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# TRAFFIC IMPACT REPORT PARK MEADOWS MIXED-USE DEVELOPMENT LONE TREE, COLORADO

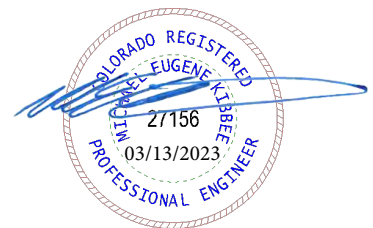
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## EXECUTIVE SUMMARY

Brookfield Properties is planning to develop a portion of the Park Meadows Center situated in the southwest quadrant of the I-25/E. County Line Rd. interchange in Lone Tree, Colorado. The proposed development will be generally located in the northeast area of the Park Meadows Center property and will be bisected by the Park Meadows Mall Ring Road. The area proposed to be developed currently exists as surface parking and a two-level parking structure southwest of the Park Meadows Mall Ring Road and surface parking and several restaurants northeast of the Ring Road. The project will be developed in two phases. Phase one, anticipated to be built out by 2025, will be located immediately adjacent to the southeast side of the main shopping mall and consist of a 457-unit multifamily apartment complex, 32,200 square feet of retail space and a parking structure. The second phase of the development, anticipated to be fully built out by 2045, will fill the remaining development area and consist of a 280-unit multifamily apartment complex, 5,000 square feet of retail space, 400,000 square feet of general office space split between two buildings, a 180-room hotel, and associated parking structures. Direct access for the land uses within the proposed development will be provided by a number of access driveways intersecting the Park Meadows Mall Ring Road. The location of the proposed Park Meadows mixed-use development and surrounding transportation system is graphically depicted in Figure 1. The conceptual land use plan for Phases 1 and 2 of the proposed Park Meadows mixed-use development is graphically illustrated in Figure 2.

The purpose of this study is to evaluate the impact of the vehicular trips projected to be generated by the proposed Park Meadows mixed-use development on the study area intersections and roadway system. The study includes 2022 (existing conditions), 2025 (year of anticipated phase I buildout), and 2045 (long-range – phase II buildout) analysis horizons.

The study area encompassed the following roadway segments and intersections that were selected, in collaboration with City of Lone Tree staff, as those that would have the greatest potential to be impacted by the proposed Park Meadows mixed-use development. They include the following:

- Study Area Roadways:
  - E. County Line Rd.
  - Park Meadows Center Dr.
  - S. Yosemite St.
  - S. Chester St.
  - Park Meadows Mall Ring Rd.
- Study Area Intersections:
  1. E. County Line Rd./S. Yosemite St. (Signalized)
  2. E. County Line Rd./S. Chester St. (Signalized)
  3. E. County Line Rd./North Access Drive (RIRO w/ Signal)
  4. E. County Line Rd./I-25 SB Off-Ramp/Park Meadows Center Dr. (Signalized)
  5. E. County Line Rd./I-25 NB Off-Ramp (Signalized)
  6. Park Meadows Center Dr./East Access Drive (Signalized)
  7. Park Meadows Center Dr./SE Access Drive (Signalized)
  8. Park Meadows Center Dr./S. Yosemite St. (Signalized)
  9. S. Yosemite St./SW Access Drive (Signalized)



10. S. Yosemite St./S. Chester St. (Signalized)
11. S. Chester St./NW Access Drive (Signalized)
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22. Park Meadows Mall Ring Rd./Road "A" (Proposed – Phase I)
23. Park Meadows Mall Ring Rd./North Parking Garage Access (Proposed – Phase II)
24. Park Meadows Mall Ring Rd./PF Chang's Access Drive (Proposed – Phase II)

The study area roadways and intersections were analyzed for the following analysis horizon scenarios:

- 2022 (Existing) Conditions
- 2025 (Phase I Buildout) – Background (no-build) and Total Traffic (background + site generated trips) Conditions
- 2045 (Long-Range - Phase II Buildout) - Background (no-build) and Total Traffic (background + site generated trips) Conditions

Each analysis horizon scenario was analyzed for the following traffic conditions:

- a.m. peak hour
- p.m. peak hour
- midday peak hour
- typical Saturday peak hour
- holiday season Saturday peak hour

At buildout of phase I, anticipated to occur by 2025, the proposed Park Meadows mixed-use development is projected to generate a total of 3,137 daily vehicle trips of which 177 are projected to be generated during the weekday a.m. peak hour, 249 during the weekday p.m. peak hour, 261 during the weekday midday peak hour, and 332 during a typical Saturday peak hour.

At buildout of phase II, anticipated to occur by 2045, the proposed Park Meadows mixed-use development is projected to generate a total of 9,001 daily vehicle trips of which 784 are projected to be generated during the weekday a.m. peak hour, 856 during the weekday p.m. peak hour, 501 during the weekday midday peak hour, and 732 during a typical Saturday peak hour.

Based on the analyses conducted in this study a summary of recommendations and associated responsibilities for the construction of roadway and intersection improvements to adequately serve the proposed Park Meadows mixed-use development within the study area are provided in Table ES-1, below.

**TABLE ES-1  
SUMMARY OF RECOMMENDATIONS & RESPONSIBILITIES/IMPACT MITIGATION**

<b>Roadway</b>	<b>Recommendations</b>	<b>Responsible</b>	<b>Timing</b>
<b>E. County Line Rd.</b> (I-25 to S. Yosemite St.)	No geometric or operational modifications are recommended as a result of the development of the proposed project.	N/A	N/A
<b>Park Meadows Center Dr.</b>	No geometric or operational modifications are recommended as a result of the development of the proposed project.	N/A	N/A
<b>S. Yosemite St.</b> (E. County Line Rd. to Park Meadows Center. Dr.)	No geometric or operational modifications are recommended as a result of the development of the proposed project.	N/A	N/A
<b>S. Chester St.</b> (E. County Line Rd. to S. Chester St.)	No geometric or operational modifications are recommended as a result of the development of the proposed project.	N/A	N/A
<b>Park Meadows Mall Ring Rd.</b>	No geometric or operational modifications are recommended as a result of the development of the proposed project.	N/A	N/A
<b>Intersection</b>	<b>Recommendations</b>	<b>Responsible</b>	<b>Timing</b>
<b>(1) E. County Line Rd./ S. Yosemite St.</b>	No geometric or operational modifications are recommended as a result of the development of the proposed project.	N/A	N/A
<b>(2) E. County Line Rd./ S. Chester St..</b>	No geometric or operational modifications are recommended as a result of the development of the proposed project.	N/A	N/A
<b>(3) E. County Line Rd./ North Access Drive</b>	No geometric or operational modifications are recommended as a result of the development of the proposed project.	N/A	N/A
<b>(4) E. County Line Rd./ I-25 SB Off Ramp</b>	No geometric or operational modifications are recommended as a result of the development of the proposed project.	N/A	N/A
<b>(5) E. County Line Rd./ I-25 NB Off Ramp</b>	No geometric or operational modifications are recommended as a result of the development of the proposed project.	N/A	N/A
<b>(6) Park Meadows Center Dr./ East Access Drive</b>	No geometric or operational modifications are recommended as a result of the development of the proposed project.	N/A	N/A
<b>(7) Park Meadows Center Dr./SE Access Drive</b>	No geometric or operational modifications are recommended as a result of the development of the proposed project.	N/A	N/A
<b>(8) Park Meadows Center Dr./ S. Yosemite St.</b>	No geometric or operational modifications are recommended as a result of the development of the proposed project.	N/A	N/A
<b>(9) S. Yosemite St./ SW Access Drive</b>	No geometric or operational modifications are recommended as a result of the development of the proposed project.	N/A	N/A

**TABLE ES-1 (CONTINUED)  
SUMMARY OF RECOMMENDATIONS & RESPONSIBILITIES/IMPACT MITIGATION**

<b>Intersection</b>	<b>Recommendations</b>	<b>Responsible</b>	<b>Timing</b>
<b>(10) S. Yosemite St./ S. Chester St.</b>	No geometric or operational modifications are recommended as a result of the development of the proposed project.	N/A	N/A
<b>(11) S. Chester St./ NW Access Drive</b>	No geometric or operational modifications are recommended as a result of the development of the proposed project.	N/A	N/A
<b>(12) North Access Drive/ Park Meadows Mall Ring Rd.</b>	No geometric or operational modifications are recommended as a result of the development of the proposed project. However, consideration should be given to restriping the eastbound approach to provide one left turn lane and one shared left turn/right turn lane in order to enhance the SB L movement capacity which could potentially improve the EB L/T lane group delay.	Developer	TBD
<b>(13) East Access Drive/ Park Meadows Mall Ring Rd.</b>	No geometric or operational modifications are recommended as a result of the development of the proposed project. However, consideration should be given to restriping the eastbound approach to provide one left turn lane and one shared left turn/right turn lane in order to enhance the WB L movement capacity which could potentially improve the SB L/T lane group delay.	Developer	TBD
<b>(14) SE Access Drive/Park Meadows Mall Ring Rd.</b>	No geometric or operational modifications are recommended as a result of the development of the proposed project.	N/A	N/A
<b>(15) SW Access Drive/Park Meadows Mall Ring Rd.</b>	No geometric or operational modifications are recommended as a result of the development of the proposed project.	N/A	N/A
<b>(16) NW Access Drive/Park Meadows Mall Ring Rd.</b>	No geometric or operational modifications are recommended as a result of the development of the proposed project. However, consideration should be given to restriping the eastbound approach to provide one left turn lane and one shared left turn/right turn lane in order to enhance the EB L movement capacity which could potentially improve the NB L/T lane group delay.	Developer	TBD

**TABLE ES-1 (CONTINUED)  
SUMMARY OF RECOMMENDATIONS & RESPONSIBILITIES/IMPACT MITIGATION**

Intersection	Recommendations	Responsible	Timing
<p><b>(17) Park Meadows Mall Ring Rd./ Road "D"</b></p>	<p>The intersection will be constructed with phase I of the development. The centerline of the intersection will be located approximately 575 feet south of the centerline of the East Access Drive/Park Meadows Mall Ring Rd. intersection. The proposed intersection will be a "T" intersection under stop sign control on the eastbound approach. The west leg of the intersection will have one shared left turn/right turn lane on the eastbound approach, and one westbound departure lane. The north leg of the intersection will have one through lane and one shared through/right turn lane on the southbound approach, and two northbound departure lanes. The south leg of the intersection will have one shared left turn/through lane and one through lane on the northbound approach, and two southbound departure lanes.</p>	<p>Developer</p>	<p>Concurrently with Phase I of the Development</p>
<p><b>(18) Park Meadows Mall Ring Rd./ Road "C"</b></p>	<p>The intersection will be constructed with phase I of the development. The centerline of the intersection will be located approximately 275 feet south of the centerline of the East Access Drive/Park Meadows Mall Ring Rd. intersection. The proposed Park Meadows Mall Ring Rd./Road "C" intersection will be a "T" intersection restricted to right turn in/out movements (RIRO) under stop sign control on the eastbound approach. The west leg of the intersection will have one right turn lane on the eastbound approach, and one westbound departure lane. The north leg of the intersection will have one through lane and one shared through/right turn lane on the southbound approach, and two northbound departure lanes. The south leg of the intersection will have two through lanes on the northbound approach, and two southbound departure lanes.</p>	<p>Developer</p>	<p>Concurrently with Phase I of the Development</p>

**TABLE ES-1 (CONTINUED)  
SUMMARY OF RECOMMENDATIONS & RESPONSIBILITIES/IMPACT MITIGATION**

Intersection	Recommendations	Responsible	Timing
<p><b>(19) S. Chester St./ South Parking Garage Access</b></p>	<p>The proposed Park Meadows Mall Ring Rd./South Parking Garage Access intersection will be constructed with phase I of the development. The centerline of the intersection will be located approximately 225 feet south of the centerline of the East Access Drive/Park Meadows Mall Ring Rd. intersection. The proposed intersection will be a four-legged intersection under all-way stop sign control (AWSC). The east leg of the intersection (existing RTD parking lot entrance for the pedestrian bridge to the LRT station) is slightly offset to the south of the proposed west leg (approximately 30 feet centerline to centerline) and will have one shared left turn/through/right turn lane on the westbound approach, and one eastbound through lane. The west leg of the intersection (garage access) will have one shared left turn/through/right turn lane on the eastbound approach, and one westbound departure lane. The north leg of the intersection will have one shared left turn/through lane and one shared through/right turn lane on the southbound approach, and two northbound departure lanes. The south leg of the intersection will have one shared left turn/through lane and one shared through/right turn lane on the northbound approach, and two southbound departure lanes.</p>	<p>Developer</p>	<p>Concurrently with Phase I of the Development</p>
<p><b>(20) Park Meadows Mall Ring Rd./ Road "B"</b></p>	<p>The intersection will be constructed with phase I of the development. The centerline of the intersection will be located approximately 400 feet north of the centerline of the East Access Drive/Park Meadows Mall Ring Rd. intersection. The proposed intersection will be a four-legged intersection under all-way stop sign control (AWSC) on the eastbound and westbound approaches. The east leg of the intersection is the existing access driveway for the California Pizza Kitchen and will be restriped to have one shared left turn/through lane and one right turn lane on the westbound approach, and one eastbound departure lane. The west leg of the intersection will have one shared left turn/through/right turn lane on the eastbound approach, and one westbound departure lane. The north leg of the intersection will have one shared left turn/through lane and one shared through/right turn lane on the southbound approach, and two northbound departure lanes. The south leg of the intersection will have one shared left turn/through lane and one shared through/right turn lane on the northbound approach, and two southbound departure lanes.</p>	<p>Developer</p>	<p>Concurrently with Phase I of the Development</p>

**TABLE ES-1 (CONTINUED)  
SUMMARY OF RECOMMENDATIONS & RESPONSIBILITIES/IMPACT MITIGATION**

Intersection	Recommendations	Responsible	Timing
<p align="center"><b>(21) Park Meadows Mall Ring Rd./Central Parking Garage Access</b></p>	<p>The intersection will be constructed with phase I of the development. The centerline of the intersection will be located approximately midway between the proposed Road "A" and proposed Road "B" intersections with the Park Meadows Mall Ring Rd. The proposed intersection will be a "T" intersection under all-way stop sign control (AWSC). The west leg of the intersection (garage access) will have one shared left turn/right turn lane on the eastbound approach, and one westbound departure lane. The north leg of the intersection will have one through lane and one shared through/right turn lane on the southbound approach, and two northbound departure lanes. The south leg of the intersection will have one shared left turn/through lane and one through lane on the northbound approach, and two southbound departure lanes.</p>	<p align="center">Developer</p>	<p align="center">Concurrently with Phase I of the Development</p>
<p align="center"><b>(22) Park Meadows Mall Ring Rd./ Road "A"</b></p>	<p>The intersection will be constructed with phase I of the development. The centerline of the intersection will be located approximately 525 feet north of the centerline of the East Access Drive/Park Meadows Mall Ring Rd. intersection. The proposed intersection will be a four-legged intersection under all-way stop sign control (AWSC). The east leg of the intersection will be constructed with Phase II of the development to provide access to a future parking garage and have one shared left turn/through/right turn lane on the westbound approach, and one eastbound departure lane. The west leg of the intersection will have one shared left turn/through/right turn lane on the eastbound approach, and one westbound departure lane. The north leg of the intersection will have one shared left turn/through lane and one shared through/right turn lane on the southbound approach, and two northbound departure lanes. The south leg of the intersection will have one shared left turn/through lane and one shared through/right turn lane on the northbound approach, and two southbound departure lanes.</p>	<p align="center">Developer</p>	<p align="center">Concurrently with Phase I of the Development</p>

**TABLE ES-1 (CONTINUED)**  
**SUMMARY OF RECOMMENDATIONS & RESPONSIBILITIES/IMPACT MITIGATION**

Intersection	Recommendations	Responsible	Timing
<p><b>(23) Park Meadows Mall Ring Rd./ North Parking Garage Access</b></p>	<p>The intersection will be constructed with phase II of the development. The centerline of the intersection will be located approximately 450 feet south of the centerline of the North Access Drive/Park Meadows Mall Ring Rd. intersection. The proposed intersection will be constructed in the second phase of the development and be a “T” intersection under stop sign control on the eastbound approach. The west leg of the intersection (garage access) will have one shared left turn/right turn lane on the eastbound approach, and one westbound departure lane. The north leg of the intersection will have one through lane and one shared through/right turn lane on the southbound approach, and two northbound departure lanes. The south leg of the intersection will have one shared left turn/through lane and one through lane on the northbound approach, and two southbound departure lanes.</p>	<p>Developer</p>	<p>Concurrently with Phase II of the Development</p>
<p><b>(24) Park Meadows Mall Ring Rd./ PF Chang’s Access Drive</b></p>	<p>The intersection will be constructed with phase II of the development. The centerline of the intersection will be located approximately 200 feet south of the centerline of the North Access Drive/Park Meadows Mall Ring Rd. intersection. The proposed intersection will be constructed in the second phase of the development and be a “T” intersection under stop sign control on the southbound approach. The east leg of the intersection will have one through lane and one shared through/right turn lane on the westbound approach and two eastbound departure lanes. The west leg of the intersection will have one shared left turn/right turn lane and one through lane on the eastbound approach, and two westbound departure lanes. The north leg of the intersection will have one shared left turn/right turn lane on the southbound approach, and one northbound departure lane.</p>	<p>Developer</p>	<p>Concurrently with Phase II of the Development</p>

Note: Figure 56 provides a conceptual layout for the Park Meadows Ring Rd. proposed 2025 (Phase I Buildout) access driveways.

## I. INTRODUCTION

### A. Project Overview

Brookfield Properties is planning to develop a portion of the Park Meadows Center situated in the southwest quadrant of the I-25/E. County Line Rd. interchange in Lone Tree, Colorado. The proposed development will be generally located in the northeast area of the Park Meadows Center property and will be bisected by the Park Meadows Mall Ring Road. The area proposed to be developed currently exists as surface parking and a two-level parking structure southwest of the Park Meadows Mall Ring Road and surface parking and several restaurants northeast of the Ring Road. The project will be developed in two phases. Phase one, anticipated to be built out by 2025, will be located immediately adjacent to the southeast side of the main shopping mall and consist of a 457-unit multifamily apartment complex, 32,200 square feet of retail space and a parking structure. The second phase of the development, anticipated to be fully built out by 2045, will fill the remaining development area and consist of a 280-unit multifamily apartment complex, 5,000 square feet of retail space, 400,000 square feet of general office space split between two buildings, a 180-room hotel, and associated parking structures. Direct access for the land uses within the proposed development will be provided by a number of access driveways intersecting the Park Meadows Mall Ring Road. The location of the proposed Park Meadows mixed-use development and surrounding transportation system is graphically depicted in Figure 1. The conceptual land use plan for Phases 1 and 2 of the proposed Park Meadows mixed-use development is graphically illustrated in Figure 2.

### B. Purpose of Study

The purpose of this study is to evaluate the impact of the vehicular trips projected to be generated by the proposed Park Meadows mixed-use development on the study area intersections and roadway system. The study includes 2022 (existing conditions), 2025 (year of anticipated phase I buildout), and 2045 (long-range – phase II buildout) analysis horizons.

### C. Study Area

The study area encompasses the existing roadway system in the vicinity of the proposed Park Meadows mixed-use development. Specifically, the following roadways and intersections are included in the analysis:

- Study Area Roadways
  - E. County Line Rd.
  - Park Meadows Center Dr.
  - S. Yosemite St.
  - S. Chester St.
  - Park Meadows Mall Ring Rd.
- Study Area Intersections
  1. E. County Line Rd./S. Yosemite St. (Signalized)
  2. E. County Line Rd./S. Chester St. (Signalized)
  3. E. County Line Rd./North Access Drive (RIRO w/ Signal)
  4. E. County Line Rd./I-25 SB Off-Ramp/Park Meadows Center Dr. (Signalized)
  5. E. County Line Rd./I-25 NB Off-Ramp (Signalized)
  6. Park Meadows Center Dr./East Access Drive (Signalized)
  7. Park Meadows Center Dr./SE Access Drive (Signalized)
  8. Park Meadows Center Dr./S. Yosemite St. (Signalized)
  9. S. Yosemite St./SW Access Drive (Signalized)



10. S. Yosemite St./S. Chester St. (Signalized)
11. S. Chester St./NW Access Drive (Signalized)
12. North Access Drive/Park Meadows Mall Ring Rd. (TWSC)
13. East Access Drive/Park Meadows Mall Ring Rd. (TWSC)
14. SE Access Drive/Park Meadows Mall Ring Rd. (TWSC)
15. SW Access Drive/Park Meadows Mall Ring Rd. (TWSC)
16. NW Access Drive/Park Meadows Mall Ring Rd. (TWSC)

## II. 2022 (EXISTING) CONDITIONS

### A. 2022 (Existing) Traffic Volumes

Existing intersection turning movement traffic volume counts were collected for typical weekday a.m., midday and p.m. peak hours on Thursday, June 9, 2022, and the Saturday peak hour on Saturday, June 11, 2022, at the following study area intersections:

1. E. County Line Rd./S. Yosemite St. (Signalized)
2. E. County Line Rd./S. Chester St. (Signalized)
3. E. County Line Rd./North Access Drive (RIRO w/ Signal)
4. E. County Line Rd./I-25 SB Off-Ramp/Park Meadows Center Dr. (Signalized)
5. E. County Line Rd./I-25 NB Off-Ramp (Signalized)
6. Park Meadows Center Dr./East Access Drive (Signalized)
7. Park Meadows Center Dr./SE Access Drive (Signalized)
8. Park Meadows Center Dr./S. Yosemite St. (Signalized)
9. S. Yosemite St./SW Access Drive (Signalized)
10. S. Yosemite St./S. Chester St. (Signalized)
11. S. Chester St./NW Access Drive (Signalized)
12. North Access Drive/Park Meadows Mall Ring Rd. (TWSC)
13. East Access Drive/Park Meadows Mall Ring Rd. (TWSC)
14. SE Access Drive/Park Meadows Mall Ring Rd. (TWSC)
15. SW Access Drive/Park Meadows Mall Ring Rd. (TWSC)
16. NW Access Drive/Park Meadows Mall Ring Rd. (TWSC)

24-hour directional traffic volume counts were collected at the following locations on Thursday, June 9, 2022:

- E. County Line Rd. between North Access Drive & Park Meadows Center Dr.
- Park Meadows Center Dr. south of E. County Line Rd.
- Park Meadows Center Dr. east of S. Yosemite St.
- S. Yosemite St. north of Park Meadows Center Dr.
- S. Yosemite St. south of E. County Line Rd.
- S. Chester St. south of E. County Line Rd.

The City of Lone Tree provided traffic volume data collected on Saturday, December 11, 2022, for several study area intersections in order to forecast holiday season Saturday peak hour traffic volumes for the study. Based on this data, it was determined that the holiday season Saturday peak hour traffic volume increased over a typical Saturday peak hour by a factor of 1.5. This factor was applied to the 2022 (existing) typical Saturday peak hour traffic volumes collected to forecast holiday season Saturday peak hour traffic volumes for the study area intersections.

Figure 3 graphically illustrates the 2022 (existing) weekday a.m. and p.m. peak hour traffic volume data collected for this study. Figure 4 graphically illustrates the 2022 (existing) weekday midday peak hour and typical Saturday peak hour traffic volume data collected for this study. Figure 5 graphically illustrates the 2022 (existing) holiday season Saturday peak hour traffic volume data collected for this study. Detailed traffic volume count data collected for this study is provided in Appendix “A”. The holiday season Saturday traffic count data provided by the City is included in Appendix “B”.

## **B. 2022 (Existing) Roadway Network**

The existing roadway network in the vicinity of the proposed Park Meadows mixed-use development is graphically illustrated in Figure 1. The study area includes the following existing roadways and intersections:

### **Study Area Roadways:**

- **E. County Line Rd.** – Within the study area, I-25 to S. Yosemite St., E. County Line Rd. is a 6-lane major arterial roadway under the jurisdiction of the City of Lone Tree. The roadway section has three eastbound through travel lanes plus a continuous right turn auxiliary lane and four westbound through travel lanes. There is a raised center median with curb-and-gutter and attached sidewalks on both sides of the roadway. The posted speed limit is 45 mph.
- **Park Meadows Center Dr.** – Within the study area, Park Meadows Center Dr. is a 4-lane collector roadway under the jurisdiction of the City of Lone Tree. The roadway section consists of two through travel lanes in each direction with a raised center median with curb-and-gutter on both sides of the roadway and attached sidewalk adjacent to the southbound/westbound travel lanes. There is attached sidewalk adjacent to the northbound/eastbound travel lanes between S. Yosemite St. and the SE Access Drive. The posted speed limit is 35 mph.
- **S. Yosemite St.** – Within the study area, E. County Line Rd. to Park Meadows Center Dr., S. Yosemite St. is a 6-lane major arterial roadway under the jurisdiction of the City of Lone Tree. The roadway section has three through travel lanes in each direction. There is a raised center median with curb-and-gutter and attached sidewalks on both sides of the roadway. The posted speed limit is 35 mph.
- **S. Chester St.** – Within the study area, E. County Line Rd. to S. Yosemite St., S. Chester St. is a 4-lane collector roadway under the jurisdiction of the City of Lone Tree. The roadway section consists of two through travel lanes in each direction plus a continuous northbound right turn auxiliary lane. There is a raised center median with curb-and-gutter and attached sidewalk on both sides of the roadway. The posted speed limit is 30 mph.
- **Park Meadows Mall Ring Rd.** – Within the study area, Park Meadows Mall Ring Rd. is a 4-lane collector roadway under the jurisdiction of the City of Lone Tree. The roadway section consists of two through travel lanes in each direction with curb-and-gutter on both sides of the roadway. There is no center median or sidewalks. The speed limit is not posted and assumed to be 25 mph.

### **Study Area Intersections:**

1. **E. County Line Rd./S. Yosemite St.** – E. County Line Rd./S. Yosemite St. intersection is an actuated/coordinated signalized four-legged intersection with adaptive signal timing

and protected only left turn phasing on all four approaches. The east leg of the intersection has dual left turn lanes with approximately a total of 1,300 feet of storage, three through lanes and one right turn lane on the westbound approach, and three eastbound departure lanes plus a northbound to eastbound continuous right acceleration/deceleration lane. The west leg of the intersection has dual left turn lanes with approximately a total of 400 feet of storage, three through lanes and one right turn lane on the eastbound approach, and three westbound departure lanes plus a southbound to westbound right acceleration lane of approximately 300 feet plus taper. The north leg of the intersection has one left turn lane with approximately 225 feet of storage, one through lane and one shared through/right turn lane on the southbound approach, and two northbound departure lanes. The south leg of the intersection dual left turn lanes with approximately a total of 550 feet of storage, two through lanes and one right turn lane on the northbound approach, and three southbound departure lanes.

2. **E. County Line Rd./S. Chester St.** – E. County Line Rd./S. Chester St. intersection is an actuated/coordinated signalized four-legged intersection with adaptive signal timing and protected only left turn phasing on all four approaches. The east leg of the intersection has dual left turn lanes with approximately a total of 1,300 feet of storage, three through lanes and one shared through/right turn lane on the westbound approach, and three eastbound departure lanes plus a northbound to eastbound continuous right acceleration/deceleration lane. The west leg of the intersection has dual left turn lanes with approximately a total of 1,250 feet of storage, three through lanes and one right turn lane on the eastbound approach, and four westbound departure lanes. The north leg of the intersection has dual left turn lanes with approximately a total of 300 feet of storage, two through lanes and one right turn lane with approximately 125 feet of storage on the southbound approach, and two northbound departure lanes. The south leg of the intersection dual left turn lanes with approximately a total of 325 feet of storage, two through lanes and one right turn lane on the northbound approach, and two southbound departure lanes.
3. **E. County Line Rd./North Access Drive** – E. County Line Rd./North Access Drive intersection is an actuated/coordinated signalized “T” intersection with adaptive signal timing and protected only left turn phasing on the westbound approach. The east leg of the intersection has channelized dual left turn lanes with approximately a total of 600 feet of storage and four through lanes on the westbound approach, and four eastbound departure lanes. The west leg of the intersection has four through lanes and one channelized right turn lane under yield control on the eastbound approach, and four westbound departure lanes. The south leg of the intersection dual right turn lanes with approximately a total of 350 feet of storage, and two southbound departure lanes.
4. **E. County Line Rd./I-25 SB Off-Ramp/Park Meadows Center Dr.** – The E. County Line Rd./I-25 SB Off-Ramp/Park Meadows Center Dr. intersection is an actuated/coordinated signalized four-legged intersection with adaptive signal timing and split phasing on the northbound/southbound approaches. The east leg of the intersection has two through lanes and a shared through/channelized free-flow right turn lane on the westbound approach, and four eastbound departure lanes. The west leg of the intersection has four through lanes and one channelized right turn lane under stop control with approximately 375 feet of storage on the eastbound approach, and three westbound departure lanes plus a southbound to westbound continuous free-flow right turn acceleration lane. The north leg of the intersection (I-25 SB Off Ramp) has triple left turn lanes with approximately a total of 1,100 feet of storage, two through lanes, one right turn lane and one free-flow right turn lane on the southbound approach. The south

leg of the intersection has triple right turn lanes on the northbound approach, and two southbound departure lanes. There is also an eastbound to southbound I-25 free-flow on ramp and a southbound to westbound free-flow off-ramp which do not influence the operations of the intersection.

5. **E. County Line Rd./I-25 NB Off-Ramp** – The E. County Line Rd./I-25 NB Off-Ramp intersection is an actuated/coordinated signalized “T” intersection with adaptive signal timing. The east leg of the intersection has three through lanes on the westbound approach, and three eastbound departure lanes. The west leg of the intersection has three through lanes on the eastbound approach, and three westbound departure lanes. The south leg of the intersection has dual left turn lanes with approximately a total of 350 feet of storage and one right turn lane with approximately 175 feet of storage on the northbound approach. There is also a westbound to northbound I-25 free-flow on-ramp, an eastbound to northbound I-25 free-flow on-ramp, and a northbound to eastbound I-25 free-flow off-ramp which do not influence the operations of the intersection.
6. **Park Meadows Center Dr./East Access Drive** – The Park Meadows Center Dr./East Access Drive intersection is an actuated signalized “T” intersection with adaptive signal timing and protected/permitted left turn phasing on the northbound approach. The west leg of the intersection has dual left turn lanes with approximately a total of 250 feet of storage and one right turn lane on the eastbound approach, and two westbound departure lanes. The north leg of the intersection has one through lane and one shared through/right turn lane on the southbound approach, and two northbound departure lanes. The south leg of the intersection has one left turn lane with approximately 150 feet of storage and two through lanes on the northbound approach and two southbound departure lanes.
7. **Park Meadows Center Dr./SE Access Drive** – The Park Meadows Center Dr./SE Access Drive intersection is an actuated signalized four-legged intersection with adaptive signal timing and protected/permitted left turn phasing on the eastbound and westbound approaches and permissive left turn phasing on the northbound and southbound approaches. The east leg of the intersection has one left turn lane with approximately 150 feet of storage, one through lane and one shared through/right turn lane on the westbound approach, and two eastbound departure lanes. The west leg of the intersection has one left turn lane with approximately 175 feet of storage, one through lane and one shared through/right turn lane on the eastbound approach, and two westbound departure lanes. The north leg of the intersection has one shared left turn/through lane with approximately 125 feet of storage and one right turn lane on the eastbound approach, and two westbound departure lanes. The south leg of the intersection has one left turn lane with approximately 75 feet of storage and one shared through/right turn lane on the northbound approach, and one southbound departure lane.
8. **Park Meadows Center Dr./S. Yosemite St.** – The Park Meadows Center Dr./S. Yosemite St. intersection is an actuated/coordinated signalized four-legged intersection with adaptive signal timing and protected/permitted left turn phasing on the westbound, northbound and southbound approaches. The east leg of the intersection has one left turn lane with approximately 300 feet of storage, one shared left turn/through lane, one through lane, and one right turn lane with approximately 250 feet of storage on the westbound approach, and two eastbound departure lanes. The west leg of the intersection has two westbound departure lanes. The north leg of the intersection has dual left turn lanes with approximately a total of 500 feet of storage, three through lanes and one channelized right turn lane under yield control with approximately 275 feet of storage on the southbound approach, and three northbound departure lanes. The south

leg of the intersection has dual left turn lanes with approximately a total of 500 feet of storage, three through lanes and one right turn lane with approximately 300 feet of storage on the northbound approach, and three southbound departure lanes.

9. **S. Yosemite St./SW Access Drive** – The S. Yosemite St/SW Access Dr. intersection is an actuated/coordinated signalized four-legged intersection with adaptive signal timing and permissive left turn phasing on the eastbound and westbound approaches and protected only left turn phasing on the northbound and southbound approaches. The east leg of the intersection has one left turn lane with approximately 300 feet of storage and one shared through/right turn lane on the westbound approach, and two eastbound departure lanes. The west leg of the intersection has one left turn lane with approximately 50 feet of storage and one shared through/right turn lane on the eastbound approach, and one westbound departure lane. The north leg of the intersection has dual left turn lanes with approximately a total of 950 feet of storage, two through lanes and one shared through/right turn lane on the southbound approach, and three northbound departure lanes. The south leg of the intersection has one left turn lanes with approximately 150 feet of storage, two through lanes and one right turn lane on the northbound approach, and three southbound departure lanes.
10. **S. Yosemite St./S. Chester St.** – The S. Yosemite St./S. Chester St. intersection is an actuated/coordinated signalized “T” intersection with adaptive signal timing and protected/permitted left turn phasing on the eastbound approach. The east leg of the intersection has two through lanes and one right turn lane on the westbound approach, and three eastbound departure lanes. The west leg of the intersection has one left turn lane with approximately 225 feet of storage and three through lanes on the eastbound approach, and three westbound departure lanes. The north leg of the intersection has dual left turn lanes with approximately a total of 750 feet of storage and one right turn lane with approximately 150 feet of storage on the southbound approach, and two northbound departure lanes.
11. **S. Chester St./NW Access Drive** – The S. Chester St./NW Access Drive intersection is an actuated/coordinated signalized four-legged intersection with adaptive signal timing and permissive left turn phasing on the eastbound and westbound approaches and protected only left turn phasing on the northbound and southbound approaches. The east leg of the intersection has one left turn lane with approximately 125 feet of storage, one shared through/right turn lane with approximately 125 feet of storage and one channelized free-flow right turn lane on the westbound approach, and two eastbound departure lanes. The west leg of the intersection has one left turn lane with approximately 100 feet of storage and one shared through/right turn lane on the eastbound approach, and one westbound departure lane. The north leg of the intersection has dual left turn lanes with approximately a total of 425 feet of storage, one through lane and one shared through/right turn lane on the southbound approach, and two northbound departure lanes plus a westbound to northbound continuous right turn acceleration lane. The south leg of the intersection has one left turn lane with approximately 125 feet of storage, one through lane and one shared through/right turn lane on the northbound approach, and two southbound departure lanes.
12. **North Access Drive/Park Meadows Mall Ring Rd.** – The North Access Drive/Park Meadows Mall Ring Rd. intersection is a “T: intersection under stop sign control on the eastbound and westbound approaches. The east leg of the intersection has one through lane and one channelized free-flow right turn lane on the westbound approach, and two eastbound departure lanes. The west leg of the intersection has one shared through/left turn lane and one through lane on the eastbound approach, and one westbound

departure lane plus a southbound to westbound channelized free-flow right turn acceleration lane. The north leg of the intersection has one left turn lane and one channelized free-flow right turn lane on the southbound approach, and one northbound departure lane plus a westbound to northbound channelized free-flow continuous right turn lane.

13. **East Access Drive/Park Meadows Mall Ring Rd.** – The East Access Drive/Park Meadows Mall Ring Rd. intersection is a “T” intersection under stop sign control on the northbound and southbound approaches. The east leg of the intersection has one left turn lane and one channelized free-flow right turn lane on the westbound approach, and two eastbound departure lanes plus a northbound to eastbound channelized continuous right turn lane. The north leg of the intersection has one shared through/left turn lane and one through lane on the southbound approach, and one northbound departure lane plus a westbound to northbound channelized free-flow right turn acceleration lane. The south leg of the intersection has one through lane and one channelized stop controlled right turn lane on the northbound approach, and two southbound departure lanes.
14. **SE Access Drive/Park Meadows Mall Ring Rd.** – The SE Access Drive/Park Meadows Mall Ring Rd. intersection is a “T” intersection under stop sign control on the eastbound and westbound approaches. The east leg of the intersection has one shared through/left turn lane and one through lane on the westbound approach, and one eastbound departure lane plus a northbound to eastbound channelized free-flow right turn acceleration lane. The west leg of the intersection has one through lane and one channelized stop controlled right turn lane on the eastbound approach, and two westbound departure lanes. The south leg of the intersection has one left turn lane and one channelized free-flow right turn lane on the northbound approach, and one southbound departure lane plus an eastbound to southbound channelized continuous right turn lane.
15. **SW Access Drive/Park Meadows Mall Ring Rd.** – The SW Access Drive/Park Meadows Mall Ring Rd. intersection is a “T” intersection under stop sign control on the northbound and southbound approaches. The west leg of the intersection has one left turn lane and one channelized free-flow right turn lane on the eastbound approach, and one westbound departure lane plus a southbound to westbound channelized continuous right turn lane. The north leg of the intersection has one through lane and one channelized stop controlled right turn lane on the southbound approach, and two northbound departure lanes. The south leg of the intersection has one shared through/left turn lane and one through lane on the northbound approach, and one southbound departure lane plus an eastbound to southbound channelized free-flow right turn acceleration lane.
16. **NW Access Drive/Park Meadows Mall Ring Rd.** – The NW Access Drive/Park Meadows Mall Ring Rd. intersection is a “T” intersection under stop sign control on the northbound and southbound approaches. The west leg of the intersection has one left turn lane and one channelized free-flow right turn lane on the eastbound approach, and two westbound departure lane plus a southbound to westbound channelized continuous right turn lane. The north leg of the intersection has one through lane and one channelized stop controlled right turn lane on the southbound approach, and two northbound departure lanes. The south leg of the intersection has one shared through/left turn lane and one through lane on the northbound approach, and one southbound departure lane plus an eastbound to southbound channelized free-flow right turn acceleration lane.

17. **Park Meadows Mall Ring Rd./Road “D” (Proposed Phase I)** – The centerline of the proposed Park Meadows Mall Ring Rd./Road “D” intersection will be located approximately 575 feet south of the centerline of the East Access Drive/Park Meadows Mall Ring Rd. intersection. The proposed intersection will be a “T” intersection under stop sign control on the eastbound approach. The west leg of the intersection will have one shared left turn/right turn lane on the eastbound approach, and one westbound departure lane. The north leg of the intersection will have one through lane and one shared through/right turn lane on the southbound approach, and two northbound departure lanes. The south leg of the intersection will have one shared left turn/through lane and one through lane on the northbound approach, and two southbound departure lanes.
18. **Park Meadows Mall Ring Rd./Road “C” (Proposed Phase I)** – The centerline of the proposed Park Meadows Mall Ring Rd./Road “C” intersection will be located approximately 275 feet south of the centerline of the East Access Drive/Park Meadows Mall Ring Rd. intersection. The proposed Park Meadows Mall Ring Rd./Road “C” intersection will be a “T” intersection restricted to right turn in/out movements (RIRO) under stop sign control on the eastbound approach. The west leg of the intersection will have one right turn lane on the eastbound approach, and one westbound departure lane. The north leg of the intersection will have one through lane and one shared through/right turn lane on the southbound approach, and two northbound departure lanes. The south leg of the intersection will have two through lanes on the northbound approach, and two southbound departure lanes.
19. **Park Meadows Mall Ring Rd./South Parking Garage Access (Proposed Phase I)** – The centerline of the proposed Park Meadows Mall Ring Rd./South Parking Garage Access intersection will be located approximately 225 feet south of the centerline of the East Access Drive/Park Meadows Mall Ring Rd. intersection. The proposed intersection will be a “T” intersection under stop sign control on the eastbound approach. The west leg of the intersection (garage access) will have one shared left turn/right turn lane on the eastbound approach, and one westbound departure lane. The north leg of the intersection will have one through lane and one shared through/right turn lane on the southbound approach, and two northbound departure lanes. The south leg of the intersection will have one shared left turn/through lane and one through lane on the northbound approach, and two southbound departure lanes.
20. **Park Meadows Mall Ring Rd./Road “B” (Proposed Phase I)** – The centerline of the proposed Park Meadows Mall Ring Rd./Road “B” intersection will be located approximately 400 feet north of the centerline of the East Access Drive/Park Meadows Mall Ring Rd. intersection. The proposed intersection will be a four-legged intersection under all-way stop sign control (AWSC) on the eastbound and westbound approaches. The east leg of the intersection is the existing access driveway for the California Pizza Kitchen and will be restriped to have one shared left turn/through lane and one right turn lane on the westbound approach, and one eastbound departure lane. The west leg of the intersection will have one shared left turn/through/right turn lane on the eastbound approach, and one westbound departure lane. The north leg of the intersection will have one shared left turn/through lane and one shared through/right turn lane on the southbound approach, and two northbound departure lanes. The south leg of the intersection will have one shared left turn/through lane and one shared through/right turn lane on the northbound approach, and two southbound departure lanes.
21. **Park Meadows Mall Ring Rd./Central Parking Garage Access (Proposed Phase I)** – The centerline of the proposed Park Meadows Mall Ring Rd./Central Parking Garage

Access intersection will be located approximately midway between the proposed Road “A” and proposed Road “B” intersections with the Park Meadows Mall Ring Rd. The proposed intersection will be a “T” intersection under all-way stop sign control (AWSC). The west leg of the intersection (garage access) will have one shared left turn/right turn lane on the eastbound approach, and one westbound departure lane. The north leg of the intersection will have one through lane and one shared through/right turn lane on the southbound approach, and two northbound departure lanes. The south leg of the intersection will have one shared left turn/through lane and one through lane on the northbound approach, and two southbound departure lanes.

22. **Park Meadows Mall Ring Rd./Road “A” (Proposed Phase I)** – The centerline of the proposed Park Meadows Mall Ring Rd./Road “A” intersection will be located approximately 525 feet north of the centerline of the East Access Drive/Park Meadows Mall Ring Rd. intersection. The proposed intersection will be a four-legged intersection under all-way stop sign control (AWSC) on the eastbound and westbound approaches. The east leg of the intersection will be constructed with Phase II of the development to provide access to a future parking garage and have one shared left turn/through/right turn lane on the westbound approach, and one eastbound departure lane. The west leg of the intersection will have one shared left turn/through/right turn lane on the eastbound approach, and one westbound departure lane. The north leg of the intersection will have one shared left turn/through lane and one shared through/right turn lane on the southbound approach, and two northbound departure lanes. The south leg of the intersection will have one shared left turn/through lane and one shared through/right turn lane on the northbound approach, and two southbound departure lanes.
23. **Park Meadows Mall Ring Rd./North Parking Garage Access (Proposed Phase II)** – The centerline of the proposed Park Meadows Mall Ring Rd./North Parking Garage Access intersection will be located approximately 450 feet south of the centerline of the North Access Drive/Park Meadows Mall Ring Rd. intersection. The proposed intersection will be constructed in the second phase of the development and be a “T” intersection under stop sign control on the eastbound approach. The west leg of the intersection (garage access) will have one shared left turn/right turn lane on the eastbound approach, and one westbound departure lane. The north leg of the intersection will have one through lane and one shared through/right turn lane on the southbound approach, and two northbound departure lanes. The south leg of the intersection will have one shared left turn/through lane and one through lane on the northbound approach, and two southbound departure lanes.
24. **Park Meadows Mall Ring Rd./PF Chang’s Access Drive (Proposed Phase II)** – The centerline of the proposed Park Meadows Mall Ring Rd./PF Chang’s Access Drive intersection will be located approximately 200 feet south of the centerline of the North Access Drive/Park Meadows Mall Ring Rd. intersection. The proposed intersection will be constructed in the second phase of the development and be a “T” intersection under stop sign control on the southbound approach. The east leg of the intersection will have one through lane and one shared through/right turn lane on the westbound approach and two eastbound departure lanes. The west leg of the intersection will have one shared left turn/right turn lane and one through lane on the eastbound approach, and two westbound departure lanes. The north leg of the intersection will have one shared left turn/right turn lane on the southbound approach, and one northbound departure lane.



### C. 2022 (Existing) Conditions Operational Analysis

In order to establish a base condition in which to evaluate and compare the impacts of the traffic generated by the proposed Park Meadows mixed-use development on the study area intersections typical weekday a.m., midday and p.m. peak hour, as well as typical and holiday season Saturday peak hour capacity analyses were performed for the 2022 (existing) conditions scenario.

The operational analyses contained in this study are based on the methodologies contained in the *Highway Capacity Manual 6<sup>th</sup> Edition* (HCM) employing *Synchro 11* software and resulted in a qualitative measure of the operational characteristics of the intersection described by a letter designation ranging from “A” to “F” known as “Level of Service” (LOS). LOS “A” represents free-flow operating conditions, whereas LOS “F” represents excessive congestion and delay. Unsignalized intersection capacity analysis reports a LOS designation for each impeded intersection movement. Signalized intersection capacity analysis reports the overall LOS designation for the intersection as well as for each lane group and approach. LOS “D” is considered the minimum acceptable standard of operation. Due to non-standard intersection configuration and/or operational scheme, signalized intersections 3 and 8 utilize the “Intersection Capacity Utilization” methodology developed for *Synchro 11* software and stop sign controlled intersections 12 through 16 utilize the methodologies contained in the *Highway Capacity Manual 2000* (HCM 2000) employing *Synchro 11* software.

In addition to the geometric and intersection control parameters described above, the City of Lone Tree provided adaptive traffic signal timing parameters for each of the existing study area intersections that were incorporated into the analysis.

The study area intersections included in the 2022 (existing) conditions operational analysis are as follows:

1. E. County Line Rd./S. Yosemite St. (Signalized)
2. E. County Line Rd./S. Chester St. (Signalized)
3. E. County Line Rd./North Access Drive (RIRO w/ Signal)
4. E. County Line Rd./I-25 SB Off-Ramp/Park Meadows Center Dr. (Signalized)
5. E. County Line Rd./I-25 NB Off-Ramp (Signalized)
6. Park Meadows Center Dr./East Access Drive (Signalized)
7. Park Meadows Center Dr./SE Access Drive (Signalized)
8. Park Meadows Center Dr./S. Yosemite St. (Signalized)
9. S. Yosemite St./SW Access Drive (Signalized)
10. S. Yosemite St./S. Chester St. (Signalized)
11. S. Chester St./NW Access Drive (Signalized)
12. North Access Drive/Park Meadows Mall Ring Rd. (TWSC)
13. East Access Drive/Park Meadows Mall Ring Rd. (TWSC)
14. SE Access Drive/Park Meadows Mall Ring Rd. (TWSC)
15. SW Access Drive/Park Meadows Mall Ring Rd. (TWSC)
16. NW Access Drive/Park Meadows Mall Ring Rd. (TWSC)

The results of the 2022 (existing) conditions operational analysis are summarized in Table 1. Figure 6 graphically illustrates the results of the 2022 (existing) weekday a.m. and p.m. peak hour traffic conditions operational analysis. Figure 7 graphically illustrates the 2022 (existing) weekday midday peak hour and typical Saturday peak hour traffic conditions operational analysis. Figure 8 graphically illustrates the 2022 (existing) holiday season Saturday peak hour

traffic conditions operational analysis. Detailed *Synchro 11* software intersection capacity analysis reports are provided in Appendix “C”.

As shown in Table 1, under 2022 (existing) conditions, all of the existing study area intersections are shown to be operating at acceptable levels of service, overall, with the exception of the following:

- **(1) E. County Line Rd./S. Yosemite St.** – The intersection, overall, is reporting acceptable levels of service (LOS “D” or better) for all 2022 existing traffic scenarios. However, the EB L, WB L, NB L and SB L lane groups are reporting a poor level of service (LOS “E”) for various 2022 existing traffic scenarios.
- **(2) E. County Line Rd./S. Chester St.** – The intersection, overall, is reporting a poor level of service (LOS “E”) during the holiday season Saturday peak hour. Also, the EB L, EB T, WB L, WB T/R, NB L, NB R and SB L lane groups are reporting poor or failing levels of service (LOS “E” or “F”) for various 2022 existing traffic scenarios.
- **(4) E. County Line Rd./Park Meadows Center Dr.** – The intersection, overall, is operating at acceptable levels of service (LOS “D” or better) for all 2022 existing traffic scenarios. However, the EB T lane group is reporting a failing level of service (LOS “F”) during the holiday season Saturday peak hour due to the v/c ratio being greater than 1.0. However, the eastbound approach delay is 49.6 seconds corresponding to LOS “D”.
- **(10) S. Yosemite St./S. Chester St.** – The intersection, overall, is operating at acceptable levels of service (LOS “D” or better) for all 2022 existing traffic scenarios. However, the WB R lane group is reporting a failing level of service (LOS “F”) during the holiday season Saturday peak hour.
- **(12) North Access Dr./Park Meadows Mall Ring Rd.** – The intersection, overall, is reporting failing levels of service (LOS “F”) during both the typical Saturday and holiday season Saturday peak hours. Also, the EB L/T, EB T and WB L lane groups are reporting poor or failing levels of service (LOS “E” or “F”) for various 2022 existing traffic scenarios.
- **(13) East Access Dr./Park Meadows Mall Ring Rd.** – The intersection, overall, is reporting failing levels of service (LOS “F”) during both the typical Saturday and holiday season Saturday peak hours. Also, the SB L/T lane group is reporting failing levels of service (LOS “E” or “F”) for various 2022 existing traffic scenarios.
- **(14) SE Access Dr./Park Meadows Mall Ring Rd.** – The intersection, overall, is reporting a failing level of service (LOS “F”) during the holiday season Saturday peak hour. Also, the WB L/T lane group is reporting failing levels of service (LOS “E” or “F”) during the holiday season Saturday peak hour.
- **(15) SW Access Dr./Park Meadows Mall Ring Rd.** – The intersection, overall, is reporting a failing level of service (LOS “F”) during the holiday season Saturday peak hour. Also, the NB L/T lane group is reporting failing levels of service (LOS “E” or “F”) during both the typical Saturday and holiday season Saturday peak hours.
- **(16) NW Access Dr./Park Meadows Mall Ring Rd.** – The intersection, overall, is reporting a failing level of service (LOS “F”) during the holiday season Saturday peak hour. Also, the NB L/T lane group is reporting a failing level of service (LOS “E” or “F”) during the holiday season Saturday peak hour.

