01/01/2000 To:12/31/2000

| Vehicle Type | Veh 1 | Veh 2 | Veh 3 | Vehicle Movement | Veh 1 | Veh 2 | Veh 3 |
|-----------------------------------|------------|------------|-----------|------------------------------|------------|------------|-----------|
| Passenger Car/Van: | 123 | 101 | 14 | Going Straight: | 104 | 42 | 7 |
| Passenger Car/Van w/Trl: | 0 | 2 | 0 | Slowing: | 14 | 19 | 1 |
| Pickup Truck/Utility Van: | 47 | 32 | 5 | Stopped in Traffic: | 1 | 61 | 10 |
| Pickup Truck/Utility Van w/Trl: | 2 | 1 | 0 | Making Right Turn: | 18 | 5 | 0 |
| Truck 10k lbs or Less: | 0 | 0 | 0 | Making Left Turn: | 21 | 5 | 0 |
| Trucks > 10k lbs/Bus > 15 People: | 2 | 4 | 0 | Making U-Turn: | 0 | 1 | 0 |
| School Bus < 15 People: | 0 | 0 | 0 | Passing: | 2 | 0 | 0 |
| Non School Bus < 15 People: | 0 | 0 | 0 | Backing: | 0 | 0 | 0 |
| Motorhome: | 0 | 0 | 0 | Enter/Leave Parked Position: | 0 | 0 | 0 |
| Motorcycle: | 6 | 1 | 0 | Starting in Traffic: | 11 | 4 | 0 |
| Bicycle: | 1 | 1 | 0 | Parked: | 0 | 0 | 0 |
| Motorized Bicycle: | 0 | 0 | 0 | Changing Lanes: | 11 | 2 | 0 |
| Farm Equipment: | 0 | 1 | 0 | Avoiding Object in Road: | 2 | 2 | 1 |
| Hit and Run - Unknown: | 9 | 0 | 0 | Weaving: | 0 | 0 | 0 |
| Other: | 2 | 0 | 0 | Other: | 6 | 2 | 0 |
| Unknown: | 4 | 1 | 1 | Unknown: | 6 | 1 | 1 |
| Total: | 196 | 144 | 20 | Total: | 196 | 144 | 20 |

| Contributing Factor | Veh 1 | Veh 2 | Veh 3 |
|----------------------------------|------------|------------|-----------|
| No Apparent Contributing Factor: | 129 | 139 | 17 |
| Asleep at the Wheel: | 4 | 0 | 0 |
| Illness: | 1 | 0 | 0 |
| Distracted by Passenger: | 3 | 0 | 0 |
| Driver Inexperience: | 17 | 0 | 0 |
| Driver Fatigue: | 0 | 0 | 0 |
| Driver Preoccupied: | 26 | 3 | 0 |
| Driver Unfamiliar with Area: | 4 | 0 | 1 |
| Driver Emotionally Upset: | 3 | 1 | 0 |
| Evading Law Enforcement Officer: | 0 | 0 | 0 |
| Physical Disability: | 1 | 0 | 0 |
| Unknown: | 8 | 1 | 2 |
| Total: | 196 | 144 | 20 |

| Direction | Veh 1 | Veh 2 | Veh 3 |
|---------------|------------|------------|-----------|
| North: | 13 | 7 | 1 |
| Northeast: | 4 | 4 | 0 |
| East: | 97 | 69 | 8 |
| Southeast: | 0 | 1 | 0 |
| South: | 13 | 11 | 2 |
| Southwest: | 0 | 0 | 0 |
| West: | 65 | 51 | 8 |
| Northwest: | 0 | 0 | 0 |
| Unknown: | 4 | 1 | 1 |
| Total: | 196 | 144 | 20 |

| Condition of Driver | Veh 1 | Veh 2 | Veh 3 |
|----------------------------------|------------|------------|-----------|
| No Impairment Suspected: | 172 | 143 | 18 |
| Alcohol Involved: | 7 | 0 | 0 |
| RX Drugs or Medication Involved: | 0 | 0 | 0 |
| Illegal Drugs Involved: | 2 | 0 | 0 |
| Alcohol and Drugs Involved: | 0 | 0 | 0 |
| Driver/Pedestrian not Observed: | 11 | 0 | 0 |
| Unknown: | 4 | 1 | 2 |
| Total: | 196 | 144 | 20 |

ADT: 33630 WHI: -1.75 Length: 8.12

Coris File: tcoris2001.dbf



**Colorado Department of Transportation
Transportation Safety and Traffic Engineering
Detailed Accident Summary Report**

Highway: 24A **Begin:**295.00 **End:**303.82 **From:**01/01/2001 **To:**12/31/2001

| | | | | | |
|---|--|--|--|---|--|
| Severity PDO: 147 INJ: 63 87 :Injured FAT: 0 0 :Killed Total: 210 | | Multi-Vehicle One Vehicle: 58 Two Vehicles: 129 Three or More: 23 Unknown: 0 Total: 210 | | Location On Road: 167 Off in Median: 1 Off Road Left: 19 Unknown: 0 Off Road Right: 23 Off Road at Tee: 0 Total: 210 | |
|---|--|--|--|---|--|

| | | |
|-------------------------|------------------------|-------------------------------|
| Accident Type | | |
| Overtuning: 8 | Domestic Animal: 0 | Tree: 1 |
| Other Non Collision: 1 | Wild Animal: 18 | Large Boulder: 2 |
| School Age Peds: 0 | Light/Utility Pole: 0 | Rocks in Roadway: 0 |
| Other Pedestrians: 0 | Traffic Signal Pole: 0 | Barricade: 0 |
| Broadside: 14 | Sign: 2 | Wall/Building: 0 |
| Head On: 1 | Bridge Rail: 0 | Crash Cushion: 0 |
| Rear End: 91 | Guard Rail: 10 | Mailbox: 0 |
| Sideswipe (Same): 17 | Median Barrier: 5 | Other Fixed Object: 0 |
| Sideswipe (Opposite): 0 | Bridge Abutment: 0 | Involving Other Object: 3 |
| Approach Turn: 19 | Column/Pier: 0 | Road Maintenance Equipment: 0 |
| Overtaking Turn: 1 | Culvert/Headwall: 0 | Unknown: 0 |
| Parked Motor Vehicle: 0 | Embankment: 9 | Total: 210 |
| Railway Vehicle: 0 | Curb: 4 | Total Fixed Objects: 33 |
| Bicycle: 4 | Delineator Post: 0 | Total Other Objects: 3 |
| Motorized Bicycle: 0 | Fence: 0 | |

| | |
|----------------------------|--|
| Lighting Conditions | |
| Daylight: 143 | |
| Dawn or Dusk: 6 | |
| Dark - Lighted: 31 | |
| Dark - Unlighted: 30 | |
| Unknown: 0 | |
| Total: 210 | |

| | | |
|---------------------------|------------|--|
| Weather Conditions | | |
| None: 185 | Dust: 0 | |
| Rain: 16 | Wind: 1 | |
| Snow/Sleet/Hail: 7 | Unknown: 0 | |
| Fog: 1 | | |
| Total: 210 | | |

| | |
|----------------------------|--|
| Road Description | |
| At Intersection: 81 | |
| At Driveway Access: 2 | |
| Intersection Related: 26 | |
| Non Intersection Urban: 57 | |
| In Alley: 0 | |
| Non Intersection Rural: 37 | |
| Highway Interchange: 7 | |
| Unknown: 0 | |
| Total: 210 | |

| | |
|--------------------------------|--|
| Road Conditions | |
| Dry: 172 | |
| Wet: 22 | |
| Muddy: 0 | |
| Snowy: 2 | |
| Icy: 7 | |
| Slushy: 0 | |
| Foreign Material: 3 | |
| With Road Treatment: 0 | |
| Dry w/Icy Road Treatment: 1 | |
| Wet w/Icy Road Treatment: 0 | |
| Snowy w/Icy Road Treatment: 1 | |
| Icy w/Icy Road Treatment: 2 | |
| Slushy w/Icy Road Treatment: 0 | |
| Unknown: 0 | |
| Total: 210 | |

| | | | |
|------------------------------------|-------------------|--|--|
| Mainline/Ramps/Frontage Rds | | | |
| Mainline: 209 | | | |
| Crossroad (Ramp A): 0 | | | |
| Frontage Rd: 0 | | | |
| Ramps | | | |
| B: 0 | H: 0 | | |
| C: 0 | I: 0 | | |
| D: 0 | J: 0 | | |
| E: 1 | K: 0 | | |
| F: 0 | T: 0 | | |
| G: 0 | | | |
| Intsx Frontage/Ramps | | | |
| M: 0 | N: 0 | | |
| O: 0 | P: 0 | | |
| HOV Lanes: 0 | | | |
| Ukwn: 0 | Total: 210 | | |

| | |
|---------------------------------|--|
| Accident Rates | |
| PDO: 1.66 MVMT Total: 2.37 MVMT | |
| Injury: 0.71 MVMT | |
| Fatal: 0.00 100 MVMT | |

ADT: 29861 **WHI:** -1.67 **Length:** 8.12 **Coris File:** tcoris2002.dbf



**Colorado Department of Transportation
Transportation Safety and Traffic Engineering
Detailed Accident Summary Report**

Highway: 24A **Begin:**295.00 **End:**303.82 **From:**01/01/2001 **To:**12/31/2001

| Vehicle Type | Veh 1 | Veh 2 | Veh 3 |
|-----------------------------------|------------|------------|-----------|
| Passenger Car/Van: | 136 | 106 | 15 |
| Passenger Car/Van w/Trl: | 1 | 2 | 0 |
| Pickup Truck/Utility Van: | 40 | 32 | 8 |
| Pickup Truck/Utility Van w/Trl: | 1 | 0 | 0 |
| Truck 10k lbs or Less: | 2 | 0 | 0 |
| Trucks > 10k lbs/Bus > 15 People: | 8 | 5 | 0 |
| School Bus < 15 People: | 0 | 0 | 0 |
| Non School Bus < 15 People: | 0 | 0 | 0 |
| Motorhome: | 2 | 0 | 0 |
| Motorcycle: | 8 | 6 | 0 |
| Bicycle: | 3 | 1 | 0 |
| Motorized Bicycle: | 0 | 0 | 0 |
| Farm Equipment: | 0 | 0 | 0 |
| Hit and Run - Unknown: | 8 | 0 | 0 |
| Other: | 0 | 0 | 0 |
| Unknown: | 1 | 0 | 0 |
| Total: | 210 | 152 | 23 |

| Vehicle Movement | Veh 1 | Veh 2 | Veh 3 |
|------------------------------|------------|------------|-----------|
| Going Straight: | 139 | 61 | 4 |
| Slowing: | 13 | 14 | 5 |
| Stopped in Traffic: | 1 | 60 | 13 |
| Making Right Turn: | 6 | 3 | 1 |
| Making Left Turn: | 25 | 6 | 0 |
| Making U-Turn: | 0 | 0 | 0 |
| Passing: | 2 | 0 | 0 |
| Backing: | 2 | 0 | 0 |
| Enter/Leave Parked Position: | 0 | 0 | 0 |
| Starting in Traffic: | 3 | 1 | 0 |
| Parked: | 0 | 1 | 0 |
| Changing Lanes: | 7 | 2 | 0 |
| Avoiding Object in Road: | 2 | 2 | 0 |
| Weaving: | 4 | 0 | 0 |
| Other: | 4 | 1 | 0 |
| Unknown: | 2 | 1 | 0 |
| Total: | 210 | 152 | 23 |

| Contributing Factor | Veh 1 | Veh 2 | Veh 3 |
|----------------------------------|------------|------------|-----------|
| No Apparent Contributing Factor: | 160 | 147 | 23 |
| Asleep at the Wheel: | 3 | 0 | 0 |
| Illness: | 2 | 0 | 0 |
| Distracted by Passenger: | 3 | 0 | 0 |
| Driver Inexperience: | 4 | 1 | 0 |
| Driver Fatigue: | 2 | 0 | 0 |
| Driver Preoccupied: | 21 | 1 | 0 |
| Driver Unfamiliar with Area: | 7 | 1 | 0 |
| Driver Emotionally Upset: | 2 | 0 | 0 |
| Evading Law Enforcement Officer: | 1 | 0 | 0 |
| Physical Disability: | 1 | 0 | 0 |
| Unknown: | 4 | 2 | 0 |
| Total: | 210 | 152 | 23 |

| Direction | Veh 1 | Veh 2 | Veh 3 |
|---------------|------------|------------|-----------|
| North: | 15 | 14 | 1 |
| Northeast: | 1 | 1 | 0 |
| East: | 101 | 69 | 15 |
| Southeast: | 0 | 0 | 0 |
| South: | 8 | 8 | 2 |
| Southwest: | 1 | 0 | 0 |
| West: | 83 | 60 | 5 |
| Northwest: | 0 | 0 | 0 |
| Unknown: | 1 | 0 | 0 |
| Total: | 210 | 152 | 23 |

| Condition of Driver | Veh 1 | Veh 2 | Veh 3 |
|----------------------------------|------------|------------|-----------|
| No Impairment Suspected: | 175 | 145 | 23 |
| Alcohol Involved: | 13 | 2 | 0 |
| RX Drugs or Medication Involved: | 1 | 0 | 0 |
| Illegal Drugs Involved: | 1 | 0 | 0 |
| Alcohol and Drugs Involved: | 1 | 0 | 0 |
| Driver/Pedestrian not Observed: | 14 | 2 | 0 |
| Unknown: | 5 | 3 | 0 |
| Total: | 210 | 152 | 23 |

ADT: 29861 **WHI:** -1.67 **Length:** 8.12 **Coris File:** tcoris2002.dbf



**Colorado Department of Transportation
Transportation Safety and Traffic Engineering
Detailed Accident Summary Report**

Highway: 24A **Begin:**295.00 **End:**303.82 **From:**01/01/2002 **To:**12/31/2002

| | | | | | |
|--|--|--|--|---|--|
| Severity PDO: 209 INJ: 75 110 :Injured FAT: 2 2 :Killed Total: 286 | | Multi-Vehicle One Vehicle: 89 Two Vehicles: 173 Three or More: 20 Unknown: 4 Total: 286 | | Location On Road: 221 Off in Median: 1 Off Road Left: 36 Unknown: 1 Off Road Right: 27 Off Road at Tee: 0 Total: 286 | |
|--|--|--|--|---|--|

| | | |
|-------------------------|------------------------|-------------------------------|
| Accident Type | | |
| Overtuning: 5 | Domestic Animal: 0 | Tree: 1 |
| Other Non Collision: 4 | Wild Animal: 23 | Large Boulder: 1 |
| School Age Peds: 0 | Light/Utility Pole: 2 | Rocks in Roadway: 1 |
| Other Pedestrians: 0 | Traffic Signal Pole: 0 | Barricade: 1 |
| Broadside: 14 | Sign: 0 | Wall/Building: 0 |
| Head On: 2 | Bridge Rail: 0 | Crash Cushion: 0 |
| Rear End: 117 | Guard Rail: 11 | Mailbox: 0 |
| Sideswipe (Same): 33 | Median Barrier: 12 | Other Fixed Object: 0 |
| Sideswipe (Opposite): 2 | Bridge Abutment: 0 | Involving Other Object: 2 |
| Approach Turn: 19 | Column/Pier: 0 | Road Maintenance Equipment: 0 |
| Overtaking Turn: 2 | Culvert/Headwall: 1 | Unknown: 0 |
| Parked Motor Vehicle: 1 | Embankment: 16 | Total: 286 |
| Railway Vehicle: 0 | Curb: 12 | Total Fixed Objects: 61 |
| Bicycle: 0 | Delineator Post: 3 | Total Other Objects: 3 |
| Motorized Bicycle: 0 | Fence: 1 | |

| | |
|----------------------------|--|
| Lighting Conditions | |
| Daylight: 204 | |
| Dawn or Dusk: 8 | |
| Dark - Lighted: 32 | |
| Dark - Unlighted: 36 | |
| Unknown: 6 | |
| Total: 286 | |

| | | |
|---------------------------|------------|--|
| Weather Conditions | | |
| None: 254 | Dust: 0 | |
| Rain: 12 | Wind: 1 | |
| Snow/Sleet/Hail: 13 | Unknown: 6 | |
| Fog: 0 | | |
| Total: 286 | | |

| | |
|----------------------------|--|
| Road Description | |
| At Intersection: 92 | |
| At Driveway Access: 4 | |
| Intersection Related: 30 | |
| Non Intersection Urban: 59 | |
| In Alley: 0 | |
| Non Intersection Rural: 67 | |
| Highway Interchange: 33 | |
| Unknown: 1 | |
| Total: 286 | |

| | |
|--------------------------------|--|
| Road Conditions | |
| Dry: 245 | |
| Wet: 17 | |
| Muddy: 0 | |
| Snowy: 5 | |
| Icy: 2 | |
| Slushy: 2 | |
| Foreign Material: 1 | |
| With Road Treatment: 0 | |
| Dry w/lcy Road Treatment: 4 | |
| Wet w/lcy Road Treatment: 0 | |
| Snowy w/lcy Road Treatment: 1 | |
| Icy w/lcy Road Treatment: 0 | |
| Slushy w/lcy Road Treatment: 2 | |
| Unknown: 7 | |
| Total: 286 | |

| | | |
|------------------------------------|-------------------|--|
| Mainline/Ramps/Frontage Rds | | |
| Mainline: 286 | | |
| Crossroad (Ramp A): 0 | | |
| Frontage Rd: 0 | | |
| Ramps | | |
| B: 0 | H: 0 | |
| C: 0 | I: 0 | |
| D: 0 | J: 0 | |
| E: 0 | K: 0 | |
| F: 0 | T: 0 | |
| G: 0 | | |
| Intsx Frontage/Ramps | | |
| M: 0 | N: 0 | |
| O: 0 | P: 0 | |
| HOV Lanes: 0 | | |
| Ukwn: 0 | Total: 286 | |

| | |
|---------------------------------|--|
| Accident Rates | |
| PDO: 2.29 MVMT Total: 3.14 MVMT | |
| Injury: 0.82 MVMT | |
| Fatal: 2.19 100 MVMT | |

ADT: 30751 **WHI:** -0.29 **Length:** 8.12 **Coris File:** tcoris2003.dbf



**Colorado Department of Transportation
Transportation Safety and Traffic Engineering
Detailed Accident Summary Report**

10/21/2004

Job #: 20041021130051

Highway: 24A

Begin:295.00 End:303.82 From:01/01/2002 To:12/31/2002

| Vehicle Type | Veh 1 | Veh 2 | Veh 3 | Vehicle Movement | Veh 1 | Veh 2 | Veh 3 |
|-----------------------------------|------------|------------|-----------|------------------------------|------------|------------|-----------|
| Passenger Car/Van: | 185 | 133 | 14 | Going Straight: | 168 | 79 | 6 |
| Passenger Car/Van w/Trl: | 2 | 0 | 0 | Slowing: | 16 | 12 | 1 |
| Pickup Truck/Utility Van: | 66 | 47 | 4 | Stopped in Traffic: | 2 | 68 | 11 |
| Pickup Truck/Utility Van w/Trl: | 5 | 1 | 1 | Making Right Turn: | 14 | 9 | 0 |
| Truck 10k lbs or Less: | 1 | 1 | 0 | Making Left Turn: | 36 | 7 | 0 |
| Trucks > 10k lbs/Bus > 15 People: | 8 | 4 | 0 | Making U-Turn: | 3 | 0 | 0 |
| School Bus < 15 People: | 0 | 0 | 0 | Passing: | 2 | 2 | 0 |
| Non School Bus < 15 People: | 0 | 0 | 0 | Backing: | 3 | 0 | 0 |
| Motorhome: | 3 | 0 | 0 | Enter/Leave Parked Position: | 0 | 1 | 0 |
| Motorcycle: | 7 | 4 | 0 | Starting in Traffic: | 5 | 2 | 0 |
| Bicycle: | 0 | 0 | 0 | Parked: | 2 | 2 | 0 |
| Motorized Bicycle: | 0 | 0 | 0 | Changing Lanes: | 20 | 2 | 0 |
| Farm Equipment: | 0 | 0 | 0 | Avoiding Object in Road: | 4 | 6 | 1 |
| Hit and Run - Unknown: | 1 | 0 | 0 | Weaving: | 1 | 0 | 0 |
| Other: | 1 | 0 | 0 | Other: | 1 | 0 | 0 |
| Unknown: | 7 | 7 | 5 | Unknown: | 9 | 7 | 5 |
| Total: | 286 | 197 | 24 | Total: | 286 | 197 | 24 |

| Contributing Factor | Veh 1 | Veh 2 | Veh 3 |
|----------------------------------|------------|------------|-----------|
| No Apparent Contributing Factor: | 209 | 184 | 19 |
| Asleep at the Wheel: | 1 | 0 | 0 |
| Illness: | 3 | 0 | 0 |
| Distracted by Passenger: | 2 | 0 | 0 |
| Driver Inexperience: | 13 | 1 | 0 |
| Driver Fatigue: | 3 | 0 | 0 |
| Driver Preoccupied: | 36 | 0 | 0 |
| Driver Unfamiliar with Area: | 6 | 1 | 0 |
| Driver Emotionally Upset: | 2 | 2 | 0 |
| Evading Law Enforcement Officer: | 0 | 0 | 0 |
| Physical Disability: | 2 | 0 | 0 |
| Unknown: | 9 | 9 | 5 |
| Total: | 286 | 197 | 24 |

| Direction | Veh 1 | Veh 2 | Veh 3 |
|---------------|------------|------------|-----------|
| North: | 21 | 27 | 1 |
| Northeast: | 1 | 1 | 0 |
| East: | 121 | 98 | 4 |
| Southeast: | 1 | 0 | 0 |
| South: | 22 | 9 | 0 |
| Southwest: | 1 | 0 | 0 |
| West: | 116 | 58 | 1 |
| Northwest: | 0 | 0 | 0 |
| Unknown: | 3 | 4 | 18 |
| Total: | 286 | 197 | 24 |

| Condition of Driver | Veh 1 | Veh 2 | Veh 3 |
|----------------------------------|------------|------------|-----------|
| No Impairment Suspected: | 236 | 185 | 19 |
| Alcohol Involved: | 13 | 1 | 0 |
| RX Drugs or Medication Involved: | 1 | 0 | 0 |
| Illegal Drugs Involved: | 2 | 0 | 0 |
| Alcohol and Drugs Involved: | 1 | 0 | 0 |
| Driver/Pedestrian not Observed: | 20 | 3 | 0 |
| Unknown: | 13 | 8 | 5 |
| Total: | 286 | 197 | 24 |

ADT: 30751 WHI: -0.29 Length: 8.12

Coris File: tcoris2003.dbf

APPENDIX D

Tourist Season Traffic Counts



Summer Counts

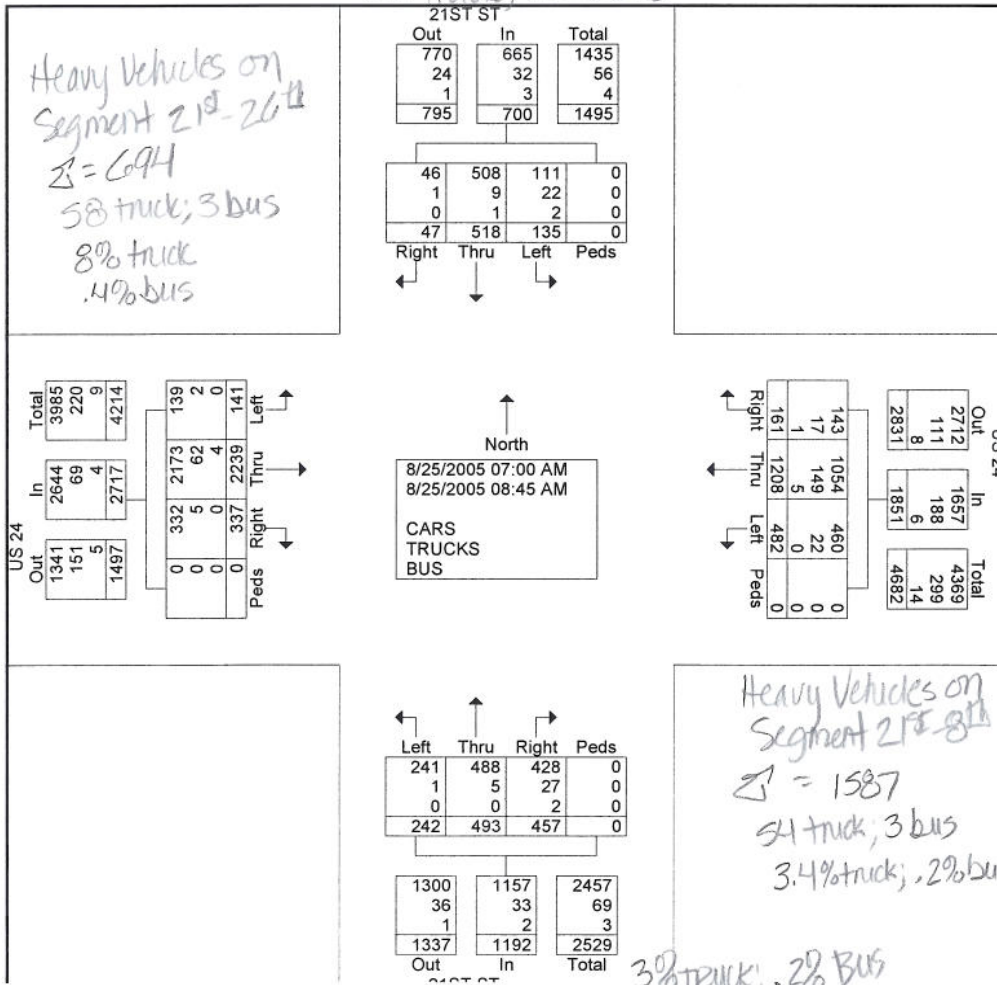
All Traffic Data Services, Inc
 9660 W 44th Ave
 Wheat Ridge, CO 80033
 www.alltrafficdata.net

File Name : 21ST&US24AM
 Site Code : 00000000
 Start Date : 8/25/2005
 Page No : 1

Groups Printed- CARS - TRUCKS - BUS

| Start Time | 21ST ST Southbound | | | | US 24 Westbound | | | | 21ST ST Northbound | | | | US 24 Eastbound | | | | Int. Total |
|-------------|--------------------|------|-------|------|-----------------|------|-------|------|--------------------|------|-------|------|-----------------|------|-------|------|------------|
| | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds | |
| 07:00 AM | 10 | 33 | 0 | 0 | 64 | 123 | 19 | 0 | 12 | 41 | 51 | 0 | 9 | 277 | 38 | 0 | 677 |
| 07:15 AM | 12 | 66 | 9 | 0 | 61 | 134 | 16 | 0 | 36 | 61 | 66 | 0 | 14 | 312 | 44 | 0 | 831 |
| 07:30 AM | 21 | 65 | 6 | 0 | 68 | 144 | 12 | 0 | 41 | 73 | 74 | 0 | 17 | 355 | 54 | 0 | 930 |
| 07:45 AM | 16 | 84 | 8 | 0 | 70 | 145 | 26 | 0 | 36 | 48 | 56 | 0 | 31 | 337 | 56 | 0 | 913 |
| Total | 59 | 248 | 23 | 0 | 263 | 546 | 73 | 0 | 125 | 223 | 247 | 0 | 71 | 1281 | 192 | 0 | 3351 |
| 08:00 AM | 12 | 73 | 5 | 0 | 66 | 170 | 24 | 0 | 36 | 85 | 61 | 0 | 22 | 229 | 33 | 0 | 816 |
| 08:15 AM | 20 | 54 | 6 | 0 | 44 | 156 | 24 | 0 | 16 | 76 | 50 | 0 | 19 | 251 | 34 | 0 | 750 |
| 08:30 AM | 25 | 69 | 6 | 0 | 52 | 160 | 19 | 0 | 35 | 64 | 48 | 0 | 19 | 252 | 40 | 0 | 789 |
| 08:45 AM | 19 | 74 | 7 | 0 | 57 | 176 | 21 | 0 | 30 | 45 | 51 | 0 | 10 | 226 | 38 | 0 | 754 |
| Total | 76 | 270 | 24 | 0 | 219 | 662 | 88 | 0 | 117 | 270 | 210 | 0 | 70 | 958 | 145 | 0 | 3109 |
| Grand Total | 135 | 518 | 47 | 0 | 482 | 1208 | 161 | 0 | 242 | 493 | 457 | 0 | 141 | 2239 | 337 | 0 | 6460 |
| Approch % | 19.3 | 74 | 6.7 | 0 | 26 | 65.3 | 8.7 | 0 | 20.3 | 41.4 | 38.3 | 0 | 5.2 | 82.4 | 12.4 | 0 | |
| Total % | 2.1 | 8 | 0.7 | 0 | 7.5 | 18.7 | 2.5 | 0 | 3.7 | 7.6 | 7.1 | 0 | 2.2 | 34.7 | 5.2 | 0 | |
| CARS | 111 | 508 | 46 | 0 | 460 | 1054 | 143 | 0 | 241 | 488 | 428 | 0 | 139 | 2173 | 332 | 0 | 6123 |
| % CARS | 82.2 | 98.1 | 97.9 | 0 | 95.4 | 87.3 | 88.8 | 0 | 99.6 | 99 | 93.7 | 0 | 98.6 | 97.1 | 98.5 | 0 | 94.8 |
| TRUCKS | 22 | 9 | 1 | 0 | 22 | 149 | 17 | 0 | 1 | 5 | 27 | 0 | 2 | 62 | 5 | 0 | 322 |
| % TRUCKS | 16.3 | 1.7 | 2.1 | 0 | 4.6 | 12.3 | 10.6 | 0 | 0.4 | 1 | 5.9 | 0 | 1.4 | 2.8 | 1.5 | 0 | 5 |
| BUS | 2 | 1 | 0 | 0 | 0 | 5 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 4 | 0 | 0 | 15 |
| % BUS | 1.5 | 0.2 | 0 | 0 | 0 | 0.4 | 0.6 | 0 | 0 | 0 | 0.4 | 0 | 0 | 0.2 | 0 | 0 | 0.2 |

68 trucks, 3% bus



Heavy Vehicles on Segment 21st-26th
 Σ = 694
 58 truck, 3 bus
 8% truck
 .4% bus

2% truck;
 .1% bus

9% TRUCK; .3% bus

Heavy Vehicles on Segment 21st-8th
 Σ = 1587
 54 truck, 3 bus
 3.4% truck; .2% bus

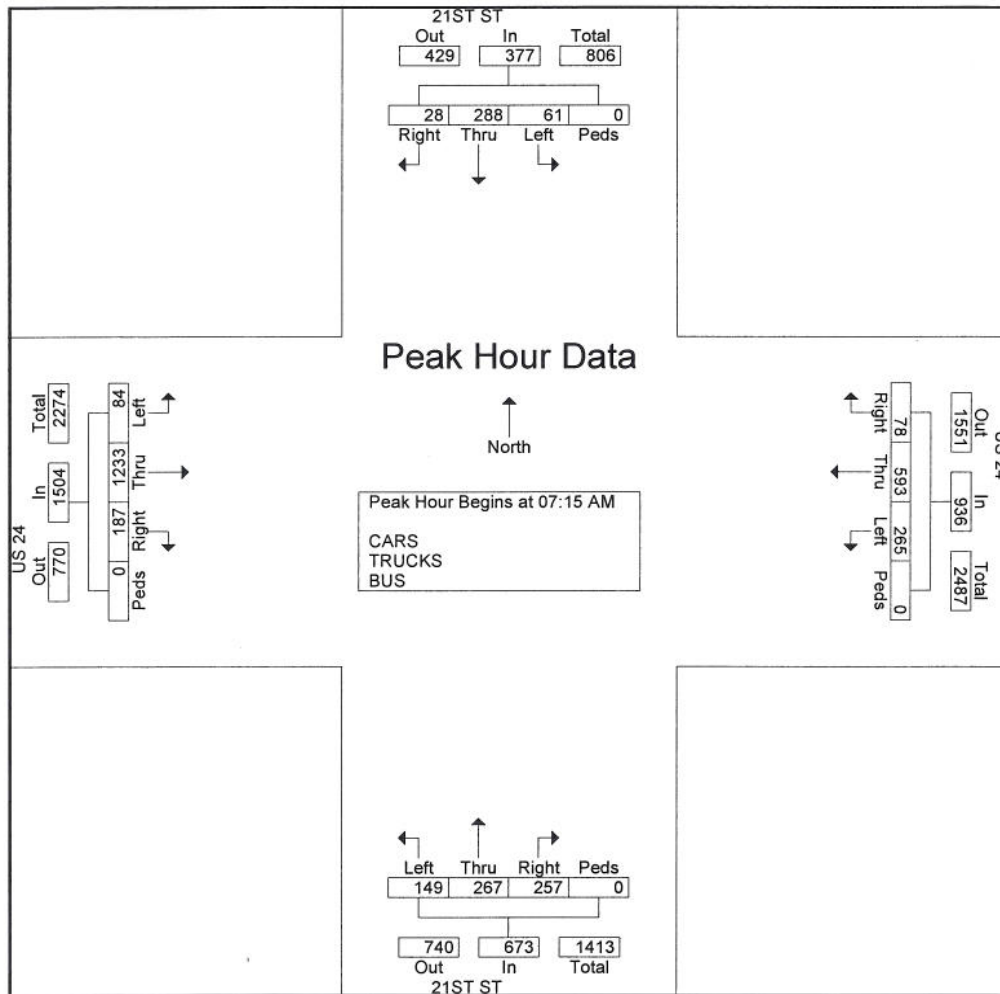
3% TRUCK; .2% BUS



All Traffic Data Services, Inc
 9660 W 44th Ave
 Wheat Ridge, CO 80033
 www.alltrafficdata.net

File Name : 21ST&US24AM
 Site Code : 00000000
 Start Date : 8/25/2005
 Page No : 2

| Start Time | 21ST ST Southbound | | | | | US 24 Westbound | | | | | 21ST ST Northbound | | | | | US 24 Eastbound | | | | | Int. Total |
|--|--------------------|------|-------|------|------------|-----------------|------|-------|------|------------|--------------------|------|-------|------|------------|-----------------|------|-------|------|------------|------------|
| | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | |
| Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:15 AM | | | | | | | | | | | | | | | | | | | | | |
| 07:15 AM | 12 | 66 | 9 | 0 | 87 | 61 | 134 | 16 | 0 | 211 | 36 | 61 | 66 | 0 | 163 | 14 | 312 | 44 | 0 | 370 | 831 |
| 07:30 AM | 21 | 65 | 6 | 0 | 92 | 68 | 144 | 12 | 0 | 224 | 41 | 73 | 74 | 0 | 188 | 17 | 355 | 54 | 0 | 426 | 930 |
| 07:45 AM | 16 | 84 | 8 | 0 | 108 | 70 | 145 | 26 | 0 | 241 | 36 | 48 | 56 | 0 | 140 | 31 | 337 | 56 | 0 | 424 | 913 |
| 08:00 AM | 12 | 73 | 5 | 0 | 90 | 66 | 170 | 24 | 0 | 260 | 36 | 85 | 61 | 0 | 182 | 22 | 229 | 33 | 0 | 284 | 816 |
| Total Volume | 61 | 288 | 28 | 0 | 377 | 265 | 593 | 78 | 0 | 936 | 149 | 267 | 257 | 0 | 673 | 84 | 1233 | 187 | 0 | 1504 | 3490 |
| % App. Total | 16.2 | 76.4 | 7.4 | 0 | | 28.3 | 63.4 | 8.3 | 0 | | 22.1 | 39.7 | 38.2 | 0 | | 5.6 | 82 | 12.4 | 0 | | |
| PHF | .726 | .857 | .778 | .000 | .873 | .946 | .872 | .750 | .000 | .900 | .909 | .785 | .868 | .000 | .895 | .677 | .868 | .835 | .000 | .883 | .938 |



File Name: E:\Program Files\JAMAR\PetraPro\Data Files\CH2MHILL\US24\21ST&US24AM.ppd

Start Date: 8/25/2005

Start Time: 7:00:00 AM

Site Code: 00000000

Comment 1: Default Comments

Comment 2: Change These in The Preferences Window

Comment 3: Select File/Preference in the Main Scree

Comment 4: Then Click the Comments Tab

CAR

| Start Time | 21ST ST Southbound | | | US 24 Westbound | | | 21ST ST Northbound | | | US 24 Eastbound | | | | | | |
|------------|--------------------|------|-------|-----------------|------|------|--------------------|------|------|-----------------|-------|------|----|-----|----|---|
| | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds | | | | |
| 07:00 AM | 6 | 31 | 0 | 0 | 62 | 113 | 19 | 0 | 12 | 41 | 49 | 0 | 8 | 273 | 38 | 0 |
| 07:15 AM | 10 | 64 | 8 | 0 | 58 | 122 | 15 | 0 | 36 | 60 | 59 | 0 | 14 | 304 | 44 | 0 |
| 07:30 AM | 18 | 65 | 6 | 0 | 66 | 130 | 10 | 0 | 41 | 72 | 69 | 0 | 17 | 348 | 54 | 0 |
| 07:45 AM | 10 | 82 | 8 | 0 | 65 | 121 | 22 | 0 | 36 | 48 | 55 | 0 | 30 | 329 | 56 | 0 |
| 08:00 AM | 11 | 70 | 5 | 0 | 62 | 148 | 22 | 0 | 36 | 85 | 59 | 0 | 22 | 226 | 31 | 0 |
| 08:15 AM | 17 | 54 | 6 | 0 | 43 | 124 | 17 | 0 | 16 | 76 | 45 | 0 | 19 | 239 | 33 | 0 |
| 08:30 AM | 21 | 68 | 6 | 0 | 51 | 144 | 19 | 0 | 34 | 63 | 45 | 0 | 19 | 242 | 39 | 0 |
| 08:45 AM | 18 | 74 | 7 | 0 | 53 | 152 | 19 | 0 | 30 | 43 | 47 | 0 | 10 | 212 | 37 | 0 |

File Name: E:\Program Files\JAMAR\PetraPro\Data Files\CH2MHILL\US24\21ST&US24AM.ppd

Start Date: 8/25/2005

Start Time: 7:00:00 AM

Site Code: 00000000

Comment 1: Default Comments

Comment 2: Change These in The Preferences Window

Comment 3: Select File/Preference in the Main Scree

Comment 4: Then Click the Comments Tab

TRUCK

| Start Time | 21ST ST Southbound | | | | US 24 Westbound | | | | 21ST ST Northbound | | | | US 24 Eastbound | | | |
|------------|--------------------|------|-------|------|-----------------|------|-------|------|--------------------|------|-------|------|-----------------|------|-------|------|
| | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds |
| 07:00 AM | 4 | 2 | 0 | 0 | 2 | 10 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 4 | 0 |
| 07:15 AM | 2 | 2 | 1 | 0 | 3 | 11 | 1 | 0 | 0 | 0 | 1 | 7 | 0 | 0 | 8 | 0 |
| 07:30 AM | 3 | 0 | 0 | 0 | 2 | 14 | 2 | 0 | 0 | 0 | 1 | 4 | 0 | 0 | 6 | 0 |
| 07:45 AM | 5 | 2 | 0 | 0 | 5 | 22 | 4 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 8 | 0 |
| 08:00 AM | 1 | 2 | 0 | 0 | 4 | 21 | 2 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 |
| 08:15 AM | 3 | 0 | 0 | 0 | 1 | 32 | 6 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 11 | 0 |
| 08:30 AM | 3 | 1 | 0 | 0 | 1 | 15 | 0 | 0 | 1 | 1 | 1 | 3 | 0 | 0 | 9 | 0 |
| 08:45 AM | 1 | 0 | 0 | 0 | 4 | 24 | 2 | 0 | 0 | 2 | 2 | 4 | 0 | 0 | 14 | 0 |



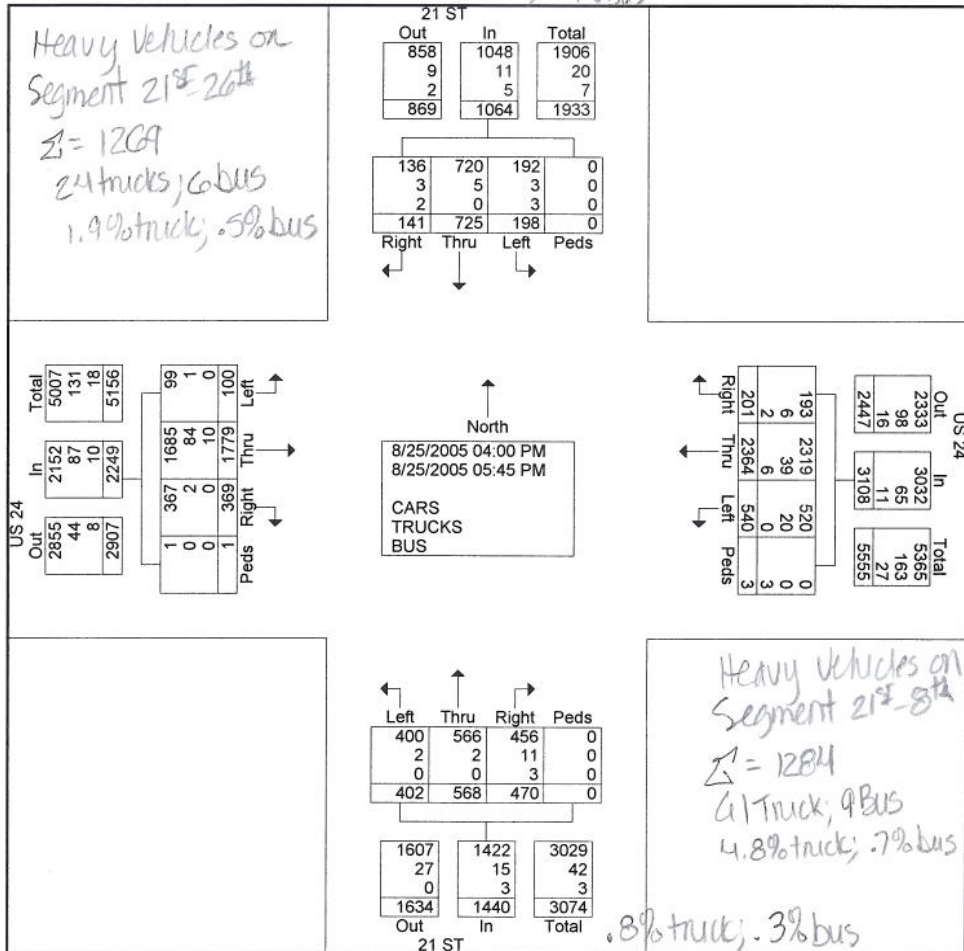
All Traffic Data Services, Inc
 9660 W 44th Ave
 Wheat Ridge, CO 80033
 www.alltrafficdata.net

File Name : 21ST&US24PM
 Site Code : 00000000
 Start Date : 8/25/2005
 Page No : 1

Groups Printed- CARS - TRUCKS - BUS

| Start Time | 21 ST Southbound | | | | US 24 Westbound | | | | 21 ST Northbound | | | | US 24 Eastbound | | | | Int. Total |
|--------------------|------------------|------------|------------|----------|-----------------|-------------|------------|----------|------------------|------------|------------|----------|-----------------|-------------|------------|----------|-------------|
| | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds | |
| 04:00 PM | 29 | 96 | 11 | 0 | 63 | 218 | 17 | 0 | 48 | 60 | 80 | 0 | 14 | 246 | 41 | 0 | 923 |
| 04:15 PM | 24 | 90 | 16 | 0 | 59 | 255 | 30 | 0 | 51 | 63 | 56 | 0 | 7 | 245 | 34 | 0 | 930 |
| 04:30 PM | 25 | 98 | 12 | 0 | 91 | 267 | 23 | 1 | 41 | 59 | 35 | 0 | 10 | 246 | 41 | 0 | 949 |
| 04:45 PM | 29 | 98 | 16 | 0 | 66 | 283 | 17 | 0 | 51 | 81 | 65 | 0 | 15 | 204 | 50 | 1 | 976 |
| Total | 107 | 382 | 55 | 0 | 279 | 1023 | 87 | 1 | 191 | 263 | 236 | 0 | 46 | 941 | 166 | 1 | 3778 |
| 05:00 PM | 27 | 83 | 25 | 0 | 67 | 340 | 32 | 2 | 41 | 69 | 72 | 0 | 20 | 236 | 59 | 0 | 1073 |
| 05:15 PM | 26 | 81 | 22 | 0 | 53 | 343 | 23 | 0 | 58 | 76 | 63 | 0 | 11 | 198 | 46 | 0 | 1000 |
| 05:30 PM | 22 | 87 | 26 | 0 | 67 | 379 | 34 | 0 | 52 | 64 | 59 | 0 | 13 | 229 | 42 | 0 | 1074 |
| 05:45 PM | 16 | 92 | 13 | 0 | 74 | 279 | 25 | 0 | 60 | 96 | 40 | 0 | 10 | 175 | 56 | 0 | 936 |
| Total | 91 | 343 | 86 | 0 | 261 | 1341 | 114 | 2 | 211 | 305 | 234 | 0 | 54 | 838 | 203 | 0 | 4083 |
| Grand Total | 198 | 725 | 141 | 0 | 540 | 2364 | 201 | 3 | 402 | 568 | 470 | 0 | 100 | 1779 | 369 | 1 | 7861 |
| Apprch % | 18.6 | 68.1 | 13.3 | 0 | 17.4 | 76.1 | 6.5 | 0.1 | 27.9 | 39.4 | 32.6 | 0 | 4.4 | 79.1 | 16.4 | 0 | |
| Total % | 2.5 | 9.2 | 1.8 | 0 | 6.9 | 30.1 | 2.6 | 0 | 5.1 | 7.2 | 6 | 0 | 1.3 | 22.6 | 4.7 | 0 | |
| CARS | 192 | 720 | 136 | 0 | 520 | 2319 | 193 | 0 | 400 | 566 | 456 | 0 | 99 | 1685 | 367 | 1 | 7654 |
| % CARS | 97 | 99.3 | 96.5 | 0 | 96.3 | 98.1 | 96 | 0 | 99.5 | 99.6 | 97 | 0 | 99 | 94.7 | 99.5 | 100 | 97.4 |
| TRUCKS | 3 | 5 | 3 | 0 | 20 | 39 | 6 | 0 | 2 | 2 | 11 | 0 | 1 | 84 | 2 | 0 | 178 |
| % TRUCKS | 1.5 | 0.7 | 2.1 | 0 | 3.7 | 1.6 | 3 | 0 | 0.5 | 0.4 | 2.3 | 0 | 1 | 4.7 | 0.5 | 0 | 2.3 |
| BUS | 3 | 0 | 2 | 0 | 0 | 6 | 2 | 3 | 0 | 0 | 3 | 0 | 0 | 10 | 0 | 0 | 29 |
| % BUS | 1.5 | 0 | 1.4 | 0 | 0 | 0.3 | 1 | 100 | 0 | 0 | 0.6 | 0 | 0 | 0.6 | 0 | 0 | 0.4 |

.5% truck; .4% bus

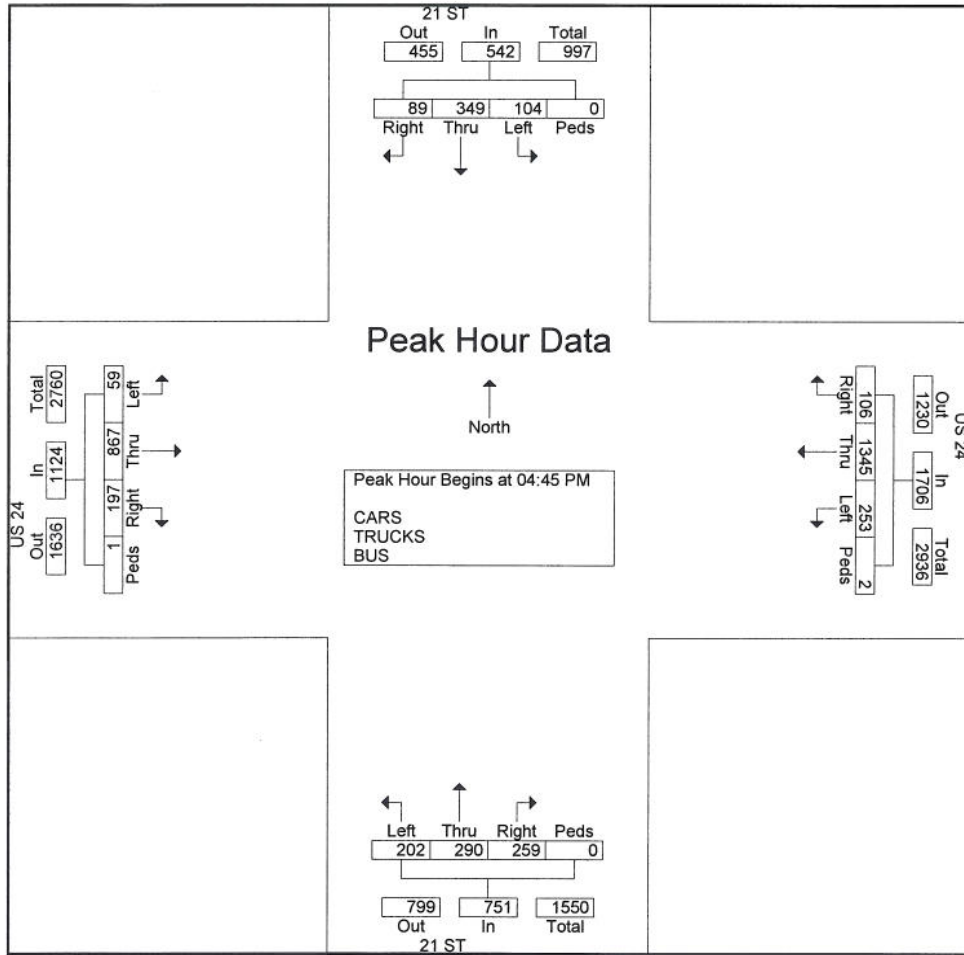




All Traffic Data Services, Inc
 9660 W 44th Ave
 Wheat Ridge, CO 80033
 www.alltrafficdata.net

File Name : 21ST&US24PM
 Site Code : 00000000
 Start Date : 8/25/2005
 Page No : 2

| Start Time | 21 ST Southbound | | | | | US 24 Westbound | | | | | 21 ST Northbound | | | | | US 24 Eastbound | | | | | Int. Total |
|--|------------------|------|-------|------|------------|-----------------|------|-------|------|------------|------------------|------|-------|------|------------|-----------------|------|-------|------|------------|------------|
| | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | |
| Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:45 PM | | | | | | | | | | | | | | | | | | | | | |
| 04:45 PM | 29 | 98 | 16 | 0 | 143 | 66 | 283 | 17 | 0 | 366 | 51 | 81 | 65 | 0 | 197 | 15 | 204 | 50 | 1 | 270 | 976 |
| 05:00 PM | 27 | 83 | 25 | 0 | 135 | 67 | 340 | 32 | 2 | 441 | 41 | 69 | 72 | 0 | 182 | 20 | 236 | 59 | 0 | 315 | 1073 |
| 05:15 PM | 26 | 81 | 22 | 0 | 129 | 53 | 343 | 23 | 0 | 419 | 58 | 76 | 63 | 0 | 197 | 11 | 198 | 46 | 0 | 255 | 1000 |
| 05:30 PM | 22 | 87 | 26 | 0 | 135 | 67 | 379 | 34 | 0 | 480 | 52 | 64 | 59 | 0 | 175 | 13 | 229 | 42 | 0 | 284 | 1074 |
| Total Volume | 104 | 349 | 89 | 0 | 542 | 253 | 1345 | 106 | 2 | 1706 | 202 | 290 | 259 | 0 | 751 | 59 | 867 | 197 | 1 | 1124 | 4123 |
| % App. Total | 19.2 | 64.4 | 16.4 | 0 | | 14.8 | 78.8 | 6.2 | 0.1 | | 26.9 | 38.6 | 34.5 | 0 | | 5.2 | 77.1 | 17.5 | 0.1 | | |
| PHF | .897 | .890 | .856 | .000 | .948 | .944 | .887 | .779 | .250 | .889 | .871 | .895 | .899 | .000 | .953 | .738 | .918 | .835 | .250 | .892 | .960 |



File Name: E:\Program Files\JAMAR\PetraPro\Data Files\CH2MHILL\US24\21ST&US24PM.ppd