#### D. 2022 (Existing) Conditions Queuing Analysis

Queue lengths and associated storage requirements for through and auxiliary lanes (turn bays) at the existing study area intersections were computed utilizing the *Synchro 11* 95%tile reported queues. Queue length calculations are based on a 25-foot vehicle length and reported as the total cumulative computed queue length for all traffic lanes in the lane group. The algorithm used in the *Synchro 11* software to calculate traffic queues considers each intersection as being isolated (no upstream or downstream intersections) rather than as part of a network. As a result, potential traffic queue spillback from downstream intersections is not accounted for in the queue or delay calculations.

Existing storage capacity for through lane groups are reported as the cumulative distance of all lanes in the group to the next upstream intersection. Existing storage capacity for auxiliary lane groups (left turn and right turn lanes) is reported as the cumulative capacity of all lanes in the group or the distance to the next upstream intersection. Table 2 provides a summary of this analysis and comparison to the actual vehicle storage lengths provided for each of the existing study area intersections.

As shown in Table 2 the following queue related issues are being experienced at the existing study area intersections based on the reported queues in the 2022 (existing) conditions analysis scenario:

- **(2) E. County Line Rd./S. Chester St.** – The SB left turn lanes are shown to exceed their capacity and spill back into the SB through lanes during the holiday season Saturday peak hour.
- **(3) E. County Line Rd./North Access Drive** – The NB right turn lanes are shown to exceed their capacity and spill back into the upstream intersection during the holiday season Saturday peak hour.
- **(4) E. County Line Rd./Park Meadows Center Dr./SB I-25 Ramps** – The WB right turn lanes are shown to be blocked by the WB through traffic queue during all of the 2022 existing traffic scenarios.
- **(6) Park Meadows Center Dr./East Access Drive** – The EB left turn lanes are shown to exceed their capacity and spill back into the upstream intersection during the holiday season Saturday peak hour.
- **(7) Park Meadows Center Dr./SE Access Drive** – The NB left turn lane and SB shared left turn/through lane are shown to exceed their capacity and spill back into the upstream intersection during the holiday season Saturday peak hour.
- **(8) Park Meadows Center Dr./S. Yosemite St.** – The WB left turn lanes are shown to exceed their capacity and spill back into the WB through lanes during the holiday season Saturday peak hour.
- **(9) S. Yosemite St./SW Access Drive** – The WB left turn lane is shown to exceed its capacity and spill back into the upstream intersection during the holiday season Saturday peak hour.
- **(12) Park Meadows Ring Rd./North Access Drive** – The WB through lane is shown to exceed its capacity and spill back into the upstream intersection during both the typical and holiday season Saturday peak hours.

- **(13) Park Meadows Ring Rd./East Access Drive** – The SB shared left turn/through lane group is shown to exceed its capacity and spill back into the upstream intersection during the holiday season Saturday peak hour.
- **(15) Park Meadows Ring Rd./SW Access Drive** – The NB shared left turn/through lane group is shown to exceed its capacity and spill back into the upstream intersection during the holiday season Saturday peak hour.
- **(16) Park Meadows Ring Rd./NW Access Drive** – The NB shared left turn/through lane group is shown to exceed its capacity and spill back into the upstream intersection during the holiday season Saturday peak hour.

**TABLE 1  
2022 (EXISTING) CONDITIONS  
SUMMARY OF OPERATIONAL ANALYSIS**

INTERSECTION	CONTROL	2022 EXISTING TRAFFIC									
		AM PEAK LOS	AM PEAK DELAY	PM PEAK LOS	PM PEAK DELAY	MID PEAK LOS	MID PEAK DELAY	SAT PEAK LOS	SAT PEAK DELAY	HOL PEAK LOS	HOL PEAK DELAY
<b>1. E. County Line Rd. &amp; S. Yosemite St.</b> a. EB L (Prot) (Dual) b. EB T c. EB R (Perm) d. WB L (Prot) (Dual) e. WB T f. WB R (Perm) g. NB L (Prot) (Dual) h. NB T i. NB R (Perm) j. SB L (Prot) k. SB TR l. <b>INTERSECTION</b>	Signal										
		D	54.9	E	56.9	E	55.5	E	56.0	D	54.3
		D	45.8	C	34.9	D	42.9	D	42.9	D	41.4
		D	43.0	C	33.2	D	44.9	C	27.0	B	16.1
		E	57.8	D	54.9	D	52.8	E	59.2	E	59.7
		D	54.5	C	29.8	D	35.6	D	51.2	D	52.8
		D	51.1	B	13.8	B	19.4	B	11.9	D	43.2
		E	57.2	E	57.0	E	55.8	E	55.1	D	40.6
		C	33.5	C	21.5	B	17.3	D	36.1	D	37.2
		C	22.8	C	20.2	B	17.1	D	35.6	C	23.3
		C	22.9	E	61.1	E	60.7	C	28.5	D	39.6
		B	10.2	C	25.0	B	18.5	B	18.1	D	45.5
	D	42.1	C	33.2	D	36.9	D	40.7	D	43.3	
<b>2. E. County Line Rd. &amp; S. Chester St.</b> a. EB L (Prot) (Dual) b. EB T c. EB R (Perm) d. WB L (Prot) (Dual) e. WB TR f. NB L (Prot) (Dual) g. NB T h. NB R (Perm) i. SB L (Prot) (Dual) j. SB T k. SB R (Perm) l. <b>INTERSECTION</b>	Signal										
		E	59.3	D	54.8	E	57.8	E	57.9	E	58.9
		D	52.4	D	54.2	D	53.8	D	47.9	E	60.4
		D	45.8	D	48.5	D	49.9	D	39.9	D	41.3
		E	57.0	E	58.8	E	58.7	E	59.5	E	72.8
		D	43.1	D	52.4	E	57.9	D	45.8	D	46.2
		C	29.8	E	57.5	E	58.0	E	57.0	E	60.2
		B	10.4	C	20.9	C	33.3	C	24.4	D	38.5
		A	5.6	C	26.8	C	28.5	C	31.8	F	202.4
		E	56.7	D	54.5	D	35.1	E	57.4	E	72.7
		C	25.7	B	16.3	B	17.1	C	21.8	C	33.7
		B	17.4	A	9.2	A	8.6	C	25.4	D	51.6
	D	40.9	D	44.0	D	44.3	D	44.4	E	67.2	
<b>3. E. County Line Rd. &amp; North Access Drive</b> a. EB T b. EB R (Yield) c. WB L (Prot+Perm) (Dual) d. WB T e. NB R (Prot) (Dual) f. <b>INTERSECTION</b>	Signal										
		B	14.4	A	9.7	B	17.4	A	9.0	A	7.1
		A	1.3	A	0.6	A	3.4	A	0.6	A	1.8
		A	3.5	A	9.4	A	6.8	B	10.6	C	22.9
		A	0.0	A	0.1	A	0.1	A	0.1	A	0.1
		A	0.0	A	9.4	A	7.4	B	15.7	C	30.3
		A	6.8	A	5.2	A	6.9	A	6.7	A	9.8
<b>4. E. County Line Rd. &amp; Park Meadows Center Dr.</b> a. EB T b. EB R (Stop) c. WB T d. WB R (To SB I-25) e. NB R (Prot) (Triple) f. SB L (Prot) (Triple) g. SB T h. SB R (Perm) i. SB R (Free) j. <b>INTERSECTION</b>	Signal										
		D	50.3	C	31.9	D	39.6	D	48.5	F	49.6
		A	0.0	A	0.0	A	0.0	A	0.0	A	0.0
		D	40.9	D	36.1	D	37.6	C	32.5	C	32.9
		A	0.0	A	0.0	A	0.0	A	0.0	A	0.0
		A	0.0	A	0.0	A	0.0	A	0.0	A	0.0
		A	4.9	A	8.6	A	9.3	A	9.0	B	10.9
		A	4.8	B	10.1	B	11.3	B	11.4	B	15.9
		A	5.4	B	11.5	B	13.7	B	12.9	C	20.4
		A	0.0	A	0.0	A	0.0	A	0.0	A	0.0
		C	28.0	C	25.9	C	28.4	C	30.8	C	33.6
	<b>5. E. County Line Rd. &amp; I-25 Ramps</b> a. EB T b. EB R (Free) c. WB T d. WB R (Free) e. NB L (Prot Only) f. NB R (Free) g. <b>INTERSECTION</b>	Signal									
		D	43.8	C	28.7	C	34.3	D	53.0	D	37.1
		A	0.0	A	0.0	A	0.0	A	0.0	A	0.0
		D	33.1	D	40.4	D	43.8	D	46.0	D	42.4
		A	0.0	A	0.0	A	0.0	A	0.0	A	0.0
		A	7.2	A	7.0	A	5.6	A	3.3	A	5.4
		A	0.0	A	0.0	A	0.0	A	0.0	A	0.0
		D	35.2	C	29.4	C	28.4	B	31.1	C	25.5

**TABLE 1 (CONTINUED)  
2022 (EXISTING) CONDITIONS  
SUMMARY OF OPERATIONAL ANALYSIS**

INTERSECTION	CONTROL	2022 EXISTING TRAFFIC									
		AM PEAK LOS	AM PEAK DELAY	PM PEAK LOS	PM PEAK DELAY	MID PEAK LOS	MID PEAK DELAY	SAT PEAK LOS	SAT PEAK DELAY	HOL PEAK LOS	HOL PEAK DELAY
<b>6. Park Meadows Center Dr. &amp; East Access Drive</b> a. EB L (Prot) (Dual) b. EB R (Perm) c. NB L (Prot+Perm) d. NB T e. SB TR f. <b>INTERSECTION</b>	Signal										
		C	26.3	C	21.3	C	22.4	C	21.6	C	25.5
		C	28.8	C	25.1	C	25.9	C	23.8	C	33.4
		A	1.7	A	4.2	A	4.4	A	6.6	B	15.2
		A	1.2	A	3.6	A	3.0	A	4.1	A	6.2
		A	2.8	A	7.0	A	8.3	B	12.3	C	22.8
		A	3.2	B	10.5	A	9.7	B	12.6	B	18.5
<b>7. Park Meadows Center Dr. &amp; SE Access Drive</b> a. EB L (Prot+Perm) b. EB TR c. WB L (Prot+Perm) d. WB TR e. NB L (Perm) f. NB TR g. SB LT (Perm) h. SB R (Perm) i. <b>INTERSECTION</b>	Signal										
		B	19.6	B	16.4	B	17.2	B	16.1	B	17.1
		C	24.5	C	20.7	C	22.6	B	19.9	C	20.3
		B	19.9	B	16.0	B	17.0	B	15.7	B	14.8
		C	22.4	C	22.5	C	23.1	C	22.1	C	25.9
		A	0.0	B	10.3	A	9.1	B	13.5	C	33.9
		A	4.6	A	8.8	A	8.1	A	10.0	B	15.4
		A	4.6	A	8.8	A	8.0	B	10.4	B	19.2
		A	4.7	A	9.3	A	8.5	B	11.8	C	22.2
		C	22.8	B	17.4	B	17.7	B	16.9	C	21.7
	<b>8. Park Meadows Center Dr. &amp; S. Yosemite St.</b> a. WB L (Prot) b. WB LT d. WB R (Perm) e. NB L (Prot+Perm) (Dual) f. NB T g. NB R (Perm+ov) h. SB L (Prot+Perm) (Dual) i. SB T j. SB R (Yield) k. <b>INTERSECTION</b>	Signal									
		B	13.0	C	24.8	C	23.6	C	25.1	C	31.4
		B	10.1	C	21.9	C	21.2	C	21.8	C	23.5
		A	1.7	A	4.9	A	5.2	A	7.0	B	10.6
		A	3.8	A	8.1	A	6.5	A	7.0	A	9.4
		A	6.5	B	13.1	B	13.8	B	14.4	B	19.5
		A	2.3	A	4.3	A	4.2	A	4.9	C	22.3
		A	2.6	A	7.4	A	7.3	B	10.1	B	12.7
		A	5.0	B	14.4	B	12.0	B	10.4	B	14.5
		A	0.1	A	3.5	A	3.2	A	3.6	B	15.7
		A	5.3	B	12.1	B	11.4	B	12.0	B	18.9
<b>9. S. Yosemite St. &amp; SW Access Drive</b> a. EB L (Perm) b. EB TR c. WB L (Perm) d. WB TR e. NB L (Prot) f. NB T g. NB R (Perm) h. SB L (Prot) (Dual) i. SB TR j. <b>INTERSECTION</b>		Signal									
			C	34.2	C	27.0	C	27.2	C	24.8	C
		D	39.0	C	24.3	C	24.3	C	20.8	B	19.5
		C	34.5	C	29.7	C	29.7	C	27.8	D	43.0
		D	35.2	C	25.8	C	25.9	C	22.3	C	21.8
		D	45.1	D	42.2	D	39.7	D	40.0	D	42.1
		A	2.2	A	9.4	A	9.7	B	13.0	C	22.6
		A	1.9	A	8.8	A	9.5	B	12.7	C	20.0
		D	36.4	C	33.3	C	33.5	C	34.0	D	47.9
		A	2.0	A	7.3	A	7.7	B	10.9	B	17.0
		A	3.3	B	11.7	B	12.7	B	15.8	C	23.6
	<b>10. S. Yosemite St. &amp; S. Chester St.</b> a. EB L (Prot+Perm) b. EB T c. WB T d. WB R (Perm) e. SB L (Prot) (Dual) f. SB R (Perm) g. <b>INTERSECTION</b>	Signal									
			B	13.4	B	11.5	B	11.3	B	11.1	B
		B	11.8	B	10.0	A	9.4	A	8.9	A	8.4
		B	17.0	B	16.0	B	16.0	B	15.9	B	16.8
		C	25.5	C	29.9	C	30.0	C	32.5	F	95.4
		A	7.9	B	11.8	B	12.0	B	12.4	B	18.0
		A	7.8	B	10.5	B	11.4	B	12.2	B	15.9
		B	17.2	B	15.9	B	15.9	B	16.6	C	30.3
<b>11. S. Chester St. &amp; Westview Rd./NW Access Drive</b> a. EB L (Perm) b. EB TR c. WB L (Perm) d. WB TR e. WB R (Free) f. NB L (Prot) g. NB TR h. SB L (Prot) (Dual) i. SB TR j. <b>INTERSECTION</b>		Signal									
		C	26.5	C	24.2	C	23.7	C	22.7	C	23.0
		C	29.2	C	24.4	C	22.6	C	22.8	C	22.2
		C	26.5	C	25.1	C	23.9	C	24.8	C	26.7
		C	26.3	C	22.0	C	20.8	B	19.8	B	18.6
		A	0.0	A	0.0	A	0.0	A	0.0	A	0.0
		D	36.8	C	31.2	D	35.8	C	34.8	C	36.7
		A	3.0	A	6.9	A	7.9	A	8.9	A	15.8
		C	26.9	C	27.7	C	28.3	D	36.0	D	29.5
		A	2.4	A	6.3	A	7.4	A	8.0	B	13.1
		A	5.9	B	14.3	B	15.4	B	17.7	B	20.0

**TABLE 1 (CONTINUED)  
2022 (EXISTING) CONDITIONS  
SUMMARY OF OPERATIONAL ANALYSIS**

INTERSECTION	CONTROL	2022 EXISTING TRAFFIC									
		AM PEAK LOS	AM PEAK DELAY	PM PEAK LOS	PM PEAK DELAY	MID PEAK LOS	MID PEAK DELAY	SAT PEAK LOS	SAT PEAK DELAY	HOL PEAK LOS	HOL PEAK DELAY
12. Park Meadows Ring Rd. & North Access Drive a. EB LT b. EB T c. WB T d. WB R (Free) e. SB L (Dual) f. SB R (Free) g. INTERSECTION	TWSC										
	Stop	B	10.1	F	54.7	F	102.3	F	-	F	-
	Stop	B	10.3	C	18.8	E	40.9	F	50.8	F	666.3
	Stop	B	10.3	C	23.6	E	44.7	F	178.3	F	-
		A	8.4	A	9.0	A	9.1	B	10.3	B	12.6
		A	7.3	A	7.8	A	8.2	A	8.2	A	9.2
		A	0.0	A	0.0	A	0.0	A	0.0	A	0.0
		A	6.2	B	16.0	C	20.0	F	-	F	-
13. Park Meadows Ring Rd. & East Access Drive a. WB L b. WB R (Free) c. NB T d. NB R e. SB LT f. SB T g. INTERSECTION	TWSC										
		A	7.3	A	7.4	A	7.6	A	7.6	A	7.6
		A	0.0	A	0.0	A	0.0	A	0.0	A	0.0
	Stop	A	9.8	B	12.7	C	15.1	C	15.2	D	25.8
	Stop	A	8.4	A	9.0	A	8.7	A	9.0	A	9.4
	Stop	A	9.6	D	26.0	F	68.9	F	171.1	F	-
	Stop	A	9.8	B	12.3	C	15.7	C	15.3	D	26.9
		A	6.2	B	12.1	D	26.7	F	55.6	F	2985.4
14. Park Meadows Ring Rd. & SE Access Drive a. EB T b. EB R c. WB LT d. WB T e. NB L f. NB R (Free) g. INTERSECTION	TWSC										
	Stop	A	9.2	B	10.7	B	11.1	B	12.4	C	16.2
	Stop	A	8.4	A	8.9	A	8.9	A	9.2	A	9.9
	Stop	A	8.8	B	12.9	B	13.6	C	22.8	F	226.2
	Stop	A	9.1	B	10.5	B	10.9	B	11.9	B	14.5
		A	7.2	A	7.3	A	7.4	A	7.4	A	7.5
		A	0.0	A	0.0	A	0.0	A	0.0	A	0.0
		A	5.6	A	8.3	A	8.4	B	11.5	F	64.5
15. Park Meadows Ring Rd. & SW Access Drive a. EB L b. EB R (Free) c. NB LT d. NB T e. SB T f. SB R g. INTERSECTION	TWSC										
		A	7.3	A	7.5	A	7.6	A	7.5	A	7.7
		A	0.0	A	0.0	A	0.0	A	0.0	A	0.0
	Stop	A	9.5	C	24.6	D	33.5	F	65.7	F	-
	Stop	A	9.7	B	13.4	B	14.6	B	13.4	C	18.8
	Stop	A	9.8	B	14.3	C	16.2	C	15.1	D	27.5
	Stop	A	8.3	A	8.8	A	8.6	A	8.9	A	9.3
		A	5.8	B	11.4	B	12.9	C	23.1	F	2723.8
16. Park Meadows Ring Rd. & NW Access Drive a. EB L b. EB R (Free) c. NB LT d. NB T e. SB T f. SB R g. INTERSECTION	TWSC										
		A	7.2	A	7.3	A	7.5	A	7.4	A	7.4
		A	0.0	A	0.0	A	0.0	A	0.0	A	0.0
	Stop	A	8.9	C	16.7	D	26.3	D	34.7	F	439.1
	Stop	A	9.2	B	10.4	B	12.4	B	11.3	B	13.3
	Stop	A	9.2	B	11.4	B	13.8	B	12.0	C	15.3
	Stop	A	8.3	A	8.7	A	8.7	A	9.0	A	9.5
		A	5.5	A	9.8	B	12.6	C	15.3	F	143.4

**TABLE 2  
2022 (EXISTING) CONDITIONS  
SUMMARY OF QUEUING ANALYSIS**

INTERSECTION (# OF LANES IN LANE GROUP)	EXISTING STORAGE (FT)	2022 EXISTING TRAFFIC				
		QUEUE LENGTH (FT) 95TH%				
		AM PEAK	PM PEAK	MID PEAK	SAT PEAK	HOL PEAK
<b>1. E. County Line Rd./S. Yosemite St.</b>						
a. EB L (2)	350	243	223	237	213	307
b. EB T (3)	1290	472	489	560	622	980
c. EB R (1)	350	9	43	58	54	63
d. WB L (2)	1200	52	140	198	155	223
e. WB T (3)	2100	371	906	606	576	819
f. WB R (1)	700	24	47	36	30	63
g. NBL (2)	470	97	202	200	223	318
h. NBT (2)	740	139	295	238	245	359
i. NBR (1)	370	0	0	0	9	43
j. SBL (1)	250	63	158	157	129	188
k. SBR (2)	500	129	521	329	287	481
<b>2. E. County Line Rd./S. Chester St.</b>						
a. EB L (2)	1100	35	178	287	169	378
b. EB T (3)	2100	410	554	560	871	1330
c. EB R (1)	500	0	59	82	66	3
d. WB L (2)	1050	177	270	394	258	605
e. WB TR (4)	2000	444	495	609	519	994
f. NBL (2)	325	23	155	138	198	297
g. NBT (2)	850	93	198	219	224	333
h. NBR (1)	375	42	71	69	78	308
i. SBL (2)	300	60	334	274	272	469
j. SBT (2)	380	30	181	196	152	226
k. SBR (1)	110	0	55	51	57	71
<b>3. E. County Line Rd./North Access Drive</b>						
a. EB T (3)	3400	180	205	448	167	265
b. EBR (1)	700	0	1	22	1	10
c. WBL (2)	700	19	262	208	308	671
d. WBT (4)	1800	0	0	0	0	0
e. NBR (2)	350	0	127	97	315	591
<b>4. E. County Line Rd./Park Meadows Center Dr./SB I-25 Ramps</b>						
a. EB T (4)	2100	138	970	533	1049	2074
b. EBR (1)	350	0	2	29	79	29
c. WBT (3)	2700	418	778	475	639	773
d. WBR (1)	50	47	128	12	9	15
e. NBR (3)	1600	153	235	130	153	958
f. SBL (3)	750	214	104	130	76	107
g. SBT (2)	1200	133	399	517	551	1007
h. SBR (2)	350	14	25	19	25	33
<b>5. E. County Line Rd./NB I-25 Ramps</b>						
a. EB T (3)	2250	598	571	508	456	516
b. EBR (2)	550	0	0	0	0	0
c. WBT (3)	2400	186	674	587	298	396
d. WBR (1)	650	0	0	0	0	0
e. NBL (2)	350	118	182	235	140	307
f. NBR (1)	175	0	0	0	0	0

INTERSECTION (# OF LANES IN LANE GROUP)	EXISTING STORAGE (FT)	2022 EXISTING TRAFFIC				
		QUEUE LENGTH (FT) 95TH%				
		AM PEAK	PM PEAK	MID PEAK	SAT PEAK	HOL PEAK
<b>6. Park Meadows Center Dr./East Access Drive</b>						
a. EB L (2)	250	17	116	99	171	301
b. EBR (1)	100	14	42	38	47	74
c. NBL (1)	110	5	29	42	57	59
d. NBT (2)	2900	49	141	110	156	205
e. SBR (2)	2100	57	82	154	203	458
<b>7. Park Meadows Center Dr./SE Access Drive</b>						
a. EB L (1)	150	14	42	44	56	71
b. EB TR (2)	900	143	184	182	190	215
d. WBL (1)	100	6	17	14	14	49
e. WBT (2)	2800	89	154	95	118	350
f. NBL (1)	60	0	43	36	55	94
g. NBT (1)	60	0	35	37	41	59
h. SBL (1)	125	5	64	62	80	141
i. SBR (1)	125	0	32	31	41	73
<b>8. Park Meadows Center Dr./S. Yosemite St.</b>						
a. WBL (2)	300	36	268	213	288	511
b. WBT (2)	700	24	231	178	246	442
c. WBR (1)	240	0	38	40	59	65
d. NBL (2)	220	58	97	60	54	80
e. NBT (3)	1200	199	358	399	371	617
f. NBR (1)	275	42	58	56	59	390
g. SBL (2)	440	8	47	56	80	85
h. SBT (3)	1650	33	287	216	177	317
i. SBR (1)	235	0	38	33	36	174
<b>9. S. Yosemite St./SW Access Drive</b>						
a. EB L (1)	50	5	19	16	32	49
b. EB TR (1)	50	0	17	24	26	35
c. WBL (1)	250	10	122	118	157	334
d. WBT (1)	250	0	0	33	38	60
e. NBL (1)	140	20	26	45	53	78
f. NBT (2)	1080	146	388	405	437	762
g. NBR (1)	540	9	38	42	46	50
h. SBL (2)	900	19	83	89	103	196
i. SBT (3)	2025	85	371	317	363	581
<b>10. S. Yosemite St./S. Chester St.</b>						
a. EB L (1)	200	10	20	28	29	41
b. EB T (3)	1425	68	167	161	150	232
c. WBT (2)	1950	80	158	146	249	403
d. WBR (1)	740	15	200	195	52	59
e. SBL (2)	350	23	99	87	87	194
f. SBR (1)	140	2	10	14	16	15



**TABLE 2 (CONTINUED)  
2022 (EXISTING) CONDITIONS  
SUMMARY OF QUEUING ANALYSIS**

INTERSECTION (# OF LANES IN LANE GROUP)	EXISTING STORAGE (FT)	2022 EXISTING TRAFFIC				
		QUEUE LENGTH (FT) 95TH%				
		AM PEAK	PM PEAK	MID PEAK	SAT PEAK	HOL PEAK
<b>11. S. Chester St./Westview Rd./NW Access Drive</b>						
a. EB L (1)	125	14	52	67	66	105
b. EB TR (1)	175	11	36	42	49	69
c. WB L (1)	125	4	29	31	34	54
d. WB T (1)	125	4	28	29	30	44
e. WB R (1)	125	0	0	0	0	0
f. NB L (1)	90	8	35	45	45	69
g. NB TR (2)	700	46	152	154	190	325
h. SB L (2)	380	27	109	118	157	256
i. SB TR (2)	830	38	139	129	133	239
<b>12. Park Meadows Ring Rd./North Access Drive</b>						
a. EB LT (2)	900	1	100	107	69	317
b. WB T (1)	150	1	47	64	256	> 150
c. WB R (1)	150	1	16	17	45	93
d. SB LR (1)	175	4	18	31	34	65
e. SB R (1)	175	0	0	0	0	0
<b>13. Park Meadows Ring Rd./East Access Drive</b>						
a. WB L (1)	125	2	8	13	12	19
b. WB R (1)	125	0	0	0	0	0
c. NB T (1)	175	1	13	13	19	55
d. NB R (1)	140	2	16	9	15	25
e. SB LT (2)	600	3	99	243	465	> 600

INTERSECTION (# OF LANES IN LANE GROUP)	EXISTING STORAGE (FT)	2022 EXISTING TRAFFIC				
		QUEUE LENGTH (FT) 95TH%				
		AM PEAK	PM PEAK	MID PEAK	SAT PEAK	HOL PEAK
<b>14. Park Meadows Ring Rd./SE Access Drive</b>						
a. EB T (1)	150	1	5	7	14	31
b. EB R (1)	150	1	13	14	20	35
c. WB LT (2)	1150	1	23	24	76	454
d. NB L (1)	125	0	4	5	7	11
e. NBR (1)	125	0	0	0	0	0
<b>15. Park Meadows Ring Rd./SW Access Drive</b>						
a. EB L (1)	300	2	10	12	10	15
b. EB R (1)	300	0	0	0	0	0
c. NB LT (2)	700	1	73	103	228	> 700
d. SB T (1)	115	1	18	25	29	87
e. SB R (1)	115	0	10	7	13	21
<b>16. Park Meadows Ring Rd./NW Access Drive</b>						
a. EB L (1)	100	1	4	9	5	8
b. EB R (1)	100	0	0	0	0	0
c. NB LT (2)	200	2	54	88	170	927
d. SB T (1)	600	2	19	19	19	42
e. SB R (1)	600	0	225	9	16	27

**Legend**

- Turn lane queue spills into thru lane
- Queue spills back into upstream intersection
- Through lane queue blocks LT lane
- Through lane queue blocks RT lane
- Through lane queue blocks LT & RT lanes

### III. BACKGROUND TRAFFIC

#### A. Background Traffic Volumes

Background traffic volume forecasts for the 2025 (phase I buildout) and 2045 (long-range – phase II buildout) analysis horizons were developed for this study utilizing the following methodology:

- The background traffic volume forecasts for the 2025 (phase I buildout) and 2045 (long-range – phase II buildout) analysis horizons were based on 2022 (existing) traffic volume data collected for this study.
- It was assumed that the peak hour distribution of background intersection approach traffic (left turn, through, right turn) for vehicles, bicycles, and pedestrians will remain constant through the 2045 (long-range – phase II buildout) analysis horizon.
- The Denver Regional Council of Governments (DRCOG) 2020 and 2050 daily travel models were utilized to forecast the background traffic average annual volume growth rates (AGR) for the 2025 (phase I buildout) and 2045 (long-range – phase II buildout) analysis horizons on the study area roadways.
  - Based on the DRCOG 2020 and 2050 daily travel models, it was found that the average annual traffic volume growth rates for the study area roadways average 0.50%. Based on the location of the study area roadways and level of development in the area an AGR of 0.5% seems reasonable.

- Applying the 0.5% AGR to the 2022 (existing) traffic volume data collected for this study results in a 3-year growth factor (2022 to 2025) of 1.051 for the 2025 (phase I buildout) analysis horizon and a 23-year growth factor (2022 to 2045) of 1.1216 for the 2045 (long-range - phase II buildout) analysis horizon.

Figure 9 graphically illustrates the forecast background traffic volumes for the 2025 (phase I buildout) analysis horizon weekday a.m. and p.m. peak hour traffic conditions scenarios. Figure 10 graphically illustrates the forecast background traffic volumes for the 2025 (phase I buildout) analysis horizon weekday midday peak hour and typical Saturday peak hour traffic conditions scenarios. Figure 11 graphically illustrates the forecast background traffic volumes for the 2025 (phase I buildout) analysis horizon holiday season Saturday peak hour traffic conditions scenario. Figure 12 graphically illustrates the forecast background traffic volumes for the 2045 (long-range – phase II buildout) analysis horizon weekday a.m. and p.m. peak hour traffic conditions scenarios. Figure 13 graphically illustrates the forecast background traffic volumes for the 2045 (long-range – phase II buildout) analysis horizon weekday midday peak hour and typical Saturday peak hour traffic conditions scenarios. Figure 14 graphically illustrates the forecast background traffic volumes for the 2045 (long-range – phase II buildout) analysis horizon holiday season Saturday peak hour traffic conditions scenario.

## **B. Background Traffic Roadway System**

Based on the *City of Lone Tree 2040 Transportation Plan*, as well as other relevant transportation planning documents, none of the study area roadways or intersections are anticipated to undergo any significant modifications through the 2045 (long-range – phase II buildout) analysis horizon. In addition, there are no regional transportation system improvements planned that would influence traffic patterns and/or volumes on the study area roadways through the 2045 (long-range – phase II buildout) analysis horizon. Therefore, the study area roadways and intersections are assumed to remain in their existing geometric and operational configuration through the 2045 (long-range – phase II buildout) analysis horizon and include the following:

### **Study Area Roadways:**

- E. County Line Rd.
- Park Meadows Center Dr.
- S. Yosemite St.
- S. Chester St.
- Park Meadows Mall Ring Rd.

### **Study Area Intersections:**

1. E. County Line Rd./S. Yosemite St. (Signalized)
2. E. County Line Rd./S. Chester St. (Signalized)
3. E. County Line Rd./North Access Drive (RIRO w/ Signal)
4. E. County Line Rd./I-25 SB Off-Ramp/Park Meadows Center Dr. (Signalized)
5. E. County Line Rd./I-25 NB Off-Ramp (Signalized)
6. Park Meadows Center Dr./East Access Drive (Signalized)
7. Park Meadows Center Dr./SE Access Drive (Signalized)
8. Park Meadows Center Dr./S. Yosemite St. (Signalized)
9. S. Yosemite St./SW Access Drive (Signalized)
10. S. Yosemite St./S. Chester St. (Signalized)
11. S. Chester St./NW Access Drive (Signalized)

12. North Access Drive/Park Meadows Mall Ring Rd. (TWSC)
13. East Access Drive/Park Meadows Mall Ring Rd. (TWSC)
14. SE Access Drive/Park Meadows Mall Ring Rd. (TWSC)
15. SW Access Drive/Park Meadows Mall Ring Rd. (TWSC)
16. NW Access Drive/Park Meadows Mall Ring Rd. (TWSC)

### C. Background Traffic Operational Analysis

The following study area intersections were analyzed for the 2025 (phase I buildout) and 2045 (long-range – phase II buildout) analysis horizons background traffic scenarios:

1. E. County Line Rd./S. Yosemite St. (Signalized)
2. E. County Line Rd./S. Chester St. (Signalized)
3. E. County Line Rd./North Access Drive (RIRO w/ Signal)
4. E. County Line Rd./I-25 SB Off-Ramp/Park Meadows Center Dr. (Signalized)
5. E. County Line Rd./I-25 NB Off-Ramp (Signalized)
6. Park Meadows Center Dr./East Access Drive (Signalized)
7. Park Meadows Center Dr./SE Access Drive (Signalized)
8. Park Meadows Center Dr./S. Yosemite St. (Signalized)
9. S. Yosemite St./SW Access Drive (Signalized)
10. S. Yosemite St./S. Chester St. (Signalized)
11. S. Chester St./NW Access Drive (Signalized)
12. North Access Drive/Park Meadows Mall Ring Rd. (TWSC)
13. East Access Drive/Park Meadows Mall Ring Rd. (TWSC)
14. SE Access Drive/Park Meadows Mall Ring Rd. (TWSC)
15. SW Access Drive/Park Meadows Mall Ring Rd. (TWSC)
16. NW Access Drive/Park Meadows Mall Ring Rd. (TWSC)

The results of the background traffic operational analysis scenarios for the 2025 (phase I buildout) and 2045 (long-range – phase II buildout) analysis horizons are summarized in Tables 3 and 4, respectively. Figure 15 graphically illustrates the results of the 2025 (phase I buildout) analysis horizon weekday a.m. and p.m. peak hour background traffic conditions scenarios operational analysis. Figure 16 graphically illustrates the results of the 2025 (phase I buildout) analysis horizon weekday midday peak hour and typical Saturday peak hour background traffic conditions scenarios operational analysis. Figure 17 graphically illustrates the results of the 2025 (phase I buildout) analysis horizon holiday season Saturday peak hour background traffic conditions scenario operational analysis. Figure 18 graphically illustrates the results of the 2045 (long-range – phase II buildout) analysis horizon weekday a.m. and p.m. peak hour background traffic conditions scenarios operational analysis. Figure 19 graphically illustrates the results of the 2045 (long-range – phase II buildout) analysis horizon weekday midday peak hour and typical Saturday peak hour background traffic conditions scenarios operational analysis. Figure 20 graphically illustrates the results of the 2045 (long-range – phase II buildout) analysis horizon holiday season Saturday peak hour background traffic conditions scenario operational analysis. Detailed *Synchro 11* software intersection capacity analysis reports are provided in Appendix “C”.

As shown in Tables 3 and 4, the following study area intersections are projected to experience operational related issues in the 2025 (phase I buildout) and/or 2045 (long-range – phase II buildout) analysis horizons background traffic analysis scenarios, respectively:

- **(1) E. County Line Rd./S. Yosemite St.**
  - 2025 (Phase I Buildout) Analysis Horizon Background Traffic Scenario:
    - Weekday A.M. Peak Hour – The intersection, overall, is projected to operate at an acceptable level of service (LOS “D” or better) during the peak hour. However, it is projected that the WB L lane group will experience a poor level of service (LOS “E”) due to high traffic demand.
    - Weekday P.M. Peak Hour – The intersection, overall, is projected to operate at an acceptable level of service (LOS “D” or better) during the peak hour. However, it is projected that the EB L and SB L lane groups will experience a poor level of service (LOS “E”) due to high traffic demand.
    - Weekday Midday Peak Hour – The intersection, overall, is projected to operate at an acceptable level of service (LOS “D” or better) during the peak hour. However, it is projected that the EB L, NB L and SB L lane groups will experience a poor level of service (LOS “E”) due to high traffic demand.
    - Typical Saturday Peak Hour – The intersection, overall, is projected to operate at an acceptable level of service (LOS “D” or better) during the peak hour. However, it is projected that the WB L and NB L lane groups will experience a poor level of service (LOS “E”) due to high traffic demand.
    - Holiday Season Saturday Peak Hour - The intersection, overall, is projected to operate at an acceptable level of service (LOS “D” or better) during the peak hour. However, it is projected that the EB L and WB L lane groups will experience a poor level of service (LOS “E”) due to high traffic demand.
  - 2045 (Long Range – Phase II Buildout) Analysis Horizon Background Traffic Scenario:
    - Weekday A.M. Peak Hour – The intersection, overall, is projected to operate at an acceptable level of service (LOS “D” or better) during the peak hour. However, it is projected that the WB L and SB L lane groups will experience a poor level of service (LOS “E”) due to high traffic demand.
    - Weekday P.M. Peak Hour – The intersection, overall, is projected to operate at an acceptable level of service (LOS “D” or better) during the peak hour. However, it is projected that the EB L, WB L and NB L lane groups will experience a poor level of service (LOS “E”) due to high traffic demand.
    - Weekday Midday Peak Hour – The intersection, overall, is projected to operate at an acceptable level of service (LOS “D” or better) during the peak hour. However, it is projected that the EB L, WB L, NB L and SB L lane groups will experience a poor level of service (LOS “E”) due to high traffic demand.
    - Typical Saturday Peak Hour – The intersection, overall, is projected to operate at an acceptable level of service (LOS “D” or better) during the peak hour. However, it is projected that the WB L lane group will experience a poor level of service (LOS “E”) due to high traffic demand.
    - Holiday Season Saturday Peak Hour - The intersection, overall, is projected to operate at an acceptable level of service (LOS “D” or better) during the peak hour. However, it is projected that the EB L, WB L, WB T and NB L lane groups will experience a poor level of service (LOS “E”) due to high traffic demand.

- **(2) E. County Line Rd./S. Chester St.**

- 2025 (Phase I Buildout) Analysis Horizon Background Traffic Scenario:

- Weekday A.M. Peak Hour – The intersection, overall, is projected to operate at an acceptable level of service (LOS “D” or better) during the peak hour. However, it is projected that the EB L, WB L and SB L lane groups will experience a poor level of service (LOS “E”) due to high traffic demand.
- Weekday P.M. Peak Hour – The intersection, overall, is projected to operate at an acceptable level of service (LOS “D” or better) during the peak hour. However, it is projected that the WB L and NB L lane groups will experience a poor level of service (LOS “E”) due to high traffic demand.
- Weekday Midday Peak Hour – The intersection, overall, is projected to operate at an acceptable level of service (LOS “D” or better) during the peak hour. However, it is projected that the EB L, WB L, WB T/R and NB L lane groups will experience a poor level of service (LOS “E”) due to high traffic demand.
- Typical Saturday Peak Hour – The intersection, overall, is projected to operate at an acceptable level of service (LOS “D” or better) during the peak hour. However, it is projected that the WB L and NB L lane groups will experience a poor level of service (LOS “E”) due to high traffic demand.
- Holiday Season Saturday Peak Hour - The intersection, overall, is projected to operate at a poor level of service (LOS “E”) during the peak hour. Also, it is projected that the WB L, SB L and SB R lane groups will experience a poor level of service (LOS “E”), and the NB R lane group will experience a failing level of service (LOS “F”) due to high traffic demand.

- 2045 (Long Range – Phase II Buildout) Analysis Horizon Background Traffic Scenario:

- Weekday A.M. Peak Hour – The intersection, overall, is projected to operate at an acceptable level of service (LOS “D” or better) during the peak hour. However, it is projected that the EB L and SB L lane groups will experience a poor level of service (LOS “E”) due to high traffic demand.
- Weekday P.M. Peak Hour – The intersection, overall, is projected to operate at an acceptable level of service (LOS “D” or better) during the peak hour. However, it is projected that the EB L, WB L, NB L and SB L lane groups will experience a poor level of service (LOS “E”) due to high traffic demand.
- Weekday Midday Peak Hour – The intersection, overall, is projected to operate at an acceptable level of service (LOS “D” or better) during the peak hour. However, it is projected that the EB L, WB L, WB T/R and NB R lane groups will experience a poor level of service (LOS “E”) due to high traffic demand.
- Typical Saturday Peak Hour – The intersection, overall, is projected to operate at acceptable levels of service (LOS “D” or better) during the peak hour. However, it is projected that the WB L and NB L lane groups will experience a poor level of service (LOS “E”), and the NB R lane group will experience a failing level of service (LOS “F”) due to high traffic demand.
- Holiday Season Saturday Peak Hour - The intersection, overall, is projected to operate at a failing level of service (LOS “F”) during the peak hour. Also, it is projected that the WB T/R, NB L, NB R and SB L groups will experience a poor

level of service (LOS “E”), and the WB L and SB R lane groups will experience a failing level of service (LOS “F”) due to high traffic demand.

- **(4) E. County Line Rd./Park Meadows Center Dr.**
  - 2025 (Phase I Buildout) Analysis Horizon Background Traffic Scenario:
    - Holiday Season Saturday Peak Hour - The intersection, overall, is projected to operate at an acceptable level of service (LOS “D” or better) during the peak hour. However, it is projected that the EB T lane group will experience a failing level of service (LOS “F”) due to high traffic demand.
  - 2045 (Long Range – Phase II Buildout) Analysis Horizon Background Traffic Scenario:
    - Holiday Season Saturday Peak Hour - The intersection, overall, is projected to operate at a poor level of service (LOS “E”) during the peak hour. Also, it is projected that the EB T lane group will experience a failing level of service (LOS “F”) due to high traffic demand.
- **(7) Park Meadows Center Dr./SE Access Drive**
  - 2045 (Long Range – Phase II Buildout) Analysis Horizon Background Traffic Scenario:
    - Holiday Season Saturday Peak Hour - The intersection, overall, is projected to operate at an acceptable level of service (LOS “D” or better) during the peak hour. However, it is projected that the NB L lane group will experience a poor level of service (LOS “E”) due to high traffic demand.
- **(9) S. Yosemite St./SW Access**
  - 2045 (Long Range – Phase II Buildout) Analysis Horizon Background Traffic Scenario:
    - Holiday Season Saturday Peak Hour - The intersection, overall, is projected to operate at an acceptable level of service (LOS “D” or better) during the peak hour. However, it is projected that the WB L and SB L lane groups will experience poor levels of service (LOS “E”) due to high traffic demand.
- **(10) S. Yosemite St./S. Chester St.**
  - 2025 (Phase I Buildout) Analysis Horizon Background Traffic Scenario:
    - Holiday Season Saturday Peak Hour - The intersection, overall, is projected to operate at an acceptable level of service (LOS “D” or better) during the peak hour. However, it is projected that the WB R lane group will experience a failing level of service (LOS “F”) due to high traffic demand.
  - 2045 (Long Range – Phase II Buildout) Analysis Horizon Background Traffic Scenario:
    - Holiday Season Saturday Peak Hour - The intersection, overall, is projected to operate at an acceptable level of service (LOS “D” or better) during the peak hour. However, it is projected that the WB R lane group will experience a failing level of service (LOS “F”) due to high traffic demand.
- **(12) North Access Dr./Park Meadows Mall Ring Rd.**
  - 2025 (Phase I Buildout) Analysis Horizon Background Traffic Scenario:

- Weekday P.M. Peak Hour – The intersection, overall, is projected to operate at an acceptable level of service (LOS “D” or better) during the peak hour. However, it is projected that the EB L lane group will experience a failing level of service (LOS “F”) due to high traffic demand.
- Weekday Midday Peak Hour – The intersection, overall, is projected to operate at an acceptable level of service (LOS “D” or better) during the peak hour. However, it is projected that the EB T and WB T lane groups will experience a poor level of service (LOS “E”) and the WB L/T will experience a failing level of service (LOS “F”) due to high traffic demand.
- Typical Saturday Peak Hour – The intersection, overall, is projected to operate at a failing level of service (LOS “F”) during the peak hour. Also, it is projected that the EB T, WB L/T and WB T lane groups will experience failing levels of service (LOS “F”) due to high traffic demand.
- Holiday Season Saturday Peak Hour - The intersection, overall, is projected to operate at a failing level of service (LOS “F”) during the peak hour. Also, it is projected that the EB T, WB L/T and WB T lane groups will experience failing levels of service (LOS “F”) due to high traffic demand.
- 2045 (Long Range – Phase II Buildout) Analysis Horizon Background Traffic Scenario:
  - Weekday P.M. Peak Hour – The intersection, overall, is projected to operate at an acceptable level of service (LOS “D” or better) during the peak hour. However, it is projected that the EB L lane group will experience a failing level of service (LOS “F”) due to high traffic demand.
  - Weekday Midday Peak Hour – The intersection, overall, is projected to operate at an acceptable level of service (LOS “D” or better) during the peak hour. However, it is projected that the EB T and WB T lane groups will experience a poor level of service (LOS “E”) and the WB L/T will experience a failing level of service (LOS “F”) due to high traffic demand.
  - Typical Saturday Peak Hour – The intersection, overall, is projected to operate at a failing level of service (LOS “F”) during the peak hour. Also, it is projected that the EB T, WB L/T and WB T lane groups will experience failing levels of service (LOS “F”) due to high traffic demand.
  - Holiday Season Saturday Peak Hour - The intersection, overall, is projected to operate at a failing level of service (LOS “F”) during the peak hour. Also, it is projected that the EB T, WB L/T and WB T lane groups will experience failing levels of service (LOS “F”) due to high traffic demand.
- **(13) East Access Dr./Park Meadows Mall Ring Rd.**
  - 2025 (Phase I Buildout) Analysis Horizon Background Traffic Scenario:
    - Weekday Midday Peak Hour – The intersection, overall, is projected to operate at an acceptable level of service (LOS “D” or better) during the peak hour. However, it is projected that the SB L/T lane group will experience a failing level of service (LOS “F”) due to high traffic demand.
    - Typical Saturday Peak Hour – The intersection, overall, is projected to operate at a failing level of service (LOS “F”) during the peak hour. Also, it is projected that

the SB L/T lane group will experience a failing level of service (LOS “F”) due to high traffic demand.

- Holiday Season Saturday Peak Hour - The intersection, overall, is projected to operate at a failing level of service (LOS “F”) during the peak hour. Also, it is projected that the SB L/T lane group will experience a failing level of service (LOS “F”) due to high traffic demand.
- 2045 (Long Range – Phase II Buildout) Analysis Horizon Background Traffic Scenario:
  - Weekday P.M. Peak Hour – The intersection, overall, is projected to operate at an acceptable level of service (LOS “D” or better) during the peak hour. However, it is projected that the SB L/T lane group will experience a failing level of service (LOS “F”) due to high traffic demand.
  - Weekday Midday Peak Hour – The intersection, overall, is projected to operate at an acceptable level of service (LOS “D” or better) during the peak hour. However, it is projected that the SB L/T lane group will experience a failing level of service (LOS “F”) due to high traffic demand.
  - Typical Saturday Peak Hour – The intersection, overall, is projected to operate at a failing level of service (LOS “F”) during the peak hour. Also, it is projected that the SB L/T lane group will experience a failing level of service (LOS “F”) due to high traffic demand.
  - Holiday Season Saturday Peak Hour - The intersection, overall, is projected to operate at a failing level of service (LOS “F”) during the peak hour. Also, it is projected that the SB T lane group will experience a poor level of service (LOS “E”) and the SB L/T lane group will experience a failing level of service (LOS “F”) due to high traffic demand.
- **(14) SE Access Dr./Park Meadows Mall Ring Rd.**
  - 2025 (Phase I Buildout) Analysis Horizon Background Traffic Scenario:
    - Holiday season Saturday Peak Hour - The intersection, overall, is projected to operate at a failing level of service (LOS “F”) during the peak hour. Also, it is projected that the WB L/T lane group will experience a failing level of service (LOS “F”) due to high traffic demand.
  - 2045 (Long Range – Phase II Buildout) Analysis Horizon Background Traffic Scenario:
    - Holiday Season Saturday Peak Hour - The intersection, overall, is projected to operate at a failing level of service (LOS “F”) during the peak hour. Also, it is projected that the WB L/T lane group will experience a failing level of service (LOS “F”) due to high traffic demand.
- **(15) SW Access Dr./Park Meadows Mall Ring Rd.**
  - 2025 (Phase I Buildout) Analysis Horizon Background Traffic Scenario:
    - Weekday Midday Peak Hour – The intersection, overall, is projected to operate at an acceptable level of service (LOS “D” or better) during the peak hour. However, it is projected that the NB L/T lane group will experience a poor level of service (LOS “E”) due to high traffic demand.



- Typical Saturday Peak Hour – The intersection, overall, is projected to operate at an acceptable level of service (LOS “D” or better) during the peak hour. However, it is projected that the NB L/T lane group will experience a failing level of service (LOS “F”) due to high traffic demand.
    - Holiday Season Saturday Peak Hour - The intersection, overall, is projected to operate at a failing level of service (LOS “F” or better) during the peak hour. Also, it is projected that the NB L/T lane group will experience a failing level of service (LOS “F”) due to high traffic demand.
  - 2045 (Long Range – Phase II Buildout) Analysis Horizon Background Traffic Scenario:
    - Weekday P.M. Peak Hour – The intersection, overall, is projected to operate at an acceptable level of service (LOS “D” or better) during the peak hour. However, it is projected that the NB L/T lane group will experience a failing level of service (LOS “F”) due to high traffic demand.
    - Weekday Midday Peak Hour – The intersection, overall, is projected to operate at an acceptable level of service (LOS “D” or better) during the peak hour. However, it is projected that the NB L/T lane group will experience a failing level of service (LOS “F”) due to high traffic demand.
    - Typical Saturday Peak Hour – The intersection, overall, is projected to operate at a poor level of service (LOS “E”) during the peak hour. Also, it is projected that the NB L/T lane group will experience a failing level of service (LOS “F”) due to high traffic demand.
    - Holiday Season Saturday Peak Hour - The intersection, overall, is projected to operate at a failing level of service (LOS “F”) during the peak hour. Also, it is projected that the SB T lane group will experience a poor level of service (LOS “E”) and the NB L/T lane group will experience a failing level of service (LOS “F”) due to high traffic demand.
- **(16) NW Access Dr./Park Meadows Mall Ring Rd.**
  - 2025 (Phase I Buildout) Analysis Horizon Background Traffic Scenario:
    - Typical Saturday Peak Hour – The intersection, overall, is projected to operate at an acceptable level of service (LOS “D” or better) during the peak hour. However, it is projected that the NB L/T lane group will experience a poor level of service (LOS “E”) due to high traffic demand.
    - Holiday Season Saturday Peak Hour - The intersection, overall, is projected to operate at a failing level of service (LOS “F”) during the peak hour. Also, it is projected that the NB L/T lane group will experience a failing level of service (LOS “F”) due to high traffic demand.
  - 2045 (Long Range – Phase II Buildout) Analysis Horizon Background Traffic Scenario:
    - Typical Saturday Peak Hour – The intersection, overall, is projected to operate at an acceptable level of service (LOS “D” or better) during the peak hour. However, it is projected that the NB L/T lane group will experience a failing level of service (LOS “F”) due to high traffic demand.
    - Holiday Season Saturday Peak Hour - The intersection, overall, is projected to operate at a failing level of service (LOS “F”) during the peak hour. Also, it is

projected that the NB L/T lane group will experience a failing level of service (LOS “F”) due to high traffic demand.

#### **D. Background Queuing Analysis**

Queue lengths and associated storage requirements for through and auxiliary lanes (turn bays) at the study area intersections were computed utilizing the *Synchro 11* 95%tile reported queues for the 2025 (Phase I buildout) and 2045 (long range – Phase II buildout) analysis horizons background traffic scenarios. Queue length calculations are based on a 25-foot vehicle length and reported as the total cumulative computed queue length for all traffic lanes in the lane group. Tables 5 and 6 provide a summary of this analysis and comparison to the existing vehicle storage lengths provided for each of the study area intersections for the 2025 (Phase I buildout) and 2045 (long range – Phase II buildout) analysis horizons background traffic scenarios, respectively.

As shown in Tables 5 and 6 the following queue related issues are projected to be experienced at the existing study area intersections based on the reported queues in the 2025 (Phase I buildout) and 2045 (long range – Phase II buildout) analysis horizons background traffic scenarios:

- **(1) E. County Line Rd./S. Yosemite St.**
  - 2025 (Phase I Buildout) Analysis Horizon Background Traffic Scenario:
    - Holiday Season Saturday Peak Hour - The EB T lane group is projected to spillback and block the EB L lane group.
  - 2045 (Long Range – Phase II Buildout) Analysis Horizon Background Traffic Scenario:
    - Weekday P.M. Peak Hour - The SB T/R lane group is projected to exceed its capacity and spill back into the upstream intersection.
    - Holiday Season Saturday Peak Hour – The EB L lane group is projected to exceed its capacity and spillback into the EB T lanes. The EB T lane group queue is projected to block the EB L lane group. The SB T/R lane group is projected to exceed its capacity and spill back into the upstream intersection.
- **(2) E. County Line Rd./S. Chester St.**
  - 2025 (Phase I Buildout) Analysis Horizon Background Traffic Scenario:
    - Weekday P.M. Peak Hour - The SB L lane group is projected to exceed its capacity and spill back into the through lane.
    - Holiday Season Saturday Peak Hour - The SB L lane group is projected to exceed its capacity and spill back into the through lane.
  - 2045 (Long Range – Phase II Buildout) Analysis Horizon Background Traffic Scenario:
    - Weekday P.M. Peak Hour – The SB L lane group is projected to exceed its capacity and spill back into the through lane.
    - Holiday Season Saturday Peak Hour - The NB L and SB L lane groups are projected to exceed their capacities and spill back into the through lanes. The NB R lane group is projected to exceed its capacity and spillback into the upstream intersection.

- **(3) E. County Line Rd./North Access Drive**
  - 2025 (Phase I Buildout) Analysis Horizon Background Traffic Scenario:
    - Holiday season Saturday Peak Hour - The NB R lane group is projected to exceed its capacity and spill back into the upstream intersection.
  - 2045 (Long Range – Phase II Buildout) Analysis Horizon Background Traffic Scenario:
    - Typical Saturday Peak Hour – The NB R lane group is projected to exceed its capacity and spill back into the upstream intersection.
    - Holiday Season Saturday Peak Hour - The NB R lane group is projected to exceed its capacity and spill back into the upstream intersection.
- **(4) E. County Line Rd./Park Meadows Center Dr./SB I-25 Ramps**
  - 2025 (Phase I Buildout) Analysis Horizon Background Traffic Scenario:
    - Weekday A.M. Peak Hour - The WB T lane group is projected to block the WB R lane group.
    - Weekday P.M. Peak Hour - The WB T lane group is projected to block the WB R lane group.
    - Weekday Midday Peak Hour - The WB T lane group is projected to block the WB R lane group.
    - Typical Saturday Peak Hour - The WB T lane group is projected to block the WB R lane group.
    - Holiday Season Saturday Peak Hour - The WB T lane group is projected to block the WB R lane group. The EB T lane group is projected to block the EB R lane group.
  - 2045 (Long Range – Phase II Buildout) Analysis Horizon Background Traffic Scenario:
    - Weekday A.M. Peak Hour - The WB T lane group is projected to block the WB R lane group.
    - Weekday P.M. Peak Hour - The WB T lane group is projected to block the WB R lane group.
    - Weekday Midday Peak Hour - The WB T lane group is projected to block the WB R lane group.
    - Typical Saturday Peak Hour - The WB T lane group is projected to block the WB R lane group.
    - Holiday Season Saturday Peak Hour - The WB T lane group is projected to block the WB R lane group. The EB T lane group is projected to block the EB R lane group.
- **(6) Park Meadows Center Dr./East Access Ramps**
  - 2025 (Phase I Buildout) Analysis Horizon Background Traffic Scenario:
    - Holiday Season Saturday Peak Hour - The EB L lane group is projected exceed its capacity and spillback into the upstream intersection.

- 2045 (Long Range – Phase II Buildout) Analysis Horizon Background Traffic Scenario:
  - Holiday Season Saturday Peak Hour - The EB L lane group is projected exceed its capacity and spillback into the upstream intersection.
- **(7) Park Meadows Center Dr./SE Access Drive**
  - 2025 (Phase I Buildout) Analysis Horizon Background Traffic Scenario:
    - Holiday season Saturday Peak Hour – The WB T/R lane group is projected to block the WB L lane group. The NB L lane group is projected exceed its capacity and spillback into the upstream intersection. The SB L/T lane group is projected exceed its capacity and spillback into the upstream intersection.
  - 2045 (Long Range – Phase II Buildout) Analysis Horizon Background Traffic Scenario:
    - Holiday Season Saturday Peak Hour - The WB T/R lane group is projected to block the WB L lane group. The NB L lane group is projected exceed its capacity and spillback into the upstream intersection. The SB L/T lane group is projected exceed its capacity and spillback into the upstream intersection.
- **(8) Park Meadows Center Dr./S. Yosemite St.**
  - 2025 (Phase I Buildout) Analysis Horizon Background Traffic Scenario:
    - Holiday Season Saturday Peak Hour – The WB L lane group is projected to exceed its capacity and spillback into the WB T lane group. The NB R lane group is projected exceed its capacity and spillback into the NB T lane group.
  - 2045 (Long Range – Phase II Buildout) Analysis Horizon Background Traffic Scenario:
    - Typical Saturday Peak Hour - The WB L lane group is projected to exceed its capacity and spillback into the WB T lane group. The NB R lane group is projected exceed its capacity and spillback into the NB T lane group.
    - Holiday Season Saturday Peak Hour - The WB L lane group is projected to exceed its capacity and spillback into the WB T lane group. The NB R lane group is projected exceed its capacity and spillback into the NB T lane group.
- **(9) S. Yosemite St./SW Access Drive**
  - 2025 (Phase I Buildout) Analysis Horizon Background Traffic Scenario:
    - Weekday P.M. Peak Hour - The NB T lane group is projected to block the NB L lane group.
    - Weekday Midday Peak Hour - The NB T lane group is projected to block the NB L lane group.
    - Typical Saturday Peak Hour - The NB T lane group is projected to block the NB L lane group.
    - Holiday Season Saturday Peak Hour - The NB T lane group is projected to block the NB L lane group.
  - 2045 (Long Range – Phase II Buildout) Analysis Horizon Background Traffic Scenario:

- Weekday P.M. Peak Hour - The NB T lane group is projected to block the NB L lane group.
  - Weekday Midday Peak Hour - The NB T lane group is projected to block the NB L lane group.
  - Typical Saturday Peak Hour - The NB T lane group is projected to block the NB L lane group.
  - Holiday Season Saturday Peak Hour – The WB L lane group is projected to exceed its capacity and spillback into the upstream intersection. The NB T lane group is projected to exceed its capacity and spillback into the upstream intersection, as well as block the NB L lane group.
- **(11) S. Chester St./Westview Rd./NW Access Drive**
    - 2025 (Phase I Buildout) Analysis Horizon Background Traffic Scenario:
      - Holiday Season Saturday Peak Hour – The NB T/R lane group is projected to block the NB L lane group.
    - 2045 (Long Range – Phase II Buildout) Analysis Horizon Background Traffic Scenario:
      - Holiday Season Saturday Peak Hour - The NB T/R lane group is projected to block the NB L lane group.
- **(12) Park Meadows Ring Rd./North Access Drive**
    - 2025 (Phase I Buildout) Analysis Horizon Background Traffic Scenario:
      - Typical Saturday Peak Hour – The WB T lane group is projected to exceed its capacity and spillback through the upstream intersection.
      - Holiday Season Saturday Peak Hour – The WB T lane group is projected to exceed its capacity and spillback through the upstream intersection.
    - 2045 (Long Range – Phase II Buildout) Analysis Horizon Background Traffic Scenario:
      - Typical Saturday Peak Hour – The WB T lane group is projected to exceed its capacity and spillback through the upstream intersection.
      - Holiday Season Saturday Peak Hour - The EB L/T, WB T and WB T/R lane groups are projected to exceed their capacities and spillback through the upstream intersections.
- **(13) Park Meadows Ring Rd./East Access Drive**
    - 2025 (Phase I Buildout) Analysis Horizon Background Traffic Scenario:
      - Holiday Season Saturday Peak Hour – The SB L/T lane group is projected to exceed its capacity and spillback through the upstream intersection.
    - 2045 (Long Range – Phase II Buildout) Analysis Horizon Background Traffic Scenario:
      - Holiday Season Saturday Peak Hour - The SB L/T lane group is projected to exceed its capacity and spillback through the upstream intersection.
- **(15) Park Meadows Ring Rd./SW Access Drive**

- 2025 (Phase I Buildout) Analysis Horizon Background Traffic Scenario:
  - Holiday Season Saturday Peak Hour – The NB L/T lane group is projected to exceed its capacity and spillback through the upstream intersection.
- 2045 (Long Range – Phase II Buildout) Analysis Horizon Background Traffic Scenario:
  - Holiday Season Saturday Peak Hour - The NB L/T and SB T lane groups are projected to exceed their capacities and spillback through the upstream intersections.
- **(16) Park Meadows Ring Rd./NW Access Drive**
  - 2025 (Phase I Buildout) Analysis Horizon Background Traffic Scenario:
    - Holiday Season Saturday Peak Hour – The NB L/T lane group is projected to exceed its capacity and spillback through the upstream intersection.
  - 2045 (Long Range – Phase II Buildout) Analysis Horizon Background Traffic Scenario:
    - Typical Saturday Peak Hour – The NB L/T lane group is projected to exceed its capacity and spillback through the upstream intersection.
    - Holiday Season Saturday Peak Hour - The NB L/T lane group is projected to exceed its capacity and spillback through the upstream intersection.

**TABLE 3  
2025 (PHASE I BUILDOUT)  
ANALYSIS HORIZON BACKGROUND TRAFFIC SCENARIOS  
SUMMARY OF OPERATIONAL ANALYSIS**

INTERSECTION	CONTROL	2025 BACKGROUND TRAFFIC									
		AM PEAK LOS	AM PEAK DELAY	PM PEAK LOS	PM PEAK DELAY	MID PEAK LOS	MID PEAK DELAY	SAT PEAK LOS	SAT PEAK DELAY	HOL PEAK LOS	HOL PEAK DELAY
<b>1. E. County Line Rd. &amp; S. Yosemite St.</b> a. EB L (Prot) (Dual) b. EB T c. EB R (Perm) d. WB L (Prot) (Dual) e. WB T f. WB R (Perm) g. NB L (Prot) (Dual) h. NB T i. NB R (Perm) j. SB L (Prot) k. SB TR l. INTERSECTION	Signal	D	54.8	E	57.0	E	55.5	D	53.4	E	57.9
		D	45.7	C	34.7	D	42.7	D	42.8	D	41.0
		A	9.4	B	13.4	D	44.7	D	41.7	D	38.4
		E	57.8	D	54.8	D	52.7	E	58.7	E	59.5
		D	54.4	C	29.7	D	35.4	D	52.0	D	51.3
		D	51.0	B	13.5	B	19.1	D	46.4	B	15.2
		C	23.0	D	40.4	E	55.8	E	55.0	D	40.7
		D	35.2	C	21.9	B	17.6	D	36.2	D	38.0
		C	24.1	C	20.5	B	17.4	C	24.4	D	36.9
		C	21.8	E	63.0	E	60.6	C	28.8	D	39.6
		D	36.0	D	40.6	B	18.8	B	18.5	D	47.1
		D	43.1	C	34.7	D	36.9	D	42.2	D	44.5
	<b>2. E. County Line Rd. &amp; S. Chester St.</b> a. EB L (Prot) (Dual) b. EB T c. EB R (Perm) d. WB L (Prot) (Dual) e. WB TR f. NB L (Prot) (Dual) g. NB T h. NB R (Perm) i. SB L (Prot) (Dual) j. SB T k. SB R (Perm) l. INTERSECTION	Signal	E	59.3	D	54.8	E	58.7	D	49.7	D
		D	52.3	D	54.3	D	53.6	D	52.3	D	52.5
		D	45.6	D	48.3	D	49.7	D	43.6	B	19.1
		E	56.9	E	58.9	E	58.8	E	59.7	E	68.8
		D	42.9	D	52.5	E	57.0	D	52.4	D	54.8
		C	30.0	E	57.6	E	57.9	E	57.1	D	54.3
		B	10.5	C	21.3	C	33.4	D	35.8	D	41.7
		A	5.7	C	27.4	C	28.8	D	41.0	F	261.6
		E	56.7	D	54.7	D	35.7	D	38.4	E	61.2
		C	25.7	B	16.5	B	17.6	C	22.3	D	36.6
		B	17.4	A	9.4	A	8.9	B	10.4	E	65.6
		D	40.8	D	44.2	D	44.4	D	45.8	E	69.8
<b>3. E. County Line Rd. &amp; North Access Drive</b> a. EB T b. EB R (Yield) c. WB L (Prot+Perm) (Dual) d. WB T e. NB R (Prot) (Dual) f. INTERSECTION		Signal	B	14.4	A	9.4	B	18.8	B	11.2	B
		A	1.3	A	0.6	A	3.7	A	1.8	A	5.4
		A	3.5	A	9.1	A	8.7	B	10.9	C	24.7
		A	0.0	A	0.1	A	0.1	A	0.1	A	0.1
		A	0.0	A	10.0	A	7.7	B	16.3	C	30.8
		A	6.8	A	5.2	A	7.6	A	7.7	B	11.9
		A	6.8	A	5.2	A	7.6	A	7.7	B	11.9

**TABLE 3 (CONTINUED)  
2025 (PHASE I BUILDOUT)  
ANALYSIS HORIZON BACKGROUND TRAFFIC SCENARIOS  
SUMMARY OF OPERATIONAL ANALYSIS**

INTERSECTION	CONTROL	2025 BACKGROUND TRAFFIC									
		AM PEAK LOS	AM PEAK DELAY	PM PEAK LOS	PM PEAK DELAY	MID PEAK LOS	MID PEAK DELAY	SAT PEAK LOS	SAT PEAK DELAY	HOL PEAK LOS	HOL PEAK DELAY
<b>5. E. County Line Rd. &amp; I-25 Ramps</b> a. EB T b. EB R (Free) c. WB T d. WB R (Free) e. NB L (Prot Only) f. NB R (Free) g. <b>INTERSECTION</b>	Signal										
		D	43.6	C	28.3	C	34.0	D	52.9	D	50.4
		A	0.0	A	0.0	A	0.0	A	0.0	A	0.0
		C	32.8	D	40.1	D	43.6	D	45.9	D	41.0
		A	0.0	A	0.0	A	0.0	A	0.0	A	0.0
		A	7.4	A	7.2	A	5.7	A	3.3	A	6.0
		A	0.0	A	0.0	A	0.0	A	0.0	A	0.0
		<b>D</b>	<b>35.0</b>	<b>C</b>	<b>29.2</b>	<b>C</b>	<b>28.3</b>	<b>C</b>	<b>31.0</b>	<b>C</b>	<b>30.1</b>
<b>6. Park Meadows Center Dr. &amp; East Access Drive</b> a. EB L (Prot) (Dual) b. EB R (Perm) c. NB L (Prot+Perm) d. NB T e. SB TR f. <b>INTERSECTION</b>	Signal										
		C	26.3	C	21.3	C	22.3	C	21.5	C	25.5
		C	28.8	C	25.1	C	25.9	C	23.8	C	33.8
		A	1.7	A	4.9	A	4.5	A	6.8	B	15.6
		A	1.2	A	3.7	A	3.0	A	4.2	A	6.3
		A	2.8	A	9.0	A	8.3	B	12.6	C	23.5
		<b>A</b>	<b>3.2</b>	<b>B</b>	<b>10.4</b>	<b>A</b>	<b>9.7</b>	<b>B</b>	<b>12.7</b>	<b>B</b>	<b>18.8</b>
<b>7. Park Meadows Center Dr. &amp; SE Access Drive</b> a. EB L (Prot+Perm) b. EB TR c. WB L (Prot+Perm) d. WB TR e. NB L (Perm) f. NB TR g. SB LT (Perm) h. SB R (Perm) i. <b>INTERSECTION</b>	Signal										
		B	19.6	B	16.3	B	17.1	B	16.1	B	17.3
		C	24.4	C	20.6	C	22.4	B	19.8	C	20.4
		B	19.9	B	15.9	B	16.9	B	15.6	B	14.7
		C	22.4	C	22.3	C	23.0	C	22.0	C	26.0
		A	0.0	B	10.5	A	9.3	B	13.7	D	36.3
		A	4.7	A	8.9	A	8.2	A	10.1	B	15.7
		A	4.7	A	8.9	A	8.1	B	10.5	B	19.9
		A	4.7	A	9.5	A	8.6	B	11.9	C	23.0
		<b>C</b>	<b>22.8</b>	<b>B</b>	<b>17.4</b>	<b>B</b>	<b>17.7</b>	<b>B</b>	<b>17.0</b>	<b>C</b>	<b>22.1</b>
<b>8. Park Meadows Center Dr. &amp; S. Yosemite St.</b> a. WB L (Prot) b. WB LT d. WB R (Perm) e. NB L (Prot+Perm) (Dual) f. NB T g. NB R (Perm+ov) h. SB L (Prot+Perm) (Dual) i. SB T j. SB R (Yield) k. <b>INTERSECTION</b>	Signal										
		B	13.0	C	25.3	C	23.7	C	25.3	C	32.7
		B	10.1	C	21.8	C	21.3	C	21.9	C	24.1
		A	1.7	A	4.9	A	5.2	A	7.2	B	11.1
		A	3.8	A	8.2	A	6.6	A	7.0	A	9.5
		A	6.6	B	13.2	B	13.9	B	14.5	B	19.8
		A	2.3	A	4.4	A	4.3	A	5.0	C	24.9
		A	2.6	A	7.5	A	7.4	A	8.2	B	13.0
		A	5.0	B	14.6	B	12.1	B	12.7	B	14.5
		A	0.1	A	3.9	A	3.2	A	4.8	B	16.0
		<b>A</b>	<b>5.3</b>	<b>B</b>	<b>12.2</b>	<b>B</b>	<b>11.5</b>	<b>B</b>	<b>12.4</b>	<b>B</b>	<b>19.6</b>
<b>9. S. Yosemite St. &amp; SW Access Drive</b> a. EB L (Perm) b. EB TR c. WB L (Perm) d. WB TR e. NB L (Prot) f. NB T g. NB R (Perm) h. SB L (Prot) (Dual) i. SB TR j. <b>INTERSECTION</b>	Signal										
		C	34.2	C	26.9	C	27.2	C	24.8	C	25.9
		D	39.0	C	24.2	C	24.2	C	20.6	B	19.4
		C	34.5	C	29.6	C	29.6	C	27.7	D	43.8
		D	35.2	C	25.7	C	25.8	C	22.2	C	21.7
		D	45.1	D	42.2	D	39.7	D	40.0	D	41.8
		A	2.2	A	9.5	A	9.9	B	13.3	C	23.5
		A	1.9	A	8.9	A	9.7	B	13.0	C	20.5
		D	36.4	C	33.3	C	33.5	C	34.1	D	49.1
		A	2.0	A	7.4	A	7.8	B	11.1	B	17.4
		<b>A</b>	<b>3.3</b>	<b>B</b>	<b>11.8</b>	<b>B</b>	<b>12.8</b>	<b>B</b>	<b>16.0</b>	<b>C</b>	<b>24.2</b>
<b>10. S. Yosemite St. &amp; S. Chester St.</b> a. EB L (Prot+Perm) b. EB T c. WB T d. WB R (Perm) e. SB L (Prot) (Dual) f. SB R (Perm) g. <b>INTERSECTION</b>	Signal										
		B	13.2	B	11.4	B	11.2	B	10.9	B	13.0
		B	11.6	B	10.0	A	9.4	A	8.9	A	8.5
		B	18.8	B	16.0	B	16.0	B	13.3	B	17.0
		C	27.5	C	30.7	C	30.7	C	30.6	F	101.1
		A	8.1	B	12.0	B	12.1	B	13.1	B	18.1
		A	8.0	B	10.7	B	11.5	B	12.2	B	16.0
		<b>B</b>	<b>18.4</b>	<b>B</b>	<b>16.0</b>	<b>B</b>	<b>16.0</b>	<b>B</b>	<b>15.4</b>	<b>C</b>	<b>31.4</b>

**TABLE 3 (CONTINUED)  
2025 (PHASE I BUILDOUT)  
ANALYSIS HORIZON BACKGROUND TRAFFIC SCENARIOS  
SUMMARY OF OPERATIONAL ANALYSIS**

INTERSECTION	CONTROL	2025 BACKGROUND TRAFFIC									
		AM PEAK LOS	AM PEAK DELAY	PM PEAK LOS	PM PEAK DELAY	MID PEAK LOS	MID PEAK DELAY	SAT PEAK LOS	SAT PEAK DELAY	HOL PEAK LOS	HOL PEAK DELAY
<b>11. S. Chester St. &amp; Westview Rd./NW Access Drive</b>	<b>Signal</b>										
a. EB L (Perm)		C	26.5	C	24.2	C	23.7	C	22.6	C	22.9
b. EB TR		C	29.2	C	24.4	C	22.5	C	22.7	C	22.1
c. WB L (Perm)		C	26.5	C	25.1	C	23.9	C	24.8	C	26.7
d. WB TR		C	26.3	C	22.0	C	20.7	B	19.7	B	18.4
e. WB R (Free)		A	0.0	A	0.0	A	0.0	A	0.0	A	0.0
f. NB L (Prot)		D	36.8	C	31.2	D	36.3	C	35.2	D	36.2
g. NB TR		A	3.1	A	7.0	A	8.1	A	9.1	B	16.2
h. SB L (Prot) (Dual)		C	26.9	C	27.8	C	28.4	D	38.0	C	29.5
i. SB TR		A	2.5	A	6.3	A	7.5	A	8.2	B	13.4
<b>j. INTERSECTION</b>		<b>A</b>	<b>5.8</b>	<b>B</b>	<b>14.3</b>	<b>B</b>	<b>15.5</b>	<b>B</b>	<b>18.1</b>	<b>C</b>	<b>20.1</b>
<b>12. Park Meadows Ring Rd. &amp; North Access Drive</b>	<b>TWSC</b>										
a. EB LT	Stop	B	10.1	F	59.8	F	116.8	F	-	F	-
b. EB T	Stop	B	10.3	C	19.1	E	43.0	F	53.8	F	728.0
c. WB T	Stop	B	10.3	C	24.4	E	47.1	F	197.2	F	-
d. WB R (Free)		A	8.4	A	9.0	A	9.1	B	10.4	B	12.8
e. SB L (Dual)		A	7.3	A	7.8	A	8.2	A	8.3	A	9.2
f. SB R (Free)		A	0.0	A	0.0	A	0.0	A	0.0	A	0.0
<b>g. INTERSECTION</b>		<b>A</b>	<b>6.2</b>	<b>B</b>	<b>16.8</b>	<b>C</b>	<b>21.5</b>	<b>F</b>	<b>-</b>	<b>F</b>	<b>-</b>
<b>13. Park Meadows Ring Rd. &amp; East Access Drive</b>	<b>TWSC</b>										
a. WB L		A	7.3	A	7.5	A	7.6	A	7.6	A	7.8
b. WB R (Free)		A	0.0	A	0.0	A	0.0	A	0.0	A	0.0
c. NB T		A	9.8	B	12.8	C	15.2	C	15.4	D	26.7
d. NB R		A	8.4	A	9.0	A	8.7	A	9.0	A	9.4
e. SB LT		A	9.6	D	27.2	F	76.0	F	189.8	F	-
f. SB T		A	9.8	B	12.4	C	15.8	C	15.6	D	28.0
<b>g. INTERSECTION</b>		<b>A</b>	<b>6.2</b>	<b>B</b>	<b>12.5</b>	<b>D</b>	<b>29.0</b>	<b>F</b>	<b>61.2</b>	<b>F</b>	<b>2990.6</b>
<b>14. Park Meadows Ring Rd. &amp; SE Access Drive</b>	<b>TWSC</b>										
a. EB T	Stop	A	9.2	B	10.7	B	11.1	B	12.5	C	16.4
b. EBR	Stop	A	8.4	A	8.9	A	9.0	A	9.2	A	9.9
c. WB LT	Stop	A	8.8	B	13.1	B	13.8	C	23.6	F	249.3
d. WB T	Stop	A	9.1	B	10.6	B	11.0	B	12.0	B	14.7
e. NBL		A	7.2	A	7.3	A	7.4	A	7.4	A	7.6
f. NBR (Free)		A	0.0	A	0.0	A	0.0	A	0.0	A	0.0
<b>g. INTERSECTION</b>		<b>A</b>	<b>5.6</b>	<b>A</b>	<b>8.3</b>	<b>A</b>	<b>8.4</b>	<b>B</b>	<b>11.7</b>	<b>F</b>	<b>70.4</b>
<b>15. Park Meadows Ring Rd. &amp; SW Access Drive</b>	<b>TWSC</b>										
a. EB L		A	7.3	A	7.5	A	7.6	A	7.5	A	7.7
b. EBR (Free)		A	0.0	A	0.0	A	0.0	A	0.0	A	0.0
c. NB LT		A	9.5	C	25.7	E	35.3	F	73.3	F	-
d. NB T		A	9.8	B	13.5	B	14.8	B	13.6	C	19.1
e. SB T		A	9.8	B	14.4	C	16.4	C	15.3	D	28.5
f. SBR		A	8.3	A	8.8	A	8.6	A	8.9	A	9.3
<b>g. INTERSECTION</b>		<b>A</b>	<b>5.8</b>	<b>B</b>	<b>11.6</b>	<b>B</b>	<b>13.3</b>	<b>D</b>	<b>25.1</b>	<b>F</b>	<b>2721.7</b>
<b>16. Park Meadows Ring Rd. &amp; NW Access Drive</b>	<b>TWSC</b>										
a. EB L		A	7.2	A	7.3	A	7.5	A	7.4	A	7.5
b. EBR (Free)		A	0.0	A	0.0	A	0.0	A	0.0	A	0.0
c. NB LT		A	8.9	C	17.1	D	27.3	E	36.9	F	470.1
d. NB T		A	9.2	B	10.4	B	12.5	B	11.3	B	13.4
e. SB T		A	9.2	B	11.5	B	13.9	B	12.1	C	15.5
f. SBR		A	8.3	A	8.7	A	8.7	A	9.0	A	9.5
<b>g. INTERSECTION</b>		<b>A</b>	<b>5.5</b>	<b>A</b>	<b>9.9</b>	<b>B</b>	<b>12.9</b>	<b>C</b>	<b>16.0</b>	<b>F</b>	<b>152.9</b>



**TABLE 4**  
**2045 (LONG RANGE – PHASE II BUILDOUT)**  
**ANALYSIS HORIZON BACKGROUND TRAFFIC SCENARIOS**  
**SUMMARY OF OPERATIONAL ANALYSIS**

INTERSECTION	CONTROL	2045 BACKGROUND TRAFFIC									
		AM PEAK LOS	AM PEAK DELAY	PM PEAK LOS	PM PEAK DELAY	MID PEAK LOS	MID PEAK DELAY	SAT PEAK LOS	SAT PEAK DELAY	HOL PEAK LOS	HOL PEAK DELAY
1. E. County Line Rd. & S. Yosemite St. a. EB L (Prot) (Dual) b. EB T c. EB R (Perm) d. WB L (Prot) (Dual) e. WB T f. WB R (Perm) g. NB L (Prot) (Dual) h. NB T i. NB R (Perm) j. SB L (Prot) k. SB TR l. INTERSECTION	Signal										
		D	54.4	E	58.8	E	55.1	D	53.3	E	66.1
		D	44.6	C	32.6	D	40.6	D	42.1	D	44.7
		B	10.4	C	30.9	D	42.9	D	40.5	C	22.9
		E	58	E	56.2	E	58.4	E	58.5	E	65.9
		D	54.1	D	37.3	D	52.1	D	51.7	E	56.1
		D	38.4	C	28.1	C	26.7	D	45.5	B	16.2
		C	25.7	E	57.6	E	55.4	D	54.5	E	61.2
		B	10.5	D	36.1	C	20.7	D	36.6	D	43.1
		A	9.9	C	22.8	C	20.6	C	24.3	D	41.6
		E	73.4	D	39.2	E	60.0	C	31.0	D	43.6
		C	34.7	C	31.2	C	22.6	C	21.0	D	39.6
		D	40.8	D	37.1	D	41.2	D	42.2	D	47.4
2. E. County Line Rd. & S. Chester St. a. EB L (Prot) (Dual) b. EB T c. EB R (Perm) d. WB L (Prot) (Dual) e. WB TR f. NB L (Prot) (Dual) g. NB T h. NB R (Perm) i. SB L (Prot) (Dual) j. SB T k. SB R (Perm) l. INTERSECTION	Signal										
		E	59.1	D	54.8	E	58.9	D	49.4	D	44.9
		D	51.9	E	55.0	D	54.8	D	52.6	D	52.4
		D	44.6	D	47.8	D	49.7	D	42.8	B	17.0
		D	53.3	E	60.2	E	58.1	E	61.1	F	80.2
		C	31.0	D	53.0	E	58.9	D	51.8	E	59.3
		C	31.6	E	57.2	D	42.1	E	58.0	E	60.4
		B	11.6	C	24.0	C	34.6	D	37.5	D	48.4
		A	6.5	C	32.7	E	59.6	F	66.1	F	395.8
		E	56.6	E	55.7	D	37.5	D	40.6	E	79.9
		C	25.8	B	18.5	C	28.2	C	25.1	D	42.9
		B	17.3	B	11.0	B	17.7	B	12.7	F	114.9
		D	37.0	D	45.4	D	48.2	D	48.4	F	87.8
3. E. County Line Rd. & North Access Drive a. EB T b. EB R (Yield) c. WB L (Prot+Perm) (Dual) d. WB T e. NB R (Prot) (Dual) f. INTERSECTION	Signal										
		B	13.2	A	7.7	D	44.6	B	12.1	B	12.9
		A	1.2	A	0.5	B	15.4	A	2.4	A	6.8
		A	5.4	A	11.2	B	14.6	C	23.7	B	19.1
		A	0.0	A	0.1	A	0.1	A	0.1	A	0.1
		A	0.0	B	14.5	B	11.4	C	20.3	D	36.5
		A	6.4	A	5.1	B	17.2	B	10.3	B	12.4
4. E. County Line Rd. & Park Meadows Center Dr. a. EB T b. EB R (Stop) c. WB T d. WB R (To SB I-25) e. NB R (Prot) (Triple) f. SB L (Prot) (Triple) g. SB T h. SB R (Perm) i. SB R (Free) j. INTERSECTION	Signal										
		D	49.6	D	37.0	B	15.0	C	22.0	F	101.2
		A	0.0	A	0.0	A	0.0	A	0.0	A	0.0
		D	39.2	D	35.3	D	37.2	C	33.5	D	37.4
		A	0.0	A	0.0	A	0.0	A	0.0	A	0.0
		A	0.0	A	0.0	A	0.0	A	0.0	A	0.0
		A	5.7	A	9.7	B	10.5	A	9.0	B	11.8
		A	5.6	B	11.6	B	13.2	B	11.7	B	18.1
		A	6.3	B	13.6	B	16.5	B	13.6	C	24.7
		A	0.0	A	0.0	A	0.0	A	0.0	A	0.0
		C	27.8	C	28.2	C	21.6	C	20.7	E	56.3
	5. E. County Line Rd. & I-25 Ramps a. EB T b. EB R (Free) c. WB T d. WB R (Free) e. NB L (Prot Only) f. NB R (Free) g. INTERSECTION	Signal									
		D	42.1	C	30.6	C	32.0	D	47.1	D	54.5
		A	0.0	A	0.0	A	0.0	A	0.0	A	0.0
		C	30.6	D	38.5	D	42.3	D	45.2	D	43.5
		A	0.0	A	0.0	A	0.0	A	0.0	A	0.0
		A	8.6	A	8.4	A	6.7	A	3.7	A	7.2
		A	0.0	A	0.0	A	0.0	A	0.0	A	0.0
		C	34.0	C	29.4	C	27.6	C	29.0	C	32.6
6. Park Meadows Center Dr. & East Access Drive a. EB L (Prot) (Dual) b. EB R (Perm) c. NB L (Prot+Perm) d. NB T e. SB TR f. INTERSECTION	Signal										
		C	26.1	C	20.7	C	21.8	C	21.1	C	33.3
		C	28.5	C	24.7	C	25.5	C	23.4	D	51.7
		A	1.8	A	5.5	A	5.0	A	8.1	B	19.9
		A	1.3	A	4.1	A	3.3	A	4.6	A	6.8
		A	2.9	A	10.0	A	9.4	B	14.7	C	25.9
		A	3.3	B	10.9	B	10.2	B	13.5	C	23.0

**TABLE 4 (CONTINUED)**  
**2045 (LONG RANGE – PHASE II BUILDOUT)**  
**ANALYSIS HORIZON BACKGROUND TRAFFIC SCENARIOS**  
**SUMMARY OF OPERATIONAL ANALYSIS**

INTERSECTION	CONTROL	2045 BACKGROUND TRAFFIC									
		AM PEAK LOS	AM PEAK DELAY	PM PEAK LOS	PM PEAK DELAY	MID PEAK LOS	MID PEAK DELAY	SAT PEAK LOS	SAT PEAK DELAY	HOL PEAK LOS	HOL PEAK DELAY
<b>7. Park Meadows Center Dr. &amp; SE Access Drive</b> a. EBL (Prot+Perm) b. EB TR c. WBL (Prot+Perm) d. WB TR e. NBL (Perm) f. NB TR g. SBLT (Perm) h. SBR (Perm) i. INTERSECTION	Signal	B	19.0	B	15.7	B	16.5	B	16.2	C	20.1
		C	24.0	B	20.0	C	21.8	B	19.6	C	21.2
		B	19.3	B	15.2	B	16.3	B	15.1	B	14.3
		C	21.9	C	21.8	C	22.5	C	21.5	C	27.4
		A	0.0	B	12.1	B	10.7	B	15.9	E	69.4
		A	5.0	A	9.8	A	9.0	B	10.9	B	17.5
		A	5.0	A	9.9	A	9.0	B	11.7	C	24.4
		A	5.0	A	10.5	A	9.5	B	13.3	C	30.6
		C	22.4	B	17.3	B	17.6	B	17.2	C	26.1
	<b>8. Park Meadows Center Dr. &amp; S. Yosemite St.</b> a. WBL (Prot) b. WBLT d. WBR (Perm) e. NBL (Prot+Perm) (Dual) f. NB T g. NBR (Perm+ov) h. SBL (Prot+Perm) (Dual) i. SB T j. SBR (Yield) k. INTERSECTION	Signal	B	13.1	C	25.2	C	24.0	C	25.7	D
		B	10.0	C	21.6	C	21.3	C	22.0	C	32.1
		A	1.8	A	4.7	A	6.8	A	8.5	B	14.2
		A	4.0	A	9.4	A	7.0	A	7.6	B	10.9
		A	6.9	B	15.3	B	14.9	B	15.7	C	23.7
		A	2.5	A	5.4	A	4.7	A	5.7	D	52.9
		A	2.8	A	8.6	A	8.5	A	9.6	B	15.9
		A	5.2	B	16.0	B	12.6	B	13.4	B	15.2
		A	0.2	A	6.2	A	3.2	A	7.3	B	19.1
		A	5.5	B	13.4	B	12.1	B	13.4	C	28.0
<b>9. S. Yosemite St. &amp; SW Access Drive</b> a. EBL (Perm) b. EB TR c. WBL (Perm) d. WB TR e. NBL (Prot) f. NB T g. NBR (Perm) h. SBL (Prot) (Dual) i. SB TR j. INTERSECTION	Signal	C	34.2	C	26.2	C	26.5	C	24.1	C	30.9
		D	39.0	C	23.3	C	23.3	B	19.7	C	22.3
		C	34.5	C	29.2	C	29.2	C	28.5	E	65.7
		D	35.2	C	24.8	C	25.0	C	21.4	C	25.2
		D	44.4	D	40.9	D	39.5	D	40.1	D	48.5
		A	2.3	B	10.8	B	11.2	B	15.1	C	30.0
		A	1.9	A	10.0	B	10.9	B	14.6	C	23.9
		D	36.2	C	33.5	C	33.8	D	35.6	E	64.8
		A	2.0	A	8.4	A	8.8	B	12.5	C	20.9
		A	3.3	B	12.7	B	13.7	B	17.2	C	30.9
<b>10. S. Yosemite St. &amp; S. Chester St.</b> a. EBL (Prot+Perm) b. EB T c. WB T d. WBR (Perm) e. SBL (Prot) (Dual) f. SBR (Perm) g. INTERSECTION	Signal	B	12.6	B	11.1	B	11.0	B	11.2	B	14.1
		B	10.9	A	9.5	A	8.9	A	8.8	A	8.6
		B	18.3	B	15.8	B	15.8	B	16.2	B	17.8
		C	29.2	D	35.0	D	35.1	D	46.9	F	152.2
		A	8.8	B	12.9	B	13.0	B	13.7	B	18.9
		A	8.6	B	11.3	B	12.3	B	12.7	B	16.3
		B	18.6	B	16.9	B	16.9	B	19.6	D	42.1
<b>11. S. Chester St. &amp; Westview Rd./NW Access Drive</b> a. EBL (Perm) b. EB TR c. WBL (Perm) d. WB TR e. WBR (Free) f. NBL (Prot) g. NB TR h. SBL (Prot) (Dual) i. SB TR j. INTERSECTION	Signal	C	26.4	C	24.0	C	23.4	C	22.2	C	22.3
		C	29.0	C	24.0	C	21.9	C	22.2	C	21.6
		C	26.4	C	25.0	C	23.6	C	24.6	C	26.5
		C	26.1	C	21.5	C	20.2	B	19.0	B	17.5
		A	0.0	A	0.0	A	0.0	A	0.0	A	0.0
		D	36.0	C	31.9	D	40.1	D	39.5	C	34.8
		A	3.2	A	7.7	A	8.7	A	9.8	B	18.3
		C	26.7	C	28.6	C	30.9	D	49.6	C	34.9
		A	2.5	A	6.9	A	8.4	A	9.0	B	15.7
		A	5.9	B	14.8	B	16.5	C	20.6	C	22.0
<b>12. Park Meadows Ring Rd. &amp; North Access Drive</b> a. EBLT b. EB T c. WB T d. WBR (Free) e. SBL (Dual) f. SBR (Free) g. INTERSECTION	TWSC										
	Stop	B	10.3	F	134.8	F	116.8	F	-	F	-
	Stop	B	10.5	C	21.7	E	43.0	F	90.8	F	-
	Stop	B	10.5	D	30.5	E	47.1	F	379.3	F	-
		A	8.4	A	9.1	A	9.1	B	10.8	B	14.0
		A	7.4	A	7.8	A	8.2	A	8.4	A	9.7
		A	0.0	A	0.0	A	0.0	A	0.0	A	0.0
	A	6.2	D	27.9	C	21.5	F	-	F	-	

**TABLE 4 (CONTINUED)**  
**2045 (LONG RANGE – PHASE II BUILDOUT)**  
**ANALYSIS HORIZON BACKGROUND TRAFFIC SCENARIOS**  
**SUMMARY OF OPERATIONAL ANALYSIS**

INTERSECTION	CONTROL	2045 BACKGROUND TRAFFIC									
		AM PEAK LOS	AM PEAK DELAY	PM PEAK LOS	PM PEAK DELAY	MID PEAK LOS	MID PEAK DELAY	SAT PEAK LOS	SAT PEAK DELAY	HOL PEAK LOS	HOL PEAK DELAY
<b>13. Park Meadows Ring Rd. &amp; East Access Drive</b> a. WB L b. WB R (Free) c. NB T d. NBR e. SB LT f. SB T g. INTERSECTION	TWSC										
	Stop	A	7.3	A	7.5	A	7.6	A	7.6	A	7.9
		A	0.0	A	0.0	A	0.0	A	0.0	A	0.0
		A	9.9	B	13.5	C	15.2	C	16.7	D	34.7
		A	8.4	A	9.1	A	8.7	A	9.1	A	9.6
		A	9.7	E	40.8	F	76.0	F	340.5	F	-
		A	9.9	B	13.0	C	15.8	C	17.0	E	37.1
		A	6.2	C	16.4	D	29.0	F	106.4	F	2989.7
<b>14. Park Meadows Ring Rd. &amp; SE Access Drive</b> a. EB T b. EB R c. WB LT d. WB T e. NBL f. NBR (Free) g. INTERSECTION	TWSC										
	Stop	A	9.2	B	11.0	B	11.1	B	13.1	C	18.3
		A	8.4	A	9.0	A	9.0	A	9.4	B	10.2
		A	8.9	B	14.1	B	13.8	D	32.0	F	463.9
		A	9.2	B	10.8	B	11.0	B	12.4	C	15.9
		A	7.2	A	7.4	A	7.4	A	7.5	A	7.6
		A	0.0	A	0.0	A	0.0	A	0.0	A	0.0
		A	5.8	A	8.6	A	8.4	B	14.0	F	125.9
<b>15. Park Meadows Ring Rd. &amp; SW Access Drive</b> a. EB L b. EB R (Free) c. NBLT d. NB T e. SB T f. SB R g. INTERSECTION	TWSC										
	Stop	A	7.3	A	7.6	A	7.6	A	7.5	A	7.7
		A	0.0	A	0.0	A	0.0	A	0.0	A	0.0
		A	9.6	E	36.2	E	35.3	F	157.6	F	-
		A	9.9	B	14.3	B	14.8	B	14.4	C	22.1
		A	9.9	C	15.6	C	16.4	C	16.7	E	40.3
		A	8.3	A	8.8	A	8.6	A	9.0	A	9.4
		A	5.8	B	14.3	B	13.3	E	48.2	F	2722.3
<b>16. Park Meadows Ring Rd. &amp; NW Access Drive</b> a. EB L b. EB R (Free) c. NBLT d. NB T e. SB T f. SB R g. INTERSECTION	TWSC										
	Stop	A	7.2	A	7.3	A	7.5	A	7.4	A	7.5
		A	0.0	A	0.0	A	0.0	A	0.0	A	0.0
		A	9.0	C	20.2	D	27.3	F	67.8	F	759.5
		A	9.2	B	10.6	B	12.5	B	11.7	B	14.2
		A	9.3	B	11.9	B	13.9	B	12.6	C	17.3
		A	8.3	A	8.8	A	8.7	A	9.1	A	9.7
		A	5.7	B	10.9	B	12.9	D	25.8	F	244.4

**TABLE 5  
2025 (PHASE I BUILDOUT) ANALYSIS HORIZON  
BACKGROUND TRAFFIC SCENARIOS  
SUMMARY OF QUEUING ANALYSIS**

INTERSECTION (# OF LANES IN LANE GROUP)	EXISTING STORAGE (FT)	2025 BACKGROUND TRAFFIC				
		QUEUE LENGTH (FT) 95TH%				
		AM PEAK	PM PEAK	MID PEAK	SAT PEAK	HOL PEAK
<b>1. E. County Line Rd./S. Yosemite St.</b>						
a. EB L (2)	350	244	227	239	211	312
b. EB T (3)	1290	478	497	568	631	988
c. EB R (1)	350	35	43	58	54	63
d. WB L (2)	1200	54	140	198	167	177
e. WB T (3)	2100	377	909	614	538	538
f. WB R (1)	700	29	48	46	36	1
g. NB L (2)	470	99	206	202	227	326
h. NB T (2)	740	139	296	243	251	369
i. NB R (1)	370	0	0	0	10	45
j. SB L (1)	250	65	162	158	132	193
k. SB TR (2)	500	135	534	338	293	494
<b>2. E. County Line Rd./S. Chester St.</b>						
a. EB L (2)	1100	33	182	295	206	285
b. EB T (3)	2100	333	568	568	824	1272
c. EB R (1)	500	0	61	84	2	25
d. WB L (2)	1050	178	274	371	371	617
e. WB TR (4)	2000	451	499	585	630	956
f. NB L (2)	325	23	159	140	200	308
g. NB T (2)	850	95	200	222	228	352
h. NB R (1)	375	43	71	69	74	285
i. SB L (2)	300	62	340	275	274	458
j. SB T (2)	380	32	179	200	154	234
k. SB R (1)	110	0	54	51	58	74
<b>3. E. County Line Rd./North Access Drive</b>						
a. EB T (3)	3400	183	207	399	379	551
b. EB R (1)	700	0	1	22	14	37
c. WB L (2)	700	19	246	343	320	669
d. WB T (4)	1800	0	0	0	0	0
e. NB R (2)	350	0	132	99	326	605
<b>4. E. County Line Rd./Park Meadows Center Dr.</b>						
a. EB T (4)	2100	203	1011	561	898	2092
b. EB R (1)	350	0	2	0	29	15
c. WB T (3)	2700	423	789	887	650	1026
d. WB R (1)	50	48	122	12	9	20
e. NB R (3)	1600	166	244	141	169	999
f. SB L (3)	750	223	104	121	76	110
g. SB T (2)	1200	135	403	488	559	1047
h. SB R (2)	350	16	26	19	25	35
<b>5. E. County Line Rd./I-25 Ramps</b>						
a. EB T (3)	2250	598	579	546	461	521
b. EB R (2)	550	0	0	0	0	0
c. WB T (3)	2400	186	683	595	300	401
d. WB R (1)	650	0	0	0	0	0
e. NB L (2)	350	122	188	241	149	314
f. NB R (1)	175	0	0	0	0	0

INTERSECTION (# OF LANES IN LANE GROUP)	EXISTING STORAGE (FT)	2025 BACKGROUND TRAFFIC				
		QUEUE LENGTH (FT) 95TH%				
		AM PEAK	PM PEAK	MID PEAK	SAT PEAK	HOL PEAK
<b>6. Park Meadows Center Dr./East Access Drive</b>						
a. EB L (2)	250	17	118	101	175	307
b. EB R (1)	100	14	42	38	47	84
c. NB L (1)	110	5	36	44	58	59
d. NB T (2)	2900	53	144	114	162	209
e. SB TR (2)	2100	57	173	158	205	490
<b>7. Park Meadows Center Dr./SE Access Drive</b>						
a. EB L (1)	150	14	43	45	57	71
b. EB TR (2)	900	144	188	184	192	215
d. WB L (1)	100	6	12	14	14	50
e. WB TR (2)	2800	91	108	97	120	355
f. NB L (1)	60	0	43	36	56	96
g. NB TR (1)	60	0	35	38	42	60
h. SB L (1)	125	5	65	63	81	162
i. SB R (1)	125	0	32	31	41	77
<b>8. Park Meadows Center Dr./S. Yosemite St.</b>						
a. WB L (2)	300	36	277	215	293	517
b. WB T (2)	700	24	233	182	249	451
c. WB R (1)	240	0	39	40	61	69
d. NB L (2)	220	60	97	60	54	80
e. NB T (3)	1200	202	363	407	377	628
f. NB R (1)	275	43	58	57	59	405
g. SB L (2)	440	8	47	56	58	85
h. SB T (3)	1650	35	292	218	210	319
i. SB R (1)	235	0	41	33	53	178
<b>9. Yosemite St./SW Access Drive</b>						
a. EB L (1)	50	5	19	16	32	50
b. EB TR (1)	50	0	17	24	26	35
c. WB L (1)	250	10	124	119	158	338
d. WB TR (1)	250	0	0	34	38	62
e. NB L (1)	140	20	26	46	54	80
f. NB T (2)	1080	148	397	412	447	838
g. NB R (1)	540	9	39	42	47	50
h. SB L (2)	900	19	83	89	105	200
i. SB TR (3)	2025	87	377	322	371	598
<b>10. S. Yosemite St./S. Chester St.</b>						
a. EB L (1)	200	10	20	28	30	41
b. EB T (3)	1425	71	169	161	156	235
c. WB T (2)	1950	84	163	150	169	412
d. WB R (1)	740	17	202	198	194	60
e. SB L (2)	350	23	99	89	116	200
f. SB R (1)	140	2	10	14	16	17

**TABLE 5 (CONTINUED)  
2025 (PHASE I BUILDOUT) ANALYSIS HORIZON  
BACKGROUND TRAFFIC SCENARIOS  
SUMMARY OF QUEUING ANALYSIS**