Start Date: 8/25/2005

Start Time: 4:00:00 PM

Site Code: 00000000

Comment 1: Default Comments

Comment 2: Change These in The Preferences Window

Comment 3: Select File/Preference in the Main Scree

Comment 4: Then Click the Comments Tab

| Start Time | 21 ST Southbound | | | US 24 Westbound | | | 21 ST Northbound | | | US 24 Eastbound | | | | | | |
|------------|------------------|------|-------|-----------------|------|------|------------------|------|------|-----------------|-------|------|----|-----|----|---|
| | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds | | | | |
| 04:00 PM | 28 | 96 | 11 | 0 | 60 | 213 | 15 | 0 | 48 | 60 | 77 | 0 | 14 | 228 | 41 | 0 |
| 04:15 PM | 24 | 88 | 13 | 0 | 57 | 248 | 28 | 0 | 51 | 61 | 55 | 0 | 7 | 233 | 33 | 0 |
| 04:30 PM | 24 | 98 | 12 | 0 | 86 | 259 | 23 | 0 | 41 | 59 | 35 | 0 | 10 | 227 | 41 | 0 |
| 04:45 PM | 28 | 96 | 15 | 0 | 64 | 278 | 17 | 0 | 50 | 81 | 62 | 0 | 14 | 193 | 50 | 1 |
| 05:00 PM | 25 | 82 | 24 | 0 | 63 | 334 | 31 | 0 | 41 | 69 | 70 | 0 | 20 | 226 | 59 | 0 |
| 05:15 PM | 26 | 81 | 22 | 0 | 53 | 339 | 22 | 0 | 57 | 76 | 60 | 0 | 11 | 192 | 45 | 0 |
| 05:30 PM | 21 | 87 | 26 | 0 | 66 | 371 | 33 | 0 | 52 | 64 | 57 | 0 | 13 | 218 | 42 | 0 |
| 05:45 PM | 16 | 92 | 13 | 0 | 71 | 277 | 24 | 0 | 60 | 96 | 40 | 0 | 10 | 168 | 56 | 0 |

File Name: E:\Program Files\JAMAR\PetraPro\Data Files\CH2MHILL\US24\21ST&US24PM.ppd

Start Date: 8/25/2005

Start Time: 4:00:00 PM

Site Code: 00000000

Comment 1: Default Comments

Comment 2: Change These in The Preferences Window

Comment 3: Select File/Preference in the Main Screenshot

Comment 4: Then Click the Comments Tab

| Start Time | 21 ST Southbound | | | US 24 Westbound | | | 21 ST Northbound | | | US 24 Eastbound | | | | |
|------------|------------------|------|-------|-----------------|------|-------|------------------|------|------|-----------------|------|------|-------|------|
| | Left | Thru | Right | Left | Thru | Right | Peds | Left | Thru | Right | Left | Thru | Right | Peds |
| 04:00 PM | 1 | 0 | 0 | 0 | 3 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 17 | 0 |
| 04:15 PM | 0 | 2 | 2 | 0 | 2 | 7 | 2 | 0 | 0 | 2 | 1 | 0 | 10 | 0 |
| 04:30 PM | 1 | 0 | 0 | 0 | 5 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 17 | 0 |
| 04:45 PM | 0 | 2 | 0 | 0 | 2 | 4 | 0 | 0 | 1 | 0 | 2 | 0 | 9 | 0 |
| 05:00 PM | 1 | 1 | 1 | 0 | 4 | 5 | 1 | 0 | 0 | 0 | 1 | 0 | 9 | 0 |
| 05:15 PM | 0 | 0 | 0 | 0 | 0 | 4 | 1 | 0 | 1 | 0 | 3 | 0 | 5 | 0 |
| 05:30 PM | 0 | 0 | 0 | 0 | 1 | 7 | 0 | 0 | 0 | 0 | 1 | 0 | 11 | 0 |
| 05:45 PM | 0 | 0 | 0 | 0 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 |

T

3

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32

File Name: E:\Program Files\JAMAR\PetraPro\Data Files\CH2MHILL\US24\21ST&US24PM.ppd

Start Date: 8/25/2005

Start Time: 4:00:00 PM

Site Code: 00000000

Comment 1: Default Comments

Comment 2: Change These in The Preferences Window

Comment 3: Select File/Preference in the Main Scree

Comment 4: Then Click the Comments Tab

B

| Start Time | 21 ST Southbound | | | US 24 Westbound | | | 21 ST Northbound | | | US 24 Eastbound | | |
|------------|------------------|------|-------|-----------------|------|------|------------------|------|------|-----------------|-------|------|
| | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds |
| 04:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 04:15 PM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 04:30 PM | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 0 |
| 04:45 PM | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 2 | 0 |
| 05:00 PM | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 |
| 05:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| 05:30 PM | 1 | 0 | 0 | 0 | 1 | 1 | 1 | 1 | 0 | 0 | 0 | 0 |
| 05:45 PM | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 1 | 0 |

2

4

2

3

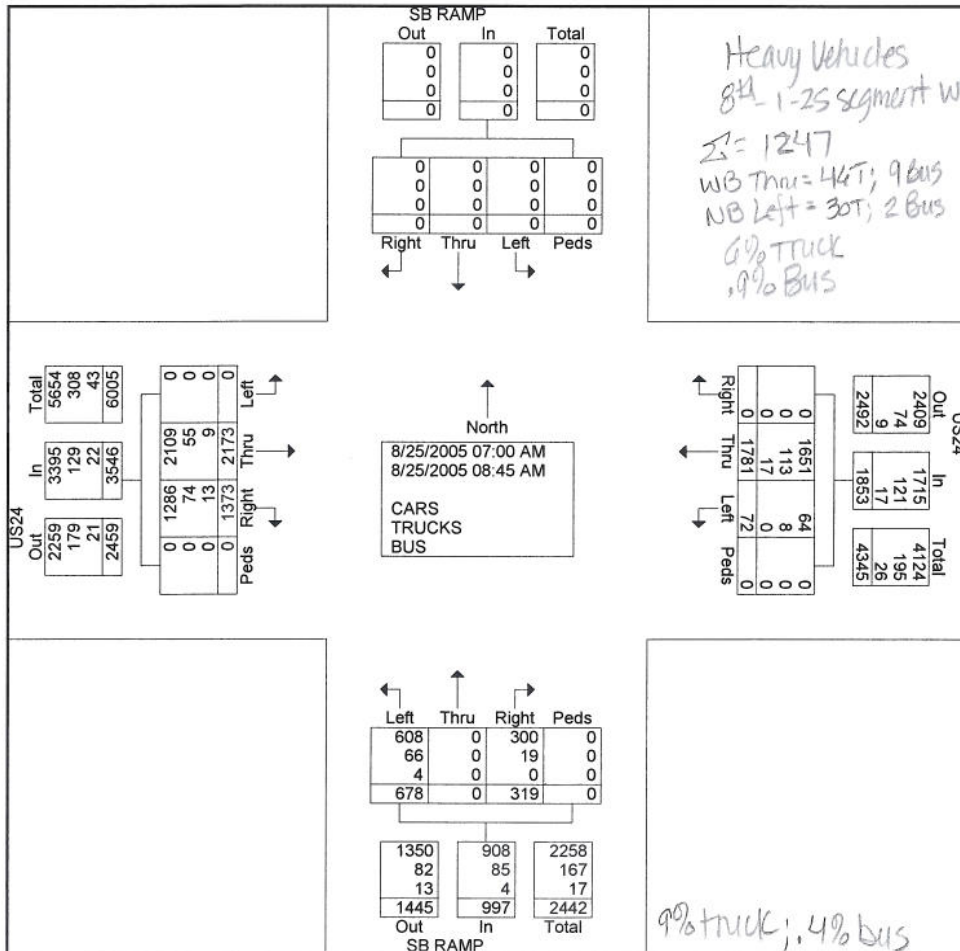


All Traffic Data Services, Inc
 9660 W 44th Ave
 Wheat Ridge, CO 80033
 www.alltrafficdata.net

File Name : SBRAMPS&US24AM
 Site Code : 00000000
 Start Date : 8/25/2005
 Page No : 1

Groups Printed- CARS - TRUCKS - BUS

| Start Time | SB RAMP Southbound | | | | US24 Westbound | | | | SB RAMP Northbound | | | | US24 Eastbound | | | | Int. Total |
|-------------|--------------------|------|-------|------|----------------|------|-------|------|--------------------|------|-------|------|----------------|------|-------|------|------------|
| | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds | |
| 07:00 AM | 0 | 0 | 0 | 0 | 6 | 159 | 0 | 0 | 73 | 0 | 32 | 0 | 0 | 192 | 182 | 0 | 644 |
| 07:15 AM | 0 | 0 | 0 | 0 | 17 | 215 | 0 | 0 | 56 | 0 | 30 | 0 | 0 | 305 | 204 | 0 | 827 |
| 07:30 AM | 0 | 0 | 0 | 0 | 4 | 241 | 0 | 0 | 81 | 0 | 40 | 0 | 0 | 293 | 191 | 0 | 850 |
| 07:45 AM | 0 | 0 | 0 | 0 | 6 | 241 | 0 | 0 | 89 | 0 | 55 | 0 | 0 | 326 | 213 | 0 | 930 |
| Total | 0 | 0 | 0 | 0 | 33 | 856 | 0 | 0 | 299 | 0 | 157 | 0 | 0 | 1116 | 790 | 0 | 3251 |
| 08:00 AM | 0 | 0 | 0 | 0 | 9 | 278 | 0 | 0 | 93 | 0 | 51 | 0 | 0 | 259 | 151 | 0 | 841 |
| 08:15 AM | 0 | 0 | 0 | 0 | 9 | 210 | 0 | 0 | 87 | 0 | 41 | 0 | 0 | 291 | 143 | 0 | 781 |
| 08:30 AM | 0 | 0 | 0 | 0 | 14 | 209 | 0 | 0 | 88 | 0 | 32 | 0 | 0 | 262 | 168 | 0 | 773 |
| 08:45 AM | 0 | 0 | 0 | 0 | 7 | 228 | 0 | 0 | 111 | 0 | 38 | 0 | 0 | 245 | 121 | 0 | 750 |
| Total | 0 | 0 | 0 | 0 | 39 | 925 | 0 | 0 | 379 | 0 | 162 | 0 | 0 | 1057 | 583 | 0 | 3145 |
| Grand Total | 0 | 0 | 0 | 0 | 72 | 1781 | 0 | 0 | 678 | 0 | 319 | 0 | 0 | 2173 | 1373 | 0 | 6396 |
| Apprch % | 0 | 0 | 0 | 0 | 3.9 | 96.1 | 0 | 0 | 68 | 0 | 32 | 0 | 0 | 61.3 | 38.7 | 0 | |
| Total % | 0 | 0 | 0 | 0 | 1.1 | 27.8 | 0 | 0 | 10.6 | 0 | 5 | 0 | 0 | 34 | 21.5 | 0 | |
| CARS | 0 | 0 | 0 | 0 | 64 | 1651 | 0 | 0 | 608 | 0 | 300 | 0 | 0 | 2109 | 1286 | 0 | 6018 |
| % CARS | 0 | 0 | 0 | 0 | 88.9 | 92.7 | 0 | 0 | 89.7 | 0 | 94 | 0 | 0 | 97.1 | 93.7 | 0 | 94.1 |
| TRUCKS | 0 | 0 | 0 | 0 | 8 | 113 | 0 | 0 | 66 | 0 | 19 | 0 | 0 | 55 | 74 | 0 | 335 |
| % TRUCKS | 0 | 0 | 0 | 0 | 11.1 | 6.3 | 0 | 0 | 9.7 | 0 | 6 | 0 | 0 | 2.5 | 5.4 | 0 | 5.2 |
| BUS | 0 | 0 | 0 | 0 | 0 | 17 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 9 | 13 | 0 | 43 |
| % BUS | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0.6 | 0 | 0 | 0 | 0 | 0.4 | 0.9 | 0 | 0.7 |

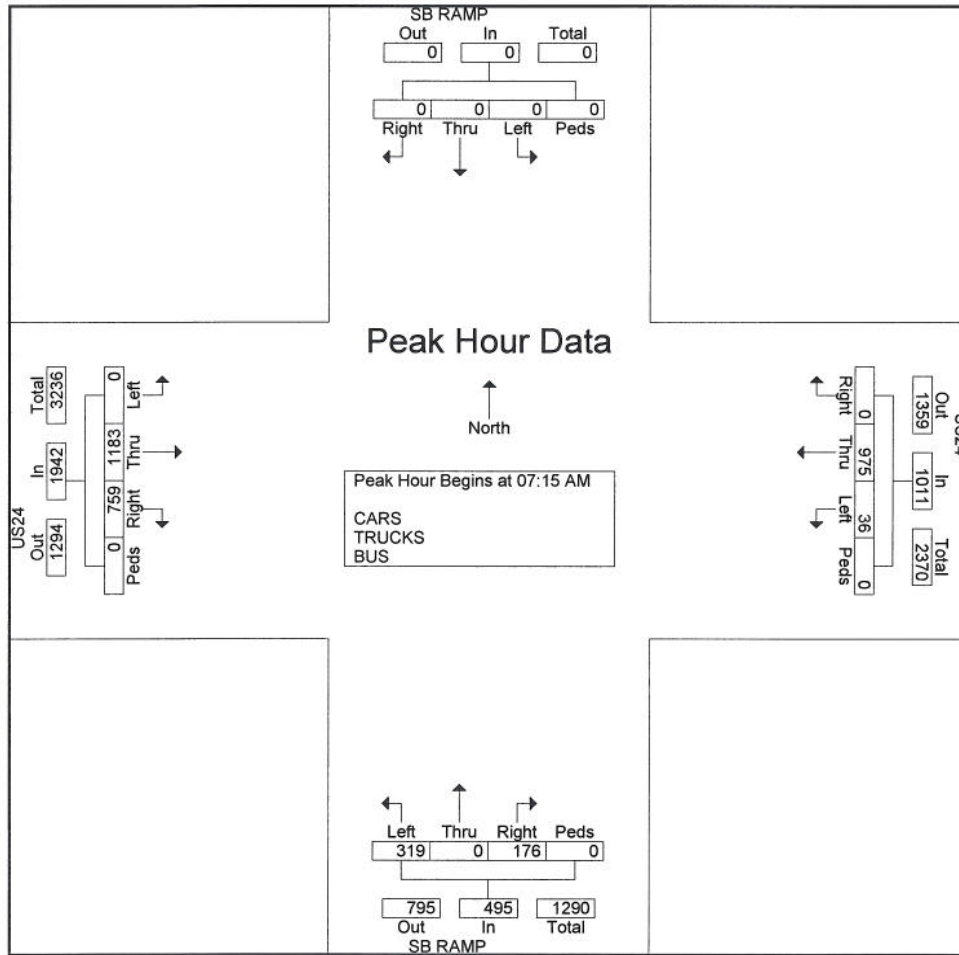




All Traffic Data Services, Inc
 9660 W 44th Ave
 Wheat Ridge, CO 80033
 www.alltrafficdata.net

File Name : SBRAMPS&US24AM
 Site Code : 00000000
 Start Date : 8/25/2005
 Page No : 2

| Start Time | SB RAMP Southbound | | | | | US24 Westbound | | | | | SB RAMP Northbound | | | | | US24 Eastbound | | | | | Int. Total |
|--|--------------------|------|-------|------|------------|----------------|------|-------|------|------------|--------------------|------|-------|------|------------|----------------|------|-------|------|------------|------------|
| | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | |
| Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:15 AM | | | | | | | | | | | | | | | | | | | | | |
| 07:15 AM | 0 | 0 | 0 | 0 | 0 | 17 | 215 | 0 | 0 | 232 | 56 | 0 | 30 | 0 | 86 | 0 | 305 | 204 | 0 | 509 | 827 |
| 07:30 AM | 0 | 0 | 0 | 0 | 0 | 4 | 241 | 0 | 0 | 245 | 81 | 0 | 40 | 0 | 121 | 0 | 293 | 191 | 0 | 484 | 850 |
| 07:45 AM | 0 | 0 | 0 | 0 | 0 | 6 | 241 | 0 | 0 | 247 | 89 | 0 | 55 | 0 | 144 | 0 | 326 | 213 | 0 | 539 | 930 |
| 08:00 AM | 0 | 0 | 0 | 0 | 0 | 9 | 278 | 0 | 0 | 287 | 93 | 0 | 51 | 0 | 144 | 0 | 259 | 151 | 0 | 410 | 841 |
| Total Volume | 0 | 0 | 0 | 0 | 0 | 36 | 975 | 0 | 0 | 1011 | 319 | 0 | 176 | 0 | 495 | 0 | 1183 | 759 | 0 | 1942 | 3448 |
| % App. Total | 0 | 0 | 0 | 0 | 0 | 3.6 | 96.4 | 0 | 0 | | 64.4 | 0 | 35.6 | 0 | | 0 | 60.9 | 39.1 | 0 | | |
| PHF | .000 | .000 | .000 | .000 | .000 | .529 | .877 | .000 | .000 | .881 | .858 | .000 | .800 | .000 | .859 | .000 | .907 | .891 | .000 | .901 | .927 |



File Name: E:\Program Files\JAMAR\PetraPro\Data Files\CH2MHILL\US24\SBRAMPS&US24AM.ppd

Start Date: 8/25/2005

Start Time: 7:00:00 AM

Site Code: 00000000

Comment 1: Default Comments

Comment 2: Change These in The Preferences Window

Comment 3: Select File/Preference in the Main Scree

Comment 4: Then Click the Comments Tab

| Start Time | SB RAMP Southbound | | | US24 Westbound | | | SB RAMP Northbound | | | US24 Eastbound | | | |
|------------|--------------------|------|-------|----------------|------|-------|--------------------|------|-------|----------------|------|-------|------|
| | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Peds |
| 07:00 AM | 0 | 0 | 0 | 5 | 153 | 0 | 67 | 0 | 29 | 0 | 184 | 176 | 0 |
| 07:15 AM | 0 | 0 | 0 | 12 | 200 | 0 | 51 | 0 | 28 | 0 | 300 | 190 | 0 |
| 07:30 AM | 0 | 0 | 0 | 4 | 219 | 0 | 72 | 0 | 39 | 0 | 287 | 182 | 0 |
| 07:45 AM | 0 | 0 | 0 | 6 | 229 | 0 | 77 | 0 | 51 | 0 | 315 | 204 | 0 |
| 08:00 AM | 0 | 0 | 0 | 8 | 257 | 0 | 86 | 0 | 48 | 0 | 252 | 143 | 0 |
| 08:15 AM | 0 | 0 | 0 | 9 | 190 | 0 | 76 | 0 | 39 | 0 | 283 | 126 | 0 |
| 08:30 AM | 0 | 0 | 0 | 13 | 198 | 0 | 78 | 0 | 30 | 0 | 256 | 152 | 0 |
| 08:45 AM | 0 | 0 | 0 | 7 | 205 | 0 | 101 | 0 | 36 | 0 | 232 | 113 | 0 |

File Name: E:\Program Files\JAMAR\PetraPro\Data Files\CH2MHILL\US24\SBRAMPS&US24AM.ppd

Start Date: 8/25/2005

Start Time: 7:00:00 AM

Site Code: 00000000

Comment 1: Default Comments

Comment 2: Change These in The Preferences Window

Comment 3: Select File/Preference in the Main Scree

Comment 4: Then Click the Comments Tab

| Start Time | SB RAMP Southbound | | | US24 Westbound | | | SB RAMP Northbound | | | US24 Eastbound | | | | |
|------------|--------------------|------|-------|----------------|------|-------|--------------------|------|-------|----------------|------|-------|------|---|
| | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Peds | |
| 07:00 AM | 0 | 0 | 0 | 0 | 1 | 6 | 0 | 5 | 0 | 3 | 0 | 8 | 4 | 0 |
| 07:15 AM | 0 | 0 | 0 | 0 | 5 | 13 | 0 | 5 | 0 | 2 | 0 | 4 | 13 | 0 |
| 07:30 AM | 0 | 0 | 0 | 0 | 0 | 16 | 0 | 8 | 0 | 1 | 0 | 6 | 9 | 0 |
| 07:45 AM | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 12 | 0 | 4 | 0 | 10 | 7 | 0 |
| 08:00 AM | 0 | 0 | 0 | 0 | 1 | 19 | 0 | 6 | 0 | 3 | 0 | 5 | 6 | 0 |
| 08:15 AM | 0 | 0 | 0 | 0 | 0 | 17 | 0 | 11 | 0 | 2 | 0 | 7 | 14 | 0 |
| 08:30 AM | 0 | 0 | 0 | 0 | 1 | 9 | 0 | 10 | 0 | 2 | 0 | 4 | 13 | 0 |
| 08:45 AM | 0 | 0 | 0 | 0 | 0 | 22 | 0 | 9 | 0 | 2 | 0 | 11 | 8 | 0 |

File Name: E:\Program Files\JAMAR\PetraPro\Data Files\CH2MHILL\US24\SBRAMPS&US24AM.ppd
 Start Date: 8/25/2005
 Start Time: 7:00:00 AM
 Site Code: 00000000

Comment 1: Default Comments
 Comment 2: Change These in The Preferences Window
 Comment 3: Select File/Preference in the Main Scree
 Comment 4: Then Click the Comments Tab

B

| Start Time | SB RAMP Southbound | | | US24 Westbound | | | SB RAMP Northbound | | | US24 Eastbound | | | |
|------------|--------------------|------|-------|----------------|------|-------|--------------------|------|-------|----------------|------|-------|------|
| | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Peds |
| 07:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:15 AM | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:30 AM | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:45 AM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:00 AM | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:15 AM | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:30 AM | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:45 AM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

7

2

9

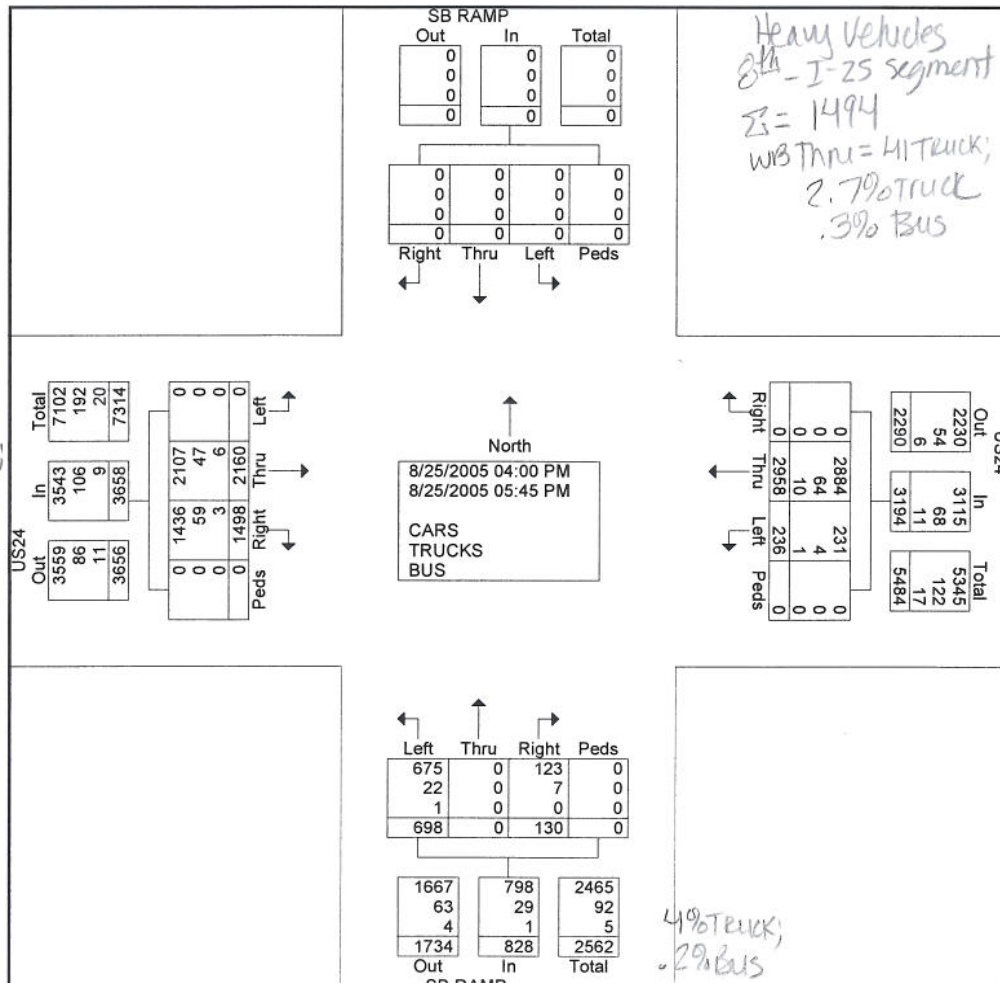


All Traffic Data Services, Inc
 9660 W 44th Ave
 Wheat Ridge, CO 80033
 www.alltrafficdata.net

File Name : SBRAMPS&US24PM
 Site Code : 00000000
 Start Date : 8/25/2005
 Page No : 1

Groups Printed- CARS - TRUCKS - BUS

| Start Time | SB RAMP Southbound | | | | US24 Westbound | | | | SB RAMP Northbound | | | | US24 Eastbound | | | | Int. Total |
|-------------|--------------------|------|-------|------|----------------|------|-------|------|--------------------|------|-------|------|----------------|------|-------|------|------------|
| | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds | |
| 04:00 PM | 0 | 0 | 0 | 0 | 30 | 376 | 0 | 0 | 80 | 0 | 17 | 0 | 0 | 285 | 208 | 0 | 996 |
| 04:15 PM | 0 | 0 | 0 | 0 | 22 | 385 | 0 | 0 | 88 | 0 | 26 | 0 | 0 | 266 | 178 | 0 | 965 |
| 04:30 PM | 0 | 0 | 0 | 0 | 24 | 346 | 0 | 0 | 83 | 0 | 14 | 0 | 0 | 284 | 202 | 0 | 953 |
| 04:45 PM | 0 | 0 | 0 | 0 | 35 | 387 | 0 | 0 | 89 | 0 | 15 | 0 | 0 | 288 | 205 | 0 | 1019 |
| Total | 0 | 0 | 0 | 0 | 111 | 1494 | 0 | 0 | 340 | 0 | 72 | 0 | 0 | 1123 | 793 | 0 | 3933 |
| 05:00 PM | 0 | 0 | 0 | 0 | 33 | 410 | 0 | 0 | 65 | 0 | 13 | 0 | 0 | 287 | 203 | 0 | 1011 |
| 05:15 PM | 0 | 0 | 0 | 0 | 36 | 412 | 0 | 0 | 88 | 0 | 11 | 0 | 0 | 274 | 170 | 0 | 991 |
| 05:30 PM | 0 | 0 | 0 | 0 | 29 | 315 | 0 | 0 | 104 | 0 | 21 | 0 | 0 | 232 | 167 | 0 | 868 |
| 05:45 PM | 0 | 0 | 0 | 0 | 27 | 327 | 0 | 0 | 101 | 0 | 13 | 0 | 0 | 244 | 165 | 0 | 877 |
| Total | 0 | 0 | 0 | 0 | 125 | 1464 | 0 | 0 | 358 | 0 | 58 | 0 | 0 | 1037 | 705 | 0 | 3747 |
| Grand Total | 0 | 0 | 0 | 0 | 236 | 2958 | 0 | 0 | 698 | 0 | 130 | 0 | 0 | 2160 | 1498 | 0 | 7680 |
| Apprch % | 0 | 0 | 0 | 0 | 7.4 | 92.6 | 0 | 0 | 84.3 | 0 | 15.7 | 0 | 0 | 59 | 41 | 0 | |
| Total % | 0 | 0 | 0 | 0 | 3.1 | 38.5 | 0 | 0 | 9.1 | 0 | 1.7 | 0 | 0 | 28.1 | 19.5 | 0 | |
| CARS | 0 | 0 | 0 | 0 | 231 | 2884 | 0 | 0 | 675 | 0 | 123 | 0 | 0 | 2107 | 1436 | 0 | 7456 |
| % CARS | 0 | 0 | 0 | 0 | 97.9 | 97.5 | 0 | 0 | 96.7 | 0 | 94.6 | 0 | 0 | 97.5 | 95.9 | 0 | 97.1 |
| TRUCKS | 0 | 0 | 0 | 0 | 4 | 64 | 0 | 0 | 22 | 0 | 7 | 0 | 0 | 47 | 59 | 0 | 203 |
| % TRUCKS | 0 | 0 | 0 | 0 | 1.7 | 2.2 | 0 | 0 | 3.2 | 0 | 5.4 | 0 | 0 | 2.2 | 3.9 | 0 | 2.6 |
| BUS | 0 | 0 | 0 | 0 | 1 | 10 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 6 | 3 | 0 | 21 |
| % BUS | 0 | 0 | 0 | 0 | 0.4 | 0.3 | 0 | 0 | 0.1 | 0 | 0 | 0 | 0 | 0.3 | 0.2 | 0 | 0.3 |



3.5% TRUCK;
 .3% BUS

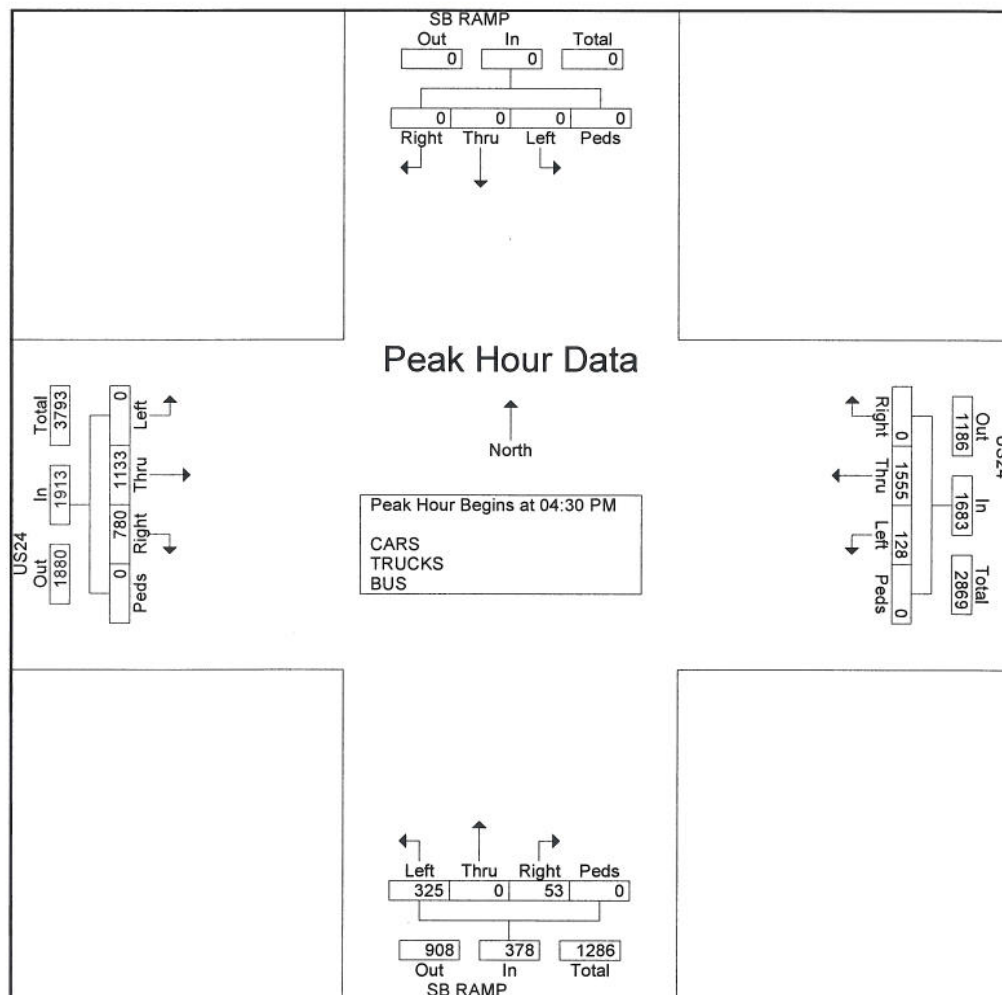
4% TRUCK;
 .2% BUS



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 www.alltrafficdata.net

File Name : SBRAMPS&US24PM
 Site Code : 00000000
 Start Date : 8/25/2005
 Page No : 2

| Start Time | SB RAMP Southbound | | | | | US24 Westbound | | | | | SB RAMP Northbound | | | | | US24 Eastbound | | | | | Int. Total |
|--|--------------------|------|-------|------|------------|----------------|------|-------|------|------------|--------------------|------|-------|------|------------|----------------|------|-------|------|------------|------------|
| | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | |
| Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:30 PM | | | | | | | | | | | | | | | | | | | | | |
| 04:30 PM | 0 | 0 | 0 | 0 | 0 | 24 | 346 | 0 | 0 | 370 | 83 | 0 | 14 | 0 | 97 | 0 | 284 | 202 | 0 | 486 | 953 |
| 04:45 PM | 0 | 0 | 0 | 0 | 0 | 35 | 387 | 0 | 0 | 422 | 89 | 0 | 15 | 0 | 104 | 0 | 288 | 205 | 0 | 493 | 1019 |
| 05:00 PM | 0 | 0 | 0 | 0 | 0 | 33 | 410 | 0 | 0 | 443 | 65 | 0 | 13 | 0 | 78 | 0 | 287 | 203 | 0 | 490 | 1011 |
| 05:15 PM | 0 | 0 | 0 | 0 | 0 | 36 | 412 | 0 | 0 | 448 | 88 | 0 | 11 | 0 | 99 | 0 | 274 | 170 | 0 | 444 | 991 |
| Total Volume | 0 | 0 | 0 | 0 | 0 | 128 | 1555 | 0 | 0 | 1683 | 325 | 0 | 53 | 0 | 378 | 0 | 1133 | 780 | 0 | 1913 | 3974 |
| % App. Total | 0 | 0 | 0 | 0 | 0 | 7.6 | 92.4 | 0 | 0 | | 86 | 0 | 14 | 0 | | 0 | 59.2 | 40.8 | 0 | | |
| PHF | .000 | .000 | .000 | .000 | .000 | .889 | .944 | .000 | .000 | .939 | .913 | .000 | .883 | .000 | .909 | .000 | .984 | .951 | .000 | .970 | .975 |



File Name: E:\Program Files\JAMAR\PetraPro\Data Files\CH2MHILL\US24\SBRAMPS&US24PM.ppd

Start Date: 8/25/2005

Start Time: 4:00:00 PM

Site Code: 00000000

Comment 1: Default Comments

Comment 2: Change These in The Preferences Window

Comment 3: Select File/Preference in the Main Scree

Comment 4: Then Click the Comments Tab

| Start Time | SB RAMP Southbound | | | US24 Westbound | | | SB RAMP Northbound | | | US24 Eastbound | | | | | | |
|------------|--------------------|------|-------|----------------|------|-------|--------------------|------|-------|----------------|------|-------|------|---|-----|---|
| | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Peds | | | |
| 04:00 PM | 0 | 0 | 0 | 0 | 30 | 0 | 0 | 73 | 0 | 0 | 0 | 15 | 0 | 0 | 202 | 0 |
| 04:15 PM | 0 | 0 | 0 | 0 | 21 | 0 | 0 | 84 | 0 | 0 | 0 | 24 | 0 | 0 | 257 | 0 |
| 04:30 PM | 0 | 0 | 0 | 0 | 22 | 0 | 0 | 81 | 0 | 0 | 0 | 14 | 0 | 0 | 278 | 0 |
| 04:45 PM | 0 | 0 | 0 | 0 | 34 | 0 | 0 | 88 | 0 | 0 | 0 | 15 | 0 | 0 | 281 | 0 |
| 05:00 PM | 0 | 0 | 0 | 0 | 33 | 0 | 0 | 64 | 0 | 0 | 0 | 13 | 0 | 0 | 282 | 0 |
| 05:15 PM | 0 | 0 | 0 | 0 | 36 | 0 | 0 | 82 | 0 | 0 | 0 | 10 | 0 | 0 | 268 | 0 |
| 05:30 PM | 0 | 0 | 0 | 0 | 28 | 0 | 0 | 103 | 0 | 0 | 0 | 20 | 0 | 0 | 224 | 0 |
| 05:45 PM | 0 | 0 | 0 | 0 | 27 | 0 | 0 | 100 | 0 | 0 | 0 | 12 | 0 | 0 | 240 | 0 |

File Name: E:\Program Files\JAMAR\PetraPro\Data Files\CH2MHILL\US24\SBRAMPS&US24PM.ppd
 Start Date: 8/25/2005
 Start Time: 4:00:00 PM
 Site Code: 00000000

- Comment 1: Default Comments
- Comment 2: Change These in The Preferences Window
- Comment 3: Select File/Preference in the Main Scree
- Comment 4: Then Click the Comments Tab

| Start Time | SB RAMP Southbound | | | US24 Westbound | | | SB RAMP Northbound | | | US24 Eastbound | | | |
|------------|--------------------|------|-------|----------------|------|-------|--------------------|------|-------|----------------|------|-------|------|
| | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Peds |
| 04:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 |
| 04:15 PM | 0 | 0 | 0 | 0 | 1 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 |
| 04:30 PM | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 04:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 05:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 05:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 1 | 0 | 0 | 0 | 0 |
| 05:30 PM | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 |
| 05:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 |

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UH

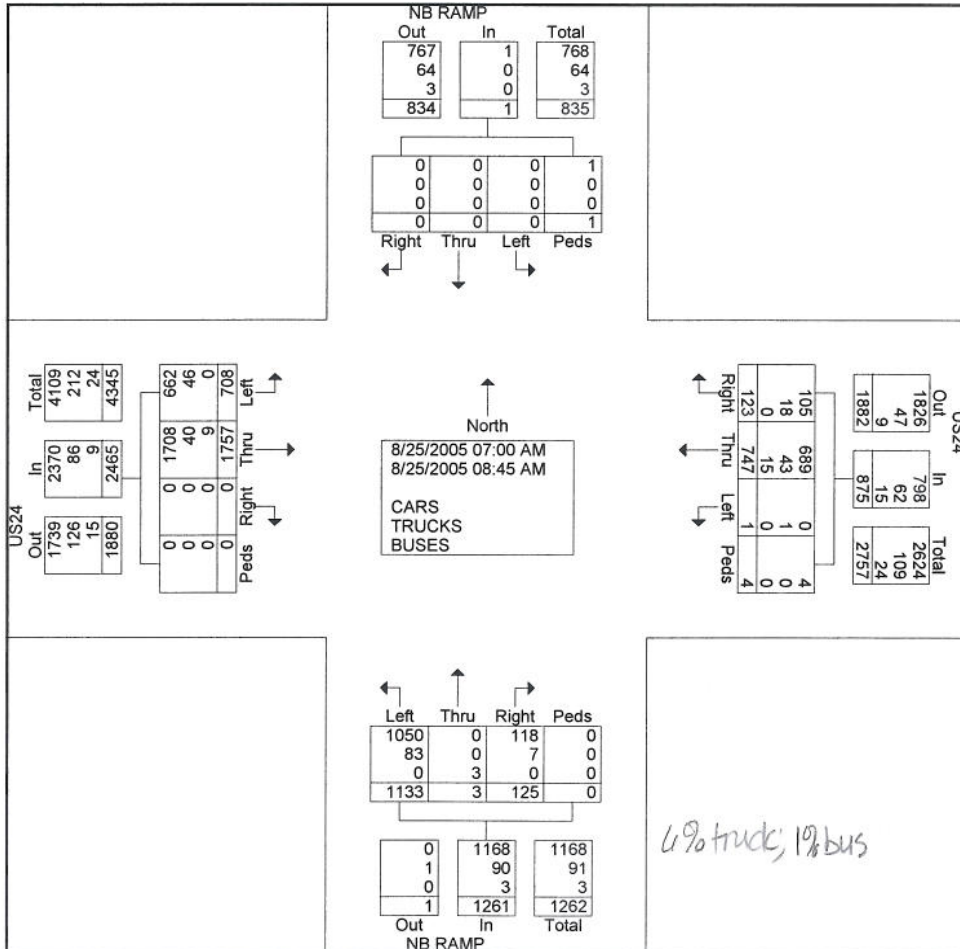


All Traffic Data Services, Inc
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File Name : NBRAMPS&US24AM
 Site Code : 00000000
 Start Date : 8/25/2005
 Page No : 1

Groups Printed- CARS - TRUCKS - BUSES

| Start Time | NB RAMP Southbound | | | | US24 Westbound | | | | NB RAMP Northbound | | | | US24 Eastbound | | | | Int. Total |
|-------------|--------------------|------|-------|------|----------------|------|-------|------|--------------------|------|-------|------|----------------|------|-------|------|------------|
| | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds | |
| 07:00 AM | 0 | 0 | 0 | 1 | 0 | 65 | 14 | 0 | 92 | 0 | 15 | 0 | 80 | 158 | 0 | 0 | 425 |
| 07:15 AM | 0 | 0 | 0 | 0 | 0 | 70 | 17 | 0 | 158 | 0 | 7 | 0 | 111 | 226 | 0 | 0 | 589 |
| 07:30 AM | 0 | 0 | 0 | 0 | 0 | 103 | 14 | 0 | 172 | 0 | 20 | 0 | 96 | 275 | 0 | 0 | 680 |
| 07:45 AM | 0 | 0 | 0 | 0 | 0 | 133 | 13 | 0 | 188 | 1 | 27 | 0 | 103 | 286 | 0 | 0 | 751 |
| Total | 0 | 0 | 0 | 1 | 0 | 371 | 58 | 0 | 610 | 1 | 69 | 0 | 390 | 945 | 0 | 0 | 2445 |
| 08:00 AM | 0 | 0 | 0 | 0 | 0 | 118 | 17 | 0 | 173 | 1 | 17 | 0 | 83 | 242 | 0 | 0 | 651 |
| 08:15 AM | 0 | 0 | 0 | 0 | 0 | 86 | 18 | 3 | 108 | 0 | 13 | 0 | 80 | 232 | 0 | 0 | 540 |
| 08:30 AM | 0 | 0 | 0 | 0 | 1 | 82 | 11 | 0 | 123 | 1 | 10 | 0 | 90 | 187 | 0 | 0 | 505 |
| 08:45 AM | 0 | 0 | 0 | 0 | 0 | 90 | 19 | 1 | 119 | 0 | 16 | 0 | 65 | 151 | 0 | 0 | 461 |
| Total | 0 | 0 | 0 | 0 | 1 | 376 | 65 | 4 | 523 | 2 | 56 | 0 | 318 | 812 | 0 | 0 | 2157 |
| Grand Total | 0 | 0 | 0 | 1 | 1 | 747 | 123 | 4 | 1133 | 3 | 125 | 0 | 708 | 1757 | 0 | 0 | 4602 |
| Approch % | 0 | 0 | 0 | 100 | 0.1 | 85.4 | 14.1 | 0.5 | 89.8 | 0.2 | 9.9 | 0 | 28.7 | 71.3 | 0 | 0 | |
| Total % | 0 | 0 | 0 | 0 | 0 | 16.2 | 2.7 | 0.1 | 24.6 | 0.1 | 2.7 | 0 | 15.4 | 38.2 | 0 | 0 | |
| CARS | 0 | 0 | 0 | 1 | 0 | 689 | 105 | 4 | 1050 | 0 | 118 | 0 | 662 | 1708 | 0 | 0 | 4337 |
| % CARS | 0 | 0 | 0 | 100 | 0 | 92.2 | 85.4 | 100 | 92.7 | 0 | 94.4 | 0 | 93.5 | 97.2 | 0 | 0 | 94.2 |
| TRUCKS | 0 | 0 | 0 | 0 | 1 | 43 | 18 | 0 | 83 | 0 | 7 | 0 | 46 | 40 | 0 | 0 | 238 |
| % TRUCKS | 0 | 0 | 0 | 0 | 100 | 5.8 | 14.6 | 0 | 7.3 | 0 | 5.6 | 0 | 6.5 | 2.3 | 0 | 0 | 5.2 |
| BUSES | 0 | 0 | 0 | 0 | 0 | 15 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 9 | 0 | 0 | 27 |
| % BUSES | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0.5 | 0 | 0 | 0.6 |

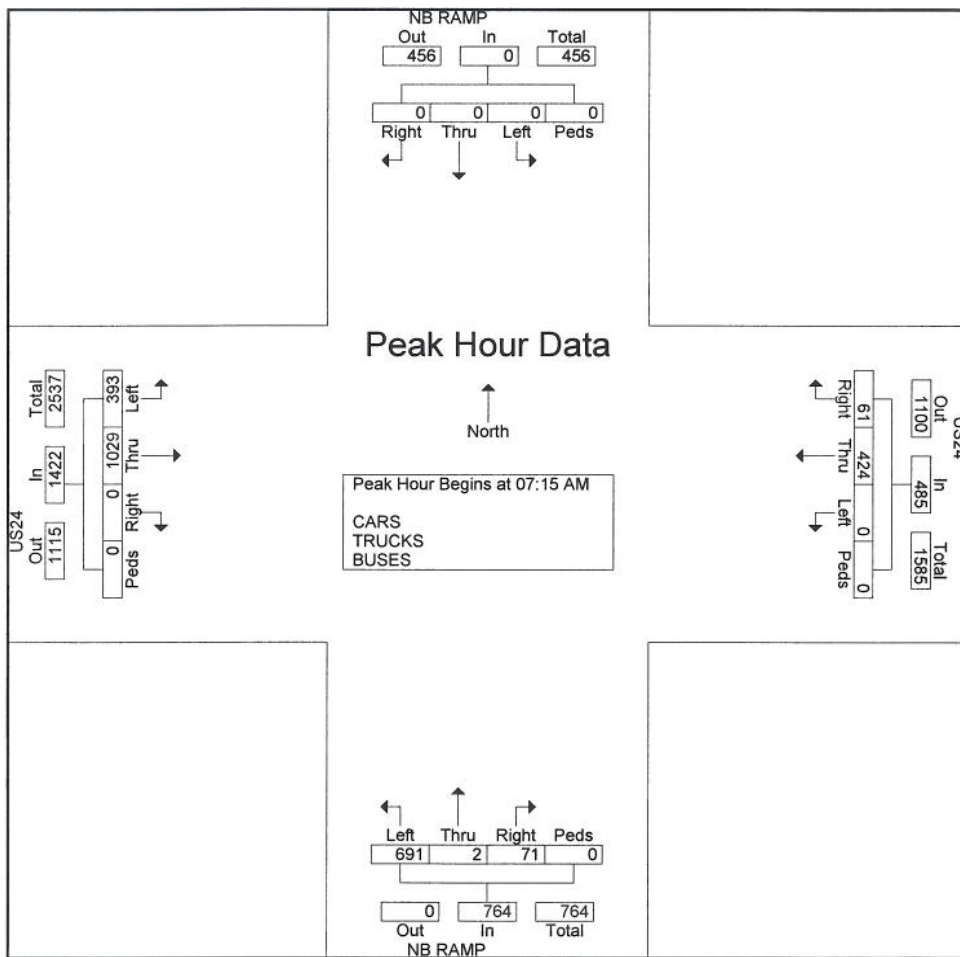




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File Name : NBRAMPS&US24AM
 Site Code : 00000000
 Start Date : 8/25/2005
 Page No : 2

| Start Time | NB RAMP Southbound | | | | | US24 Westbound | | | | | NB RAMP Northbound | | | | | US24 Eastbound | | | | | Int. Total |
|--|--------------------|------|-------|------|------------|----------------|------|-------|------|------------|--------------------|------|-------|------|------------|----------------|------|-------|------|------------|------------|
| | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | |
| Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:15 AM | | | | | | | | | | | | | | | | | | | | | |
| 07:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 70 | 17 | 0 | 87 | 158 | 0 | 7 | 0 | 165 | 111 | 226 | 0 | 0 | 337 | 589 |
| 07:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 103 | 14 | 0 | 117 | 172 | 0 | 20 | 0 | 192 | 96 | 275 | 0 | 0 | 371 | 680 |
| 07:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 133 | 13 | 0 | 146 | 188 | 1 | 27 | 0 | 216 | 103 | 286 | 0 | 0 | 389 | 751 |
| 08:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 118 | 17 | 0 | 135 | 173 | 1 | 17 | 0 | 191 | 83 | 242 | 0 | 0 | 325 | 651 |
| Total Volume | 0 | 0 | 0 | 0 | 0 | 0 | 424 | 61 | 0 | 485 | 691 | 2 | 71 | 0 | 764 | 393 | 1029 | 0 | 0 | 1422 | 2671 |
| % App. Total | 0 | 0 | 0 | 0 | 0 | 0 | 87.4 | 12.6 | 0 | | 90.4 | 0.3 | 9.3 | 0 | | 27.6 | 72.4 | 0 | 0 | | |
| PHF | .000 | .000 | .000 | .000 | .000 | .000 | .797 | .897 | .000 | .830 | .919 | .500 | .657 | .000 | .884 | .885 | .899 | .000 | .000 | .914 | .889 |



File Name: E:\Program Files\JAMAR\PetraPro\Data Files\CH2MHILL\US24\NB RAMPS&US24AM.ppd

Start Date: 8/25/2005

Start Time: 7:00:00 AM

Site Code: 00000000

Comment 1: Default Comments

Comment 2: Change These in The Preferences Window

Comment 3: Select File/Preference in the Main Screenshot

Comment 4: Then Click the Comments Tab

| Start Time | NB RAMP Southbound | | | US24 Westbound | | | NB RAMP Northbound | | | US24 Eastbound | | | |
|------------|--------------------|------|-------|----------------|------|------|--------------------|------|------|----------------|-------|------|-----|
| | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds | |
| 07:00 AM | 0 | 0 | 0 | 1 | 0 | 59 | 14 | 0 | 89 | 0 | 64 | 0 | 152 |
| 07:15 AM | 0 | 0 | 0 | 0 | 0 | 59 | 12 | 0 | 150 | 0 | 106 | 0 | 221 |
| 07:30 AM | 0 | 0 | 0 | 0 | 0 | 98 | 14 | 0 | 157 | 0 | 92 | 0 | 271 |
| 07:45 AM | 0 | 0 | 0 | 0 | 0 | 126 | 8 | 0 | 177 | 0 | 97 | 0 | 269 |
| 08:00 AM | 0 | 0 | 0 | 0 | 0 | 109 | 12 | 0 | 161 | 0 | 80 | 0 | 236 |
| 08:15 AM | 0 | 0 | 0 | 0 | 0 | 79 | 17 | 3 | 95 | 0 | 74 | 0 | 230 |
| 08:30 AM | 0 | 0 | 0 | 0 | 0 | 75 | 11 | 0 | 115 | 0 | 86 | 0 | 184 |
| 08:45 AM | 0 | 0 | 0 | 0 | 0 | 84 | 17 | 1 | 106 | 0 | 63 | 0 | 145 |

File Name: E:\Program Files\JAMAR\PetraPro\Data Files\CH2MHILL\US24\NB\RAMP&US24AM.ppd
 Start Date: 8/25/2005
 Start Time: 7:00:00 AM
 Site Code: 00000000

- Comment 1: Default Comments
- Comment 2: Change These in The Preferences Window
- Comment 3: Select File/Preference in the Main Screenshot
- Comment 4: Then Click the Comments Tab

| Start Time | NB RAMP Southbound | | | US24 Westbound | | | NB RAMP Northbound | | | US24 Eastbound | | | | |
|------------|--------------------|------|-------|----------------|------|-------|--------------------|------|-------|----------------|------|-------|------|---|
| | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Peds | |
| 07:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 16 | 5 | 0 | 0 |
| 07:15 AM | 0 | 0 | 0 | 0 | 0 | 5 | 8 | 0 | 0 | 0 | 5 | 4 | 0 | 0 |
| 07:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 0 | 1 | 0 | 4 | 3 | 0 | 0 |
| 07:45 AM | 0 | 0 | 0 | 0 | 0 | 5 | 11 | 0 | 0 | 0 | 6 | 15 | 0 | 0 |
| 08:00 AM | 0 | 0 | 0 | 0 | 0 | 5 | 12 | 0 | 2 | 0 | 3 | 4 | 0 | 0 |
| 08:15 AM | 0 | 0 | 0 | 0 | 0 | 1 | 13 | 0 | 0 | 0 | 6 | 2 | 0 | 0 |
| 08:30 AM | 0 | 0 | 0 | 1 | 6 | 0 | 8 | 0 | 2 | 0 | 4 | 2 | 0 | 0 |
| 08:45 AM | 0 | 0 | 0 | 0 | 5 | 2 | 13 | 0 | 1 | 0 | 2 | 5 | 0 | 0 |

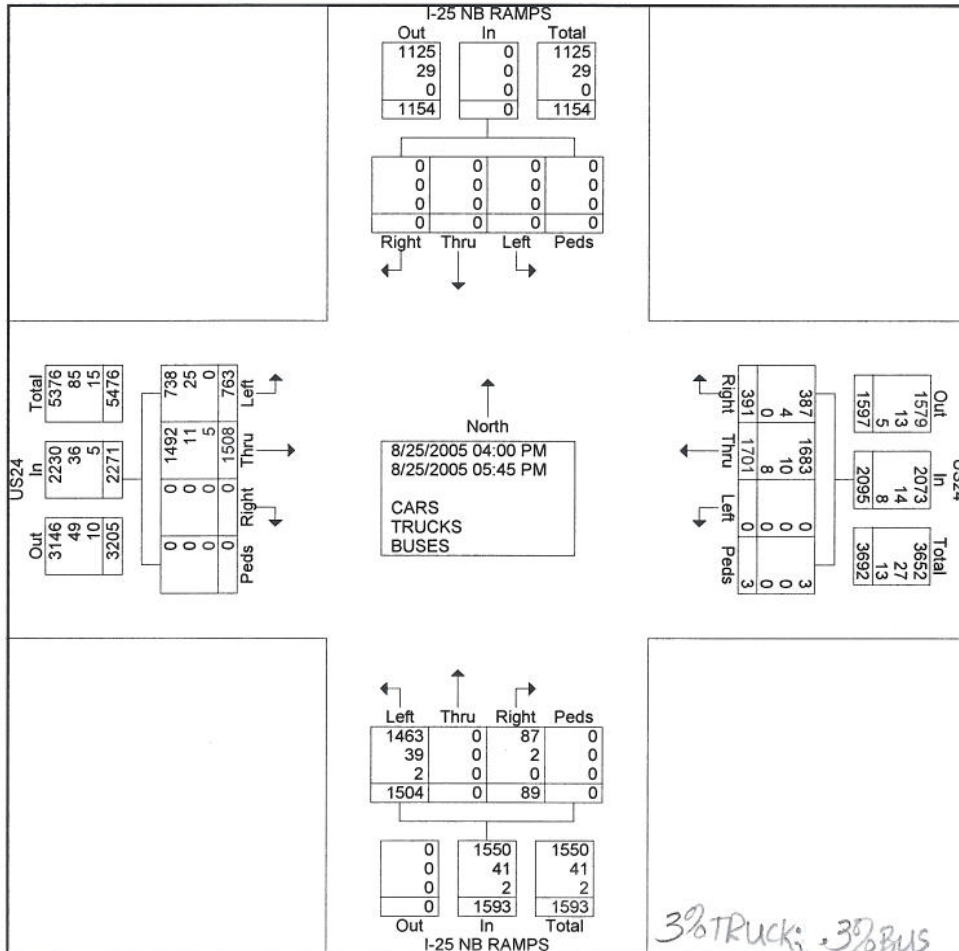


All Traffic Data Services, Inc
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 www.alltrafficdata.net

File Name : NBRAMPS&US24PM
 Site Code : 00000000
 Start Date : 8/25/2005
 Page No : 1

Groups Printed- CARS - TRUCKS - BUSES

| Start Time | I-25 NB RAMPS Southbound | | | | US24 Westbound | | | | I-25 NB RAMPS Northbound | | | | US24 Eastbound | | | | Int. Total |
|--------------------|--------------------------|----------|----------|----------|----------------|-------------|------------|----------|--------------------------|----------|-----------|----------|----------------|-------------|----------|----------|-------------|
| | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds | |
| 04:00 PM | 0 | 0 | 0 | 0 | 0 | 200 | 37 | 1 | 187 | 0 | 3 | 0 | 94 | 211 | 0 | 0 | 733 |
| 04:15 PM | 0 | 0 | 0 | 0 | 0 | 211 | 34 | 0 | 204 | 0 | 11 | 0 | 89 | 203 | 0 | 0 | 752 |
| 04:30 PM | 0 | 0 | 0 | 0 | 0 | 255 | 33 | 0 | 190 | 0 | 7 | 0 | 93 | 226 | 0 | 0 | 804 |
| 04:45 PM | 0 | 0 | 0 | 0 | 0 | 245 | 59 | 0 | 180 | 0 | 15 | 0 | 91 | 190 | 0 | 0 | 780 |
| Total | 0 | 0 | 0 | 0 | 0 | 911 | 163 | 1 | 761 | 0 | 36 | 0 | 367 | 830 | 0 | 0 | 3069 |
| 05:00 PM | 0 | 0 | 0 | 0 | 0 | 227 | 85 | 0 | 203 | 0 | 11 | 0 | 109 | 205 | 0 | 0 | 840 |
| 05:15 PM | 0 | 0 | 0 | 0 | 0 | 260 | 52 | 0 | 190 | 0 | 17 | 0 | 104 | 175 | 0 | 0 | 798 |
| 05:30 PM | 0 | 0 | 0 | 0 | 0 | 160 | 53 | 2 | 174 | 0 | 11 | 0 | 81 | 158 | 0 | 0 | 639 |
| 05:45 PM | 0 | 0 | 0 | 0 | 0 | 143 | 38 | 0 | 176 | 0 | 14 | 0 | 102 | 140 | 0 | 0 | 613 |
| Total | 0 | 0 | 0 | 0 | 0 | 790 | 228 | 2 | 743 | 0 | 53 | 0 | 396 | 678 | 0 | 0 | 2890 |
| Grand Total | 0 | 0 | 0 | 0 | 0 | 1701 | 391 | 3 | 1504 | 0 | 89 | 0 | 763 | 1508 | 0 | 0 | 5959 |
| Apprch % | 0 | 0 | 0 | 0 | 0 | 81.2 | 18.7 | 0.1 | 94.4 | 0 | 5.6 | 0 | 33.6 | 66.4 | 0 | 0 | |
| Total % | 0 | 0 | 0 | 0 | 0 | 28.5 | 6.6 | 0.1 | 25.2 | 0 | 1.5 | 0 | 12.8 | 25.3 | 0 | 0 | |
| CARS | 0 | 0 | 0 | 0 | 0 | 1683 | 387 | 3 | 1463 | 0 | 87 | 0 | 738 | 1492 | 0 | 0 | 5853 |
| % CARS | 0 | 0 | 0 | 0 | 0 | 98.9 | 99 | 100 | 97.3 | 0 | 97.8 | 0 | 96.7 | 98.9 | 0 | 0 | 98.2 |
| TRUCKS | 0 | 0 | 0 | 0 | 0 | 10 | 4 | 0 | 39 | 0 | 2 | 0 | 25 | 11 | 0 | 0 | 91 |
| % TRUCKS | 0 | 0 | 0 | 0 | 0 | 0.6 | 1 | 0 | 2.6 | 0 | 2.2 | 0 | 3.3 | 0.7 | 0 | 0 | 1.5 |
| BUSES | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 15 |
| % BUSES | 0 | 0 | 0 | 0 | 0 | 0.5 | 0 | 0 | 0.1 | 0 | 0 | 0 | 0 | 0.3 | 0 | 0 | 0.3 |

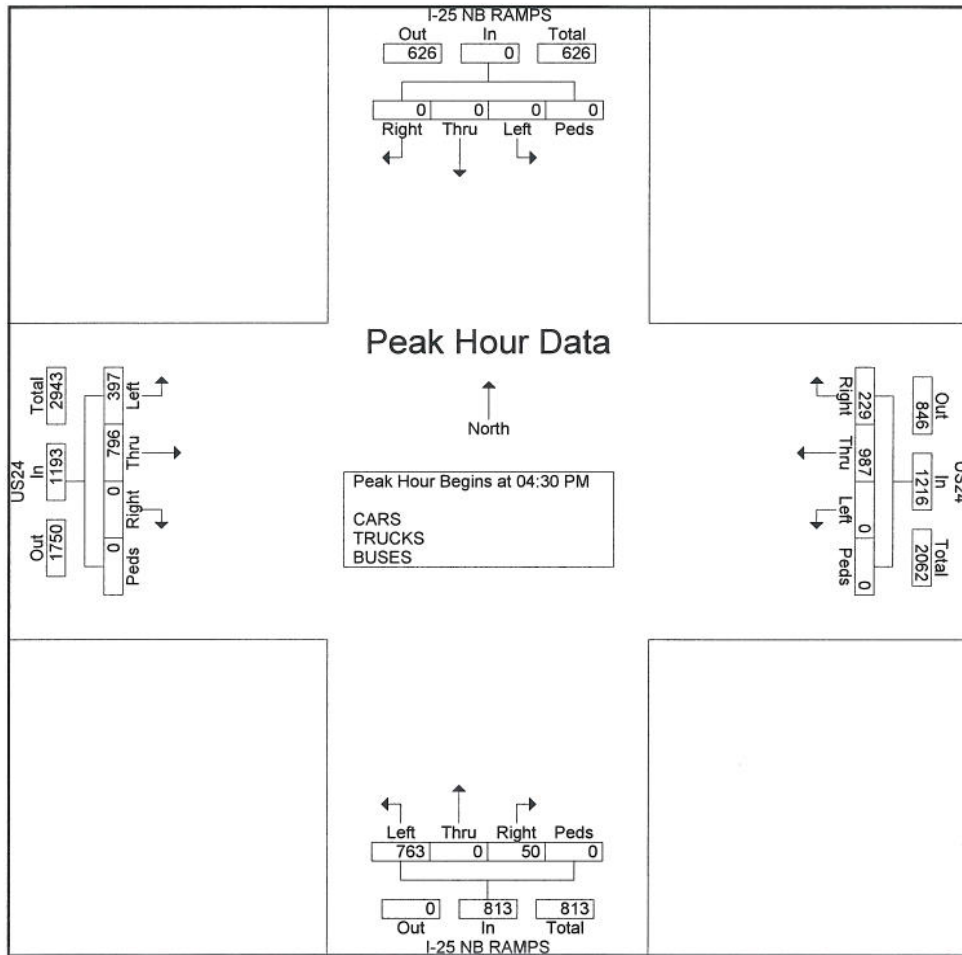




All Traffic Data Services, Inc
 9660 W 44th Ave
 Wheat Ridge, CO 80033
 www.alltrafficdata.net

File Name : NBRAMPS&US24PM
 Site Code : 00000000
 Start Date : 8/25/2005
 Page No : 2

| Start Time | I-25 NB RAMPS Southbound | | | | | US24 Westbound | | | | | I-25 NB RAMPS Northbound | | | | | US24 Eastbound | | | | | Int. Total |
|--|--------------------------|------|-------|------|------------|----------------|------|-------|------|------------|--------------------------|------|-------|------|------------|----------------|------|-------|------|------------|------------|
| | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | |
| Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:30 PM | | | | | | | | | | | | | | | | | | | | | |
| 04:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 255 | 33 | 0 | 288 | 190 | 0 | 7 | 0 | 197 | 93 | 226 | 0 | 0 | 319 | 804 |
| 04:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 245 | 59 | 0 | 304 | 180 | 0 | 15 | 0 | 195 | 91 | 190 | 0 | 0 | 281 | 780 |
| 05:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 227 | 85 | 0 | 312 | 203 | 0 | 11 | 0 | 214 | 109 | 205 | 0 | 0 | 314 | 840 |
| 05:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 260 | 52 | 0 | 312 | 190 | 0 | 17 | 0 | 207 | 104 | 175 | 0 | 0 | 279 | 798 |
| Total Volume | 0 | 0 | 0 | 0 | 0 | 0 | 987 | 229 | 0 | 1216 | 763 | 0 | 50 | 0 | 813 | 397 | 796 | 0 | 0 | 1193 | 3222 |
| % App. Total | 0 | 0 | 0 | 0 | 0 | 0 | 81.2 | 18.8 | 0 | | 93.8 | 0 | 6.2 | 0 | | 33.3 | 66.7 | 0 | 0 | | |
| PHF | .000 | .000 | .000 | .000 | .000 | .000 | .949 | .674 | .000 | .974 | .940 | .000 | .735 | .000 | .950 | .911 | .881 | .000 | .000 | .935 | .959 |



File Name: E:\Program Files\JAMAR\PetraPro\Data Files\CH2MHILL\US24\NBRAMPS&US24PM.ppd

Start Date: 8/25/2005

Start Time: 4:00:00 PM

Site Code: 00000000

Comment 1: Default Comments

Comment 2: Change These in The Preferences Window

Comment 3: Select File/Preference in the Main Scree

Comment 4: Then Click the Comments Tab

| Start Time | I-25 NB RAMPS Southbound | | | US24 Westbound | | | I-25 NB RAMPS Northbound | | | US24 Eastbound | | | |
|------------|--------------------------|------|-------|----------------|------|-------|--------------------------|------|-------|----------------|------|-------|------|
| | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Peds |
| 04:00 PM | 0 | 0 | 0 | 0 | 0 | 37 | 1 | 183 | 0 | 3 | 90 | 208 | 0 |
| 04:15 PM | 0 | 0 | 0 | 0 | 208 | 34 | 0 | 197 | 0 | 11 | 86 | 201 | 0 |
| 04:30 PM | 0 | 0 | 0 | 0 | 251 | 33 | 0 | 187 | 0 | 7 | 89 | 223 | 0 |
| 04:45 PM | 0 | 0 | 0 | 0 | 242 | 56 | 0 | 168 | 0 | 14 | 89 | 189 | 0 |
| 05:00 PM | 0 | 0 | 0 | 0 | 225 | 84 | 0 | 200 | 0 | 11 | 106 | 203 | 0 |
| 05:15 PM | 0 | 0 | 0 | 0 | 259 | 52 | 0 | 185 | 0 | 17 | 99 | 175 | 0 |
| 05:30 PM | 0 | 0 | 0 | 0 | 157 | 53 | 2 | 171 | 0 | 11 | 79 | 154 | 0 |
| 05:45 PM | 0 | 0 | 0 | 0 | 143 | 38 | 0 | 172 | 0 | 13 | 100 | 139 | 0 |

File Name: E:\Program Files\JAMAR\PetraPro\Data Files\CH2MHILL\US24\NB RAMPS&US24PM.ppd

Start Date: 8/25/2005

Start Time: 4:00:00 PM

Site Code: 00000000

Comment 1: Default Comments

Comment 2: Change These in The Preferences Window

Comment 3: Select File/Preference in the Main Scree

Comment 4: Then Click the Comments Tab

| Start Time | I-25 NB RAMPS Southbound | | | US24 Westbound | | | I-25 NB RAMPS Northbound | | | US24 Eastbound | | | |
|------------|--------------------------|------|-------|----------------|------|-------|--------------------------|------|-------|----------------|------|-------|------|
| | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Peds |
| 04:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 4 | 0 | 0 |
| 04:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 3 | 0 | 0 |
| 04:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 4 | 0 | 0 |
| 04:45 PM | 0 | 0 | 0 | 0 | 0 | 3 | 11 | 0 | 1 | 0 | 2 | 0 | 0 |
| 05:00 PM | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 0 | 0 | 0 | 3 | 1 | 0 |
| 05:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 5 | 0 | 0 |
| 05:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 2 | 3 | 0 |
| 05:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 1 | 0 | 2 | 1 | 0 |

File Name: E:\Program Files\JAMAR\PetraPro\Data Files\CH2MHILL\US24\NBRAMPS&US24PM.ppd
 Start Date: 8/25/2005
 Start Time: 4:00:00 PM
 Site Code: 00000000

- Comment 1: Default Comments
- Comment 2: Change These in The Preferences Window
- Comment 3: Select File/Preference in the Main Scree
- Comment 4: Then Click the Comments Tab

B

| Start Time | I-25 NB RAMPS Southbound | | | US24 Westbound | | | I-25 NB RAMPS Northbound | | | US24 Eastbound | | |
|------------|--------------------------|------|-------|----------------|------|------|--------------------------|------|------|----------------|-------|------|
| | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds |
| 04:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 04:15 PM | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 |
| 04:30 PM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 04:45 PM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 05:00 PM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 05:15 PM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 05:30 PM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 05:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

0

5

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3

| Start Time | 26-Aug-0 Fri | EB |
|------------|-----------------|-------------|
| 12:00 AM | | 124 |
| 01:00 | | 93 |
| 02:00 | | 133 |
| 03:00 | | 76 |
| 04:00 | | 114 |
| 05:00 | | 295 |
| 06:00 | | 767 |
| 07:00 | | 1273 |
| 08:00 | | 1119 |
| 09:00 | | 1008 |
| 10:00 | | 1055 |
| 11:00 | | 1205 |
| 12:00 PM | | 1284 |
| 01:00 | | 1997 |
| 02:00 | | 1887 |
| 03:00 | | 1890 |
| 04:00 | | 1708 |
| 05:00 | | 1701 |
| 06:00 | | 1453 |
| 07:00 | | 1100 |
| 08:00 | | 996 |
| 09:00 | | 898 |
| 10:00 | | 629 |
| 11:00 | | 416 |
| Total | | 23221 |
| AM Peak | | 07:00 |
| Vol. | | 1273 |
| PM Peak | | 13:00 |
| Vol. | | 1997 |

| Start Time | 27-Aug-0 Sat | EB |
|------------|--------------|-------------|
| 12:00 AM | | 278 |
| 01:00 | | 219 |
| 02:00 | | 312 |
| 03:00 | | 120 |
| 04:00 | | 115 |
| 05:00 | | 171 |
| 06:00 | | 362 |
| 07:00 | | 687 |
| 08:00 | | 1004 |
| 09:00 | | 1163 |
| 10:00 | | 1517 |
| 11:00 | | 1689 |
| 12:00 PM | | 1935 |
| 01:00 | | 2031 |
| 02:00 | | 2054 |
| 03:00 | | 1991 |
| 04:00 | | 1809 |
| 05:00 | | 1436 |
| 06:00 | | 1419 |
| 07:00 | | 1121 |
| 08:00 | | 1054 |
| 09:00 | | 1019 |
| 10:00 | | 814 |
| 11:00 | | 508 |
| Total | | 24828 |
| AM Peak | 11:00 | |
| Vol. | | 1689 |
| PM Peak | 14:00 | |
| Vol. | | 2054 |

| Start Time | 28-Aug-0 Sun | EB |
|------------|-----------------|-------------|
| 12:00 AM | | 313 |
| 01:00 | | 216 |
| 02:00 | | 318 |
| 03:00 | | 140 |
| 04:00 | | 80 |
| 05:00 | | 150 |
| 06:00 | | 227 |
| 07:00 | | 381 |
| 08:00 | | 675 |
| 09:00 | | 969 |
| 10:00 | | 1111 |
| 11:00 | | 1348 |
| 12:00 PM | | 1512 |
| 01:00 | | 1589 |
| 02:00 | | 1790 |
| 03:00 | | 1822 |
| 04:00 | | 1544 |
| 05:00 | | 1511 |
| 06:00 | | 1282 |
| 07:00 | | 1060 |
| 08:00 | | 842 |
| 09:00 | | 630 |
| 10:00 | | 448 |
| 11:00 | | 302 |
| Total | | 20260 |
| AM Peak | 11:00 | |
| Vol. | | 1348 |
| PM Peak | 15:00 | |
| Vol. | | 1822 |

| Start Time | 29-Aug-0 Mon | EB |
|-------------|--------------|----------------|
| 12:00 AM | | 187 |
| 01:00 | | 123 |
| 02:00 | | 195 |
| 03:00 | | 91 |
| 04:00 | | 144 |
| 05:00 | | 443 |
| 06:00 | | 1149 |
| 07:00 | | 1807 |
| 08:00 | | 1617 |
| 09:00 | | 1509 |
| 10:00 | | 1067 |
| 11:00 | | 1011 |
| 12:00 PM | | 1109 |
| 01:00 | | 1140 |
| 02:00 | | 1165 |
| 03:00 | | 1173 |
| 04:00 | | 1163 |
| 05:00 | | 1125 |
| 06:00 | | 871 |
| 07:00 | | 632 |
| 08:00 | | 491 |
| 09:00 | | 347 |
| 10:00 | | 223 |
| 11:00 | | 152 |
| Total | | 18934 |
| AM Peak | | 07:00 |
| Vol. | | 1807 |
| PM Peak | | 15:00 |
| Vol. | | 1173 |
| Grand Total | | 87243 |
| ADT | | Not Calculated |

| Start Time | 26-Aug-0 Fri | WB |
|------------|-----------------|-------------|
| 12:00 AM | | 158 |
| 01:00 | | 98 |
| 02:00 | | 70 |
| 03:00 | | 80 |
| 04:00 | | 108 |
| 05:00 | | 326 |
| 06:00 | | 715 |
| 07:00 | | 1226 |
| 08:00 | | 1324 |
| 09:00 | | 1417 |
| 10:00 | | 1486 |
| 11:00 | | 1670 |
| 12:00 PM | | 1568 |
| 01:00 | | 1548 |
| 02:00 | | 1612 |
| 03:00 | | 1841 |
| 04:00 | | 1868 |
| 05:00 | | 1980 |
| 06:00 | | 1618 |
| 07:00 | | 1204 |
| 08:00 | | 922 |
| 09:00 | | 690 |
| 10:00 | | 526 |
| 11:00 | | 376 |
| Total | | 24431 |
| AM Peak | 11:00 | |
| Vol. | 1670 | |
| PM Peak | 17:00 | |
| Vol. | 1980 | |

| Start Time | 27-Aug-0 Sat | WB |
|------------|--------------|-------------|
| 12:00 AM | | 225 |
| 01:00 | | 148 |
| 02:00 | | 108 |
| 03:00 | | 108 |
| 04:00 | | 140 |
| 05:00 | | 312 |
| 06:00 | | 550 |
| 07:00 | | 898 |
| 08:00 | | 1325 |
| 09:00 | | 1569 |
| 10:00 | | 1614 |
| 11:00 | | 1668 |
| 12:00 PM | | 1638 |
| 01:00 | | 1544 |
| 02:00 | | 1566 |
| 03:00 | | 1337 |
| 04:00 | | 1324 |
| 05:00 | | 1258 |
| 06:00 | | 1044 |
| 07:00 | | 863 |
| 08:00 | | 744 |
| 09:00 | | 694 |
| 10:00 | | 481 |
| 11:00 | | 308 |
| Total | | 21466 |
| AM Peak | 11:00 | |
| Vol. | | 1668 |
| PM Peak | 12:00 | |
| Vol. | | 1638 |

| Start Time | 28-Aug-0 Sun | WB |
|------------|--------------|-------------|
| 12:00 AM | | 248 |
| 01:00 | | 130 |
| 02:00 | | 110 |
| 03:00 | | 90 |
| 04:00 | | 96 |
| 05:00 | | 156 |
| 06:00 | | 274 |
| 07:00 | | 411 |
| 08:00 | | 630 |
| 09:00 | | 967 |
| 10:00 | | 1118 |
| 11:00 | | 1286 |
| 12:00 PM | | 1271 |
| 01:00 | | 1394 |
| 02:00 | | 1196 |
| 03:00 | | 1125 |
| 04:00 | | 1042 |
| 05:00 | | 974 |
| 06:00 | | 943 |
| 07:00 | | 730 |
| 08:00 | | 568 |
| 09:00 | | 403 |
| 10:00 | | 271 |
| 11:00 | | 222 |
| Total | | 15655 |
| AM Peak | 11:00 | |
| Vol. | | 1286 |
| PM Peak | 13:00 | |
| Vol. | | 1394 |

| Start Time | 29-Aug-0 Mon | WB |
|-------------|-----------------|-------------|
| 12:00 AM | | 142 |
| 01:00 | | 62 |
| 02:00 | | 78 |
| 03:00 | | 72 |
| 04:00 | | 105 |
| 05:00 | | 241 |
| 06:00 | | 651 |
| 07:00 | | 1164 |
| 08:00 | | 1229 |
| 09:00 | | 1204 |
| 10:00 | | 1320 |
| 11:00 | | 1394 |
| 12:00 PM | | 1392 |
| 01:00 | | 1391 |
| 02:00 | | 1498 |
| 03:00 | | 1588 |
| 04:00 | | 1761 |
| 05:00 | | 1778 |
| 06:00 | | 1112 |
| 07:00 | | 788 |
| 08:00 | | 661 |
| 09:00 | | 522 |
| 10:00 | | 300 |
| 11:00 | | 220 |
| Total | | 20673 |
| AM Peak | | 11:00 |
| Vol. | | 1394 |
| PM Peak | | 17:00 |
| Vol. | | 1778 |
| Grand Total | | 82225 |
| ADT | Not Calculated | |

| Start Time | 26-Aug-05 Fri | EB | WB | Total |
|------------|------------------|-------------|-------------|-------------|
| 12:00 AM | | 118 | 144 | 262 |
| 01:00 | | 88 | 90 | 178 |
| 02:00 | | 125 | 72 | 197 |
| 03:00 | | 73 | 50 | 123 |
| 04:00 | | 109 | 81 | 190 |
| 05:00 | | 279 | 314 | 593 |
| 06:00 | | 725 | 632 | 1357 |
| 07:00 | | 1204 | 1090 | 2294 |
| 08:00 | | 1059 | 1115 | 2174 |
| 09:00 | | 954 | 1240 | 2194 |
| 10:00 | | 998 | 1326 | 2324 |
| 11:00 | | 1140 | 1442 | 2582 |
| 12:00 PM | | 1215 | 1400 | 2615 |
| 01:00 | | 1890 | 1432 | 3322 |
| 02:00 | | 1786 | 1483 | 3269 |
| 03:00 | | 1788 | 1760 | 3548 |
| 04:00 | | 1616 | 1876 | 3492 |
| 05:00 | | 1610 | 2010 | 3620 |
| 06:00 | | 1375 | 1694 | 3069 |
| 07:00 | | 1040 | 1188 | 2228 |
| 08:00 | | 943 | 884 | 1827 |
| 09:00 | | 849 | 672 | 1521 |
| 10:00 | | 595 | 513 | 1108 |
| 11:00 | | 393 | 393 | 786 |
| Total | | 21972 | 22901 | 44873 |
| Percent | | 49.0% | 51.0% | |
| AM Peak | | 07:00 | 11:00 | 11:00 |
| Vol. | | 1204 | 1442 | 2582 |
| PM Peak | | 13:00 | 17:00 | 17:00 |
| Vol. | | 1890 | 2010 | 3620 |

| Start Time | 27-Aug-05 Sat | EB | WB | Total |
|------------|---------------|-------------|-------------|-------------|
| 12:00 AM | | 263 | 214 | 477 |
| 01:00 | | 208 | 130 | 338 |
| 02:00 | | 296 | 92 | 388 |
| 03:00 | | 113 | 81 | 194 |
| 04:00 | | 109 | 148 | 257 |
| 05:00 | | 162 | 265 | 427 |
| 06:00 | | 342 | 445 | 787 |
| 07:00 | | 650 | 783 | 1433 |
| 08:00 | | 950 | 1198 | 2148 |
| 09:00 | | 1100 | 1464 | 2564 |
| 10:00 | | 1435 | 1544 | 2979 |
| 11:00 | | 1598 | 1566 | 3164 |
| 12:00 PM | | 1830 | 1540 | 3370 |
| 01:00 | | 1922 | 1478 | 3400 |
| 02:00 | | 1944 | 1456 | 3400 |
| 03:00 | | 1884 | 1247 | 3131 |
| 04:00 | | 1712 | 1216 | 2928 |
| 05:00 | | 1359 | 1214 | 2573 |
| 06:00 | | 1343 | 996 | 2339 |
| 07:00 | | 1060 | 861 | 1921 |
| 08:00 | | 998 | 752 | 1750 |
| 09:00 | | 964 | 632 | 1596 |
| 10:00 | | 770 | 473 | 1243 |
| 11:00 | | 481 | 276 | 757 |
| Total | | 23493 | 20071 | 43564 |
| Percent | | 53.9% | 46.1% | |
| AM Peak | | 11:00 | 11:00 | 11:00 |
| Vol. | | 1598 | 1566 | 3164 |
| PM Peak | | 14:00 | 12:00 | 13:00 |
| Vol. | | 1944 | 1540 | 3400 |

| Start Time | 28-Aug-05 Sun | EB | WB | Total |
|------------|---------------|-------------|-------------|-------------|
| 12:00 AM | | 296 | 206 | 502 |
| 01:00 | | 205 | 130 | 335 |
| 02:00 | | 301 | 97 | 398 |
| 03:00 | | 133 | 74 | 207 |
| 04:00 | | 76 | 87 | 163 |
| 05:00 | | 141 | 142 | 283 |
| 06:00 | | 215 | 234 | 449 |
| 07:00 | | 361 | 396 | 757 |
| 08:00 | | 639 | 646 | 1285 |
| 09:00 | | 917 | 950 | 1867 |
| 10:00 | | 1052 | 1132 | 2184 |
| 11:00 | | 1276 | 1264 | 2540 |
| 12:00 PM | | 1431 | 1287 | 2718 |
| 01:00 | | 1504 | 1320 | 2824 |
| 02:00 | | 1694 | 1187 | 2881 |
| 03:00 | | 1724 | 1098 | 2822 |
| 04:00 | | 1461 | 1054 | 2515 |
| 05:00 | | 1430 | 972 | 2402 |
| 06:00 | | 1213 | 854 | 2067 |
| 07:00 | | 1003 | 762 | 1765 |
| 08:00 | | 796 | 571 | 1367 |
| 09:00 | | 596 | 406 | 1002 |
| 10:00 | | 423 | 268 | 691 |
| 11:00 | | 285 | 196 | 481 |
| Total | | 19172 | 15333 | 34505 |
| Percent | | 55.6% | 44.4% | |
| AM Peak | | 11:00 | 11:00 | 11:00 |
| Vol. | | 1276 | 1264 | 2540 |
| PM Peak | | 15:00 | 13:00 | 14:00 |
| Vol. | | 1724 | 1320 | 2881 |

| Start Time | 29-Aug-05 Mon | EB | WB | Total |
|-------------|------------------|-------------|-------------|-------------|
| 12:00 AM | | 177 | 128 | 305 |
| 01:00 | | 117 | 74 | 191 |
| 02:00 | | 185 | 64 | 249 |
| 03:00 | | 86 | 46 | 132 |
| 04:00 | | 136 | 92 | 228 |
| 05:00 | | 419 | 211 | 630 |
| 06:00 | | 1087 | 624 | 1711 |
| 07:00 | | 1710 | 1063 | 2773 |
| 08:00 | | 1530 | 1073 | 2603 |
| 09:00 | | 1427 | 1130 | 2557 |
| 10:00 | | 1009 | 1200 | 2209 |
| 11:00 | | 957 | 1212 | 2169 |
| 12:00 PM | | 1049 | 1180 | 2229 |
| 01:00 | | 1079 | 1254 | 2333 |
| 02:00 | | 1102 | 1370 | 2472 |
| 03:00 | | 1110 | 1536 | 2646 |
| 04:00 | | 1101 | 1734 | 2835 |
| 05:00 | | 1065 | 1830 | 2895 |
| 06:00 | | 825 | 1225 | 2050 |
| 07:00 | | 598 | 840 | 1438 |
| 08:00 | | 464 | 741 | 1205 |
| 09:00 | | 329 | 534 | 863 |
| 10:00 | | 211 | 294 | 505 |
| 11:00 | | 144 | 194 | 338 |
| Total | | 17917 | 19649 | 37566 |
| Percent | | 47.7% | 52.3% | |
| AM Peak | | 07:00 | 11:00 | 07:00 |
| Vol. | | 1710 | 1212 | 2773 |
| PM Peak | | 15:00 | 17:00 | 17:00 |
| Vol. | | 1110 | 1830 | 2895 |
| Grand Total | | 82554 | 77954 | 160508 |
| Percent | | 51.4% | 48.6% | |
| ADT | Not Calculated | | | |

| Start Time | 26-Aug-0 Fri | EB |
|------------|-----------------|-------------|
| 12:00 AM | | 138 |
| 01:00 | | 88 |
| 02:00 | | 178 |
| 03:00 | | 70 |
| 04:00 | | 123 |
| 05:00 | | 358 |
| 06:00 | | 991 |
| 07:00 | | 1598 |
| 08:00 | | 1301 |
| 09:00 | | 1080 |
| 10:00 | | 1119 |
| 11:00 | | 1242 |
| 12:00 PM | | 1228 |
| 01:00 | | 1242 |
| 02:00 | | 1302 |
| 03:00 | | 1299 |
| 04:00 | | 1210 |
| 05:00 | | 1238 |
| 06:00 | | 1060 |
| 07:00 | | 768 |
| 08:00 | | 734 |
| 09:00 | | 716 |
| 10:00 | | 458 |
| 11:00 | | 324 |
| Total | | 19865 |
| AM Peak | 07:00 | |
| Vol. | | 1598 |
| PM Peak | 14:00 | |
| Vol. | | 1302 |

| Start Time | 27-Aug-0 Sat | EB |
|------------|--------------|-------------|
| 12:00 AM | | 224 |
| 01:00 | | 162 |
| 02:00 | | 302 |
| 03:00 | | 86 |
| 04:00 | | 89 |
| 05:00 | | 147 |
| 06:00 | | 292 |
| 07:00 | | 568 |
| 08:00 | | 832 |
| 09:00 | | 986 |
| 10:00 | | 1214 |
| 11:00 | | 1272 |
| 12:00 PM | | 1392 |
| 01:00 | | 1465 |
| 02:00 | | 1510 |
| 03:00 | | 1494 |
| 04:00 | | 1459 |
| 05:00 | | 1138 |
| 06:00 | | 1221 |
| 07:00 | | 894 |
| 08:00 | | 774 |
| 09:00 | | 686 |
| 10:00 | | 467 |
| 11:00 | | 340 |
| Total | | 19014 |
| AM Peak | 11:00 | |
| Vol. | | 1272 |
| PM Peak | 14:00 | |
| Vol. | | 1510 |

| Start Time | 28-Aug-0 Sun | EB |
|------------|--------------|-------------|
| 12:00 AM | | 244 |
| 01:00 | | 184 |
| 02:00 | | 317 |
| 03:00 | | 90 |
| 04:00 | | 66 |
| 05:00 | | 115 |
| 06:00 | | 188 |
| 07:00 | | 320 |
| 08:00 | | 568 |
| 09:00 | | 802 |
| 10:00 | | 1074 |
| 11:00 | | 1246 |
| 12:00 PM | | 1316 |
| 01:00 | | 1390 |
| 02:00 | | 1542 |
| 03:00 | | 1569 |
| 04:00 | | 1430 |
| 05:00 | | 1372 |
| 06:00 | | 1186 |
| 07:00 | | 874 |
| 08:00 | | 748 |
| 09:00 | | 562 |
| 10:00 | | 384 |
| 11:00 | | 248 |
| Total | | 17835 |
| AM Peak | 11:00 | |
| Vol. | | 1246 |
| PM Peak | 15:00 | |
| Vol. | | 1569 |

| Start Time | 29-Aug-0 Mon | EB |
|-------------|-----------------|-------------|
| 12:00 AM | | 160 |
| 01:00 | | 116 |
| 02:00 | | 191 |
| 03:00 | | 70 |
| 04:00 | | 103 |
| 05:00 | | 397 |
| 06:00 | | 1058 |
| 07:00 | | 1638 |
| 08:00 | | 1390 |
| 09:00 | | 1112 |
| 10:00 | | 1095 |
| 11:00 | | 1080 |
| 12:00 PM | | 1064 |
| 01:00 | | 1152 |
| 02:00 | | 1088 |
| 03:00 | | 1153 |
| 04:00 | | 1156 |
| 05:00 | | 1049 |
| 06:00 | | 824 |
| 07:00 | | 648 |
| 08:00 | | 458 |
| 09:00 | | 310 |
| 10:00 | | 202 |
| 11:00 | | 142 |
| Total | | 17656 |
| AM Peak | | 07:00 |
| Vol. | | 1638 |
| PM Peak | | 16:00 |
| Vol. | | 1156 |
| Grand Total | | 74370 |
| ADT | Not Calculated | |

| Start Time | 26-Aug-0 Fri | WB |
|------------|-----------------|-------------|
| 12:00 AM | | 128 |
| 01:00 | | 72 |
| 02:00 | | 48 |
| 03:00 | | 36 |
| 04:00 | | 70 |
| 05:00 | | 294 |
| 06:00 | | 527 |
| 07:00 | | 877 |
| 08:00 | | 968 |
| 09:00 | | 1059 |
| 10:00 | | 1129 |
| 11:00 | | 1222 |
| 12:00 PM | | 1221 |
| 01:00 | | 1276 |
| 02:00 | | 1364 |
| 03:00 | | 1602 |
| 04:00 | | 1811 |
| 05:00 | | 1966 |
| 06:00 | | 1696 |
| 07:00 | | 1176 |
| 08:00 | | 835 |
| 09:00 | | 626 |
| 10:00 | | 441 |
| 11:00 | | 372 |
| Total | | 20816 |
| AM Peak | 11:00 | |
| Vol. | | 1222 |
| PM Peak | 17:00 | |
| Vol. | | 1966 |

| Start Time | 27-Aug-0 Sat | WB |
|------------|--------------|-------------|
| 12:00 AM | | 193 |
| 01:00 | | 111 |
| 02:00 | | 82 |
| 03:00 | | 79 |
| 04:00 | | 142 |
| 05:00 | | 243 |
| 06:00 | | 395 |
| 07:00 | | 752 |
| 08:00 | | 1112 |
| 09:00 | | 1373 |
| 10:00 | | 1396 |
| 11:00 | | 1456 |
| 12:00 PM | | 1446 |
| 01:00 | | 1369 |
| 02:00 | | 1390 |
| 03:00 | | 1244 |
| 04:00 | | 1173 |
| 05:00 | | 1181 |
| 06:00 | | 990 |
| 07:00 | | 798 |
| 08:00 | | 678 |
| 09:00 | | 598 |
| 10:00 | | 436 |
| 11:00 | | 238 |
| Total | | 18875 |
| AM Peak | 11:00 | |
| Vol. | | 1456 |
| PM Peak | 12:00 | |
| Vol. | | 1446 |

| Start Time | 28-Aug-0 Sun | WB |
|------------|--------------|-------------|
| 12:00 AM | | 180 |
| 01:00 | | 100 |
| 02:00 | | 78 |
| 03:00 | | 62 |
| 04:00 | | 78 |
| 05:00 | | 136 |
| 06:00 | | 232 |
| 07:00 | | 404 |
| 08:00 | | 644 |
| 09:00 | | 961 |
| 10:00 | | 1092 |
| 11:00 | | 1242 |
| 12:00 PM | | 1229 |
| 01:00 | | 1246 |
| 02:00 | | 1175 |
| 03:00 | | 1065 |
| 04:00 | | 990 |
| 05:00 | | 933 |
| 06:00 | | 880 |
| 07:00 | | 670 |
| 08:00 | | 519 |
| 09:00 | | 363 |
| 10:00 | | 222 |
| 11:00 | | 166 |
| Total | | 14667 |
| AM Peak | 11:00 | |
| Vol. | | 1242 |
| PM Peak | 13:00 | |
| Vol. | | 1246 |

| Start Time | 29-Aug-0 Mon | WB |
|-------------|-----------------|-------------|
| 12:00 AM | | 110 |
| 01:00 | | 60 |
| 02:00 | | 55 |
| 03:00 | | 37 |
| 04:00 | | 79 |
| 05:00 | | 200 |
| 06:00 | | 468 |
| 07:00 | | 791 |
| 08:00 | | 834 |
| 09:00 | | 931 |
| 10:00 | | 964 |
| 11:00 | | 1042 |
| 12:00 PM | | 997 |
| 01:00 | | 1068 |
| 02:00 | | 1188 |
| 03:00 | | 1360 |
| 04:00 | | 1609 |
| 05:00 | | 1712 |
| 06:00 | | 1100 |
| 07:00 | | 761 |
| 08:00 | | 638 |
| 09:00 | | 455 |
| 10:00 | | 258 |
| 11:00 | | 170 |
| Total | | 16887 |
| AM Peak | | 11:00 |
| Vol. | | 1042 |
| PM Peak | | 17:00 |
| Vol. | | 1712 |
| Grand Total | | 71245 |
| ADT | Not Calculated | |

| Start Time | 26-Aug-0 Fri | EB |
|------------|-----------------|-------------|
| 12:00 AM | | 128 |
| 01:00 | | 88 |
| 02:00 | | 180 |
| 03:00 | | 68 |
| 04:00 | | 108 |
| 05:00 | | 350 |
| 06:00 | | 976 |
| 07:00 | | 1558 |
| 08:00 | | 1235 |
| 09:00 | | 1046 |
| 10:00 | | 1070 |
| 11:00 | | 1208 |
| 12:00 PM | | 1202 |
| 01:00 | | 1352 |
| 02:00 | | 1498 |
| 03:00 | | 1638 |
| 04:00 | | 1546 |
| 05:00 | | 1590 |
| 06:00 | | 1332 |
| 07:00 | | 996 |
| 08:00 | | 922 |
| 09:00 | | 933 |
| 10:00 | | 550 |
| 11:00 | | 390 |
| Total | | 21964 |
| AM Peak | 07:00 | |
| Vol. | | 1558 |
| PM Peak | 15:00 | |
| Vol. | | 1638 |

| Start Time | 27-Aug-0 Sat | EB |
|------------|--------------|-------------|
| 12:00 AM | | 276 |
| 01:00 | | 192 |
| 02:00 | | 383 |
| 03:00 | | 86 |
| 04:00 | | 95 |
| 05:00 | | 169 |
| 06:00 | | 347 |
| 07:00 | | 682 |
| 08:00 | | 1007 |
| 09:00 | | 1286 |
| 10:00 | | 1537 |
| 11:00 | | 1654 |
| 12:00 PM | | 1808 |
| 01:00 | | 2034 |
| 02:00 | | 2007 |
| 03:00 | | 2118 |
| 04:00 | | 2008 |
| 05:00 | | 1578 |
| 06:00 | | 1681 |
| 07:00 | | 1165 |
| 08:00 | | 1022 |
| 09:00 | | 934 |
| 10:00 | | 622 |
| 11:00 | | 444 |
| Total | | 25135 |
| AM Peak | 11:00 | |
| Vol. | | 1654 |
| PM Peak | 15:00 | |
| Vol. | | 2118 |

| Start Time | 28-Aug-0 Sun | EB |
|------------|--------------|-------------|
| 12:00 AM | | 306 |
| 01:00 | | 220 |
| 02:00 | | 414 |
| 03:00 | | 92 |
| 04:00 | | 88 |
| 05:00 | | 128 |
| 06:00 | | 213 |
| 07:00 | | 422 |
| 08:00 | | 750 |
| 09:00 | | 1088 |
| 10:00 | | 1488 |
| 11:00 | | 1655 |
| 12:00 PM | | 1722 |
| 01:00 | | 1828 |
| 02:00 | | 2078 |
| 03:00 | | 2108 |
| 04:00 | | 1960 |
| 05:00 | | 1866 |
| 06:00 | | 1590 |
| 07:00 | | 1156 |
| 08:00 | | 978 |
| 09:00 | | 663 |
| 10:00 | | 505 |
| 11:00 | | 308 |
| Total | | 23626 |
| AM Peak | | 11:00 |
| Vol. | | 1655 |
| PM Peak | | 15:00 |
| Vol. | | 2108 |

| Start Time | 29-Aug-0 Mon | EB |
|-------------|----------------|-------------|
| 12:00 AM | | 178 |
| 01:00 | | 142 |
| 02:00 | | 235 |
| 03:00 | | 74 |
| 04:00 | | 120 |
| 05:00 | | 492 |
| 06:00 | | 1420 |
| 07:00 | | 2199 |
| 08:00 | | 1791 |
| 09:00 | | 1418 |
| 10:00 | | 1392 |
| 11:00 | | 1280 |
| 12:00 PM | | 1286 |
| 01:00 | | 1401 |
| 02:00 | | 1376 |
| 03:00 | | 1441 |
| 04:00 | | 1416 |
| 05:00 | | 1340 |
| 06:00 | | 1030 |
| 07:00 | | 859 |
| 08:00 | | 597 |
| 09:00 | | 375 |
| 10:00 | | 250 |
| 11:00 | | 168 |
| Total | | 22280 |
| AM Peak | | 07:00 |
| Vol. | | 2199 |
| PM Peak | | 15:00 |
| Vol. | | 1441 |
| Grand Total | | 93005 |
| ADT | Not Calculated | |

| Start Time | 26-Aug-0 Fri | WB |
|------------|-----------------|-------------|
| 12:00 AM | | 118 |
| 01:00 | | 66 |
| 02:00 | | 50 |
| 03:00 | | 36 |
| 04:00 | | 64 |
| 05:00 | | 286 |
| 06:00 | | 470 |
| 07:00 | | 824 |
| 08:00 | | 942 |
| 09:00 | | 1031 |
| 10:00 | | 1072 |
| 11:00 | | 1157 |
| 12:00 PM | | 1195 |
| 01:00 | | 1188 |
| 02:00 | | 1344 |
| 03:00 | | 1540 |
| 04:00 | | 1768 |
| 05:00 | | 1972 |
| 06:00 | | 1637 |
| 07:00 | | 1108 |
| 08:00 | | 784 |
| 09:00 | | 605 |
| 10:00 | | 428 |
| 11:00 | | 359 |
| Total | | 20044 |
| AM Peak | | 11:00 |
| Vol. | | 1157 |
| PM Peak | | 17:00 |
| Vol. | | 1972 |

| Start Time | 27-Aug-0 Sat | WB |
|------------|--------------|-------------|
| 12:00 AM | | 180 |
| 01:00 | | 104 |
| 02:00 | | 75 |
| 03:00 | | 74 |
| 04:00 | | 132 |
| 05:00 | | 230 |
| 06:00 | | 403 |
| 07:00 | | 716 |
| 08:00 | | 1086 |
| 09:00 | | 1326 |
| 10:00 | | 1385 |
| 11:00 | | 1412 |
| 12:00 PM | | 1434 |
| 01:00 | | 1339 |
| 02:00 | | 1344 |
| 03:00 | | 1163 |
| 04:00 | | 1180 |
| 05:00 | | 1130 |
| 06:00 | | 954 |
| 07:00 | | 766 |
| 08:00 | | 624 |
| 09:00 | | 544 |
| 10:00 | | 412 |
| 11:00 | | 220 |
| Total | | 18233 |
| AM Peak | 11:00 | |
| Vol. | | 1412 |
| PM Peak | 12:00 | |
| Vol. | | 1434 |

| Start Time | 28-Aug-0 Sun | WB |
|------------|--------------|-------------|
| 12:00 AM | | 165 |
| 01:00 | | 100 |
| 02:00 | | 70 |
| 03:00 | | 60 |
| 04:00 | | 76 |
| 05:00 | | 134 |
| 06:00 | | 230 |
| 07:00 | | 407 |
| 08:00 | | 654 |
| 09:00 | | 960 |
| 10:00 | | 1076 |
| 11:00 | | 1212 |
| 12:00 PM | | 1218 |
| 01:00 | | 1217 |
| 02:00 | | 1137 |
| 03:00 | | 1012 |
| 04:00 | | 973 |
| 05:00 | | 942 |
| 06:00 | | 828 |
| 07:00 | | 644 |
| 08:00 | | 497 |
| 09:00 | | 343 |
| 10:00 | | 218 |
| 11:00 | | 156 |
| Total | | 14329 |
| AM Peak | | 11:00 |
| Vol. | | 1212 |
| PM Peak | | 12:00 |
| Vol. | | 1218 |

| Start Time | 29-Aug-0 Mon | WB |
|-------------|----------------|-------------|
| 12:00 AM | | 102 |
| 01:00 | | 57 |
| 02:00 | | 54 |
| 03:00 | | 32 |
| 04:00 | | 78 |
| 05:00 | | 187 |
| 06:00 | | 397 |
| 07:00 | | 732 |
| 08:00 | | 810 |
| 09:00 | | 848 |
| 10:00 | | 881 |
| 11:00 | | 967 |
| 12:00 PM | | 962 |
| 01:00 | | 976 |
| 02:00 | | 1099 |
| 03:00 | | 1244 |
| 04:00 | | 1532 |
| 05:00 | | 1707 |
| 06:00 | | 1058 |
| 07:00 | | 744 |
| 08:00 | | 629 |
| 09:00 | | 438 |
| 10:00 | | 252 |
| 11:00 | | 162 |
| Total | | 15948 |
| AM Peak | | 11:00 |
| Vol. | | 967 |
| PM Peak | | 17:00 |
| Vol. | | 1707 |
| Grand Total | | 68554 |
| ADT | Not Calculated | |

| Start Time | 26-Aug-0 Fri | EB | WB | Total |
|------------|-----------------|-------------|-------------|-------------|
| 12:00 AM | | 129 | 118 | 247 |
| 01:00 | | 98 | 78 | 176 |
| 02:00 | | 203 | 60 | 263 |
| 03:00 | | 66 | 36 | 102 |
| 04:00 | | 116 | 80 | 196 |
| 05:00 | | 422 | 281 | 703 |
| 06:00 | | 1154 | 468 | 1622 |
| 07:00 | | 1780 | 786 | 2566 |
| 08:00 | | 1270 | 950 | 2220 |
| 09:00 | | 1048 | 1048 | 2096 |
| 10:00 | | 1072 | 1065 | 2137 |
| 11:00 | | 1130 | 1056 | 2186 |
| 12:00 PM | | 1110 | 1186 | 2296 |
| 01:00 | | 1120 | 1238 | 2358 |
| 02:00 | | 1208 | 1378 | 2586 |
| 03:00 | | 1190 | 1627 | 2817 |
| 04:00 | | 1176 | 1946 | 3122 |
| 05:00 | | 1122 | 2236 | 3358 |
| 06:00 | | 935 | 1764 | 2699 |
| 07:00 | | 718 | 1166 | 1884 |
| 08:00 | | 669 | 788 | 1457 |
| 09:00 | | 652 | 631 | 1283 |
| 10:00 | | 433 | 448 | 881 |
| 11:00 | | 304 | 360 | 664 |
| Total | | 19125 | 20794 | 39919 |
| Percent | | 47.9% | 52.1% | |
| AM Peak | | 07:00 | 10:00 | 07:00 |
| Vol. | | 1780 | 1065 | 2566 |
| PM Peak | | 14:00 | 17:00 | 17:00 |
| Vol. | | 1208 | 2236 | 3358 |

| Start Time | 27-Aug-0 Sat | EB | WB | Total |
|------------|--------------|-------------|-------------|-------------|
| 12:00 AM | | 220 | 177 | 397 |
| 01:00 | | 176 | 114 | 290 |
| 02:00 | | 366 | 71 | 437 |
| 03:00 | | 78 | 82 | 160 |
| 04:00 | | 85 | 146 | 231 |
| 05:00 | | 150 | 254 | 404 |
| 06:00 | | 320 | 443 | 763 |
| 07:00 | | 604 | 827 | 1431 |
| 08:00 | | 795 | 1139 | 1934 |
| 09:00 | | 972 | 1446 | 2418 |
| 10:00 | | 1111 | 1458 | 2569 |
| 11:00 | | 1188 | 1468 | 2656 |
| 12:00 PM | | 1328 | 1441 | 2769 |
| 01:00 | | 1525 | 1338 | 2863 |
| 02:00 | | 1468 | 1384 | 2852 |
| 03:00 | | 1496 | 1172 | 2668 |
| 04:00 | | 1441 | 1163 | 2604 |
| 05:00 | | 1149 | 1132 | 2281 |
| 06:00 | | 1262 | 977 | 2239 |
| 07:00 | | 847 | 794 | 1641 |
| 08:00 | | 760 | 662 | 1422 |
| 09:00 | | 660 | 580 | 1240 |
| 10:00 | | 483 | 450 | 933 |
| 11:00 | | 356 | 258 | 614 |
| Total | | 18840 | 18976 | 37816 |
| Percent | | 49.8% | 50.2% | |
| AM Peak | | 11:00 | 11:00 | 11:00 |
| Vol. | | 1188 | 1468 | 2656 |
| PM Peak | | 13:00 | 12:00 | 13:00 |
| Vol. | | 1525 | 1441 | 2863 |

| Start Time | 28-Aug-0 Sun | EB | WB | Total |
|------------|--------------|-------------|-------------|-------------|
| 12:00 AM | | 251 | 180 | 431 |
| 01:00 | | 198 | 92 | 290 |
| 02:00 | | 402 | 76 | 478 |
| 03:00 | | 55 | 47 | 102 |
| 04:00 | | 67 | 95 | 162 |
| 05:00 | | 106 | 142 | 248 |
| 06:00 | | 190 | 271 | 461 |
| 07:00 | | 335 | 470 | 805 |
| 08:00 | | 598 | 704 | 1302 |
| 09:00 | | 822 | 1019 | 1841 |
| 10:00 | | 1122 | 1120 | 2242 |
| 11:00 | | 1268 | 1258 | 2526 |
| 12:00 PM | | 1420 | 1223 | 2643 |
| 01:00 | | 1462 | 1242 | 2704 |
| 02:00 | | 1636 | 1187 | 2823 |
| 03:00 | | 1680 | 1000 | 2680 |
| 04:00 | | 1654 | 966 | 2620 |
| 05:00 | | 1500 | 900 | 2400 |
| 06:00 | | 1265 | 787 | 2052 |
| 07:00 | | 974 | 581 | 1555 |
| 08:00 | | 763 | 512 | 1275 |
| 09:00 | | 557 | 374 | 931 |
| 10:00 | | 414 | 232 | 646 |
| 11:00 | | 258 | 146 | 404 |
| Total | | 18997 | 14624 | 33621 |
| Percent | | 56.5% | 43.5% | |
| AM Peak | | 11:00 | 11:00 | 11:00 |
| Vol. | | 1268 | 1258 | 2526 |
| PM Peak | | 15:00 | 13:00 | 14:00 |
| Vol. | | 1680 | 1242 | 2823 |