INTERSECTION (# OF LANES IN LANE GROUP)	EXISTING STORAGE (FT)	2025 BACKGROUND TRAFFIC				
		QUEUE LENGTH (FT) 95TH%				
		AM PEAK	PM PEAK	MID PEAK	SAT PEAK	HOL PEAK
<b>11. S. Chester St./Westview Rd./NW Access Drive</b>						
a. EB L (1)	125	14	53	68	67	107
b. EB TR (1)	175	11	36	43	49	70
c. WB L (1)	125	4	29	32	35	55
d. WB T (1)	125	4	29	30	30	44
e. WB R (1)	125	0	46	43	50	173
f. NB L (1)	90	8	35	46	45	69
g. NB TR (2)	700	46	154	158	167	329
h. SB L (2)	380	27	111	120	173	262
i. SB TR (2)	830	40	143	129	135	247
<b>12. Park Meadows Ring Rd./North Access Drive</b>						
a. EB LT (2)	900	1	108	116	73	329
b. WB T (1)	150	1	49	68	271	> 150
c. WB R (1)	150	1	16	17	46	97
d. SB LR (1)	175	4	18	32	35	67
e. SB R (1)	175	0	0	0	0	0
<b>13. Park Meadows Ring Rd./East Access Drive</b>						
a. WB L (1)	125	2	8	13	12	19
b. WB R (1)	125	0	0	0	0	0
c. NB T (1)	175	1	13	13	20	58
d. NB R (1)	140	2	16	10	15	25
e. SB LT (2)	600	3	105	259	495	> 600

INTERSECTION (# OF LANES IN LANE GROUP)	EXISTING STORAGE (FT)	2025 BACKGROUND TRAFFIC				
		QUEUE LENGTH (FT) 95TH%				
		AM PEAK	PM PEAK	MID PEAK	SAT PEAK	HOL PEAK
<b>14. Park Meadows Ring Rd./SE Access Drive</b>						
a. EB T (1)	150	1	5	8	14	32
b. EB R (1)	150	1	14	14	21	36
c. WB LT (2)	1150	1	24	25	80	480
d. NB L (1)	125	0	4	5	7	11
e. NBR (1)	125	0	0	0	0	0
<b>15. Park Meadows Ring Rd./SW Access Drive</b>						
a. EB L (1)	300	2	10	12	10	16
b. EB R (1)	300	0	0	0	0	0
c. NB LT (2)	700	1	77	108	245	> 700
d. SB T (1)	115	1	19	26	30	92
e. SB R (1)	115	0	10	7	13	22
<b>16. Park Meadows Ring Rd./NW Access Drive</b>						
a. EB L (1)	100	1	4	9	5	8
b. EB R (1)	100	0	0	0	0	0
c. NB LT (2)	200	2	56	93	180	966
d. SB T (1)	600	2	20	19	20	43
e. SB R (1)	600	0	10	9	16	27

**Legend**

- Turn lane queue spills into thru lane
- Queue spills back into upstream intersection
- Through lane queue blocks LT lane
- Through lane queue blocks RT lane
- Through lane queue blocks LT & RT lanes

**TABLE 6  
2045 (LONG RANGE – PHASE II BUILDOUT) ANALYSIS HORIZON  
BACKGROUND TRAFFIC SCENARIOS  
SUMMARY OF QUEUING ANALYSIS**

INTERSECTION (# OF LANES IN LANE GROUP)	EXISTING STORAGE (FT)	2045 BACKGROUND TRAFFIC				
		QUEUE LENGTH (FT) 95TH%				
		AM PEAK	PM PEAK	MID PEAK	SAT PEAK	HOL PEAK
<b>1. E. County Line Rd./S. Yosemite St.</b>						
a. EB L (2)	350	264	248	260	235	372
b. EB T (3)	1290	513	549	625	704	1196
c. EB R (1)	350	17	45	59	56	66
d. WB L (2)	1200	19	161	130	161	219
e. WB T (3)	2100	76	1013	429	581	601
f. WB R (1)	700	1	56	1	41	2
g. NB L (2)	470	103	221	221	244	384
h. NB T (2)	740	158	334	274	274	445
i. NB R (1)	370	0	0	3	18	53
j. SB L (1)	250	71	174	170	142	220
k. SB TR (2)	500	163	619	390	333	599
<b>2. E. County Line Rd./S. Chester St.</b>						
a. EB L (2)	1100	81	219	153	155	332
b. EB T (3)	2100	573	674	352	410	1551
c. EB R (1)	500	3	69	6	3	12
d. WB L (2)	1050	192	281	328	374	724
e. WB TR (4)	2000	492	464	392	633	843
f. NB L (2)	325	25	171	151	219	365
g. NB T (2)	850	106	219	247	253	426
h. NB R (1)	375	46	75	74	79	420
i. SB L (2)	300	66	374	303	299	557
j. SB T (2)	380	36	201	220	171	285
k. SB R (1)	110	0	57	55	61	119
<b>3. E. County Line Rd./North Access Drive</b>						
a. EB T (3)	3400	194	199	811	341	683
b. EB R (1)	700	0	1	91	16	59
c. WB L (2)	700	58	301	460	493	599
d. WB T (4)	1800	0	0	0	0	0
e. NB R (2)	350	0	185	139	394	752
<b>4. E. County Line Rd./Park Meadows Center Dr./I-25 SB Ramps</b>						
a. EB T (4)	2100	41	1139	578	980	2707
b. EB R (1)	350	0	4	4	16	68
c. WB T (3)	2700	459	865	966	628	1237
d. WB R (1)	50	50	170	46	2	32
e. NB R (3)	1600	235	340	237	292	1347
f. SB L (3)	750	271	121	144	85	124
g. SB T (2)	1200	163	477	583	637	1260
h. SB R (2)	350	18	32	26	33	33
<b>5. E. County Line Rd./I-25 NB Ramps</b>						
a. EB T (3)	2250	644	628	568	478	554
b. EB R (2)	550	0	0	0	0	0
c. WB T (3)	2400	191	723	642	319	472
d. WB R (1)	650	0	0	0	0	0
e. NB L (2)	350	147	229	291	175	392
f. NB R (1)	175	0	0	0	0	0

INTERSECTION (# OF LANES IN LANE GROUP)	EXISTING STORAGE (FT)	2045 BACKGROUND TRAFFIC				
		QUEUE LENGTH (FT) 95TH%				
		AM PEAK	PM PEAK	MID PEAK	SAT PEAK	HOL PEAK
<b>6. Park Meadows Center Dr./East Access Drive</b>						
a. EB L (2)	250	19	128	109	188	452
b. EB R (1)	100	14	44	40	50	74
c. NB L (1)	110	6	48	53	66	83
d. NB T (2)	2900	68	181	141	184	232
e. SB TR (2)	2100	63	205	181	234	629
<b>7. Park Meadows Center Dr./SE Access Drive</b>						
a. EB L (1)	150	14	47	46	63	72
b. EB TR (2)	900	158	211	200	213	220
d. WB L (1)	100	6	12	14	15	57
e. WB TR (2)	2800	99	118	101	133	456
f. NB L (1)	60	0	47	41	61	106
g. NB TR (1)	60	0	38	41	45	61
h. SB L (1)	125	5	71	72	90	187
i. SB R (1)	125	0	34	34	43	118
<b>8. Park Meadows Center Dr./S. Yosemite St.</b>						
a. WB L (2)	300	38	304	238	320	562
b. WB T (2)	700	25	255	200	275	510
c. WB R (1)	240	0	40	52	75	87
d. NB L (2)	220	70	111	68	62	87
e. NB T (3)	1200	229	415	456	431	764
f. NB R (1)	275	46	62	59	63	505
g. SB L (2)	440	8	52	60	66	109
h. SB T (3)	1650	35	336	240	235	360
i. SB R (1)	235	0	60	35	79	215
<b>9. Yosemite St./SW Access Drive</b>						
a. EB L (1)	50	5	21	17	35	60
b. EB TR (1)	50	0	19	25	28	40
c. WB L (1)	250	10	136	132	205	434
d. WB TR (1)	250	0	0	35	42	87
e. NB L (1)	140	21	29	50	58	107
f. NB T (2)	1080	167	456	462	469	1127
g. NB R (1)	540	10	41	44	45	55
h. SB L (2)	900	19	89	99	114	254
i. SB TR (3)	2025	96	420	355	399	792
<b>10. S. Yosemite St./S. Chester St.</b>						
a. EB L (1)	200	11	21	30	32	46
b. EB T (3)	1425	74	188	180	172	270
c. WB T (2)	1950	108	213	196	228	479
d. WB R (1)	740	75	219	214	208	62
e. SB L (2)	350	27	113	99	128	241
f. SB R (1)	140	2	3	14	18	31

**TABLE 6 (CONTINUED)**  
**2045 (LONG RANGE – PHASE II BUILDOUT) ANALYSIS HORIZON**  
**BACKGROUND TRAFFIC SCENARIOS**  
**SUMMARY OF QUEUING ANALYSIS**

INTERSECTION (# OF LANES IN LANE GROUP)	EXISTING STORAGE (FT)	2045 BACKGROUND TRAFFIC				
		QUEUE LENGTH (FT) 95TH%				
		AM PEAK	PM PEAK	MID PEAK	SAT PEAK	HOL PEAK
<b>11. S. Chester St./Westview Rd./NW Access Drive</b>						
a. EB L (1)	125	15	56	71	71	117
b. EB TR (1)	175	12	38	43	51	81
c. WB L (1)	125	4	30	33	37	61
d. WB T (1)	125	4	30	31	31	47
e. WB R (1)	125	0	48	43	53	247
f. NB L (1)	90	9	39	51	50	74
g. NB TR (2)	700	51	160	165	186	363
h. SB L (2)	380	29	122	138	219	318
i. SB TR (2)	830	44	158	143	150	291
<b>12. Park Meadows Ring Rd./North Access Drive</b>						
a. EB LT (2)	900	1	184	196	111	> 900
b. WB T (1)	150	1	68	103	387	> 150
c. WB R (1)	150	1	18	19	54	> 150
d. SB LR (1)	175	5	21	37	40	81
e. SB R (1)	175	0	0	0	0	0
<b>13. Park Meadows Ring Rd./East Access Drive</b>						
a. WB L (1)	125	3	9	15	13	22
b. WB R (1)	125	0	0	0	0	0
c. NB T (1)	175	1	16	17	25	82
d. NB R (1)	140	2	18	11	17	29
e. SB LT (2)	600	3	161	405	713	> 600

INTERSECTION (# OF LANES IN LANE GROUP)	EXISTING STORAGE (FT)	2045 BACKGROUND TRAFFIC				
		QUEUE LENGTH (FT) 95TH%				
		AM PEAK	PM PEAK	MID PEAK	SAT PEAK	HOL PEAK
<b>14. Park Meadows Ring Rd./SE Access Drive</b>						
a. EB T (1)	150	1	6	8	17	41
b. EB R (1)	150	1	16	16	24	41
c. WB LT (2)	1150	1	29	29	117	688
d. NB L (1)	125	0	5	5	8	13
e. NBR (1)	125	0	0	0	0	0
<b>15. Park Meadows Ring Rd./SW Access Drive</b>						
a. EB L (1)	300	3	12	14	11	18
b. EB R (1)	300	0	0	0	0	0
c. NB LT (2)	700	1	116	175	389	> 700
d. SB T (1)	115	1	23	33	38	134
e. SB R (1)	115	0	11	8	15	25
<b>16. Park Meadows Ring Rd./NW Access Drive</b>						
a. EB L (1)	100	1	4	10	6	9
b. EB R (1)	100	0	0	0	0	0
c. NB LT (2)	200	2	76	144	287	1272
d. SB T (1)	600	2	23	23	24	55
e. SB R (1)	600	0	11	11	18	31

**Legend**

- Turn lane queue spills into thru lane
- Queue spills back into upstream intersection
- Through lane queue blocks LT lane
- Through lane queue blocks RT lane
- Through lane queue blocks LT & RT lanes

**IV. PROJECT DEVELOPMENT**

**A. Trip Generation**

Vehicular trip generation projections for the proposed Park Meadows mixed-use development were forecast utilizing the publication *Trip Generation, 11<sup>th</sup> Edition*, by the Institute of Transportation Engineers (*ITE Trip Gen Manual*). Vehicular traffic volume projections for total daily trips, as well as weekday a.m. and p.m. peak hours, and typical Saturday peak hour were calculated. Since the *ITE Trip Gen Manual* does not provide trip generation data for the midday peak hour, 24-hour traffic volume data collected for other studies with similar land uses were utilized to compute a factor to scale the p.m. peak hour volumes to midday peak hour volumes for their associated land uses. Also, due to the type of land uses being proposed for the Park Meadows mixed-use development, it was assumed that the trip generation projections for a typical Saturday would not be affected by the holiday season. Therefore, the typical Saturday peak hour trip generation projections were utilized for the holiday season Saturday peak hour trip generation projections. Site generated vehicular trip reductions due to internal trip capture were considered and have been incorporated into the projections. Due to the proposed land uses and location of the site within the greater Park Meadows center, pass-by trips were not considered.

Internal trip capture is that portion of trips generated by a mixed-use development that both begin and end within the development. The importance of internal trip capture is that those trips satisfy a portion of the total development's trip generation and they do so without using the

external roadway system. The methodology presented in *Trip Generation Handbook, 3<sup>rd</sup> Edition*, by the ITE was utilized to estimate internal trip capture rates for the Park Meadows mixed-use development. Based on the location and dense configuration of the proposed development, the projected site generated trips captured internally can be considered non-vehicular trips and therefore can be deducted from the overall site generated trip totals. Based on engineering judgement, the computed ITE internal trip capture rates were capped at a maximum of 20% to be more conservative and applicable to the nature of the proposed development and surrounding land uses. The unadjusted vehicular trip generation projections are summarized in Table 7 for the 2025 (phase I buildout) and 2045 long-range – phase II buildout) analysis horizon scenarios. The internal trip capture rates and resulting site generated vehicular trip reductions are summarized in Table 8 for the proposed Park Meadows mixed-use development. Appendix “D” provides detailed internal trip capture worksheets for both scenarios.

Site Generated trip reductions as a result of multimodal trips (i.e., transit, bicycle, walking, etc.) for the multifamily land use is accounted for within the unadjusted site generated trips as the *ITE Trip Generation, 11<sup>th</sup> Edition* contains the land use subcategories “Not Close to Rail Transit” or “Close to Rail Transit” for the multifamily land use (ITE Code 221). Due to the proximity of the proposed Park Meadows mixed-use development site to RTD’s County Line Light Rail/Transit Station, the “Close to Rail Transit” Land Use Subcategory was utilized negating the need for further multimodal trip reductions.

For the purposes of this study, it was assumed that phase I of the proposed Park Meadows mixed-use development will be completed by 2025 and consist of a 457-unit multifamily apartment complex, 32,200 square feet of retail space and associated parking structure. The second phase of the development, anticipated to be fully built out by 2045, will fill the remainder of the development area and consist of a 280-unit multifamily apartment complex, 5,000 square feet of retail space, 400,000 square feet of general office space split between two buildings, a 180-room hotel, and associated parking structures. A summary of the proposed Park Meadows mixed-use development unadjusted site generated vehicular trip projections are provided in Table 7 and a summary of the site generated trips adjusted for internal trip capture is provided in Table 8.

**TABLE 7  
PARK MEADOWS MIXED-USE DEVELOPMENT  
SUMMARY OF SITE GENERATED TRIPS (UNADJUSTED)**

Trip Generation																
Land Use	Intensity	ITE Code	Daily (vpd)	AM Peak Hour (vph)			PM Peak Hour (vph)			Saturday Peak Hour (vph)			Midday Peak Hour (vph)			
				Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	
<b>Phase I</b>																
Multi-family Housing (Mid-Rise) (3-10 floors) (Close to Rail Transit)	457	DU	221	2171	143	51	92	132	86	46	184	94	90	124	51	74
Retail (<40 TSF)	32.2	TSF	822	1589	62	37	25	179	90	89	212	108	104	188	99	89
<b>Phase I Total</b>				<b>3,760</b>	<b>205</b>	<b>88</b>	<b>117</b>	<b>311</b>	<b>176</b>	<b>135</b>	<b>396</b>	<b>202</b>	<b>194</b>	<b>312</b>	<b>150</b>	<b>163</b>
<b>Phase II</b>																
Multi-family Housing (Mid-Rise) (3-10 floors) (Close to Rail Transit)	280	DU	221	1330	88	32	56	81	53	28	113	58	55	76	31	45
General Office Building	400	TSF	710	3876	552	486	66	525	89	436	212	114	98	105	53	53
Hotel	180	Rooms	310	1528	83	46	37	105	54	51	130	73	57	61	32	30
Retail (<40 TSF)	5	TSF	822	441	18	11	7	48	24	24	33	17	16	50	26	24
<b>Phase II Total</b>				<b>7175</b>	<b>741</b>	<b>575</b>	<b>166</b>	<b>759</b>	<b>220</b>	<b>539</b>	<b>488</b>	<b>262</b>	<b>226</b>	<b>293</b>	<b>142</b>	<b>151</b>
<b>Combined Total</b>				<b>10,935</b>	<b>946</b>	<b>663</b>	<b>283</b>	<b>1,070</b>	<b>396</b>	<b>674</b>	<b>884</b>	<b>464</b>	<b>420</b>	<b>606</b>	<b>292</b>	<b>314</b>

**Notes:**

1. Trip Generation Projections are based on ITE Trip Generation, 11th Edition
2. For the Multi-family housing land use (ITE Code 221), Saturday Peak Hour data is unavailable for the "Close to Rail Transit" Subcategory in the ITE Trip Generation Manual, 11th Edition. Therefore the "Not Close to Rail Transit" subcategory was used to
3. Midday Peak Hour data is unavailable in the ITE Trip Generation Manual, 11th Edition, therefore previous 24-hour count data near similar land uses was utilized to appropriately



**TABLE 8  
PARK MEADOWS MIXED-USE DEVELOPMENT  
SUMMARY OF SITE GENERATED TRIPS  
(ADJUSTED FOR INTERNAL TRIP CAPTURE)**

Park Meadows Development - Phase 1 Trip Generation (Adjusted for Internal Trip Capture)																
Land Use	Intensity	ITE Code	Daily (vpd)	A.M. Peak Hour (vph)			P.M. Peak Hour (vph)			Saturday Peak Hour (vph)			Midday Peak Hour (vph)			
				Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	
<b>Retail</b>																
Retail - Total (Unadjusted)	32.2	TSF	822	1589	62	37	25	179	90	89	212	108	104	188	99	89
Retail - Internal Trip Capture %*				16%		8%	13%		20%	20%		14%	17%		14%	17%
Retail - Internal Trip Capture**				254	6	3	3	36	18	18	33	15	18	29	14	15
Retail - Site Trips (Adjusted)				1,335	56	34	22	143	72	71	179	93	86	159	85	74
<b>Commercial (Retail) - Total Adjusted Trips</b>				<b>1,335</b>	<b>56</b>	<b>34</b>	<b>22</b>	<b>143</b>	<b>72</b>	<b>71</b>	<b>179</b>	<b>93</b>	<b>86</b>	<b>159</b>	<b>85</b>	<b>74</b>
<b>Residential</b>																
Residential - Total (Unadjusted)	457	DU	221	2,171	143	51	92	132	86	46	184	94	90	124	51	74
Residential - Internal Trip Capture %*				17%		8%	20%		20%	20%		14%	20%		14%	20%
Residential - Internal Trip Capture**				369	22	4	18	26	17	9	31	13	18	22	7	15
Residential - Site Trips (Adjusted)				1,802	121	47	74	106	69	37	153	81	72	102	44	59
<b>Residential (Multi-family) - Total Adjusted Trips</b>				<b>1,802</b>	<b>121</b>	<b>47</b>	<b>74</b>	<b>106</b>	<b>69</b>	<b>37</b>	<b>153</b>	<b>81</b>	<b>72</b>	<b>102</b>	<b>44</b>	<b>59</b>
Park Meadows Total Trips (Unadjusted)				3,760	205	88	117	311	176	135	396	202	194	312	150	163
Park Meadows - Total Internal Trip Capture**				623	28	7	21	62	35	27	64	28	36	51	21	30
<b>Phase 1 Total Adjusted Site Generated Trips</b>				<b>3,137</b>	<b>177</b>	<b>81</b>	<b>96</b>	<b>249</b>	<b>141</b>	<b>108</b>	<b>332</b>	<b>174</b>	<b>158</b>	<b>261</b>	<b>129</b>	<b>133</b>
<b>Phase 1 % Reduction in Total Site Generated Trips</b>				<b>16.6%</b>	<b>13.7%</b>	<b>8.0%</b>	<b>17.9%</b>	<b>19.9%</b>	<b>19.9%</b>	<b>20.0%</b>	<b>16.2%</b>	<b>13.9%</b>	<b>18.6%</b>	<b>16.3%</b>	<b>14.0%</b>	<b>18.5%</b>
<b>Park Meadows Development - Phase 2 Trip Generation (Adjusted for Internal Trip Capture)</b>																
Land Use	Intensity	ITE Code	Daily (vpd)	A.M. Peak Hour (vph)			P.M. Peak Hour (vph)			Saturday Peak Hour (vph)			Midday Peak Hour (vph)			
				Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	
<b>Retail</b>																
Retail - Total (Unadjusted)	5.0	TSF	822	441	18	11	7	48	24	24	33	17	16	50	26	24
Retail - Internal Trip Capture %*				18%		12%	19%		18%	19%		15%	19%		15%	19%
Retail - Internal Trip Capture**				79	2	1	1	9	4	5	6	3	3	9	4	5
Retail - Site Trips (Adjusted)				362	16	10	6	39	20	19	27	14	13	41	22	19
<b>Retail - Total Adjusted Trips</b>				<b>362</b>	<b>16</b>	<b>10</b>	<b>6</b>	<b>39</b>	<b>20</b>	<b>19</b>	<b>27</b>	<b>14</b>	<b>13</b>	<b>41</b>	<b>22</b>	<b>19</b>
<b>Residential</b>																
Residential - Total (Unadjusted)	280	DU	221	1,330	88	32	56	81	53	28	113	58	55	76	31	45
Residential - Internal Trip Capture %*				16%		7%	20%		20%	20%		14%	20%		14%	20%
Residential - Internal Trip Capture**				213	13	2	11	17	11	6	19	8	11	13	4	9
Residential - Site Trips (Adjusted)				1,117	75	30	45	64	42	22	94	50	44	63	27	36
<b>Residential - Total Adjusted Trips</b>				<b>1,117</b>	<b>75</b>	<b>30</b>	<b>45</b>	<b>64</b>	<b>42</b>	<b>22</b>	<b>94</b>	<b>50</b>	<b>44</b>	<b>63</b>	<b>27</b>	<b>36</b>
<b>Hotel</b>																
Hotel - Total (Unadjusted)	180	Rms	310	1,528	83	46	37	105	54	51	130	73	57	61	32	30
Hotel - Internal Trip Capture %*				16%		4%	20%		20%	20%		12%	20%		12%	20%
Hotel - Internal Trip Capture**				244	9	2	7	21	11	10	20	9	11	10	4	6
Hotel - Site Trips (Adjusted)				1,284	74	44	30	84	43	41	110	64	46	51	28	24
<b>Hotel - Total Adjusted Trips</b>				<b>1,284</b>	<b>74</b>	<b>44</b>	<b>30</b>	<b>84</b>	<b>43</b>	<b>41</b>	<b>110</b>	<b>64</b>	<b>46</b>	<b>51</b>	<b>28</b>	<b>24</b>
<b>Office</b>																
Office - Total (Unadjusted)	400	TSF	710	3,876	552	486	66	525	89	436	212	114	98	105	53	53
Office - Internal Trip Capture %*				20%		20%	20%		20%	20%		20%	20%		20%	20%
Office - Internal Trip Capture**				775	110	97	13	105	18	87	43	23	20	22	11	11
Office - Site Trips (Adjusted)				3,101	442	389	53	420	71	349	169	91	78	83	42	42
<b>Office - Total Adjusted Trips</b>				<b>3,101</b>	<b>442</b>	<b>389</b>	<b>53</b>	<b>420</b>	<b>71</b>	<b>349</b>	<b>169</b>	<b>91</b>	<b>78</b>	<b>83</b>	<b>42</b>	<b>42</b>
Park Meadows Total Trips (Unadjusted)				7,175	741	575	166	759	220	539	488	262	226	293	142	151
Park Meadows - Total Internal Trip Capture**				1,311	134	102	32	152	44	108	88	43	45	54	23	31
<b>Phase 2 Total Adjusted Site Generated Trips</b>				<b>5,864</b>	<b>607</b>	<b>473</b>	<b>134</b>	<b>607</b>	<b>176</b>	<b>431</b>	<b>400</b>	<b>219</b>	<b>181</b>	<b>239</b>	<b>119</b>	<b>120</b>
<b>Phase 2 % Reduction in Total Site Generated Trips</b>				<b>18.3%</b>	<b>18.1%</b>	<b>17.7%</b>	<b>19.3%</b>	<b>20.0%</b>	<b>20.0%</b>	<b>20.0%</b>	<b>18.0%</b>	<b>16.4%</b>	<b>19.9%</b>	<b>18.4%</b>	<b>16.2%</b>	<b>20.5%</b>
<b>Total Adjusted Site Generated Trips</b>				<b>9,001</b>	<b>784</b>	<b>554</b>	<b>230</b>	<b>856</b>	<b>317</b>	<b>539</b>	<b>732</b>	<b>393</b>	<b>339</b>	<b>501</b>	<b>248</b>	<b>253</b>
<b>% Reduction in Total Site Generated Trips</b>				<b>17.4%</b>	<b>15.9%</b>	<b>12.8%</b>	<b>18.6%</b>	<b>20.0%</b>	<b>19.9%</b>	<b>20.0%</b>	<b>17.1%</b>	<b>15.1%</b>	<b>19.2%</b>	<b>17.4%</b>	<b>15.1%</b>	<b>19.5%</b>

**Notes:**

- There is no process for determining internal trip capture for Midday or Saturday trips, therefore an average of a.m. and p.m. internal trip capture % was used.
- \* Internal trip capture % capped at 20%.
- \*\* Projections of daily internal trip capture utilizes the average of the a.m. and p.m. internal trip capture %.

## B. Trip Distribution

The distribution of the projected vehicle trips generated by the proposed Park Meadows mixed-use development were established based on the current and projected future traffic patterns on the surrounding transportation system, efficiency of access to the principal transportation corridors serving the area, and potential trip origins/destinations for the proposed land uses. Trip distribution models for the 2025 (phase I buildout) and 2045 (long-range – phase II buildout) analysis horizons were developed for the proposed Park Meadows mixed-use development. Figures 21, 22 and 23 graphically illustrate the external, as well as the 2025 (phase I buildout) and 2045 (long-range – phase II buildout) internal site generated trip distribution patterns for the proposed Park Meadows mixed-use development, respectively.

For the purposes of this study, the following methodology was used to distribute retail vehicle trips to the proposed central and south parking garages to be constructed in phase 1 of the development:

- It was assumed that the retail vehicle trips generated by the proposed parking garages would come from the forecast background traffic volumes on Park Meadows Ring Rd. adjacent to the two garages plus the retail trips generated by the proposed development.
- It was assumed that a total of 75% of the background volume on Park Meadows Ring Rd. adjacent to the proposed garages plus 100% of the retail trips generated by the proposed development would utilize one of the proposed garages.
- Per the site development plan, the central parking garage will provide 661 retail parking spaces and the south parking garage will provide 603 retail parking spaces.
- The distribution of the background retail trips into and out of the proposed parking garages was treated similarly to that of typical pass-by trips. In other words, the peak hour ingress volume equals the egress peak hour volume
- The distribution of the retail trips utilizing the garages were weighted more heavily toward utilizing the main garage access driveways intersecting Park Meadows Mall Ring Rd., and to a lesser degree, the secondary garage access driveways intersecting Road's "A", "B" and "C" (see site plan – Figure 56).
- It was assumed that the average retail vehicle trip turnover rate for the garages is 1.5 hours/vehicle. This equates to the central garage having a peak hour capacity of 441 parking spaces and the south garage having a peak hour capacity of 402 parking spaces.
- Utilizing these parameters and assumptions, it was found that during the p.m. and midday peak hours the garages would be parked at approximately 50% capacity. During a typical Saturday peak hour, the garages would be parked at approximately 75%. During a holiday season Saturday peak hour, the garages would be parked at approximately 100% capacity. Based on observation, these seem like reasonable conclusions.

## C. Trip Assignment

The vehicular trips projected to be generated by the proposed Park Meadows mixed-use development were assigned to the study area roadways and intersections utilizing the trip distribution methodology described above. Figures 24 and 25 graphically illustrate the site generated trip assignment for the 2025 (phase I buildout) analysis horizon a.m. and p.m. peak hours external and internal intersections, respectively. Figures 26 and 27 graphically illustrate the site generated trip assignment for the 2025 (phase I buildout) analysis horizon midday and Saturday peak hours external and internal intersections, respectively. Figures 28 and 29

graphically illustrate the site generated trip assignment for the 2045 (long-range – phase II buildout) analysis horizon a.m. and p.m. peak hours external and internal intersections, respectively. Figures 30 and 31 graphically illustrate the site generated trip assignment for the 2045 (long-range – phase II buildout) analysis horizon midday and Saturday peak hours overall and internal intersections, respectively.

## **V. TOTAL TRAFFIC**

Total traffic projections for the 2025 (phase I buildout) and 2045 (long-range – phase II buildout) analysis horizons were computed by combining the associated background traffic volumes to the projected site trips generated by the proposed Park Meadows mixed-use development land uses. Figures 32 and 33 graphically illustrate the total traffic projections for the 2025 (phase I buildout) analysis horizon a.m. and p.m. peak hours external and internal intersections, respectively. Figures 34 and 35 graphically illustrate the total traffic projections for the 2025 (phase I buildout) analysis horizon midday and typical Saturday peak hours external and internal intersections, respectively. Figures 36 and 37 graphically illustrate the total traffic projections for the 2025 (phase I buildout) analysis horizon holiday season Saturday peak hour external and internal intersections, respectively. Figures 38 and 39 graphically illustrate the total traffic projections for the 2045 (long-range – phase II buildout) analysis horizon a.m. and p.m. peak hours external and internal intersections, respectively. Figures 40 and 41 graphically illustrate the total traffic projections for the 2045 (long-range – phase II buildout) analysis horizon midday and Saturday peak hours external and internal intersections, respectively. Figures 42 and 43 graphically illustrate the total traffic projections for the 2045 (long-range – phase II buildout) analysis horizon holiday season Saturday peak hour external and internal intersections, respectively.

## **VI. PROJECT ANALYSIS**

### **A. Operational Analysis**

In order to evaluate the traffic impacts of the Park Meadows mixed-use development on the study area roadway system, peak hour intersection capacity analyses for the 2025 (phase I buildout) and 2045 (long-range – phase II buildout) analysis horizons total traffic scenarios were performed for each of the study area intersections listed below.

1. E. County Line Rd./S. Yosemite St. (Signalized)
2. E. County Line Rd./S. Chester St. (Signalized)
3. E. County Line Rd./North Access Drive (RIRO w/ Signal)
4. E. County Line Rd./I-25 SB Off-Ramp/Park Meadows Center Dr. (Signalized)
5. E. County Line Rd./I-25 NB Off-Ramp (Signalized)
6. Park Meadows Center Dr./East Access Drive (Signalized)
7. Park Meadows Center Dr./SE Access Drive (Signalized)
8. Park Meadows Center Dr./S. Yosemite St. (Signalized)
9. S. Yosemite St./SW Access Drive (Signalized)
10. S. Yosemite St./S. Chester St. (Signalized)
11. S. Chester St./NW Access Drive (Signalized)
12. North Access Drive/Park Meadows Mall Ring Rd. (TWSC)
13. East Access Drive/Park Meadows Mall Ring Rd. (TWSC)
14. SE Access Drive/Park Meadows Mall Ring Rd. (TWSC)
15. SW Access Drive/Park Meadows Mall Ring Rd. (TWSC)
16. NW Access Drive/Park Meadows Mall Ring Rd. (TWSC)
17. Park Meadows Mall Ring Rd./Road “D” (Proposed – Phase I)
18. Park Meadows Mall Ring Rd./Road “C” (Proposed – Phase I)

19. Park Meadows Mall Ring Rd./South Parking Garage Access (Proposed – Phase I)
20. Park Meadows Mall Ring Rd./Road “B” (Proposed – Phase I)
21. Park Meadows Mall Ring Rd./Central Parking Garage Access (Proposed – Phase I)
22. Park Meadows Mall Ring Rd./Road “A” (Proposed – Phase I)
23. Park Meadows Mall Ring Rd./North Parking Garage Access (Proposed – Phase II)
24. Park Meadows Mall Ring Rd./PF Chang’s Access Drive (Proposed – Phase II)

The results of the total traffic operational analysis scenarios for the 2025 (phase I buildout) and 2045 (long-range – phase II buildout) analysis horizons are summarized in Tables 9 and 10, respectively. Figures 44 and 45 graphically illustrate the results of the 2025 (phase I buildout) analysis horizon weekday a.m. and p.m. peak hour total traffic conditions scenarios operational analysis for the external and internal study area intersections, respectively. Figure 46 and 47 graphically illustrates the results of the 2025 (phase I buildout) analysis horizon weekday midday peak hour and typical Saturday peak hour total traffic conditions scenarios operational analysis for the external and internal study area intersections, respectively. Figures 48 and 49 graphically illustrate the results of the 2025 (phase I buildout) analysis horizon holiday season Saturday peak hour total traffic conditions scenario operational analysis for the external and internal study area intersections, respectively. Figures 50 and 51 graphically illustrate the results of the 2045 (long-range – phase II buildout) analysis horizon weekday a.m. and p.m. peak hour total traffic conditions scenarios operational analysis for the external and internal study area intersections, respectively. Figure 52 and 53 graphically illustrates the results of the 2045 (long-range – phase II buildout) analysis horizon weekday midday peak hour and typical Saturday peak hour total traffic conditions scenarios operational analysis for the external and internal study area intersections, respectively. Figures 54 and 55 graphically illustrate the results of the 2045 (long-range – phase II buildout) analysis horizon holiday season Saturday peak hour total traffic conditions scenario operational analysis for the external and internal study area intersections, respectively. Detailed *Synchro 11* software intersection capacity analysis reports are provided in Appendix “C”.

A comparative analysis of the 2025 (phase I buildout) and 2040 (long-range – phase II buildout) analysis horizons background and total traffic scenarios operational analyses was performed to evaluate the level of impact, as measured by level of service, the proposed Park Meadows mixed-use development will have on the study area intersections. Based on the comparative analyses, the following study area intersections, overall, or individual lane groups are projected to deteriorate from an acceptable level of service (LOS “D” or better) to a poor or failing level of service (LOS “E” or “F”) with the addition of the traffic projected to be generated by the proposed Park Meadows mixed-use development in either the 2025 (phase I buildout) or 2045 (long-range – phase II buildout) analysis horizons total traffic conditions scenarios. Those intersections with poor or failing overall or individual lane group levels of service in the background traffic scenarios are projected to remain with poor to failing levels of service in the total traffic scenarios.

- **(1) E. County Line Rd./S. Yosemite St.**
  - 2025 (Phase I Buildout) Analysis Horizon Scenarios:
    - Weekday A.M. Peak Hour – It is projected that SB L lane group will deteriorate from LOS “C” to LOS “E” primarily as a result of optimizing the traffic signal timing.
    - Weekday P.M. Peak Hour – It is projected that WB L and NB L lane groups will deteriorate from LOS “D” to LOS “E” as a result of optimizing the traffic signal timing and increased travel demand.

- Weekday Midday Peak Hour – It is projected that WB L lane group will deteriorate from LOS “D” to LOS “E” as a result of optimizing the traffic signal timing and increased travel demand.
  - **(2) E. County Line Rd./S. Chester St.**
    - 2025 (Phase I Buildout) ) Analysis Horizon Scenarios:
      - Weekday P.M. Peak Hour – It is projected that NB R lane group will deteriorate from LOS “C” to LOS “E” primarily as a result of optimizing the traffic signal timing.
      - Weekday Midday Peak Hour – It is projected that SB L lane group will deteriorate from LOS “D” to LOS “E” primarily as a result of optimizing the traffic signal timing.
    - 2045 (Long Range – Phase II Buildout) Analysis Horizon Scenarios:
      - Weekday A.M. Peak Hour – It is projected that WB L lane group will deteriorate from LOS “D” to LOS “E” as a result of optimizing the traffic signal timing and increased travel demand.
      - Weekday Midday Peak Hour – It is projected that NB L and SB L lane groups will deteriorate from LOS “D” to LOS “F” and the SB L lane group as a result of optimizing the traffic signal timing and increased travel demand.
      - Holiday Season Saturday Peak Hour It is projected that EB T lane group will deteriorate from LOS “D” to LOS “F” and the SB L lane group will deteriorate from LOS “E” to LOS “F” as a result of optimizing the traffic signal timing and increased travel demand.
- **(6) Park Meadows Center Dr./East Access Drive**
  - 2045 (Long Range – Phase II Buildout) Analysis Horizon Scenarios:
    - Holiday Season Saturday Peak Hour - It is projected that SB T/R lane group will deteriorate from LOS “C” to LOS “F” primarily as a result of increased travel demand.
- **(7) Park Meadows Center Dr./SE Access Drive**
  - 2045 (Long Range – Phase II Buildout) Analysis Horizon Scenarios:
    - Holiday Season Saturday Peak Hour - It is projected that NB L lane group will deteriorate from LOS “E” to LOS “F” primarily as a result of increased travel demand.
- **(8) Park Meadows Center Dr./S. Yosemite St.**
  - 2045 (Long Range – Phase II Buildout) Analysis Horizon Scenarios:
    - Holiday Season Saturday Peak Hour - It is projected that the intersection, overall, will deteriorate from LOS “C” to LOS “E”. Also, it is projected that the WB L lane group will deteriorate from LOS “D” to LOS “E” and the WB T/R lane group will deteriorate from LOS “C” to LOS “E” primarily as a result of increased travel demand.
- **(9) S. Yosemite St./SW Access Drive**
  - 2045 (Long Range – Phase II Buildout) Analysis Horizon Scenarios:

- Holiday Season Saturday Peak Hour - – It is projected that WB L and SB L lane groups will deteriorate from LOS “E” to LOS “F” primarily as a result of increased travel demand.
  - **(12) Park Meadows Mall Ring Rd./North Access Drive**
    - 2025 (Phase I Buildout) ) Analysis Horizon Scenarios:
      - Weekday P.M. Peak Hour – It is projected that the intersection, overall, will deteriorate from LOS “B” to LOS “E”. Also, it is projected that the WB T lane group will deteriorate from LOS “C” to LOS “E” primarily as a result of increased travel demand.
      - Weekday Midday Peak Hour – It is projected that the intersection, overall, will deteriorate from LOS “C” to LOS “F”. Also, it is projected that the EB T and WB T lane groups will deteriorate from LOS “E” to LOS “F” primarily as a result of increased travel demand.
    - 2045 (Long Range – Phase II Buildout) Analysis Horizon Scenarios:
      - Weekday P.M. Peak Hour – It is projected that the intersection, overall, will deteriorate from LOS “D” to LOS “F”. Also, it is projected that the EB T lane group will deteriorate from LOS “C” to LOS “E” and WB T lane group will deteriorate from LOS “D” to LOS “F” primarily as a result of increased travel demand.
      - Weekday Midday Peak Hour – It is projected that the intersection, overall, will deteriorate from LOS “C” to LOS “F”. Also, it is projected that the EB T and WB T lane groups will deteriorate from LOS “E” to LOS “F” primarily as a result of increased travel demand.
  - **(13) Park Meadows Mall Ring Rd./East Access Drive**
    - 2025 (Phase I Buildout) ) Analysis Horizon Scenarios:
      - Weekday P.M. Peak Hour – It is projected that the SB L/T lane group will deteriorate from LOS “D” to LOS “E” primarily as a result of increased travel demand.
      - Weekday Midday Peak Hour – It is projected that the intersection, overall, will deteriorate from LOS “D” to LOS “F” primarily as a result of increased travel demand.
      - Holiday Season Saturday Peak Hour – It is projected that the SB T lane group will deteriorate from LOS “D” to LOS “E” primarily as a result of increased travel demand.
    - 2045 (Long Range – Phase II Buildout) Analysis Horizon Scenarios:
      - Weekday P.M. Peak Hour – It is projected that the intersection, overall, will deteriorate from LOS “C” to LOS “F”. Also, it is projected that the EB L/T lane group will deteriorate from LOS “E” to LOS “F” primarily as a result of increased travel demand.
      - Weekday Midday Peak Hour – It is projected that the intersection, overall, will deteriorate from LOS “D” to LOS “F”. primarily as a result of increased travel demand.

- Holiday Season Saturday Peak Hour – It is projected that the NB T lane group will deteriorate from LOS “D” to LOS “F” and the SB T lane group will deteriorate from LOS “E” to LOS “F” primarily as a result of increased travel demand.
- **(14) Park Meadows Mall Ring Rd./SE Access Drive**
  - 2045 (Long Range – Phase II Buildout) Analysis Horizon Scenarios:
    - Typical Saturday Peak Hour – It is projected that the WB L/T lane group will deteriorate from LOS “D” to LOS “F” primarily as a result of increased travel demand.
- **(15) Park Meadows Mall Ring Rd./SW Access Drive**
  - 2025 (Phase I Buildout) ) Analysis Horizon Scenarios:
    - Typical Saturday Peak Hour – It is projected that the intersection, overall, will deteriorate from LOS “D” to LOS “E”. primarily as a result of increased travel demand.
  - 2045 (Long Range – Phase II Buildout) Analysis Horizon Scenarios:
    - Weekday P.M. Peak Hour – It is projected that the intersection, overall, will deteriorate from LOS “B” to LOS “E”. Also, it is projected that the NB L/T lane group will deteriorate from LOS “E” to LOS “F ” primarily as a result of increased travel demand.
    - Weekday Midday Peak Hour – It is projected that the NB L/T lane group will deteriorate from LOS “E” to LOS “F ” primarily as a result of increased travel demand.
    - Typical Saturday Peak Hour – It is projected that the intersection, overall, will deteriorate from LOS “E” to LOS “F”. primarily as a result of increased travel demand.
    - Holiday season Saturday Peak Hour – It is projected that the SB T lane group will deteriorate from LOS “E” to LOS “F” primarily as a result of increased travel demand.
- **(16) Park Meadows Mall Ring Rd./NW Access Drive**
  - 2025 (Phase I Buildout) ) Analysis Horizon Scenarios:
    - Weekday Midday Peak Hour – It is projected that the NB L/T lane group will deteriorate from LOS “D” to LOS “E”” primarily as a result of increased travel demand.
    - Typical Saturday Peak Hour – It is projected that the NB L/T lane group will deteriorate from LOS “E” to LOS “F”” primarily as a result of increased travel demand.
  - 2045 (Long Range – Phase II Buildout) Analysis Horizon Scenarios:
    - Weekday P.M. Peak Hour - It is projected that the NB L/T lane group will deteriorate from LOS “C” to LOS “F”” primarily as a result of increased travel demand.
    - Weekday Midday Peak Hour – It is projected that the NB L/T lane group will deteriorate from LOS “D” to LOS “F”” primarily as a result of increased travel demand.

- Typical Saturday Peak Hour – It is projected that the intersection, overall, will deteriorate from LOS “E” to LOS “F”. primarily as a result of increased travel demand.

Tables 11 and 12 provide a side-by-side comparative summary of the 2025 (phase I buildout) and 2040 (long-range – phase II buildout) analysis horizons background and total traffic scenarios operational analyses.