| Start Time | 29-Aug-0 Mon | EB | WB | Total |
|-------------|----------------|-------------|-------------|-------------|
| 12:00 AM | | 173 | 94 | 267 |
| 01:00 | | 132 | 62 | 194 |
| 02:00 | | 231 | 52 | 283 |
| 03:00 | | 64 | 25 | 89 |
| 04:00 | | 118 | 74 | 192 |
| 05:00 | | 484 | 179 | 663 |
| 06:00 | | 1259 | 423 | 1682 |
| 07:00 | | 1864 | 694 | 2558 |
| 08:00 | | 1388 | 802 | 2190 |
| 09:00 | | 1096 | 872 | 1968 |
| 10:00 | | 1036 | 862 | 1898 |
| 11:00 | | 956 | 880 | 1836 |
| 12:00 PM | | 1009 | 915 | 1924 |
| 01:00 | | 975 | 941 | 1916 |
| 02:00 | | 1030 | 1076 | 2106 |
| 03:00 | | 1114 | 1284 | 2398 |
| 04:00 | | 1014 | 1616 | 2630 |
| 05:00 | | 1010 | 1830 | 2840 |
| 06:00 | | 787 | 1181 | 1968 |
| 07:00 | | 570 | 800 | 1370 |
| 08:00 | | 428 | 635 | 1063 |
| 09:00 | | 270 | 466 | 736 |
| 10:00 | | 194 | 248 | 442 |
| 11:00 | | 123 | 146 | 269 |
| Total | | 17325 | 16157 | 33482 |
| Percent | | 51.7% | 48.3% | |
| AM Peak | | 07:00 | 11:00 | 07:00 |
| Vol. | | 1864 | 880 | 2558 |
| PM Peak | | 15:00 | 17:00 | 17:00 |
| Vol. | | 1114 | 1830 | 2840 |
| Grand Total | | 74287 | 70551 | 144838 |
| Percent | | 51.3% | 48.7% | |
| ADT | Not Calculated | | | |

| Start Time | 26-Aug-0 Fri | EB |
|------------|-----------------|------------|
| 12:00 AM | | 42 |
| 01:00 | | 24 |
| 02:00 | | 24 |
| 03:00 | | 19 |
| 04:00 | | 28 |
| 05:00 | | 90 |
| 06:00 | | 224 |
| 07:00 | | 530 |
| 08:00 | | 494 |
| 09:00 | | 404 |
| 10:00 | | 436 |
| 11:00 | | 490 |
| 12:00 PM | | 549 |
| 01:00 | | 519 |
| 02:00 | | 578 |
| 03:00 | | 594 |
| 04:00 | | 507 |
| 05:00 | | 480 |
| 06:00 | | 376 |
| 07:00 | | 276 |
| 08:00 | | 285 |
| 09:00 | | 238 |
| 10:00 | | 182 |
| 11:00 | | 109 |
| Total | | 7498 |
| AM Peak | 07:00 | |
| Vol. | | 530 |
| PM Peak | 15:00 | |
| Vol. | | 594 |

| Start Time | 27-Aug-0 Sat | EB |
|------------|--------------|------------|
| 12:00 AM | | 70 |
| 01:00 | | 42 |
| 02:00 | | 31 |
| 03:00 | | 10 |
| 04:00 | | 18 |
| 05:00 | | 54 |
| 06:00 | | 93 |
| 07:00 | | 180 |
| 08:00 | | 302 |
| 09:00 | | 386 |
| 10:00 | | 466 |
| 11:00 | | 566 |
| 12:00 PM | | 579 |
| 01:00 | | 535 |
| 02:00 | | 525 |
| 03:00 | | 492 |
| 04:00 | | 432 |
| 05:00 | | 362 |
| 06:00 | | 330 |
| 07:00 | | 290 |
| 08:00 | | 256 |
| 09:00 | | 256 |
| 10:00 | | 176 |
| 11:00 | | 108 |
| Total | | 6559 |
| AM Peak | 11:00 | |
| Vol. | | 566 |
| PM Peak | 12:00 | |
| Vol. | | 579 |

| Start Time | 28-Aug-0 Sun | EB |
|------------|--------------|------------|
| 12:00 AM | | 93 |
| 01:00 | | 50 |
| 02:00 | | 37 |
| 03:00 | | 31 |
| 04:00 | | 21 |
| 05:00 | | 21 |
| 06:00 | | 65 |
| 07:00 | | 105 |
| 08:00 | | 178 |
| 09:00 | | 218 |
| 10:00 | | 280 |
| 11:00 | | 346 |
| 12:00 PM | | 388 |
| 01:00 | | 401 |
| 02:00 | | 430 |
| 03:00 | | 402 |
| 04:00 | | 406 |
| 05:00 | | 395 |
| 06:00 | | 296 |
| 07:00 | | 260 |
| 08:00 | | 216 |
| 09:00 | | 138 |
| 10:00 | | 68 |
| 11:00 | | 41 |
| Total | | 4886 |
| AM Peak | 11:00 | |
| Vol. | | 346 |
| PM Peak | 14:00 | |
| Vol. | | 430 |

| Start Time | 29-Aug-0 Mon | EB |
|-------------|----------------|------------|
| 12:00 AM | | 26 |
| 01:00 | | 16 |
| 02:00 | | 18 |
| 03:00 | | 18 |
| 04:00 | | 22 |
| 05:00 | | 63 |
| 06:00 | | 251 |
| 07:00 | | 524 |
| 08:00 | | 478 |
| 09:00 | | 415 |
| 10:00 | | 418 |
| 11:00 | | 477 |
| 12:00 PM | | 556 |
| 01:00 | | 494 |
| 02:00 | | 516 |
| 03:00 | | 496 |
| 04:00 | | 452 |
| 05:00 | | 437 |
| 06:00 | | 296 |
| 07:00 | | 228 |
| 08:00 | | 181 |
| 09:00 | | 140 |
| 10:00 | | 84 |
| 11:00 | | 41 |
| Total | | 6647 |
| AM Peak | | 07:00 |
| Vol. | | 524 |
| PM Peak | | 12:00 |
| Vol. | | 556 |
| Grand Total | | 25590 |
| ADT | Not Calculated | |

| Start Time | 26-Aug-0 Fri | WB |
|------------|-----------------|-------------|
| 12:00 AM | | 96 |
| 01:00 | | 58 |
| 02:00 | | 52 |
| 03:00 | | 34 |
| 04:00 | | 50 |
| 05:00 | | 120 |
| 06:00 | | 309 |
| 07:00 | | 564 |
| 08:00 | | 700 |
| 09:00 | | 798 |
| 10:00 | | 814 |
| 11:00 | | 950 |
| 12:00 PM | | 1002 |
| 01:00 | | 949 |
| 02:00 | | 1004 |
| 03:00 | | 1186 |
| 04:00 | | 1194 |
| 05:00 | | 1232 |
| 06:00 | | 885 |
| 07:00 | | 664 |
| 08:00 | | 536 |
| 09:00 | | 434 |
| 10:00 | | 322 |
| 11:00 | | 219 |
| Total | | 14172 |
| AM Peak | | 11:00 |
| Vol. | | 950 |
| PM Peak | | 17:00 |
| Vol. | | 1232 |

| Start Time | 27-Aug-0 Sat | WB |
|------------|--------------|------------|
| 12:00 AM | | 184 |
| 01:00 | | 100 |
| 02:00 | | 74 |
| 03:00 | | 62 |
| 04:00 | | 52 |
| 05:00 | | 81 |
| 06:00 | | 190 |
| 07:00 | | 364 |
| 08:00 | | 616 |
| 09:00 | | 766 |
| 10:00 | | 902 |
| 11:00 | | 992 |
| 12:00 PM | | 982 |
| 01:00 | | 896 |
| 02:00 | | 858 |
| 03:00 | | 792 |
| 04:00 | | 774 |
| 05:00 | | 639 |
| 06:00 | | 650 |
| 07:00 | | 546 |
| 08:00 | | 398 |
| 09:00 | | 362 |
| 10:00 | | 281 |
| 11:00 | | 226 |
| Total | | 11787 |
| AM Peak | | 11:00 |
| Vol. | | 992 |
| PM Peak | | 12:00 |
| Vol. | | 982 |

| Start Time | 28-Aug-0 Sun | WB |
|------------|--------------|------------|
| 12:00 AM | | 120 |
| 01:00 | | 104 |
| 02:00 | | 80 |
| 03:00 | | 46 |
| 04:00 | | 42 |
| 05:00 | | 64 |
| 06:00 | | 88 |
| 07:00 | | 196 |
| 08:00 | | 312 |
| 09:00 | | 431 |
| 10:00 | | 606 |
| 11:00 | | 680 |
| 12:00 PM | | 802 |
| 01:00 | | 776 |
| 02:00 | | 655 |
| 03:00 | | 682 |
| 04:00 | | 578 |
| 05:00 | | 544 |
| 06:00 | | 480 |
| 07:00 | | 426 |
| 08:00 | | 337 |
| 09:00 | | 241 |
| 10:00 | | 154 |
| 11:00 | | 94 |
| Total | | 8538 |
| AM Peak | 11:00 | |
| Vol. | | 680 |
| PM Peak | 12:00 | |
| Vol. | | 802 |

| Start Time | 29-Aug-0 Mon | WB |
|-------------|----------------|-------------|
| 12:00 AM | | 66 |
| 01:00 | | 44 |
| 02:00 | | 42 |
| 03:00 | | 29 |
| 04:00 | | 45 |
| 05:00 | | 85 |
| 06:00 | | 232 |
| 07:00 | | 516 |
| 08:00 | | 659 |
| 09:00 | | 689 |
| 10:00 | | 775 |
| 11:00 | | 898 |
| 12:00 PM | | 910 |
| 01:00 | | 896 |
| 02:00 | | 873 |
| 03:00 | | 966 |
| 04:00 | | 1104 |
| 05:00 | | 1151 |
| 06:00 | | 706 |
| 07:00 | | 564 |
| 08:00 | | 406 |
| 09:00 | | 326 |
| 10:00 | | 200 |
| 11:00 | | 123 |
| Total | | 12305 |
| AM Peak | | 11:00 |
| Vol. | | 898 |
| PM Peak | | 17:00 |
| Vol. | | 1151 |
| Grand Total | | 46802 |
| ADT | Not Calculated | |

| Start Time | 26-Aug-0 Fri | WB |
|------------|-----------------|-------------|
| 12:00 AM | | 92 |
| 01:00 | | 58 |
| 02:00 | | 50 |
| 03:00 | | 36 |
| 04:00 | | 52 |
| 05:00 | | 124 |
| 06:00 | | 312 |
| 07:00 | | 607 |
| 08:00 | | 762 |
| 09:00 | | 840 |
| 10:00 | | 889 |
| 11:00 | | 1039 |
| 12:00 PM | | 1138 |
| 01:00 | | 1082 |
| 02:00 | | 1154 |
| 03:00 | | 1295 |
| 04:00 | | 1330 |
| 05:00 | | 1362 |
| 06:00 | | 946 |
| 07:00 | | 701 |
| 08:00 | | 560 |
| 09:00 | | 442 |
| 10:00 | | 322 |
| 11:00 | | 212 |
| Total | | 15405 |
| AM Peak | 11:00 | |
| Vol. | | 1039 |
| PM Peak | 17:00 | |
| Vol. | | 1362 |

| Start Time | 27-Aug-0 Sat | WB |
|------------|--------------|-------------|
| 12:00 AM | | 184 |
| 01:00 | | 96 |
| 02:00 | | 75 |
| 03:00 | | 62 |
| 04:00 | | 54 |
| 05:00 | | 80 |
| 06:00 | | 196 |
| 07:00 | | 384 |
| 08:00 | | 635 |
| 09:00 | | 824 |
| 10:00 | | 990 |
| 11:00 | | 1112 |
| 12:00 PM | | 1078 |
| 01:00 | | 1005 |
| 02:00 | | 953 |
| 03:00 | | 856 |
| 04:00 | | 838 |
| 05:00 | | 682 |
| 06:00 | | 676 |
| 07:00 | | 568 |
| 08:00 | | 404 |
| 09:00 | | 372 |
| 10:00 | | 282 |
| 11:00 | | 228 |
| Total | | 12634 |
| AM Peak | | 11:00 |
| Vol. | | 1112 |
| PM Peak | | 12:00 |
| Vol. | | 1078 |

| Start Time | 28-Aug-0 Sun | WB |
|------------|-----------------|------------|
| 12:00 AM | | 122 |
| 01:00 | | 104 |
| 02:00 | | 78 |
| 03:00 | | 47 |
| 04:00 | | 38 |
| 05:00 | | 64 |
| 06:00 | | 94 |
| 07:00 | | 202 |
| 08:00 | | 322 |
| 09:00 | | 460 |
| 10:00 | | 633 |
| 11:00 | | 734 |
| 12:00 PM | | 860 |
| 01:00 | | 830 |
| 02:00 | | 707 |
| 03:00 | | 730 |
| 04:00 | | 624 |
| 05:00 | | 582 |
| 06:00 | | 508 |
| 07:00 | | 454 |
| 08:00 | | 348 |
| 09:00 | | 240 |
| 10:00 | | 154 |
| 11:00 | | 96 |
| Total | | 9031 |
| AM Peak | 11:00 | |
| Vol. | | 734 |
| PM Peak | 12:00 | |
| Vol. | | 860 |

| Start Time | 29-Aug-0 Mon | WB |
|-------------|----------------|-------------|
| 12:00 AM | | 68 |
| 01:00 | | 44 |
| 02:00 | | 43 |
| 03:00 | | 27 |
| 04:00 | | 44 |
| 05:00 | | 85 |
| 06:00 | | 240 |
| 07:00 | | 575 |
| 08:00 | | 702 |
| 09:00 | | 734 |
| 10:00 | | 832 |
| 11:00 | | 994 |
| 12:00 PM | | 1009 |
| 01:00 | | 987 |
| 02:00 | | 1004 |
| 03:00 | | 1121 |
| 04:00 | | 1232 |
| 05:00 | | 1305 |
| 06:00 | | 758 |
| 07:00 | | 580 |
| 08:00 | | 416 |
| 09:00 | | 330 |
| 10:00 | | 201 |
| 11:00 | | 120 |
| Total | | 13451 |
| AM Peak | | 11:00 |
| Vol. | | 994 |
| PM Peak | | 17:00 |
| Vol. | | 1305 |
| Grand Total | | 50521 |
| ADT | Not Calculated | |

| Start Time | 26-Aug-0 Fri | EB |
|------------|-----------------|------------|
| 12:00 AM | | 26 |
| 01:00 | | 22 |
| 02:00 | | 19 |
| 03:00 | | 24 |
| 04:00 | | 73 |
| 05:00 | | 212 |
| 06:00 | | 490 |
| 07:00 | | 524 |
| 08:00 | | 422 |
| 09:00 | | 436 |
| 10:00 | | 497 |
| 11:00 | | 538 |
| 12:00 PM | | 543 |
| 01:00 | | 581 |
| 02:00 | | 608 |
| 03:00 | | 521 |
| 04:00 | | 488 |
| 05:00 | | 379 |
| 06:00 | | 280 |
| 07:00 | | 296 |
| 08:00 | | 240 |
| 09:00 | | 194 |
| 10:00 | | 116 |
| 11:00 | | 76 |
| Total | | 7605 |
| AM Peak | | 11:00 |
| Vol. | | 538 |
| PM Peak | | 14:00 |
| Vol. | | 608 |

| Start Time | 27-Aug-0 Sat | EB |
|------------|--------------|------------|
| 12:00 AM | | 45 |
| 01:00 | | 34 |
| 02:00 | | 13 |
| 03:00 | | 16 |
| 04:00 | | 48 |
| 05:00 | | 84 |
| 06:00 | | 182 |
| 07:00 | | 290 |
| 08:00 | | 388 |
| 09:00 | | 474 |
| 10:00 | | 560 |
| 11:00 | | 612 |
| 12:00 PM | | 546 |
| 01:00 | | 566 |
| 02:00 | | 481 |
| 03:00 | | 458 |
| 04:00 | | 364 |
| 05:00 | | 350 |
| 06:00 | | 306 |
| 07:00 | | 258 |
| 08:00 | | 258 |
| 09:00 | | 202 |
| 10:00 | | 112 |
| 11:00 | | 99 |
| Total | | 6746 |
| AM Peak | 11:00 | |
| Vol. | | 612 |
| PM Peak | 13:00 | |
| Vol. | | 566 |

| Start Time | 28-Aug-0 Sun | EB |
|--------------|--------------|-------------|
| 12:00 AM | | 55 |
| 01:00 | | 37 |
| 02:00 | | 29 |
| 03:00 | | 23 |
| 04:00 | | 20 |
| 05:00 | | 60 |
| 06:00 | | 98 |
| 07:00 | | 160 |
| 08:00 | | 223 |
| 09:00 | | 283 |
| 10:00 | | 334 |
| 11:00 | | 394 |
| 12:00 PM | | 402 |
| 01:00 | | 420 |
| 02:00 | | 428 |
| 03:00 | | 385 |
| 04:00 | | 425 |
| 05:00 | | 304 |
| 06:00 | | 270 |
| 07:00 | | 236 |
| 08:00 | | 158 |
| 09:00 | | 75 |
| 10:00 | | 40 |
| 11:00 | | 28 |
| Total | | 4887 |
| AM Peak | 11:00 | |
| Vol. | | 394 |
| PM Peak | 14:00 | |
| Vol. | | 428 |

| Start Time | 29-Aug-0 Mon | EB |
|-------------|----------------|------------|
| 12:00 AM | | 19 |
| 01:00 | | 17 |
| 02:00 | | 18 |
| 03:00 | | 22 |
| 04:00 | | 56 |
| 05:00 | | 219 |
| 06:00 | | 490 |
| 07:00 | | 510 |
| 08:00 | | 428 |
| 09:00 | | 425 |
| 10:00 | | 470 |
| 11:00 | | 532 |
| 12:00 PM | | 534 |
| 01:00 | | 506 |
| 02:00 | | 516 |
| 03:00 | | 452 |
| 04:00 | | 469 |
| 05:00 | | 306 |
| 06:00 | | 242 |
| 07:00 | | 202 |
| 08:00 | | 154 |
| 09:00 | | 84 |
| 10:00 | | 42 |
| 11:00 | | 28 |
| Total | | 6741 |
| AM Peak | 11:00 | |
| Vol. | | 532 |
| PM Peak | 12:00 | |
| Vol. | | 534 |
| Grand Total | | 25979 |
| ADT | Not Calculated | |

| Start Time | 26-Aug-0 Fri | EB |
|------------|-----------------|------------|
| 12:00 AM | | 46 |
| 01:00 | | 28 |
| 02:00 | | 21 |
| 03:00 | | 18 |
| 04:00 | | 22 |
| 05:00 | | 68 |
| 06:00 | | 232 |
| 07:00 | | 534 |
| 08:00 | | 496 |
| 09:00 | | 467 |
| 10:00 | | 512 |
| 11:00 | | 534 |
| 12:00 PM | | 604 |
| 01:00 | | 632 |
| 02:00 | | 682 |
| 03:00 | | 700 |
| 04:00 | | 557 |
| 05:00 | | 568 |
| 06:00 | | 463 |
| 07:00 | | 341 |
| 08:00 | | 354 |
| 09:00 | | 292 |
| 10:00 | | 218 |
| 11:00 | | 122 |
| Total | | 8511 |
| AM Peak | 07:00 | |
| Vol. | | 534 |
| PM Peak | 15:00 | |
| Vol. | | 700 |

| Start Time | 27-Aug-0 Sat | EB |
|------------|--------------|------------|
| 12:00 AM | | 72 |
| 01:00 | | 62 |
| 02:00 | | 33 |
| 03:00 | | 14 |
| 04:00 | | 18 |
| 05:00 | | 44 |
| 06:00 | | 104 |
| 07:00 | | 207 |
| 08:00 | | 344 |
| 09:00 | | 488 |
| 10:00 | | 567 |
| 11:00 | | 659 |
| 12:00 PM | | 679 |
| 01:00 | | 666 |
| 02:00 | | 650 |
| 03:00 | | 598 |
| 04:00 | | 510 |
| 05:00 | | 472 |
| 06:00 | | 404 |
| 07:00 | | 398 |
| 08:00 | | 312 |
| 09:00 | | 280 |
| 10:00 | | 195 |
| 11:00 | | 128 |
| Total | | 7904 |
| AM Peak | 11:00 | |
| Vol. | | 659 |
| PM Peak | 12:00 | |
| Vol. | | 679 |

| Start Time | 28-Aug-0 Sun | EB |
|------------|--------------|------------|
| 12:00 AM | | 84 |
| 01:00 | | 60 |
| 02:00 | | 39 |
| 03:00 | | 34 |
| 04:00 | | 19 |
| 05:00 | | 26 |
| 06:00 | | 65 |
| 07:00 | | 159 |
| 08:00 | | 265 |
| 09:00 | | 376 |
| 10:00 | | 437 |
| 11:00 | | 507 |
| 12:00 PM | | 523 |
| 01:00 | | 513 |
| 02:00 | | 500 |
| 03:00 | | 460 |
| 04:00 | | 393 |
| 05:00 | | 363 |
| 06:00 | | 311 |
| 07:00 | | 306 |
| 08:00 | | 240 |
| 09:00 | | 216 |
| 10:00 | | 150 |
| 11:00 | | 99 |
| Total | | 6145 |
| AM Peak | 11:00 | |
| Vol. | | 507 |
| PM Peak | 12:00 | |
| Vol. | | 523 |

| Start Time | 29-Aug-0 Mon | EB |
|-------------|----------------|------------|
| 12:00 AM | | 48 |
| 01:00 | | 29 |
| 02:00 | | 22 |
| 03:00 | | 19 |
| 04:00 | | 23 |
| 05:00 | | 71 |
| 06:00 | | 244 |
| 07:00 | | 561 |
| 08:00 | | 521 |
| 09:00 | | 491 |
| 10:00 | | 480 |
| 11:00 | | 495 |
| 12:00 PM | | 558 |
| 01:00 | | 610 |
| 02:00 | | 598 |
| 03:00 | | 536 |
| 04:00 | | 576 |
| 05:00 | | 500 |
| 06:00 | | 419 |
| 07:00 | | 358 |
| 08:00 | | 286 |
| 09:00 | | 181 |
| 10:00 | | 140 |
| 11:00 | | 65 |
| Total | | 7831 |
| AM Peak | 07:00 | |
| Vol. | | 561 |
| PM Peak | 13:00 | |
| Vol. | | 610 |
| Grand Total | | 30391 |
| ADT | Not Calculated | |

| Start Time | 26-Aug-0 Fri | WB |
|------------|-----------------|------------|
| 12:00 AM | | 38 |
| 01:00 | | 26 |
| 02:00 | | 24 |
| 03:00 | | 19 |
| 04:00 | | 24 |
| 05:00 | | 76 |
| 06:00 | | 160 |
| 07:00 | | 298 |
| 08:00 | | 418 |
| 09:00 | | 472 |
| 10:00 | | 498 |
| 11:00 | | 603 |
| 12:00 PM | | 678 |
| 01:00 | | 638 |
| 02:00 | | 710 |
| 03:00 | | 766 |
| 04:00 | | 792 |
| 05:00 | | 808 |
| 06:00 | | 582 |
| 07:00 | | 463 |
| 08:00 | | 382 |
| 09:00 | | 203 |
| 10:00 | | 214 |
| 11:00 | | 122 |
| Total | | 9014 |
| AM Peak | 11:00 | |
| Vol. | | 603 |
| PM Peak | 17:00 | |
| Vol. | | 808 |

| Start Time | 27-Aug-0 Sat | WB |
|------------|--------------|------------|
| 12:00 AM | | 92 |
| 01:00 | | 55 |
| 02:00 | | 36 |
| 03:00 | | 30 |
| 04:00 | | 26 |
| 05:00 | | 48 |
| 06:00 | | 89 |
| 07:00 | | 212 |
| 08:00 | | 388 |
| 09:00 | | 569 |
| 10:00 | | 644 |
| 11:00 | | 696 |
| 12:00 PM | | 740 |
| 01:00 | | 602 |
| 02:00 | | 567 |
| 03:00 | | 566 |
| 04:00 | | 538 |
| 05:00 | | 436 |
| 06:00 | | 460 |
| 07:00 | | 332 |
| 08:00 | | 276 |
| 09:00 | | 238 |
| 10:00 | | 166 |
| 11:00 | | 110 |
| Total | | 7916 |
| AM Peak | | 11:00 |
| Vol. | | 696 |
| PM Peak | | 12:00 |
| Vol. | | 740 |

| Start Time | 28-Aug-0 Sun | WB |
|------------|--------------|------------|
| 12:00 AM | | 72 |
| 01:00 | | 53 |
| 02:00 | | 47 |
| 03:00 | | 24 |
| 04:00 | | 24 |
| 05:00 | | 34 |
| 06:00 | | 52 |
| 07:00 | | 115 |
| 08:00 | | 215 |
| 09:00 | | 276 |
| 10:00 | | 440 |
| 11:00 | | 498 |
| 12:00 PM | | 598 |
| 01:00 | | 594 |
| 02:00 | | 453 |
| 03:00 | | 502 |
| 04:00 | | 408 |
| 05:00 | | 358 |
| 06:00 | | 324 |
| 07:00 | | 282 |
| 08:00 | | 221 |
| 09:00 | | 142 |
| 10:00 | | 75 |
| 11:00 | | 44 |
| Total | | 5851 |
| AM Peak | 11:00 | |
| Vol. | | 498 |
| PM Peak | 12:00 | |
| Vol. | | 598 |

| Start Time | 29-Aug-0 Mon | WB |
|-------------|----------------|------------|
| 12:00 AM | | 29 |
| 01:00 | | 17 |
| 02:00 | | 16 |
| 03:00 | | 13 |
| 04:00 | | 26 |
| 05:00 | | 42 |
| 06:00 | | 144 |
| 07:00 | | 290 |
| 08:00 | | 383 |
| 09:00 | | 407 |
| 10:00 | | 451 |
| 11:00 | | 595 |
| 12:00 PM | | 606 |
| 01:00 | | 560 |
| 02:00 | | 576 |
| 03:00 | | 590 |
| 04:00 | | 687 |
| 05:00 | | 780 |
| 06:00 | | 434 |
| 07:00 | | 400 |
| 08:00 | | 244 |
| 09:00 | | 174 |
| 10:00 | | 119 |
| 11:00 | | 67 |
| Total | | 7650 |
| AM Peak | | 11:00 |
| Vol. | | 595 |
| PM Peak | | 17:00 |
| Vol. | | 780 |
| Grand Total | | 30431 |
| ADT | Not Calculated | |

| Start Time | 26-Aug-0 Fri | EB |
|------------|-----------------|------------|
| 12:00 AM | | 48 |
| 01:00 | | 36 |
| 02:00 | | 21 |
| 03:00 | | 23 |
| 04:00 | | 22 |
| 05:00 | | 70 |
| 06:00 | | 212 |
| 07:00 | | 458 |
| 08:00 | | 464 |
| 09:00 | | 423 |
| 10:00 | | 484 |
| 11:00 | | 532 |
| 12:00 PM | | 614 |
| 01:00 | | 652 |
| 02:00 | | 684 |
| 03:00 | | 673 |
| 04:00 | | 586 |
| 05:00 | | 605 |
| 06:00 | | 482 |
| 07:00 | | 362 |
| 08:00 | | 374 |
| 09:00 | | 332 |
| 10:00 | | 220 |
| 11:00 | | 131 |
| Total | | 8508 |
| AM Peak | 11:00 | |
| Vol. | | 532 |
| PM Peak | 14:00 | |
| Vol. | | 684 |

| Start Time | 27-Aug-0 Sat | EB |
|------------|--------------|------------|
| 12:00 AM | | 76 |
| 01:00 | | 67 |
| 02:00 | | 39 |
| 03:00 | | 14 |
| 04:00 | | 17 |
| 05:00 | | 42 |
| 06:00 | | 102 |
| 07:00 | | 198 |
| 08:00 | | 350 |
| 09:00 | | 492 |
| 10:00 | | 572 |
| 11:00 | | 685 |
| 12:00 PM | | 714 |
| 01:00 | | 678 |
| 02:00 | | 688 |
| 03:00 | | 613 |
| 04:00 | | 580 |
| 05:00 | | 460 |
| 06:00 | | 434 |
| 07:00 | | 430 |
| 08:00 | | 354 |
| 09:00 | | 294 |
| 10:00 | | 214 |
| 11:00 | | 128 |
| Total | | 8241 |
| AM Peak | 11:00 | |
| Vol. | | 685 |
| PM Peak | 12:00 | |
| Vol. | | 714 |

| Start Time | 28-Aug-0 Sun | EB |
|------------|--------------|------------|
| 12:00 AM | | 82 |
| 01:00 | | 56 |
| 02:00 | | 38 |
| 03:00 | | 31 |
| 04:00 | | 18 |
| 05:00 | | 22 |
| 06:00 | | 58 |
| 07:00 | | 122 |
| 08:00 | | 190 |
| 09:00 | | 294 |
| 10:00 | | 373 |
| 11:00 | | 439 |
| 12:00 PM | | 510 |
| 01:00 | | 568 |
| 02:00 | | 578 |
| 03:00 | | 554 |
| 04:00 | | 539 |
| 05:00 | | 496 |
| 06:00 | | 401 |
| 07:00 | | 354 |
| 08:00 | | 274 |
| 09:00 | | 186 |
| 10:00 | | 94 |
| 11:00 | | 58 |
| Total | | 6335 |
| AM Peak | 11:00 | |
| Vol. | | 439 |
| PM Peak | 14:00 | |
| Vol. | | 578 |

| Start Time | 29-Aug-0 Mon | EB |
|-------------|-----------------|----------------|
| 12:00 AM | | 30 |
| 01:00 | | 19 |
| 02:00 | | 14 |
| 03:00 | | 15 |
| 04:00 | | 18 |
| 05:00 | | 60 |
| 06:00 | | 218 |
| 07:00 | | 476 |
| 08:00 | | 428 |
| 09:00 | | 406 |
| 10:00 | | 463 |
| 11:00 | | 528 |
| 12:00 PM | | 594 |
| 01:00 | | 555 |
| 02:00 | | 604 |
| 03:00 | | 588 |
| 04:00 | | 516 |
| 05:00 | | 498 |
| 06:00 | | 414 |
| 07:00 | | 340 |
| 08:00 | | 263 |
| 09:00 | | 174 |
| 10:00 | | 110 |
| 11:00 | | 52 |
| Total | | 7383 |
| AM Peak | | 11:00 |
| Vol. | | 528 |
| PM Peak | | 14:00 |
| Vol. | | 604 |
| Grand Total | | 30467 |
| ADT | | Not Calculated |

| Start Time | 26-Aug-0 Fri | WB |
|------------|-----------------|------------|
| 12:00 AM | | 37 |
| 01:00 | | 26 |
| 02:00 | | 22 |
| 03:00 | | 18 |
| 04:00 | | 21 |
| 05:00 | | 58 |
| 06:00 | | 118 |
| 07:00 | | 230 |
| 08:00 | | 354 |
| 09:00 | | 385 |
| 10:00 | | 495 |
| 11:00 | | 580 |
| 12:00 PM | | 692 |
| 01:00 | | 610 |
| 02:00 | | 660 |
| 03:00 | | 718 |
| 04:00 | | 740 |
| 05:00 | | 770 |
| 06:00 | | 558 |
| 07:00 | | 422 |
| 08:00 | | 382 |
| 09:00 | | 208 |
| 10:00 | | 196 |
| 11:00 | | 118 |
| Total | | 8418 |
| AM Peak | | 11:00 |
| Vol. | | 580 |
| PM Peak | | 17:00 |
| Vol. | | 770 |

| Start Time | 27-Aug-0 Sat | WB |
|------------|--------------|------------|
| 12:00 AM | | 96 |
| 01:00 | | 52 |
| 02:00 | | 30 |
| 03:00 | | 21 |
| 04:00 | | 22 |
| 05:00 | | 48 |
| 06:00 | | 94 |
| 07:00 | | 218 |
| 08:00 | | 395 |
| 09:00 | | 567 |
| 10:00 | | 692 |
| 11:00 | | 719 |
| 12:00 PM | | 744 |
| 01:00 | | 624 |
| 02:00 | | 588 |
| 03:00 | | 582 |
| 04:00 | | 537 |
| 05:00 | | 447 |
| 06:00 | | 451 |
| 07:00 | | 358 |
| 08:00 | | 284 |
| 09:00 | | 247 |
| 10:00 | | 168 |
| 11:00 | | 104 |
| Total | | 8088 |
| AM Peak | 11:00 | |
| Vol. | | 719 |
| PM Peak | 12:00 | |
| Vol. | | 744 |

| Start Time | 28-Aug-0 Sun | WB |
|------------|--------------|------------|
| 12:00 AM | | 62 |
| 01:00 | | 46 |
| 02:00 | | 40 |
| 03:00 | | 24 |
| 04:00 | | 22 |
| 05:00 | | 33 |
| 06:00 | | 51 |
| 07:00 | | 102 |
| 08:00 | | 196 |
| 09:00 | | 266 |
| 10:00 | | 408 |
| 11:00 | | 509 |
| 12:00 PM | | 622 |
| 01:00 | | 606 |
| 02:00 | | 478 |
| 03:00 | | 498 |
| 04:00 | | 430 |
| 05:00 | | 349 |
| 06:00 | | 330 |
| 07:00 | | 304 |
| 08:00 | | 240 |
| 09:00 | | 139 |
| 10:00 | | 79 |
| 11:00 | | 45 |
| Total | | 5879 |
| AM Peak | 11:00 | |
| Vol. | | 509 |
| PM Peak | 12:00 | |
| Vol. | | 622 |

| Start Time | 29-Aug-0 Mon | WB |
|-------------|-----------------|------------|
| 12:00 AM | | 25 |
| 01:00 | | 22 |
| 02:00 | | 13 |
| 03:00 | | 8 |
| 04:00 | | 18 |
| 05:00 | | 31 |
| 06:00 | | 113 |
| 07:00 | | 240 |
| 08:00 | | 334 |
| 09:00 | | 376 |
| 10:00 | | 434 |
| 11:00 | | 568 |
| 12:00 PM | | 599 |
| 01:00 | | 552 |
| 02:00 | | 540 |
| 03:00 | | 526 |
| 04:00 | | 634 |
| 05:00 | | 704 |
| 06:00 | | 422 |
| 07:00 | | 399 |
| 08:00 | | 250 |
| 09:00 | | 152 |
| 10:00 | | 117 |
| 11:00 | | 62 |
| Total | | 7139 |
| AM Peak | 11:00 | |
| Vol. | | 568 |
| PM Peak | 17:00 | |
| Vol. | | 704 |
| Grand Total | | 29524 |
| ADT | Not Calculated | |

APPENDIX E

PPACG Concurrence Letter



Pikes Peak Area
Council of Governments
Communities Working Together

Mr. Dave Watt, P.E.
Resident Engineer
Colorado Department of Transportation
Region Two - North Program Engineering
1480 Quail Lake Loop, Suite A
Colorado Springs, Colorado 80906

March 25, 2008

Dear Mr. Watt,

As the Metropolitan Planning Organization for the Pikes Peak Region, PPACG encourages inter-agency coordination on transportation planning measures. Therefore, our staff was pleased to review the updated (2035) long-range traffic forecasts for US 24 between I-25 and Manitou Avenue that were developed to support the US 24 West Environmental Assessment.

It is our understanding that the 2035 forecasts were updated using the methodologies outlined in your letter dated February 7, 2008, and as presented in greater detail to PPACG staff on January 21, 2008. Your letter appears as Attachment 1 to this letter. It is also our understanding that the adjusted traffic forecasts presented therein are based upon adopted PPACG demographic and socioeconomic projections.

Based upon our review, it appears that the methodology and assumptions that were applied to the PPACG travel demand model volumes to arrive at adjusted traffic volumes are consistent with both industry standards for application of regional travel model results to project-specific analysis and our January 21 discussion. They are therefore suitable for determining future facility needs on US 24. Please be aware that traffic projections are not specifically endorsed or adopted by the PPACG Board of Directors.

We look forward to continuing close coordination with you as the US 24 Corridor Study continues.

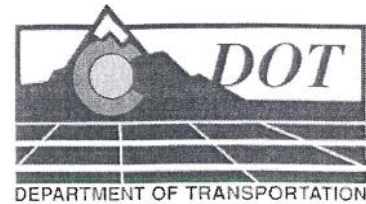
Sincerely,

A handwritten signature in black ink, appearing to read 'Craig T. Casper', written over a horizontal line.

Craig T. Casper
Pikes Peak Area Council of Governments
Transportation Director

STATE OF COLORADO

DEPARTMENT OF TRANSPORTATION
Region Two – North Program Engineering
Cheyenne Mountain Complex
1480 Quail Lake Loop, Suite A
Colorado Springs, Colorado 80906
(719) 634-2323 / Fax (719) 227-3298



February 7, 2008

Craig Casper
Director of Transportation
Pikes Peak Area Council of Governments
15 South 7th Street
Colorado Springs, CO 80906

Dear Mr. Casper:

We have recently updated our 2030 forecasts for the US 24 West Environmental Assessment project to the year 2035 to reflect the horizon year for your current model. The purpose of this letter is to document and to request your concurrence on the model process, assumptions, and results.

Model Process

The PPACG 2035 model was used to forecast expected future traffic conditions. Both a No Action and a Build scenario were modeled for 2035. The 2035 No Action scenario does not add capacity to US 24 and includes committed improvements to 8th and 21st Streets. The 2035 Build scenario (a graphic is included with this letter) includes the committed improvements at 8th and 21st Streets and increases capacity on US 24 by adding one lane per direction between 21st Street and a point just west of 31st Street, converting the existing at-grade intersection at Ridge Road to an overpass, and grade separates 21st and 8th Streets. The grade separation at 8th Street is designed to work in conjunction with the grade separation at I-25. The Eastbound US 24 direction has a free flow loop ramp for direct access onto Northbound I-25. The alternative also includes an overpass at 15th Street that connects to a proposed local road south of US 24. Ramps parallel to US 24 provide access from 8th Street to this overpass.

Network/Centroid Changes

Minor changes to the model network were made in order to better represent existing and planned development access. The following changes to centroid connector locations were discussed and agreed upon with PPACG transportation staff:

- Moved centroid connector for Zone 145 from the 8th Street/ US 24 intersection to connect directly onto 8th Street
- Continued connection from 14th Street past Colorado Avenue to US 24 with only right turns allowed
- Added a centroid connector from Zone 114 to connect with 21st Street

- Removed the centroid connectors from Zones 65 and 66 at the 26th Street/ US 24 intersection and reconnected directly onto 26th Street.

Daily Volume Forecasts

Daily volumes were determined by using the output of future model volumes and applying the ratio, difference, or average methods presented in the NCHRP 255 procedures. While in conformance with these national procedures, this adjustment process is also consistent with local practices along the Front Range. Both the 2035 No Action and the 2035 Build volumes were adjusted based on the relative difference of link volumes between the 2005 model and the 2005 counts collected. Subsequently the adjusted volumes were examined to check the reasonableness of the assumptions. The daily volumes were adjusted further in the Action scenario to assume a significant percentage of the cut-through traffic along 31st Street and Fillmore would be rerouted along US 24 due to the additional capacity and the free flow movements between 31st Street and I-25 North. Therefore, a portion of the daily volume on 31st was rerouted to US 24. The adjusted daily volumes show the expected trends along US 24 with volume decreasing moving west from I-25. The following table shows a summary of the modeled and forecasted daily traffic volumes for the corridor.

US 24 Draft Daily Model Volume Comparison

| Segment | 2005 | | 2030 Forecast* | No Action | | Action | | Change No Action to 2035 Forecast |
|----------------------------|--------|---------|-------------------|-----------------|-------------------|-----------------|-------------------|---|
| | Count | Modeled | | 2035 Modeled | 2035 Forecast* | 2035 Modeled | 2035 Forecast* | |
| Manitou Ave. to Ridge Road | 29,600 | 46,900 | 44,100 | 72,300 | 50,300 | 73,200 | 49,500 | - 800 |
| Ridge Road to 31st Street | 29,600 | 48,500 | 46,100 | 74,900 | 50,900 | 73,200 | 49,500 | - 1,400 |
| 31st Street to 26th Street | 31,500 | 37,000 | 43,100 | 50,000 | 43,500 | 50,500 | 51,400 | + 7,900 |
| 26th Street to 21st Street | 31,900 | 36,700 | 45,000 | 51,400 | 45,600 | 51,600 | 53,200 | + 7,600 |
| 21st Street to 8th Street | 38,500 | 37,600 | 54,700 | 49,600 | 50,600 | 50,000 | 58,400 | + 7,800 |
| 8th Street to I-25 | 50,300 | 44,900 | 87,000 | 64,700 | 71,300 | 69,400 | 83,700 | + 12,400 |

Peak Hour Forecasts

The evening peak hour turn movement volumes were extracted from the model for each study area intersection. The turning movement counts collected in 2005 at these

intersections and the 2005 base year model were used in the adjustment process as described for the daily volumes. In some cases where the NCHRP 255 adjustment procedures did not present a reasonable volume, the adjustment was based on growing the existing volume based on a parallel growth rate for US 24 or applying knowledge of anticipated local travel patterns and adjacent land uses. The adjusted peak hour turn movement volumes generally represented 8-11% of the adjusted Average Daily Traffic volumes. Once the turn movement volumes were adjusted, they were then balanced between adjacent access points. At locations where counter-intuitive traffic volumes were observed, this set of turn movement volumes was then adjusted to address these issues and arrive at the final set of evening peak hour turn movement volumes used in the operations analysis. This process was performed for both the Build and No Action scenarios.

Assumptions

- No modifications to any PPACG model procedures
- Network and TAZ refinements highlighted above
- No changes to PPACG Socio-economic data

Results

The refined model was used to forecast expected 2035 traffic conditions for the Build scenario and resulted in approximately 49,500 daily traffic on US 24 west of 31st Street and about 83,700 west of I-25. Model turning movements were used to determine a reasonable set of future turning movements at study area intersections.

If you agree with the information provided above, please indicate concurrence with the modeling process, assumptions, and results by signing below.

Sincerely,



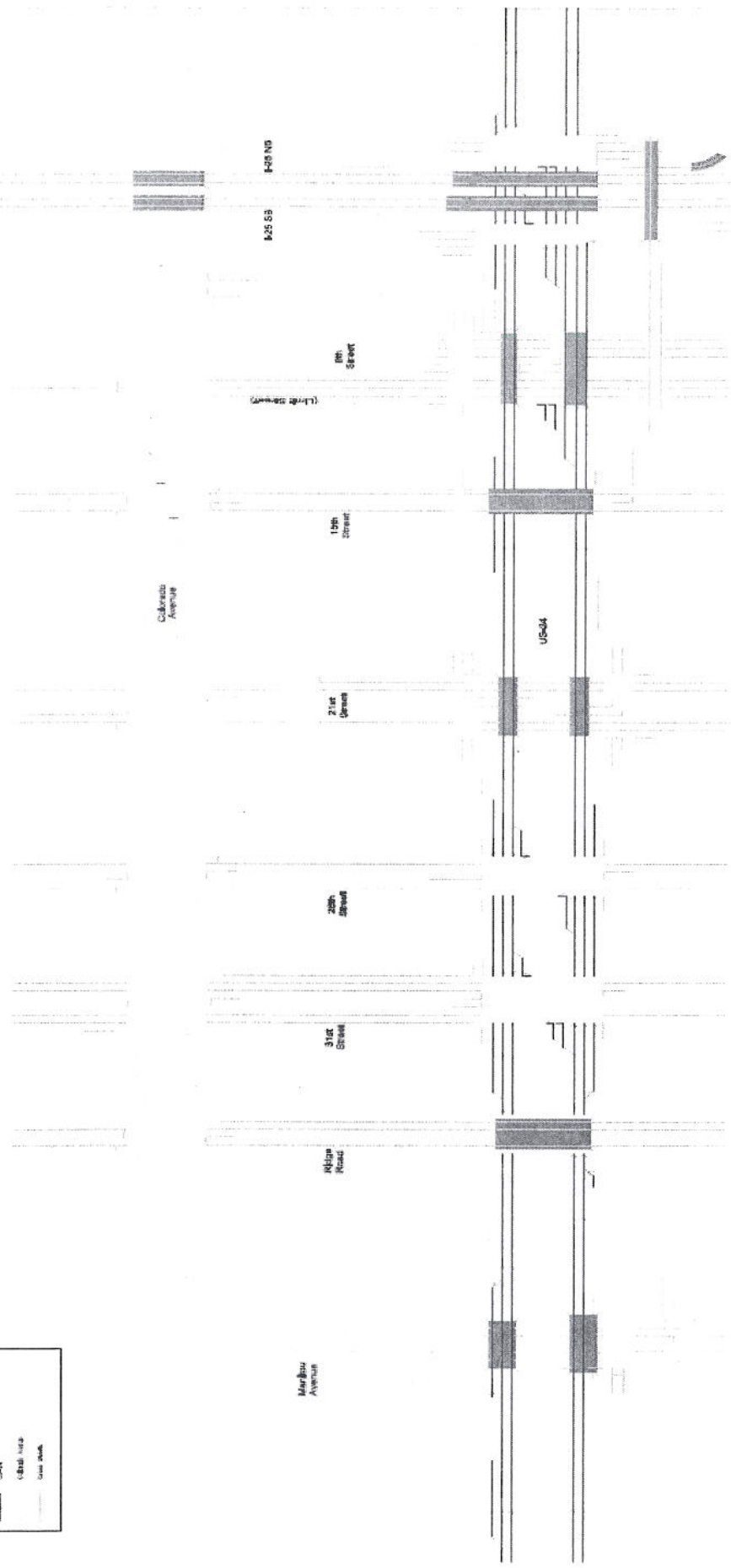
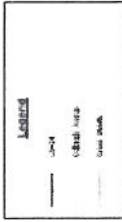
Dave Watt
Resident Engineer
Colorado Department of Transportation



Bob Mora
Project Manager
Colorado Department of Transportation

PPACG has reviewed the information provided in the above and concurs with the modeling process, assumptions, and results.

Craig Casper
Pikes Peak Area Council of Governments



DRAFT
1/15/08

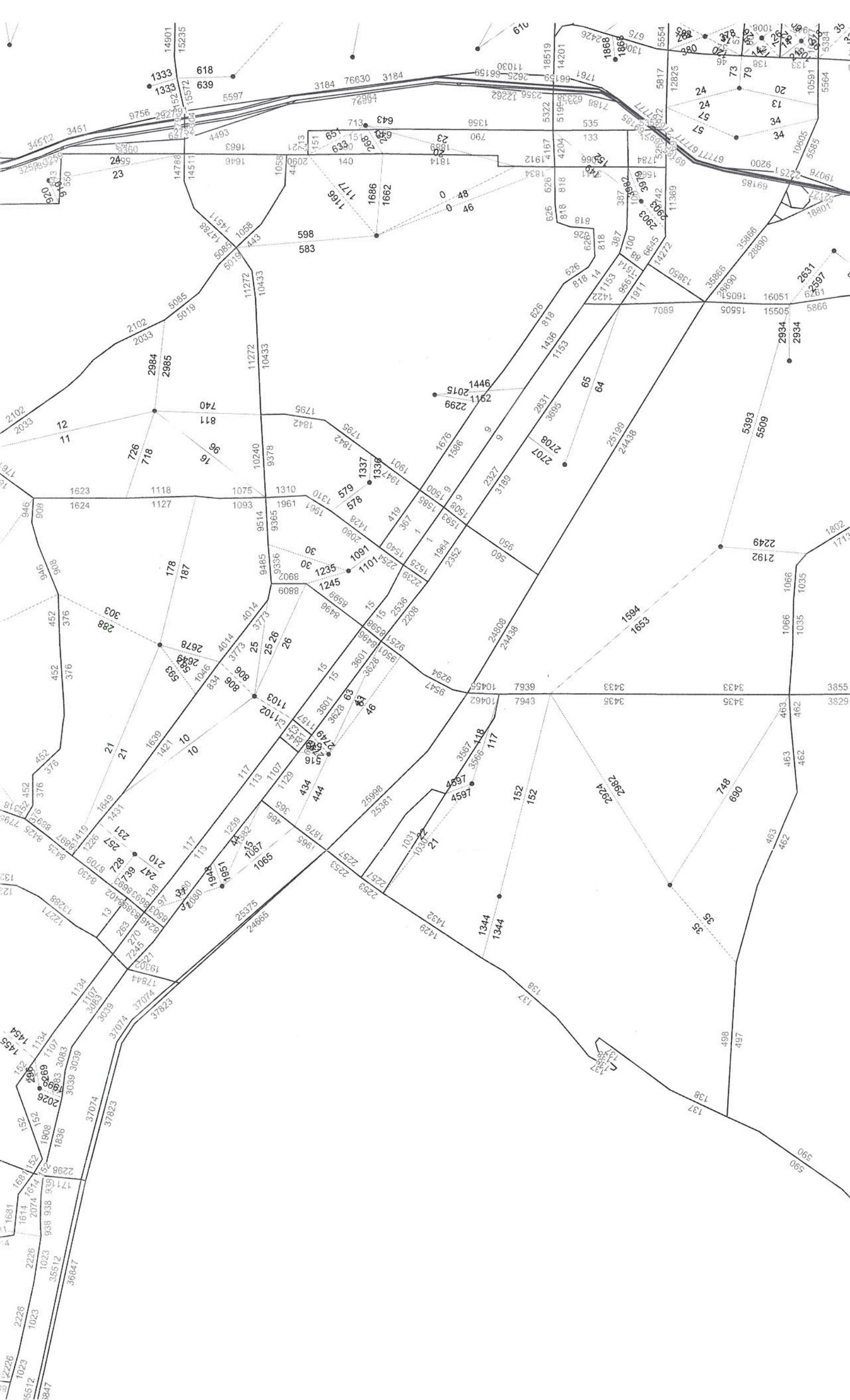
US 24 Expressway Single Line Diagram



APPENDIX F

2035 VISUM Output







APPENDIX G

2035 Operations Analysis Outputs

HCM Signalized Intersection Capacity Analysis
42: US-24 & NB On Ramps

3/6/2008



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-----------------------------------|---------------------|------|------|------|----------------------|------|-------|-------|------|------|------|------|
| Lane Configurations | ↖↗ | ↕ | | | ↕ | ↖ | ↖ | ↕ | | | | |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 4.0 | 4.0 | | | 4.0 | 4.0 | 4.0 | 4.0 | | | | |
| Lane Util. Factor | 0.97 | 0.95 | | | 0.95 | 1.00 | 0.95 | 0.95 | | | | |
| Fr _t | 1.00 | 1.00 | | | 1.00 | 0.85 | 1.00 | 0.99 | | | | |
| Fl _t Protected | 0.95 | 1.00 | | | 1.00 | 1.00 | 0.95 | 0.96 | | | | |
| Satd. Flow (prot) | 3433 | 3539 | | | 3574 | 1599 | 1681 | 1673 | | | | |
| Fl _t Permitted | 0.95 | 1.00 | | | 1.00 | 1.00 | 0.95 | 0.96 | | | | |
| Satd. Flow (perm) | 3433 | 3539 | | | 3574 | 1599 | 1681 | 1673 | | | | |
| Volume (vph) | 710 | 815 | 0 | 0 | 1105 | 360 | 1310 | 0 | 45 | 0 | 0 | 0 |
| Peak-hour factor, PHF | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj. Flow (vph) | 710 | 815 | 0 | 0 | 1105 | 360 | 1310 | 0 | 45 | 0 | 0 | 0 |
| RTOR Reduction (vph) | 0 | 0 | 0 | 0 | 0 | 175 | 0 | 2 | 0 | 0 | 0 | 0 |
| Lane Group Flow (vph) | 710 | 815 | 0 | 0 | 1105 | 185 | 714 | 639 | 0 | 0 | 0 | 0 |
| Heavy Vehicles (%) | 2% | 2% | 0% | 0% | 1% | 1% | 2% | 0% | 2% | 0% | 0% | 0% |
| Turn Type | Prot | | | | | | Perm | | Perm | | | |
| Protected Phases | 5 | | 2 | | 6 | | 4 | | | | | |
| Permitted Phases | | | | | | | 6 | | 4 | | | |
| Actuated Green, G (s) | 31.0 | 76.0 | | | 39.0 | 39.0 | 52.0 | 52.0 | | | | |
| Effective Green, g (s) | 33.0 | 78.0 | | | 41.0 | 41.0 | 54.0 | 54.0 | | | | |
| Actuated g/C Ratio | 0.24 | 0.56 | | | 0.29 | 0.29 | 0.39 | 0.39 | | | | |
| Clearance Time (s) | 6.0 | 6.0 | | | 6.0 | 6.0 | 6.0 | 6.0 | | | | |
| Lane Grp Cap (vph) | 809 | 1972 | | | 1047 | 468 | 648 | 645 | | | | |
| v/s Ratio Prot | c0.21 | 0.23 | | | c0.31 | | | | | | | |
| v/s Ratio Perm | | | | | | | 0.12 | c0.42 | 0.38 | | | |
| v/c Ratio | 0.88 | 0.41 | | | 1.06 | 0.40 | 1.10 | 0.99 | | | | |
| Uniform Delay, d1 | 51.6 | 17.8 | | | 49.5 | 39.6 | 43.0 | 42.8 | | | | |
| Progression Factor | 1.04 | 1.02 | | | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| Incremental Delay, d2 | 11.9 | 0.6 | | | 43.6 | 2.5 | 66.5 | 33.3 | | | | |
| Delay (s) | 65.6 | 18.8 | | | 93.1 | 42.1 | 109.5 | 76.1 | | | | |
| Level of Service | E | B | | | F | D | F | E | | | | |
| Approach Delay (s) | 40.6 | | | | 80.6 | | 93.7 | | | | 0.0 | |
| Approach LOS | D | | | | F | | F | | | | A | |
| Intersection Summary | | | | | | | | | | | | |
| HCM Average Control Delay | 70.6 | | | | HCM Level of Service | | E | | | | | |
| HCM Volume to Capacity ratio | 1.03 | | | | | | | | | | | |
| Actuated Cycle Length (s) | 140.0 | | | | Sum of lost time (s) | | 12.0 | | | | | |
| Intersection Capacity Utilization | 98.5% | | | | ICU Level of Service | | F | | | | | |
| Analysis Period (min) | 15 | | | | | | | | | | | |
| c | Critical Lane Group | | | | | | | | | | | |

HCM Signalized Intersection Capacity Analysis
47: US-24 & SB Off Ramps

3/6/2008



| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|-----------------------------------|------|------|--------|------|----------------------|------|
| Lane Configurations | ↑↑↑ | | | ↑↑ | ↑↑↑ | |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 4.0 | | | 4.0 | 4.0 | |
| Lane Util. Factor | 0.91 | | | 0.95 | 0.97 | |
| Frt | 1.00 | | | 1.00 | 0.98 | |
| Flt Protected | 1.00 | | | 1.00 | 0.96 | |
| Satd. Flow (prot) | 5085 | | | 3539 | 3350 | |
| Flt Permitted | 1.00 | | | 1.00 | 0.96 | |
| Satd. Flow (perm) | 5085 | | | 3539 | 3350 | |
| Volume (vph) | 1415 | 0 | 0 | 2415 | 670 | 110 |
| Peak-hour factor, PHF | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj. Flow (vph) | 1415 | 0 | 0 | 2415 | 670 | 110 |
| RTOR Reduction (vph) | 0 | 0 | 0 | 0 | 10 | 0 |
| Lane Group Flow (vph) | 1415 | 0 | 0 | 2415 | 770 | 0 |
| Heavy Vehicles (%) | 2% | 0% | 0% | 2% | 2% | 11% |
| Turn Type | | | | | | |
| Protected Phases | 2 | | | 6 | 4 | |
| Permitted Phases | | | | | | |
| Actuated Green, G (s) | 89.0 | | | 89.0 | 38.5 | |
| Effective Green, g (s) | 91.0 | | | 91.0 | 41.0 | |
| Actuated g/C Ratio | 0.65 | | | 0.65 | 0.29 | |
| Clearance Time (s) | 6.0 | | | 6.0 | 6.5 | |
| Lane Grp Cap (vph) | 3305 | | | 2300 | 981 | |
| v/s Ratio Prot | 0.28 | | | 0.68 | 0.23 | |
| v/s Ratio Perm | | | | | | |
| v/c Ratio | 0.43 | | | 1.05 | 0.79 | |
| Uniform Delay, d1 | 11.9 | | | 24.5 | 45.5 | |
| Progression Factor | 0.68 | | | 0.80 | 1.00 | |
| Incremental Delay, d2 | 0.0 | | | 23.9 | 6.3 | |
| Delay (s) | 8.1 | | | 43.4 | 51.7 | |
| Level of Service | A | | | D | D | |
| Approach Delay (s) | 8.1 | | | 43.4 | 51.7 | |
| Approach LOS | A | | | D | D | |
| Intersection Summary | | | | | | |
| HCM Average Control Delay | | | 34.0 | | HCM Level of Service | C |
| HCM Volume to Capacity ratio | | | 0.97 | | | |
| Actuated Cycle Length (s) | | | 140.0 | | Sum of lost time (s) | 8.0 |
| Intersection Capacity Utilization | | | 138.4% | | ICU Level of Service | H |
| Analysis Period (min) | | | 15 | | | |
| c Critical Lane Group | | | | | | |

HCM Signalized Intersection Capacity Analysis

1: US-24 & 8th St

3/6/2008



| Movement | EBL | EBT | EBR | WBL | WBT | WBR2 | SBL | SBR | SBR2 | NEL2 | NET | NER |
|------------------------|-------|-------|------|-------|------|------|------|--------|--------|--------|------|--------|
| Lane Configurations | ↶ | ↷ | ↷ | ↶ | ↷ | ↷ | ↶ | ↷ | ↷ | ↶ | ↷ | ↷ |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lane Util. Factor | 1.00 | 0.95 | 1.00 | 0.97 | 0.95 | 1.00 | 1.00 | 0.91 | 1.00 | 0.97 | 0.91 | 1.00 |
| Fr _t | 1.00 | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 | 1.00 | 0.85 | 0.85 | 1.00 | 1.00 | 0.85 |
| Flt Protected | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 |
| Satd. Flow (prot) | 1805 | 3574 | 1599 | 3467 | 3539 | 1568 | 1805 | 4409 | 1615 | 3467 | 5187 | 1599 |
| Flt Permitted | 0.07 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 |
| Satd. Flow (perm) | 136 | 3574 | 1599 | 3467 | 3539 | 1568 | 1805 | 4409 | 1615 | 3467 | 5187 | 1599 |
| Volume (vph) | 135 | 1550 | 160 | 885 | 1905 | 105 | 275 | 470 | 130 | 505 | 510 | 890 |
| Peak-hour factor, PHF | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj. Flow (vph) | 135 | 1550 | 160 | 885 | 1905 | 105 | 275 | 470 | 130 | 505 | 510 | 890 |
| RTOR Reduction (vph) | 0 | 0 | 55 | 0 | 0 | 23 | 0 | 0 | 64 | 0 | 0 | 12 |
| Lane Group Flow (vph) | 135 | 1550 | 105 | 885 | 1905 | 82 | 275 | 470 | 66 | 505 | 510 | 878 |
| Heavy Vehicles (%) | 0% | 1% | 1% | 1% | 2% | 3% | 0% | 0% | 0% | 1% | 0% | 1% |
| Turn Type | pm+pt | | Perm | Prot | | Perm | | custom | custom | custom | | custom |
| Protected Phases | 5 | 2 | | 1 | 6 | | 3 | 8 | | 7 | | |
| Permitted Phases | 2 | | 2 | | | 6 | 8 | | 8 | 4 | 4 | 4 |
| Actuated Green, G (s) | 59.0 | 54.0 | 54.0 | 29.0 | 78.0 | 78.0 | 32.0 | 28.0 | 28.0 | 38.0 | 31.0 | 66.0 |
| Effective Green, g (s) | 62.0 | 56.0 | 56.0 | 30.0 | 80.0 | 80.0 | 35.0 | 30.0 | 30.0 | 41.0 | 33.0 | 67.0 |
| Actuated g/C Ratio | 0.44 | 0.40 | 0.40 | 0.21 | 0.57 | 0.57 | 0.25 | 0.21 | 0.21 | 0.29 | 0.24 | 0.48 |
| Clearance Time (s) | 5.0 | 6.0 | 6.0 | 5.0 | 6.0 | 6.0 | 5.0 | 6.0 | 6.0 | 5.0 | 6.0 | |
| Lane Grp Cap (vph) | 132 | 1430 | 640 | 743 | 2022 | 896 | 451 | 945 | 346 | 1015 | 1223 | 765 |
| v/s Ratio Prot | 0.04 | c0.43 | | c0.26 | 0.54 | | 0.02 | 0.11 | | c0.03 | | |
| v/s Ratio Perm | 0.41 | | 0.07 | | | 0.05 | 0.13 | | 0.04 | 0.12 | 0.10 | c0.55 |
| v/c Ratio | 1.02 | 1.08 | 0.16 | 1.19 | 0.94 | 0.09 | 0.61 | 0.50 | 0.19 | 0.50 | 0.42 | 1.15 |
| Uniform Delay, d1 | 33.7 | 42.0 | 27.0 | 55.0 | 27.9 | 13.6 | 46.5 | 48.4 | 45.0 | 41.0 | 45.3 | 36.5 |
| Progression Factor | 1.11 | 0.57 | 0.28 | 0.95 | 1.07 | 1.33 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Incremental Delay, d2 | 63.0 | 45.0 | 0.3 | 89.5 | 3.1 | 0.0 | 6.0 | 1.9 | 1.2 | 1.7 | 1.0 | 81.4 |
| Delay (s) | 100.3 | 68.8 | 7.9 | 142.0 | 32.8 | 18.0 | 52.5 | 50.2 | 46.3 | 42.7 | 46.4 | 117.9 |
| Level of Service | F | E | A | F | C | B | D | D | D | D | D | F |
| Approach Delay (s) | | 65.9 | | | 65.6 | | 50.4 | | | | | 78.8 |
| Approach LOS | | E | | | E | | D | | | | | E |

Intersection Summary

| | | | |
|-----------------------------------|--------|----------------------|------|
| HCM Average Control Delay | 67.3 | HCM Level of Service | E |
| HCM Volume to Capacity ratio | 1.11 | | |
| Actuated Cycle Length (s) | 140.0 | Sum of lost time (s) | 12.0 |
| Intersection Capacity Utilization | 111.1% | ICU Level of Service | H |
| Analysis Period (min) | 15 | | |
| c Critical Lane Group | | | |

HCM Signalized Intersection Capacity Analysis

11: US-24 & 21st St

3/6/2008

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-----------------------------------|--------|------|------|----------------------|------|-------|------|-------|------|-------|------|------|
| Lane Configurations | ↙ | ↕ | ↘ | ↙ | ↕ | ↘ | ↙ | ↕ | ↘ | ↙ | ↕ | ↘ |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lane Util. Factor | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 |
| Fr _t | 1.00 | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 |
| Fl _t Protected | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 |
| Satd. Flow (prot) | 1805 | 3539 | 1583 | 1787 | 3574 | 1599 | 1805 | 3610 | 1615 | 1787 | 3574 | 1615 |
| Fl _t Permitted | 0.07 | 1.00 | 1.00 | 0.07 | 1.00 | 1.00 | 0.26 | 1.00 | 1.00 | 0.34 | 1.00 | 1.00 |
| Satd. Flow (perm) | 138 | 3539 | 1583 | 128 | 3574 | 1599 | 497 | 3610 | 1615 | 637 | 3574 | 1615 |
| Volume (vph) | 165 | 1215 | 280 | 430 | 1940 | 170 | 275 | 460 | 455 | 175 | 395 | 210 |
| Peak-hour factor, PHF | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj. Flow (vph) | 165 | 1215 | 280 | 430 | 1940 | 170 | 275 | 460 | 455 | 175 | 395 | 210 |
| RTOR Reduction (vph) | 0 | 0 | 108 | 0 | 0 | 39 | 0 | 0 | 256 | 0 | 0 | 140 |
| Lane Group Flow (vph) | 165 | 1215 | 172 | 430 | 1940 | 131 | 275 | 460 | 199 | 175 | 395 | 70 |
| Heavy Vehicles (%) | 0% | 2% | 2% | 1% | 1% | 1% | 0% | 0% | 0% | 1% | 1% | 0% |
| Turn Type | pm+pt | | Perm | pm+pt | Perm | pm+pt | Perm | pm+pt | Perm | pm+pt | Perm | |
| Protected Phases | 5 | 2 | | 1 | 6 | | 7 | 4 | | 3 | 8 | |
| Permitted Phases | 2 | | 2 | 6 | | 6 | 4 | | 4 | 8 | | 8 |
| Actuated Green, G (s) | 64.5 | 52.5 | 52.5 | 85.5 | 68.5 | 68.5 | 42.0 | 29.0 | 29.0 | 32.0 | 24.0 | 24.0 |
| Effective Green, g (s) | 68.0 | 55.0 | 55.0 | 88.0 | 71.0 | 71.0 | 44.0 | 31.0 | 31.0 | 35.0 | 26.0 | 26.0 |
| Actuated g/C Ratio | 0.49 | 0.39 | 0.39 | 0.63 | 0.51 | 0.51 | 0.31 | 0.22 | 0.22 | 0.25 | 0.19 | 0.19 |
| Clearance Time (s) | 5.0 | 6.5 | 6.5 | 5.0 | 6.5 | 6.5 | 5.0 | 6.0 | 6.0 | 5.0 | 6.0 | 6.0 |
| Lane Grp Cap (vph) | 222 | 1390 | 622 | 424 | 1813 | 811 | 287 | 799 | 358 | 233 | 664 | 300 |
| v/s Ratio Prot | 0.07 | 0.34 | | 0.21 | 0.54 | | 0.10 | 0.13 | | 0.05 | 0.11 | |
| v/s Ratio Perm | 0.29 | | 0.11 | 0.43 | | 0.08 | 0.21 | | 0.12 | 0.14 | | 0.04 |
| v/c Ratio | 0.74 | 0.87 | 0.28 | 1.01 | 1.07 | 0.16 | 0.96 | 0.58 | 0.56 | 0.75 | 0.59 | 0.23 |
| Uniform Delay, d1 | 63.4 | 39.3 | 28.9 | 46.3 | 34.5 | 18.5 | 42.8 | 48.6 | 48.4 | 45.7 | 52.2 | 48.5 |
| P/rogression Factor | 0.78 | 1.22 | 2.16 | 0.96 | 1.12 | 1.55 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Incremental Delay, d2 | 15.4 | 6.0 | 0.8 | 37.1 | 38.8 | 0.3 | 43.4 | 3.0 | 6.1 | 19.8 | 3.9 | 1.8 |
| Delay (s) | 64.7 | 54.1 | 63.5 | 81.4 | 77.4 | 29.0 | 86.3 | 51.6 | 54.5 | 65.5 | 56.1 | 50.3 |
| Level of Service | E | D | E | F | E | C | F | D | D | E | E | D |
| Approach Delay (s) | | 56.7 | | | 74.8 | | | 60.7 | | | 56.6 | |
| Approach LOS | | E | | | E | | | E | | | E | |
| Intersection Summary | | | | | | | | | | | | |
| HCM Average Control Delay | 64.9 | | | HCM Level of Service | | | | E | | | | |
| HCM Volume to Capacity ratio | 1.00 | | | | | | | | | | | |
| Actuated Cycle Length (s) | 140.0 | | | Sum of lost time (s) | | | | 8.0 | | | | |
| Intersection Capacity Utilization | 102.3% | | | ICU Level of Service | | | | G | | | | |
| Analysis Period (min) | 15 | | | | | | | | | | | |
| c Critical Lane Group | | | | | | | | | | | | |
























HCM Signalized Intersection Capacity Analysis
45: US-24 & 26th St

3/6/2008

| Movement | SEL | SET | SER | NWL | NWT | NWR | NEL | NET | NER | SWL | SWT | SWR |
|-----------------------------------|-------|-------|----------------------|-------|-------|------|-------|------|------|-------|------|------|
| Lane Configurations | ↙ | ↕ | ↘ | ↙ | ↕ | ↘ | ↙ | ↕ | ↘ | ↙ | ↕ | ↘ |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lane Util. Factor | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Fr _t | 1.00 | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 | 1.00 | 0.92 | 1.00 |
| Fl _t Protected | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 |
| Satd. Flow (prot) | 1805 | 3539 | 1615 | 1703 | 3574 | 1615 | 1805 | 1863 | 1583 | 1805 | 1753 | 1900 |
| Fl _t Permitted | 0.05 | 1.00 | 1.00 | 0.08 | 1.00 | 1.00 | 0.52 | 1.00 | 1.00 | 0.70 | 1.00 | 1.00 |
| Satd. Flow (perm) | 100 | 3539 | 1615 | 137 | 3574 | 1615 | 986 | 1863 | 1583 | 1331 | 1753 | 1900 |
| Volume (vph) | 35 | 1450 | 80 | 80 | 2240 | 105 | 140 | 70 | 130 | 80 | 75 | 80 |
| Peak-hour factor, PHF | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj. Flow (vph) | 35 | 1450 | 80 | 80 | 2240 | 105 | 140 | 70 | 130 | 80 | 75 | 80 |
| RTOR Reduction (vph) | 0 | 0 | 31 | 0 | 0 | 27 | 0 | 0 | 102 | 0 | 28 | 0 |
| Lane Group Flow (vph) | 35 | 1450 | 49 | 80 | 2240 | 78 | 140 | 70 | 28 | 80 | 128 | 0 |
| Heavy Vehicles (%) | 0% | 2% | 0% | 6% | 1% | 0% | 0% | 2% | 2% | 0% | 0% | 0% |
| Turn Type | pm+pt | | Perm | pm+pt | | Perm | pm+pt | | Perm | pm+pt | | |
| Protected Phases | 5 | 2 | | 1 | 6 | | 7 | 4 | | 3 | 8 | |
| Permitted Phases | 2 | | 2 | 6 | | 6 | 4 | | 4 | 8 | | |
| Actuated Green, G (s) | 80.0 | 77.5 | 77.5 | 83.5 | 83.5 | 83.5 | 32.0 | 28.0 | 28.0 | 32.0 | 28.0 | |
| Effective Green, g (s) | 80.0 | 80.0 | 80.0 | 86.0 | 86.0 | 86.0 | 34.0 | 30.0 | 30.0 | 34.0 | 30.0 | |
| Actuated g/C Ratio | 0.57 | 0.57 | 0.57 | 0.61 | 0.61 | 0.61 | 0.24 | 0.21 | 0.21 | 0.24 | 0.21 | |
| Clearance Time (s) | 4.0 | 6.5 | 6.5 | 5.0 | 6.5 | 6.5 | 4.0 | 6.0 | 6.0 | 4.0 | 6.0 | |
| Lane Grp Cap (vph) | 106 | 2022 | 923 | 196 | 2195 | 992 | 263 | 399 | 339 | 337 | 376 | |
| v/s Ratio Prot | 0.01 | c0.41 | | 0.03 | c0.63 | | c0.02 | 0.04 | | 0.01 | 0.07 | |
| v/s Ratio Perm | 0.18 | | 0.03 | 0.22 | | 0.05 | c0.11 | | 0.02 | 0.05 | | |
| v/c Ratio | 0.33 | 0.72 | 0.05 | 0.41 | 1.02 | 0.08 | 0.53 | 0.18 | 0.08 | 0.24 | 0.34 | |
| Uniform Delay, d1 | 63.4 | 21.8 | 13.3 | 20.1 | 27.0 | 10.9 | 47.2 | 44.9 | 44.0 | 42.1 | 46.6 | |
| Progression Factor | 0.67 | 0.60 | 0.36 | 1.42 | 0.38 | 0.05 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | |
| Incremental Delay, d2 | 5.7 | 1.5 | 0.1 | 0.6 | 12.0 | 0.0 | 7.5 | 1.0 | 0.5 | 1.7 | 2.4 | |
| Delay (s) | 48.4 | 14.6 | 4.9 | 29.1 | 22.3 | 0.6 | 54.7 | 45.9 | 44.5 | 43.7 | 49.0 | |
| Level of Service | D | B | A | C | C | A | D | D | D | D | D | |
| Approach Delay (s) | | 14.8 | | | 21.5 | | | 49.0 | | | 47.2 | |
| Approach LOS | | B | | | C | | | D | | | D | |
| Intersection Summary | | | | | | | | | | | | |
| HCM Average Control Delay | 22.6 | | HCM Level of Service | | | | C | | | | | |
| HCM Volume to Capacity ratio | 0.86 | | | | | | | | | | | |
| Actuated Cycle Length (s) | 140.0 | | Sum of lost time (s) | | | | 12.0 | | | | | |
| Intersection Capacity Utilization | 93.1% | | ICU Level of Service | | | | F | | | | | |
| Analysis Period (min) | 15 | | | | | | | | | | | |
| c Critical Lane Group | | | | | | | | | | | | |

HCM Signalized Intersection Capacity Analysis
14: 31st St & US-24

3/6/2008

| |  |  |  |  |  |  |  |  |  |  |  |  |
|-----------------------------------|---|---|---|---|---|---|--|---|---|---|---|---|
| Movement | NBL | NBT | NBR | SBL | SBT | SBR | SEL | SET | SER | NWL | NWT | NWR |
| Lane Configurations |  |  | |  |  |  |  |  |  |  |  |  |
| Ideal Flow (vph) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 4.0 | 4.0 | | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lane Util. Factor | 1.00 | 1.00 | | 0.97 | 1.00 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 |
| Fr't | 1.00 | 0.93 | | 1.00 | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 |
| Flt Protected | 0.95 | 1.00 | | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 |
| Satd. Flow (prot) | 1805 | 1650 | | 3467 | 1845 | 1615 | 1805 | 3471 | 1442 | 1805 | 3574 | 1599 |
| Flt Permitted | 0.72 | 1.00 | | 0.95 | 1.00 | 1.00 | 0.07 | 1.00 | 1.00 | 0.12 | 1.00 | 1.00 |
| Satd. Flow (perm) | 1376 | 1650 | | 3467 | 1845 | 1615 | 136 | 3471 | 1442 | 224 | 3574 | 1599 |
| Volume (vph) | 50 | 50 | 50 | 130 | 50 | 1050 | 815 | 1385 | 50 | 50 | 2000 | 410 |
| Peak-hour factor, PHF | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj. Flow (vph) | 50 | 50 | 50 | 130 | 50 | 1050 | 815 | 1385 | 50 | 50 | 2000 | 410 |
| RTOR Reduction (vph) | 0 | 26 | 0 | 0 | 0 | 21 | 0 | 0 | 29 | 0 | 0 | 175 |
| Lane Group Flow (vph) | 50 | 74 | 0 | 130 | 50 | 1029 | 815 | 1385 | 21 | 50 | 2000 | 235 |
| Heavy Vehicles (%) | 0% | 4% | 9% | 1% | 3% | 0% | 0% | 4% | 12% | 0% | 1% | 1% |
| Turn Type | pm+pt | | | Prot | | pm+ov | pm+pt | | custom | pm+pt | | pm+ov |
| Protected Phases | 3 | 8 | | 7 | 4 | 5 | 5 | 2 | | 1 | 6 | 7 |
| Permitted Phases | 8 | | | | | 4 | 2 | | 4 | 6 | | 6 |
| Actuated Green, G (s) | 24.0 | 21.0 | | 22.0 | 40.5 | 65.5 | 79.5 | 70.5 | 40.5 | 53.5 | 49.5 | 71.5 |
| Effective Green, g (s) | 26.5 | 22.5 | | 23.5 | 42.0 | 68.0 | 82.0 | 73.0 | 42.0 | 57.0 | 52.0 | 75.5 |
| Actuated g/C Ratio | 0.19 | 0.16 | | 0.17 | 0.30 | 0.49 | 0.59 | 0.52 | 0.30 | 0.41 | 0.37 | 0.54 |
| Clearance Time (s) | 5.0 | 5.5 | | 5.5 | 5.5 | 5.0 | 5.0 | 6.5 | 5.5 | 5.0 | 6.5 | 5.5 |
| Lane Grp Cap (vph) | 273 | 265 | | 582 | 554 | 831 | 390 | 1810 | 433 | 148 | 1327 | 908 |
| v/s Ratio Prot | 0.01 | 0.04 | | 0.04 | 0.03 | c0.23 | c0.39 | 0.40 | | 0.01 | 0.56 | c0.04 |
| v/s Ratio Perm | 0.03 | | | | | 0.41 | c0.84 | | 0.01 | 0.13 | | 0.10 |
| V/c Ratio | 0.18 | 0.28 | | 0.22 | 0.09 | 1.24 | 2.09 | 0.77 | 0.05 | 0.34 | 1.51 | 0.26 |
| Uniform Delay, d1 | 47.3 | 51.6 | | 50.4 | 35.3 | 36.0 | 59.2 | 26.7 | 34.8 | 27.1 | 44.0 | 17.3 |
| Progression Factor | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.23 | 1.31 | 4.94 |
| Incremental Delay, d2 | 1.5 | 2.6 | | 0.9 | 0.3 | 117.4 | 499.1 | 3.1 | 0.2 | 1.7 | 229.3 | 0.2 |
| Delay (s) | 48.8 | 54.2 | | 51.2 | 35.6 | 153.4 | 558.3 | 29.8 | 35.0 | 34.9 | 287.1 | 85.5 |
| Level of Service | D | D | | D | D | F | F | C | D | C | F | F |
| Approach Delay (s) | | 52.4 | | | 137.9 | | | 221.4 | | | 248.4 | |
| Approach LOS | | D | | | F | | | F | | | F | |
| Intersection Summary | | | | | | | | | | | | |
| HCM Average Control Delay | 211.3 | | HCM Level of Service | | | | F | | | | | |
| HCM Volume to Capacity ratio | 1.70 | | | | | | | | | | | |
| Actuated Cycle Length (s) | 140.0 | | Sum of lost time (s) | | | | 8.0 | | | | | |
| Intersection Capacity Utilization | 133.6% | | ICU Level of Service | | | | H | | | | | |
| Analysis Period (min) | 15 | | | | | | | | | | | |
| c Critical Lane Group | | | | | | | | | | | | |

HCM Unsignalized Intersection Capacity Analysis
 18: US-24 & Ridge Rd

3/7/2008

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-----------------------------------|------|------|------|------|------|------|------|------|------|-------|------|----------------------|
| Lane Configurations | ↖ | ↗ | ↘ | ↖ | ↗ | ↘ | | ↕ | | | | ↕ |
| Sign Control | Free | | | Free | | | Stop | | | Stop | | |
| Grade | 0% | | | 0% | | | 0% | | | 0% | | |
| Volume (veh/h) | 35 | 2150 | 50 | 50 | 2885 | 165 | 50 | 50 | 50 | 50 | 50 | 50 |
| Peak Hour Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Hourly flow rate (vph) | 35 | 2150 | 50 | 50 | 2885 | 165 | 50 | 50 | 50 | 50 | 50 | 50 |
| Pedestrians | | | | | | | | | | | | |
| Lane Width (ft) | | | | | | | | | | | | |
| Walking Speed (ft/s) | | | | | | | | | | | | |
| Percent Blockage | | | | | | | | | | | | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | | | | | | | | | | | |
| Median storage veh | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 3050 | | | 2200 | | | 3838 | 5370 | 1075 | 4205 | 5255 | 1442 |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 3050 | | | 2200 | | | 3838 | 5370 | 1075 | 4205 | 5255 | 1442 |
| tC, single (s) | 4.1 | | | 4.2 | | | 7.5 | 6.5 | 6.9 | 7.5 | 6.5 | 6.9 |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 2.2 | | | 2.2 | | | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 |
| p0 queue free % | 69 | | | 79 | | | 0 | 0 | 77 | 0 | 0 | 60 |
| cM capacity (veh/h) | 112 | | | 233 | | | 0 | 0 | 219 | 0 | 0 | 124 |
| Direction, Lane # | EB 1 | EB 2 | EB 3 | EB 4 | WB 1 | WB 2 | WB 3 | WB 4 | NB 1 | SB 1 | | |
| Volume Total | 35 | 1075 | 1075 | 50 | 50 | 1442 | 1442 | 165 | 150 | 150 | | |
| Volume Left | 35 | 0 | 0 | 0 | 50 | 0 | 0 | 0 | 50 | 50 | | |
| Volume Right | 0 | 0 | 0 | 50 | 0 | 0 | 0 | 165 | 50 | 50 | | |
| cSH | 112 | 1700 | 1700 | 1700 | 233 | 1700 | 1700 | 1700 | 0 | 0 | | |
| Volume to Capacity | 0.31 | 0.63 | 0.63 | 0.03 | 0.21 | 0.85 | 0.85 | 0.10 | Err | Err | | |
| Queue Length 95th (ft) | 30 | 0 | 0 | 0 | 20 | 0 | 0 | 0 | Err | Err | | |
| Control Delay (s) | 51.2 | 0.0 | 0.0 | 0.0 | 24.7 | 0.0 | 0.0 | 0.0 | Err | Err | | |
| Lane LOS | F | | | | C | | | | F | F | | |
| Approach Delay (s) | 0.8 | | | | 0.4 | | | | Err | Err | | |
| Approach LOS | | | | | | | | | F | F | | |
| Intersection Summary | | | | | | | | | | | | |
| Average Delay | | | | | | | | | | Err | | |
| Intersection Capacity Utilization | | | | | | | | | | 97.5% | | ICU Level of Service |
| Analysis Period (min) | | | | | | | | | | 15 | | |
| | | | | | | | | | | | | |

HCM Signalized Intersection Capacity Analysis
 22: Manitou Ave & WB On/Off Ramps

3/6/2008

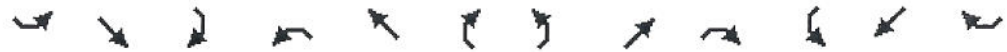


| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|------------------------|------|------|------|------|--------|------|
| Lane Configurations | ↵ | ↑↑ | ↑↑ | ↵ | ↵ | ↵ |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lane Util. Factor | 1.00 | 0.95 | 0.95 | 1.00 | 1.00 | 1.00 |
| Frt | 1.00 | 1.00 | 1.00 | 0.85 | 1.00 | 0.85 |
| Flt Protected | 0.95 | 1.00 | 1.00 | 1.00 | 0.95 | 1.00 |
| Satd. Flow (prot) | 1805 | 3610 | 3610 | 1599 | 1805 | 1599 |
| Flt Permitted | 0.42 | 1.00 | 1.00 | 1.00 | 0.95 | 1.00 |
| Satd. Flow (perm) | 803 | 3610 | 3610 | 1599 | 1805 | 1599 |
| Volume (vph) | 50 | 470 | 520 | 55 | 50 | 335 |
| Peak-hour factor, PHF | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj. Flow (vph) | 50 | 470 | 520 | 55 | 50 | 335 |
| RTOR Reduction (vph) | 0 | 0 | 0 | 31 | 0 | 129 |
| Lane Group Flow (vph) | 50 | 470 | 520 | 24 | 50 | 206 |
| Heavy Vehicles (%) | 0% | 0% | 0% | 1% | 0% | 1% |
| Turn Type | Perm | | | Perm | custom | |
| Protected Phases | | 2 | 6 | | 4 | |
| Permitted Phases | 2 | | | 6 | 4 | 4 |
| Actuated Green, G (s) | 24.0 | 24.0 | 24.0 | 24.0 | 25.0 | 25.0 |
| Effective Green, g (s) | 26.0 | 26.0 | 26.0 | 26.0 | 26.0 | 26.0 |
| Actuated g/C Ratio | 0.43 | 0.43 | 0.43 | 0.43 | 0.43 | 0.43 |
| Clearance Time (s) | 6.0 | 6.0 | 6.0 | 6.0 | 5.0 | 5.0 |
| Lane Grp Cap (vph) | 348 | 1564 | 1564 | 693 | 782 | 693 |
| v/s Ratio Prot | | 0.13 | 0.14 | | | 0.13 |
| v/s Ratio Perm | 0.06 | | | 0.01 | 0.03 | |
| v/c Ratio | 0.14 | 0.30 | 0.33 | 0.03 | 0.06 | 0.30 |
| Uniform Delay, d1 | 10.3 | 11.1 | 11.3 | 9.8 | 9.9 | 11.1 |
| Progression Factor | 0.76 | 0.77 | 1.00 | 1.00 | 1.00 | 1.00 |
| Incremental Delay, d2 | 0.8 | 0.5 | 0.6 | 0.1 | 0.2 | 1.1 |
| Delay (s) | 8.7 | 9.0 | 11.8 | 9.9 | 10.1 | 12.1 |
| Level of Service | A | A | B | A | B | B |
| Approach Delay (s) | | 8.9 | 11.6 | | 11.9 | |
| Approach LOS | | A | B | | B | |

| Intersection Summary | | | |
|-----------------------------------|-------|----------------------|-----|
| HCM Average Control Delay | 10.8 | HCM Level of Service | B |
| HCM Volume to Capacity ratio | 0.31 | | |
| Actuated Cycle Length (s) | 60.0 | Sum of lost time (s) | 8.0 |
| Intersection Capacity Utilization | 47.5% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |
| c Critical Lane Group | | | |

HCM Signalized Intersection Capacity Analysis
 28: EB On/Off Ramps & Manitou Ave

3/6/2008



| Movement | SEL | SET | SER | NWL | NWT | NWR | NEL | NET | NER | SWL | SWT | SWR |
|------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Configurations | | ↕ | | | ↕ | | ↗ | ↕ | | ↗ | ↕ | ↗ |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | | 4.0 | | | 4.0 | | 4.0 | 4.0 | | 4.0 | 4.0 | 4.0 |
| Lane Util. Factor | | 1.00 | | | 1.00 | | 1.00 | 0.95 | | 1.00 | 0.95 | 1.00 |
| Fr _t | | 0.96 | | | 0.93 | | 1.00 | 0.94 | | 1.00 | 1.00 | 0.85 |
| Flt Protected | | 0.99 | | | 0.99 | | 0.95 | 1.00 | | 0.95 | 1.00 | 1.00 |
| Satd. Flow (prot) | | 1775 | | | 1747 | | 1805 | 3380 | | 1805 | 3610 | 1615 |
| Flt Permitted | | 0.92 | | | 0.93 | | 0.31 | 1.00 | | 0.29 | 1.00 | 1.00 |
| Satd. Flow (perm) | | 1656 | | | 1644 | | 593 | 3380 | | 548 | 3610 | 1615 |
| Volume (vph) | 35 | 50 | 30 | 20 | 15 | 35 | 30 | 450 | 300 | 50 | 705 | 100 |
| Peak-hour factor, PHF | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj. Flow (vph) | 35 | 50 | 30 | 20 | 15 | 35 | 30 | 450 | 300 | 50 | 705 | 100 |
| RTOR Reduction (vph) | 0 | 17 | 0 | 0 | 20 | 0 | 0 | 170 | 0 | 0 | 0 | 57 |
| Lane Group Flow (vph) | 0 | 98 | 0 | 0 | 50 | 0 | 30 | 580 | 0 | 50 | 705 | 43 |
| Heavy Vehicles (%) | 0% | 4% | 0% | 0% | 0% | 0% | 0% | 0% | 1% | 0% | 0% | 0% |
| Turn Type | Perm | | | Perm | | | Perm | | | Perm | | Perm |
| Protected Phases | | 4 | | | 8 | | | 2 | | | 6 | |
| Permitted Phases | 4 | | | 8 | | | 2 | | | 6 | | 6 |
| Actuated Green, G (s) | | 25.0 | | | 25.0 | | 24.0 | 24.0 | | 24.0 | 24.0 | 24.0 |
| Effective Green, g (s) | | 26.0 | | | 26.0 | | 26.0 | 26.0 | | 26.0 | 26.0 | 26.0 |
| Actuated g/C Ratio | | 0.43 | | | 0.43 | | 0.43 | 0.43 | | 0.43 | 0.43 | 0.43 |
| Clearance Time (s) | | 5.0 | | | 5.0 | | 6.0 | 6.0 | | 6.0 | 6.0 | 6.0 |
| Lane Grp Cap (vph) | | 718 | | | 712 | | 257 | 1465 | | 237 | 1564 | 700 |
| v/s Ratio Prot | | | | | | | | 0.17 | | | 0.20 | |
| v/s Ratio Perm | | 0.06 | | | 0.03 | | 0.05 | | | 0.09 | | 0.03 |
| v/c Ratio | | 0.14 | | | 0.07 | | 0.12 | 0.40 | | 0.21 | 0.45 | 0.06 |
| Uniform Delay, d1 | | 10.2 | | | 9.9 | | 10.1 | 11.6 | | 10.6 | 12.0 | 9.9 |
| Progression Factor | | 1.00 | | | 1.00 | | 1.00 | 1.00 | | 0.64 | 0.60 | 0.38 |
| Incremental Delay, d2 | | 0.4 | | | 0.2 | | 0.9 | 0.8 | | 1.9 | 0.9 | 0.2 |
| Delay (s) | | 10.6 | | | 10.1 | | 11.1 | 12.4 | | 8.7 | 8.1 | 3.9 |
| Level of Service | | B | | | B | | B | B | | A | A | A |
| Approach Delay (s) | | 10.6 | | | 10.1 | | | 12.4 | | | 7.6 | |
| Approach LOS | | B | | | B | | | B | | | A | |

| Intersection Summary | | | |
|-----------------------------------|-------|----------------------|-----|
| HCM Average Control Delay | 10.0 | HCM Level of Service | A |
| HCM Volume to Capacity ratio | 0.29 | | |
| Actuated Cycle Length (s) | 60.0 | Sum of lost time (s) | 8.0 |
| Intersection Capacity Utilization | 56.9% | ICU Level of Service | B |
| Analysis Period (min) | 15 | | |
| c - Critical Lane Group | | | |

HCM Signalized Intersection Capacity Analysis

62: Bott Ave & 21st St

3/6/2008



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-----------------------------------|------|-------|-------|------|------|------|----------------------|------|------|-------|-------|------|
| Lane Configurations | | ↕ | | | ↕ | | ↗ | ↖ | | ↗ | ↖ | |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | | 4.0 | | | 4.0 | | 4.0 | 4.0 | | 4.0 | 4.0 | |
| Lane Util. Factor | | 1.00 | | | 1.00 | | 1.00 | 0.95 | | 1.00 | 0.95 | |
| Fr't | | 0.98 | | | 0.93 | | 1.00 | 1.00 | | 1.00 | 0.96 | |
| Flt Protected | | 0.96 | | | 0.99 | | 0.95 | 1.00 | | 0.95 | 1.00 | |
| Satd. Flow (prot) | | 1751 | | | 1716 | | 1770 | 3533 | | 1770 | 3397 | |
| Flt Permitted | | 0.75 | | | 0.93 | | 0.11 | 1.00 | | 0.21 | 1.00 | |
| Satd. Flow (perm) | | 1365 | | | 1617 | | 204 | 3533 | | 395 | 3397 | |
| Volume (vph) | 295 | 5 | 55 | 5 | 5 | 10 | 55 | 885 | 10 | 5 | 805 | 295 |
| Peak-hour factor, PHF | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj. Flow (vph) | 295 | 5 | 55 | 5 | 5 | 10 | 55 | 885 | 10 | 5 | 805 | 295 |
| RTOR Reduction (vph) | 0 | 7 | 0 | 0 | 6 | 0 | 0 | 1 | 0 | 0 | 37 | 0 |
| Lane Group Flow (vph) | 0 | 348 | 0 | 0 | 14 | 0 | 55 | 894 | 0 | 5 | 1063 | 0 |
| Turn Type | Perm | | | Perm | | | pm+pt | | | pm+pt | | |
| Protected Phases | | 4 | | | 8 | | 5 | 2 | | 1 | 6 | |
| Permitted Phases | 4 | | | 8 | | | 2 | | | 6 | | |
| Actuated Green, G (s) | | 38.6 | | | 38.6 | | 46.8 | 42.4 | | 44.5 | 40.5 | |
| Effective Green, g (s) | | 40.1 | | | 40.1 | | 49.8 | 43.9 | | 46.0 | 42.0 | |
| Actuated g/C Ratio | | 0.40 | | | 0.40 | | 0.50 | 0.44 | | 0.46 | 0.42 | |
| Clearance Time (s) | | 5.5 | | | 5.5 | | 5.5 | 5.5 | | 4.0 | 5.5 | |
| Lane Grp Cap (vph) | | 547 | | | 648 | | 194 | 1551 | | 237 | 1427 | |
| v/s Ratio Prot | | | | | | | c0.02 | 0.25 | | 0.00 | c0.31 | |
| v/s Ratio Perm | | c0.26 | | | 0.01 | | 0.12 | | | 0.01 | | |
| v/c Ratio | | 0.64 | | | 0.02 | | 0.28 | 0.58 | | 0.02 | 0.74 | |
| Uniform Delay, d1 | | 24.1 | | | 18.1 | | 16.6 | 21.1 | | 15.6 | 24.5 | |
| Progression Factor | | 1.00 | | | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Incremental Delay, d2 | | 5.6 | | | 0.1 | | 3.6 | 1.6 | | 0.2 | 3.6 | |
| Delay (s) | | 29.7 | | | 18.2 | | 20.3 | 22.6 | | 15.8 | 28.0 | |
| Level of Service | | C | | | B | | C | C | | B | C | |
| Approach Delay (s) | | 29.7 | | | 18.2 | | | 22.5 | | | 28.0 | |
| Approach LOS | | C | | | B | | | C | | | C | |
| Intersection Summary | | | | | | | | | | | | |
| HCM Average Control Delay | | | 26.0 | | | | HCM Level of Service | | | | C | |
| HCM Volume to Capacity ratio | | | 0.70 | | | | | | | | | |
| Actuated Cycle Length (s) | | | 100.0 | | | | Sum of lost time (s) | | | | 16.0 | |
| Intersection Capacity Utilization | | | 71.6% | | | | ICU Level of Service | | | | C | |
| Analysis Period (min) | | | 15 | | | | | | | | | |

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
 2: 8th St & Colorado Avenue

3/6/2008



| Movement | NBL | NBR | SET | SER | NWE | NWT |
|-----------------------------------|---------------------|------|----------------------|------|------|------|
| Lane Configurations | ↔↔ | ↔ | ↔↔ | | | ↔↔ |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 4.0 | 4.0 | 4.0 | | | 4.0 |
| Lane Util. Factor | 0.97 | 1.00 | 0.95 | | | 0.95 |
| Fr _t | 1.00 | 0.85 | 1.00 | | | 1.00 |
| Fl _t Protected | 0.95 | 1.00 | 1.00 | | | 1.00 |
| Satd. Flow (prot) | 3467 | 1599 | 3610 | | | 3610 |
| Fl _t Permitted | 0.95 | 1.00 | 1.00 | | | 1.00 |
| Satd. Flow (perm) | 3467 | 1599 | 3610 | | | 3610 |
| Volume (vph) | 280 | 470 | 560 | 0 | 0 | 1220 |
| Peak-hour factor, PHF | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj. Flow (vph) | 280 | 470 | 560 | 0 | 0 | 1220 |
| RTOR Reduction (vph) | 0 | 147 | 0 | 0 | 0 | 0 |
| Lane Group Flow (vph) | 280 | 323 | 560 | 0 | 0 | 1220 |
| Heavy Vehicles (%) | 1% | 1% | 0% | 0% | 0% | 0% |
| Turn Type | Perm | | | | | |
| Protected Phases | 4 | | 2 | | | 6 |
| Permitted Phases | 4 | | | | | |
| Actuated Green, G (s) | 40.0 | 40.0 | 48.5 | | | 48.5 |
| Effective Green, g (s) | 42.0 | 42.0 | 50.0 | | | 50.0 |
| Actuated g/C Ratio | 0.42 | 0.42 | 0.50 | | | 0.50 |
| Clearance Time (s) | 6.0 | 6.0 | 5.5 | | | 5.5 |
| Lane Grp Cap (vph) | 1456 | 672 | 1805 | | | 1805 |
| v/s Ratio Prot | 0.08 | | 0.16 | | | 0.34 |
| v/s Ratio Perm | 0.20 | | | | | |
| v/c Ratio | 0.19 | 0.48 | 0.31 | | | 0.68 |
| Uniform Delay, d ₁ | 18.3 | 21.1 | 14.8 | | | 18.9 |
| Progression Factor | 1.00 | 1.00 | 1.29 | | | 1.00 |
| Incremental Delay, d ₂ | 0.3 | 2.4 | 0.3 | | | 2.1 |
| Delay (s) | 18.6 | 23.5 | 19.3 | | | 20.9 |
| Level of Service | B | C | B | | | C |
| Approach Delay (s) | 21.7 | | 19.3 | | | 20.9 |
| Approach LOS | C | | B | | | C |
| Intersection Summary | | | | | | |
| HCM Average Control Delay | 20.8 | | HCM Level of Service | | C | |
| HCM Volume to Capacity ratio | 0.59 | | | | | |
| Actuated Cycle Length (s) | 100.0 | | Sum of lost time (s) | | 8.0 | |
| Intersection Capacity Utilization | 63.7% | | ICU Level of Service | | B | |
| Analysis Period (min) | 15 | | | | | |
| c | Critical Lane Group | | | | | |

HCM Signalized Intersection Capacity Analysis

7: Limit & Colorado Avenue





















3/6/2008

| Movement | NBL | NBT | NBR | SBL | SBT | SBR | SEL | SET | SER | NWL | NWT | NWR |
|-----------------------------------|------|------|-------|------|------|------|------|------|------|-------|----------------------|------|
| Lane Configurations | | | | | ↕ | | | ↕ | | ↗ | ↖ | |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | | | | | 4.0 | | | 4.0 | | 4.0 | 4.0 | |
| Lane Util. Factor | | | | | 1.00 | | | 0.95 | | 1.00 | 0.95 | |
| Frt | | | | | 0.95 | | | 0.96 | | 1.00 | 1.00 | |
| Flt Protected | | | | | 0.98 | | | 1.00 | | 0.95 | 1.00 | |
| Satd. Flow (prot) | | | | | 1785 | | | 3462 | | 1805 | 3610 | |
| Flt Permitted | | | | | 0.98 | | | 1.00 | | 0.14 | 1.00 | |
| Satd. Flow (perm) | | | | | 1785 | | | 3462 | | 257 | 3610 | |
| Volume (vph) | 0 | 0 | 0 | 25 | 25 | 25 | 0 | 535 | 185 | 520 | 980 | 0 |
| Peak-hour factor, PHF | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj. Flow (vph) | 0 | 0 | 0 | 25 | 25 | 25 | 0 | 535 | 185 | 520 | 980 | 0 |
| RTOR Reduction (vph) | 0 | 0 | 0 | 0 | 18 | 0 | 0 | 35 | 0 | 0 | 0 | 0 |
| Lane Group Flow (vph) | 0 | 0 | 0 | 0 | 57 | 0 | 0 | 685 | 0 | 520 | 980 | 0 |
| Heavy Vehicles (%) | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 1% | 0% | 0% | 0% |
| Turn Type | | | | | Perm | | | | | pm+pt | | |
| Protected Phases | | | | | 8 | | | 2 | | 1 | 6 | |
| Permitted Phases | | | | | 8 | | | | | 6 | | |
| Actuated Green, G (s) | | | | | 28.0 | | | 25.0 | | 61.0 | 61.0 | |
| Effective Green, g (s) | | | | | 29.5 | | | 26.5 | | 62.5 | 62.5 | |
| Actuated g/C Ratio | | | | | 0.29 | | | 0.26 | | 0.62 | 0.62 | |
| Clearance Time (s) | | | | | 5.5 | | | 5.5 | | 5.0 | 5.5 | |
| Lane Grp Cap (vph) | | | | | 527 | | | 917 | | 656 | 2256 | |
| v/s Ratio Prot | | | | | | | | 0.20 | | c0.25 | 0.27 | |
| v/s Ratio Perm | | | | | 0.03 | | | | | c0.24 | | |
| v/c Ratio | | | | | 0.11 | | | 0.75 | | 0.79 | 0.43 | |
| Uniform Delay, d1 | | | | | 25.7 | | | 33.7 | | 22.3 | 9.7 | |
| Progression Factor | | | | | 1.00 | | | 0.65 | | 0.53 | 0.62 | |
| Incremental Delay, d2 | | | | | 0.4 | | | 5.3 | | 7.9 | 0.5 | |
| Delay (s) | | | | | 26.1 | | | 27.1 | | 19.6 | 6.5 | |
| Level of Service | | | | | C | | | C | | B | A | |
| Approach Delay (s) | | 0.0 | | | 26.1 | | | 27.1 | | | 11.0 | |
| Approach LOS | | A | | | C | | | C | | | B | |
| Intersection Summary | | | | | | | | | | | | |
| HCM Average Control Delay | | | 16.6 | | | | | | | | HCM Level of Service | B |
| HCM Volume to Capacity ratio | | | 0.56 | | | | | | | | | |
| Actuated Cycle Length (s) | | | 100.0 | | | | | | | | Sum of lost time (s) | 8.0 |
| Intersection Capacity Utilization | | | 63.7% | | | | | | | | ICU Level of Service | B |
| Analysis Period (min) | | | 15 | | | | | | | | | |
| c | | | | | | | | | | | | |

HCM Signalized Intersection Capacity Analysis

74: 15th St & Colorado Avenue






















3/6/2008

| |  |  |  |  |  |  |  |  |  |  |  |  |
|-----------------------------------|---|---|---|---|---|---|--|---|---|---|---|---|
| Movement | NBL | NBT | NBR | SBL | SBT | SBR | SEL | SET | SER | NWL | NWT | NWR |
| Lane Configurations |  |  | |  |  | | |  |  | |  |  |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 4.0 | 4.0 | | 4.0 | 4.0 | | | 4.0 | | | 4.0 | |
| Lane Util. Factor | 1.00 | 1.00 | | 1.00 | 1.00 | | | 0.95 | | | 0.95 | |
| Fr _t | 1.00 | 0.90 | | 1.00 | 0.93 | | | 1.00 | | | 1.00 | |
| Fl _t Protected | 0.95 | 1.00 | | 0.95 | 1.00 | | | 1.00 | | | 1.00 | |
| Satd. Flow (prot) | 1805 | 1654 | | 1805 | 1758 | | | 3589 | | | 3552 | |
| Fl _t Permitted | 0.74 | 1.00 | | 0.72 | 1.00 | | | 0.92 | | | 0.85 | |
| Satd. Flow (perm) | 1401 | 1654 | | 1376 | 1758 | | | 3320 | | | 3031 | |
| Volume (vph) | 25 | 15 | 35 | 15 | 15 | 15 | 15 | 700 | 15 | 65 | 990 | 20 |
| Peak-hour factor, PHF | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj. Flow (vph) | 25 | 15 | 35 | 15 | 15 | 15 | 15 | 700 | 15 | 65 | 990 | 20 |
| RTOR Reduction (vph) | 0 | 24 | 0 | 0 | 10 | 0 | 0 | 2 | 0 | 0 | 1 | 0 |
| Lane Group Flow (vph) | 25 | 26 | 0 | 15 | 20 | 0 | 0 | 728 | 0 | 0 | 1074 | 0 |
| Heavy Vehicles (%) | 0% | 0% | 4% | 0% | 0% | 0% | 9% | 0% | 0% | 2% | 1% | 0% |
| Turn Type | Perm | | Perm | | Perm | | Perm | | Perm | | Perm | |
| Protected Phases | 2 | | 6 | | 4 | | 8 | | 8 | | 8 | |
| Permitted Phases | 2 | | 6 | | 4 | | 8 | | 8 | | 8 | |
| Actuated Green, G (s) | 30.0 | 30.0 | | 30.0 | 30.0 | | | 60.0 | | | 60.0 | |
| Effective Green, g (s) | 31.0 | 31.0 | | 31.0 | 31.0 | | | 61.0 | | | 61.0 | |
| Actuated g/C Ratio | 0.31 | 0.31 | | 0.31 | 0.31 | | | 0.61 | | | 0.61 | |
| Clearance Time (s) | 5.0 | 5.0 | | 5.0 | 5.0 | | | 5.0 | | | 5.0 | |
| Lane Grp Cap (vph) | 434 | 513 | | 427 | 545 | | | 2025 | | | 1849 | |
| v/s Ratio Prot | | 0.02 | | | 0.01 | | | | | | | |
| v/s Ratio Perm | c0.02 | | 0.01 | | 0.22 | | c0.35 | | 0.22 | | c0.35 | |
| v/c Ratio | 0.06 | 0.05 | | 0.04 | 0.04 | | | 0.36 | | | 0.58 | |
| Uniform Delay, d ₁ | 24.2 | 24.2 | | 24.1 | 24.1 | | | 9.7 | | | 11.8 | |
| Progression Factor | 1.00 | 1.00 | | 1.00 | 1.00 | | | 1.01 | | | 0.23 | |
| Incremental Delay, d ₂ | 0.3 | 0.2 | | 0.2 | 0.1 | | | 0.5 | | | 1.3 | |
| Delay (s) | 24.5 | 24.4 | | 24.2 | 24.2 | | | 10.3 | | | 3.9 | |
| Level of Service | C | C | | C | C | | | B | | | A | |
| Approach Delay (s) | | 24.4 | | | 24.2 | | | 10.3 | | | 3.9 | |
| Approach LOS | | C | | | C | | | B | | | A | |
| Intersection Summary | | | | | | | | | | | | |
| HCM Average Control Delay | 7.6 | | HCM Level of Service | | A | | | | | | | |
| HCM Volume to Capacity ratio | 0.40 | | | | | | | | | | | |
| Actuated Cycle Length (s) | 100.0 | | Sum of lost time (s) | | 8.0 | | | | | | | |
| Intersection Capacity Utilization | 68.2% | | ICU Level of Service | | C | | | | | | | |
| Analysis Period (min) | 15 | | | | | | | | | | | |
| c | Critical Lane Group | | | | | | | | | | | |