**TABLE 9  
2025 (PHASE I BUILDOUT) ANALYSIS HORIZON  
TOTAL TRAFFIC SCENARIO SUMMARY OF OPERATIONAL ANALYSIS**

INTERSECTION	CONTROL	2025 TOTAL TRAFFIC									
		AM PEAK LOS	AM PEAK DELAY	PM PEAK LOS	PM PEAK DELAY	MID PEAK LOS	MID PEAK DELAY	SAT PEAK LOS	SAT PEAK DELAY	HOL PEAK LOS	HOL PEAK DELAY
<b>1. E. County Line Rd. &amp; S. Yosemite St.</b> a. EB L (Prot) (Dual) b. EB T c. EB R (Perm) d. WB L (Prot) (Dual) e. WB T f. WB R (Perm) g. NB L (Prot) (Dual) h. NB T i. NB R (Perm) j. SB L (Prot) k. SB TR l. <b>INTERSECTION</b>	Signal	D	54.8	E	57.0	E	55.5	D	53.3	E	57.9
		D	45.5	C	33.7	D	43.2	D	42.6	D	40.8
		B	10.3	C	33.2	D	45.7	D	41.7	D	38.6
		E	57.8	E	57.5	E	55.5	E	58.6	E	59.4
		D	54.4	D	42.3	D	52.0	D	51.9	D	51.2
		D	39.1	B	19.6	B	11.5	D	46.2	B	14.5
		C	24.5	E	56.2	C	34.1	D	54.9	D	40.5
		A	9.7	C	22.9	D	38.1	D	36.3	D	39.4
		A	9.2	C	21.5	D	38.0	C	24.4	D	38.2
		E	73.2	E	63.6	C	28.9	C	29.2	D	38.9
		C	34.1	C	27.1	D	38.4	B	19.0	D	49.2
		D	40.9	D	37.3	D	43.5	D	42.2	D	44.8
	<b>2. E. County Line Rd. &amp; S. Chester St.</b> a. EB L (Prot) (Dual) b. EB T c. EB R (Perm) d. WB L (Prot) (Dual) e. WB TR f. NB L (Prot) (Dual) g. NB T h. NB R (Perm) i. SB L (Prot) (Dual) j. SB T k. SB R (Perm) l. <b>INTERSECTION</b>	Signal	E	59.3	E	58.9	E	58.7	D	49.4	D
		D	52.3	D	54.3	D	53.8	D	51.8	D	53.2
		D	45.7	D	48.6	C	24.5	D	43.6	B	19.0
		E	55.9	D	48.5	E	58.8	E	59.7	E	68.8
		D	39.4	C	29.1	E	57.0	D	52.3	D	54.8
		C	29.6	D	39.5	D	40.6	E	57.5	E	56.2
		C	28.1	C	34.7	C	21.2	D	37.8	D	42.3
		C	33.3	E	55.7	C	27.0	D	54.3	F	264.0
		C	29.0	C	32.9	E	55.8	D	37.3	E	62.5
		C	26.4	C	26.3	C	27.2	C	23.2	D	37.1
		B	18.0	C	20.0	C	30.7	B	10.9	E	68.6
		D	43.3	D	39.6	D	45.3	D	46.8	E	70.3
<b>3. E. County Line Rd. &amp; North Access Drive</b> a. EB T b. EB R (Yield) c. WB L (Prot+Perm) (Dual) d. WB T e. NB R (Prot) (Dual) f. <b>INTERSECTION</b>		Signal	B	13.2	B	10.1	B	11.5	B	11.2	B
		A	0.8	A	1.0	A	0.9	A	2.0	A	6.1
		A	3.9	A	6.7	A	8.9	B	11.2	C	24.0
		A	0.0	A	0.1	A	0.1	A	0.1	A	0.1
		A	0.0	B	10.8	A	8.5	B	17.0	C	30.9
		A	6.2	A	5.3	A	5.4	A	7.9	B	12.1
<b>4. E. County Line Rd. &amp; Park Meadows Center Dr.</b> a. EB T b. EB R (Stop) c. WB T d. WB R (To SB I-25) e. NB R (Prot) (Triple) f. SB L (Prot) (Triple) g. SB T h. SB R (Perm) i. SB R (Free) j. <b>INTERSECTION</b>	Signal	C	33.5	D	48.1	B	17.0	D	49.3	F	45.9
		A	0.0	A	0.0	A	0.0	A	0.0	A	0.0
		D	42.0	C	35.0	D	37.9	C	32.9	C	33.6
		A	0.0	A	0.0	A	0.0	A	0.0	A	0.0
		A	0.0	A	0.0	A	0.0	A	0.0	A	0.0
		A	4.6	A	9.3	A	9.5	A	9.0	B	11.0
		A	4.5	B	11.0	B	11.8	B	11.6	B	16.3
		A	5.1	B	12.6	B	14.2	B	13.1	C	20.9
		A	0.0	A	0.0	A	0.0	A	0.0	A	0.0
		C	22.3	C	32.1	C	21.7	C	31.3	C	32.5
<b>5. E. County Line Rd. &amp; I-25 Ramps</b> a. EB T b. EB R (Free) c. WB T d. WB R (Free) e. NB L (Prot Only) f. NB R (Free) g. <b>INTERSECTION</b>	Signal	D	48.1	C	28.2	C	33.9	D	52.8	D	50.4
		A	0.0	A	0.0	A	0.0	A	0.0	A	0.0
		C	32.2	D	40.0	D	43.5	D	45.8	D	41.0
		A	0.0	A	0.0	A	0.0	A	0.0	A	0.0
		A	7.7	A	7.3	A	5.8	A	3.4	A	6.2
		A	0.0	A	0.0	A	0.0	A	0.0	A	0.0
		D	37.7	C	28.9	C	28.1	C	30.7	C	29.9
<b>6. Park Meadows Center Dr. &amp; East Access Drive</b> a. EB L (Prot) (Dual) b. EB R (Perm) c. NB L (Prot+Perm) d. NB T e. SB TR f. <b>INTERSECTION</b>	Signal	C	25.1	C	20.8	C	21.7	C	20.8	C	25.2
		C	26.9	C	24.7	C	25.4	C	23.4	D	35.9
		A	2.1	A	5.4	A	5.1	A	8.1	B	17.1
		A	1.6	A	3.9	A	3.3	A	4.6	A	6.7
		A	3.6	A	10.0	A	9.5	B	15.1	C	32.2
		A	4.7	B	11.0	B	10.5	B	13.7	C	21.5



**TABLE 9 (CONTINUED)**  
**2025 (PHASE I BUILDOUT) ANALYSIS HORIZON**  
**TOTAL TRAFFIC SCENARIO SUMMARY OF OPERATIONAL ANALYSIS**

INTERSECTION	CONTROL	2025 TOTAL TRAFFIC										
		AM PEAK LOS	AM PEAK DELAY	PM PEAK LOS	PM PEAK DELAY	MID PEAK LOS	MID PEAK DELAY	SAT PEAK LOS	SAT PEAK DELAY	HOL PEAK LOS	HOL PEAK DELAY	
7. Park Meadows Center Dr. & SE Access Drive a. EB L (Prot+Perm) b. EB TR c. WB L (Prot+Perm) d. WB TR e. NB L (Perm) f. NB TR g. SB LT (Perm) h. SB R (Perm) i. INTERSECTION	Signal	B	19.5	B	16.0	B	16.7	B	16.4	B	17.8	
		C	24.3	B	20.0	C	21.6	B	19.7	B	20.0	
		C	20.0	B	15.6	B	16.6	B	15.4	B	14.5	
		C	22.8	C	22.1	C	22.8	C	21.8	C	26.2	
		A	0.0	B	11.1	A	9.9	B	14.2	D	39.7	
		A	4.8	A	9.4	A	8.7	B	10.4	B	16.4	
		A	4.8	A	9.4	A	8.6	B	10.8	C	20.9	
		A	4.9	B	10.1	A	9.3	B	12.8	C	26.3	
		C	22.5	B	17.3	B	17.5	B	17.1	C	22.8	
	8. Park Meadows Center Dr. & S. Yosemite St. a. WB L (Prot) b. WB LT d. WB R (Perm) e. NB L (Prot+Perm) (Dual) f. NB T g. NB R (Perm+ov) h. SB L (Prot+Perm) (Dual) i. SB T j. SB R (Yield) k. INTERSECTION	Signal	B	12.3	C	25.0	C	23.9	C	25.4	C	35.3
		A	9.7	C	21.7	C	21.4	C	22.0	C	36.1	
		A	0.9	A	4.8	A	5.2	A	7.2	B	11.0	
		A	3.9	A	8.4	A	6.7	A	7.2	A	9.6	
		A	6.7	B	13.5	B	14.2	B	14.8	C	20.1	
		A	2.4	A	4.7	A	4.5	A	5.4	C	34.3	
		A	4.3	A	7.7	A	7.6	A	8.5	B	13.0	
		A	9.5	B	14.9	B	12.3	B	12.9	B	14.6	
		A	0.1	A	4.7	A	3.2	A	5.7	B	16.5	
		A	6.0	B	12.4	B	11.7	B	12.7	C	21.9	
9. S. Yosemite St. & SW Access Drive a. EB L (Perm) b. EB TR c. WB L (Perm) d. WB TR e. NB L (Prot) f. NB T g. NB R (Perm) h. SB L (Prot) (Dual) i. SB TR j. INTERSECTION		Signal	C	33.5	C	26.6	C	26.8	C	24.4	C	23.7
			C	34.3	C	23.7	C	23.7	B	20.1	B	17.6
		C	34.0	C	29.4	C	29.4	C	27.9	D	40.0	
		C	34.7	C	25.3	C	25.4	C	21.8	B	19.8	
		D	45.1	D	42.2	D	39.6	D	39.9	D	40.0	
		A	2.6	A	9.9	B	10.3	B	13.7	C	27.0	
		A	2.2	A	9.4	B	10.3	B	13.8	C	22.8	
		D	35.8	C	33.4	C	33.6	C	34.3	D	46.9	
		A	2.2	A	7.6	A	8.2	B	11.5	B	18.1	
		A	4.0	B	12.1	B	13.2	B	16.4	C	25.2	
	10. S. Yosemite St. & S. Chester St. a. EB L (Prot+Perm) b. EB T c. WB T d. WB R (Perm) e. SB L (Prot) (Dual) f. SB R (Perm) g. INTERSECTION	Signal	B	13.2	B	11.4	B	11.2	B	11.1	B	13.2
		B	11.6	A	9.8	A	9.3	A	8.8	A	8.4	
		B	16.9	B	16.0	B	16.1	B	16.0	B	16.8	
		C	25.7	C	30.8	C	30.9	C	34.2	F	99.3	
		A	8.1	B	12.1	B	12.2	B	13.3	B	18.2	
		A	8.0	B	10.9	B	11.7	B	12.5	B	16.1	
		B	17.2	B	16.0	B	16.0	B	16.8	C	30.9	
11. S. Chester St. & Westview Rd./NW Access Drive a. EB L (Perm) b. EB TR c. WB L (Perm) d. WB TR e. WB R (Free) f. NB L (Prot) g. NB TR h. SB L (Prot) (Dual) i. SB TR j. INTERSECTION		Signal	C	26.2	C	24.0	C	23.6	C	22.3	C	22.6
		C	28.2	C	24.1	C	22.5	C	22.3	C	21.7	
		C	26.4	C	25.1	C	24.1	C	24.7	C	26.6	
		C	26.0	C	21.8	C	20.7	B	19.4	B	18.2	
		A	0.0	A	0.0	A	0.0	A	0.0	A	0.0	
		D	36.8	C	31.2	D	36.3	D	35.2	C	31.7	
		A	3.2	A	7.3	A	8.1	A	9.3	B	16.9	
		C	26.6	C	28.5	C	29.7	D	44.6	C	29.5	
		A	2.5	A	6.4	A	7.6	A	8.4	B	13.7	
		A	6.3	B	14.6	B	15.9	B	19.5	C	20.2	
	12. Park Meadows Ring Rd. & North Access Drive a. EB LT b. EB T c. WB T d. WB R (Free) e. SB L (Dual) f. SB R (Free) g. INTERSECTION	TWSC	B	10.9	F	206.5	F	834.9	F	-	F	-
		Stop	B	11.0	C	24.4	F	70.7	F	123.2	F	-
Stop		B	11.1	E	38.9	F	112.1	F	500.1	F	-	
		A	8.4	A	9.1	A	9.2	B	10.7	B	13.4	
		A	7.4	A	7.9	A	8.3	A	8.4	A	9.6	
		A	0.0	A	0.0	A	0.0	A	0.0	A	0.0	
		A	7.5	E	37.9	F	87.0	F	-	F	-	
13. Park Meadows Ring Rd. & East Access Drive a. WB L b. WB R (Free) c. NB T d. NB R e. SB LT f. SB T g. INTERSECTION	TWSC	A	7.3	A	7.5	A	7.7	A	7.7	A	7.9	
		A	0.0	A	0.0	A	0.0	A	0.0	A	0.0	
	Stop	B	10.3	B	14.6	C	18.0	C	19.5	E	44.4	
	Stop	A	8.5	A	9.2	A	8.9	A	9.2	A	9.7	
	Stop	B	10.4	F	54.7	F	206.8	F	482.9	F	-	
	Stop	B	10.3	B	14.1	C	18.6	C	19.6	E	46.6	
		A	7.2	C	19.7	F	66.0	F	139.3	F	2837.9	

**TABLE 9 (CONTINUED)**  
**2025 (PHASE I BUILDOUT) ANALYSIS HORIZON**  
**TOTAL TRAFFIC SCENARIO SUMMARY OF OPERATIONAL ANALYSIS**

INTERSECTION	CONTROL	2025 TOTAL TRAFFIC									
		AM PEAK LOS	AM PEAK DELAY	PM PEAK LOS	PM PEAK DELAY	MID PEAK LOS	MID PEAK DELAY	SAT PEAK LOS	SAT PEAK DELAY	HOL PEAK LOS	HOL PEAK DELAY
14. Park Meadows Ring Rd. & SE Access Drive a. EB T b. EB R c. WB LT d. WB T e. NB L f. NB R (Free) g. INTERSECTION	TWSC										
	Stop	A	9.2	B	10.8	B	11.2	B	12.7	C	16.9
	Stop	A	8.4	A	8.9	A	9.0	A	9.2	A	9.9
	Stop	A	8.9	B	13.6	B	14.4	C	27.3	F	315.1
	Stop	A	9.2	B	10.6	B	11.0	B	12.0	C	14.8
	Stop	A	7.2	A	7.3	A	7.4	A	7.4	A	7.6
	Stop	A	0.0	A	0.0	A	0.0	A	0.0	A	0.0
	Stop	A	6.0	A	8.4	A	8.6	B	12.8	F	89.0
15. Park Meadows Ring Rd. & SW Access Drive a. EB L b. EB R (Free) c. NB LT d. NB T e. SB T f. SB R g. INTERSECTION	TWSC										
	Stop	A	7.3	A	7.5	A	7.6	A	7.5	A	7.7
	Stop	A	0.0	A	0.0	A	0.0	A	0.0	A	0.0
	Stop	A	9.6	D	28.8	E	41.6	F	100.9	F	-
	Stop	A	9.9	B	13.9	C	15.2	B	14.0	C	20.0
	Stop	A	9.9	B	14.9	C	16.9	C	15.9	D	31.0
	Stop	A	8.3	A	8.8	A	8.7	A	9.0	A	9.4
	Stop	A	5.9	B	12.3	C	14.7	E	32.2	F	2689.5
16. Park Meadows Ring Rd. & NW Access Drive a. EB L b. EB R (Free) c. NB LT d. NB T e. SB T f. SB R g. INTERSECTION	TWSC										
	Stop	A	7.2	A	7.4	A	7.5	A	7.4	A	7.5
	Stop	A	0.0	A	0.0	A	0.0	A	0.0	A	0.0
	Stop	A	9.2	C	20.3	E	36.7	F	66.8	F	683.6
	Stop	A	9.4	B	10.8	B	13.1	B	12.0	B	14.5
	Stop	A	9.5	B	12.2	B	15.0	B	13.1	C	17.6
	Stop	A	8.4	A	8.8	A	8.9	A	9.2	A	9.7
	Stop	A	6.6	B	10.9	C	15.4	C	24.6	F	211.8
17. Park Meadows Ring Rd. & Road D a. EB LR b. NB LT c. INTERSECTION	TWSC										
	Stop	A	9.0	B	10.6	B	11.4	B	12.1	C	17.1
	Stop	A	7.4	A	7.8	A	8.1	A	8.1	A	8.8
	Stop	A	1.2	A	0.9	A	1.2	A	1.4	A	2.0
18. Park Meadows Ring Rd. & Road C a. EB R b. INTERSECTION	TWSC										
	Stop	A	8.6	A	9.1	A	9.5	A	9.6	B	10.3
	Stop	A	0.4	A	0.3	A	0.4	A	0.5	A	0.5
19. Park Meadows Ring Rd. & South Parking Garage Access a. EB LTR b. WB LTR c. NB LT d. NB TR e. SB LT f. SB TR g. INTERSECTION	AWSC										
	Stop	A	7.8	B	10.2	B	10.9	B	12.9	C	21.1
	Stop	A	7.4	A	8.7	A	8.9	A	9.5	B	10.8
	Stop	A	8.1	B	10.1	B	10.3	B	11.7	C	16.6
	Stop	A	7.7	A	9.7	A	9.3	B	10.4	B	13.7
	Stop	A	7.8	A	9.4	B	10.4	B	11.0	C	15.9
	Stop	A	7.4	A	9.4	B	10.2	B	11.8	C	19.5
	Stop	A	7.7	A	9.8	B	10.4	B	11.8	C	18.0
20. Park Meadows Ring Rd. & Road B a. EB LTR b. WB L c. WB TR d. NB LT e. NB TR f. SB LT g. SB TR h. INTERSECTION	AWSC										
	Stop	A	8.2	A	9.6	A	10.0	B	11.4	B	13.2
	Stop	A	8.8	B	10.1	B	10.5	B	11.7	B	13.2
	Stop	A	7.4	A	8.7	A	9.0	B	10.2	B	11.6
	Stop	A	8.0	A	9.7	B	10.1	B	13.7	D	26.8
	Stop	A	7.8	A	9.8	B	10.1	B	14.0	D	26.8
	Stop	A	8.6	B	10.7	B	11.7	C	15.3	D	31.7
	Stop	A	7.8	A	9.8	B	10.7	B	14.1	C	29.4
	Stop	A	8.1	B	10.0	B	10.6	B	13.9	D	27.1
21. Park Meadows Ring Rd. & Central Garage Access a. EB LR b. NB LT c. NB T d. SB T e. SB TR f. INTERSECTION	AWSC										
	Stop	A	7.6	A	9.7	B	10.2	B	12.3	C	17.2
	Stop	A	7.9	A	9.9	B	10.2	B	13.0	C	22.8
	Stop	A	7.8	A	9.8	A	9.9	B	14.0	D	30.7
	Stop	A	7.7	B	10.3	B	11.0	C	15.1	E	40.4
	Stop	A	7.3	A	9.4	A	9.9	B	12.5	C	23.0
	Stop	A	7.6	A	9.8	B	10.3	B	13.5	D	28.1
22. Park Meadows Ring Rd. & Road A a. EB LR b. NB LT c. NB T d. SB T e. SB TR f. INTERSECTION	AWSC										
	Stop	A	7.5	A	8.6	A	8.9	A	9.8	B	11.2
	Stop	A	7.6	A	8.7	A	8.9	A	10.4	B	14.2
	Stop	A	7.8	A	9.7	A	9.9	B	13.5	D	29.5
	Stop	A	7.7	B	10.2	B	11.2	B	14.6	E	37.8
	Stop	A	7.4	A	8.7	A	9.0	B	10.4	B	14.4
	Stop	A	7.6	A	9.5	A	10.0	B	12.6	D	25.8

**TABLE 10**  
**2045 (LONG-RANGE - PHASE II BUILDOUT) ANALYSIS HORIZON**  
**TOTAL TRAFFIC SCENARIO SUMMARY OF OPERATIONAL ANALYSIS**

INTERSECTION	CONTROL	2045 TOTAL TRAFFIC									
		AM PEAK LOS	AM PEAK DELAY	PM PEAK LOS	PM PEAK DELAY	MID PEAK LOS	MID PEAK DELAY	SAT PEAK LOS	SAT PEAK DELAY	HOL PEAK LOS	HOL PEAK DELAY
<b>1. E. County Line Rd. &amp; S. Yosemite St.</b> a. EB L (Prot) (Dual) b. EB T c. EB R (Perm) d. WB L (Prot) (Dual) e. WB T f. WB R (Perm) g. NB L (Prot) (Dual) h. NB T i. NB R (Perm) j. SB L (Prot) k. SB TR l. <b>INTERSECTION</b>	Signal	C	26.7	E	60.2	E	56.0	D	53.1	E	57.7
		B	19.7	C	32.4	D	42.5	D	41.4	D	41.6
		A	9.4	B	13.9	D	46.8	B	12.5	D	39.1
		C	26.2	E	56.1	E	55.5	E	58.5	E	61.8
		C	21.9	D	38.1	D	52.2	D	51.4	D	52.8
		C	20.5	C	27.8	B	13.3	D	45.0	D	41.9
		C	25.7	D	45.0	D	37.6	C	32.7	E	56.2
		B	13.9	D	35.3	D	36.7	D	37.7	D	41.3
		B	12.9	C	22.1	D	36.5	C	25.1	C	25.7
		C	27.6	D	41.1	C	33.0	C	31.3	D	41.8
		B	15.4	D	44.8	D	39.0	D	42.2	D	41.6
		B	19.7	D	38.6	D	43.8	D	41.4	D	46.1
	<b>2. E. County Line Rd. &amp; S. Chester St.</b> a. EB L (Prot) (Dual) b. EB T c. EB R (Perm) d. WB L (Prot) (Dual) e. WB TR f. NB L (Prot) (Dual) g. NB T h. NB R (Perm) i. SB L (Prot) (Dual) j. SB T k. SB R (Perm) l. <b>INTERSECTION</b>	Signal	D	48.1	D	54.2	D	49.4	D	45.9	D
		D	44.9	D	54.4	D	38.8	D	47.5	F	66.3
		B	13.4	D	48.2	C	24.2	D	38.9	D	36.0
		E	59.1	E	60.2	E	57.7	E	61.1	F	85.1
		D	54.5	D	52.4	E	57.6	D	51.7	E	57.9
		C	31.7	E	57.3	E	57.4	E	58.2	E	61.7
		B	12.2	C	25.0	C	24.0	D	39.0	D	45.0
		B	14.2	C	34.1	B	13.9	F	82.5	F	369.6
		E	56.8	E	55.9	E	57.1	D	40.0	F	83.0
		C	26.6	C	20.6	C	20.4	C	26.6	D	39.7
		C	26.7	B	12.6	C	23.0	B	13.8	F	86.6
		D	41.3	D	45.7	D	40.8	D	48.3	F	87.2
<b>3. E. County Line Rd. &amp; North Access Drive</b> a. EB T b. EB R (Yield) c. WB L (Prot+Perm) (Dual) d. WB T e. NB R (Prot) (Dual) f. <b>INTERSECTION</b>		Signal	B	15.9	B	13.5	C	22.4	B	12.7	B
		A	0.9	A	2.0	A	7.7	A	3.8	A	7.6
		A	4.9	C	20.8	A	6.8	C	24.6	C	22.5
		A	0.0	A	0.1	A	0.1	A	0.1	A	0.1
		A	0.0	B	17.4	B	12.7	C	21.1	D	35.5
		A	7.1	A	8.9	A	9.0	B	11.3	B	12.9
	<b>4. E. County Line Rd. &amp; Park Meadows Center Dr.</b> a. EB T b. EB R (Stop) c. WB T d. WB R (To SB I-25) e. NB R (Prot) (Triple) f. SB L (Prot) (Triple) g. SB T h. SB R (Perm) i. SB R (Free) j. <b>INTERSECTION</b>	Signal	C	31.2	C	21.1	D	45.5	C	22.9	F
		A	0.0	A	0.0	A	0.0	A	0.0	A	0.0
		D	41.5	D	36.7	D	38.0	C	34.2	D	36.8
		A	0.0	A	0.0	A	0.0	A	0.0	A	0.0
		A	0.0	A	0.0	A	0.0	A	0.0	A	0.0
		A	5.4	A	9.6	B	10.7	A	9.1	B	11.0
		A	5.4	B	11.7	B	13.6	B	12.2	B	17.5
		A	6.1	B	13.5	B	16.9	B	14.0	C	24.0
		A	0.0	A	0.0	A	0.0	A	0.0	A	0.0
		C	21.9	C	22.5	C	31.4	C	21.5	D	54.1
<b>5. E. County Line Rd. &amp; I-25 Ramps</b> a. EB T b. EB R (Free) c. WB T d. WB R (Free) e. NB L (Prot Only) f. NB R (Free) g. <b>INTERSECTION</b>		Signal	D	47.1	C	30.4	C	31.7	D	52.2	D
		A	0.0	A	0.0	A	0.0	A	0.0	A	0.0
		C	30.0	D	38.2	D	42.1	D	44.6	D	39.6
		A	0.0	A	0.0	A	0.0	A	0.0	A	0.0
		A	9.3	A	8.7	A	6.9	A	4.0	A	7.4
		A	0.0	A	0.0	A	0.0	A	0.0	A	0.0
		D	35.7	C	28.9	C	27.2	C	30.2	C	29.7
<b>6. Park Meadows Center Dr. &amp; East Access Drive</b> a. EB L (Prot) (Dual) b. EB R (Perm) c. NB L (Prot+Perm) d. NB T e. SB TR f. <b>INTERSECTION</b>	Signal	C	24.4	B	18.7	C	22.9	B	19.7	C	31.6
		C	26.8	C	24.6	C	27.3	C	23.7	E	62.5
		A	2.7	A	7.8	A	6.2	B	12.1	C	21.4
		A	1.8	A	5.5	A	3.8	A	5.5	A	7.3
		A	5.3	B	13.9	B	10.8	C	23.5	F	77.0
		A	6.3	B	13.3	B	11.8	B	16.5	D	36.4
	<b>7. Park Meadows Center Dr. &amp; SE Access Drive</b> a. EB L (Prot+Perm) b. EB TR c. WB L (Prot+Perm) d. WB TR e. NB L (Perm) f. NB TR g. SB LT (Perm) h. SB R (Perm) i. <b>INTERSECTION</b>	Signal	B	18.6	B	15.0	B	15.9	B	18.7	C
		C	23.2	B	18.1	C	20.4	B	19.7	C	22.4
		B	19.7	B	14.2	B	15.7	B	14.6	B	15.5
		C	23.1	C	22.1	C	22.1	C	21.6	C	32.6
		A	0.0	B	14.2	B	11.9	B	17.1	F	84.9
		A	5.7	B	11.3	A	9.9	B	11.5	B	18.6
		A	5.7	B	11.5	A	9.9	B	12.4	C	26.3
		A	5.9	B	13.4	B	10.9	B	15.2	D	39.3
		C	21.6	B	17.3	B	17.3	B	18.0	C	30.5

**TABLE 10 (CONTINUED)**  
**2045 (LONG-RANGE - PHASE II BUILDOUT) ANALYSIS HORIZON**  
**TOTAL TRAFFIC SCENARIO SUMMARY OF OPERATIONAL ANALYSIS**

INTERSECTION	CONTROL	2045 TOTAL TRAFFIC									
		AM PEAK LOS	AM PEAK DELAY	PM PEAK LOS	PM PEAK DELAY	MID PEAK LOS	MID PEAK DELAY	SAT PEAK LOS	SAT PEAK DELAY	HOL PEAK LOS	HOL PEAK DELAY
<b>8. Park Meadows Center Dr. &amp; S. Yosemite St.</b> a. WB L (Prot) b. WB LT d. WB R (Perm) e. NB L (Prot+Perm) (Dual) f. NBT g. NB R (Perm+ov) h. SB L (Prot+Perm) (Dual) i. SB T j. SB R (Yield) k. <b>INTERSECTION</b>	Signal										
		B	11.6	C	27.9	C	24.9	C	28.7	F	88.1
		A	9.2	C	22.8	C	21.7	C	23.4	E	70.2
		A	0.5	A	4.6	A	6.7	A	8.8	C	31.1
		A	4.8	A	9.7	A	7.2	A	7.6	B	10.1
		A	8.0	B	15.9	B	15.3	B	15.9	B	18.7
		A	3.2	A	6.4	A	5.2	A	7.9	E	59.7
		A	4.8	A	9.3	A	8.7	A	9.6	D	41.4
		B	10.6	B	17.5	B	12.8	B	13.3	B	15.0
		A	0.3	B	11.0	A	3.2	A	9.1	B	18.0
		A	6.7	B	14.8	B	12.5	B	14.4	E	38.8
	<b>9. S. Yosemite St. &amp; SW Access Drive</b> a. EB L (Perm) b. EB TR c. WB L (Perm) d. WB TR e. NB L (Prot) f. NBT g. NB R (Perm) h. SB L (Prot) (Dual) i. SB TR j. <b>INTERSECTION</b>	Signal									
		C	32.8	C	24.9	C	25.9	C	23.2	C	33.2
		C	32.8	C	21.4	C	22.4	B	18.6	C	23.5
		C	33.5	C	28.3	C	28.7	C	28.4	F	74.7
		C	33.9	C	23.1	C	24.2	C	20.4	C	26.7
		D	44.3	D	40.8	D	39.3	D	39.9	D	53.0
		A	3.4	B	12.6	B	12.1	B	16.7	D	36.7
		A	3.0	B	12.1	B	12.2	B	17.3	C	31.2
		C	34.1	C	33.7	C	34.1	D	36.7	E	74.8
		A	2.5	A	9.8	A	9.5	B	13.6	C	23.2
		A	5.3	B	14.3	B	14.5	B	18.6	D	36.4
<b>10. S. Yosemite St. &amp; S. Chester St.</b> a. EB L (Prot+Perm) b. EB T c. WB T d. WB R (Perm) e. SB L (Prot) (Dual) f. SB R (Perm) g. <b>INTERSECTION</b>		Signal									
		B	12.2	B	11.1	B	11.0	B	11.4	B	14.6
		B	10.4	A	9.3	A	8.8	A	8.6	A	8.5
		B	16.3	B	16.1	B	16.0	B	16.4	B	17.9
		C	27.3	D	36.8	D	37.0	D	48.1	F	151.8
		A	9.3	B	13.3	B	13.1	B	14.0	B	19.1
		A	9.3	B	12.0	B	12.6	B	13.2	B	16.8
		B	17.0	B	17.2	B	17.2	B	19.7	D	41.6
	<b>11. S. Chester St. &amp; Westview Rd./NW Access Drive</b> a. EB L (Perm) b. EB TR c. WB L (Perm) d. WB TR e. WB R (Free) f. NB L (Prot) g. NB TR h. SB L (Prot) (Dual) i. SB TR j. <b>INTERSECTION</b>	Signal									
			C	25.9	C	22.9	C	23.4	C	23.8	C
		C	27.2	C	22.6	C	21.9	C	23.4	C	20.9
		C	26.2	C	24.7	C	23.9	C	26.9	C	26.3
		C	25.6	C	20.6	C	20.2	C	20.4	B	17.1
		A	0.0	A	0.0	A	0.0	A	0.0	A	0.0
		D	36.2	C	31.9	D	40.2	D	35.0	C	34.7
		A	4.1	A	8.4	A	8.8	B	11.8	C	20.9
		C	25.5	C	32.7	D	35.8	C	28.2	C	31.5
		A	2.7	A	7.4	A	8.4	A	9.3	B	16.2
		A	8.0	B	16.0	B	17.5	B	18.0	C	22.3
<b>12. Park Meadows Ring Rd. &amp; North Access Drive</b> a. EB LT b. EB T c. WB T d. WB R (Free) e. SB L (Dual) f. SB R (Free) g. <b>INTERSECTION</b>		TWSC									
	Stop	C	17.4	F	-	F	-	F	-	F	-
	Stop	C	18.9	E	48.7	F	233.9	F	603.0	F	-
	Stop	C	18.6	F	368.2	F	443.5	F	-	F	-
		A	8.5	A	9.8	A	9.5	B	11.5	C	15.9
		A	7.7	A	8.1	A	8.6	A	8.9	B	10.7
		A	0.0	A	0.0	A	0.0	A	0.0	A	0.0
		B	11.1	F	-	F	-	F	-	F	-
<b>13. Park Meadows Ring Rd. &amp; East Access Drive</b> a. WB L b. WB R (Free) c. NBT d. NBR e. SB LT f. SB T g. <b>INTERSECTION</b>	TWSC										
		A	7.5	A	7.6	A	7.8	A	7.8	A	8.1
		A	0.0	A	0.0	A	0.0	A	0.0	A	0.0
	Stop	B	13.7	C	23.9	C	24.0	D	33.7	F	174.9
	Stop	A	8.6	B	10.1	A	9.1	A	9.6	B	10.2
	Stop	C	15.8	F	651.0	F	624.6	F	-	F	-
	Stop	C	15.1	C	17.6	D	25.1	D	33.4	F	176.1
		A	9.9	F	155.8	F	184.7	F	2672.2	F	-
<b>14. Park Meadows Ring Rd. &amp; SE Access Drive</b> a. EB T b. EB R c. WB LT d. WB T e. NB L f. NB R (Free) g. <b>INTERSECTION</b>	TWSC										
	Stop	A	9.4	B	11.2	B	11.7	B	13.7	C	19.9
	Stop	A	8.4	A	9.0	A	9.0	A	9.4	B	10.2
	Stop	A	9.2	C	17.2	C	16.8	F	53.8	F	675.9
	Stop	A	9.2	B	10.9	B	11.3	B	12.5	C	16.2
		A	7.2	A	7.4	A	7.4	A	7.5	A	7.6
		A	0.0	A	0.0	A	0.0	A	0.0	A	0.0
		A	5.5	A	9.9	A	9.3	C	20.2	F	186.8

**TABLE 10 (CONTINUED)**  
**2045 (LONG-RANGE - PHASE II BUILDOUT) ANALYSIS HORIZON**  
**TOTAL TRAFFIC SCENARIO SUMMARY OF OPERATIONAL ANALYSIS**

INTERSECTION	CONTROL	2045 TOTAL TRAFFIC									
		AM PEAK LOS	AM PEAK DELAY	PM PEAK LOS	PM PEAK DELAY	MID PEAK LOS	MID PEAK DELAY	SAT PEAK LOS	SAT PEAK DELAY	HOL PEAK LOS	HOL PEAK DELAY
15. Park Meadows Ring Rd. & SW Access Drive a. EB L b. EB R (Free) c. NBLT d. NBT e. SB T f. SBR g. INTERSECTION	TWSC										
	Stop	A	7.4	A	7.6	A	7.7	A	7.6	A	7.8
		A	0.0	A	0.0	A	0.0	A	0.0	A	0.0
		B	10.4	F	65.1	F	96.6	F	280.4	F	-
		B	10.6	C	15.2	C	16.8	C	15.6	D	25.0
		B	10.6	C	16.8	C	19.5	C	18.7	F	52.2
		A	8.4	A	9.0	A	8.7	A	9.1	A	9.6
		A	5.6	C	21.0	D	27.0	F	79	F	2656.9
16. Park Meadows Ring Rd. & NW Access Drive a. EB L b. EB R (Free) c. NBLT d. NBT e. SB T f. SBR g. INTERSECTION	TWSC										
	Stop	A	7.3	A	7.4	A	7.6	A	7.5	A	7.6
		A	0.0	A	0.0	A	0.0	A	0.0	A	0.0
		B	10.7	F	52.2	F	98.6	F	260.5	F	-
		B	10.6	B	11.7	B	14.4	B	13.7	C	17.6
		B	10.7	B	14.3	C	17.6	C	15.5	C	24.9
		A	8.5	A	9.4	A	9.0	A	9.5	B	10.2
		A	7.9	C	19.1	D	31.3	F	78.8	F	2915.9
17. Park Meadows Ring Rd. & Road D a. EB LR b. NBLT c. INTERSECTION	TWSC										
	Stop	A	9.3	B	12.2	B	12.3	B	14.0	C	21.7
		A	7.5	A	8.2	A	8.3	A	8.5	A	9.3
		A	0.6	A	0.7	A	1.1	A	1.6	A	2.3
18. Park Meadows Ring Rd. & Road C a. EB R b. INTERSECTION	TWSC										
	Stop	A	8.7	A	9.6	A	9.8	A	9.9	B	10.8
		A	0.2	A	0.2	A	0.4	A	0.4	A	0.5
19. Park Meadows Ring Rd. & South Parking Garage Access a. EB LTR b. WB LTR c. NBLT d. NB TR e. SB LT f. SB TR g. INTERSECTION	AWSC										
	Stop	A	8.2	B	11.3	B	11.9	B	14.9	D	27.0
		A	7.8	A	9.4	A	9.3	A	10.0	B	11.5
		A	8.3	B	11.1	B	10.9	B	13.1	C	20.8
		A	8.2	B	10.9	A	9.9	B	11.8	C	17.0
		A	8.2	B	11.6	B	11.6	B	13.0	C	22.3
		A	7.7	B	11.0	B	11.2	B	13.9	D	29.2
		A	8.1	B	11.2	B	11.3	B	13.5	C	24.2
20. Park Meadows Ring Rd. & Road B a. EB LTR b. WB L c. WB TR d. NBLT e. NB TR f. SB LT g. SB TR h. INTERSECTION	AWSC										
	Stop	A	8.6	B	10.2	A	10.0	B	11.5	B	13.0
		A	9.0	B	10.9	B	10.1	B	11.3	B	12.6
		A	7.9	A	9.3	A	8.8	A	9.9	B	11.2
		A	8.6	B	11.1	B	10.3	C	15.7	E	39.6
		A	8.8	B	11.1	A	10.0	B	15.0	D	32.9
		A	8.5	B	12.4	B	11.1	C	15.5	E	37.0
		A	8.1	B	12.5	B	11.2	C	16.4	E	46.7
A	8.6	B	11.8	B	10.7	C	15.4	E	37.5		
21. Park Meadows Ring Rd. & Central Garage Access a. EB LR b. NBLT c. NBT d. SB T e. SB TR f. INTERSECTION	AWSC										
	Stop	A	8.3	B	11.0	B	11.2	B	13.8	C	19.3
		A	8.4	B	11.4	B	11.3	C	16.2	E	36.5
		A	9.1	B	12.3	B	11.3	C	20.9	F	76.3
		A	8.4	C	15.2	B	13.7	C	23.7	F	106.3
		A	7.9	B	11.5	B	11.2	C	15.9	E	39.5
		A	8.6	B	12.7	B	11.9	C	18.8	F	61.7
22. Park Meadows Ring Rd. & Road A a. EB LTR b. WB LTR c. NBLT d. NB TR e. SB LT f. SB TR g. INTERSECTION	AWSC										
	Stop	A	8.5	B	10.3	A	9.6	B	11.1	B	12.4
		A	8.7	B	13.2	A	9.6	B	11.4	B	12.3
		A	8.5	B	12.6	B	10.7	C	17.1	E	46.6
		A	9.1	B	13.1	B	10.6	C	17.8	E	46.8
		B	10.4	C	15.5	B	12.3	C	21.1	F	67.6
		A	8.3	B	13.8	B	11.7	C	18.4	F	59.0
		A	9.2	B	13.7	B	11.2	C	18.0	F	51.6
23. Park Meadows Ring Rd. & North Parking Garage Access a. EB LR b. NBLT c. INTERSECTION	TWSC										
	Stop	B	10.9	C	22.4	C	21.2	F	82.2	F	114.2
		A	8.0	A	8.8	A	9.0	A	9.9	B	12.2
		A	1.4	A	3.9	A	3.7	A	11.2	F	146.7
24. Park Meadows Ring Rd. & PF Chang's Access Drive a. SB LR b. EB LT c. INTERSECTION	TWSC										
	Stop	B	10.6	C	15.1	B	12.3	C	17.3	D	27.9
		A	7.8	A	8.6	A	8.2	A	9.2	B	10.2
		A	1.4	A	1.4	A	0.5	A	0.7	A	0.9

**TABLE 11  
2025 (PHASE I BUILDOUT) ANALYSIS HORIZON  
BACKGROUND & TOTAL TRAFFIC OPERATIONAL ANALYSIS COMPARISON**

INTERSECTION	CONTROL	2025 (BUILD-OUT)									
		Bkgnd	Total	Bkgnd	Total	Bkgnd	Total	Bkgnd	Total	Bkgnd	Total
		AM PEAK LOS	AM PEAK LOS	PM PEAK LOS	PM PEAK LOS	MID PEAK LOS	MID PEAK LOS	SAT PEAK LOS	SAT PEAK LOS	HOL PEAK LOS	HOL PEAK LOS
<b>1. E. County Line Rd. &amp; S. Yosemite St.</b> a. EB L (Prot) (Dual) b. EB T c. EB R (Perm) d. WB L (Prot) (Dual) e. WB T f. WB R (Perm) g. NB L (Prot) (Dual) h. NB T i. NB R (Perm) j. SB L (Prot) k. SB TR l. <b>INTERSECTION</b>	Signal										
		D	D	E	E	E	E	D	D	E	E
		D	D	C	C	D	D	D	D	D	D
		A	B	B	C	D	D	D	D	D	D
		E	E	D	E	D	E	E	E	E	E
		D	D	C	D	D	D	D	D	D	D
		D	D	B	B	B	B	D	D	B	B
		C	C	D	E	E	C	E	D	D	D
		D	A	C	C	B	D	D	D	D	D
		C	A	C	C	B	D	C	C	D	D
		C	E	E	E	E	C	C	C	D	D
		D	C	D	C	B	D	B	B	D	D
		D	D	C	D	D	D	D	D	D	D
<b>2. E. County Line Rd. &amp; S. Chester St.</b> a. EB L (Prot) (Dual) b. EB T c. EB R (Perm) d. WB L (Prot) (Dual) e. WB TR f. NB L (Prot) (Dual) g. NB T h. NB R (Perm) i. SB L (Prot) (Dual) j. SB T k. SB R (Perm) l. <b>INTERSECTION</b>	Signal										
		E	E	D	E	E	E	D	D	D	D
		D	D	D	D	D	D	D	D	D	D
		D	D	D	D	D	C	D	D	B	B
		E	E	E	D	E	E	E	E	E	E
		D	D	D	C	E	E	D	D	D	D
		C	C	E	D	E	D	E	E	D	E
		B	C	C	C	C	C	D	D	D	D
		A	C	C	E	C	C	D	D	F	F
		E	C	D	C	D	E	D	D	E	E
		C	C	B	C	B	C	C	C	D	D
		B	B	A	C	A	C	B	B	E	E
		D	D	D	D	D	D	D	D	E	E
<b>3. E. County Line Rd. &amp; North Access Drive</b> a. EB T b. EB R (Yield) c. WB L (Prot+Perm) (Dual) d. WB T e. NB R (Prot) (Dual) f. <b>INTERSECTION</b>	Signal										
		B	B	A	B	B	B	B	B	B	B
		A	A	A	A	A	A	A	A	A	A
		A	A	A	A	A	A	B	B	C	C
		A	A	A	A	A	A	A	A	A	A
		A	A	A	B	A	A	B	B	C	C
		A	A	A	A	A	A	A	A	B	B
<b>4. E. County Line Rd. &amp; Park Meadows Center Dr.</b> a. EB T b. EB R (Stop) c. WB T d. WB R (To SB I-25) e. NB R (Prot) (Triple) f. SB L (Prot) (Triple) g. SB T h. SB R (Perm) i. SB R (Free) j. <b>INTERSECTION</b>	Signal										
		D	C	C	D	B	B	D	D	F	F
		A	A	A	A	A	A	A	A	A	A
		D	D	D	C	D	D	C	C	C	C
		A	A	A	A	A	A	A	A	A	A
		A	A	A	A	A	A	A	A	A	A
		A	A	A	A	A	A	A	A	B	B
		A	A	B	B	B	B	B	B	B	B
		A	A	B	B	B	B	B	B	C	C
		A	A	A	A	A	A	A	A	A	A
		A	A	A	A	A	A	A	A	A	A
		C	C	C	C	C	C	C	C	C	C
		C	C	C	C	C	C	C	C	C	C
<b>5. E. County Line Rd. &amp; I-25 Ramps</b> a. EB T b. EB R (Free) c. WB T d. WB R (Free) e. NB L (Prot Only) f. NB R (Free) g. <b>INTERSECTION</b>	Signal										
		D	D	C	C	C	C	D	D	D	D
		A	A	A	A	A	A	A	A	A	A
		C	C	D	D	D	D	D	D	D	D
		A	A	A	A	A	A	A	A	A	A
		A	A	A	A	A	A	A	A	A	A
		A	A	A	A	A	A	A	A	A	A
	D	D	C	C	C	C	C	C	C	C	
<b>6. Park Meadows Center Dr. &amp; East Access Drive</b> a. EB L (Prot) (Dual) b. EB R (Perm) c. NB L (Prot+Perm) d. NB T e. SB TR f. <b>INTERSECTION</b>	Signal										
		C	C	C	C	C	C	C	C	C	C
		C	C	C	C	C	C	C	C	C	D
		A	A	A	A	A	A	A	A	B	B
		A	A	A	A	A	A	A	A	A	A
		A	A	A	A	A	A	B	B	C	C
		A	A	B	B	A	B	B	B	B	C

**TABLE 11 (CONTINUED)  
2025 (PHASE I BUILDOUT) ANALYSIS HORIZON  
BACKGROUND & TOTAL TRAFFIC OPERATIONAL ANALYSIS COMPARISON**

INTERSECTION	CONTROL	2025 (BUILD-OUT)									
		Bkgnd	Total	Bkgnd	Total	Bkgnd	Total	Bkgnd	Total	Bkgnd	Total
		AM PEAK LOS	AM PEAK LOS	PM PEAK LOS	PM PEAK LOS	MID PEAK LOS	MID PEAK LOS	SAT PEAK LOS	SAT PEAK LOS	HOL PEAK LOS	HOL PEAK LOS
<b>7. Park Meadows Center Dr. &amp; SE Access Drive</b> a. EB L (Prot+Perm) b. EB TR c. WB L (Prot+Perm) d. WB TR e. NB L (Perm) f. NB TR g. SB LT (Perm) h. SB R (Perm) i. <b>INTERSECTION</b>	Signal										
		B	B	B	B	B	B	B	B	B	B
		C	C	C	C	C	C	C	C	C	C
		B	C	B	B	B	B	B	B	C	B
		C	C	C	C	C	C	C	C	C	C
		A	A	B	B	A	A	B	B	D	D
		A	A	A	A	A	A	A	B	B	B
		A	A	A	A	A	A	B	B	B	C
		A	A	A	B	A	A	B	B	C	C
		C	C	B	B	B	B	B	B	C	C
<b>8. Park Meadows Center Dr. &amp; S. Yosemite St.</b> a. WB L (Prot) b. WB LT d. WB R (Perm) e. NB L (Prot+Perm) (Dual) f. NB T g. NB R (Perm+ov) h. SB L (Prot+Perm) (Dual) i. SB T j. SB R (Yield) k. <b>INTERSECTION</b>	Signal										
		B	B	C	C	C	C	C	C	C	C
		B	A	C	C	C	C	C	C	C	C
		A	A	A	A	A	A	A	A	B	B
		A	A	A	A	A	A	A	A	A	A
		A	A	B	B	B	B	B	B	C	C
		A	A	A	A	A	A	A	A	C	C
		A	A	A	A	A	A	A	A	B	B
		A	A	B	B	B	B	B	B	B	B
		A	A	A	A	A	A	A	A	B	B
<b>9. S. Yosemite St. &amp; SW Access Drive</b> a. EB L (Perm) b. EB TR c. WB L (Perm) d. WB TR e. NB L (Prot) f. NB T g. NB R (Perm) h. SB L (Prot) (Dual) i. SB TR j. <b>INTERSECTION</b>	Signal										
		C	C	C	C	C	C	C	C	C	C
		D	C	C	C	C	C	C	B	B	B
		C	C	C	C	C	C	C	C	D	D
		D	C	C	C	C	C	C	C	C	B
		D	D	D	D	D	D	D	D	D	D
		A	A	A	A	A	B	B	B	C	C
		A	A	A	A	A	B	B	B	C	C
		D	D	C	C	C	C	C	C	D	D
		A	A	A	A	A	A	B	B	B	B
<b>10. S. Yosemite St. &amp; S. Chester St.</b> a. EB L (Prot+Perm) b. EB T c. WB T d. WB R (Perm) e. SB L (Prot) (Dual) f. SB R (Perm) g. <b>INTERSECTION</b>	Signal										
		B	B	B	B	B	B	B	B	B	B
		B	B	B	A	A	A	A	A	A	A
		B	B	B	B	B	B	B	B	B	B
		C	C	C	C	C	C	C	C	F	F
		A	A	B	B	B	B	B	B	B	B
		A	A	B	B	B	B	B	B	B	B
		B	B	B	B	B	B	B	B	C	C
<b>11. S. Chester St. &amp; Westview Rd./NW Access Drive</b> a. EB L (Perm) b. EB TR c. WB L (Perm) d. WB TR e. WB R (Free) f. NB L (Prot) g. NB TR h. SB L (Prot) (Dual) i. SB TR j. <b>INTERSECTION</b>	Signal										
		C	C	C	C	C	C	C	C	C	C
		C	C	C	C	C	C	C	C	C	C
		C	C	C	C	C	C	C	C	C	C
		C	C	C	C	C	C	B	B	B	B
		A	A	A	A	A	A	A	A	A	A
		D	D	C	C	D	D	C	D	D	C
		A	A	A	A	A	A	A	A	B	B
		C	C	C	C	C	C	D	D	C	C
		A	A	A	A	A	A	A	A	A	B
<b>12. Park Meadows Ring Rd. &amp; North Access Drive</b> a. EB LT b. EB T c. WB T d. WB R (Free) e. SB L (Dual) f. SB R (Free) g. <b>INTERSECTION</b>	TWSC										
	Stop	B	B	F	F	F	F	F	F	F	F
	Stop	B	B	C	C	E	F	F	F	F	F
	Stop	B	B	C	E	E	F	F	F	F	F
		A	A	A	A	A	A	B	B	B	B
		A	A	A	A	A	A	A	A	A	A
		A	A	A	A	A	A	A	A	A	A
		A	A	B	E	C	F	F	F	F	F
<b>13. Park Meadows Ring Rd. &amp; East Access Drive</b> a. WB L b. WB R (Free) c. NB T d. NB R e. SB LT f. SB T g. <b>INTERSECTION</b>	TWSC										
	Stop	A	A	A	A	A	A	A	A	A	A
	Stop	A	A	A	A	A	A	A	A	A	A
	Stop	A	B	B	B	C	C	C	C	D	E
	Stop	A	A	A	A	A	A	A	A	A	A
	Stop	A	B	D	F	F	F	F	F	F	F
	Stop	A	B	B	B	C	C	C	C	D	E
	Stop	A	A	B	C	D	F	F	F	F	F

**TABLE 11 (CONTINUED)  
2025 (PHASE I BUILDOUT) ANALYSIS HORIZON  
BACKGROUND & TOTAL TRAFFIC OPERATIONAL ANALYSIS COMPARISON**

INTERSECTION	CONTROL	2025 (BUILD-OUT)									
		Bkgnd	Total	Bkgnd	Total	Bkgnd	Total	Bkgnd	Total	Bkgnd	Total
		AM PEAK LOS	AM PEAK LOS	PM PEAK LOS	PM PEAK LOS	MID PEAK LOS	MID PEAK LOS	SAT PEAK LOS	SAT PEAK LOS	HOL PEAK LOS	HOL PEAK LOS
<b>14. Park Meadows Ring Rd. &amp; SE Access Drive</b>	<b>TWSC</b>										
a. EB T	Stop	A	A	B	B	B	B	B	B	C	C
b. EB R	Stop	A	A	A	A	A	A	A	A	A	A
c. WB LT	Stop	A	A	B	B	B	B	C	C	F	F
d. WB T	Stop	A	A	B	B	B	B	B	B	B	C
e. NB L		A	A	A	A	A	A	A	A	A	A
f. NB R (Free)		A	A	A	A	A	A	A	A	A	A
g. INTERSECTION		A	A	A	A	A	A	B	B	F	F
<b>15. Park Meadows Ring Rd. &amp; SW Access Drive</b>	<b>TWSC</b>										
a. EB L		A	A	A	A	A	A	A	A	A	A
b. EB R (Free)		A	A	A	A	A	A	A	A	A	A
c. NB LT		A	A	C	D	E	E	F	F	F	F
d. NB T	Stop	A	A	B	B	B	C	B	B	C	C
e. SB T	Stop	A	A	B	B	C	C	C	C	D	D
f. SB R	Stop	A	A	A	A	A	A	A	A	A	A
g. INTERSECTION		A	A	B	B	B	C	D	E	F	F
<b>16. Park Meadows Ring Rd. &amp; NW Access Drive</b>	<b>TWSC</b>										
a. EB L		A	A	A	A	A	A	A	A	A	A
b. EB R (Free)		A	A	A	A	A	A	A	A	A	A
c. NB LT		A	A	C	C	D	E	E	F	F	F
d. NB T	Stop	A	A	B	B	B	B	B	B	B	B
e. SB T	Stop	A	A	B	B	B	B	B	B	C	C
f. SB R	Stop	A	A	A	A	A	A	A	A	A	A
g. INTERSECTION		A	A	A	B	B	C	C	C	F	F
<b>17. Park Meadows Ring Rd. &amp; Road D</b>	<b>TWSC</b>										
a. EB LR	Stop	-	A	-	B	-	B	-	B	-	C
b. NB LT		-	A	-	A	-	A	-	A	-	A
c. INTERSECTION		-	A	-	A	-	A	-	A	-	A
<b>18. Park Meadows Ring Rd. &amp; Road C</b>	<b>TWSC</b>										
a. EB R	Stop	-	A	-	A	-	A	-	A	-	B
b. INTERSECTION		-	A	-	A	-	A	-	A	-	A
<b>19. Park Meadows Ring Rd. &amp; South Parking Garage Access</b>	<b>AWSC</b>										
a. EB LTR	Stop	-	A	-	B	-	B	-	B	-	C
b. WB LTR	Stop	-	A	-	A	-	A	-	A	-	B
c. NB LT	Stop	-	A	-	B	-	B	-	B	-	C
d. NB TR	Stop	-	A	-	A	-	A	-	B	-	B
e. SB LT	Stop	-	A	-	A	-	B	-	B	-	C
f. SB TR	Stop	-	A	-	A	-	B	-	B	-	C
g. INTERSECTION		-	A	-	A	-	B	-	B	-	C
<b>20. Park Meadows Ring Rd. &amp; Road B</b>	<b>AWSC</b>										
a. EB LTR	Stop	-	A	-	A	-	A	-	B	-	B
b. WB L	Stop	-	A	-	B	-	B	-	B	-	B
c. WB TR	Stop	-	A	-	A	-	A	-	B	-	B
d. NB LT	Stop	-	A	-	A	-	B	-	B	-	D
e. NB TR	Stop	-	A	-	A	-	B	-	B	-	D
f. SB LT	Stop	-	A	-	B	-	B	-	C	-	D
g. SB TR	Stop	-	A	-	A	-	B	-	B	-	C
h. INTERSECTION		-	A	-	B	-	B	-	B	-	D
<b>21. Park Meadows Ring Rd. &amp; Central Garage Access</b>	<b>AWSC</b>										
a. EB LR	Stop	-	A	-	A	-	B	-	B	-	C
b. NB LT	Stop	-	A	-	A	-	B	-	B	-	C
c. NB T	Stop	-	A	-	A	-	A	-	B	-	D
d. SB T	Stop	-	A	-	B	-	B	-	C	-	E
e. SB TR	Stop	-	A	-	A	-	A	-	B	-	C
f. INTERSECTION		-	A	-	A	-	B	-	B	-	D
<b>22. Park Meadows Ring Rd. &amp; Road A</b>	<b>AWSC</b>										
a. EB LR	Stop	-	A	-	A	-	A	-	A	-	B
b. NB LT	Stop	-	A	-	A	-	A	-	A	-	B
c. NB TR	Stop	-	A	-	A	-	A	-	B	-	D
d. SB LT	Stop	-	A	-	B	-	B	-	B	-	E
e. SB TR	Stop	-	A	-	A	-	A	-	B	-	B
f. INTERSECTION		-	A	-	A	-	A	-	B	-	D



**TABLE 12**  
**2045 (LONG-RANGE - PHASE II BUILDOUT) ANALYSIS HORIZON**  
**BACKGROUND & TOTAL TRAFFIC OPERATIONAL ANALYSIS COMPARISON**