HCM Signalized Intersection Capacity Analysis

9: 21st St & Colorado Avenue

3/6/2008

| |  |  |  |  |  |  |  |  |  |  |  |  |
|-----------------------------------|---|---|---|---|---|---|--|---|---|---|---|---|
| Movement | NBL | NBT | NBR | SBL | SBT | SBR | SEL | SET | SER | NWL | NWT | NWR |
| Lane Configurations |  |  | |  |  | |  |  | |  |  |  |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 4.0 | 4.0 | | 4.0 | 4.0 | | 4.0 | 4.0 | | 4.0 | 4.0 | |
| Lane Util. Factor | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 0.95 | | 1.00 | 0.95 | |
| Fr _t | 1.00 | 0.97 | | 1.00 | 0.98 | | 1.00 | 0.97 | | 1.00 | 0.99 | |
| Flt Protected | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | |
| Satd. Flow (prot) | 1805 | 1836 | | 1719 | 1860 | | 1805 | 3476 | | 1787 | 3556 | |
| Flt Permitted | 0.12 | 1.00 | | 0.13 | 1.00 | | 0.19 | 1.00 | | 0.35 | 1.00 | |
| Satd. Flow (perm) | 227 | 1836 | | 241 | 1860 | | 368 | 3476 | | 666 | 3556 | |
| Volume (vph) | 140 | 450 | 130 | 25 | 445 | 60 | 95 | 430 | 105 | 265 | 780 | 30 |
| Peak-hour factor, PHF | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj. Flow (vph) | 140 | 450 | 130 | 25 | 445 | 60 | 95 | 430 | 105 | 265 | 780 | 30 |
| RTOR Reduction (vph) | 0 | 11 | 0 | 0 | 5 | 0 | 0 | 21 | 0 | 0 | 3 | 0 |
| Lane Group Flow (vph) | 140 | 569 | 0 | 25 | 500 | 0 | 95 | 514 | 0 | 265 | 807 | 0 |
| Heavy Vehicles (%) | 0% | 0% | 0% | 5% | 0% | 3% | 0% | 1% | 0% | 1% | 1% | 0% |
| Turn Type | pm+pt | | | pm+pt | | | pm+pt | | | pm+pt | | |
| Protected Phases | 7 | 4 | | 3 | 8 | | 5 | 2 | | 1 | 6 | |
| Permitted Phases | 4 | | | 8 | | | 2 | | | 6 | | |
| Actuated Green, G (s) | 44.0 | 32.0 | | 37.0 | 28.5 | | 38.5 | 34.5 | | 38.5 | 34.5 | |
| Effective Green, g (s) | 46.5 | 33.5 | | 39.5 | 30.0 | | 41.0 | 36.0 | | 41.0 | 36.0 | |
| Actuated g/C Ratio | 0.46 | 0.34 | | 0.40 | 0.30 | | 0.41 | 0.36 | | 0.41 | 0.36 | |
| Clearance Time (s) | 5.0 | 5.5 | | 5.0 | 5.5 | | 5.0 | 5.5 | | 5.0 | 5.5 | |
| Lane Grp Cap (vph) | 311 | 615 | | 236 | 558 | | 223 | 1251 | | 329 | 1280 | |
| v/s Ratio Prot | c0.06 | c0.31 | | 0.01 | 0.27 | | 0.02 | 0.15 | | c0.04 | 0.23 | |
| v/s Ratio Perm | 0.15 | | | 0.03 | | | 0.15 | | | c0.29 | | |
| v/c Ratio | 0.45 | 0.93 | | 0.11 | 0.90 | | 0.43 | 0.41 | | 0.81 | 0.63 | |
| Uniform Delay, d1 | 19.6 | 32.1 | | 21.5 | 33.5 | | 19.8 | 24.0 | | 25.6 | 26.5 | |
| Progression Factor | 1.00 | 1.00 | | 1.00 | 1.00 | | 0.91 | 0.89 | | 0.50 | 0.45 | |
| Incremental Delay, d2 | 4.7 | 22.0 | | 0.9 | 19.6 | | 5.8 | 1.0 | | 16.3 | 2.0 | |
| Delay (s) | 24.3 | 54.1 | | 22.4 | 53.1 | | 23.9 | 22.5 | | 29.0 | 14.0 | |
| Level of Service | C | D | | C | D | | C | C | | C | B | |
| Approach Delay (s) | | 48.3 | | | 51.7 | | | 22.7 | | | 17.7 | |
| Approach LOS | | D | | | D | | | C | | | B | |
| Intersection Summary | | | | | | | | | | | | |
| HCM Average Control Delay | 32.3 | | HCM Level of Service | | | | C | | | | | |
| HCM Volume to Capacity ratio | 0.82 | | | | | | | | | | | |
| Actuated Cycle Length (s) | 100.0 | | Sum of lost time (s) | | | | 16.0 | | | | | |
| Intersection Capacity Utilization | 96.3% | | ICU Level of Service | | | | F | | | | | |
| Analysis Period (min) | 15 | | | | | | | | | | | |
| c Critical Lane Group | | | | | | | | | | | | |

HCM Signalized Intersection Capacity Analysis

43: Colorado Avenue & 26th

3/6/2008

| Movement | SEL | SET | SER | NWL | NWT | NWR | NEL | NET | NER | SWL | SWT | SWR |
|-----------------------------------|-------|------|-------|-------|-------|------|----------------------|-------|------|------|-------|------|
| Lane Configurations | ↖ | ↗ | | ↖ | ↗ | | ↖ | ↗ | | | ↖↗ | |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 4.0 | 4.0 | | 4.0 | 4.0 | | 4.0 | 4.0 | | | 4.0 | |
| Lane Util. Factor | 1.00 | 0.95 | | 1.00 | 0.95 | | 1.00 | 1.00 | | | 1.00 | |
| Fr't | 1.00 | 0.90 | | 1.00 | 1.00 | | 1.00 | 0.88 | | | 0.95 | |
| Flt Protected | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | | | 0.98 | |
| Satd. Flow (prot) | 1770 | 3172 | | 1770 | 3531 | | 1770 | 1639 | | | 1750 | |
| Flt Permitted | 0.39 | 1.00 | | 0.23 | 1.00 | | 0.74 | 1.00 | | | 0.97 | |
| Satd. Flow (perm) | 725 | 3172 | | 430 | 3531 | | 1374 | 1639 | | | 1732 | |
| Volume (vph) | 10 | 180 | 405 | 175 | 650 | 10 | 10 | 10 | 40 | 10 | 10 | 10 |
| Peak-hour factor, PHF | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj. Flow (vph) | 10 | 180 | 405 | 175 | 650 | 10 | 10 | 10 | 40 | 10 | 10 | 10 |
| RTOR Reduction (vph) | 0 | 292 | 0 | 0 | 1 | 0 | 0 | 30 | 0 | 0 | 7 | 0 |
| Lane Group Flow (vph) | 10 | 293 | 0 | 175 | 659 | 0 | 10 | 20 | 0 | 0 | 24 | 0 |
| Turn Type | pm+pt | | | pm+pt | | | pm+pt | | | | pm+pt | |
| Protected Phases | 1 | 6 | | 5 | 2 | | 7 | 4 | | | 3 | 8 |
| Permitted Phases | 6 | | | 2 | | | 4 | | | | 8 | |
| Actuated Green, G (s) | 38.0 | 27.0 | | 52.0 | 37.0 | | 34.0 | 23.0 | | | 34.0 | |
| Effective Green, g (s) | 39.0 | 28.0 | | 53.0 | 38.0 | | 35.0 | 24.0 | | | 35.0 | |
| Actuated g/C Ratio | 0.39 | 0.28 | | 0.53 | 0.38 | | 0.35 | 0.24 | | | 0.35 | |
| Clearance Time (s) | 4.0 | 5.0 | | 4.0 | 5.0 | | 4.0 | 5.0 | | | 5.0 | |
| Lane Grp Cap (vph) | 398 | 888 | | 509 | 1342 | | 524 | 393 | | | 608 | |
| v/s Ratio Prot | 0.00 | 0.09 | | c0.07 | c0.19 | | 0.00 | c0.01 | | | c0.00 | |
| v/s Ratio Perm | 0.01 | | | 0.11 | | | 0.00 | | | | 0.01 | |
| v/c Ratio | 0.03 | 0.33 | | 0.34 | 0.49 | | 0.02 | 0.05 | | | 0.04 | |
| Uniform Delay, d1 | 18.7 | 28.6 | | 13.7 | 23.6 | | 21.2 | 29.2 | | | 21.4 | |
| Progression Factor | 0.78 | 1.22 | | 1.28 | 0.45 | | 1.00 | 1.00 | | | 1.00 | |
| Incremental Delay, d2 | 0.1 | 0.9 | | 1.4 | 1.0 | | 0.1 | 0.2 | | | 0.1 | |
| Delay (s) | 14.7 | 35.7 | | 18.9 | 11.6 | | 21.3 | 29.5 | | | 21.5 | |
| Level of Service | B | D | | B | B | | C | C | | | C | |
| Approach Delay (s) | | 35.4 | | | 13.1 | | | 28.1 | | | 21.5 | |
| Approach LOS | | D | | | B | | | C | | | C | |
| Intersection Summary | | | | | | | | | | | | |
| HCM Average Control Delay | | | 22.6 | | | | HCM Level of Service | | | | C | |
| HCM Volume to Capacity ratio | | | 0.29 | | | | | | | | | |
| Actuated Cycle Length (s) | | | 100.0 | | | | Sum of lost time (s) | | | | 16.0 | |
| Intersection Capacity Utilization | | | 46.1% | | | | ICU Level of Service | | | | A | |
| Analysis Period (min) | | | 15 | | | | | | | | | |

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
 38: Colorado Avenue & 30th St

3/6/2008



| Movement | SEL | SET | NWT | NWR | SWL | SWR |
|-----------------------------------|-------|--------|------|----------------------|-------|------|
| Lane Configurations | ↶ | ↶↶ | ↶↷ | | ↶ | |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 4.0 | 4.0 | 4.0 | | 4.0 | |
| Lane Util. Factor | 1.00 | 0.95 | 0.95 | | 1.00 | |
| Fr _t | 1.00 | 1.00 | 0.97 | | 0.89 | |
| Flt Protected | 0.95 | 1.00 | 1.00 | | 0.99 | |
| Satd. Flow (prot) | 1770 | 3610 | 3487 | | 1669 | |
| Flt Permitted | 0.16 | 1.00 | 1.00 | | 0.99 | |
| Satd. Flow (perm) | 298 | 3610 | 3487 | | 1669 | |
| Volume (vph) | 750 | 400 | 630 | 185 | 155 | 785 |
| Peak-hour factor, PHF | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj. Flow (vph) | 750 | 400 | 630 | 185 | 155 | 785 |
| RTOR Reduction (vph) | 0 | 0 | 28 | 0 | 182 | 0 |
| Lane Group Flow (vph) | 750 | 400 | 787 | 0 | 758 | 0 |
| Heavy Vehicles (%) | 2% | 0% | 0% | 0% | 1% | 0% |
| Turn Type | pm+pt | | | | | |
| Protected Phases | 5 | 2 | 6 | | | |
| Permitted Phases | 2 | | | | 8 | |
| Actuated Green, G (s) | 52.5 | 52.5 | 19.5 | | 36.5 | |
| Effective Green, g (s) | 54.0 | 54.0 | 21.0 | | 38.0 | |
| Actuated g/C Ratio | 0.54 | 0.54 | 0.21 | | 0.38 | |
| Clearance Time (s) | 5.0 | 5.5 | 5.5 | | 5.5 | |
| Lane Grp Cap (vph) | 588 | 1949 | 732 | | 634 | |
| v/s Ratio Prot | c0.37 | 0.11 | 0.23 | | | |
| v/s Ratio Perm | c0.32 | | | | c0.45 | |
| v/c Ratio | 1.28 | 0.21 | 1.08 | | 1.20 | |
| Uniform Delay, d1 | 27.8 | 11.9 | 39.5 | | 31.0 | |
| Progression Factor | 0.80 | 1.04 | 0.43 | | 1.00 | |
| Incremental Delay, d2 | 125.2 | 0.0 | 54.5 | | 102.7 | |
| Delay (s) | 147.5 | 12.4 | 71.4 | | 133.7 | |
| Level of Service | F | B | E | | F | |
| Approach Delay (s) | | 100.5 | 71.4 | | 133.7 | |
| Approach LOS | | F | E | | F | |
| Intersection Summary | | | | | | |
| HCM Average Control Delay | | 103.1 | | HCM Level of Service | | F |
| HCM Volume to Capacity ratio | | 1.23 | | | | |
| Actuated Cycle Length (s) | | 100.0 | | Sum of lost time (s) | | 8.0 |
| Intersection Capacity Utilization | | 131.9% | | ICU Level of Service | | H |
| Analysis Period (min) | | 15 | | | | |
| c Critical Lane Group | | | | | | |

HCM Signalized Intersection Capacity Analysis
 10: 31st St & Colorado Avenue

3/6/2008

| Movement | NBL | NBT | NBR | SBL | SBT | SBR | SEL | SET | SER | NWL | NWT | NWR |
|-----------------------------------|---------------------|-------|--------|-------|------|----------------------|-------|------|------|-------|------|------|
| Lane Configurations | ↶ | ↷ | | ↶ | ↷ | ↶ | ↷ | ↷ | | ↶ | ↷ | |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 4.0 | 4.0 | | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | | 4.0 | 4.0 | |
| Lane Util. Factor | 1.00 | 1.00 | | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | | 1.00 | 0.95 | |
| Fr't | 1.00 | 0.93 | | 1.00 | 1.00 | 0.85 | 1.00 | 0.96 | | 1.00 | 1.00 | |
| Flt Protected | 0.95 | 1.00 | | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | | 0.95 | 1.00 | |
| Satd. Flow (prot) | 1787 | 1758 | | 1770 | 3610 | 1599 | 1752 | 3471 | | 1805 | 3559 | |
| Flt Permitted | 0.14 | 1.00 | | 0.16 | 1.00 | 1.00 | 0.20 | 1.00 | | 0.17 | 1.00 | |
| Satd. Flow (perm) | 259 | 1758 | | 298 | 3610 | 1599 | 369 | 3471 | | 317 | 3559 | |
| Volume (vph) | 220 | 530 | 525 | 75 | 850 | 240 | 250 | 520 | 165 | 505 | 820 | 25 |
| Peak-hour factor, PHF | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj. Flow (vph) | 220 | 530 | 525 | 75 | 850 | 240 | 250 | 520 | 165 | 505 | 820 | 25 |
| RTOR Reduction (vph) | 0 | 35 | 0 | 0 | 0 | 116 | 0 | 30 | 0 | 0 | 2 | 0 |
| Lane Group Flow (vph) | 220 | 1020 | 0 | 75 | 850 | 124 | 250 | 655 | 0 | 505 | 843 | 0 |
| Heavy Vehicles (%) | 1% | 0% | 0% | 2% | 0% | 1% | 3% | 0% | 1% | 0% | 1% | 0% |
| Turn Type | pm+pt | | | pm+pt | | Perm | pm+pt | | | pm+pt | | |
| Protected Phases | 7 | 4 | | 3 | 8 | | 5 | 2 | | 1 | 6 | |
| Permitted Phases | 4 | | | 8 | | 8 | 2 | | | 6 | | |
| Actuated Green, G (s) | 45.5 | 37.5 | | 26.5 | 23.5 | 23.5 | 34.5 | 18.5 | | 43.5 | 22.5 | |
| Effective Green, g (s) | 47.0 | 39.0 | | 29.0 | 25.0 | 25.0 | 37.0 | 20.0 | | 45.0 | 24.0 | |
| Actuated g/C Ratio | 0.47 | 0.39 | | 0.29 | 0.25 | 0.25 | 0.37 | 0.20 | | 0.45 | 0.24 | |
| Clearance Time (s) | 5.0 | 5.5 | | 5.0 | 5.5 | 5.5 | 5.0 | 5.5 | | 4.0 | 5.5 | |
| Lane Grp Cap (vph) | 397 | 686 | | 145 | 903 | 400 | 372 | 694 | | 455 | 854 | |
| v/s Ratio Prot | c0.10 | c0.58 | | 0.02 | 0.24 | | 0.11 | 0.19 | | c0.23 | 0.24 | |
| v/s Ratio Perm | 0.16 | | | 0.13 | | 0.08 | 0.13 | | | c0.27 | | |
| v/c Ratio | 0.55 | 1.49 | | 0.52 | 0.94 | 0.31 | 0.67 | 0.94 | | 1.11 | 0.99 | |
| Uniform Delay, d1 | 19.5 | 30.5 | | 48.1 | 36.8 | 30.5 | 24.7 | 39.4 | | 28.2 | 37.8 | |
| Progression Factor | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | 0.74 | 0.78 | |
| Incremental Delay, d2 | 5.5 | 226.6 | | 12.6 | 18.7 | 2.0 | 9.3 | 22.8 | | 52.8 | 6.7 | |
| Delay (s) | 25.0 | 257.1 | | 60.7 | 55.5 | 32.5 | 34.1 | 62.2 | | 73.8 | 36.1 | |
| Level of Service | C | F | | E | E | C | C | E | | E | D | |
| Approach Delay (s) | | 217.0 | | | 51.1 | | | 54.7 | | | 50.2 | |
| Approach LOS | | F | | | D | | | D | | | D | |
| Intersection Summary | | | | | | | | | | | | |
| HCM Average Control Delay | | | 96.3 | | | HCM Level of Service | | | | F | | |
| HCM Volume to Capacity ratio | | | 1.25 | | | | | | | | | |
| Actuated Cycle Length (s) | | | 100.0 | | | Sum of lost time (s) | | | | 12.0 | | |
| Intersection Capacity Utilization | | | 126.3% | | | ICU Level of Service | | | | H | | |
| Analysis Period (min) | | | 15 | | | | | | | | | |
| c | Critical Lane Group | | | | | | | | | | | |

HCM Unsignalized Intersection Capacity Analysis
 54: US-24 & SB On Ramps

3/7/2008



| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|-----------------------------------|--------|------|----------------------|------|-------|----------|
| Lane Configurations | ↑↑ | | ↵ | ↑↑ | | |
| Sign Control | Free | | | Free | Yield | |
| Grade | 0% | | | 0% | 0% | |
| Volume (veh/h) | 1415 | 0 | 190 | 2895 | 0 | 0 |
| Peak Hour Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Hourly flow rate (vph) | 1415 | 0 | 190 | 2895 | 0 | 0 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | None | | | | | |
| Median storage veh | | | | | | |
| Upstream signal (ft) | 210 | | | | | |
| pX, platoon unblocked | 0.35 | | | | | |
| vC, conflicting volume | | | 1415 | | | 3242 708 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | | | 1415 | | | 5518 708 |
| tC, single (s) | | | 4.2 | | | 6.8 6.9 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | | | 2.2 | | | 3.5 3.3 |
| p0 queue free % | | | 60 | | | 100 100 |
| cM capacity (veh/h) | | | 472 | | | 0 382 |
| Direction Lane # | EB 1 | EB 2 | WB 1 | WB 2 | WB 3 | |
| Volume Total | 708 | 708 | 190 | 1448 | 1448 | |
| Volume Left | 0 | 0 | 190 | 0 | 0 | |
| Volume Right | 0 | 0 | 0 | 0 | 0 | |
| cSH | 1700 | 1700 | 472 | 1700 | 1700 | |
| Volume to Capacity | 0.42 | 0.42 | 0.40 | 0.85 | 0.85 | |
| Queue Length 95th (ft) | 0 | 0 | 48 | 0 | 0 | |
| Control Delay (s) | 0.0 | 0.0 | 17.6 | 0.0 | 0.0 | |
| Lane LOS | C | | | | | |
| Approach Delay (s) | 0.0 | | 1.1 | | | |
| Approach LOS | | | | | | |
| Intersection Summary | | | | | | |
| Average Delay | 0.7 | | | | | |
| Intersection Capacity Utilization | 138.4% | | ICU Level of Service | | H | |
| Analysis Period (min) | 15 | | | | | |

HCM Unsignalized Intersection Capacity Analysis
 21: Colorado Avenue & Ridge Rd

3/7/2008



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Configurations | | ↕↕ | | | ↕↕ | ↗ | | ↕ | | | ↕↕ | |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Volume (veh/h) | 10 | 630 | 15 | 75 | 670 | 55 | 55 | 50 | 50 | 40 | 50 | 20 |
| Peak Hour Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Hourly flow rate (vph) | 10 | 630 | 15 | 75 | 670 | 55 | 55 | 50 | 50 | 40 | 50 | 20 |

| | | | | | | | | | | | | |
|------------------------|-----|--|--|-----|--|--|------|------|-----|------|------|-----|
| Pedestrians | | | | | | | | | | | | |
| Lane Width (ft) | | | | | | | | | | | | |
| Walking Speed (ft/s) | | | | | | | | | | | | |
| Percent Blockage | | | | | | | | | | | | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | | | | | | | | | | | |
| Median storage veh | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 725 | | | 645 | | | 1188 | 1532 | 322 | 1230 | 1485 | 335 |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 725 | | | 645 | | | 1188 | 1532 | 322 | 1230 | 1485 | 335 |
| tC, single (s) | 4.1 | | | 4.1 | | | 7.5 | 6.5 | 6.9 | 7.5 | 6.5 | 6.9 |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 2.2 | | | 2.2 | | | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 |
| p0 queue free % | 99 | | | 92 | | | 37 | 53 | 93 | 47 | 56 | 97 |
| cM capacity (veh/h) | 887 | | | 950 | | | 88 | 107 | 679 | 75 | 115 | 667 |

| Direction Lane # | EB 1 | EB 2 | WB 1 | WB 2 | WB 3 | NB 1 | SB 1 |
|------------------------|------|------|------|------|------|-------|-------|
| Volume Total | 325 | 330 | 298 | 447 | 55 | 155 | 110 |
| Volume Left | 10 | 0 | 75 | 0 | 0 | 55 | 40 |
| Volume Right | 0 | 15 | 0 | 0 | 55 | 50 | 20 |
| cSH | 887 | 1700 | 950 | 1700 | 1700 | 133 | 110 |
| Volume to Capacity | 0.01 | 0.19 | 0.08 | 0.26 | 0.03 | 1.17 | 1.00 |
| Queue Length 95th (ft) | 1 | 0 | 6 | 0 | 0 | 229 | 161 |
| Control Delay (s) | 0.4 | 0.0 | 2.9 | 0.0 | 0.0 | 195.3 | 159.1 |
| Lane LOS | A | | A | | | F | F |
| Approach Delay (s) | 0.2 | | 1.1 | | | 195.3 | 159.1 |
| Approach LOS | | | | | | F | F |

| Intersection Summary | | | |
|-----------------------------------|-------|------|----------------------|
| Average Delay | | 28.4 | |
| Intersection Capacity Utilization | 60.2% | | ICU Level of Service |
| Analysis Period (min) | 15 | | B |

HCM Unsignalized Intersection Capacity Analysis
18: US-24 & Ridge Rd

3/7/2008

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-----------------------------------|------|------|------|------|------|------|------|------|------|------|------|-------|
| Lane Configurations | ↖ | ↗ | ↘ | ↖ | ↗ | ↘ | | ↕ | | | ↕ | |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Volume (veh/h) | 35 | 2150 | 50 | 50 | 2885 | 165 | 50 | 50 | 50 | 50 | 50 | 50 |
| Peak Hour Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Hourly flow rate (vph) | 35 | 2150 | 50 | 50 | 2885 | 165 | 50 | 50 | 50 | 50 | 50 | 50 |
| Pedestrians | | | | | | | | | | | | |
| Lane Width (ft) | | | | | | | | | | | | |
| Walking Speed (ft/s) | | | | | | | | | | | | |
| Percent Blockage | | | | | | | | | | | | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | | | | | | | | | | | |
| Median storage veh | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 3050 | | | 2200 | | | 3838 | 5370 | 1075 | 4205 | 5255 | 1442 |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 3050 | | | 2200 | | | 3838 | 5370 | 1075 | 4205 | 5255 | 1442 |
| tC, single (s) | 4.1 | | | 4.2 | | | 7.5 | 6.5 | 6.9 | 7.5 | 6.5 | 6.9 |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 2.2 | | | 2.2 | | | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 |
| p0 queue free % | 69 | | | 79 | | | 0 | 0 | 77 | 0 | 0 | 60 |
| cM capacity (veh/h) | 112 | | | 233 | | | 0 | 0 | 219 | 0 | 0 | 124 |
| Direction, Lane # | EB 1 | EB 2 | EB 3 | EB 4 | WB 1 | WB 2 | WB 3 | WB 4 | NB 1 | SB 1 | | |
| Volume Total | 35 | 1075 | 1075 | 50 | 50 | 1442 | 1442 | 165 | 150 | 150 | | |
| Volume Left | 35 | 0 | 0 | 0 | 50 | 0 | 0 | 0 | 50 | 50 | | |
| Volume Right | 0 | 0 | 0 | 50 | 0 | 0 | 0 | 165 | 50 | 50 | | |
| cSH | 112 | 1700 | 1700 | 1700 | 233 | 1700 | 1700 | 1700 | 0 | 0 | | |
| Volume to Capacity | 0.31 | 0.63 | 0.63 | 0.03 | 0.21 | 0.85 | 0.85 | 0.10 | Err | Err | | |
| Queue Length 95th (ft) | 30 | 0 | 0 | 0 | 20 | 0 | 0 | 0 | Err | Err | | |
| Control Delay (s) | 51.2 | 0.0 | 0.0 | 0.0 | 24.7 | 0.0 | 0.0 | 0.0 | Err | Err | | |
| Lane LOS | F | | | | C | | | | F | F | | |
| Approach Delay (s) | 0.8 | | | | 0.4 | | | | Err | Err | | |
| Approach LOS | | | | | | | | | F | F | | |
| Intersection Summary | | | | | | | | | | | | |
| Average Delay | | | | | | | | | | | | Err |
| Intersection Capacity Utilization | | | | | | | | | | | | 97.5% |
| ICU Level of Service | | | | | | | | | | | | F |
| Analysis Period (min) | | | | | | | | | | | | 15 |



| Movement | EBL | EBT | WBL | WBT | NBL | SBL |
|------------------------|-------|-------|------|-------|--------|--------|
| Lane Configurations | ↗↗ | ↗↗ | ↖ | ↖↖↖ | ↖↖↖ | ↖ |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lane Util. Factor | 0.97 | 0.95 | 1.00 | 0.91 | 0.94 | 1.00 |
| Fr _t | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Flt Protected | 0.95 | 1.00 | 0.95 | 1.00 | 0.95 | 0.95 |
| Satd. Flow (prot) | 3433 | 3539 | 1752 | 5085 | 4990 | 1770 |
| Flt Permitted | 0.95 | 1.00 | 0.95 | 1.00 | 0.95 | 0.95 |
| Satd. Flow (perm) | 3433 | 3539 | 1752 | 5085 | 4990 | 1770 |
| Volume (vph) | 630 | 440 | 190 | 965 | 1575 | 470 |
| Peak-hour factor, PHF | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj. Flow (vph) | 630 | 440 | 190 | 965 | 1575 | 470 |
| RTOR Reduction (vph) | 0 | 0 | 0 | 0 | 0 | 0 |
| Lane Group Flow (vph) | 630 | 440 | 190 | 965 | 1575 | 470 |
| Heavy Vehicles (%) | 2% | 2% | 3% | 2% | 2% | 2% |
| Turn Type | Prot | | Prot | | custom | custom |
| Protected Phases | 5 | | 1 | | | |
| Permitted Phases | | 2 | | 6 | 4 | 8 |
| Actuated Green, G (s) | 21.0 | 24.0 | 14.0 | 17.0 | 24.0 | 24.0 |
| Effective Green, g (s) | 23.0 | 26.0 | 16.0 | 19.0 | 26.0 | 26.0 |
| Actuated g/C Ratio | 0.29 | 0.32 | 0.20 | 0.24 | 0.32 | 0.32 |
| Clearance Time (s) | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 |
| Lane Grp Cap (vph) | 987 | 1150 | 350 | 1208 | 1622 | 575 |
| v/s Ratio Prot | c0.18 | | 0.11 | | | |
| v/s Ratio Perm | | c0.12 | | c0.19 | c0.32 | 0.27 |
| v/c Ratio | 0.64 | 0.38 | 0.54 | 0.80 | 0.97 | 0.82 |
| Uniform Delay, d1 | 24.9 | 20.8 | 28.7 | 28.7 | 26.6 | 24.8 |
| Progression Factor | 0.13 | 0.06 | 1.00 | 1.00 | 1.00 | 1.00 |
| Incremental Delay, d2 | 2.8 | 0.8 | 5.9 | 5.6 | 16.4 | 12.2 |
| Delay (s) | 5.9 | 2.0 | 34.7 | 34.3 | 43.1 | 37.0 |
| Level of Service | A | A | C | C | D | D |
| Approach Delay (s) | | 4.3 | | 34.3 | | |
| Approach LOS | | A | | C | | |

| Intersection Summary | | | |
|-----------------------------------|-------|----------------------|------|
| HCM Average Control Delay | 30.3 | HCM Level of Service | C |
| HCM Volume to Capacity ratio | 0.85 | | |
| Actuated Cycle Length (s) | 80.0 | Sum of lost time (s) | 16.0 |
| Intersection Capacity Utilization | 76.6% | ICU Level of Service | D |
| Analysis Period (min) | 15 | | |
| c Critical Lane Group | | | |



| Movement | EBL | EBR | EBR2 | WBL | WBR | WBR2 | NEL | NET | NER2 | SWL | SWT | SWR2 | |
|------------------------|-------------|-------|--------|-------------|-------|--------|------|--------|-------|------|--------|-------|--|
| Lane Configurations | ↔ | ↔↔ | ↔ | ↔↔ | ↔ | ↔ | ↔ | ↔↔↔ | ↔ | ↔ | ↔↔ | ↔ | |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | |
| Total Lost time (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | |
| Lane Util. Factor | 0.97 | *0.91 | 1.00 | 0.94 | *0.95 | 1.00 | 0.97 | 0.91 | 1.00 | 0.97 | 0.91 | 1.00 | |
| Fr't | 1.00 | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 | |
| Flt Protected | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | |
| Satd. Flow (prot) | 3433 | 5085 | 1583 | 4990 | 3539 | 1583 | 3433 | 5085 | 1583 | 3433 | 5085 | 1583 | |
| Flt Permitted | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | |
| Satd. Flow (perm) | 3433 | 5085 | 1583 | 4990 | 3539 | 1583 | 3433 | 5085 | 1583 | 3433 | 5085 | 1583 | |
| Volume (vph) | 280 | 555 | 140 | 1030 | 545 | 170 | 450 | 860 | 800 | 150 | 800 | 300 | |
| Peak-hour factor, PHF | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | |
| Adj. Flow (vph) | 280 | 555 | 140 | 1030 | 545 | 170 | 450 | 860 | 800 | 150 | 800 | 300 | |
| RTOR Reduction (vph) | 0 | 0 | 2 | 0 | 0 | 85 | 0 | 0 | 0 | 0 | 0 | 173 | |
| Lane Group Flow (vph) | 280 | 555 | 138 | 1030 | 545 | 85 | 450 | 860 | 800 | 150 | 800 | 128 | |
| Turn Type | Prot custom | | custom | Prot custom | | custom | Prot | custom | | Prot | custom | | |
| Protected Phases | 7 | 4 | | 3 | 8 | | 5 | 2 | | 1 | 6 | | |
| Permitted Phases | | 4 | 4 5 | | 8 | 8 1 | | | 2 3 | | | 6 3 1 | |
| Actuated Green, G (s) | 16.0 | 16.0 | 26.0 | 16.0 | 16.0 | 20.0 | 10.0 | 20.0 | 42.0 | 4.0 | 14.0 | 30.0 | |
| Effective Green, g (s) | 18.0 | 18.0 | 30.0 | 18.0 | 18.0 | 24.0 | 12.0 | 22.0 | 44.0 | 6.0 | 16.0 | 34.0 | |
| Actuated g/C Ratio | 0.22 | 0.22 | 0.38 | 0.22 | 0.22 | 0.30 | 0.15 | 0.28 | 0.55 | 0.08 | 0.20 | 0.42 | |
| Clearance Time (s) | 6.0 | 6.0 | | 6.0 | 6.0 | | 6.0 | 6.0 | | 6.0 | 6.0 | | |
| Lane Grp Cap (vph) | 772 | 1144 | 594 | 1123 | 796 | 475 | 515 | 1398 | 871 | 257 | 1017 | 673 | |
| v/s Ratio Prot | 0.08 | c0.11 | | 0.21 | 0.15 | | 0.13 | 0.17 | | 0.04 | c0.16 | | |
| v/s Ratio Perm | | | 0.09 | | | 0.05 | | | c0.51 | | | 0.08 | |
| v/c Ratio | 0.36 | 0.49 | 0.23 | 0.92 | 0.68 | 0.18 | 0.87 | 0.62 | 0.92 | 0.58 | 0.79 | 0.19 | |
| Uniform Delay, d1 | 26.2 | 27.0 | 17.1 | 30.3 | 28.4 | 20.7 | 33.3 | 25.3 | 16.4 | 35.8 | 30.4 | 14.4 | |
| Progression Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | |
| Incremental Delay, d2 | 1.3 | 1.5 | 0.9 | 13.1 | 4.8 | 0.8 | 18.3 | 2.0 | 16.2 | 9.4 | 6.1 | 0.6 | |
| Delay (s) | 27.5 | 28.4 | 18.0 | 43.4 | 33.2 | 21.5 | 51.6 | 27.3 | 32.5 | 45.1 | 36.5 | 15.0 | |
| Level of Service | C | C | B | D | C | C | D | C | C | D | D | B | |
| Approach Delay (s) | | | | | | | | | 34.5 | | 32.4 | | |
| Approach LOS | | | | | | | | | C | | C | | |

| Intersection Summary | | | |
|-----------------------------------|-------|----------------------|-----|
| HCM Average Control Delay | 33.8 | HCM Level of Service | C |
| HCM Volume to Capacity ratio | 0.78 | | |
| Actuated Cycle Length (s) | 80.0 | Sum of lost time (s) | 8.0 |
| Intersection Capacity Utilization | 76.8% | ICU Level of Service | D |
| Analysis Period (min) | 15 | | |

c Critical Lane Group



| Movement | EBL | WBL | NBL | NBT | SBL | SBT |
|------------------------|---------------|-------|-------|-------|------|------|
| Lane Configurations | ↔↔ | ↔↔ | ↔↔ | ↑↑ | ↔↔ | ↑↑ |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lane Util. Factor | 0.97 | 0.97 | 0.97 | 0.95 | 0.97 | 0.95 |
| Frt | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Flt Protected | 0.95 | 0.95 | 0.95 | 1.00 | 0.95 | 1.00 |
| Satd. Flow (prot) | 3433 | 3433 | 3433 | 3539 | 3433 | 3539 |
| Flt Permitted | 0.95 | 0.95 | 0.95 | 1.00 | 0.95 | 1.00 |
| Satd. Flow (perm) | 3433 | 3433 | 3433 | 3539 | 3433 | 3539 |
| Volume (vph) | 105 | 645 | 280 | 510 | 245 | 400 |
| Peak-hour factor, PHF | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj. Flow (vph) | 105 | 645 | 280 | 510 | 245 | 400 |
| RTOR Reduction (vph) | 0 | 0 | 0 | 0 | 0 | 0 |
| Lane Group Flow (vph) | 105 | 645 | 280 | 510 | 245 | 400 |
| Turn Type | custom custom | | Prot | | Prot | |
| Protected Phases | | | 5 | 2 | 1 | 6 |
| Permitted Phases | 4 | 8 | | | | |
| Actuated Green, G (s) | 26.0 | 26.0 | 15.0 | 22.0 | 14.0 | 21.0 |
| Effective Green, g (s) | 28.0 | 28.0 | 17.0 | 24.0 | 16.0 | 23.0 |
| Actuated g/C Ratio | 0.35 | 0.35 | 0.21 | 0.30 | 0.20 | 0.29 |
| Clearance Time (s) | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 |
| Lane Grp Cap (vph) | 1202 | 1202 | 730 | 1062 | 687 | 1017 |
| v/s Ratio Prot | | | c0.08 | c0.14 | 0.07 | 0.11 |
| v/s Ratio Perm | 0.03 | c0.19 | | | | |
| v/c Ratio | 0.09 | 0.54 | 0.38 | 0.48 | 0.36 | 0.39 |
| Uniform Delay, d1 | 17.4 | 20.8 | 27.0 | 22.9 | 27.6 | 22.9 |
| Progression Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Incremental Delay, d2 | 0.1 | 1.7 | 1.5 | 1.6 | 1.4 | 1.1 |
| Delay (s) | 17.6 | 22.5 | 28.5 | 24.5 | 29.0 | 24.0 |
| Level of Service | B | C | C | C | C | C |
| Approach Delay (s) | | | | 25.9 | | 25.9 |
| Approach LOS | | | | C | | C |

| Intersection Summary | | | |
|-----------------------------------|-------|----------------------|-----|
| HCM Average Control Delay | 24.5 | HCM Level of Service | C |
| HCM Volume to Capacity ratio | 0.46 | | |
| Actuated Cycle Length (s) | 80.0 | Sum of lost time (s) | 8.0 |
| Intersection Capacity Utilization | 49.5% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

c Critical Lane Group



| Movement | SEL | SET | SER | NWL | NWT | NWR | NEL | NET | NER | SWL | SWT | SWR |
|------------------------|-------|------|------|-------|------|------|-------|------|------|-------|------|------|
| Lane Configurations | ↖ | ↗↗↗ | ↖ | ↖ | ↗↗↗ | ↖ | ↖ | ↗ | ↖ | ↖ | ↗ | ↗ |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lane Util. Factor | 1.00 | 0.91 | 1.00 | 1.00 | 0.91 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Fr't | 1.00 | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 | 1.00 | 0.95 | 0.95 |
| Flt. Protected | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 |
| Satd. Flow (prot) | 1805 | 5085 | 1615 | 1703 | 5136 | 1615 | 1805 | 1863 | 1583 | 1805 | 1796 | 1796 |
| Flt Permitted | 0.07 | 1.00 | 1.00 | 0.06 | 1.00 | 1.00 | 0.64 | 1.00 | 1.00 | 0.71 | 1.00 | 1.00 |
| Satd. Flow (perm) | 125 | 5085 | 1615 | 110 | 5136 | 1615 | 1223 | 1863 | 1583 | 1346 | 1796 | 1796 |
| Volume (vph) | 35 | 2000 | 90 | 75 | 2745 | 100 | 105 | 75 | 130 | 125 | 70 | 40 |
| Peak-hour factor, PHF | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj. Flow (vph) | 35 | 2000 | 90 | 75 | 2745 | 100 | 105 | 75 | 130 | 125 | 70 | 40 |
| RTOR Reduction (vph) | 0 | 0 | 43 | 0 | 0 | 36 | 0 | 0 | 65 | 0 | 17 | 0 |
| Lane Group Flow (vph) | 35 | 2000 | 47 | 75 | 2745 | 64 | 105 | 75 | 66 | 125 | 93 | 0 |
| Heavy Vehicles (%) | 0% | 2% | 0% | 6% | 1% | 0% | 0% | 2% | 2% | 0% | 0% | 0% |
| Turn Type | pm+pt | | Perm | pm+pt | | Perm | pm+pt | | Perm | pm+pt | | |
| Protected Phases | 5 | 2 | | 1 | 6 | | 7 | 4 | | 3 | 8 | |
| Permitted Phases | 2 | | 2 | 6 | | 6 | 4 | | 4 | 8 | | |
| Actuated Green, G (s) | 61.5 | 58.5 | 58.5 | 71.5 | 63.5 | 63.5 | 32.0 | 28.0 | 28.0 | 32.0 | 28.0 | 28.0 |
| Effective Green, g (s) | 65.0 | 61.0 | 61.0 | 74.0 | 66.0 | 66.0 | 34.0 | 30.0 | 30.0 | 34.0 | 30.0 | 30.0 |
| Actuated g/C Ratio | 0.54 | 0.51 | 0.51 | 0.62 | 0.55 | 0.55 | 0.28 | 0.25 | 0.25 | 0.28 | 0.25 | 0.25 |
| Clearance Time (s) | 5.0 | 6.5 | 6.5 | 5.0 | 6.5 | 6.5 | 4.0 | 6.0 | 6.0 | 4.0 | 6.0 | 6.0 |
| Lane Grp Cap (vph) | 124 | 2585 | 821 | 187 | 2825 | 888 | 366 | 466 | 396 | 397 | 449 | 449 |
| v/s Ratio Prot | 0.01 | 0.39 | | 0.03 | 0.53 | | 0.01 | 0.04 | | 0.01 | 0.05 | 0.05 |
| v/s Ratio Perm | 0.14 | | 0.03 | 0.22 | | 0.04 | 0.07 | | 0.04 | 0.08 | | |
| v/c Ratio | 0.28 | 0.77 | 0.06 | 0.40 | 0.97 | 0.07 | 0.29 | 0.16 | 0.17 | 0.31 | 0.21 | 0.21 |
| Uniform Delay, d1 | 27.6 | 23.9 | 14.9 | 18.4 | 26.1 | 12.7 | 35.0 | 35.2 | 35.2 | 34.0 | 35.6 | 35.6 |
| Progression Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Incremental Delay, d2 | 5.6 | 2.3 | 0.1 | 6.3 | 11.5 | 0.2 | 2.0 | 0.7 | 0.9 | 2.1 | 1.0 | 1.0 |
| Delay (s) | 33.2 | 26.2 | 15.1 | 24.7 | 37.6 | 12.8 | 36.9 | 35.9 | 36.1 | 36.0 | 36.6 | 36.6 |
| Level of Service | C | C | B | C | D | B | D | D | D | D | D | D |
| Approach Delay (s) | | 25.9 | | | 36.4 | | | 36.3 | | | 36.3 | |
| Approach LOS | | C | | | D | | | D | | | D | |

| Intersection Summary | | | |
|-----------------------------------|-------|----------------------|------|
| HCM Average Control Delay | 32.4 | HCM Level of Service | C |
| HCM Volume to Capacity ratio | 0.74 | | |
| Actuated Cycle Length (s) | 120.0 | Sum of lost time (s) | 16.0 |
| Intersection Capacity Utilization | 80.0% | ICU Level of Service | D |
| Analysis Period (min) | 15 | | |
| c Critical Lane Group | | | |



| Movement | NBL | NBT | NBR | SBL | SBT | SBR | SEL | SET | SER | NWL | NWT | NWR |
|------------------------|------|------|------|-------|------|-------|------|------|------|-------|------|-------|
| Lane Configurations | | | | | | | | | | | | |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 4.0 | 4.0 | | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lane Util. Factor | 1.00 | 1.00 | | 0.97 | 1.00 | 1.00 | 0.97 | 0.91 | 1.00 | 1.00 | 0.91 | 1.00 |
| Fr't | 1.00 | 0.93 | | 1.00 | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 |
| Flt Protected | 0.95 | 1.00 | | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 |
| Satd. Flow (prot) | 1805 | 1650 | | 3467 | 1845 | 1615 | 3502 | 4988 | 1442 | 1805 | 5136 | 1599 |
| Flt Permitted | 0.72 | 1.00 | | 0.54 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.10 | 1.00 | 1.00 |
| Satd. Flow (perm) | 1376 | 1650 | | 1980 | 1845 | 1615 | 3502 | 4988 | 1442 | 193 | 5136 | 1599 |
| Volume (vph) | 50 | 50 | 50 | 280 | 50 | 695 | 450 | 1795 | 50 | 50 | 2435 | 405 |
| Peak-hour factor, PHF | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj. Flow (vph) | 50 | 50 | 50 | 280 | 50 | 695 | 450 | 1795 | 50 | 50 | 2435 | 405 |
| RTOR Reduction (vph) | 0 | 30 | 0 | 0 | 0 | 0 | 0 | 0 | 20 | 0 | 0 | 0 |
| Lane Group Flow (vph) | 50 | 70 | 0 | 280 | 50 | 695 | 450 | 1795 | 30 | 50 | 2435 | 405 |
| Heavy Vehicles (%) | 0% | 4% | 9% | 1% | 3% | 0% | 0% | 4% | 12% | 0% | 1% | 1% |
| Turn Type | Perm | | | pm+pt | | Free | Prot | | Perm | pm+pt | | pt+ov |
| Protected Phases | | 8 | | 7 | 4 | | 5 | 2 | | 1 | 6 | 6 |
| Permitted Phases | 8 | | | 4 | | Free | | | 2 | 6 | | |
| Actuated Green, G (s) | 21.5 | 21.5 | | 30.5 | 30.5 | 120.0 | 20.0 | 69.0 | 69.0 | 57.0 | 53.0 | 63.5 |
| Effective Green, g (s) | 22.5 | 22.5 | | 31.5 | 31.5 | 120.0 | 21.0 | 71.5 | 71.5 | 60.5 | 55.5 | 64.5 |
| Actuated g/C Ratio | 0.19 | 0.19 | | 0.26 | 0.26 | 1.00 | 0.18 | 0.60 | 0.60 | 0.50 | 0.46 | 0.54 |
| Clearance Time (s) | 5.0 | 5.0 | | 5.0 | 5.0 | | 5.0 | 6.5 | 6.5 | 5.0 | 6.5 | |
| Lane Grp Cap (vph) | 258 | 309 | | 582 | 484 | 1615 | 613 | 2972 | 859 | 164 | 2375 | 859 |
| v/s Ratio Prot | | 0.04 | | 0.02 | 0.03 | | 0.13 | 0.36 | | 0.01 | 0.47 | 0.25 |
| v/s Ratio Perm | 0.04 | | | 0.11 | | 0.43 | | | 0.02 | 0.14 | | |
| v/c Ratio | 0.19 | 0.23 | | 0.48 | 0.10 | 0.43 | 0.73 | 0.60 | 0.03 | 0.30 | 1.03 | 0.47 |
| Uniform Delay, d1 | 41.1 | 41.4 | | 37.5 | 33.5 | 0.0 | 46.9 | 15.3 | 10.0 | 15.5 | 32.2 | 17.2 |
| Progression Factor | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Incremental Delay, d2 | 1.7 | 1.7 | | 2.8 | 0.4 | 0.8 | 7.6 | 0.9 | 0.1 | 4.7 | 25.2 | 1.9 |
| Delay (s) | 42.8 | 43.1 | | 40.3 | 34.0 | 0.8 | 54.5 | 16.2 | 10.1 | 20.2 | 57.5 | 19.0 |
| Level of Service | D | D | | D | C | A | D | B | B | C | E | B |
| Approach Delay (s) | | 43.0 | | | 13.2 | | | 23.6 | | | 51.4 | |
| Approach LOS | | D | | | B | | | C | | | D | |

| Intersection Summary | | | |
|-----------------------------------|-------|----------------------|-----|
| HCM Average Control Delay | 35.0 | HCM Level of Service | D |
| HCM Volume to Capacity ratio | 0.79 | | |
| Actuated Cycle Length (s) | 120.0 | Sum of lost time (s) | 8.0 |
| Intersection Capacity Utilization | 84.5% | ICU Level of Service | E |
| Analysis Period (min) | 15 | | |
| c Critical Lane Group | | | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|------------------------|------|------|-------|-------|-------|-------|-------|-------|------|-------|------|------|
| Lane Configurations | ↖ | ↑↑↑ | ↗ | ↖ | ↑↑↑ | ↗ | ↖ | ↑ | ↗ | ↖ | ↑ | ↗ |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | | 4.0 | 4.0 | |
| Lane Util. Factor | 1.00 | 0.91 | 1.00 | 1.00 | 0.91 | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Fr't | 1.00 | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 | 1.00 | 0.93 | | 1.00 | 0.93 | |
| Flt Protected | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | | 0.95 | 1.00 | |
| Satd. Flow (prot) | 1805 | 5085 | 1615 | 1752 | 5187 | 1615 | 1805 | 1758 | | 1805 | 1758 | |
| Flt Permitted | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.61 | 1.00 | | 0.61 | 1.00 | |
| Satd. Flow (perm) | 1805 | 5085 | 1615 | 1752 | 5187 | 1615 | 1156 | 1758 | | 1156 | 1758 | |
| Volume (vph) | 35 | 2195 | 50 | 50 | 3025 | 105 | 50 | 50 | 50 | 50 | 50 | 50 |
| Peak-hour factor, PHF | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj. Flow (vph) | 35 | 2195 | 50 | 50 | 3025 | 105 | 50 | 50 | 50 | 50 | 50 | 50 |
| RTOR Reduction (vph) | 0 | 0 | 19 | 0 | 0 | 39 | 0 | 30 | 0 | 0 | 30 | 0 |
| Lane Group Flow (vph) | 35 | 2195 | 31 | 50 | 3025 | 67 | 50 | 70 | 0 | 50 | 70 | 0 |
| Heavy Vehicles (%) | 0% | 2% | 0% | 3% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| Turn Type | Prot | | pm+ov | Prot | | pm+ov | pm+pt | | | pm+pt | | |
| Protected Phases | 7 | 4 | 5 | 3 | 8 | 1 | 5 | 2 | | 1 | 6 | |
| Permitted Phases | | | 4 | | | 8 | 2 | | | 6 | | |
| Actuated Green, G (s) | 11.0 | 71.0 | 75.0 | 12.0 | 72.0 | 76.0 | 21.0 | 17.0 | | 21.0 | 17.0 | |
| Effective Green, g (s) | 11.0 | 71.0 | 75.0 | 12.0 | 72.0 | 76.0 | 21.0 | 17.0 | | 21.0 | 17.0 | |
| Actuated g/C Ratio | 0.09 | 0.59 | 0.62 | 0.10 | 0.60 | 0.63 | 0.18 | 0.14 | | 0.18 | 0.14 | |
| Clearance Time (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | | 4.0 | 4.0 | |
| Lane Grp Cap (vph) | 165 | 3009 | 1063 | 175 | 3112 | 1077 | 224 | 249 | | 224 | 249 | |
| v/s Ratio Prot | 0.02 | 0.43 | 0.00 | c0.03 | c0.58 | 0.00 | c0.01 | c0.04 | | 0.01 | 0.04 | |
| v/s Ratio Perm | | | 0.02 | | | 0.04 | 0.03 | | | 0.03 | | |
| v/c Ratio | 0.21 | 0.73 | 0.03 | 0.29 | 0.97 | 0.06 | 0.22 | 0.28 | | 0.22 | 0.28 | |
| Uniform Delay, d1 | 50.5 | 17.6 | 8.6 | 50.0 | 23.0 | 8.4 | 42.0 | 46.0 | | 42.0 | 46.0 | |
| Progression Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Incremental Delay, d2 | 2.9 | 1.6 | 0.1 | 4.1 | 10.8 | 0.1 | 2.3 | 2.8 | | 2.3 | 2.8 | |
| Delay (s) | 53.4 | 19.2 | 8.6 | 54.1 | 33.8 | 8.5 | 44.3 | 48.8 | | 44.3 | 48.8 | |
| Level of Service | D | B | A | D | C | A | D | D | | D | D | |
| Approach Delay (s) | | 19.5 | | | 33.3 | | | 47.3 | | | 47.3 | |
| Approach LOS | | B | | | C | | | D | | | D | |