INTERSECTION	CONTROL	2045 (LONG-RANGE)									
		Bkgnd	Total	Bkgnd	Total	Bkgnd	Total	Bkgnd	Total	Bkgnd	Total
		AM PEAK LOS	AM PEAK LOS	PM PEAK LOS	PM PEAK LOS	MID PEAK LOS	MID PEAK LOS	SAT PEAK LOS	SAT PEAK LOS	HOL PEAK LOS	HOL PEAK LOS
1. E. County Line Rd. & S. Yosemite St. a. EB L (Prot) (Dual) b. EB T c. EB R (Perm) d. WB L (Prot) (Dual) e. WB T f. WB R (Perm) g. NB L (Prot) (Dual) h. NB T i. NB R (Perm) j. SB L (Prot) k. SB TR l. INTERSECTION	Signal										
		D	C	E	E	E	E	D	D	E	E
		D	B	C	C	D	D	D	D	D	D
		B	A	C	B	D	D	D	B	C	D
		E	C	E	E	E	E	E	E	E	E
		D	C	D	D	D	D	D	D	E	D
		D	C	C	C	C	B	D	D	B	D
		C	C	E	D	E	D	D	C	E	E
		B	B	D	D	D	D	D	C	D	D
		A	B	C	C	C	D	C	C	D	C
		E	C	D	D	E	C	C	C	D	D
		C	B	C	D	C	D	C	D	D	D
		D	B	D	D	D	D	D	D	D	D
2. E. County Line Rd. & S. Chester St. a. EB L (Prot) (Dual) b. EB T c. EB R (Perm) d. WB L (Prot) (Dual) e. WB TR f. NB L (Prot) (Dual) g. NB T h. NB R (Perm) i. SB L (Prot) (Dual) j. SB T k. SB R (Perm) l. INTERSECTION	Signal										
		E	D	D	D	E	D	D	D	D	D
		D	D	E	D	D	D	D	D	D	F
		D	B	D	D	D	C	D	D	B	D
		D	E	E	E	E	E	E	E	F	F
		C	D	D	D	E	E	D	D	E	E
		C	C	E	E	D	E	E	E	E	E
		B	B	C	C	C	C	D	D	D	D
		A	B	C	C	E	B	F	F	F	F
		E	E	E	E	D	E	D	D	E	F
		C	C	B	C	C	C	C	C	D	D
		B	C	B	B	B	C	B	B	F	F
		D	D	D	D	D	D	D	D	F	F
3. E. County Line Rd. & North Access Drive a. EB T b. EB R (Yield) c. WB L (Prot+Perm) (Dual) d. WB T e. NB R (Prot) (Dual) f. INTERSECTION	Signal										
		B	B	A	B	D	C	B	B	B	B
		A	A	A	A	B	A	A	A	A	A
		A	A	A	C	B	A	C	C	B	C
		A	A	A	A	A	A	A	A	A	A
		A	A	B	B	B	B	C	C	D	D
		A	A	A	A	B	A	B	B	B	B
4. E. County Line Rd. & Park Meadows Center Dr. a. EB T b. EB R (Stop) c. WB T d. WB R (To SB I-25) e. NB R (Prot) (Triple) f. SB L (Prot) (Triple) g. SB T h. SB R (Perm) i. SB R (Free) j. INTERSECTION	Signal										
		D	C	D	C	B	D	C	C	F	F
		A	A	A	A	A	A	A	A	A	A
		D	D	D	D	D	D	C	C	D	D
		A	A	A	A	A	A	A	A	A	A
		A	A	A	A	A	A	A	A	A	A
		A	A	A	A	B	B	A	A	B	B
		A	A	B	B	B	B	B	B	B	B
		A	A	B	B	B	B	B	B	C	C
		A	A	A	A	A	A	A	A	A	A
		C	C	C	C	C	C	C	C	E	D
		C	C	C	C	C	C	C	C	C	C
	5. E. County Line Rd. & I-25 Ramps a. EB T b. EB R (Free) c. WB T d. WB R (Free) e. NB L (Prot Only) f. NB R (Free) g. INTERSECTION	Signal									
		D	D	C	C	C	C	D	D	D	D
		A	A	A	A	A	A	A	A	A	A
		C	C	D	D	D	D	D	D	D	D
		A	A	A	A	A	A	A	A	A	A
		A	A	A	A	A	A	A	A	A	A
		A	A	A	A	A	A	A	A	A	A
		C	D	C	C	C	C	C	C	C	C
6. Park Meadows Center Dr. & East Access Drive a. EB L (Prot) (Dual) b. EB R (Perm) c. NB L (Prot+Perm) d. NB T e. SB TR f. INTERSECTION	Signal										
		C	C	C	B	C	C	C	B	C	C
		C	C	C	C	C	C	C	C	D	E
		A	A	A	A	A	A	A	B	B	C
		A	A	A	A	A	A	A	A	A	A
		A	A	A	B	A	B	B	C	C	F
		A	A	B	B	B	B	B	B	C	D
7. Park Meadows Center Dr. & SE Access Drive a. EB L (Prot+Perm) b. EB TR c. WB L (Prot+Perm) d. WB TR e. NB L (Perm) f. NB TR g. SB LT (Perm) h. SB R (Perm) i. INTERSECTION	Signal										
		B	B	B	B	B	B	B	B	C	C
		C	C	B	B	C	C	B	B	C	C
		B	B	B	B	B	B	B	B	B	B
		C	C	C	C	C	C	C	C	C	C
		A	A	B	B	B	B	B	B	E	F
		A	A	A	B	A	A	B	B	B	B
		A	A	A	B	A	A	B	B	C	C
		A	A	A	B	A	B	B	B	C	D
		C	C	B	B	B	B	B	B	C	C
		C	C	B	B	B	B	B	B	C	C

**TABLE 12 (CONTINUED)**  
**2045 (LONG-RANGE - PHASE II BUILDOUT) ANALYSIS HORIZON**  
**BACKGROUND & TOTAL TRAFFIC OPERATIONAL ANALYSIS COMPARISON**

INTERSECTION	CONTROL	2045 (LONG-RANGE)									
		Bkgnd	Total	Bkgnd	Total	Bkgnd	Total	Bkgnd	Total	Bkgnd	Total
		AM PEAK LOS	AM PEAK LOS	PM PEAK LOS	PM PEAK LOS	MID PEAK LOS	MID PEAK LOS	SAT PEAK LOS	SAT PEAK LOS	HOL PEAK LOS	HOL PEAK LOS
8. Park Meadows Center Dr. & S. Yosemite St. a. WB L (Prot) b. WB LT d. WB R (Perm) e. NB L (Prot+Perm) (Dual) f. NB T g. NB R (Perm+ov) h. SB L (Prot+Perm) (Dual) i. SB T j. SB R (Yield) k. INTERSECTION	Signal	B	B	C	C	C	C	C	C	D	F
		B	A	C	C	C	C	C	C	C	E
		A	A	A	A	A	A	A	A	B	C
		A	A	A	A	A	A	A	A	B	B
		A	A	B	B	B	B	B	B	C	B
		A	A	A	A	A	A	A	A	D	E
		A	A	A	A	A	A	A	A	B	D
		A	B	B	B	B	B	B	B	B	B
		A	A	A	B	A	A	A	A	B	B
		A	A	B	B	B	B	B	B	C	E
		A	A	B	B	B	B	B	B	C	E
9. S. Yosemite St. & SW Access Drive a. EB L (Perm) b. EB TR c. WB L (Perm) d. WB TR e. NB L (Prot) f. NB T g. NB R (Perm) h. SB L (Prot) (Dual) i. SB TR j. INTERSECTION	Signal	C	C	C	C	C	C	C	C	C	C
		D	C	C	C	C	C	B	B	C	C
		C	C	C	C	C	C	C	C	E	F
		D	C	C	C	C	C	C	C	C	C
		D	D	D	D	D	D	D	D	D	D
		A	A	B	B	B	B	B	B	C	D
		A	A	A	B	B	B	B	B	C	C
		D	C	C	C	C	C	D	D	E	E
		A	A	A	A	A	A	B	B	C	C
		A	A	B	B	B	B	B	B	C	D
		A	A	B	B	B	B	B	B	C	D
10. S. Yosemite St. & S. Chester St. a. EB L (Prot+Perm) b. EB T c. WB T d. WB R (Perm) e. SB L (Prot) (Dual) f. SB R (Perm) g. INTERSECTION	Signal	B	B	B	B	B	B	B	B	B	B
		B	B	A	A	A	A	A	A	A	A
		B	B	B	B	B	B	B	B	B	B
		C	C	D	D	D	D	D	D	F	F
		A	A	B	B	B	B	B	B	B	B
		A	A	B	B	B	B	B	B	B	B
		B	B	B	B	B	B	B	B	D	D
11. S. Chester St. & Westview Rd./NW Access Drive a. EB L (Perm) b. EB TR c. WB L (Perm) d. WB TR e. WB R (Free) f. NB L (Prot) g. NB TR h. SB L (Prot) (Dual) i. SB TR j. INTERSECTION	Signal	C	C	C	C	C	C	C	C	C	C
		C	C	C	C	C	C	C	C	C	C
		C	C	C	C	C	C	C	C	C	C
		C	C	C	C	C	C	B	C	B	B
		A	A	A	A	A	A	A	A	A	A
		D	D	C	C	D	D	D	D	C	C
		A	A	A	A	A	A	A	B	B	C
		C	C	C	C	C	D	D	C	C	C
		A	A	A	A	A	A	A	A	B	B
		A	A	B	B	B	B	C	B	C	C
		A	A	B	B	B	B	C	B	C	C
12. Park Meadows Ring Rd. & North Access Drive a. EB LT b. EB T c. WB T d. WB R (Free) e. SB L (Dual) f. SB R (Free) g. INTERSECTION	TWSC										
	Stop	B	C	F	F	F	F	F	F	F	F
	Stop	B	C	C	E	E	F	F	F	F	F
	Stop	B	C	D	F	E	F	F	F	F	F
		A	A	A	A	A	A	B	B	B	C
		A	A	A	A	A	A	A	A	A	B
		A	A	A	A	A	A	A	A	A	A
		A	B	D	F	C	F	F	F	F	F
13. Park Meadows Ring Rd. & East Access Drive a. WB L b. WB R (Free) c. NB T d. NB R e. SB LT f. SB T g. INTERSECTION	TWSC										
		A	A	A	A	A	A	A	A	A	A
		A	A	A	A	A	A	A	A	A	A
	Stop	A	B	B	C	C	C	D	D	D	F
	Stop	A	A	A	B	A	A	A	A	A	B
	Stop	A	C	E	F	F	F	F	F	F	F
	Stop	A	C	B	C	C	D	C	D	E	F
		A	A	C	F	D	F	F	F	F	F
14. Park Meadows Ring Rd. & SE Access Drive a. EB T b. EB R c. WB LT d. WB T e. NB L f. NB R (Free) g. INTERSECTION	TWSC										
	Stop	A	A	B	B	B	B	B	C	C	C
	Stop	A	A	A	A	A	A	A	A	B	B
	Stop	A	A	B	C	B	C	D	F	F	F
	Stop	A	A	B	B	B	B	B	B	C	C
		A	A	A	A	A	A	A	A	A	A
		A	A	A	A	A	A	A	A	A	A
		A	A	A	A	A	A	B	C	F	F

**TABLE 12 (CONTINUED)**  
**2045 (LONG-RANGE - PHASE II BUILDOUT) ANALYSIS HORIZON**  
**BACKGROUND & TOTAL TRAFFIC OPERATIONAL ANALYSIS COMPARISON**

INTERSECTION	CONTROL	2045 (LONG-RANGE)									
		Bkgnd	Total	Bkgnd	Total	Bkgnd	Total	Bkgnd	Total	Bkgnd	Total
		AM PEAK LOS	AM PEAK LOS	PM PEAK LOS	PM PEAK LOS	MID PEAK LOS	MID PEAK LOS	SAT PEAK LOS	SAT PEAK LOS	HOL PEAK LOS	HOL PEAK LOS
15. Park Meadows Ring Rd. & SW Access Drive a. EB L b. EB R (Free) c. NB LT d. NB T e. SB T f. SB R g. INTERSECTION	TWSC										
	Stop	A	A	A	A	A	A	A	A	A	A
		A	A	A	A	A	A	A	A	A	A
		A	B	E	F	E	F	F	F	F	F
		A	B	B	C	B	C	B	C	C	D
		A	B	C	C	C	C	C	C	E	F
		A	A	A	A	A	A	A	A	A	A
		A	A	B	C	B	D	E	F	F	F
16. Park Meadows Ring Rd. & NW Access Drive a. EB L b. EB R (Free) c. NB LT d. NB T e. SB T f. SB R g. INTERSECTION	TWSC										
	Stop	A	A	A	A	A	A	A	A	A	
		A	A	A	A	A	A	A	A	A	
		A	B	C	F	D	F	F	F	F	F
		A	B	B	B	B	B	B	B	B	C
		A	B	B	B	B	C	B	C	C	C
		A	A	A	A	A	A	A	A	A	B
		A	A	B	C	B	D	D	F	F	F
17. Park Meadows Ring Rd. & Road D a. EB LR b. NB LT c. INTERSECTION	TWSC										
	Stop	-	A	-	B	-	B	-	B	-	C
		-	A	-	A	-	A	-	A	-	A
-		A	-	A	-	A	-	A	-	A	
18. Park Meadows Ring Rd. & Road C a. EB R b. INTERSECTION	TWSC										
	Stop	-	A	-	A	-	A	-	A	-	B
		-	A	-	A	-	A	-	A	-	A
-		A	-	A	-	A	-	A	-	A	
19. Park Meadows Ring Rd. & South Parking Garage Access a. EB LTR b. WB LTR c. NB LT d. NB TR e. SB LT f. SB TR g. INTERSECTION	AWSC										
	Stop	-	A	-	B	-	B	-	B	-	D
		-	A	-	A	-	A	-	A	-	B
		-	A	-	B	-	B	-	B	-	C
		-	A	-	B	-	A	-	B	-	C
		-	A	-	B	-	B	-	B	-	C
		-	A	-	B	-	B	-	B	-	D
		-	A	-	B	-	B	-	B	-	D
-	A	-	B	-	B	-	B	-	C		
20. Park Meadows Ring Rd. & Road B a. EB LTR b. WB L c. WB TR d. NB LT e. NB TR f. SB LT g. SB TR h. INTERSECTION	AWSC										
	Stop	-	A	-	B	-	A	-	B	-	B
		-	A	-	B	-	B	-	B	-	B
		-	A	-	A	-	A	-	A	-	B
		-	A	-	B	-	B	-	C	-	E
		-	A	-	B	-	A	-	B	-	D
		-	A	-	B	-	B	-	C	-	E
		-	A	-	B	-	B	-	C	-	E
-	A	-	B	-	B	-	C	-	E		
21. Park Meadows Ring Rd. & Central Garage Access a. EB LR b. NB LT c. NB T d. SB T e. SB TR f. INTERSECTION	AWSC										
	Stop	-	A	-	B	-	B	-	B	-	C
		-	A	-	B	-	B	-	C	-	E
		-	A	-	B	-	B	-	C	-	F
		-	A	-	C	-	B	-	C	-	F
		-	A	-	B	-	B	-	C	-	E
		-	A	-	B	-	B	-	C	-	F
22. Park Meadows Ring Rd. & Road A a. EB LTR b. WB LTR c. NB LT d. NB TR e. SB LT f. SB TR g. INTERSECTION	AWSC										
	Stop	-	A	-	B	-	A	-	B	-	B
		-	A	-	B	-	A	-	B	-	B
		-	A	-	B	-	B	-	C	-	E
		-	A	-	B	-	B	-	C	-	E
		-	B	-	C	-	B	-	C	-	F
		-	A	-	B	-	B	-	C	-	F
-	A	-	B	-	B	-	C	-	F		
23. Park Meadows Ring Rd. & North Parking Garage Access a. EB LR b. NB LT c. INTERSECTION	TWSC										
	Stop	-	B	-	C	-	C	-	F	-	F
		-	A	-	A	-	A	-	A	-	B
-		A	-	A	-	A	-	B	-	F	
24. Park Meadows Ring Rd. & PF Chang's Access Drive a. SB LR b. EB LT c. INTERSECTION	TWSC										
	Stop	-	B	-	C	-	B	-	C	-	D
		-	A	-	A	-	A	-	A	-	B
-		A	-	A	-	A	-	A	-	A	

## B. Queuing Analysis

Queue lengths and associated storage requirements for through and auxiliary lanes (turn bays) at the study area intersections were computed utilizing the *Synchro 11* 95%tile reported queues for the 2025 (phase I buildout), 2045 (long-range – phase II buildout) analysis horizons total traffic scenarios. Queue length calculations are based on a 25-foot vehicle length and reported as the total cumulative computed queue length for all traffic lanes in the lane group. Tables 13 and 14 provide a summary of this analysis and comparison to the existing/proposed vehicle storage lengths provided for each of the study area intersections for the 2025 (phase I buildout) and 2045 (long-range – phase II buildout) analysis horizons total traffic scenarios, respectively.

As shown in Tables 13 and 14, the following additional queue related issues, beyond those identified in the background traffic scenarios, are projected to be experienced at the study area intersections, based on the reported queues, with the addition of the site generated traffic from the proposed Park Meadows mixed-use development in the 2025 (phase I buildout) and 2045 (long-range – phase II buildout) analysis horizons total traffic scenarios, respectively:

- **(3) E. County Line Rd./North Access Drive**
  - 2045 (Long Range – Phase II Buildout) Analysis Horizon Total Traffic Scenario:
    - Holiday Season Saturday Peak Hour – The WB L lane group is projected to exceed its capacity and spillback into the WB T lanes.
- **(5) E. County Line Rd./NB I-25 Ramps**
  - 2045 (Long Range – Phase II Buildout) Analysis Horizon Total Traffic Scenario:
    - Holiday Season Saturday Peak Hour – The NB L lane group is projected to exceed its capacity and spillback into the NB T lanes.
- **(8) Park Meadows Center Dr./S. Yosemite St.**
  - 2045 (Long Range – Phase II Buildout) Analysis Horizon Total Traffic Scenario:
    - Weekday P.M. Peak Hour - The WB L lane group is projected to exceed its capacity and spillback into the WB T lanes.
    - Holiday Season Saturday Peak Hour – The WB T lane group queue is projected to block the WB R and WB L lane groups. The WB R and SB R lane groups are projected to exceed their capacities and spillback into the WB T and SB T lanes, respectively.
- **(9) S. Yosemite St./SW Access Drive**
  - 2045 (Long Range – Phase II Buildout) Analysis Horizon Total Traffic Scenario:
    - Weekday P.M. Peak Hour - The NB T lane group queue is projected to block the NB L lane group.
    - Midday Peak Hour - The NB T lane group queue is projected to block the NB L lane group.
    - Typical Saturday Peak Hour - The WB L lane group is projected to exceed its capacity and spillback into the upstream intersection. The NB T lane group queue is projected to block the NB L lane group.
    - Holiday Season Saturday Peak Hour – The EB L lane group is projected to exceed its capacity and spillback into the upstream intersection.

- **(11) S. Chester St./Westview Rd./NW Access Drive**
  - 2025 (Phase I Buildout) Analysis Horizon Total Traffic Scenario:
    - Typical Saturday Peak Hour - The NB T/R lane group is projected to spillback and block the NB L lane group.
  - 2045 (Long Range – Phase II Buildout) Analysis Horizon Background Traffic Scenario:
    - Weekday P.M. Peak Hour - The NB T/R lane group is projected to spillback and block the NB L lane group.
    - Midday Peak Hour - The NB T/R lane group is projected to spillback and block the NB L lane group.
    - Typical Saturday Peak Hour – The NB T/R lane group is projected to spillback and block the NB L lane group.
- **(12) Park Meadows Ring Rd./North Access Drive**
  - 2025 (Phase I Buildout) Analysis Horizon Total Traffic Scenario:
    - Holiday Season Saturday Peak Hour - The EB L/T lane group is projected to exceed its capacity and spillback into the upstream intersection.
  - 2045 (Long Range – Phase II Buildout) Analysis Horizon Background Traffic Scenario:
    - Weekday P.M. Peak Hour - The EB L/T and WB T lane groups are projected to exceed their capacities and spillback into the upstream intersections.
    - Midday Peak Hour - The EB L/T and WB T lane groups are projected to exceed their capacities and spillback into the upstream intersections.
    - Typical Saturday Peak Hour – The EB L/T lane group is projected to exceed its capacity and spillback into the upstream intersection.
- **(13) Park Meadows Ring Rd./East Access Drive**
  - 2025 (Phase I Buildout) Analysis Horizon Total Traffic Scenario:
    - Typical Saturday Peak Hour - The SB L/T lane group is projected to exceed its capacity and spillback into the upstream intersection.
  - 2045 (Long Range – Phase II Buildout) Analysis Horizon Background Traffic Scenario:
    - Weekday P.M. Peak Hour - The SB L/T group is projected to exceed its capacity and spillback into the upstream intersection.
    - Midday Peak Hour - The SB L/T group is projected to exceed its capacity and spillback into the upstream intersection.
    - Typical Saturday Peak Hour – The SB L/T group is projected to exceed its capacity and spillback into the upstream intersection.
    - Holiday Season Saturday Peak Hour – The NB T group is projected to exceed its capacity and spillback into the upstream intersection.
- **(16) Park Meadows Ring Rd./NW Access Drive**
  - 2025 (Phase I Buildout) Analysis Horizon Total Traffic Scenario:

- Typical Saturday Peak Hour - The NB L/T lane group is projected to exceed its capacity and spillback into the upstream intersection.
- 2045 (Long Range – Phase II Buildout) Analysis Horizon Background Traffic Scenario:
  - Midday Peak Hour - The NB L/T lane group is projected to exceed its capacity and spillback into the upstream intersection.

**TABLE 13  
2025 (PHASE I BUILDOUT) ANALYSIS HORIZON  
TOTAL TRAFFIC SCENARIO  
SUMMARY OF QUEUING ANALYSIS**

INTERSECTION (# OF LANES IN LANE GROUP)	EXISTING STORAGE (FT)	2025 TOTAL TRAFFIC				
		QUEUE LENGTH (FT) 95TH%				
		AM PEAK	PM PEAK	MID PEAK	SAT PEAK	HOL PEAK
<b>1. E. County Line Rd./S. Yosemite St.</b>						
a. EB L (2)	350	244	227	239	211	312
b. EB T (3)	1290	486	508	581	644	1002
c. EB R (1)	350	13	44	59	55	63
d. WB L (2)	1200	19	114	107	167	177
e. WB T (3)	2100	177	950	273	538	549
f. WB R (1)	700	0	3	5	36	1
g. NB L (2)	470	101	208	210	233	332
h. NB T (2)	740	139	298	258	253	380
i. NB R (1)	370	0	0	0	10	46
j. SB L (1)	250	69	164	156	135	194
k. SB TR (2)	500	143	545	344	302	507
<b>2. E. County Line Rd./S. Chester St.</b>						
a. EB L (2)	1100	78	198	113	200	285
b. EB T (3)	2100	527	603	218	833	1289
c. EB R (1)	500	7	58	6	3	26
d. WB L (2)	1050	178	371	307	367	617
e. WB TR (4)	2000	451	798	420	602	936
f. NB L (2)	325	43	171	157	217	332
g. NB T (2)	850	99	205	230	239	357
h. NB R (1)	375	43	71	69	76	289
i. SB L (2)	300	66	343	279	275	466
j. SB T (2)	380	32	186	201	162	239
k. SB R (1)	110	0	55	51	60	74
<b>3. E. County Line Rd./North Access Drive</b>						
a. EB T (3)	3400	183	410	218	377	562
b. EB R (1)	700	0	1	2	16	45
c. WB L (2)	700	39	138	363	363	708
d. WB T (4)	1800	0	0	0	0	0
e. NB R (2)	350	0	150	114	356	632
<b>4. E. County Line Rd./Park Meadows Center Dr./SB I-25 Ramps</b>						
a. EB T (4)	2100	52	1194	709	1060	2160
b. EB R (1)	350	0	26	5	27	17
c. WB T (3)	2700	437	371	912	688	1062
d. WB R (1)	50	0	0	0	0	0
e. NB R (3)	1600	187	246	146	171	1049
f. SB L (3)	750	228	113	121	76	107
g. SB T (2)	1200	146	456	500	578	1075
h. SB R (2)	350	16	26	216	25	33
<b>5. E. County Line Rd./NB I-25 Ramps</b>						
a. EB T (3)	2250	647	420	541	459	516
b. EB R (2)	550	0	0	0	0	0
c. WB T (3)	2400	188	688	601	306	407
d. WB R (1)	650	0	0	0	0	0
e. NB L (2)	350	130	200	250	159	330
f. NB R (1)	175	0	0	0	0	0
<b>6. Park Meadows Center Dr./East Access Drive</b>						
a. EB L (2)	250	29	126	113	184	326
b. EB R (1)	100	19	44	40	50	90
c. NB L (1)	110	10	54	59	76	67
d. NB T (2)	2900	57	156	124	165	211
e. SB TR (2)	2100	61	181	163	209	536
<b>7. Park Meadows Center Dr./SE Access Drive</b>						
a. EB L (1)	150	18	48	48	65	75
b. EB TR (2)	900	146	196	190	201	215
d. WB L (1)	100	7	11	14	14	49
e. WB TR (2)	2800	99	118	105	129	372
f. NB L (1)	60	0	43	37	56	97
g. NB TR (1)	60	0	35	38	42	60
h. SB LT (1)	125	5	65	64	81	168
i. SB R (1)	125	0	34	33	44	93

INTERSECTION (# OF LANES IN LANE GROUP)	EXISTING STORAGE (FT)	2025 TOTAL TRAFFIC				
		QUEUE LENGTH (FT) 95TH%				
		AM PEAK	PM PEAK	MID PEAK	SAT PEAK	HOL PEAK
<b>8. Park Meadows Center Dr./S. Yosemite St.</b>						
a. WB L (2)	300	38	288	228	308	531
b. WB T (2)	700	27	244	195	266	480
c. WB R (1)	240	0	39	41	61	64
d. NB L (2)	220	62	97	60	56	80
e. NB T (3)	1200	207	369	412	385	642
f. NB R (1)	275	44	59	58	61	446
g. SB L (2)	440	12	47	56	60	85
h. SB T (3)	1650	101	295	218	213	322
i. SB R (1)	235	0	47	33	62	184
<b>9. S. Yosemite St./SW Access Drive</b>						
a. EB L (1)	50	5	19	16	33	47
b. EB TR (1)	50	0	17	24	26	33
c. WB L (1)	250	20	131	127	172	329
d. WB TR (1)	250	0	0	34	39	57
e. NB L (1)	140	20	26	46	54	83
f. NB T (2)	1080	158	397	407	435	832
g. NB R (1)	540	11	39	43	46	52
h. SB L (2)	900	21	87	93	109	194
i. SB TR (3)	2025	93	377	322	363	581
<b>10. S. Yosemite St./S. Chester St.</b>						
a. EB L (1)	200	12	22	29	32	43
b. EB T (3)	1425	71	172	161	156	238
c. WB T (2)	1950	141	238	238	257	416
d. WB R (1)	740	45	51	51	52	60
e. SB L (2)	350	27	101	91	116	233
f. SB R (1)	140	2	11	15	18	36
<b>11. S. Chester St./Westview Rd./NW Access Drive</b>						
a. EB L (1)	125	14	55	68	69	107
b. EB TR (1)	175	11	38	43	51	70
c. WB L (1)	125	10	33	35	39	59
d. WB T (1)	125	4	30	30	31	44
e. WB R (1)	125	0	0	0	0	0
f. NB L (1)	90	8	35	46	45	63
g. NB TR (2)	700	61	177	181	194	333
h. SB L (2)	380	33	113	126	159	270
i. SB TR (2)	830	40	141	129	135	272
<b>12. Park Meadows Ring Rd./North Access Drive</b>						
a. EB LT (2)	900	2	217	261	147	> 900
b. WB T (1)	150	5	95	159	480	> 150
c. WB R (1)	150	3	19	20	52	109
d. SB LR (1)	175	6	22	37	41	78
e. SB R (1)	175	0	0	0	0	0
<b>13. Park Meadows Ring Rd./East Access Drive</b>						
a. WB L (1)	125	3	10	15	15	23
b. WB R (1)	125	0	0	0	0	0
c. NB T (1)	175	4	21	25	37	112
d. NB R (1)	140	4	20	13	20	32
e. SB LT (2)	600	5	191	445	800	> 600
<b>14. Park Meadows Ring Rd./SE Access Drive</b>						
a. EB T (1)	150	1	7	9	17	36
b. EB R (1)	150	1	14	14	21	36
c. WB LT (2)	1150	2	28	30	101	565
d. NB L (1)	125	0	4	5	7	11
e. NB R (1)	125	0	0	0	0	0

**TABLE 13 (CONTINUED)**  
**2025 (PHASE I BUILDOUT) ANALYSIS HORIZON**  
**TOTAL TRAFFIC SCENARIO**  
**SUMMARY OF QUEUING ANALYSIS**

INTERSECTION (# OF LANES IN LANE GROUP)	EXISTING STORAGE (FT)	2025 TOTAL TRAFFIC				
		QUEUE LENGTH (FT) 95TH%				
		AM PEAK	PM PEAK	MID PEAK	SAT PEAK	HOL PEAK
<b>15. Park Meadows Ring Rd./SW Access Drive</b>						
a. EB L (1)	300	3	11	13	11	16
b. EB R (1)	300	0	0	0	0	0
c. NB LT (2)	700	1	88	127	294	> 700
d. SB T (1)	115	1	19	27	32	99
e. SB R (1)	115	1	11	8	15	23
<b>16. Park Meadows Ring Rd./NW Access Drive</b>						
a. EB L (1)	100	1	5	10	6	9
b. EB R (1)	100	0	0	0	0	0
c. NB LT (2)	200	2	71	123	265	1125
d. SB T (1)	600	3	23	23	25	55
e. SB R (1)	600	2	12	12	20	32
<b>17. Park Meadows Ring Rd./Road D</b>						
a. EB LR (1)	100	0	5	8	10	25
b. NB LT (1)	200	3	0	3	3	5
<b>18. Park Meadows Ring Rd./Road C</b>						
a. EB R (1)	100	0	3	3	3	5
<b>19. Park Meadows Ring Rd./South Parking Garage Access</b>						
a. EB LTR (1)	100	8	28	38	55	125
b. WB LTR (1)	100	0	0	0	0	0
c. NB LT (1)	200	3	23	20	33	65
d. NB TR (1)	200	3	20	13	23	45
e. SB LT (1)	175	5	18	30	33	70
f. SB TR (1)	175	8	25	35	53	115

INTERSECTION (# OF LANES IN LANE GROUP)	EXISTING STORAGE (FT)	2025 TOTAL TRAFFIC				
		QUEUE LENGTH (FT) 95TH%				
		AM PEAK	PM PEAK	MID PEAK	SAT PEAK	HOL PEAK
<b>20. Park Meadows Ring Rd./Road B</b>						
a. EB LTR (1)	100	3	5	8	13	20
b. WB L (1)	100	5	5	8	10	10
c. WB TR (1)	100	5	5	5	8	10
d. NB LT (1)	300	5	23	23	60	160
e. NB TR (1)	300	10	30	30	65	165
f. SB LT (1)	75	10	38	48	78	195
g. SB TR (1)	75	5	28	38	68	185
<b>21. Park Meadows Ring Rd./Central Parking Garage Access</b>						
a. EB LR (1)	100	5	18	23	38	75
b. NB LT (1)	75	5	23	23	48	123
c. NB T (1)	75	5	25	23	63	183
d. SB T (1)	75	5	33	40	78	243
e. SB TR (1)	75	5	25	30	55	138
<b>22. Park Meadows Ring Rd./Road A</b>						
a. EB L (1)	100	0	3	5	10	15
b. NB LT (1)	75	5	15	15	33	65
c. NB T (1)	75	8	30	30	73	205
d. SB T (1)	125	5	40	53	88	265
e. SB TR (1)	125	3	18	23	35	75

**Legend**

- Turn lane queue spills into thru lane
- Queue spills back into upstream intersection
- Through lane queue blocks LT lane
- Through lane queue blocks RT lane
- Through lane queue blocks LT & RT lanes

**TABLE 14**  
**2045 (LONG-RANGE - PHASE II BUILDOUT) ANALYSIS HORIZON**  
**TOTAL TRAFFIC SCENARIO**  
**SUMMARY OF QUEUING ANALYSIS**

INTERSECTION (# OF LANES IN LANE GROUP)	EXISTING STORAGE (FT)	2045 TOTAL TRAFFIC				
		QUEUE LENGTH (FT) 95TH%				
		AM PEAK	PM PEAK	MID PEAK	SAT PEAK	HOL PEAK
<b>1. E. County Line Rd./S. Yosemite St.</b>						
a. EB L (2)	350	165	250	264	235	349
b. EB T (3)	1290	308	587	655	729	1147
c. EB R (1)	350	0	48	62	58	65
d. WB L (2)	1200	50	161	204	159	243
e. WB T (3)	2100	218	996	748	592	925
f. WB R (1)	700	0	63	51	50	54
g. NB L (2)	470	76	248	235	260	374
h. NB T (2)	740	124	346	279	287	428
i. NBR (1)	370	0	0	3	18	53
j. SB L (1)	250	57	181	175	152	213
k. SB TR (2)	500	125	623	391	361	576
<b>2. E. County Line Rd./S. Chester St.</b>						
a. EB L (2)	1100	113	227	266	140	308
b. EB T (3)	2100	571	707	642	347	1551
c. EB R (1)	500	0	86	44	4	3
d. WB L (2)	1050	182	279	417	411	700
e. WB TR (4)	2000	492	447	544	719	970
f. NB L (2)	325	62	233	182	256	378
g. NB T (2)	850	120	247	260	272	409
h. NBR (1)	375	48	77	75	86	412
i. SB L (2)	300	80	382	308	305	537
j. SB T (2)	380	49	220	234	186	279
k. SB R (1)	110	0	69	56	64	109

INTERSECTION (# OF LANES IN LANE GROUP)	EXISTING STORAGE (FT)	2045 TOTAL TRAFFIC				
		QUEUE LENGTH (FT) 95TH%				
		AM PEAK	PM PEAK	MID PEAK	SAT PEAK	HOL PEAK
<b>3. E. County Line Rd./North Access Drive</b>						
a. EB T (3)	3400	147	775	822	363	584
b. EB R (1)	700	0	8	111	24	65
c. WB L (2)	700	136	409	231	574	737
d. WB T (4)	1800	0	0	0	0	0
e. NBR (2)	350	0	282	178	440	769
<b>4. E. County Line Rd./Park Meadows Center Dr./SB I-25 Ramps</b>						
a. EB T (4)	2100	69	918	1032	1146	2594
b. EB R (1)	350	0	7	60	17	20
c. WB T (3)	2700	390	917	1002	830	1229
d. WB R (1)	50	0	0	0	0	0
e. NBR (3)	1600	280	470	292	308	1377
f. SB L (3)	750	290	127	147	79	116
g. SB T (2)	1200	232	549	637	673	1269
h. SB R (2)	350	21	37	30	32	766
<b>5. E. County Line Rd./NB I-25 Ramps</b>						
a. EB T (3)	2250	693	628	579	519	502
b. EB R (2)	550	0	0	0	0	0
c. WB T (3)	2400	213	734	647	339	442
d. WB R (1)	650	0	0	0	0	0
e. NB L (2)	350	190	256	314	200	425
f. NBR (1)	175	0	0	0	0	0



**TABLE 14 (CONTINUED)**  
**2045 (LONG-RANGE - PHASE II BUILDOUT) ANALYSIS HORIZON**  
**TOTAL TRAFFIC SCENARIO**  
**SUMMARY OF QUEUING ANALYSIS**

INTERSECTION (# OF LANES IN LANE GROUP)	EXISTING STORAGE (FT)	2045 TOTAL TRAFFIC				
		QUEUE LENGTH (FT) 95TH%				
		AM PEAK	PM PEAK	MID PEAK	SAT PEAK	HOL PEAK
<b>6. Park Meadows Center Dr./East Access Drive</b>						
a. EB L (2)	250	47	167	142	206	475
b. EB R (1)	100	25	54	46	79	105
c. NBL (1)	110	50	86	37	111	89
d. NBT (2)	2900	99	200	103	201	234
e. SB TR (2)	2100	76	207	198	239	752
<b>7. Park Meadows Center Dr./SE Access Drive</b>						
a. EB L (1)	150	33	57	54	93	198
b. EB TR (2)	900	177	232	215	239	422
d. WBL (1)	100	7	12	33	16	64
e. WB TR (2)	2800	87	158	200	162	564
f. NBL (1)	60	0	47	41	61	115
g. NBR (1)	60	0	38	41	45	65
h. SB LT (1)	125	6	71	72	90	202
i. SBR (1)	125	0	40	37	52	152
<b>8. Park Meadows Center Dr./S. Yosemite St.</b>						
a. WBL (2)	300	47	379	266	408	892
b. WB T (2)	700	35	308	224	313	766
c. WBR (1)	240	0	40	53	77	294
d. NBL (2)	220	76	111	68	60	101
e. NBT (3)	1200	262	429	470	445	830
f. NBR (1)	275	54	64	61	117	742
g. SBL (2)	440	14	52	60	66	235
h. SB T (3)	1650	115	355	243	238	415
i. SBR (1)	235	2	98	36	100	256
<b>9. S. Yosemite St./SW Access Drive</b>						
a. EB L (1)	50	5	21	16	34	64
b. EB TR (1)	50	0	19	25	27	42
c. WBL (1)	250	30	166	144	229	499
d. WB TR (1)	250	0	9	36	42	95
e. NBL (1)	140	21	29	50	58	104
f. NBT (2)	1080	196	466	486	485	1246
g. NBR (1)	540	20	43	47	49	103
h. SBL (2)	900	39	99	105	138	297
i. SB TR (3)	2025	106	431	366	410	915
<b>10. S. Yosemite St./S. Chester St.</b>						
a. EB L (1)	200	19	25	33	38	57
b. EB T (3)	1425	82	191	183	175	276
c. WB T (2)	1950	154	272	268	291	496
d. WBR (1)	740	47	53	54	55	62
e. SBL (2)	350	31	118	101	171	231
f. SBR (1)	140	2	3	16	27	33
<b>11. S. Chester St./Westview Rd./NW Access Drive</b>						
a. EB L (1)	125	15	58	71	81	117
b. EB TR (1)	175	12	39	43	58	81
c. WBL (1)	125	15	44	38	50	71
d. WB T (1)	125	4	31	31	36	47
e. WBR (1)	125	0	0	0	0	0
f. NBL (1)	90	9	38	52	71	74
g. NBR (1)	700	95	198	200	215	374
h. SBL (2)	380	56	132	149	188	330
i. SB TR (2)	830	44	158	143	173	291
<b>12. Park Meadows Ring Rd./North Access Drive</b>						
a. EB LT (2)	900	25	> 900	> 900	> 900	> 900
b. WB T (1)	150	23	531	363	> 150	> 150
c. WBR (1)	150	5	32	26	70	> 150
d. SBLR (1)	175	16	30	47	57	113
e. SBR (1)	175	0	0	0	0	0
<b>13. Park Meadows Ring Rd./East Access Drive</b>						
a. WBL (1)	125	10	13	19	20	29
b. WBR (1)	125	0	0	0	0	0
c. NBT (1)	175	11	78	46	91	298
d. NBR (1)	140	6	40	17	28	43
e. SBLT (2)	600	25	739	827	> 600	> 600

INTERSECTION (# OF LANES IN LANE GROUP)	EXISTING STORAGE (FT)	2045 TOTAL TRAFFIC				
		QUEUE LENGTH (FT) 95TH%				
		AM PEAK	PM PEAK	MID PEAK	SAT PEAK	HOL PEAK
<b>14. Park Meadows Ring Rd./SE Access Drive</b>						
a. EB T (1)	150	5	9	12	23	54
b. EB R (1)	150	1	16	16	24	41
c. WB LT (2)	1150	4	57	45	198	883
d. NBL (1)	125	0	5	6	8	13
e. NBR (1)	125	0	0	0	0	0
<b>15. Park Meadows Ring Rd./SW Access Drive</b>						
a. EB L (1)	300	5	13	15	13	20
b. EB R (1)	300	0	0	0	0	0
c. NBLT (2)	700	2	188	234	528	> 700
d. SB T (1)	115	2	26	36	43	161
e. SBR (1)	115	2	16	10	18	28
<b>16. Park Meadows Ring Rd./NW Access Drive</b>						
a. EB L (1)	100	4	6	13	9	12
b. EB R (1)	100	0	0	0	0	0
c. NBLT (2)	200	4	178	248	577	> 200
d. SB T (1)	600	5	40	35	38	94
e. SBR (1)	600	4	23	16	27	43
<b>17. Park Meadows Ring Rd./Road D</b>						
a. EB LR (1)	100	3	5	8	15	35
b. NBLT (1)	200	0	3	3	3	5
<b>18. Park Meadows Ring Rd./Road C</b>						
a. EB R (1)	100	0	3	3	5	8
<b>19. Park Meadows Ring Rd./South Parking Garage Access</b>						
a. EB LTR (1)	100	10	35	45	73	165
b. WB LTR (1)	100	0	0	0	0	0
c. NBLT (1)	200	8	30	25	43	95
d. NBR (1)	200	10	30	15	33	68
e. SBLT (1)	175	10	43	43	50	120
f. SB TR (1)	175	10	43	45	70	183
<b>20. Park Meadows Ring Rd./Road B</b>						
a. EB LTR (1)	100	3	5	8	13	23
b. WBL (1)	100	3	8	3	3	3
c. WB TR (1)	100	0	5	0	3	3
d. NBLT (1)	300	18	38	30	85	245
e. NBR (1)	300	25	38	28	80	208
f. SBLT (1)	75	10	58	45	85	235
g. SB TR (1)	75	8	60	50	98	288
<b>21. Park Meadows Ring Rd./Central Parking Garage Access</b>						
a. EB LR (1)	100	5	23	28	45	93
b. NBLT (1)	75	13	35	33	75	200
c. NBT (1)	75	25	48	38	125	373
d. SB T (1)	75	13	90	70	150	480
e. SB TR (1)	75	8	48	45	85	233
<b>22. Park Meadows Ring Rd./Road A</b>						
a. EB LTR (1)	100	0	5	5	13	20
b. WB LTR (1)	100	8	48	10	18	18
c. NBLT (1)	75	13	43	33	93	265
d. NBR (1)	75	30	53	33	103	273
e. SBLT (1)	125	33	75	58	130	360
f. SB TR (1)	125	10	60	53	110	330
<b>23. Park Meadows Ring Rd./North Parking Garage Access</b>						
a. EB LR (1)	100	5	65	53	193	753
b. NBLT (1)	200	3	5	8	10	23
<b>24. Park Meadows Ring Rd./PF Chang's Access Drive</b>						
a. SBLR (1)	100	3	3	0	3	3
b. EB LT (1)	200	3	20	5	10	18

**Legend**

- Turn lane queue spills into thru lane
- Queue spills back into upstream intersection
- Through lane queue blocks LT lane
- Through lane queue blocks RT lane
- Through lane queue blocks LT & RT lanes

### C. Summary of Operational Analysis & Recommended Improvements

The following is a summary of analysis and recommendations for improvements to the existing and proposed study area intersections and roadways based on the proposed Park Meadows mixed-use development:

#### Study Area Intersections:

- **(1) E. County Line Rd./S. Yosemite St.** – There are no modifications recommended for the E. County Line Rd./S. Yosemite St. intersection. Therefore, the intersection will remain under actuated/coordinated signalized control with adaptive signal timing and protected only left turn phasing on all four approaches. The east leg of the intersection has dual left turn lanes with approximately a total of 1,300 feet of storage, three through lanes and one right turn lane on the westbound approach, and three eastbound departure lanes plus a northbound to eastbound continuous right acceleration/deceleration lane. The west leg of the intersection has dual left turn lanes with approximately a total of 400 feet of storage, three through lanes and one right turn lane on the eastbound approach, and three westbound departure lanes plus a southbound to westbound right acceleration lane of approximately 300 feet plus taper. The north leg of the intersection has one left turn lane with approximately 225 feet of storage, one through lane and one shared through/right turn lane on the southbound approach, and two northbound departure lanes. The south leg of the intersection has dual left turn lanes with approximately a total of 550 feet of storage, two through lanes and one right turn lane on the northbound approach, and three southbound departure lanes.

Based on these parameters and the forecast total traffic volumes, it is projected that the intersection, overall, will not experience a decline from an acceptable level of service (LOS “D” or better) to a poor or failing level of service (LOS “E” or “F”) with the addition of the projected site generated traffic for all total traffic scenarios in the 2025 (phase I buildout) analysis horizon. However, several lane groups (WB L, NB L & SB L) are projected to experience a decline in level of service under various total traffic scenarios (see Table 11) due to the increased travel demand and prioritizing the higher volume through movements. There are no additional projected queue related issues associated with any of the 2025 (phase I buildout) total traffic scenarios.

By the 2045 (long-range – phase II buildout) analysis horizon it is projected that the intersection, overall, will not experience a decline from an acceptable level of service (LOS “D” or better) to a poor or failing level of service (LOS “E” or “F”) with the addition of the projected site generated traffic for all total traffic scenarios. Also, there are no individual lane groups projected to experience a decline in level of service under the total traffic scenarios (see Table 12). There are no additional projected queue related issues associated with any of the total traffic scenarios.

- **(2) E. County Line Rd./S. Chester St.** – There are no modifications recommended for the E. County Line Rd./S. Yosemite St. intersection. Therefore, the intersection will remain under actuated/coordinated signalized four-legged intersection with adaptive signal timing and protected only left turn phasing on all four approaches. The east leg of the intersection has dual left turn lanes with approximately a total of 1,300 feet of storage, three through lanes and one shared through/right turn lane on the westbound approach,

and three eastbound departure lanes plus a northbound to eastbound continuous right acceleration/deceleration lane. The west leg of the intersection has dual left turn lanes with approximately a total of 1,250 feet of storage, three through lanes and one right turn lane on the eastbound approach, and four westbound departure lanes. The north leg of the intersection has dual left turn lanes with approximately a total of 300 feet of storage, two through lanes and one right turn lane with approximately 125 feet of storage on the southbound approach, and two northbound departure lanes. The south leg of the intersection dual left turn lanes with approximately a total of 325 feet of storage, two through lanes and one right turn lane on the northbound approach, and two southbound departure lanes.

Based on these parameters and the forecast total traffic volumes, it is projected that the intersection, overall, will not experience a decline from an acceptable level of service (LOS "D" or better) to a poor or failing level of service (LOS "E" or "F") with the addition of the projected site generated traffic for all total traffic scenarios in the 2025 (phase I buildout) analysis horizon. However, two lane groups (NB R & SB L) are projected to experience a decline in level of service under various total traffic scenarios (see Table 11) due to the increased travel demand and prioritizing the higher volume through movements. There are no additional projected queue related issues associated with any of the 2025 (phase I buildout) total traffic scenarios.

By the 2045 (long-range – phase II buildout) analysis horizon it is projected that the intersection, overall, will not experience a decline from an acceptable level of service (LOS "D" or better) to a poor or failing level of service (LOS "E" or "F") with the addition of the projected site generated traffic for all total traffic. The intersection, overall, is projected to experience a failing level of service (LOS "F") for both the background and total holiday season Saturday peak hour traffic scenarios. Also, several lane groups (EB T, WB L, NB L & SB L) are projected to experience a decline in level of service under various total traffic scenarios (see Table 12) due to the increased travel demand and prioritizing the higher volume through movements. There are no additional projected queue related issues associated with any of the 2045 (long-range – phase II buildout) total traffic scenarios.

- **(3) E. County Line Rd./North Access Drive** – The are no modifications recommended for the E. County Line Rd./S. Yosemite St. intersection. Therefore, the intersection will remain under actuated/coordinated signalized "T" intersection with adaptive signal timing and protected only left turn phasing on the westbound approach. The east leg of the intersection has channelized dual left turn lanes with approximately a total of 600 feet of storage and four through lanes on the westbound approach, and four eastbound departure lanes. The west leg of the intersection has four through lanes and one channelized right turn lane under yield control on the eastbound approach, and four westbound departure lanes. The south leg of the intersection dual right turn lanes with approximately a total of 350 feet of storage, and two southbound departure lanes.

Based on these parameters and the forecast total traffic volumes, it is projected that the intersection, overall, will not experience a decline from an acceptable level of service (LOS "D" or better) to a poor or failing level of service (LOS "E" or "F") with the addition of the projected site generated traffic for all total traffic scenarios in the 2025 (phase I

buildout) analysis horizon. There are no additional projected queue related issues associated with any of the 2025 (phase I buildout) total traffic scenarios.

By the 2045 (long-range – phase II buildout) analysis horizon it is projected that the intersection, overall, will not experience a decline from an acceptable level of service (LOS “D” or better) to a poor or failing level of service (LOS “E” or “F”) with the addition of the projected site generated traffic for all total traffic scenarios. There are no additional projected queue related issues associated with any of the total traffic scenarios with the exception of the WB L lane group which is projected to exceed its capacity and spillback into the WB T lanes during the holiday season Saturday peak hour. Due to the proximity of the upstream intersection, there is no opportunity to provide additional capacity for the WB L lane group.

- **(4) E. County Line Rd./I-25 SB Off-Ramp/Park Meadows Center Dr.** – There are no modifications recommended for the E. County Line Rd./S. Yosemite St. intersection. Therefore, The intersection will remain under actuated/coordinated signalized four-legged intersection with adaptive signal timing and split phasing on the northbound/southbound approaches. The east leg of the intersection has two through lanes and a shared through/channelized free-flow right turn lane on the westbound approach, and four eastbound departure lanes. The west leg of the intersection has four through lanes and one channelized right turn lane under stop control with approximately 375 feet of storage on the eastbound approach, and three westbound departure lanes plus a southbound to westbound continuous free-flow right turn acceleration lane. The north leg of the intersection (I-25 SB Off Ramp) has triple left turn lanes with approximately a total of 1,100 feet of storage, two through lanes, one right turn lane and one free-flow right turn lane on the southbound approach. The south leg of the intersection has triple right turn lanes on the northbound approach, and two southbound departure lanes. There is also an eastbound to southbound I-25 free-flow on ramp and a southbound to westbound free-flow off-ramp which do not influence the operations of the intersection.