Intersection Summary

| | | | |
|-----------------------------------|-------|----------------------|------|
| HCM Average Control Delay | 28.6 | HCM Level of Service | C |
| HCM Volume to Capacity ratio | 0.73 | | |
| Actuated Cycle Length (s) | 120.0 | Sum of lost time (s) | 12.0 |
| Intersection Capacity Utilization | 74.6% | ICU Level of Service | D |
| Analysis Period (min) | 15 | | |
| c Critical Lane Group | | | |





















| Movement | SEL | SET | SER | NWL | NWT | NWR | NEL | NET | NER | SWL | SWT | SWR |
|-----------------------------------|------|------|--------|--------|------|--------|------|----------------------|------|------|-------|------|
| Lane Configurations | | | | | | | | | | | | |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | | | 4.0 | 4.0 | | 4.0 | | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lane Util. Factor | | | 1.00 | 1.00 | | 1.00 | | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 |
| Frt | | | 0.86 | 1.00 | | 0.85 | | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 |
| Flt Protected | | | 1.00 | 0.95 | | 1.00 | | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 |
| Satd. Flow (prot) | | | 1644 | 1805 | | 1615 | | 3610 | 1599 | 1805 | 3610 | 1615 |
| Flt Permitted | | | 1.00 | 0.95 | | 1.00 | | 1.00 | 1.00 | 0.52 | 1.00 | 1.00 |
| Satd. Flow (perm) | | | 1644 | 1805 | | 1615 | | 3610 | 1599 | 984 | 3610 | 1615 |
| Volume (vph) | 0 | 0 | 85 | 50 | 0 | 30 | 0 | 385 | 290 | 110 | 665 | 160 |
| Peak-hour factor, PHF | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj. Flow (vph) | 0 | 0 | 85 | 50 | 0 | 30 | 0 | 385 | 290 | 110 | 665 | 160 |
| RTOR Reduction (vph) | 0 | 0 | 48 | 0 | 0 | 17 | 0 | 0 | 164 | 0 | 0 | 91 |
| Lane Group Flow (vph) | 0 | 0 | 37 | 50 | 0 | 13 | 0 | 385 | 126 | 110 | 665 | 69 |
| Heavy Vehicles (%) | 0% | 4% | 0% | 0% | 0% | 0% | 0% | 0% | 1% | 0% | 0% | 0% |
| Turn Type | | | custom | custom | | custom | | | Perm | Perm | | Perm |
| Protected Phases | | | | | | | | 2 | | | | 6 |
| Permitted Phases | | | 4 | 8 | | 8 | | | 2 | 6 | | 6 |
| Actuated Green, G (s) | | | 26.0 | 25.0 | | 25.0 | | 24.0 | 24.0 | 24.0 | 24.0 | 24.0 |
| Effective Green, g(s) | | | 26.0 | 26.0 | | 26.0 | | 26.0 | 26.0 | 26.0 | 26.0 | 26.0 |
| Actuated g/C Ratio | | | 0.43 | 0.43 | | 0.43 | | 0.43 | 0.43 | 0.43 | 0.43 | 0.43 |
| Clearance Time (s) | | | 4.0 | 5.0 | | 5.0 | | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 |
| Lane Grp Cap (vph) | | | 712 | 782 | | 700 | | 1564 | 693 | 426 | 1564 | 700 |
| v/s Ratio Prot | | | | | | | | 0.11 | | | c0.18 | |
| v/s Ratio Perm | | | 0.02 | c0.03 | | 0.01 | | | 0.08 | 0.11 | | 0.04 |
| v/c Ratio | | | 0.05 | 0.06 | | 0.02 | | 0.25 | 0.18 | 0.26 | 0.43 | 0.10 |
| Uniform Delay, d1 | | | 9.9 | 9.9 | | 9.7 | | 10.8 | 10.5 | 10.8 | 11.8 | 10.1 |
| Progression Factor | | | 1.00 | 1.00 | | 1.00 | | 1.00 | 1.00 | 0.78 | 0.76 | 0.60 |
| Incremental Delay, d2 | | | 0.1 | 0.2 | | 0.0 | | 0.4 | 0.6 | 1.4 | 0.8 | 0.3 |
| Delay (s) | | | 10.0 | 10.1 | | 9.8 | | 11.2 | 11.0 | 9.9 | 9.7 | 6.3 |
| Level of Service | | | A | B | | A | | B | B | A | A | A |
| Approach Delay (s) | | 10.0 | | | 10.0 | | | 11.1 | | | | 9.2 |
| Approach LOS | | A | | | A | | | B | | | | A |
| Intersection Summary | | | | | | | | | | | | |
| HCM Average Control Delay | | | 10.0 | | | | | HCM Level of Service | | | | A |
| HCM Volume to Capacity ratio | | | 0.24 | | | | | | | | | |
| Actuated Cycle Length (s) | | | 60.0 | | | | | Sum of lost time (s) | | | | 8.0 |
| Intersection Capacity Utilization | | | 46.7% | | | | | ICU Level of Service | | | | A |
| Analysis Period (min) | | | 15 | | | | | | | | | |
| c Critical Lane Group | | | | | | | | | | | | |



| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|-----------------------------------|------|------|-------|------|----------------------|--------|
| Lane Configurations | ↖ | ↑↑ | ↑↑ | ↗ | ↖ | ↗ |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lane Util. Factor | 1.00 | 0.95 | 0.95 | 1.00 | 1.00 | 1.00 |
| Fr _t | 1.00 | 1.00 | 1.00 | 0.85 | 1.00 | 0.85 |
| Fl _t Protected | 0.95 | 1.00 | 1.00 | 1.00 | 0.95 | 1.00 |
| Satd. Flow (prot) | 1805 | 3610 | 3610 | 1599 | 1805 | 1599 |
| Fl _t Permitted | 0.50 | 1.00 | 1.00 | 1.00 | 0.95 | 1.00 |
| Satd. Flow (perm) | 942 | 3610 | 3610 | 1599 | 1805 | 1599 |
| Volume (vph) | 50 | 330 | 410 | 210 | 50 | 440 |
| Peak-hour factor, PHF | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj. Flow (vph) | 50 | 330 | 410 | 210 | 50 | 440 |
| RTOR Reduction (vph) | 0 | 0 | 0 | 123 | 0 | 167 |
| Lane Group Flow (vph) | 50 | 330 | 410 | 88 | 50 | 273 |
| Heavy Vehicles (%) | 0% | 0% | 0% | 1% | 0% | 1% |
| Turn Type | Perm | | | Perm | | custom |
| Protected Phases | | 2 | 6 | | | |
| Permitted Phases | 2 | | | 6 | 4 | 4 |
| Actuated Green, G (s) | 23.0 | 23.0 | 23.0 | 23.0 | 26.0 | 26.0 |
| Effective Green, g (s) | 25.0 | 25.0 | 25.0 | 25.0 | 27.0 | 27.0 |
| Actuated g/C Ratio | 0.42 | 0.42 | 0.42 | 0.42 | 0.45 | 0.45 |
| Clearance Time (s) | 6.0 | 6.0 | 6.0 | 6.0 | 5.0 | 5.0 |
| Lane Grp Cap (vph) | 393 | 1504 | 1504 | 666 | 812 | 720 |
| v/s Ratio Prot | | 0.09 | c0.11 | | | |
| v/s Ratio Perm | 0.05 | | | 0.05 | 0.03 | c0.17 |
| V/C Ratio | 0.13 | 0.22 | 0.27 | 0.13 | 0.06 | 0.38 |
| Uniform Delay, d ₁ | 10.8 | 11.2 | 11.5 | 10.8 | 9.3 | 10.9 |
| Progression Factor | 0.55 | 0.55 | 1.00 | 1.00 | 1.00 | 1.00 |
| Incremental Delay, d ₂ | 0.7 | 0.3 | 0.4 | 0.4 | 0.1 | 1.5 |
| Delay (s) | 6.6 | 6.5 | 12.0 | 11.2 | 9.5 | 12.5 |
| Level of Service | A | A | B | B | A | B |
| Approach Delay (s) | | 6.5 | 11.7 | | 12.2 | |
| Approach LOS | | A | B | | B | |
| Intersection Summary | | | | | | |
| HCM Average Control Delay | | | 10.5 | | HCM Level of Service | B |
| HCM Volume to Capacity ratio | | | 0.33 | | | |
| Actuated Cycle Length (s) | | | 60.0 | | Sum of lost time (s) | 8.0 |
| Intersection Capacity Utilization | | | 50.6% | | ICU Level of Service | A |
| Analysis Period (min) | | | 15 | | | |
| c Critical Lane Group | | | | | | |

HCM Signalized Intersection Capacity Analysis
 36: US 24 WB Ramps & 31st St

6/17/2008

| |  |  |  |  |  |  |  |  |  |  |  |
|-----------------------------------|---|---|---|---|---|---|---|---|---|---|---|
| Movement | EBL | EBR | NBL | NBT | NBR | SBL | SBT | SBR | NWL2 | NWL | NWR |
| Lane Configurations | | |  |  | | |  |  |  |  |  |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | | | 4.0 | 4.0 | | | 4.0 | 4.0 | 4.0 | | 4.0 |
| Lane Util. Factor | | | 1.00 | 0.95 | | | 0.95 | 1.00 | 1.00 | | 1.00 |
| Fr't | | | 1.00 | 1.00 | | | 1.00 | 0.85 | 1.00 | | 0.85 |
| Flt Protected | | | 0.95 | 1.00 | | | 1.00 | 1.00 | 0.95 | | 1.00 |
| Satd. Flow (prot) | | | 1770 | 3539 | | | 3539 | 1583 | 1770 | | 1583 |
| Flt Permitted | | | 0.42 | 1.00 | | | 1.00 | 1.00 | 0.95 | | 1.00 |
| Satd. Flow (perm) | | | 775 | 3539 | | | 3539 | 1583 | 1770 | | 1583 |
| Volume (vph) | 0 | 0 | 50 | 625 | 0 | 0 | 430 | 735 | 50 | 0 | 560 |
| Peak-hour factor, PHF | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj. Flow (vph) | 0 | 0 | 50 | 625 | 0 | 0 | 430 | 735 | 50 | 0 | 560 |
| RTOR Reduction (vph) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 415 | 0 | 0 | 143 |
| Lane Group Flow (vph) | 0 | 0 | 50 | 625 | 0 | 0 | 430 | 320 | 50 | 0 | 417 |
| Turn Type | | | pm+pt | | | | Perm custom | | | custom | |
| Protected Phases | | | 5 | 2 | | | 6 | | | | |
| Permitted Phases | | | 2 | | | | | 6 | 8 | | 8 |
| Actuated Green, G (s) | | | 52.0 | 52.0 | | | 42.5 | 42.5 | 38.0 | | 38.0 |
| Effective Green, g (s) | | | 53.0 | 53.0 | | | 43.5 | 43.5 | 39.0 | | 39.0 |
| Actuated g/C Ratio | | | 0.53 | 0.53 | | | 0.44 | 0.44 | 0.39 | | 0.39 |
| Clearance Time (s) | | | 5.0 | 5.0 | | | 5.0 | 5.0 | 5.0 | | 5.0 |
| Lane Grp Cap (vph) | | | 465 | 1876 | | | 1539 | 689 | 690 | | 617 |
| v/s Ratio Prot | | | 0.01 | c0.18 | | | 0.12 | | | | |
| v/s Ratio Perm | | | 0.05 | | | | | c0.20 | 0.03 | | c0.26 |
| v/c Ratio | | | 0.11 | 0.33 | | | 0.28 | 0.46 | 0.07 | | 0.68 |
| Uniform Delay, d1 | | | 11.7 | 13.4 | | | 18.2 | 20.0 | 19.1 | | 25.3 |
| Progression Factor | | | 0.84 | 0.82 | | | 0.53 | 2.65 | 1.00 | | 1.00 |
| Incremental Delay, d2 | | | 0.4 | 0.5 | | | 0.2 | 1.1 | 0.2 | | 5.9 |
| Delay (s) | | | 10.3 | 11.5 | | | 9.8 | 54.1 | 19.3 | | 31.1 |
| Level of Service | | | B | B | | | A | D | B | | C |
| Approach Delay (s) | 0.0 | | | 11.4 | | | 37.8 | | | 30.2 | |
| Approach LOS | A | | | B | | | D | | | C | |
| Intersection Summary | | | | | | | | | | | |
| HCM Average Control Delay | | | 28.6 | | | | HCM Level of Service | | | C | |
| HCM Volume to Capacity ratio | | | 0.56 | | | | | | | | |
| Actuated Cycle Length (s) | | | 100.0 | | | | Sum of lost time (s) | | | 12.0 | |
| Intersection Capacity Utilization | | | 58.6% | | | | ICU Level of Service | | | B | |
| Analysis Period (min) | | | 15 | | | | | | | | |

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
 41: US 24 EB Ramps & 31st St

6/17/2008



| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|------------------------|------|-------|------|------|------|------|
| Lane Configurations | ↵ | ↶ | ↕ | ↷ | ↵↶ | ↕ |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lane Util. Factor | 1.00 | 1.00 | 0.95 | 1.00 | 0.97 | 1.00 |
| Frt | 1.00 | 0.85 | 1.00 | 0.85 | 1.00 | 1.00 |
| Flt Protected | 0.95 | 1.00 | 1.00 | 1.00 | 0.95 | 1.00 |
| Satd. Flow (prot) | 1770 | 1583 | 3539 | 1583 | 3433 | 1863 |
| Flt Permitted | 0.95 | 1.00 | 1.00 | 1.00 | 0.95 | 1.00 |
| Satd. Flow (perm) | 1770 | 1583 | 3539 | 1583 | 3433 | 1863 |
| Volume (vph) | 50 | 575 | 100 | 50 | 380 | 100 |
| Peak-hour factor, PHF | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj. Flow (vph) | 50 | 575 | 100 | 50 | 380 | 100 |
| RTOR Reduction (vph) | 0 | 0 | 0 | 35 | 0 | 0 |
| Lane Group Flow (vph) | 50 | 575 | 100 | 15 | 380 | 100 |
| Turn Type | Free | | Perm | | Prot | |
| Protected Phases | 8 | | 2 | | 1 | |
| Permitted Phases | Free | | 2 | | | |
| Actuated Green, G (s) | 28.5 | 100.0 | 28.5 | 28.5 | 28.0 | 61.5 |
| Effective Green, g (s) | 29.5 | 100.0 | 29.5 | 29.5 | 29.0 | 62.5 |
| Actuated g/C Ratio | 0.29 | 1.00 | 0.29 | 0.29 | 0.29 | 0.62 |
| Clearance Time (s) | 5.0 | | 5.0 | | 5.0 | |
| Lane Grp Cap (vph) | 522 | 1583 | 1044 | 467 | 996 | 1164 |
| v/s Ratio Prot | 0.03 | | 0.03 | | 0.11 | |
| v/s Ratio Perm | 0.36 | | 0.01 | | | |
| v/c Ratio | 0.10 | 0.36 | 0.10 | 0.03 | 0.38 | 0.09 |
| Uniform Delay, d1 | 25.6 | 0.0 | 25.6 | 25.1 | 28.3 | 7.4 |
| Progression Factor | 1.00 | 1.00 | 1.00 | 1.00 | 0.55 | 0.10 |
| Incremental Delay, d2 | 0.4 | 0.6 | 0.2 | 0.1 | 1.1 | 0.1 |
| Delay (s) | 25.9 | 0.6 | 25.8 | 25.2 | 16.8 | 0.9 |
| Level of Service | C | | C | | B | |
| Approach Delay (s) | 2.7 | | 25.6 | | 13.5 | |
| Approach LOS | A | | C | | B | |

| Intersection Summary | | | |
|-----------------------------------|-------|----------------------|-----|
| HCM Average Control Delay | 9.5 | HCM Level of Service | A |
| HCM Volume to Capacity ratio | 0.36 | | |
| Actuated Cycle Length (s) | 100.0 | Sum of lost time (s) | 0.0 |
| Intersection Capacity Utilization | 27.5% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
 80: SPUI & 21st St

6/17/2008



| Movement | EBL | WBL | NBL | NBT | SBL | SBT |
|-----------------------------------|--------|--------|-------|-------|----------------------|------|
| Lane Configurations | ↔↔ | ↔↔ | ↔↔ | ↑↑ | ↔↔ | ↑↑ |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lane Util. Factor | 0.97 | 0.97 | 0.97 | 0.95 | 0.97 | 0.95 |
| Frt | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Flt Protected | 0.95 | 0.95 | 0.95 | 1.00 | 0.95 | 1.00 |
| Satd. Flow (prot) | 3433 | 3433 | 3433 | 3539 | 3433 | 3539 |
| Flt Permitted | 0.95 | 0.95 | 0.95 | 1.00 | 0.95 | 1.00 |
| Satd. Flow (perm) | 3433 | 3433 | 3433 | 3539 | 3433 | 3539 |
| Volume (vph) | 105 | 555 | 385 | 440 | 305 | 400 |
| Peak-hour factor, PHF | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj. Flow (vph) | 105 | 555 | 385 | 440 | 305 | 400 |
| RTOR Reduction (vph) | 0 | 0 | 0 | 0 | 0 | 0 |
| Lane Group Flow (vph) | 105 | 555 | 385 | 440 | 305 | 400 |
| Turn Type | custom | custom | Prot | | Prot | |
| Protected Phases | | | 5 | 2 | 1 | 6 |
| Permitted Phases | 4 | 8 | | | | |
| Actuated Green, G (s) | 31.0 | 31.0 | 27.0 | 29.0 | 24.0 | 26.0 |
| Effective Green, g (s) | 33.0 | 33.0 | 27.0 | 31.0 | 24.0 | 28.0 |
| Actuated g/C Ratio | 0.33 | 0.33 | 0.27 | 0.31 | 0.24 | 0.28 |
| Clearance Time (s) | 6.0 | 6.0 | 4.0 | 6.0 | 4.0 | 6.0 |
| Lane Grp Cap (vph) | 1133 | 1133 | 927 | 1097 | 824 | 991 |
| v/s Ratio Prot | | | c0.11 | c0.12 | 0.09 | 0.11 |
| v/s Ratio Perm | 0.03 | c0.16 | | | | |
| v/c Ratio | 0.09 | 0.49 | 0.42 | 0.40 | 0.37 | 0.40 |
| Uniform Delay, d1 | 23.2 | 26.8 | 30.0 | 27.2 | 31.7 | 29.2 |
| Progression Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Incremental Delay, d2 | 0.2 | 1.5 | 1.4 | 1.1 | 1.3 | 1.2 |
| Delay (s) | 23.3 | 28.3 | 31.4 | 28.3 | 33.0 | 30.4 |
| Level of Service | C | C | C | C | C | C |
| Approach Delay (s) | | | | 29.7 | | 31.5 |
| Approach LOS | | | | C | | C |
| Intersection Summary | | | | | | |
| HCM Average Control Delay | | | 29.6 | | HCM Level of Service | C |
| HCM Volume to Capacity ratio | | | 0.45 | | | |
| Actuated Cycle Length (s) | | | 100.0 | | Sum of lost time (s) | 12.0 |
| Intersection Capacity Utilization | | | 47.9% | | ICU Level of Service | A |
| Analysis Period (min) | | | 15 | | | |

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
 3: SPUI & US-24

3/6/2008



| Movement | NBL | SBL | SBR2 | SEL | SET | NWL | NWT |
|------------------------|-------|------------|-------|------|------|-------|-------|
| Lane Configurations | ↑↑↑ | ↑ | ↑↑ | ↑↑ | ↑↑ | ↑ | ↑↑↑ |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lane Util. Factor | 0.94 | 1.00 | 0.88 | 0.97 | 0.95 | 1.00 | 0.91 |
| Fr't | 1.00 | 1.00 | 0.85 | 1.00 | 1.00 | 1.00 | 1.00 |
| Flt. Protected | 0.95 | 0.95 | 1.00 | 0.95 | 1.00 | 0.95 | 1.00 |
| Satd. Flow (prot) | 4990 | 1770 | 2787 | 3433 | 3539 | 1770 | 5085 |
| Flt. Permitted | 0.95 | 0.95 | 1.00 | 0.95 | 1.00 | 0.43 | 1.00 |
| Satd. Flow (perm) | 4990 | 1770 | 2787 | 3433 | 3539 | 804 | 5085 |
| Volume (vph) | 1575 | 470 | 775 | 630 | 585 | 190 | 965 |
| Peak-hour factor, PHF | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj. Flow (vph) | 1575 | 470 | 775 | 630 | 585 | 190 | 965 |
| RTOR Reduction (vph) | 0 | 0 | 2 | 0 | 0 | 0 | 0 |
| Lane Group Flow (vph) | 1575 | 470 | 773 | 630 | 585 | 190 | 965 |
| Turn Type | Prot | Protcustom | Prot | | | pm+pt | |
| Protected Phases | 3 | 7 | | 5 | 2 | 1 | 6 |
| Permitted Phases | | | 5 | | | 6 | |
| Actuated Green, G (s) | 34.0 | 34.0 | 32.0 | 32.0 | 42.0 | 34.0 | 22.0 |
| Effective Green, g (s) | 34.0 | 34.0 | 32.0 | 32.0 | 42.0 | 34.0 | 22.0 |
| Actuated g/C Ratio | 0.34 | 0.34 | 0.32 | 0.32 | 0.42 | 0.34 | 0.22 |
| Clearance Time (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lane Grp Cap. (vph) | 1697 | 602 | 892 | 1093 | 1486 | 389 | 1119 |
| v/s Ratio Prot | c0.32 | 0.27 | | 0.18 | 0.17 | 0.06 | c0.19 |
| v/s Ratio Perm | | | c0.28 | | | 0.11 | |
| v/c Ratio | 0.93 | 0.78 | 0.87 | 0.57 | 0.39 | 0.49 | 0.86 |
| Uniform Delay, d1 | 31.8 | 29.7 | 32.0 | 28.3 | 20.2 | 24.4 | 37.5 |
| Progression Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Incremental Delay, d2 | 10.4 | 9.7 | 11.1 | 2.2 | 0.8 | 4.3 | 8.8 |
| Delay (s) | 42.2 | 39.3 | 43.1 | 30.5 | 20.9 | 28.7 | 46.4 |
| Level of Service | D | D | D | C | C | C | D |
| Approach Delay (s) | | | | | 25.9 | | 43.5 |
| Approach LOS | | | | | C | | D |

| Intersection Summary | | | |
|-----------------------------------|-------|----------------------|------|
| HCM Average Control Delay | 38.5 | HCM Level of Service | D |
| HCM Volume to Capacity ratio | 0.89 | | |
| Actuated Cycle Length (s) | 100.0 | Sum of lost time (s) | 12.0 |
| Intersection Capacity Utilization | Err% | ICU Level of Service | H |
| Analysis Period (min) | 15 | | |

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

1: SPUI & 8th St / Limit St

3/6/2008



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NEL | NET | NER | SWL | SWT | SWR |
|---------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Configurations | ↔↔ | ↑↑↑ | ↗ | ↔↔↔ | ↑↑ | ↗ | ↔↔ | ↑↑↑ | ↗ | ↔↔ | ↑↑↑ | ↗ |
| Ideal Flow (vphp) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lane Util. Factor | 0.97 | 0.91 | 0.91 | 0.94 | 0.95 | 0.95 | 0.97 | 0.91 | 1.00 | 0.97 | 0.91 | 1.00 |
| Fr _t | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 |
| Fl _t Protected | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 |
| Satd. Flow (prot) | 3433 | 5085 | 1695 | 4990 | 3539 | 1770 | 3433 | 5085 | 1583 | 3433 | 5085 | 1583 |
| Fl _t Permitted | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 |
| Satd. Flow (perm) | 3433 | 5085 | 1695 | 4990 | 3539 | 1770 | 3433 | 5085 | 1583 | 3433 | 5085 | 1583 |
| Volume (vph) | 280 | 875 | 140 | 765 | 810 | 170 | 450 | 580 | 800 | 180 | 620 | 85 |
| Peak-hour factor, PHF | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj. Flow (vph) | 280 | 875 | 140 | 765 | 810 | 170 | 450 | 580 | 800 | 180 | 620 | 85 |

HCM Signalized Intersection Capacity Analysis

66: SPUI & 21st St

3/6/2008



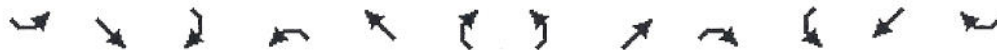
| Movement | EBL | EBR2 | WBL | WBR2 | NEL | NET | SWL | SWT |
|-----------------------------------|------------|-------|------------|----------------------|------|-------|------|-------|
| Lane Configurations | ↔↔ | ↔ | ↔↔ | ↔ | ↔↔ | ↕↕ | ↔↔ | ↕↕ |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lane Util. Factor | 0.97 | 1.00 | 0.97 | 1.00 | 0.97 | 0.95 | 0.97 | 0.95 |
| Fr _t | 1.00 | 0.85 | 1.00 | 0.85 | 1.00 | 1.00 | 1.00 | 1.00 |
| Fl _t Protected | 0.95 | 1.00 | 0.95 | 1.00 | 0.95 | 1.00 | 0.95 | 1.00 |
| Satd. Flow (prot) | 3433 | 1583 | 3433 | 1583 | 3433 | 3539 | 3433 | 3539 |
| Fl _t Permitted | 0.95 | 1.00 | 0.95 | 1.00 | 0.95 | 1.00 | 0.95 | 1.00 |
| Satd. Flow (perm) | 3433 | 1583 | 3433 | 1583 | 3433 | 3539 | 3433 | 3539 |
| Volume (vph) | 105 | 260 | 480 | 190 | 280 | 440 | 180 | 400 |
| Peak-hour factor, PHF | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj. Flow (vph) | 105 | 260 | 480 | 190 | 280 | 440 | 180 | 400 |
| RTOR Reduction (vph) | 0 | 57 | 0 | 118 | 0 | 0 | 0 | 0 |
| Lane Group Flow (vph) | 105 | 203 | 480 | 72 | 280 | 440 | 180 | 400 |
| Turn Type | Protcustom | | Protcustom | | Prot | | Prot | |
| Protected Phases | 7 | | 3 | | 5 | | 2 | |
| Permitted Phases | 7 5 | | | | 3 1 | | | |
| Actuated Green, G (s) | 18.0 | 33.0 | 23.0 | 34.0 | 15.0 | 24.0 | 11.0 | 20.0 |
| Effective Green, g (s) | 20.0 | 37.0 | 25.0 | 38.0 | 17.0 | 26.0 | 13.0 | 22.0 |
| Actuated g/C Ratio | 0.20 | 0.37 | 0.25 | 0.38 | 0.17 | 0.26 | 0.13 | 0.22 |
| Clearance Time (s) | 6.0 | | 6.0 | | 6.0 | 6.0 | 6.0 | 6.0 |
| Lane Grp Cap (vph) | 687 | 586 | 858 | 602 | 584 | 920 | 446 | 779 |
| v/s Ratio Prot | 0.03 | | c0.14 | | 0.08 | c0.12 | 0.05 | c0.11 |
| v/s Ratio Perm | | c0.13 | | 0.05 | | | | |
| v/c Ratio | 0.15 | 0.35 | 0.56 | 0.12 | 0.48 | 0.48 | 0.40 | 0.51 |
| Uniform Delay, d1 | 33.0 | 22.8 | 32.7 | 20.1 | 37.5 | 31.3 | 39.9 | 34.3 |
| Progression Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Incremental Delay, d2 | 0.5 | 1.6 | 2.6 | 0.4 | 2.8 | 1.8 | 2.7 | 2.4 |
| Delay (s) | 33.5 | 24.4 | 35.3 | 20.5 | 40.3 | 33.0 | 42.6 | 36.7 |
| Level of Service | C | C | D | C | D | C | D | D |
| Approach Delay (s) | | | | | | | 35.9 | 38.5 |
| Approach LOS | | | | | | | D | D |
| Intersection Summary | | | | | | | | |
| HCM Average Control Delay | 33.8 | | | HCM Level of Service | | | C | |
| HCM Volume to Capacity ratio | 0.47 | | | | | | | |
| Actuated Cycle Length (s) | 100.0 | | | Sum of lost time (s) | | | 12.0 | |
| Intersection Capacity Utilization | 50.8% | | | ICU Level of Service | | | A | |
| Analysis Period (min) | 15 | | | | | | | |

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

45: US-24 & 26th St

3/6/2008



| Movement | SEL | SET | SER | NWL | NWT | NWR | NEL | NET | NER | SWL | SWT | SWR |
|------------------------|-------|------|------|-------|-------|------|-------|------|------|-------|------|------|
| Lane Configurations | ↘ | ↑↑↑ | ↗ | ↘ | ↑↑↑ | ↗ | ↘ | ↑ | ↗ | ↘ | ↗ | ↘ |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lane Util. Factor | 1.00 | 0.91 | 1.00 | 1.00 | 0.91 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frts | 1.00 | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 | 1.00 | 0.95 | 0.95 |
| Flt Protected | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 |
| Satd. Flow (prot) | 1805 | 5085 | 1615 | 1703 | 5136 | 1615 | 1805 | 1863 | 1583 | 1805 | 1796 | 1796 |
| Flt Permitted | 0.07 | 1.00 | 1.00 | 0.06 | 1.00 | 1.00 | 0.64 | 1.00 | 1.00 | 0.71 | 1.00 | 1.00 |
| Satd. Flow (perm) | 125 | 5085 | 1615 | 110 | 5136 | 1615 | 1223 | 1863 | 1583 | 1346 | 1796 | 1796 |
| Volume (vph) | 35 | 2000 | 90 | 75 | 2745 | 100 | 105 | 75 | 130 | 125 | 70 | 40 |
| Peak-hour factor, PHF | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj. Flow (vph) | 35 | 2000 | 90 | 75 | 2745 | 100 | 105 | 75 | 130 | 125 | 70 | 40 |
| RTOR Reduction (vph) | 0 | 0 | 44 | 0 | 0 | 45 | 0 | 0 | 76 | 0 | 17 | 0 |
| Lane Group Flow (vph) | 35 | 2000 | 46 | 75 | 2745 | 55 | 105 | 75 | 54 | 125 | 93 | 0 |
| Heavy Vehicles (%) | 0% | 2% | 0% | 6% | 1% | 0% | 0% | 2% | 2% | 0% | 0% | 0% |
| Turn Type | pm+pt | | Perm | pm+pt | | Perm | pm+pt | | Perm | pm+pt | | |
| Protected Phases | 5 | 2 | | 1 | 6 | | 7 | 4 | | 3 | 8 | |
| Permitted Phases | 2 | | 2 | 6 | | 6 | 4 | | 4 | 8 | | |
| Actuated Green, G (s) | 62.5 | 58.5 | 58.5 | 71.5 | 63.5 | 63.5 | 32.0 | 28.0 | 28.0 | 32.0 | 28.0 | 28.0 |
| Effective Green, g (s) | 65.0 | 61.0 | 61.0 | 74.0 | 66.0 | 66.0 | 34.0 | 30.0 | 30.0 | 34.0 | 30.0 | 30.0 |
| Actuated g/C Ratio | 0.54 | 0.51 | 0.51 | 0.62 | 0.55 | 0.55 | 0.28 | 0.25 | 0.25 | 0.28 | 0.25 | 0.25 |
| Clearance Time (s) | 4.0 | 6.5 | 6.5 | 5.0 | 6.5 | 6.5 | 4.0 | 6.0 | 6.0 | 4.0 | 6.0 | 6.0 |
| Lane Grp Cap (vph) | 124 | 2585 | 821 | 187 | 2825 | 888 | 366 | 466 | 396 | 397 | 449 | 449 |
| v/s Ratio Prot | 0.01 | 0.39 | | c0.03 | c0.53 | | 0.01 | 0.04 | | c0.01 | 0.05 | 0.05 |
| v/s Ratio Perm | 0.14 | | 0.03 | 0.22 | | 0.03 | 0.07 | | 0.03 | c0.08 | | |
| v/c Ratio | 0.28 | 0.77 | 0.06 | 0.40 | 0.97 | 0.06 | 0.29 | 0.16 | 0.14 | 0.31 | 0.21 | 0.21 |
| Uniform Delay, d1 | 27.6 | 23.9 | 14.9 | 18.4 | 26.1 | 12.6 | 33.1 | 35.2 | 34.9 | 33.2 | 35.6 | 35.6 |
| Progression Factor | 1.05 | 1.39 | 3.30 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Incremental Delay, d2 | 4.4 | 1.8 | 0.1 | 6.3 | 11.5 | 0.1 | 2.0 | 0.7 | 0.7 | 2.1 | 1.0 | 1.0 |
| Delay (s) | 33.4 | 35.1 | 49.4 | 24.7 | 37.6 | 12.7 | 35.1 | 35.9 | 35.7 | 35.3 | 36.6 | 36.6 |
| Level of Service | C | D | D | C | D | B | D | D | D | D | D | D |
| Approach Delay (s) | | 35.7 | | | 36.4 | | | 35.5 | | | 35.9 | |
| Approach LOS | | D | | | D | | | D | | | D | |
























Intersection Summary

| | | | |
|-----------------------------------|-------|----------------------|------|
| HCM Average Control Delay | 36.1 | HCM Level of Service | D |
| HCM Volume to Capacity ratio | 0.74 | | |
| Actuated Cycle Length (s) | 120.0 | Sum of lost time (s) | 16.0 |
| Intersection Capacity Utilization | 80.0% | ICU Level of Service | D |
| Analysis Period (min) | 15 | | |
| c Critical Lane Group | | | |

HCM Signalized Intersection Capacity Analysis

14: 31st St & US-24

3/6/2008

| |  |  |  |  |  |  |  |  |  |  |  |  |
|-----------------------------------|---|---|---|---|---|---|--|---|---|---|---|---|
| Movement | NBL | NBT | NBR | SBL | SBT | SBR | SEL | SET | SER | NWL | NWT | NWR |
| Lane Configurations |  |  | |  |  |  |  |  |  |  |  |  |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 4.0 | 4.0 | | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lane Util. Factor | 1.00 | 1.00 | | 0.97 | 1.00 | 1.00 | 0.97 | 0.91 | 1.00 | 1.00 | 0.91 | 1.00 |
| Fr _t | 1.00 | 0.93 | | 1.00 | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 |
| Fl _t Protected | 0.95 | 1.00 | | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 |
| Satd. Flow (prot) | 1805 | 1650 | | 3467 | 1845 | 1615 | 3502 | 4988 | 1442 | 1805 | 5136 | 1599 |
| Fl _t Permitted | 0.72 | 1.00 | | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.11 | 1.00 | 1.00 |
| Satd. Flow (perm) | 1376 | 1650 | | 3467 | 1845 | 1615 | 3502 | 4988 | 1442 | 208 | 5136 | 1599 |
| Volume (vph) | 50 | 50 | 50 | 380 | 50 | 695 | 450 | 1695 | 50 | 50 | 2280 | 560 |
| Peak-hour factor, PHF | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj. Flow (vph) | 50 | 50 | 50 | 380 | 50 | 695 | 450 | 1695 | 50 | 50 | 2280 | 560 |
| RTOR Reduction (vph) | 0 | 30 | 0 | 0 | 0 | 0 | 0 | 0 | 23 | 0 | 0 | 0 |
| Lane Group Flow (vph) | 50 | 70 | 0 | 380 | 50 | 695 | 450 | 1695 | 28 | 50 | 2280 | 560 |
| Heavy Vehicles (%) | 0% | 4% | 9% | 1% | 3% | 0% | 0% | 4% | 12% | 0% | 1% | 1% |
| Turn Type: | Perm | | Prot | | Free | | Prot | | Perm pm+pt | | Free | |
| Protected Phases | 8 | | 7 | | 4 | | 5 | | 2 | | 1 6 | |
| Permitted Phases | 8 | | | | Free | | | | 2 6 | | Free | |
| Actuated Green, G (s) | 12.5 | 12.5 | | 18.0 | 35.5 | 120.0 | 20.0 | 63.5 | 63.5 | 51.5 | 47.5 | 120.0 |
| Effective Green, g (s) | 14.0 | 14.0 | | 19.0 | 37.0 | 120.0 | 21.0 | 66.0 | 66.0 | 55.0 | 50.0 | 120.0 |
| Actuated g/C Ratio | 0.12 | 0.12 | | 0.16 | 0.31 | 1.00 | 0.18 | 0.55 | 0.55 | 0.46 | 0.42 | 1.00 |
| Clearance Time (s) | 5.5 | 5.5 | | 5.0 | 5.5 | | 5.0 | 6.5 | 6.5 | 5.0 | 6.5 | |
| Lane Grp Cap (vph) | 161 | 193 | | 549 | 569 | 1615 | 613 | 2743 | 793 | 162 | 2140 | 1599 |
| v/s Ratio Prot | | 0.04 | | c0.11 | 0.03 | | c0.13 | 0.34 | | 0.01 | c0.44 | |
| v/s Ratio Perm | 0.04 | | | | | c0.43 | | | 0.02 | 0.13 | | 0.35 |
| v/c Ratio | 0.31 | 0.36 | | 0.69 | 0.09 | 0.43 | 0.73 | 0.62 | 0.03 | 0.31 | 1.07 | 0.35 |
| Uniform Delay, d1 | 48.6 | 48.9 | | 47.7 | 29.5 | 0.0 | 46.9 | 18.4 | 12.4 | 18.5 | 35.0 | 0.0 |
| Progression Factor | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.80 | 0.36 | 1.00 |
| Incremental Delay, d2 | 5.0 | 5.2 | | 7.0 | 0.3 | 0.8 | 7.6 | 1.1 | 0.1 | 1.7 | 33.6 | 0.2 |
| Delay (s) | 53.5 | 54.1 | | 54.8 | 29.8 | 0.8 | 54.5 | 19.5 | 12.5 | 16.6 | 46.3 | 0.2 |
| Level of Service | D | D | | D | C | A | D | B | B | B | D | A |
| Approach Delay (s) | | 53.9 | | | 20.3 | | | 26.5 | | | 36.9 | |
| Approach LOS | | D | | | C | | | C | | | D | |
| Intersection Summary | | | | | | | | | | | | |
| HCM Average Control Delay | | | 30.8 | HCM Level of Service | | | | C | | | | |
| HCM Volume to Capacity ratio | | | 0.83 | | | | | | | | | |
| Actuated Cycle Length (s) | | | 120.0 | Sum of lost time (s) | | | | 12.0 | | | | |
| Intersection Capacity Utilization | | | 84.4% | ICU Level of Service | | | | E | | | | |
| Analysis Period (min) | | | 15 | | | | | | | | | |
| c Critical Lane Group | | | | | | | | | | | | |

HCM Signalized Intersection Capacity Analysis

22: Manitou Ave & WB On/Off Ramps

3/6/2008



| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|-----------------------------------|---------------------|------|-------|--------|----------------------|--------|
| Lane Configurations | ↖ | ↑↑ | ↑↑ | ↗ | ↘ | ↘ |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lane Util. Factor | 1.00 | 0.95 | 0.95 | 1.00 | 1.00 | 1.00 |
| Fr _t | 1.00 | 1.00 | 1.00 | 0.85 | 1.00 | 0.85 |
| Fl _t Protected | 0.95 | 1.00 | 1.00 | 1.00 | 0.95 | 1.00 |
| Satd. Flow (prot) | 1805 | 3610 | 3610 | 1599 | 1805 | 1599 |
| Fl _t Permitted | 0.41 | 1.00 | 1.00 | 1.00 | 0.95 | 1.00 |
| Satd. Flow (perm) | 775 | 3610 | 3610 | 1599 | 1805 | 1599 |
| Volume (vph) | 50 | 415 | 470 | 310 | 50 | 440 |
| Peak-hour factor, PHF | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj. Flow (vph) | 50 | 415 | 470 | 310 | 50 | 440 |
| RTOR Reduction (vph) | 0 | 0 | 0 | 0 | 0 | 100 |
| Lane Group Flow (vph) | 50 | 415 | 470 | 310 | 50 | 340 |
| Heavy Vehicles (%) | 0% | 0% | 0% | 1% | 0% | 1% |
| Turn Type | Perm | | | custom | | custom |
| Protected Phases | | 2 | 6 | | | 4 |
| Permitted Phases | 2 | | | 6.4 | 4 | 4 |
| Actuated Green, G (s) | 36.0 | 36.0 | 36.0 | 100.0 | 53.0 | 53.0 |
| Effective Green, g (s) | 38.0 | 38.0 | 38.0 | 100.0 | 54.0 | 54.0 |
| Actuated g/C Ratio | 0.38 | 0.38 | 0.38 | 1.00 | 0.54 | 0.54 |
| Clearance Time (s) | 6.0 | 6.0 | 6.0 | | 5.0 | 5.0 |
| Lane Grp Cap (vph) | 295 | 1372 | 1372 | 1599 | 975 | 863 |
| v/s Ratio Prot | | 0.11 | 0.13 | | | 0.21 |
| v/s Ratio Perm | 0.06 | | | 0.19 | 0.03 | |
| v/c Ratio | 0.17 | 0.30 | 0.34 | 0.19 | 0.05 | 0.39 |
| Uniform Delay, d ₁ | 20.5 | 21.7 | 22.1 | 0.0 | 10.9 | 13.4 |
| Progression Factor | 1.00 | 1.00 | 0.80 | 1.00 | 1.00 | 1.00 |
| Incremental Delay, d ₂ | 1.2 | 0.6 | 0.6 | 0.2 | 0.1 | 1.4 |
| Delay (s) | 21.8 | 22.3 | 18.2 | 0.2 | 11.0 | 14.8 |
| Level of Service | C | C | B | A | B | B |
| Approach Delay (s) | | 22.2 | 11.1 | | 14.4 | |
| Approach LOS | | C | B | | B | |
| Intersection Summary | | | | | | |
| HCM Average Control Delay | | | 15.0 | | HCM Level of Service | B |
| HCM Volume to Capacity ratio | | | 0.37 | | | |
| Actuated Cycle Length (s) | | | 100.0 | | Sum of lost time (s) | 8.0 |
| Intersection Capacity Utilization | | | 50.6% | | ICU Level of Service | A |
| Analysis Period (min) | | | 15 | | | |
| c | Critical Lane Group | | | | | |

HCM Signalized Intersection Capacity Analysis
 28: EB On/Off Ramps & Manitou Ave

3/6/2008



| Movement | NWL | NWR | NET | NER | SWL | SWT |
|-----------------------------------|--------|------|-------|----------------------|------|-------|
| Lane Configurations | | | | | | |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 4.0 | 4.0 | 4.0 | | 4.0 | 4.0 |
| Lane Util. Factor | 1.00 | 1.00 | 0.95 | | 1.00 | 0.95 |
| Fr _t | 1.00 | 0.85 | 0.94 | | 1.00 | 1.00 |
| Flt Protected | 0.95 | 1.00 | 1.00 | | 0.95 | 1.00 |
| Satd. Flow (prot) | 1805 | 1615 | 3363 | | 1805 | 3610 |
| Flt Permitted | 0.95 | 1.00 | 1.00 | | 0.24 | 1.00 |
| Satd. Flow (perm) | 1805 | 1615 | 3363 | | 455 | 3610 |
| Volume (vph) | 35 | 80 | 385 | 290 | 110 | 665 |
| Peak-hour factor, PHF | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj. Flow (vph) | 35 | 80 | 385 | 290 | 110 | 665 |
| RTOR Reduction (vph) | 0 | 54 | 136 | 0 | 0 | 0 |
| Lane Group Flow (vph) | 35 | 26 | 539 | 0 | 110 | 665 |
| Heavy Vehicles (%) | 0% | 0% | 0% | 1% | 0% | 0% |
| Turn Type | custom | | | pm+pt | | |
| Protected Phases | | | 2 | | 1 | 6 |
| Permitted Phases | 8 | 8 | | | 6 | |
| Actuated Green, G (s) | 31.0 | 31.0 | 34.0 | | 58.0 | 58.0 |
| Effective Green, g (s) | 32.0 | 32.0 | 36.0 | | 60.0 | 60.0 |
| Actuated g/C Ratio | 0.32 | 0.32 | 0.36 | | 0.60 | 0.60 |
| Clearance Time (s) | 5.0 | 5.0 | 6.0 | | 4.0 | 6.0 |
| Lane Grp Cap (vph) | 578 | 517 | 1211 | | 543 | 2166 |
| v/s Ratio Prot | | | c0.16 | | 0.04 | c0.18 |
| v/s Ratio Perm | c0.02 | 0.02 | | | 0.08 | |
| v/c Ratio | 0.06 | 0.05 | 0.45 | | 0.20 | 0.31 |
| Uniform Delay, d1 | 23.6 | 23.5 | 24.4 | | 10.0 | 9.8 |
| Progression Factor | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 |
| Incremental Delay, d2 | 0.2 | 0.2 | 1.2 | | 0.8 | 0.4 |
| Delay (s) | 23.8 | 23.7 | 25.6 | | 10.8 | 10.2 |
| Level of Service | C | C | C | | B | B |
| Approach Delay (s) | 23.7 | | 25.6 | | 10.3 | |
| Approach LOS | C | | C | | B | |
| Intersection Summary | | | | | | |
| HCM Average Control Delay | | | 17.9 | HCM Level of Service | | B |
| HCM Volume to Capacity ratio | | | 0.28 | | | |
| Actuated Cycle Length (s) | | | 100.0 | Sum of lost time (s) | 12.0 | |
| Intersection Capacity Utilization | | | 40.2% | ICU Level of Service | A | |
| Analysis Period (min) | | | 15 | | | |
| c Critical Lane Group | | | | | | |

HCM Signalized Intersection Capacity Analysis

18: Bott AVE & 21st St

3/6/2008



| Movement | SEL | SET | SER | NWL | NWT | NWR | NEL | NET | NER | SWL | SWT | SWR |
|-----------------------------------|-------|------|----------------------|------|------|------|-------|------|------|-------|-------|------|
| Lane Configurations | ↕ | | | ↕ | | | ↖ | ↗ | | ↖ | ↗ | |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 4.0 | | | 4.0 | | | 4.0 | 4.0 | | 4.0 | 4.0 | |
| Lane Util. Factor | 1.00 | | | 1.00 | | | 1.00 | 0.95 | | 1.00 | 0.95 | |
| Frt | 0.97 | | | 0.93 | | | 1.00 | 1.00 | | 1.00 | 0.96 | |
| Flt Protected | 0.96 | | | 0.99 | | | 0.95 | 1.00 | | 0.95 | 1.00 | |
| Satd. Flow (prot) | 1744 | | | 1716 | | | 1770 | 3533 | | 1770 | 3408 | |
| Flt Permitted | 0.76 | | | 0.92 | | | 0.22 | 1.00 | | 0.22 | 1.00 | |
| Satd. Flow (perm) | 1374 | | | 1600 | | | 414 | 3533 | | 414 | 3408 | |
| Volume (vph) | 280 | 5 | 70 | 5 | 5 | 10 | 70 | 850 | 10 | 5 | 855 | 280 |
| Peak-hour factor, PHF | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj. Flow (vph) | 280 | 5 | 70 | 5 | 5 | 10 | 70 | 850 | 10 | 5 | 855 | 280 |
| RTOR Reduction (vph) | 0 | 18 | 0 | 0 | 7 | 0 | 0 | 2 | 0 | 0 | 63 | 0 |
| Lane Group Flow (vph) | 0 | 337 | 0 | 0 | 13 | 0 | 70 | 858 | 0 | 5 | 1072 | 0 |
| Turn Type | Perm | | | Perm | | | pm+pt | | | pm+pt | | |
| Protected Phases | 4 | | | 8 | | | 5 | 2 | | 1 | 6 | |
| Permitted Phases | 4 | | | 8 | | | 2 | | | 6 | | |
| Actuated Green, G (s) | 16.0 | | | 16.0 | | | 22.0 | 18.0 | | 22.0 | 18.0 | |
| Effective Green, g (s) | 16.0 | | | 16.0 | | | 22.0 | 18.0 | | 22.0 | 18.0 | |
| Actuated g/C Ratio | 0.32 | | | 0.32 | | | 0.44 | 0.36 | | 0.44 | 0.36 | |
| Clearance Time (s) | 4.0 | | | 4.0 | | | 4.0 | 4.0 | | 4.0 | 4.0 | |
| Lane Grp Cap (vph) | 440 | | | 512 | | | 291 | 1272 | | 291 | 1227 | |
| v/s Ratio Prot | c0.25 | | | 0.01 | | | c0.02 | 0.24 | | 0.00 | c0.31 | |
| v/s Ratio Perm | 0.77 | | | 0.03 | | | 0.09 | | | 0.01 | | |
| v/c Ratio | 0.77 | | | 0.03 | | | 0.24 | 0.67 | | 0.02 | 0.87 | |
| Uniform Delay, d1 | 15.3 | | | 11.7 | | | 9.7 | 13.5 | | 8.3 | 14.9 | |
| Progression Factor | 1.00 | | | 1.00 | | | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Incremental Delay, d2 | 12.1 | | | 0.1 | | | 1.9 | 2.9 | | 0.1 | 8.8 | |
| Delay (s) | 27.4 | | | 11.7 | | | 11.6 | 16.4 | | 8.4 | 23.7 | |
| Level of Service | C | | | B | | | B | B | | A | C | |
| Approach Delay (s) | 27.4 | | | 11.7 | | | 16.0 | | | 23.6 | | |
| Approach LOS | C | | | B | | | B | | | C | | |
| Intersection Summary | | | | | | | | | | | | |
| HCM Average Control Delay | 21.2 | | HCM Level of Service | | | | C | | | | | |
| HCM Volume to Capacity ratio | 0.76 | | | | | | | | | | | |
| Actuated Cycle Length (s) | 50.0 | | Sum of lost time (s) | | | | 12.0 | | | | | |
| Intersection Capacity Utilization | 73.2% | | ICU Level of Service | | | | D | | | | | |
| Analysis Period (min) | 15 | | | | | | | | | | | |

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
 2: 8th St & Colorado Avenue

3/6/2008



| Movement | NBL | NBR | SET | SER | NWL | NWT |
|-----------------------------------|-------|------|-------|------|----------------------|-------|
| Lane Configurations | ↑↑↑ | | ↑↑ | | | ↑↑ |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 4.0 | | 4.0 | | | 4.0 |
| Lane Util. Factor | 0.97 | | 0.95 | | | 0.95 |
| Frt | 0.91 | | 1.00 | | | 1.00 |
| Flt Protected | 0.98 | | 1.00 | | | 1.00 |
| Satd. Flow (prot) | 3214 | | 3539 | | | 3539 |
| Flt Permitted | 0.98 | | 1.00 | | | 1.00 |
| Satd. Flow (perm) | 3214 | | 3539 | | | 3539 |
| Volume (vph) | 335 | 565 | 620 | 0 | 0 | 1180 |
| Peak-hour factor, PHF | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj. Flow (vph) | 335 | 565 | 620 | 0 | 0 | 1180 |
| RTOR Reduction (vph) | 119 | 0 | 0 | 0 | 0 | 0 |
| Lane Group Flow (vph) | 781 | 0 | 620 | 0 | 0 | 1180 |
| Turn Type | | | | | | |
| Protected Phases | 8 | | 6 | | | 2 |
| Permitted Phases | | | | | | |
| Actuated Green, G (s) | 43.0 | | 49.0 | | | 49.0 |
| Effective Green, g (s) | 43.0 | | 49.0 | | | 49.0 |
| Actuated g/C Ratio | 0.43 | | 0.49 | | | 0.49 |
| Clearance Time (s) | 4.0 | | 4.0 | | | 4.0 |
| Lane Grp Cap (vph) | 1382 | | 1734 | | | 1734 |
| v/s Ratio Prot | c0.24 | | 0.18 | | | c0.33 |
| v/s Ratio Perm | | | | | | |
| v/c Ratio | 0.57 | | 0.36 | | | 0.68 |
| Uniform Delay, d1 | 21.5 | | 15.8 | | | 19.5 |
| Progression Factor | 1.00 | | 0.32 | | | 1.00 |
| Incremental Delay, d2 | 1.7 | | 0.4 | | | 2.2 |
| Delay (s) | 23.1 | | 5.4 | | | 21.7 |
| Level of Service | C | | A | | | C |
| Approach Delay (s) | 23.1 | | 5.4 | | | 21.7 |
| Approach LOS | C | | A | | | C |
| Intersection Summary | | | | | | |
| HCM Average Control Delay | | | 18.4 | | HCM Level of Service | B |
| HCM Volume to Capacity ratio | | | 0.63 | | | |
| Actuated Cycle Length (s) | | | 100.0 | | Sum of lost time (s) | 8.0 |
| Intersection Capacity Utilization | | | 66.7% | | ICU Level of Service | C |
| Analysis Period (min) | | | 15 | | | |