Based on these parameters and the forecast total traffic volumes, it is projected that the intersection, overall, will not experience a decline from an acceptable level of service (LOS “D” or better) to a poor or failing level of service (LOS “E” or “F”) with the addition of the projected site generated traffic for all total traffic scenarios in the 2025 (phase I buildout) analysis horizon. There are no additional projected queue related issues associated with any of the 2025 (phase I buildout) total traffic scenarios.

By the 2045 (long-range – phase II buildout) analysis horizon it is projected that the intersection, overall, will not experience a decline from an acceptable level of service (LOS “D” or better) to a poor or failing level of service (LOS “E” or “F”) with the addition of the projected site generated traffic for all total traffic scenarios. There are no additional projected queue related issues associated with any of the 2045 (long-range – phase II buildout) total traffic scenarios.

- **(5) E. County Line Rd./I-25 NB Off-Ramp** – There are no modifications recommended for the E. County Line Rd./S. Yosemite St. intersection. Therefore, the intersection will remain under actuated/coordinated signalized “T” intersection with adaptive signal timing. The east leg of the intersection has three through lanes on the westbound approach, and three eastbound departure lanes. The west leg of the intersection has

three through lanes on the eastbound approach, and three westbound departure lanes. The south leg of the intersection has dual left turn lanes with approximately a total of 350 feet of storage and one right turn lane with approximately 175 feet of storage on the northbound approach. There is also a westbound to northbound I-25 free-flow on-ramp, an eastbound to northbound I-25 free-flow on-ramp, and a northbound to eastbound I-25 free-flow off-ramp which do not influence the operations of the intersection.

Based on these parameters and the forecast total traffic volumes, it is projected that the intersection, overall, will not experience a decline from an acceptable level of service (LOS "D" or better) to a poor or failing level of service (LOS "E" or "F") with the addition of the projected site generated traffic for all total traffic scenarios in the 2025 (phase I buildout) analysis horizon. There are no additional projected queue related issues associated with any of the 2025 (phase I buildout) total traffic scenarios.

By the 2045 (long-range – phase II buildout) analysis horizon it is projected that the intersection, overall, will operate at an acceptable level of service (LOS "D" or better) for all total traffic scenarios. There are no additional projected queue related issues associated with any of the total traffic scenarios with the exception of the NB L lane group which is projected to exceed its capacity and spillback into the NB T lanes during the holiday season Saturday peak hour. Due to the NB L lane group being part of the I-25 NB Ramps alignments, there is limited opportunity to provide additional capacity to this lane group.

- **(6) Park Meadows Center Dr./East Access Drive** – There are no modifications recommended for the Park Meadows Center Dr./East Access Drive intersection. Therefore, the intersection will remain under actuated signalized "T" intersection with adaptive signal timing and protected/permitted left turn phasing on the northbound approach. The west leg of the intersection has dual left turn lanes with approximately a total of 250 feet of storage and one right turn lane on the eastbound approach, and two westbound departure lanes. The north leg of the intersection has one through lane and one shared through/right turn lane on the southbound approach, and two northbound departure lanes. The south leg of the intersection has one left turn lane with approximately 150 feet of storage and two through lanes on the northbound approach and two southbound departure lanes.

Based on these parameters and the forecast total traffic volumes, it is projected that the intersection, overall, will not experience a decline from an acceptable level of service (LOS "D" or better) to a poor or failing level of service (LOS "E" or "F") with the addition of the projected site generated traffic for all total traffic scenarios in the 2025 (phase I buildout) analysis horizon. There are no additional projected queue related issues associated with any of the 2025 (phase I buildout) total traffic scenarios.

By the 2045 (long-range – phase II buildout) analysis horizon it is projected that the intersection, overall, will not experience a decline from an acceptable level of service (LOS "D" or better) to a poor or failing level of service (LOS "E" or "F") with the addition of the projected site generated traffic for all total traffic scenarios. However, the EB R and SB T/R lane groups are projected to experience a decline from a level of service to a poor or failing level of service during the holiday season Saturday peak hour total traffic scenario (see Table 12) due to increased travel demand. There are no additional

projected queue related issues associated with any of the 2045 (long-range – phase II buildout) total traffic scenarios.

- **(7) Park Meadows Center Dr./SE Access Drive** – There are no modifications recommended for the Park Meadows Center Dr./SE Access Drive intersection. Therefore, the intersection will remain under actuated signalized four-legged intersection with adaptive signal timing and protected/permitted left turn phasing on the eastbound and westbound approaches and permissive left turn phasing on the northbound and southbound approaches. The east leg of the intersection has one left turn lane with approximately 150 feet of storage, one through lane and one shared through/right turn lane on the westbound approach, and two eastbound departure lanes. The west leg of the intersection has one left turn lane with approximately 175 feet of storage, one through lane and one shared through/right turn lane on the eastbound approach, and two westbound departure lanes. The north leg of the intersection has one shared left turn/through lane with approximately 125 feet of storage and one right turn lane on the eastbound approach, and two westbound departure lanes. The south leg of the intersection has one left turn lane with approximately 75 feet of storage and one shared through/right turn lane on the northbound approach, and one southbound departure lane.

Based on these parameters and the forecast total traffic volumes, it is projected that the intersection, overall, will not experience a decline from an acceptable level of service (LOS “D” or better) to a poor or failing level of service (LOS “E” or “F”) with the addition of the projected site generated traffic for all total traffic scenarios in the 2025 (phase I buildout) analysis horizon. There are no additional projected queue related issues associated with any of the 2025 (phase I buildout) total traffic scenarios.

By the 2045 (long-range – phase II buildout) analysis horizon it is projected that the intersection, overall, will not experience a decline from an acceptable level of service (LOS “D” or better) to a poor or failing level of service (LOS “E” or “F”) with the addition of the projected site generated traffic for all total traffic scenarios. However, the NB L lane group is projected to experience a decline in level of service from LOS “E” to LOS “F” during the holiday season Saturday peak hour total traffic scenario (see Table 12) due to increased travel demand. There are no additional projected queue related issues associated with any of the 2045 (long-range – phase II buildout) total traffic scenarios.

- **(8) Park Meadows Center Dr./S. Yosemite St.** – There are no modifications recommended for the Park Meadows Center Dr./S. Yosemite St. intersection. Therefore, the intersection will remain under actuated/coordinated signalized four-legged intersection with adaptive signal timing and protected/permitted left turn phasing on the westbound, northbound and southbound approaches. The east leg of the intersection has one left turn lane with approximately 300 feet of storage, one shared left turn/through lane, one through lane, and one right turn lane with approximately 250 feet of storage on the westbound approach, and two eastbound departure lanes. The west leg of the intersection has two westbound departure lanes. The north leg of the intersection has dual left turn lanes with approximately a total of 500 feet of storage, three through lanes and one channelized right turn lane under yield control with approximately 275 feet of storage on the southbound approach, and three northbound departure lanes. The south leg of the intersection has dual left turn lanes with approximately a total of 500 feet of storage, three through lanes and one right turn lane

with approximately 300 feet of storage on the northbound approach, and three southbound departure lanes.

Based on these parameters and the forecast total traffic volumes, it is projected that the intersection, overall, will not experience a decline from an acceptable level of service (LOS "D" or better) to a poor or failing level of service (LOS "E" or "F") with the addition of the projected site generated traffic for all total traffic scenarios in the 2025 (phase I buildout) analysis horizon. There are no additional projected queue related issues associated with any of the 2025 (phase I buildout) total traffic scenarios.

By the 2045 (long-range – phase II buildout) analysis horizon it is projected that the intersection, overall, will not experience a decline from an acceptable level of service (LOS "D" or better) to a poor or failing level of service (LOS "E" or "F") with the addition of the projected site generated traffic for all total traffic scenarios with the exception of the holiday season Saturday peak hour where it is projected that the level of service will decline from LOS "C" to LOS "E". Also, the WB L, WB L/T and NB R lane groups are projected to decline from an acceptable level of service to a poor or failing level of service during the holiday season Saturday peak hour (see Table 12). There are no additional projected queue related issues associated with any of the total traffic scenarios with the exception of the WB L lane group which is projected to exceed its capacity and spillback into the WB T lanes in the p.m. peak hour. Also, the WB T lane group queue is projected to block the WB L and WB R lane groups and the WB R and SB R lane groups are projected to exceed their capacities and spillback into their adjacent through lanes during the holiday season Saturday peak hour. Due to the physical constraints associated with the intersection there is limited opportunity to provide additional capacity to any of these lane groups.

- **(9) S. Yosemite St./SW Access Drive** – There are no modifications recommended for the S. Yosemite St./SW Access Dr. intersection. Therefore, the intersection will remain under actuated/coordinated signalized four-legged intersection with adaptive signal timing and permissive left turn phasing on the eastbound and westbound approaches and protected only left turn phasing on the northbound and southbound approaches. The east leg of the intersection has one left turn lane with approximately 300 feet of storage and one shared through/right turn lane on the westbound approach, and two eastbound departure lanes. The west leg of the intersection has one left turn lane with approximately 50 feet of storage and one shared through/right turn lane on the eastbound approach, and one westbound departure lane. The north leg of the intersection has dual left turn lanes with approximately a total of 950 feet of storage, two through lanes and one shared through/right turn lane on the southbound approach, and three northbound departure lanes. The south leg of the intersection has one left turn lanes with approximately 150 feet of storage, two through lanes and one right turn lane on the northbound approach, and three southbound departure lanes.

Based on these parameters and the forecast total traffic volumes, it is projected that the intersection, overall, will not experience a decline from an acceptable level of service (LOS "D" or better) to a poor or failing level of service (LOS "E" or "F") with the addition of the projected site generated traffic for all total traffic scenarios in the 2025 (phase I buildout) analysis horizon. There are no additional projected queue related issues associated with any of the 2025 (phase I buildout) total traffic scenarios.

By the 2045 (long-range – phase II buildout) analysis horizon it projected that the intersection, overall, will not experience a decline from an acceptable level of service (LOS “D” or better) to a poor or failing level of service (LOS “E” or “F”) with the addition of the projected site generated traffic all total traffic scenarios. However, the WB L and SB L lane groups are projected to decline from LOS “E” to LOS “F” during the holiday season Saturday peak hour (see Table 12). There are no additional projected queue related issues associated with any of the total traffic scenarios with the exception of the following. The WB L lane group is projected to exceed its capacity and spillback into the upstream intersection in the typical Saturday peak hour. The EB L is projected to exceed its capacity and spillback into the upstream intersection in the holiday season Saturday peak hour. Due to the physical constraints associated with the intersection there is limited opportunity to provide additional capacity to any of these lane groups.

- **(10) S. Yosemite St./S. Chester St.** – There are no modifications recommended for the S. Yosemite St./S. Chester St. intersection. Therefore, the intersection will remain under actuated/coordinated signalized “T” intersection with adaptive signal timing and protected/permitted left turn phasing on the eastbound approach. The east leg of the intersection has two through lanes and one right turn lane on the westbound approach, and three eastbound departure lanes. The west leg of the intersection has one left turn lane with approximately 225 feet of storage and three through lanes on the eastbound approach, and three westbound departure lanes. The north leg of the intersection has dual left turn lanes with approximately a total of 750 feet of storage and one right turn lane with approximately 150 feet of storage on the southbound approach, and two northbound departure lanes.

Based on these parameters and the forecast total traffic volumes, it is projected that the intersection, overall, will not experience a decline from an acceptable level of service (LOS “D” or better) to a poor or failing level of service (LOS “E” or “F”) with the addition of the projected site generated traffic for all total traffic scenarios in the 2025 (phase I buildout) analysis horizon. There are no additional projected queue related issues associated with any of the 2025 (phase I buildout) total traffic scenarios.

By the 2045 (long-range – phase II buildout) analysis horizon it projected that the intersection, overall, will not experience a decline from an acceptable level of service (LOS “D” or better) to a poor or failing level of service (LOS “E” or “F”) with the addition of the projected site generated traffic for all total traffic scenarios. There are no additional projected queue related issues associated with any of the 2045 (long-range – phase II buildout) total traffic scenarios.

- **(11) S. Chester St./Westview Rd./NW Access Drive** – There are no modifications recommended for the S. Chester St./Westview Rd./NW Access Drive intersection. Therefore, the intersection will remain under actuated/coordinated signalized four-legged intersection with adaptive signal timing and permissive left turn phasing on the eastbound and westbound approaches and protected only left turn phasing on the northbound and southbound approaches. The east leg of the intersection has one left turn lane with approximately 125 feet of storage, one shared through/right turn lane with approximately 125 feet of storage and one channelized free-flow right turn lane on the westbound approach, and two eastbound departure lanes. The west leg of the intersection has one left turn lane with approximately 100 feet of storage and one shared



through/right turn lane on the eastbound approach, and one westbound departure lane. The north leg of the intersection has dual left turn lanes with approximately a total of 425 feet of storage, one through lane and one shared through/right turn lane on the southbound approach, and two northbound departure lanes plus a westbound to northbound continuous right turn acceleration lane. The south leg of the intersection has one left turn lane with approximately 125 feet of storage, one through lane and one shared through/right turn lane on the northbound approach, and two southbound departure lanes.

Based on these parameters and the forecast total traffic volumes, it is projected that the intersection, overall, will not experience a decline from an acceptable level of service (LOS "D" or better) to a poor or failing level of service (LOS "E" or "F") with the addition of the projected site generated traffic for all total traffic scenarios in the 2025 (phase I buildout) analysis horizon. There are no additional projected queue related issues associated with any of the total traffic scenarios with the exception of the NB T/R lane group queue which is projected to block the NB L lane group during the typical Saturday peak hour traffic scenario. Due to the proximity of the opposing left turn lanes for the upstream intersection there is no opportunity to provide additional capacity to this lane group.

By the 2045 (long-range – phase II buildout) analysis horizon it is projected that the intersection, overall, will not experience a decline from an acceptable level of service (LOS "D" or better) to a poor or failing level of service (LOS "E" or "F") with the addition of the projected site generated traffic for all total traffic scenarios. There are no additional projected queue related issues associated with any of the total traffic scenarios with the exception of the NB T/R lane group queue which is projected to block the NB L lane group in the p.m., midday and typical Saturday peak hours. Due to the proximity of the opposing left turn lanes for the upstream intersection there is no opportunity to provide additional capacity to this lane group.

- **(12) North Access Drive/Park Meadows Mall Ring Rd.** – There are no modifications recommended for the North Access Drive/Park Meadows Mall Ring Rd. intersection. Therefore, the intersection will remain under stop sign control on the eastbound and westbound approaches. The east leg of the intersection has one through lane and one channelized free-flow right turn lane on the westbound approach, and two eastbound departure lanes. The west leg of the intersection has one shared through/left turn lane and one through lane on the eastbound approach, and one westbound departure lane plus a southbound to westbound channelized free-flow right turn acceleration lane. The north leg of the intersection has one left turn lane and one channelized free-flow right turn lane on the southbound approach, and one northbound departure lane plus a westbound to northbound channelized free-flow continuous right turn lane.

Based on these parameters and the forecast total traffic volumes, it is projected that the intersection, overall, will not experience a decline from an acceptable level of service (LOS "D" or better) to a poor or failing level of service (LOS "E" or "F") with the addition of the projected site generated traffic for all total traffic scenarios in the 2025 (phase I buildout) analysis horizon with the exception of the p.m. and midday peak hours where it is projected that the level of service will decline from LOS "B" to LOS "E" and from LOS "C" to LOS "F", respectively. Also, the WB T lane group is projected to decline from and

LOS “C” to LOS “E” and from LOS “E” to LOS “F” during the p.m. and midday peak hours, respectively. The EB T lane group is projected to decline from LOS “E” to LOS “F” in the midday peak hour (see Table 11). There are no additional projected queue related issues associated with any of the total traffic scenarios with the exception of the EB L/T lane group queue which is projected to spillback into the upstream intersection during the holiday season Saturday peak hour total traffic scenario. Due to the physical constraints associated with the intersection there is limited opportunity to provide additional capacity to any of these lane groups. Restriping the southbound approach to provide one left turn lane and one shared left turn/right turn lane to enhance the SB L movement capacity could potentially improve the EB L/T lane group delay.

By the 2045 (long-range – phase II buildout) analysis horizon it projected that the intersection, overall, will not experience a decline from an acceptable level of service (LOS “D” or better) to a poor or failing level of service (LOS “E” or “F”) with the addition of the projected site generated traffic for all total traffic scenarios with the exception of the p.m. and midday peak hours where it is projected that the level of service will decline from LOS “C” to LOS “E” and from LOS “D” to LOS “F”, respectively. Also, the EB T and WB T lane groups are projected to decline from LOS “C” to LOS “E” and from LOS “D” to LOS “F” in the p.m. peak hour, respectively. In the midday peak hour, the EB T and WB T lane groups are both projected to decline from LOS “E” to LOS “F” (see Table 12). There are no additional projected queue related issues associated with any of the total traffic scenarios with the exception of the EB L/T lane group queue which is projected to spillback into the upstream intersection in the p.m., midday and typical Saturday peak hours. Also, the WB T lane group is projected to spillback into the upstream intersection in the p.m. and midday peak hours. Due to the physical constraints associated with the intersection there is limited opportunity to provide additional capacity to any of these lane groups. Restriping the southbound approach to provide one left turn lane and one shared left turn/right turn lane to enhance the SB L movement capacity could potentially improve the EB L/T lane group delay.

- **(13) East Access Drive/Park Meadows Mall Ring Rd.** – There are no modifications recommended for the East Access Drive/Park Meadows Mall Ring Rd. intersection. Therefore, the intersection will remain under stop sign control on the northbound and southbound approaches. The east leg of the intersection has one left turn lane and one channelized free-flow right turn lane on the westbound approach, and two eastbound departure lanes plus a northbound to eastbound channelized continuous right turn lane. The north leg of the intersection has one shared through/left turn lane and one through lane on the southbound approach, and one northbound departure lane plus a westbound to northbound channelized free-flow right turn acceleration lane. The south leg of the intersection has one through lane and one channelized stop controlled right turn lane on the northbound approach, and two southbound departure lanes.

Based on these parameters and the forecast total traffic volumes, it is projected that the intersection, overall, will not experience a decline from an acceptable level of service (LOS “D” or better) to a poor or failing level of service (LOS “E” or “F”) with the addition of the projected site generated traffic for all total traffic scenarios in the 2025 (phase I buildout) analysis horizon with the exception of the midday peak hour where it is projected that the level of service will decline from LOS “D” to LOS “F”. Also, the SB L/T lane group is projected to decline from and LOS “D” to LOS “E” in the p.m. peak hour

and the NB T and SB T lane groups are projected to decline from LOS “D” to LOS “E” in the holiday season Saturday peak hour (see Table 11). There are no additional projected queue related issues associated with any of the total traffic scenarios with the exception of the SB L/T lane group queue which is projected to spillback into the upstream intersection in the typical Saturday peak hour. Due to the physical constraints associated with the intersection there is limited opportunity to provide additional capacity to any of these lane groups. Restriping the westbound approach to provide one left turn lane and one shared left turn/right turn lane to enhance the WB L movement capacity could potentially improve the SB L/T lane group delay.

By the 2045 (long-range – phase II buildout) analysis horizon it projected that the intersection, overall, will not experience a decline from an acceptable level of service (LOS “D” or better) to a poor or failing level of service (LOS “E” or “F”) with the addition of the projected site generated traffic for all total traffic scenarios with the exception of the p.m. and midday peak hours where it is projected that the level of service will decline from LOS “C” to LOS “F” and from LOS “D” to LOS “F”, respectively. Also, the SB L/T lane group is projected to decline from LOS “E” to LOS “F” in the p.m. peak hour. The NB T and SB T lane groups are projected to decline from LOS “D” to LOS “F” and from LOS “E” to LOS “F” during the holiday season Saturday peak hour, respectively (see Table 12). There are no additional projected queue related issues associated with any of the total traffic scenarios with the exception of the SB L/T lane group queue which is projected to spillback into the upstream intersection in the p.m., midday and typical Saturday peak hours. Also, the NB T lane group is projected to spillback into the upstream intersection in the holiday season Saturday peak hour. Due to the physical constraints associated with the intersection there is limited opportunity to provide additional capacity to any of these lane groups. Restriping the westbound approach to provide one left turn lane and one shared left turn/right turn lane to enhance the WB L movement capacity could potentially improve the SB L/T lane group delay.

- **(14) SE Access Drive/Park Meadows Mall Ring Rd.** – There are no modifications recommended for the SE Access Drive/Park Meadows Mall Ring Rd. intersection. Therefore, the intersection will remain under stop sign control on the eastbound and westbound approaches. The east leg of the intersection has one shared through/left turn lane and one through lane on the westbound approach, and one eastbound departure lane plus a northbound to eastbound channelized free-flow right turn acceleration lane. The west leg of the intersection has one through lane and one channelized stop controlled right turn lane on the eastbound approach, and two westbound departure lanes. The south leg of the intersection has one left turn lane and one channelized free-flow right turn lane on the northbound approach, and one southbound departure lane plus an eastbound to southbound channelized continuous right turn lane.

Based on these parameters and the forecast total traffic volumes, it is projected that the intersection, overall, will not experience a decline from an acceptable level of service (LOS “D” or better) to a poor or failing level of service (LOS “E” or “F”) with the addition of the projected site generated traffic for all total traffic scenarios in the 2025 (phase I buildout) analysis horizon. There are no additional projected queue related issues associated with any of the 2025 (phase I buildout) total traffic scenarios.

By the 2045 (long-range – phase II buildout) analysis horizon it projected that the intersection, overall, will not experience a decline from an acceptable level of service (LOS “D” or better) to a poor or failing level of service (LOS “E” or “F”) with the addition of the projected site generated traffic for all total traffic scenarios in the 2045 (long-range – phase II buildout) analysis horizon. However, the WB L/T lane group is projected to decline from LOS “D” to LOS “F” in the typical Saturday peak hour (see Table 12). There are no additional projected queue related issues associated with any of the 2045 (long-range – phase II buildout) total traffic scenarios.

- **(15) SW Access Drive/Park Meadows Mall Ring Rd.** – There are no modifications recommended for the SW Access Drive/Park Meadows Mall Ring Rd. intersection. Therefore, the intersection will remain under stop sign control on the northbound and southbound approaches. The west leg of the intersection has one left turn lane and one channelized free-flow right turn lane on the eastbound approach, and one westbound departure lane plus a southbound to westbound channelized continuous right turn lane. The north leg of the intersection has one through lane and one channelized stop controlled right turn lane on the southbound approach, and two northbound departure lanes. The south leg of the intersection has one shared through/left turn lane and one through lane on the northbound approach, and one southbound departure lane plus an eastbound to southbound channelized free-flow right turn acceleration lane.

Based on these parameters and the forecast total traffic volumes, it is projected that the intersection, overall, will not experience a decline from an acceptable level of service (LOS “D” or better) to a poor or failing level of service (LOS “E” or “F”) with the addition of the projected site generated traffic for all total traffic scenarios in the 2025 (phase I buildout) analysis horizon with the exception of the typical Saturday peak hour where it is projected that the level of service will decline from LOS “D” to LOS “E” (see Table 11). There are no additional projected queue related issues associated with any of the 2025 (phase I buildout) total traffic scenarios.

By the 2045 (long-range – phase II buildout) analysis horizon it projected that the intersection, overall, will not experience a decline from an acceptable level of service (LOS “D” or better) to a poor or failing level of service (LOS “E” or “F”) with the addition of the projected site generated traffic for all total traffic scenarios in the 2045 (long-range – phase II buildout) analysis horizon with the exception of the typical Saturday peak hour where it is projected that the level of service will decline from LOS “E” to LOS “F”. Also, the NB L/T lane group is projected to decline from LOS “E” to LOS “F” during the both the p.m. and midday peak hours and the SB T lane group is projected to decline from LOS “E” to LOS “F” during the holiday season Saturday peak hour (see Table 12). There are no additional projected queue related issues associated with any of the 2045 (long-range – phase II buildout) total traffic scenarios.

- **(16) NW Access Drive/Park Meadows Mall Ring Rd.** – There are no modifications recommended for the NW Access Drive/Park Meadows Mall Ring Rd. intersection. Therefore, the intersection will remain under stop sign control on the northbound and southbound approaches. The west leg of the intersection has one left turn lane and one channelized free-flow right turn lane on the eastbound approach, and two westbound departure lane plus a southbound to westbound channelized continuous right turn lane. The north leg of the intersection has one through lane and one channelized stop

controlled right turn lane on the southbound approach, and two northbound departure lanes. The south leg of the intersection has one shared through/left turn lane and one through lane on the northbound approach, and one southbound departure lane plus an eastbound to southbound channelized free-flow right turn acceleration lane.

Based on these parameters and the forecast total traffic volumes, it is projected that the intersection, overall, will not experience a decline from an acceptable level of service (LOS "D" or better) to a poor or failing level of service (LOS "E" or "F") with the addition of the projected site generated traffic for all total traffic scenarios in the 2025 (phase I buildout) analysis horizon. However, the NB L/T lane group is projected to decline from LOS "D" to LOS "E" and from LOS "E" to LOS "F" during the midday and typical Saturday peak hours, respectively (see Table 11). There are no additional projected queue related issues associated with any of the total traffic scenarios with the exception of the NB L/T lane group is projected to exceed its capacity and spillback into the upstream intersection during a typical Saturday peak hour. Due to the physical constraints associated with the intersection there is limited opportunity to provide additional capacity to this lane group. Restriping the eastbound approach to provide one left turn lane and one shared left turn/right turn lane to enhance the EB L movement capacity could potentially improve the NB L/T lane group delay.

By the 2045 (long-range – phase II buildout) analysis horizon it is projected that the intersection, overall, will not experience a decline from an acceptable level of service (LOS "D" or better) to a poor or failing level of service (LOS "E" or "F") with the addition of the projected site generated traffic for all total traffic scenarios with the exception of the typical Saturday peak hour where it is projected that the level of service will decline from LOS "D" to LOS "F". Also, the NB L/T lane group is projected to decline from LOS "C" to LOS "F" and from LOS "D" to "F" during the p.m. and midday peak hours, respectively (see Table 12). There are no additional projected queue related issues associated with any of the total traffic scenarios with the exception of the NB L/T lane group is projected to exceed its capacity and spillback into the upstream intersection during the midday peak hour. Due to the physical constraints associated with the intersection there is limited opportunity to provide additional capacity to any of these lane groups. Restriping the eastbound approach to provide one left turn lane and one shared left turn/right turn lane to enhance the EB L movement capacity could potentially improve the NB L/T lane group delay.

- **(17) Park Meadows Mall Ring Rd./Road "D" (Proposed Phase I)** – The proposed Park Meadows Mall Ring Rd./Road "D" intersection will be constructed with phase I of the development. The centerline of the intersection will be located approximately 575 feet south of the centerline of the East Access Drive/Park Meadows Mall Ring Rd. intersection. The proposed intersection will be a "T" intersection under stop sign control on the eastbound approach. The west leg of the intersection will have one shared left turn/right turn lane on the eastbound approach, and one westbound departure lane. The north leg of the intersection will have one through lane and one shared through/right turn lane on the southbound approach, and two northbound departure lanes. The south leg of the intersection will have one shared left turn/through lane and one through lane on the northbound approach, and two southbound departure lanes. Figure 56 provides a conceptual layout for the Park Meadows Ring Rd. proposed 2025 (Phase I Buildout) access driveways.

Based on these parameters and the forecast total traffic volumes, it is projected that the intersection, overall, as well as all lane groups will experience acceptable levels of service (LOS “D” or better) for all total traffic scenarios in both the 2025 (phase I buildout) and 2045 (long-range – phase II buildout) analysis horizons. (see Tables 11 and 12). There are no projected queue related issues associated with any of the total traffic scenarios.

- **(18) Park Meadows Mall Ring Rd./Road “C” (Proposed Phase I)** – The proposed Park Meadows Mall Ring Rd./Road “C” intersection will be constructed with phase I of the development. The centerline of the intersection will be located approximately 275 feet south of the centerline of the East Access Drive/Park Meadows Mall Ring Rd. intersection. The proposed Park Meadows Mall Ring Rd./Road “C” intersection will be a “T” intersection restricted to right turn in/out movements (RIRO) under stop sign control on the eastbound approach. The west leg of the intersection will have one right turn lane on the eastbound approach, and one westbound departure lane. The north leg of the intersection will have one through lane and one shared through/right turn lane on the southbound approach, and two northbound departure lanes. The south leg of the intersection will have two through lanes on the northbound approach, and two southbound departure lanes. Figure 56 provides a conceptual layout for the Park Meadows Ring Rd. proposed 2025 (Phase I Buildout) access driveways.

Based on these parameters and the forecast total traffic volumes, it is projected that the intersection, overall, as well as all lane groups will experience acceptable levels of service (LOS “D” or better) for all total traffic scenarios in both the 2025 (phase I buildout) and 2045 (long-range – phase II buildout) analysis horizons. (see Tables 11 and 12). There are no projected queue related issues associated with any of the total traffic scenarios.

- **(19) Park Meadows Mall Ring Rd./South Parking Garage Access (Proposed Phase I)** – The proposed Park Meadows Mall Ring Rd./South Parking Garage Access intersection will be constructed with phase I of the development. The centerline of the intersection will be located approximately 225 feet south of the centerline of the East Access Drive/Park Meadows Mall Ring Rd. intersection. The proposed intersection will be a four-legged intersection under all-way stop sign control (AWSC). The east leg of the intersection (existing RTD parking lot entrance for the pedestrian bridge to the LRT station) is slightly offset to the south of the proposed west leg (approximately 30 feet centerline to centerline) and will have one shared left turn/through/right turn lane on the westbound approach, and one eastbound through lane. The west leg of the intersection (garage access) will have one shared left turn/through/right turn lane on the eastbound approach, and one westbound departure lane. The north leg of the intersection will have one shared left turn/through lane and one shared through/right turn lane on the southbound approach, and two northbound departure lanes. The south leg of the intersection will have one shared left turn/through lane and one shared through/right turn lane on the northbound approach, and two southbound departure lanes. Figure 56 provides a conceptual layout for the Park Meadows Ring Rd. proposed 2025 (Phase I Buildout) access driveways.

2025 (phase I buildout) analysis horizon - Based on these parameters and the forecast total traffic volumes, it is projected that the intersection, overall, as well as all lane

groups will experience acceptable levels of service (LOS “D” or better) for all total traffic scenarios (see Table 11). It is projected that the intersection will not experience any queue related issues associated with any of the total traffic scenarios with the exception of the EB L/T/R lane group which is projected to exceed its storage capacity and spill back into the upstream intersection during the holiday season Saturday peak hour.

2045 (long-range - phase II buildout) analysis horizon - Based on these parameters and the forecast total traffic volumes, it is projected that the intersection, overall, as well as all lane groups will experience acceptable levels of service (LOS “D” or better) for all total traffic scenarios (see Table 12). It is projected that the intersection will not experience any queue related issues associated with any of the total traffic scenarios with the exception of the EB L/T/R and SB T/R lane groups which are projected to exceed their storage capacities and spill back into their respective upstream intersections during the holiday season Saturday peak hour.

- **(20) Park Meadows Mall Ring Rd./Road “B” (Proposed Phase I)** – The proposed Park Meadows Mall Ring Rd./Road “B” intersection will be constructed with phase I of the development. The centerline of the intersection will be located approximately 400 feet north of the centerline of the East Access Drive/Park Meadows Mall Ring Rd. intersection. The proposed intersection will be a four-legged intersection under all-way stop sign control (AWSC) on the eastbound and westbound approaches. The east leg of the intersection is the existing access driveway for the California Pizza Kitchen and will be restriped to have one shared left turn/through lane and one right turn lane on the westbound approach, and one eastbound departure lane. The west leg of the intersection will have one shared left turn/through/right turn lane on the eastbound approach, and one westbound departure lane. The north leg of the intersection will have one shared left turn/through lane and one shared through/right turn lane on the southbound approach, and two northbound departure lanes. The south leg of the intersection will have one shared left turn/through lane and one shared through/right turn lane on the northbound approach, and two southbound departure lanes. Figure 56 provides a conceptual layout for the Park Meadows Ring Rd. proposed 2025 (Phase I Buildout) access driveways.

2025 (phase I buildout) analysis horizon - Based on these parameters and the forecast total traffic volumes, it is projected that the intersection, overall, as well as all lane groups will experience acceptable levels of service (LOS “D” or better) for all total traffic scenarios (see Table 11). It is projected that the intersection will not experience any queue related issues associated with any of the total traffic scenarios with the exception of the SB L/T lane group which is projected to exceed its storage capacity and spill back into the upstream intersection during a typical Saturday peak hour. In addition, it is projected that SB L/T and SB T/R lane groups will exceed their capacities and spillback into their respective upstream intersections during the holiday season Saturday peak hour.

2045 (long-range - phase II buildout) analysis horizon - Based on these parameters and the forecast total traffic volumes, it is projected that the intersection, overall, as well as all lane groups will experience acceptable levels of service (LOS “D” or better) for all total traffic scenarios with the exception of the intersection, overall, as well as the NB L/T, SB L/T and SB T/R lane groups which are projected to experience a poor level of

service (LOS “E”) during the holiday season Saturday peak hour (see Table 12). It is projected that the intersection will not experience any queue related issues associated with any of the total traffic scenarios with the exception of the SB L/T and SB T/R lane groups which are projected to exceed their storage capacities and spill back into the upstream intersection during the holiday season Saturday peak hour.

- **(21) Park Meadows Mall Ring Rd./Central Parking Garage Access (Proposed Phase I)** – The proposed Park Meadows Mall Ring Rd./South Parking Garage Access intersection will be constructed with phase I of the development. The centerline of the intersection will be located approximately midway between the proposed Road “A” and proposed Road “B” intersections with the Park Meadows Mall Ring Rd. The proposed intersection will be a “T” intersection under all-way stop sign control (AWSC). The west leg of the intersection (garage access) will have one shared left turn/right turn lane on the eastbound approach, and one westbound departure lane. The north leg of the intersection will have one through lane and one shared through/right turn lane on the southbound approach, and two northbound departure lanes. The south leg of the intersection will have one shared left turn/through lane and one through lane on the northbound approach, and two southbound departure lanes. Figure 56 provides a conceptual layout for the Park Meadows Ring Rd. proposed 2025 (Phase I Buildout) access driveways.

2025 (phase I buildout) analysis horizon – Based on these parameters and the forecast total traffic volumes, it is projected that the intersection, overall, as well as all lane groups will experience acceptable levels of service (LOS “D” or better) for all total traffic scenarios with the exception of the SB T lane group which is projected to experience a poor level of service (LOS “E”) during the holiday season Saturday peak hour (see Table 11). It is projected that the intersection will not experience any queue related issues associated with any of the total traffic scenarios with the exception of the SB T lane group which is projected to exceed its storage capacity and spill back into the upstream intersection during a typical Saturday peak hour.

2045 (long-range - phase II buildout) analysis horizon - Based on these parameters and the forecast total traffic volumes, it is projected that the intersection, overall, as well as all lane groups will experience acceptable levels of service (LOS “D” or better) for all total traffic scenarios with the exception of the intersection, overall (LOS “F”) and the NB L/T (LOS “E”), NB T (LOS “F”), SB T (LOS “F”), SB T/R (LOS “E”) lane groups which are projected to experience poor or failing levels of service during the holiday season Saturday peak hour (see Table 12). It is projected that the intersection will not experience any queue related issues associated with any of the total traffic scenarios with the exception of the NB L/T, NB T, SB T and SB T/R lane groups which are projected to exceed their storage capacities and spillback into their respective upstream intersections during the holiday season Saturday peak hour.

- **(22) Park Meadows Mall Ring Rd./Road “A” (Proposed Phase I)** – The proposed Park Meadows Mall Ring Rd./Road “A” intersection will be constructed with phase I of the development. The centerline of the intersection will be located approximately 525 feet north of the centerline of the East Access Drive/Park Meadows Mall Ring Rd. intersection. The proposed intersection will be a four-legged intersection under all-way stop sign control (AWSC). The east leg of the intersection will be constructed with Phase



II of the development to provide access to a future parking garage and have one shared left turn/through/right turn lane on the westbound approach, and one eastbound departure lane. The west leg of the intersection will have one shared left turn/through/right turn lane on the eastbound approach, and one westbound departure lane. The north leg of the intersection will have one shared left turn/through lane and one shared through/right turn lane on the southbound approach, and two northbound departure lanes. The south leg of the intersection will have one shared left turn/through lane and one shared through/right turn lane on the northbound approach, and two southbound departure lanes. Figure 56 provides a conceptual layout for the Park Meadows Ring Rd. proposed 2025 (Phase I Buildout) access driveways.

2025 (phase I buildout) analysis horizon - Based on these parameters and the forecast total traffic volumes, it is projected that the intersection, overall, as well as all lane groups will experience acceptable levels of service (LOS "D" or better) for all total traffic scenarios with the exception of the SB T lane group which is projected to experience a poor level of service (LOS "E") during the holiday season Saturday peak hour (see Table 11). It is projected that the NB T and SB T lane groups will exceed their storage capacities and spillback into their respective upstream intersections during the holiday season peak hour.

2045 (long-range - phase II buildout) analysis horizon - Based on these parameters and the forecast total traffic volumes, it is projected that the intersection, overall (LOS "F"), as well as the NB L/T (LOS "E"), NB T/R (LOS "E"), SB L/T (LOS "F") and SB T/R (LOS "F") lane groups will experience poor or failing levels of service during the holiday season Saturday peak hour (see Table 12). It is projected that the NB L/T, NB T/R, SB L/T lane groups will exceed their capacities and spillback into their respective upstream intersections during a typical Saturday peak hour and holiday season Saturday peak hour. The SB T/R lane group is projected to exceed its capacity and spill back into the upstream intersection during the holiday season Saturday peak hour.

- **(23) Park Meadows Mall Ring Rd./North Parking Garage Access (Proposed Phase II)** – The proposed Park Meadows Mall Ring Rd./North Parking Garage Access intersection will be constructed with phase II of the development. The centerline of the intersection will be located approximately 450 feet south of the centerline of the North Access Drive/Park Meadows Mall Ring Rd. intersection. The proposed intersection will be constructed in the second phase of the development and be a "T" intersection under stop sign control on the eastbound approach. The west leg of the intersection (garage access) will have one shared left turn/right turn lane on the eastbound approach, and one westbound departure lane. The north leg of the intersection will have one through lane and one shared through/right turn lane on the southbound approach, and two northbound departure lanes. The south leg of the intersection will have one shared left turn/through lane and one through lane on the northbound approach, and two southbound departure lanes.

2045 (long-range - phase II buildout) analysis horizon - Based on these parameters and the forecast total traffic volumes, it is projected that the EB L/R lane group will experience a failing level of service (LOS "F") during both a typical Saturday peak hour and holiday season Saturday peak hour. The intersection, overall, is projected to experience a failing level of service (LOS "F") during the holiday season Saturday peak

hour. (see Table 12). It is projected that the EB L/R lane group will exceed its capacity and spillback into the upstream intersection during both a typical Saturday peak hour and holiday season Saturday peak hour.

- **(24) Park Meadows Mall Ring Rd./PF Chang's Access Drive (Proposed Phase II)** – The proposed Park Meadows Mall Ring Rd./PF Chang's Access Drive intersection will be constructed with phase II of the development. The centerline of the intersection will be located approximately 200 feet south of the centerline of the North Access Drive/Park Meadows Mall Ring Rd. intersection. The proposed intersection will be constructed in the second phase of the development and be a "T" intersection under stop sign control on the southbound approach. The east leg of the intersection will have one through lane and one shared through/right turn lane on the westbound approach and two eastbound departure lanes. The west leg of the intersection will have one shared left turn/right turn lane and one through lane on the eastbound approach, and two westbound departure lanes. The north leg of the intersection will have one shared left turn/right turn lane on the southbound approach, and one northbound departure lane.

2045 (long-range - phase II buildout) analysis horizon - Based on these parameters and the forecast total traffic volumes, it is projected that the intersection, overall, as well as all lane groups will experience acceptable levels of service (LOS "D" or better) for all total traffic scenarios through the 2045 (long-range – phase II buildout) analysis horizon. (see Table 12). There are no projected queue related issues associated with any of the total traffic scenarios.

#### **Study Area Roadways:**

There are no improvements recommended for any of the existing study area roadways as a result of the traffic generated by the proposed Park Meadows mixed-use development.

## **VII. CONCLUSION**

Brookfield Properties is planning to develop a portion of the Park Meadows Center situated in the southwest quadrant of the I-25/E. County Line Rd. interchange in Lone Tree, Colorado. The proposed development will be generally located in the northeast area of the Park Meadows Center property and will be bisected by the Park Meadows Mall Ring Road. The area proposed to be developed currently exists as surface parking and a two-level parking structure southwest of the Park Meadows Mall Ring Road and surface parking and several restaurants northeast of the Ring Road. The project will be developed in two phases. Phase one, anticipated to be built out by 2025, will be located immediately adjacent to the southeast side of the main shopping mall and consist of a 457-unit multifamily apartment complex, 32,200 square feet of retail space and a parking structure. The second phase of the development, anticipated to be fully built out by 2045, will fill the remaining development area and consist of a 280-unit multifamily apartment complex, 5,000 square feet of retail space, 400,000 square feet of general office space split between two buildings, a 180-room hotel, and associated parking structures. Direct access for the land uses within the proposed development will be provided by a number of access driveways intersecting the Park Meadows Mall Ring Road.

The purpose of this study is to evaluate the impact of the vehicular trips projected to be generated by the proposed Park Meadows mixed-use development on the study area

intersections and roadway system. The study includes 2022 (existing conditions), 2025 (year of anticipated phase I buildout), and 2045 (long-range – phase II buildout) analysis horizons.

The study area encompasses the existing roadway system in the vicinity of the proposed Park Meadows mixed-use development. Specifically, the following roadways and intersections are included in the analysis:

- Study Area Roadways
  - E. County Line Rd.
  - Park Meadows Center Dr.
  - S. Yosemite St.
  - S. Chester St.
  - Park Meadows Mall Ring Rd.
- Study Area Intersections
  1. E. County Line Rd./S. Yosemite St. (Signalized)
  2. E. County Line Rd./S. Chester St. (Signalized)
  3. E. County Line Rd./North Access Drive (RIRO w/ Signal)
  4. E. County Line Rd./I-25 SB Off-Ramp/Park Meadows Center Dr. (Signalized)
  5. E. County Line Rd./I-25 NB Off-Ramp (Signalized)
  6. Park Meadows Center Dr./East Access Drive (Signalized)
  7. Park Meadows Center Dr./SE Access Drive (Signalized)
  8. Park Meadows Center Dr./S. Yosemite St. (Signalized)
  9. S. Yosemite St./SW Access Drive (Signalized)
  10. S. Yosemite St./S. Chester St. (Signalized)
  11. S. Chester St./NW Access Drive (Signalized)
  12. North Access Drive/Park Meadows Mall Ring Rd. (TWSC)
  13. East Access Drive/Park Meadows Mall Ring Rd. (TWSC)
  14. SE Access Drive/Park Meadows Mall Ring Rd. (TWSC)
  15. SW Access Drive/Park Meadows Mall Ring Rd. (TWSC)
  16. NW Access Drive/Park Meadows Mall Ring Rd. (TWSC)
  17. Park Meadows Mall Ring Rd./Road “D” (Proposed – Phase I)
  18. Park Meadows Mall Ring Rd./Road “C” (Proposed – Phase I)
  19. Park Meadows Mall Ring Rd./South Parking Garage Access (Proposed – Phase I)
  20. Park Meadows Mall Ring Rd./Road “B” (Proposed – Phase I)
  21. Park Meadows Mall Ring Rd./Central Parking Garage Access (Proposed – Phase I)
  22. Park Meadows Mall Ring Rd./Road “A” (Proposed – Phase I)
  23. Park Meadows Mall Ring Rd./North Parking Garage Access (Proposed – Phase II)
  24. Park Meadows Mall Ring Rd./PF Chang’s Access Drive (Proposed – Phase II)

Based on the analyses contained herein, recommendations for intersection improvements to accommodate the addition of the proposed Park Meadows mixed-use development site generated traffic were established, while considering the physical constraints of each intersection. Table 15, below, provides a summary of recommendations and associated responsibilities for the construction of roadway and intersection improvements to adequately serve the proposed Park Meadows mixed-use development within the study area.