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

7: Limit & Colorado Avenue

3/6/2008



| Movement | NBL | NBT | NBR | SBL | SBT | SBR | SEL | SET | SER | NWL | NWT | NWR |
|-----------------------------------|------|------|-------|--------|------|------|------|------|------|-------|----------------------|------|
| Lane Configurations | | | | | ↕ | | | ↕ | | ↕ | ↕ | |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | | | | | 4.0 | | | 4.0 | | 4.0 | 4.0 | |
| Lane Util. Factor | | | | | 1.00 | | | 0.95 | | 1.00 | 0.95 | |
| Frt | | | | | 0.95 | | | 0.96 | | 1.00 | 1.00 | |
| Flt Protected | | | | | 0.98 | | | 1.00 | | 0.95 | 1.00 | |
| Satd. Flow (prot) | | | | | 1773 | | | 3460 | | 1770 | 3610 | |
| Flt Permitted | | | | | 0.98 | | | 1.00 | | 0.14 | 1.00 | |
| Satd. Flow (perm) | | | | | 1773 | | | 3460 | | 256 | 3610 | |
| Volume (vph) | 0 | 0 | 0 | 25 | 25 | 25 | 0 | 570 | 185 | 450 | 1065 | 0 |
| Peak-hour factor, PHF | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj. Flow (vph) | 0 | 0 | 0 | 25 | 25 | 25 | 0 | 570 | 185 | 450 | 1065 | 0 |
| RTOR Reduction (vph) | 0 | 0 | 0 | 0 | 18 | 0 | 0 | 31 | 0 | 0 | 0 | 0 |
| Lane Group Flow (vph) | 0 | 0 | 0 | 0 | 57 | 0 | 0 | 724 | 0 | 450 | 1065 | 0 |
| Heavy Vehicles (%) | 2% | 2% | 2% | 0% | 2% | 0% | 0% | 0% | 2% | 2% | 0% | 0% |
| Turn Type | | | | custom | | | | | | pm+pt | | |
| Protected Phases | | | | | 4 | | | 2 | | 1 | 6 | |
| Permitted Phases | | | | 8 | | | | | | 6 | | |
| Actuated Green, G (s) | | | | | 29.5 | | | 27.0 | | 61.0 | 61.0 | |
| Effective Green, g (s) | | | | | 29.5 | | | 28.5 | | 62.5 | 62.5 | |
| Actuated g/C Ratio | | | | | 0.29 | | | 0.28 | | 0.62 | 0.62 | |
| Clearance Time (s) | | | | | 4.0 | | | 5.5 | | 4.0 | 5.5 | |
| Lane Grp Cap (vph) | | | | | 523 | | | 986 | | 614 | 2256 | |
| v/s Ratio Prot | | | | | | | | 0.21 | | 0.22 | 0.30 | |
| v/s Ratio Perm | | | | | 0.03 | | | | | 0.24 | | |
| v/c Ratio | | | | | 0.11 | | | 0.73 | | 0.73 | 0.47 | |
| Uniform Delay, d1 | | | | | 25.7 | | | 32.3 | | 20.9 | 10.0 | |
| Progression Factor | | | | | 1.00 | | | 0.47 | | 1.89 | 0.83 | |
| Incremental Delay, d2 | | | | | 0.4 | | | 4.6 | | 5.7 | 0.5 | |
| Delay (s) | | | | | 26.1 | | | 19.9 | | 45.3 | 8.8 | |
| Level of Service | | | | | C | | | B | | D | A | |
| Approach Delay (s) | | 0.0 | | | 26.1 | | | 19.9 | | | 19.6 | |
| Approach LOS | | A | | | C | | | B | | | B | |
| Intersection Summary | | | | | | | | | | | | |
| HCM Average Control Delay | | | 19.9 | | | | | | | | HCM Level of Service | B |
| HCM Volume to Capacity ratio | | | 0.52 | | | | | | | | | |
| Actuated Cycle Length (s) | | | 100.0 | | | | | | | | Sum of lost time (s) | 8.0 |
| Intersection Capacity Utilization | | | 66.7% | | | | | | | | ICU Level of Service | C |
| Analysis Period (min) | | | 15 | | | | | | | | | |
| c Critical Lane Group | | | | | | | | | | | | |

HCM Signalized Intersection Capacity Analysis
74: 14 St & Colorado Avenue

3/6/2008

| Movement | NBL | NBT | NBR | SBL | SBT | SBR | SEL | SET | SER | NWL | NWT | NWR |
|-----------------------------------|-------|-------|----------------------|-------|------|------|-------|------|------|-------|-------|------|
| Lane Configurations | | | | | | | | | | | | |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 4.0 | 4.0 | | 4.0 | 4.0 | | 4.0 | 4.0 | | 4.0 | 4.0 | |
| Lane Util. Factor | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 0.95 | | 1.00 | 0.95 | |
| Fr't | 1.00 | 0.93 | | 1.00 | 0.90 | | 1.00 | 1.00 | | 1.00 | 0.99 | |
| Flt Protected | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | |
| Satd. Flow (prot) | 1805 | 1735 | | 1805 | 1710 | | 1656 | 3597 | | 1770 | 3555 | |
| Flt Permitted | 0.73 | 1.00 | | 0.71 | 1.00 | | 0.15 | 1.00 | | 0.32 | 1.00 | |
| Satd. Flow (perm) | 1383 | 1735 | | 1346 | 1710 | | 263 | 3597 | | 595 | 3555 | |
| Volume (vph) | 20 | 40 | 35 | 15 | 15 | 30 | 35 | 630 | 15 | 60 | 975 | 40 |
| Peak-hour factor, PHF | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj. Flow (vph) | 20 | 40 | 35 | 15 | 15 | 30 | 35 | 630 | 15 | 60 | 975 | 40 |
| RTOR Reduction (vph) | 0 | 27 | 0 | 0 | 23 | 0 | 0 | 2 | 0 | 0 | 3 | 0 |
| Lane Group Flow (vph) | 20 | 48 | 0 | 15 | 22 | 0 | 35 | 643 | 0 | 60 | 1012 | 0 |
| Heavy Vehicles (%) | 0% | 0% | 4% | 0% | 0% | 0% | 9% | 0% | 0% | 2% | 1% | 0% |
| Turn Type | pm+pt | | | pm+pt | | | pm+pt | | | pm+pt | | |
| Protected Phases | 5 | 2 | | 1 | 6 | | 7 | 4 | | 3 | 8 | |
| Permitted Phases | 2 | | | 6 | | | 4 | | | 8 | | |
| Actuated Green, G (s) | 30.0 | 21.0 | | 30.0 | 21.0 | | 52.0 | 42.0 | | 52.0 | 42.0 | |
| Effective Green, g (s) | 31.0 | 22.0 | | 31.0 | 22.0 | | 53.0 | 43.0 | | 53.0 | 43.0 | |
| Actuated g/C Ratio | 0.31 | 0.22 | | 0.31 | 0.22 | | 0.53 | 0.43 | | 0.53 | 0.43 | |
| Clearance Time (s) | 4.0 | 5.0 | | 4.0 | 5.0 | | 4.0 | 5.0 | | 4.0 | 5.0 | |
| Lane Grp Cap (vph) | 467 | 382 | | 459 | 376 | | 279 | 1547 | | 433 | 1529 | |
| v/s Ratio Prot | c0.00 | c0.03 | | 0.00 | 0.01 | | 0.01 | 0.18 | | c0.01 | c0.28 | |
| v/s Ratio Perm | 0.01 | | | 0.01 | | | 0.05 | | | 0.06 | | |
| v/c Ratio | 0.04 | 0.12 | | 0.03 | 0.06 | | 0.13 | 0.42 | | 0.14 | 0.66 | |
| Uniform Delay, d1 | 24.1 | 31.3 | | 24.0 | 30.8 | | 13.4 | 19.8 | | 11.9 | 22.7 | |
| Progression Factor | 1.00 | 1.00 | | 1.00 | 1.00 | | 0.32 | 0.74 | | 0.12 | 0.36 | |
| Incremental Delay, d2 | 0.2 | 0.7 | | 0.1 | 0.3 | | 0.4 | 0.3 | | 0.6 | 2.0 | |
| Delay (s) | 24.2 | 32.0 | | 24.1 | 31.1 | | 4.7 | 15.1 | | 2.1 | 10.2 | |
| Level of Service | C | C | | C | C | | A | B | | A | B | |
| Approach Delay (s) | | 30.3 | | | 29.4 | | | 14.5 | | | 9.8 | |
| Approach LOS | | C | | | C | | | B | | | A | |
| Intersection Summary | | | | | | | | | | | | |
| HCM Average Control Delay | 13.1 | | HCM Level of Service | | B | | | | | | | |
| HCM Volume to Capacity ratio | 0.39 | | Sum of lost time (s) | | 16.0 | | | | | | | |
| Actuated Cycle Length (s) | 100.0 | | ICU Level of Service | | A | | | | | | | |
| Intersection Capacity Utilization | 49.3% | | | | | | | | | | | |
| Analysis Period (min) | 15 | | | | | | | | | | | |
| c Critical Lane Group | | | | | | | | | | | | |

HCM Signalized Intersection Capacity Analysis

9: Colorado Avenue & 21st St

3/6/2008



| Movement | SEL | SET | SER | NWL | NWT | NWR | NEL | NET | NER | SWL | SWT | SWR |
|------------------------|-------|-------|------|-------|------|------|-------|-------|------|-------|------|------|
| Lane Configurations | ↖ | ↕ | | ↖ | ↕ | | ↖ | ↕ | | ↖ | ↕ | |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 4.0 | 4.0 | | 4.0 | 4.0 | | 4.0 | 4.0 | | 4.0 | 4.0 | |
| Lane Util. Factor | 1.00 | 0.95 | | 1.00 | 0.95 | | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Fr't | 1.00 | 0.99 | | 1.00 | 0.99 | | 1.00 | 0.97 | | 1.00 | 0.98 | |
| Flt Protected | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | |
| Satd. Flow (prot) | 1805 | 3526 | | 1787 | 3556 | | 1805 | 1841 | | 1719 | 1856 | |
| Flt Permitted | 0.28 | 1.00 | | 0.11 | 1.00 | | 0.20 | 1.00 | | 0.13 | 1.00 | |
| Satd. Flow (perm) | 532 | 3526 | | 203 | 3556 | | 382 | 1841 | | 233 | 1856 | |
| Volume (vph) | 80 | 975 | 105 | 195 | 780 | 30 | 90 | 440 | 115 | 30 | 375 | 55 |
| Peak-hour factor, PHF | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj. Flow (vph) | 80 | 975 | 105 | 195 | 780 | 30 | 90 | 440 | 115 | 30 | 375 | 55 |
| RTOR Reduction (vph) | 0 | 8 | 0 | 0 | 3 | 0 | 0 | 9 | 0 | 0 | 6 | 0 |
| Lane Group Flow (vph) | 80 | 1072 | 0 | 195 | 807 | 0 | 90 | 546 | 0 | 30 | 424 | 0 |
| Heavy Vehicles (%) | 0% | 1% | 0% | 1% | 1% | 0% | 0% | 0% | 0% | 5% | 0% | 3% |
| Turn Type | pm+pt | | | pm+pt | | | pm+pt | | | pm+pt | | |
| Protected Phases | 5 | 2 | | 1 | 6 | | 7 | 4 | | 3 | 8 | |
| Permitted Phases | 2 | | | 6 | | | 4 | | | 8 | | |
| Actuated Green, G (s) | 35.5 | 31.5 | | 48.5 | 39.5 | | 38.0 | 32.5 | | 32.0 | 29.5 | |
| Effective Green, g (s) | 38.0 | 33.0 | | 50.0 | 41.0 | | 41.0 | 34.0 | | 35.0 | 31.0 | |
| Actuated g/C Ratio | 0.38 | 0.33 | | 0.50 | 0.41 | | 0.41 | 0.34 | | 0.35 | 0.31 | |
| Clearance Time (s) | 5.0 | 5.5 | | 5.0 | 5.5 | | 5.5 | 5.5 | | 5.5 | 5.5 | |
| Lane Grp Cap (vph) | 266 | 1164 | | 307 | 1458 | | 256 | 626 | | 141 | 575 | |
| v/s Ratio Prot | 0.02 | c0.30 | | c0.08 | 0.23 | | c0.02 | c0.30 | | 0.01 | 0.23 | |
| v/s Ratio Perm | 0.10 | | | 0.23 | | | 0.12 | | | 0.07 | | |
| v/c Ratio | 0.30 | 0.92 | | 0.64 | 0.55 | | 0.35 | 0.87 | | 0.21 | 0.74 | |
| Uniform Delay, d1 | 20.3 | 32.2 | | 19.7 | 22.5 | | 20.7 | 31.0 | | 24.1 | 30.9 | |
| Progression Factor | 0.93 | 0.93 | | 0.68 | 0.55 | | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Incremental Delay, d2 | 2.9 | 13.1 | | 7.5 | 1.2 | | 3.8 | 15.4 | | 3.4 | 8.3 | |
| Delay (s) | 21.8 | 43.0 | | 20.9 | 13.5 | | 24.4 | 46.4 | | 27.5 | 39.1 | |
| Level of Service | C | D | | C | B | | C | D | | C | D | |
| Approach Delay (s) | | 41.6 | | | 15.0 | | | 43.3 | | | 38.4 | |
| Approach LOS | | D | | | B | | | D | | | D | |

| Intersection Summary | | | |
|-----------------------------------|-------|----------------------|------|
| HCM Average Control Delay | 33.3 | HCM Level of Service | C |
| HCM Volume to Capacity ratio | 0.84 | | |
| Actuated Cycle Length (s) | 100.0 | Sum of lost time (s) | 16.0 |
| Intersection Capacity Utilization | 87.9% | ICU Level of Service | E |
| Analysis Period (min) | 15 | | |
| c Critical Lane Group | | | |

HCM Signalized Intersection Capacity Analysis
52: Colorado Avenue & 26th

3/6/2008



| Movement | SEL | SET | SER | NWL | NWT | NWR | NEL | NET | NER | SWL | SWT | SWR |
|------------------------|-------|------|-------|-------|-------|------|------|------|------|------|------|-------|
| Lane Configurations | ↖ | ↗ | | ↖ | ↗ | | ↖ | ↗ | | | ↕ | |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 4.0 | 4.0 | | 4.0 | 4.0 | | 4.0 | 4.0 | | | 4.0 | |
| Lane Util. Factor | 1.00 | 0.95 | | 1.00 | 0.95 | | 1.00 | 1.00 | | | 1.00 | |
| Fr't | 1.00 | 0.90 | | 1.00 | 1.00 | | 1.00 | 0.88 | | | 0.95 | |
| Flt Protected | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | | | 0.98 | |
| Satd. Flow (prot) | 1770 | 3202 | | 1770 | 3531 | | 1770 | 1639 | | | 1750 | |
| Flt Permitted | 0.37 | 1.00 | | 0.27 | 1.00 | | 0.74 | 1.00 | | | 0.94 | |
| Satd. Flow (perm) | 687 | 3202 | | 510 | 3531 | | 1374 | 1639 | | | 1667 | |
| Volume (vph) | 10 | 215 | 375 | 170 | 665 | 10 | 10 | 10 | 40 | 10 | 10 | 10 |
| Peak-hour factor, PHF | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj. Flow (vph) | 10 | 215 | 375 | 170 | 665 | 10 | 10 | 10 | 40 | 10 | 10 | 10 |
| RTOR Reduction (vph) | 0 | 248 | 0 | 0 | 1 | 0 | 0 | 28 | 0 | 0 | 7 | 0 |
| Lane Group Flow (vph) | 10 | 343 | 0 | 170 | 674 | 0 | 10 | 22 | 0 | 0 | 23 | 0 |
| Turn Type | pm+pt | | pm+pt | | Perm | | Perm | | | | | |
| Protected Phases | 1 | 6 | | 5 | 2 | | | 4 | | | | 8 |
| Permitted Phases | 6 | | 2 | | 4 | | 8 | | | | | |
| Actuated Green, G (s) | 49.0 | 33.0 | | 62.0 | 41.0 | | 28.0 | 28.0 | | | | 28.0 |
| Effective Green, g (s) | 51.0 | 34.0 | | 63.0 | 42.0 | | 29.0 | 29.0 | | | | 29.0 |
| Actuated g/C Ratio | 0.51 | 0.34 | | 0.63 | 0.42 | | 0.29 | 0.29 | | | | 0.29 |
| Clearance Time (s) | 5.0 | 5.0 | | 5.0 | 5.0 | | 5.0 | 5.0 | | | | 5.0 |
| Lane Grp Cap (vph) | 534 | 1089 | | 636 | 1483 | | 398 | 475 | | | | 483 |
| v/s Ratio Prot | 0.00 | 0.11 | | c0.07 | c0.19 | | | 0.01 | | | | |
| v/s Ratio Perm | 0.01 | | | 0.10 | | | 0.01 | | | | | c0.01 |
| v/c Ratio | 0.02 | 0.31 | | 0.27 | 0.45 | | 0.03 | 0.05 | | | | 0.05 |
| Uniform Delay, d1 | 12.1 | 24.4 | | 8.8 | 20.8 | | 25.4 | 25.5 | | | | 25.6 |
| Progression Factor | 0.62 | 0.88 | | 1.22 | 0.23 | | 1.00 | 1.00 | | | | 1.00 |
| Incremental Delay, d2 | 0.1 | 0.7 | | 0.9 | 0.9 | | 0.1 | 0.2 | | | | 0.2 |
| Delay (s) | 7.5 | 22.2 | | 11.6 | 5.7 | | 25.5 | 25.7 | | | | 25.7 |
| Level of Service | A | C | | B | A | | C | C | | | | C |
| Approach Delay (s) | 21.9 | | 6.9 | | 25.7 | | 25.7 | | | | 25.7 | |
| Approach LOS | C | | A | | C | | C | | | | C | |

Intersection Summary

| | | | |
|-----------------------------------|-------|----------------------|------|
| HCM Average Control Delay | 13.9 | HCM Level of Service | B |
| HCM Volume to Capacity ratio | 0.29 | | |
| Actuated Cycle Length (s) | 100.0 | Sum of lost time (s) | 12.0 |
| Intersection Capacity Utilization | 45.8% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
 38: Colorado Avenue & 30th St

























3/6/2008



| Movement | SEL | SET | NWT | NWR | SWL | SWR |
|-----------------------------------|-------|------|--------|------|----------------------|------|
| Lane Configurations | ↵ | ↵↵ | ↵↵ | | ↵↵ | |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 4.0 | 4.0 | 4.0 | | 4.0 | |
| Lane Util. Factor | 1.00 | 0.95 | 0.95 | | 1.00 | |
| Flt | 1.00 | 1.00 | 0.97 | | 0.89 | |
| Flt Protected | 0.95 | 1.00 | 1.00 | | 0.99 | |
| Satd. Flow (prot) | 1770 | 3610 | 3498 | | 1677 | |
| Flt Permitted | 0.14 | 1.00 | 1.00 | | 0.99 | |
| Satd. Flow (perm) | 266 | 3610 | 3498 | | 1677 | |
| Volume (vph) | 485 | 460 | 635 | 165 | 160 | 580 |
| Peak-hour factor, PHF | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj. Flow (vph) | 485 | 460 | 635 | 165 | 160 | 580 |
| RTOR Reduction (vph) | 0 | 0 | 24 | 0 | 131 | 0 |
| Lane Group Flow (vph) | 485 | 460 | 776 | 0 | 609 | 0 |
| Heavy Vehicles (%) | 2% | 0% | 0% | 0% | 1% | 0% |
| Turn Type | pm+pt | | | | | |
| Protected Phases | 5 | 2 | 6 | | | |
| Permitted Phases | 2 | | | | 8 | |
| Actuated Green, G (s) | 51.5 | 51.5 | 22.5 | | 37.5 | |
| Effective Green, g (s) | 53.0 | 53.0 | 24.0 | | 39.0 | |
| Actuated g/C Ratio | 0.53 | 0.53 | 0.24 | | 0.39 | |
| Clearance Time (s) | 5.0 | 5.5 | 5.5 | | 5.5 | |
| Lane Grp Cap (vph) | 517 | 1913 | 840 | | 654 | |
| v/s Ratio Prot | c0.23 | 0.13 | 0.22 | | | |
| v/s Ratio Perm | c0.26 | | | | c0.36 | |
| v/c Ratio | 0.94 | 0.24 | 0.92 | | 0.93 | |
| Uniform Delay, d1 | 27.3 | 12.7 | 37.1 | | 29.2 | |
| Progression Factor | 0.51 | 0.47 | 0.33 | | 1.00 | |
| Incremental Delay, d2 | 21.2 | 0.2 | 16.6 | | 21.9 | |
| Delay (s) | 35.2 | 6.1 | 28.8 | | 51.2 | |
| Level of Service | D | A | C | | D | |
| Approach Delay (s) | | 21.0 | 28.8 | | 51.2 | |
| Approach LOS | | C | C | | D | |
| Intersection Summary | | | | | | |
| HCM Average Control Delay | | | 32.5 | | HCM Level of Service | C |
| HCM Volume to Capacity ratio | | | 0.92 | | | |
| Actuated Cycle Length (s) | | | 100.0 | | Sum of lost time (s) | 8.0 |
| Intersection Capacity Utilization | | | 104.3% | | ICU Level of Service | G |
| Analysis Period (min) | | | 15 | | | |
| c Critical Lane Group | | | | | | |

HCM Signalized Intersection Capacity Analysis
 10: 31st St & Colorado Avenue

3/6/2008

| |  |  |  |  |  |  |  |  |  |  |  |  |
|-----------------------------------|---|---|---|---|---|---|--|---|---|---|---|---|
| Movement | NBL | NBT | NBR | SBL | SBT | SBR | SEL | SET | SER | NWL | NWT | NWR |
| Lane Configurations |  |  |  |  |  |  |  |  |  |  |  |  |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lane Util. Factor | 0.97 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | | 1.00 | 0.95 | |
| Fr't | 1.00 | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 | 1.00 | 0.94 | | 1.00 | 0.99 | |
| Flt Protected | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | | 0.95 | 1.00 | |
| Satd. Flow (prot) | 3467 | 3610 | 1615 | 1770 | 3610 | 1599 | 1752 | 3379 | | 1805 | 3550 | |
| Flt Permitted | 0.95 | 1.00 | 1.00 | 0.49 | 1.00 | 1.00 | 0.38 | 1.00 | | 0.14 | 1.00 | |
| Satd. Flow (perm) | 3467 | 3610 | 1615 | 908 | 3610 | 1599 | 694 | 3379 | | 258 | 3550 | |
| Volume (vph) | 350 | 460 | 350 | 70 | 350 | 220 | 175 | 530 | 355 | 420 | 690 | 35 |
| Peak-hour factor, PHF | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj. Flow (vph) | 350 | 460 | 350 | 70 | 350 | 220 | 175 | 530 | 355 | 420 | 690 | 35 |
| RTOR Reduction (vph) | 0 | 0 | 236 | 0 | 0 | 173 | 0 | 115 | 0 | 0 | 4 | 0 |
| Lane Group Flow (vph) | 350 | 460 | 114 | 70 | 350 | 47 | 175 | 770 | 0 | 420 | 721 | 0 |
| Heavy Vehicles (%) | 1% | 0% | 0% | 2% | 0% | 1% | 3% | 0% | 1% | 0% | 1% | 0% |
| Turn Type | Prot | | Perm | pm+pt | | Perm | pm+pt | | | pm+pt | | |
| Protected Phases | 7 | 4 | | 3 | 8 | | 5 | 2 | | 1 | 6 | |
| Permitted Phases | | | 4 | 8 | | 8 | 2 | | | 6 | | |
| Actuated Green, G (s) | 14.0 | 32.5 | 32.5 | 24.5 | 21.5 | 21.5 | 33.5 | 25.5 | | 52.5 | 40.5 | |
| Effective Green, g (s) | 14.0 | 32.5 | 32.5 | 24.5 | 21.5 | 21.5 | 33.5 | 25.5 | | 52.5 | 40.5 | |
| Actuated g/C Ratio | 0.14 | 0.32 | 0.32 | 0.24 | 0.22 | 0.22 | 0.34 | 0.26 | | 0.52 | 0.40 | |
| Clearance Time (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | | 4.0 | 4.0 | |
| Lane Grp Cap (vph) | 485 | 1173 | 525 | 248 | 776 | 344 | 317 | 862 | | 491 | 1438 | |
| v/s Ratio Prot | c0.10 | 0.13 | | 0.01 | c0.10 | | 0.04 | 0.23 | | c0.20 | 0.20 | |
| v/s Ratio Perm | | | 0.07 | 0.06 | | 0.03 | 0.14 | | | c0.25 | | |
| v/c Ratio | 0.72 | 0.39 | 0.22 | 0.28 | 0.45 | 0.14 | 0.55 | 0.89 | | 0.86 | 0.50 | |
| Uniform Delay, d1 | 41.1 | 26.1 | 24.5 | 29.7 | 34.1 | 31.7 | 24.6 | 35.9 | | 26.0 | 22.2 | |
| Progression Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.73 | 0.74 | | 0.73 | 0.66 | |
| Incremental Delay, d2 | 9.0 | 1.0 | 0.9 | 2.8 | 1.9 | 0.8 | 6.7 | 13.5 | | 6.9 | 0.4 | |
| Delay (s) | 50.1 | 27.1 | 25.5 | 32.5 | 36.0 | 32.6 | 24.6 | 40.2 | | 25.7 | 15.0 | |
| Level of Service | D | C | C | C | D | C | C | D | | C | B | |
| Approach Delay (s) | | 33.5 | | | 34.4 | | | 37.6 | | | 19.0 | |
| Approach LOS | | C | | | C | | | D | | | B | |
| Intersection Summary | | | | | | | | | | | | |
| HCM Average Control Delay | 30.6 | | | HCM Level of Service | | | | C | | | | |
| HCM Volume to Capacity ratio | 0.72 | | | | | | | | | | | |
| Actuated Cycle Length (s) | 100.0 | | | Sum of lost time (s) | | | | 12.0 | | | | |
| Intersection Capacity Utilization | 82.3% | | | ICU Level of Service | | | | E | | | | |
| Analysis Period (min) | 15 | | | | | | | | | | | |
| c Critical Lane Group | | | | | | | | | | | | |

HCM Signalized Intersection Capacity Analysis
 21: Colorado Avenue & Ridge Rd

3/6/2008



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|------------------------|------|------|------|------|-------|------|-------|------|------|------|------|------|
| Lane Configurations | ↖ | ↖↗ | | ↖ | ↖↗ | | ↖ | ↖ | ↖ | | ↖ | ↖ |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 4.0 | 4.0 | | 4.0 | 4.0 | | 4.0 | 4.0 | 4.0 | | 4.0 | 4.0 |
| Lane Util. Factor | 1.00 | 0.95 | | 1.00 | 0.95 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 |
| Frt | 1.00 | 0.98 | | 1.00 | 0.98 | | 1.00 | 1.00 | 0.85 | | 1.00 | 0.85 |
| Flt Protected | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | 1.00 | | 0.96 | 1.00 |
| Satd. Flow (prot) | 1805 | 3533 | | 1805 | 3525 | | 1805 | 1900 | 1615 | | 1817 | 1615 |
| Flt Permitted | 0.26 | 1.00 | | 0.43 | 1.00 | | 0.61 | 1.00 | 1.00 | | 0.74 | 1.00 |
| Satd. Flow (perm) | 486 | 3533 | | 816 | 3525 | | 1157 | 1900 | 1615 | | 1412 | 1615 |
| Volume (vph) | 25 | 420 | 70 | 125 | 695 | 130 | 190 | 5 | 75 | 165 | 15 | 15 |
| Peak-hour factor, PHF | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj. Flow (vph) | 25 | 420 | 70 | 125 | 695 | 130 | 190 | 5 | 75 | 165 | 15 | 15 |
| RTOR Reduction (vph) | 0 | 13 | 0 | 0 | 15 | 0 | 0 | 0 | 43 | 0 | 0 | 9 |
| Lane Group Flow (vph) | 25 | 477 | 0 | 125 | 810 | 0 | 190 | 5 | 32 | 0 | 180 | 6 |
| Heavy Vehicles (%) | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| Turn Type | Perm | | | Perm | | | Perm | | Perm | Perm | | Perm |
| Protected Phases | | 4 | | | 8 | | | 2 | | | | 6 |
| Permitted Phases | 4 | | | 8 | | | 2 | | 2 | 6 | | 6 |
| Actuated Green, G (s) | 48.0 | 48.0 | | 48.0 | 48.0 | | 42.0 | 42.0 | 42.0 | | 42.0 | 42.0 |
| Effective Green, g (s) | 49.0 | 49.0 | | 49.0 | 49.0 | | 43.0 | 43.0 | 43.0 | | 43.0 | 43.0 |
| Actuated g/C Ratio | 0.49 | 0.49 | | 0.49 | 0.49 | | 0.43 | 0.43 | 0.43 | | 0.43 | 0.43 |
| Clearance Time (s) | 5.0 | 5.0 | | 5.0 | 5.0 | | 5.0 | 5.0 | 5.0 | | 5.0 | 5.0 |
| Lane Grp Cap (vph) | 238 | 1731 | | 400 | 1727 | | 498 | 817 | 694 | | 607 | 694 |
| v/s Ratio Prot | | 0.13 | | | c0.23 | | | 0.00 | | | | |
| v/s Ratio Perm | 0.05 | | | 0.15 | | | c0.16 | | 0.02 | | 0.13 | 0.00 |
| v/c Ratio | 0.11 | 0.28 | | 0.31 | 0.47 | | 0.38 | 0.01 | 0.05 | | 0.30 | 0.01 |
| Uniform Delay, d1 | 13.7 | 15.0 | | 15.4 | 16.9 | | 19.4 | 16.3 | 16.6 | | 18.6 | 16.3 |
| Progression Factor | 0.17 | 0.13 | | 0.96 | 0.93 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 |
| Incremental Delay, d2 | 0.9 | 0.4 | | 1.7 | 0.8 | | 2.2 | 0.0 | 0.1 | | 1.2 | 0.0 |
| Delay (s) | 3.3 | 2.4 | | 16.5 | 16.5 | | 21.6 | 16.3 | 16.7 | | 19.9 | 16.3 |
| Level of Service | A | A | | B | B | | C | B | B | | B | B |
| Approach Delay (s) | | 2.5 | | | 16.5 | | | 20.2 | | | 19.6 | |
| Approach LOS | | A | | | B | | | C | | | B | |

| Intersection Summary | | | |
|-----------------------------------|-------|----------------------|-----|
| HCM Average Control Delay | 13.6 | HCM Level of Service | B |
| HCM Volume to Capacity ratio | 0.43 | | |
| Actuated Cycle Length (s) | 100.0 | Sum of lost time (s) | 8.0 |
| Intersection Capacity Utilization | 53.9% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |
| c Critical Lane Group | | | |

HCM Unsignalized Intersection Capacity Analysis
 12: 14 St &

3/7/2008

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|-----------------------------------|-------------|-------------|-------------|----------------------|------|------|
| Lane Configurations | ↙ | ↗ | ↑ | ↘ | ↖ | ↓ |
| Sign Control | Stop | | Free | | | Free |
| Grade | 0% | | 0% | | | 0% |
| Volume (veh/h) | 265 | 170 | 70 | 0 | 0 | 165 |
| Peak Hour Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Hourly flow rate (vph) | 265 | 170 | 70 | 0 | 0 | 165 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | None | | | | | |
| Median storage veh | | | | | | |
| Upstream signal (ft) | 981 | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 235 | 70 | | | 70 | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 235 | 70 | | | 70 | |
| tC, single (s) | 6.4 | 6.2 | | | 4.1 | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | | | 2.2 | |
| p0 queue free % | 65 | 83 | | | 100 | |
| cM capacity (veh/h) | 753 | 993 | | | 1531 | |
| Direction, Lane # | WB 1 | WB 2 | NB 1 | SB 1 | | |
| Volume Total | 265 | 170 | 70 | 165 | | |
| Volume Left | 265 | 0 | 0 | 0 | | |
| Volume Right | 0 | 170 | 0 | 0 | | |
| cSH | 753 | 993 | 1700 | 1700 | | |
| Volume to Capacity | 0.35 | 0.17 | 0.04 | 0.10 | | |
| Queue Length 95th (ft) | 40 | 15 | 0 | 0 | | |
| Control Delay (s) | 12.4 | 9.4 | 0.0 | 0.0 | | |
| Lane LOS | B | A | | | | |
| Approach Delay (s) | 11.2 | | 0.0 | 0.0 | | |
| Approach LOS | B | | | | | |
| Intersection Summary | | | | | | |
| Average Delay | | | 7.3 | | | |
| Intersection Capacity Utilization | | | 52.8% | ICU Level of Service | A | |
| Analysis Period (min) | | | 15 | | | |

HCM Unsignalized Intersection Capacity Analysis

53: Int

3/7/2008



| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|-----------------------------------|-------------|-------------|-------------|----------------------|------|------|
| Lane Configurations | | | ↩ | | ↩ | ↩ |
| Sign Control | Stop | | Free | | | Free |
| Grade | 0% | | 0% | | | 0% |
| Volume (veh/h) | 0 | 0 | 70 | 255 | 65 | 365 |
| Peak Hour Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Hourly flow rate (vph) | 0 | 0 | 70 | 255 | 65 | 365 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | None | | | | | |
| Median storage veh | | | | | | |
| Upstream signal (ft) | 1273 | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 692 | 198 | | | 325 | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 692 | 198 | | | 325 | |
| tC, single (s) | 6.4 | 6.2 | | | 4.1 | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | | | 2.2 | |
| p0 queue free % | 100 | 100 | | | 95 | |
| cM capacity (veh/h) | 388 | 844 | | | 1235 | |
| Direction, Lane # | NB 1 | SB 1 | SB 2 | | | |
| Volume Total | 325 | 65 | 365 | | | |
| Volume Left | 0 | 65 | 0 | | | |
| Volume Right | 255 | 0 | 0 | | | |
| cSH | 1700 | 1235 | 1700 | | | |
| Volume to Capacity | 0.19 | 0.05 | 0.21 | | | |
| Queue Length 95th (ft) | 0 | 4 | 0 | | | |
| Control Delay (s) | 0.0 | 8.1 | 0.0 | | | |
| Lane LOS | A | | | | | |
| Approach Delay (s) | 0.0 | 1.2 | | | | |
| Approach LOS | | | | | | |
| Intersection Summary | | | | | | |
| Average Delay | 0.7 | | | | | |
| Intersection Capacity Utilization | 52.8% | | | ICU Level of Service | A | |
| Analysis Period (min) | 15 | | | | | |

APPENDIX H

Crash Analysis Documentation

US 24 Corridor Crash Analysis

PREPARED FOR: Jacqueline Dowds-Bennett/CH2M HILL
PREPARED BY: John El Khoury/CH2M HILL
DATE: July 7, 2008
PROJECT NUMBER: 187824

The purpose of this memo is to summarize the forecasted crashes within the US-24 analysis corridor associated with the proposed alternatives. The analysis corridor includes the segment of US 24 from west of the northbound I-25 ramps intersection (milepost 303.8) to east of the Manitou Avenue Interchange (milepost 299.01).

Methodology

The analysis is based on a linear regression equation to forecast/estimate the number of crashes within the analyzed corridor for the year 2035. The general equation is of the form: $C = a(bX)$; where "C" is the number of crashes, "b" is the crash rate per the selected independent variable "X" which is mainly based on traffic, and "a" is an adjustment factor to account for the congestion levels based on the Level of Service (LOS). In the analysis, "a" is assumed to be equal to 1 for the base year. Then, it is computed based on the increase/decrease in LOS levels corresponding to the selected alternative.

Accident data for each intersection and segment within the analysis corridor were compiled, except for the intersection of US-24 and 14th street. The data were categorized as intersection crashes or segment crashes. Since crash data and traffic volumes were not available for the same analysis year, the analysis assumed that the variation in crash rates between 2003 and 2005 is negligible. The latest crash data, based on the 2003 crash data provided by Colorado Department of Transportation (2004-2005), are used with the latest traffic volumes, provided by CH2M HILL team.

Intersection Crash Analysis

The peak hour volumes (PHV) at the intersections, which are based on the 2005 counts, were transformed into million entering vehicles (MEV) at each intersection. The crash rates per MEV at each intersection were computed for the year 2005, as shown in the fifth column of Table 1. This rate is based on the conflicting vehicle movements within the intersection. The rate is assumed to be site specific and is adjusted based on the LOS level (congestion) to predict the number of crashes at the intersections within the analysis corridor for the 2035 design year and relative to each alternative.

TABLE 1

Intersection Data and Accident Summary

| Intersection | 2005 PHV (veh/hour) | 2005 LOS | MEV/year (million veh/year) | 2003 Crashes (Acc/year) | Crashes per MEV |
|--------------|------------------------|----------|--------------------------------|----------------------------|--------------------|
| I-25 | 7050 | D | 25.7 | 37 | 1.44 |
| 8th | 5220 | E | 19.1 | 35 | 1.84 |
| 21st | 4055 | D | 14.8 | 19 | 1.28 |
| 26th | 2920 | B | 10.7 | 13 | 1.22 |
| 31st | 3330 | D | 12.2 | 11 | 0.91 |
| Ridge | 2750 | F | 10.0 | 5 | 0.50 |
| Manitou Ave | 2755 | A | 10.1 | 6 | 0.60 |
| | | | | Total = | 126 |

MEV: million entering vehicles

The existing intersection crash rates were computed and then used to project the 2035 crashes on the US-24 intersections within the project limits, using the 2035 PHV and assuming no improvements to the corridor (No-Build Alternative). The crash rates were adjusted relative to the future congestion levels at the intersections. Logically, crash rates are assumed to increase inversely proportional to the decrease in the LOS (higher congestion) as shown in Table 2. The adjusted crash rates, the PHV, and the MEV relative to each alternative are shown in Table 2 for the No-Build alternative. Table 3 and 4 summarize the crash projections for the Expressway and Freeway alternatives, respectively. As shown in Table 4, there are no intersections at 26th and High Ridge with US-24 for the Freeway alternative; so the MEV values are zero. The tabulized results are plotted in Figure 1.

TABLE 2

2035 Crash Projections on US-24 Intersections for the No-Build Alternative

| Intersection | 2035 PHV (veh/hour) | 2035 LOS | Adjusted Crash Rate/MEV | MEV/year (million veh/year) | 2035 Crashes (Acc/year) |
|------------------|------------------------|----------|----------------------------|--------------------------------|----------------------------|
| I-25 | 9875 | E | 2.30 | 36.0 | 83 |
| 8th | 7520 | E | 1.84 | 27.4 | 50 |
| 21st | 6100 | E | 2.05 | 22.3 | 46 |
| 26 th | 4565 | C | 1.83 | 16.7 | 30 |
| 31 st | 5460 | F | 1.81 | 19.9 | 36 |
| Ridge | 5635 | F | 0.50 | 20.6 | 10 |
| Manitou | 3300 | B | 1.19 | 12.0 | 14 |
| | | | | Total = | 270 |

MEV: million entering vehicles

TABLE 3

2035 Crash Projections on US-24 Intersections for the Expressway Alternative

| Intersection | 2035 PHV (veh/hour) | 2035 LOS | Adjusted Crash Rate/MEV | MEV/year (million veh/year) | 2035 Crashes (Acc/year) |
|---------------------|--------------------------------|-----------------|------------------------------------|--|------------------------------------|
| I-25 | 10825 | D | 1.44 | 39.5 | 57 |
| 8th | 11145 | D | 1.15 | 40.7 | 47 |
| 21st | 7585 | C | 0.77 | 27.7 | 21 |
| 26th | 5590 | C | 1.83 | 20.4 | 37 |
| 31st | 6360 | D | 0.91 | 23.2 | 21 |
| Ridge | 5760 | C | 0.15 | 21.0 | 3 |
| Manitou | 3250 | B | 1.19 | 11.9 | 14 |
| Total = | | | | | 200 |

MEV: million entering vehicles

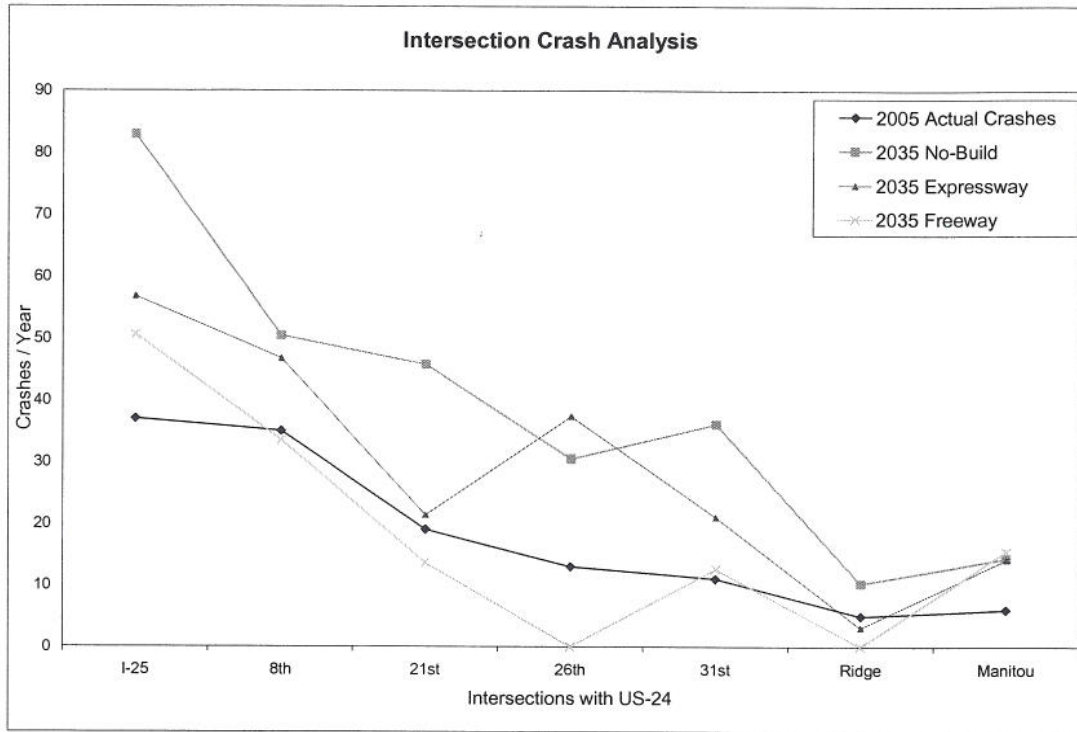
TABLE 4

2035 Crash Projections on US-24 Intersections for the Freeway Alternative

| Intersection | 2035 PHV (veh/hour) | 2035 LOS | Adjusted Crash Rate/MEV | MEV/year (million veh/year) | 2035 Crashes (Acc/year) |
|---------------------|--------------------------------|-----------------|------------------------------------|--|------------------------------------|
| I-25 | 9640 | D | 1.44 | 35.2 | 51 |
| 8th | 8000 | D | 1.15 | 29.2 | 34 |
| 21st | 4850 | C | 0.77 | 17.7 | 14 |
| 26th | -- | -- | -- | -- | -- |
| 31st | 6360 | C | 0.54 | 23.2 | 13 |
| Ridge | -- | -- | -- | -- | -- |
| Manitou | 3555 | B | 1.19 | 13.0 | 15 |
| Total = | | | | | 126 |

MEV: million entering vehicles

Figure 1 – 2035 Crash Projections on US-24 Intersections



Segment Crash Analysis

The traffic characteristics of the segments between the intersections and the number of crashes that occurred during 2003 are summarized in Table 5. For the segment analysis, the annual million vehicle miles traveled (MVMT) is used as the independent variable to compute the crash rates for the analyzed segments, as shown in the last column of Table 5. The rates are kept constant to compute the expected number of crashes during the 2035 design year.

TABLE 5
Segment Data and Accident Summary

| Segment | Length (miles) | 2005 AADT (veh/day) | Annual MVMT (MVMT/year) | Total Crashes (Acc/year) | Crash Rate/MEV |
|------------------|----------------|---------------------|-------------------------|--------------------------|----------------|
| I-25 to 8th | 0.37 | 50,310 | 6.8 | 20 | 2.94 |
| 8th to 21st | 1.35 | 38,530 | 19.0 | 26 | 1.37 |
| 21st to 26th | 0.73 | 36,590 | 9.7 | 3 | 0.31 |
| 26th to 31st | 0.88 | 31,440 | 10.1 | 8 | 0.79 |
| 31st to Ridge | 0.62 | 29,580 | 6.7 | 3 | 0.45 |
| Ridge to Manitou | 0.80 | 29,600 | 8.6 | 2 | 0.23 |

MVMT: million vehicle miles traveled

Similar analysis is conducted to estimate the crashes along the segments within the US-24 study corridor. The 2035 crash projections are based on the 2035 PHV and assuming no improvements to the corridor (No-Build alternative). Crashes increase proportional to the increase in MVMT along each segment as shown in Table 6.

TABLE 6
2035 Crash Projections on US-24 Segments for the No-Build Alternative

| Segment | Crash Rate/MEV | Length (miles) | 2035 AADT (veh/day) | Annual MVMT (MVMT/year) | Crashes (Acc/year) |
|------------------|----------------|----------------|---------------------|-------------------------|--------------------|
| I-25 to 8th | 2.94 | 0.37 | 71,300 | 9.6 | 28 |
| 8th to 21st | 1.37 | 1.35 | 50,600 | 24.9 | 34 |
| 21st to 26th | 0.31 | 0.73 | 45,600 | 12.2 | 4 |
| 26th to 31st | 0.79 | 0.88 | 43,500 | 14.0 | 11 |
| 31st to Ridge | 0.45 | 0.62 | 50,900 | 11.5 | 5 |
| Ridge to Manitou | 0.23 | 0.80 | 50,300 | 14.7 | 3 |
| Total = | | | | | 86 |

MVMT: million vehicle miles traveled

The crash projections for the Expressway and Freeway alternatives are summarized in Tables 7 and 8, respectively. The PHV and the MVMT were adjusted in the analysis relative to each alternative. In this part of the analysis, the percentages of crashes which are "intersection related" were identified along each section. These percentages were used to reduce the 2035 crash projections along the corresponding segments based on whether the intersections were part of the alternative or not.

TABLE 7
2035 Crash Projections on US-24 Segments for the Expressway Alternative

| Segment | Crash Rate/MEV | 2035 AADT (veh/day) | Annual MVMT (MVMT/year) | Crashes (Acc/year) | Crash Reduction | Crashes (Acc/year) |
|------------------|----------------|---------------------|-------------------------|--------------------|-----------------|--------------------|
| I-25 to 8th | 2.94 | 83,700 | 11.3 | 33.3 | 0.0 | 33 |
| 8th to 21st | 1.37 | 58,400 | 28.8 | 39.4 | 4.5 | 35 |
| 21st to 26th | 0.31 | 53,200 | 14.2 | 4.4 | 1.5 | 3 |
| 26th to 31st | 0.79 | 51,400 | 16.5 | 13.1 | 0.0 | 13 |
| 31st to Ridge | 0.45 | 49,500 | 11.2 | 5.0 | 0.0 | 5 |
| Ridge to Manitou | 0.23 | 49,500 | 14.5 | 3.3 | 0.0 | 3 |
| Total = | | | | | | 92 |

MVMT: million vehicle miles traveled

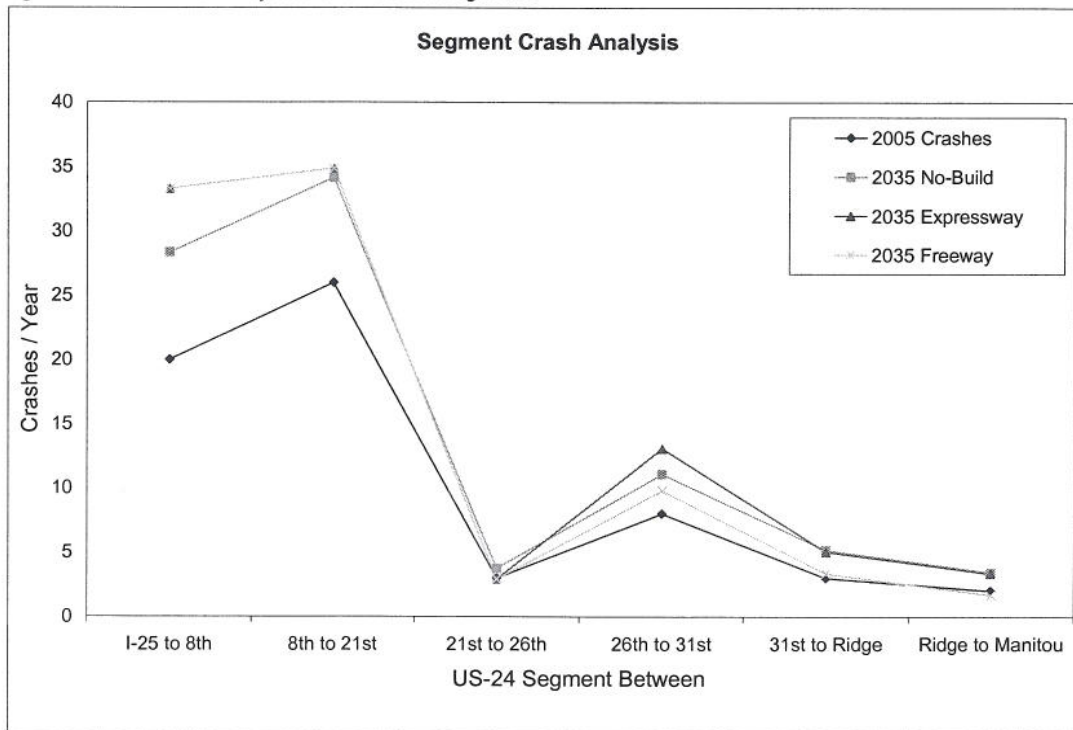
TABLE 8
 2035 Crash Projections on US-24 Segments for the Freeway Alternative

| Segment | Crash Rate/MEV | 2035 AADT (veh/day) | Annual MVMT (MVMT/year) | Crashes (Acc/year) | Crash Reductions | Crashes (Acc/year) |
|------------------|----------------|---------------------|-------------------------|--------------------|------------------|--------------------|
| I-25 to 8th | 2.94 | 83,700 | 11.3 | 33.3 | 0.0 | 33 |
| 8th to 21st | 1.37 | 58,400 | 28.8 | 39.4 | 4.5 | 35 |
| 21st to 26th | 0.31 | 53,200 | 14.2 | 4.4 | 1.5 | 3 |
| 26th to 31st | 0.79 | 51,400 | 16.5 | 13.1 | 3.3 | 10 |
| 31st to Ridge | 0.45 | 49,500 | 11.2 | 5.0 | 1.7 | 3 |
| Ridge to Manitou | 0.23 | 49,500 | 14.5 | 3.3 | 1.7 | 2 |
| Total = | | | | | | 86 |

MVMT: million vehicle miles traveled

The tabulated results are plotted in Figure 2.

Figure 2 – 2035 Crash Projections on US-24 Segments



Corridor Analysis

Finally, the results of the segment crash analysis and the intersection crash analysis were combined to produce the overall corridor crash projections. The results are presented in Table 9 and plotted in Figure 3. The percentage of crashes reduced by adopting each alternative is identified in Table 9. The Freeway alternative is projected to be the safest alternative with the least number of estimated crashes. This is logical since much of the conflicting traffic at the intersections would be eliminated. Approximately, 41 percent of the total corridor crashes are avoided by adopting the Freeway alternative as opposed to 18 percent if the Expressway Alternative were to be adopted compared to the No-Build Alternative. The Freeway Alternative is projected to reduce crashes by 28 percent compared to the Expressway Alternative.

TABLE 9
US-24 Corridor Crash Analysis

| | Crashes (Accidents/year) | | |
|-------------------------------------|--------------------------|----------|-------|
| | Intersections | Segments | Total |
| 2005 Conditions | 126 | 62 | 188 |
| 2030 No-Build Alternative | 270 | 86 | 356 |
| 2030 Expressway Alternative | 200 | 92 | 292 |
| (Percent Reduction from No-Build) | 26% | -8% | 18% |
| 2030 Freeway Alternative | 126 | 86 | 212 |
| (Percent Reduction from No-Build) | 53% | 0% | 41% |
| (Percent Reduction from Expressway) | 37% | 7% | 28% |

Figure 3 – US-24 Corridor Crash Analysis Comparing the Two Alternatives to the No-Build Alternative