**TABLE 15**

**SUMMARY OF RECOMMENDATIONS & RESPONSIBILITIES/IMPACT MITIGATION**

<b>Roadway</b>	<b>Recommendations</b>	<b>Responsible</b>	<b>Timing</b>
<b>E. County Line Rd.</b> (I-25 to S. Yosemite St.)	No geometric or operational modifications are recommended as a result of the development of the proposed project.	N/A	N/A
<b>Park Meadows Center Dr.</b>	No geometric or operational modifications are recommended as a result of the development of the proposed project.	N/A	N/A
<b>S. Yosemite St.</b> (E. County Line Rd. to Park Meadows Center. Dr.)	No geometric or operational modifications are recommended as a result of the development of the proposed project.	N/A	N/A
<b>S. Chester St.</b> (E. County Line Rd. to S. Chester St.)	No geometric or operational modifications are recommended as a result of the development of the proposed project.	N/A	N/A
<b>Park Meadows Mall Ring Rd.</b>	No geometric or operational modifications are recommended as a result of the development of the proposed project.	N/A	N/A
<b>Intersection</b>	<b>Recommendations</b>	<b>Responsible</b>	<b>Timing</b>
<b>(1) E. County Line Rd./ S. Yosemite St.</b>	No geometric or operational modifications are recommended as a result of the development of the proposed project.	N/A	N/A
<b>(2) E. County Line Rd./ S. Chester St..</b>	No geometric or operational modifications are recommended as a result of the development of the proposed project.	N/A	N/A
<b>(3) E. County Line Rd./ North Access Drive</b>	No geometric or operational modifications are recommended as a result of the development of the proposed project.	N/A	N/A
<b>(4) E. County Line Rd./ I-25 SB Off Ramp</b>	No geometric or operational modifications are recommended as a result of the development of the proposed project.	N/A	N/A
<b>(5) E. County Line Rd./ I-25 NB Off Ramp</b>	No geometric or operational modifications are recommended as a result of the development of the proposed project.	N/A	N/A

**TABLE 15 (CONTINUED)  
SUMMARY OF RECOMMENDATIONS & RESPONSIBILITIES/IMPACT MITIGATION**

<b>Intersection</b>	<b>Recommendations</b>	<b>Responsible</b>	<b>Timing</b>
<b>(6) Park Meadows Center Dr./ East Access Drive</b>	No geometric or operational modifications are recommended as a result of the development of the proposed project.	N/A	N/A
<b>(7) Park Meadows Center Dr./SE Access Drive</b>	No geometric or operational modifications are recommended as a result of the development of the proposed project.	N/A	N/A
<b>(8) Park Meadows Center Dr./ S. Yosemite St.</b>	No geometric or operational modifications are recommended as a result of the development of the proposed project.	N/A	N/A
<b>(9) S. Yosemite St./ SW Access Drive</b>	No geometric or operational modifications are recommended as a result of the development of the proposed project.	N/A	N/A
<b>(10) S. Yosemite St./ S. Chester St.</b>	No geometric or operational modifications are recommended as a result of the development of the proposed project.	N/A	N/A
<b>(11) S. Chester St./ NW Access Drive</b>	No geometric or operational modifications are recommended as a result of the development of the proposed project.	N/A	N/A
<b>(12) North Access Drive/ Park Meadows Mall Ring Rd.</b>	No geometric or operational modifications are recommended as a result of the development of the proposed project. However, consideration should be given to restriping the eastbound approach to provide one left turn lane and one shared left turn/right turn lane in order to enhance the SB L movement capacity which could potentially improve the EB L/T lane group delay.	Developer	TBD
<b>(13) East Access Drive/ Park Meadows Mall Ring Rd.</b>	No geometric or operational modifications are recommended as a result of the development of the proposed project. However, consideration should be given to restriping the eastbound approach to provide one left turn lane and one shared left turn/right turn lane in order to enhance the WB L movement capacity which could potentially improve the SB L/T lane group delay.	Developer	TBD
<b>(14) SE Access Drive/Park Meadows Mall Ring Rd.</b>	No geometric or operational modifications are recommended as a result of the development of the proposed project.	N/A	N/A
<b>(15) SW Access Drive/Park Meadows Mall Ring Rd.</b>	No geometric or operational modifications are recommended as a result of the development of the proposed project.	N/A	N/A
<b>(16) NW Access Drive/Park Meadows Mall Ring Rd.</b>	No geometric or operational modifications are recommended as a result of the development of the proposed project. However, consideration should be given to restriping the eastbound approach to provide one left turn lane and one shared left turn/right turn lane in order to enhance the EB L movement capacity which could potentially improve the NB L/T lane group delay.	Developer	TBD

**TABLE 15 (CONTINUED)  
SUMMARY OF RECOMMENDATIONS & RESPONSIBILITIES/IMPACT MITIGATION**

Intersection	Recommendations	Responsible	Timing
<b>(17) Park Meadows Mall Ring Rd./ Road "D"</b>	The intersection will be constructed with phase I of the development. The centerline of the intersection will be located approximately 575 feet south of the centerline of the East Access Drive/Park Meadows Mall Ring Rd. intersection. The proposed intersection will be a "T" intersection under stop sign control on the eastbound approach. The west leg of the intersection will have one shared left turn/right turn lane on the eastbound approach, and one westbound departure lane. The north leg of the intersection will have one through lane and one shared through/right turn lane on the southbound approach, and two northbound departure lanes. The south leg of the intersection will have one shared left turn/through lane and one through lane on the northbound approach, and two southbound departure lanes.	Developer	Concurrently with Phase I of the Development
<b>(18) Park Meadows Mall Ring Rd./ Road "C"</b>	The intersection will be constructed with phase I of the development. The centerline of the intersection will be located approximately 275 feet south of the centerline of the East Access Drive/Park Meadows Mall Ring Rd. intersection. The proposed Park Meadows Mall Ring Rd./Road "C" intersection will be a "T" intersection restricted to right turn in/out movements (RIRO) under stop sign control on the eastbound approach. The west leg of the intersection will have one right turn lane on the eastbound approach, and one westbound departure lane. The north leg of the intersection will have one through lane and one shared through/right turn lane on the southbound approach, and two northbound departure lanes. The south leg of the intersection will have two through lanes on the northbound approach, and two southbound departure lanes.	Developer	Concurrently with Phase I of the Development

**TABLE 15 (CONTINUED)  
SUMMARY OF RECOMMENDATIONS & RESPONSIBILITIES/IMPACT MITIGATION**

Intersection	Recommendations	Responsible	Timing
<p><b>(19) S. Chester St./ South Parking Garage Access</b></p>	<p>The proposed Park Meadows Mall Ring Rd./South Parking Garage Access intersection will be constructed with phase I of the development. The centerline of the intersection will be located approximately 225 feet south of the centerline of the East Access Drive/Park Meadows Mall Ring Rd. intersection. The proposed intersection will be a four-legged intersection under all-way stop sign control (AWSC). The east leg of the intersection (existing RTD parking lot entrance for the pedestrian bridge to the LRT station) is slightly offset to the south of the proposed west leg (approximately 30 feet centerline to centerline) and will have one shared left turn/through/right turn lane on the westbound approach, and one eastbound through lane. The west leg of the intersection (garage access) will have one shared left turn/through/right turn lane on the eastbound approach, and one westbound departure lane. The north leg of the intersection will have one shared left turn/through lane and one shared through/right turn lane on the southbound approach, and two northbound departure lanes. The south leg of the intersection will have one shared left turn/through lane and one shared through/right turn lane lane on the northbound approach, and two southbound departure lanes.</p>	<p>Developer</p>	<p>Concurrently with Phase I of the Development</p>
<p><b>(20) Park Meadows Mall Ring Rd./ Road "B"</b></p>	<p>The intersection will be constructed with phase I of the development. The centerline of the intersection will be located approximately 400 feet north of the centerline of the East Access Drive/Park Meadows Mall Ring Rd. intersection. The proposed intersection will be a four-legged intersection under all-way stop sign control (AWSC) on the eastbound and westbound approaches. The east leg of the intersection is the existing access driveway for the California Pizza Kitchen and will be restriped to have one shared left turn/through lane and one right turn lane on the westbound approach, and one eastbound departure lane. The west leg of the intersection will have one shared left turn/through/right turn lane on the eastbound approach, and one westbound departure lane. The north leg of the intersection will have one shared left turn/through lane and one shared through/right turn lane on the southbound approach, and two northbound departure lanes. The south leg of the intersection will have one shared left turn/through lane and one shared through/right turn lane on the northbound approach, and two southbound departure lanes.</p>	<p>Developer</p>	<p>Concurrently with Phase I of the Development</p>

**TABLE 15 (CONTINUED)  
SUMMARY OF RECOMMENDATIONS & RESPONSIBILITIES/IMPACT MITIGATION**

Intersection	Recommendations	Responsible	Timing
<p align="center"><b>(21) Park Meadows Mall Ring Rd./Central Parking Garage Access</b></p>	<p>The intersection will be constructed with phase I of the development. The centerline of the intersection will be located approximately midway between the proposed Road "A" and proposed Road "B" intersections with the Park Meadows Mall Ring Rd. The proposed intersection will be a "T" intersection under all-way stop sign control (AWSC). The west leg of the intersection (garage access) will have one shared left turn/right turn lane on the eastbound approach, and one westbound departure lane. The north leg of the intersection will have one through lane and one shared through/right turn lane on the southbound approach, and two northbound departure lanes. The south leg of the intersection will have one shared left turn/through lane and one through lane on the northbound approach, and two southbound departure lanes.</p>	<p align="center">Developer</p>	<p align="center">Concurrently with Phase I of the Development</p>
<p align="center"><b>(22) Park Meadows Mall Ring Rd./ Road "A"</b></p>	<p>The intersection will be constructed with phase I of the development. The centerline of the intersection will be located approximately 525 feet north of the centerline of the East Access Drive/Park Meadows Mall Ring Rd. intersection. The proposed intersection will be a four-legged intersection under all-way stop sign control (AWSC). The east leg of the intersection will be constructed with Phase II of the development to provide access to a future parking garage and have one shared left turn/through/right turn lane on the westbound approach, and one eastbound departure lane. The west leg of the intersection will have one shared left turn/through/right turn lane on the eastbound approach, and one westbound departure lane. The north leg of the intersection will have one shared left turn/through lane and one shared through/right turn lane on the southbound approach, and two northbound departure lanes. The south leg of the intersection will have one shared left turn/through lane and one shared through/right turn lane on the northbound approach, and two southbound departure lanes.</p>	<p align="center">Developer</p>	<p align="center">Concurrently with Phase I of the Development</p>



**TABLE 15 (CONTINUED)  
SUMMARY OF RECOMMENDATIONS & RESPONSIBILITIES/IMPACT MITIGATION**

Intersection	Recommendations	Responsible	Timing
<p><b>(23) Park Meadows Mall Ring Rd./ North Parking Garage Access</b></p>	<p>The intersection will be constructed with phase II of the development. The centerline of the intersection will be located approximately 450 feet south of the centerline of the North Access Drive/Park Meadows Mall Ring Rd. intersection. The proposed intersection will be constructed in the second phase of the development and be a “T” intersection under stop sign control on the eastbound approach. The west leg of the intersection (garage access) will have one shared left turn/right turn lane on the eastbound approach, and one westbound departure lane. The north leg of the intersection will have one through lane and one shared through/right turn lane on the southbound approach, and two northbound departure lanes. The south leg of the intersection will have one shared left turn/through lane and one through lane on the northbound approach, and two southbound departure lanes.</p>	<p>Developer</p>	<p>Concurrently with Phase II of the Development</p>
<p><b>(24) Park Meadows Mall Ring Rd./ PF Chang’s Access Drive</b></p>	<p>The intersection will be constructed with phase II of the development. The centerline of the intersection will be located approximately 200 feet south of the centerline of the North Access Drive/Park Meadows Mall Ring Rd. intersection. The proposed intersection will be constructed in the second phase of the development and be a “T” intersection under stop sign control on the southbound approach. The east leg of the intersection will have one through lane and one shared through/right turn lane on the westbound approach and two eastbound departure lanes. The west leg of the intersection will have one shared left turn/right turn lane and one through lane on the eastbound approach, and two westbound departure lanes. The north leg of the intersection will have one shared left turn/right turn lane on the southbound approach, and one northbound departure lane.</p>	<p>Developer</p>	<p>Concurrently with Phase II of the Development</p>

Note: Figure 56 provides a conceptual layout for the Park Meadows Ring Rd. proposed 2025 (Phase I Buildout) access driveways.







## 2022 (Existing) AM & PM Peak Hour Traffic Volumes

**Park Meadows Mixed-Use Development**  
Brookfield Properties  
HKS #220407

Figure 3



**2022 (Existing) Midday Peak Hour & Typical Saturday Peak Hour Traffic Volumes**



# 2022 (Existing) Holiday Saturday Peak Hour Traffic Volumes

## Park Meadows Mixed-Use Development

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Figure 5



## 2022 (Existing) AM & PM Peak Hour Traffic Operational Conditions

### Park Meadows Mixed-Use Development

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Figure 6



**Legend:**

Drawing Not To Scale

A (B) Weekday Midday  
 A (B) (Typical Saturday)  
 A (B) Peak Hour  
 A (B) Level of Service

123 Intersection number  
 Proposed Roadway



# 2022 (Existing) Midday Peak Hour & Typical Saturday Peak Hour Traffic Operational Conditions

**Park Meadows Mixed-Use Development**  
 Brookfield Properties  
 HKS #220407

Figure 7





**Legend:** Drawing Not To Scale

	A	Holiday Saturday
	A	Peak Hour
	A	Level of Service

123 Intersection number

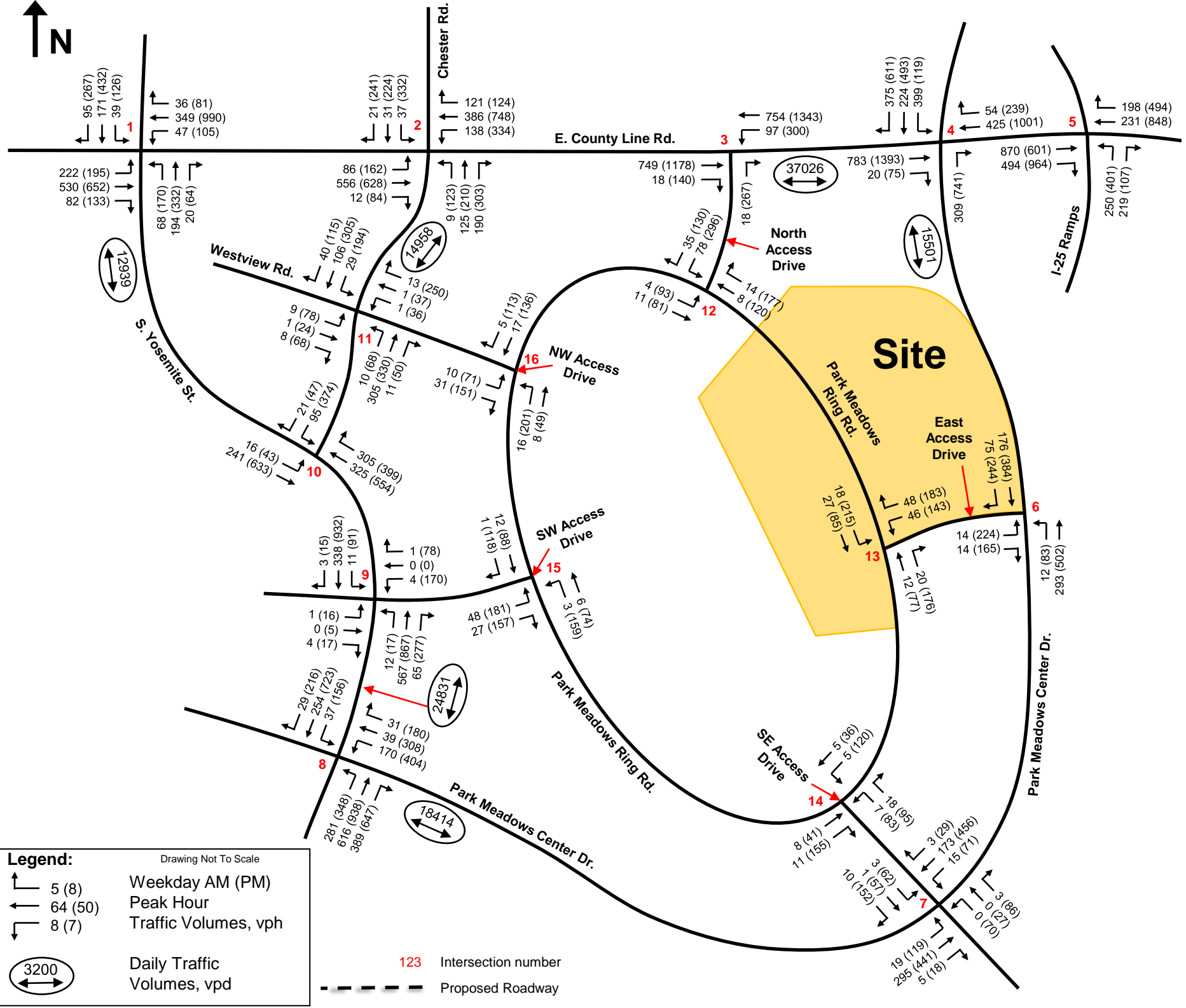
Proposed Roadway



## 2022 (Existing) Holiday Saturday Peak Hour Traffic Operational Conditions

**Park Meadows Mixed-Use Development**  
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Figure 8



## 2025 (Phase 1 Buildout) Background AM & PM Peak Hour Traffic Volumes

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Figure 9



# 2025 (Phase 1 Buildout) Background Midday Peak Hour & Typical Saturday Peak Hour Traffic Volumes

Figure 10







## 2045 (Long-Range – Phase 2 Buildout) Background AM & PM Peak Hour Traffic Volumes

### Park Meadows Mixed-Use Development

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Figure 12



## 2045 (Long-Range – Phase 2 Buildout) Background Midday Peak Hour & Typical Saturday Peak Hour Traffic Volumes

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Figure 13



## 2045 (Long-Range – Phase 2 Buildout) Background Holiday Saturday Peak Hour Traffic Volumes

### Park Meadows Mixed-Use Development

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**Legend:**

Drawing Not To Scale

Weekday Midday  
(Typical Saturday)

Peak Hour

Level of Service

123 Intersection number

Proposed Roadway



## 2025 (Phase 1 Buildout) Midday Peak Hour & Typical Saturday Peak Hour Background Traffic Operational Conditions

**Park Meadows Mixed-Use Development**

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Figure 16



**Legend:** Drawing Not To Scale

	A	Holiday Saturday
	A	Peak Hour
	A	Level of Service

Intersection number

Proposed Roadway

## 2025 (Phase 1 Buildout) Holiday Saturday Peak Hour Background Traffic Operational Conditions

**Park Meadows Mixed-Use Development**  
 Brookfield Properties  
 HKS #220407

Figure 17









**Legend:** Drawing Not To Scale

	A	Holiday Saturday
	A	Peak Hour
	A	Level of Service

123 Intersection number

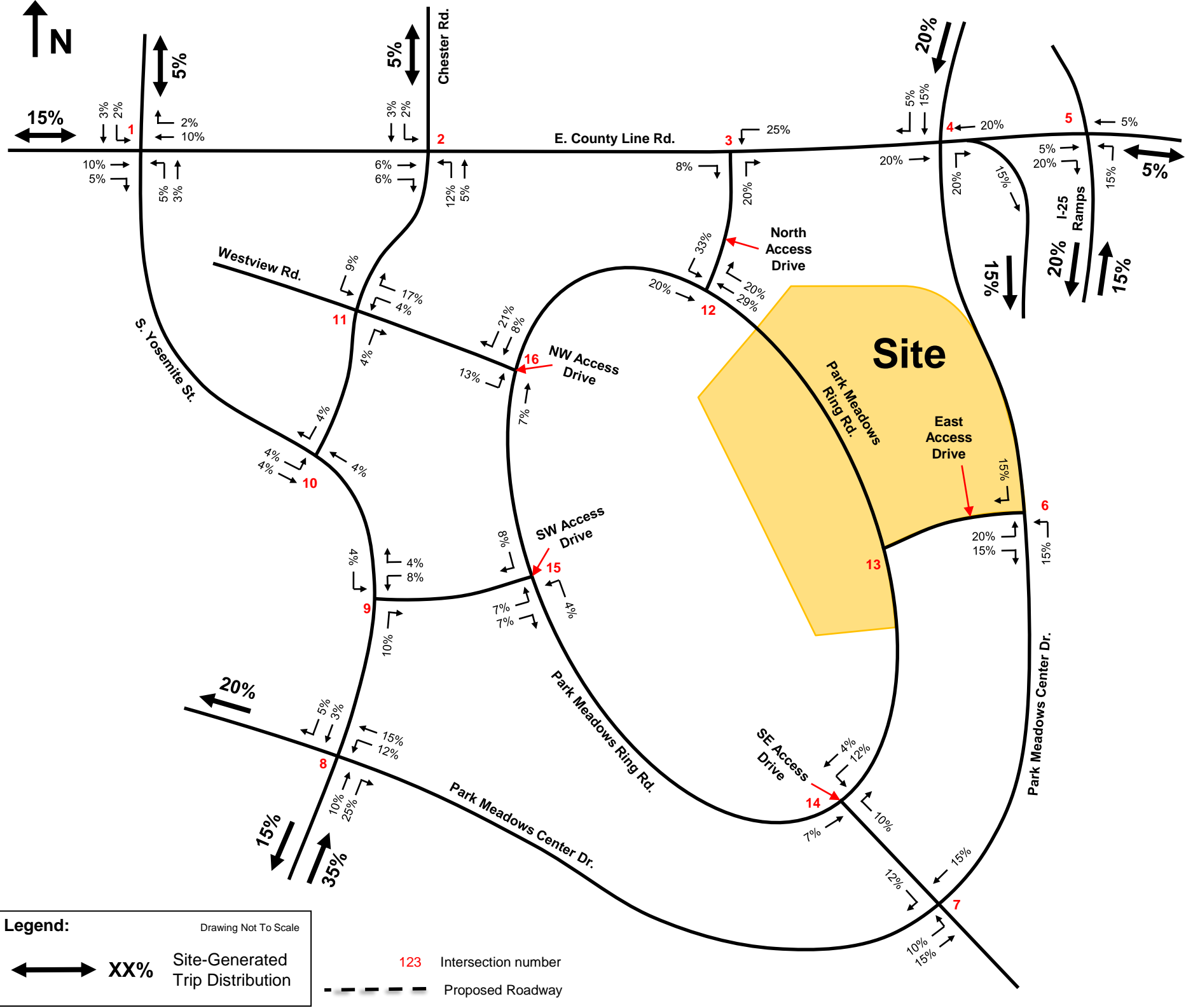
Proposed Roadway

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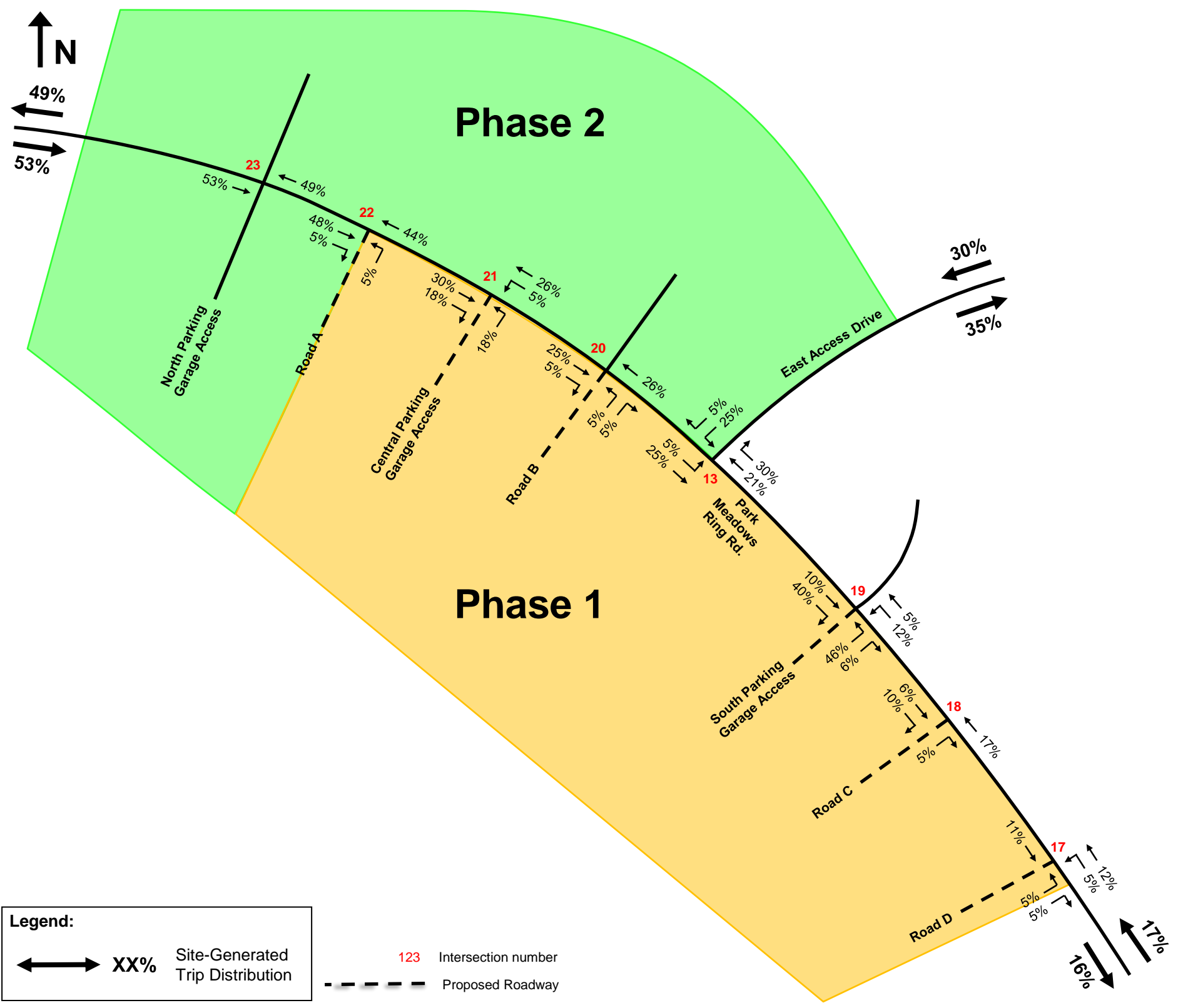
**2045 (Long-Range – Phase 2 Buildout) Holiday Saturday Peak Hour Background Traffic Operational Conditions**

Figure 20



Site Generated Trip Distribution





**Site Generated Trip Distribution Internal Intersections (Phase 1 Buildout)**

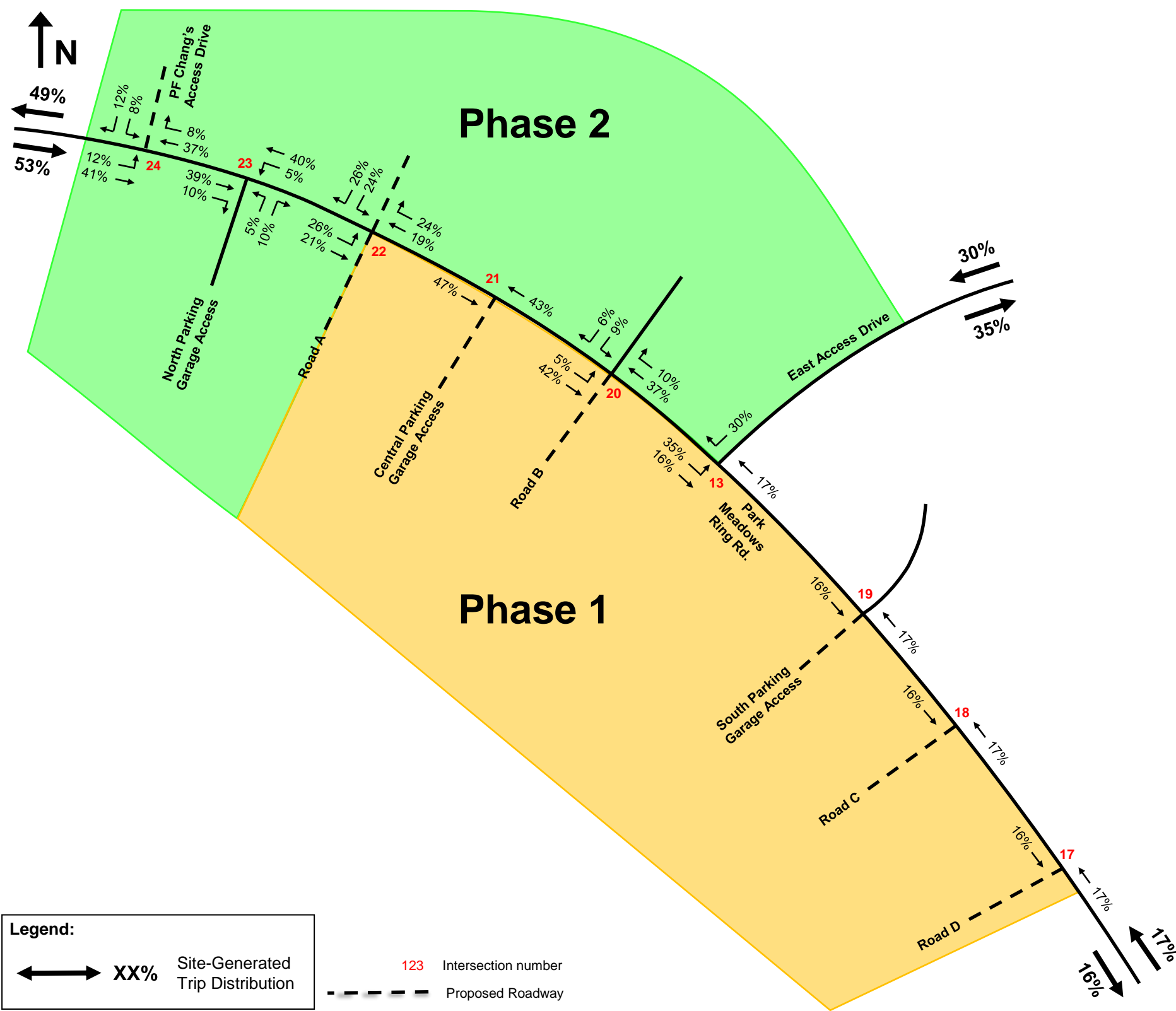


**Park Meadows Mixed-Use Development**

Brookfield Properties

HKS #220407

Figure 22





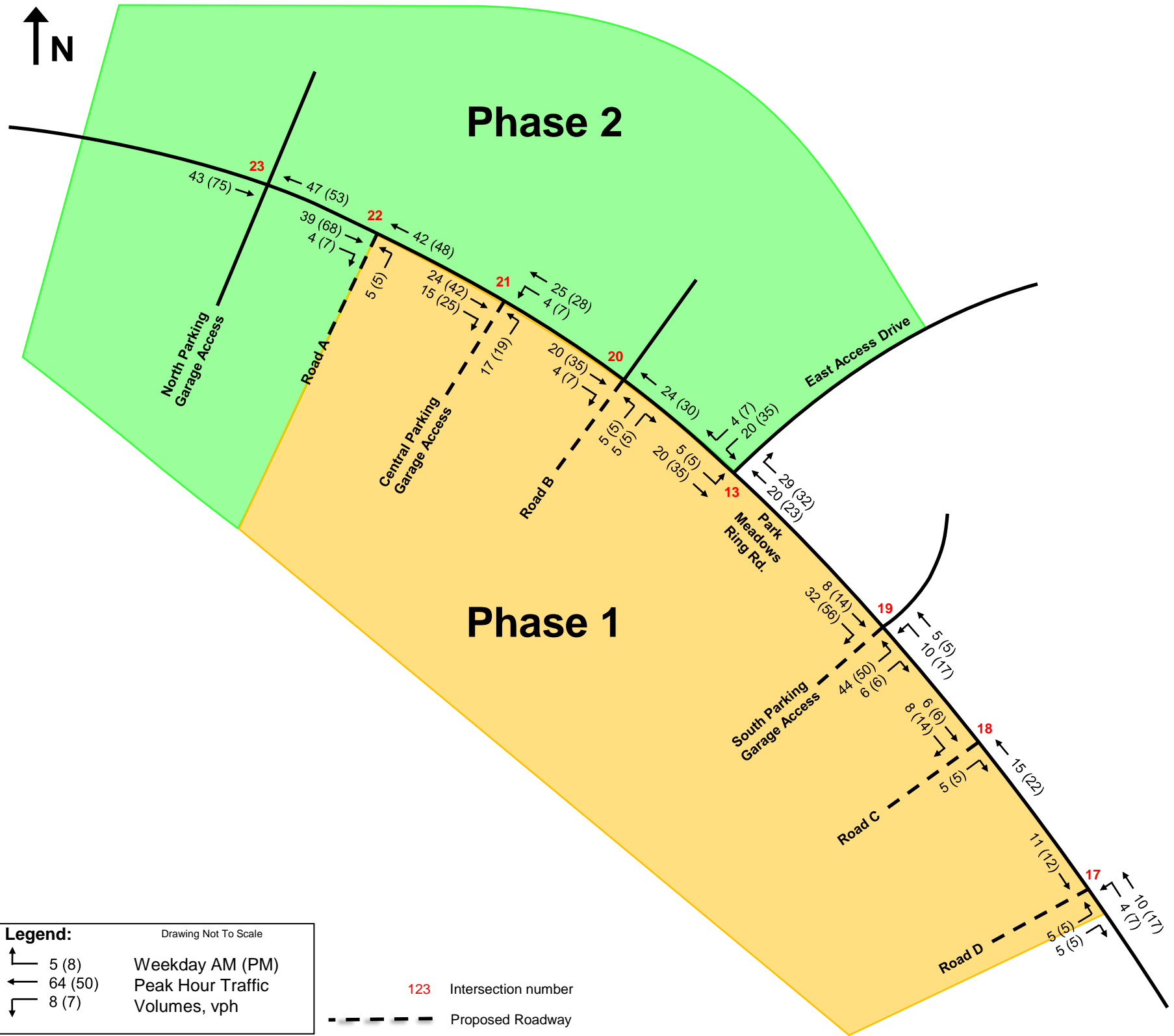


## Site Generated Trip Assignment 2025 (Phase 1 Buildout) AM & PM Peak Hour

**Park Meadows Mixed-Use Development**

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**Park Meadows Mixed-Use Development**  
 Brookfield Properties  
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**Site Generated Trip Assignment  
 2025 (Phase 1 Buildout) AM & PM  
 Peak Hour (Internal Intersections)**

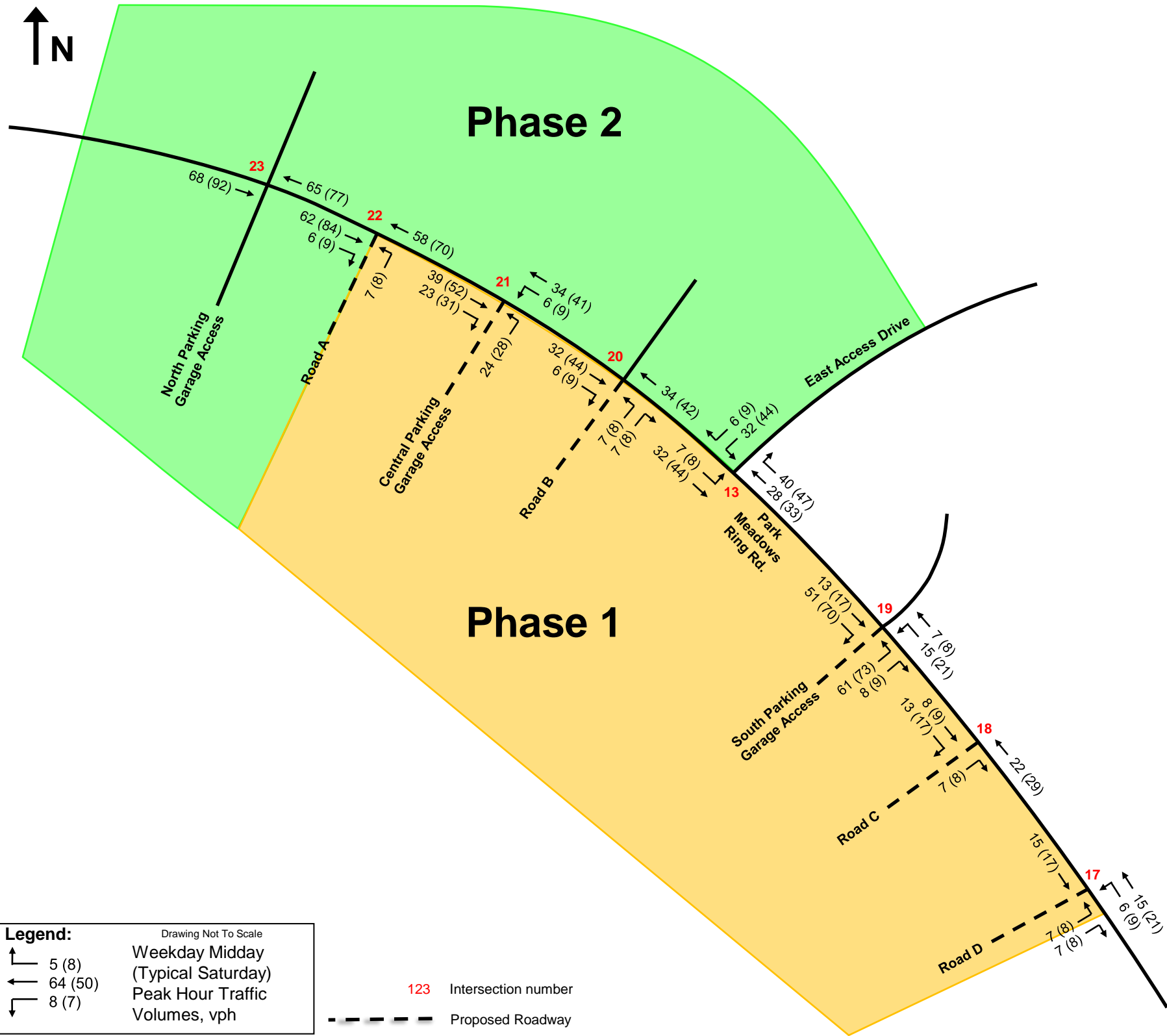
Figure 25



**Park Meadows Mixed-Use Development**  
 Brookfield Properties  
 HKS #220407

**Site Generated Trip Assignment  
 2025 (Phase 1 Buildout) Midday Peak  
 Hour and Saturday Peak Hour**

Figure 26



**Park Meadows Mixed-Use Development**

Brookfield Properties

HKS #220407

**Site Generated Trip Assignment  
2025 (Phase 1 Buildout) Midday Peak Hour and  
Saturday Peak Hour (Internal Intersections)**

Figure 27



# Site Generated Trip Assignment 2045 (Long-Range - Phase 1 & 2 Buildout)

## Park Meadows Mixed-Use Development

### AM & PM Peak Hour

Brookfield Properties

Figure 28

HKS #220407





**Site Generated Trip Assignment  
2045 (Long-Range - Phase 1 & 2 Buildout) Midday  
Peak Hour and Saturday Peak Hour**

**Park Meadows Mixed-Use Development**  
 Brookfield Properties  
 HKS #220407



**Park Meadows Mixed-Use Development**  
 Brookfield Properties  
 HKS #220407

**Site Generated Trip Assignment  
 2045 (Long-Range - Phase 1 & 2 Buildout) Midday Peak  
 Hour and Saturday Peak Hour (Internal Intersections)**

Figure 31

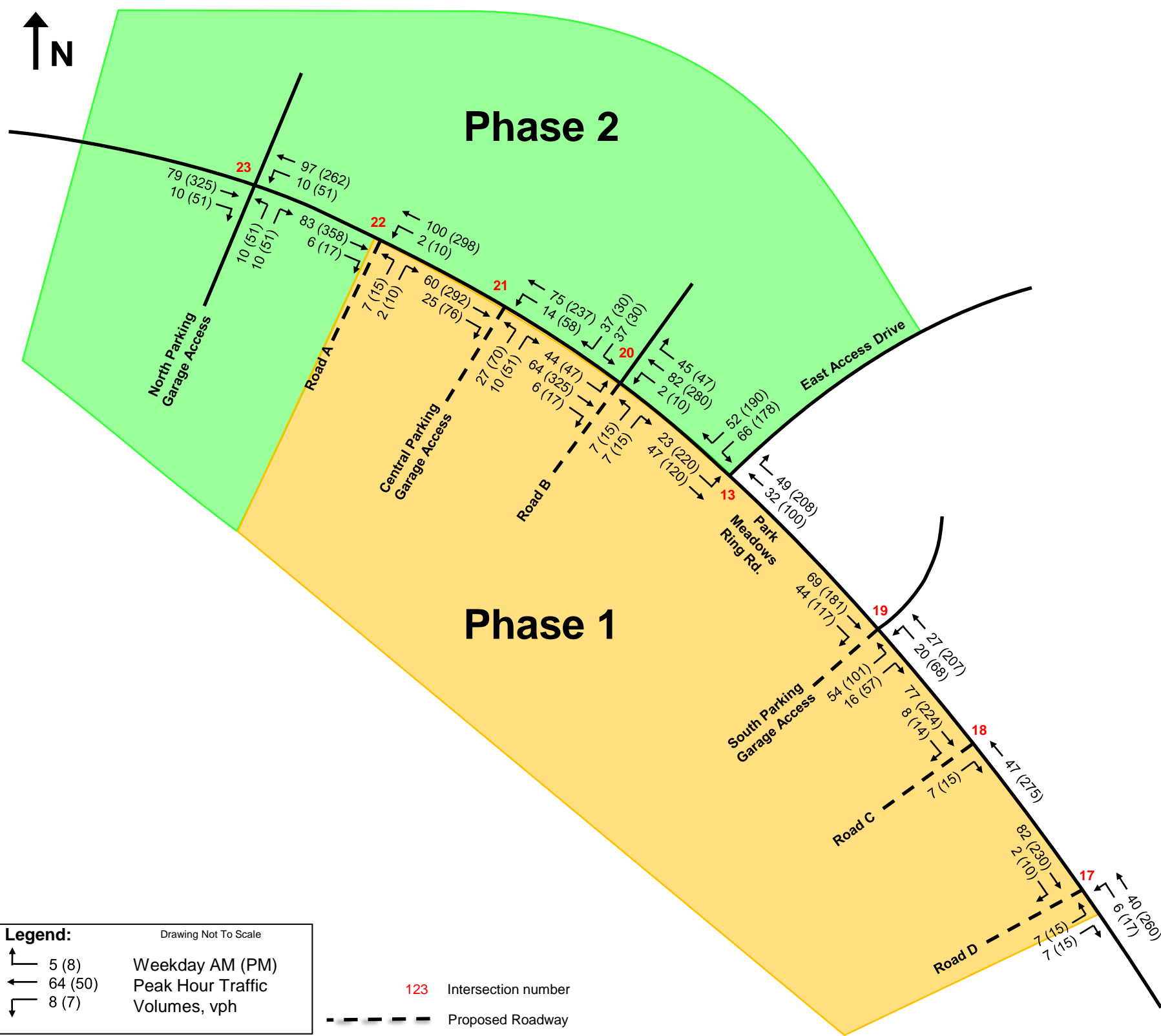




**2025 (Phase 1 Buildout) Total AM & PM Traffic Volumes**

**Park Meadows Mixed-Use Development**  
 Brookfield Properties  
 HKS #220407

Figure 32



## 2025 (Phase 1 Buildout) Total AM & PM Traffic Volumes (Internal Intersections)

### Park Meadows Mixed-Use Development

Brookfield Properties

HKS #220407

Figure 33



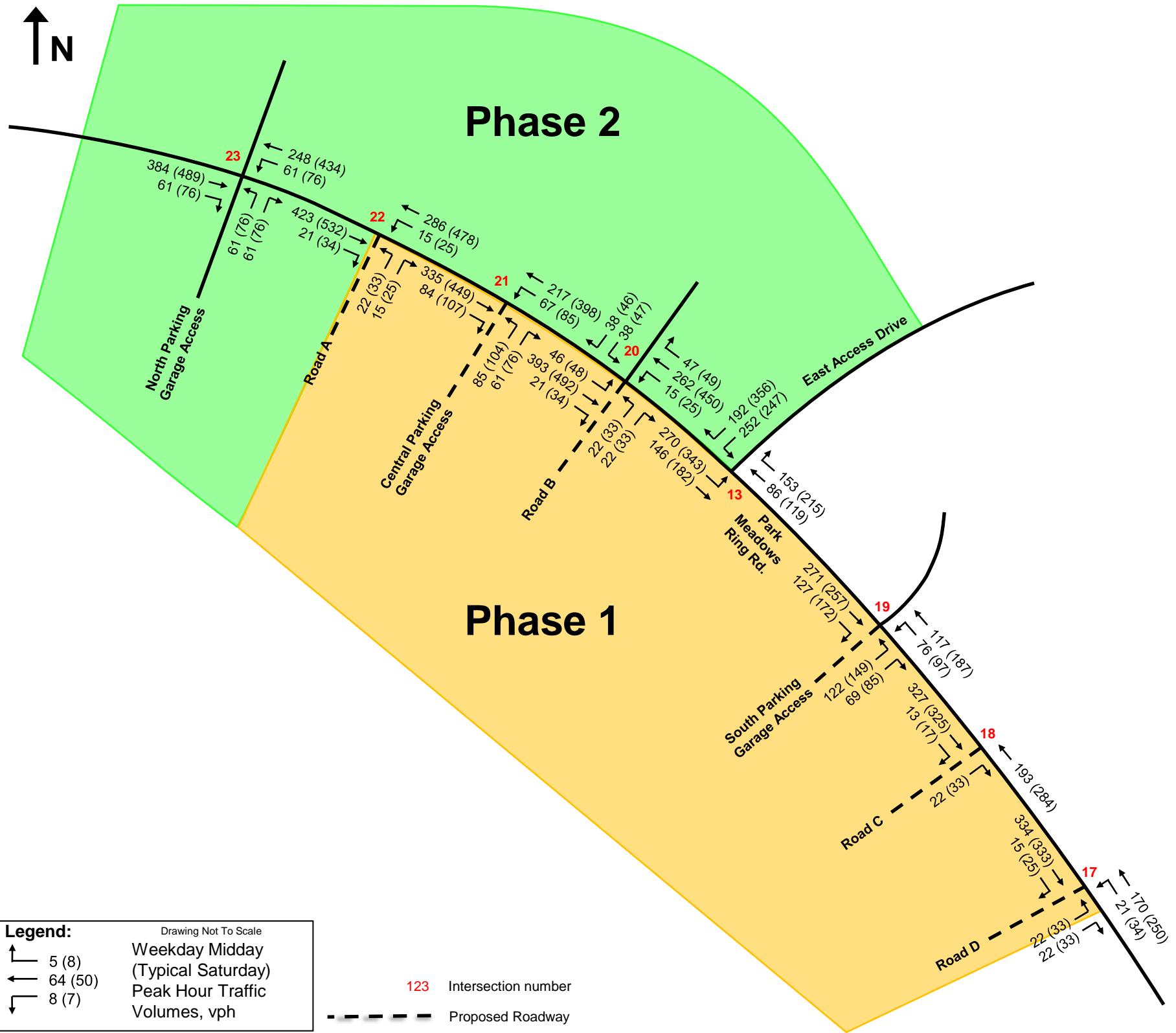
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**Park Meadows Mixed-Use Development**

Brookfield Properties

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Figure 34





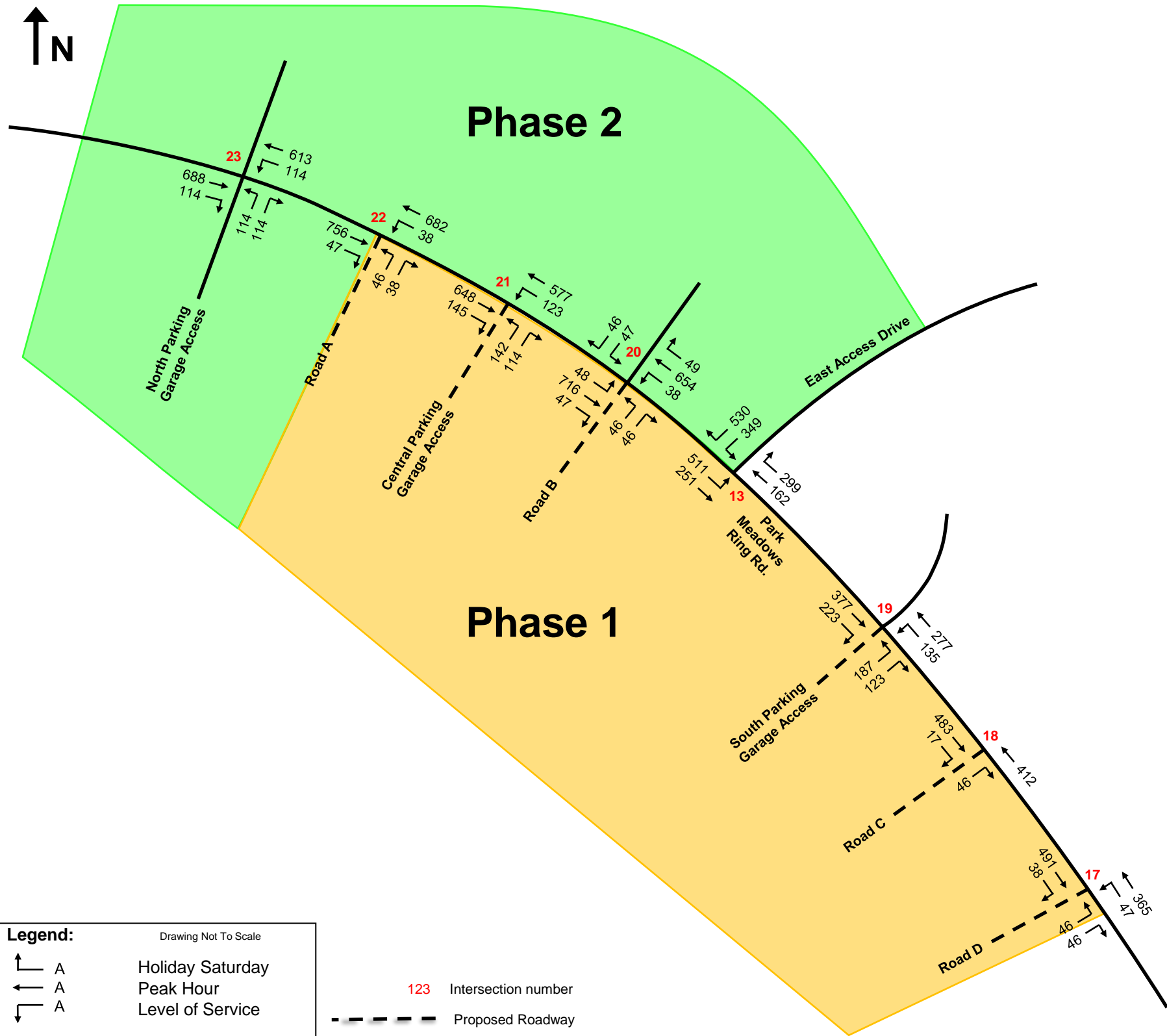
## 2025 (Phase 1 Buildout) Total Holiday Saturday Peak Hour Total Traffic Volumes

### Park Meadows Mixed-Use Development

Brookfield Properties

HKS #220407

Figure 36





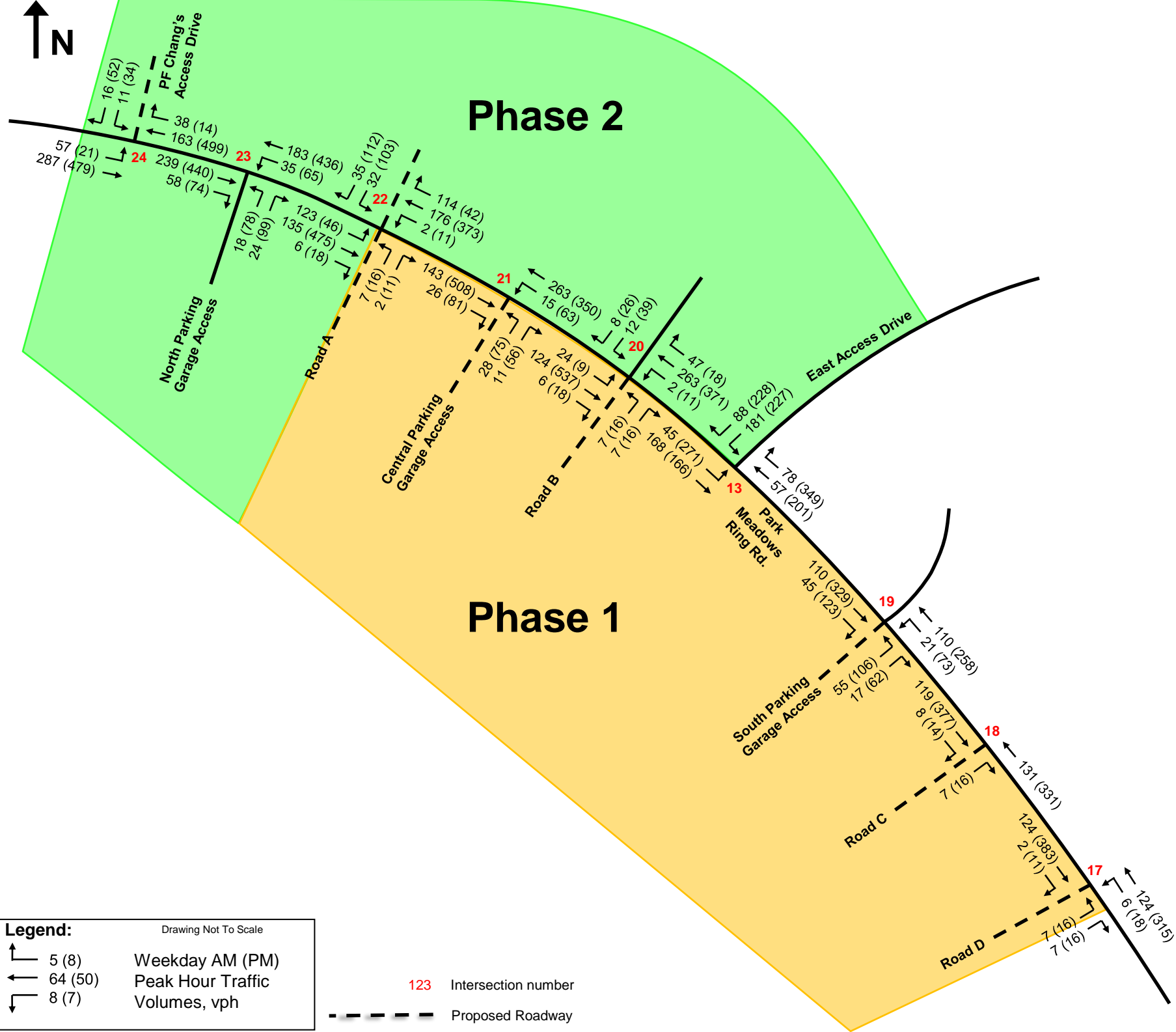
**2045 (Long-Range – Phase 1 & 2 Buildout)  
Total AM & PM Peak Hour Traffic Volumes**

**Park Meadows Mixed-Use Development**

Brookfield Properties

HKS #220407

Figure 38



**2045 (Long-Range – Phase 1 & 2 Buildout)  
Total AM & PM Peak Hour Traffic Volumes  
(Internal Intersections)**

**Park Meadows Mixed-Use Development**  
Brookfield Properties  
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Figure 39





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### Park Meadows Mixed-Use Development

Brookfield Properties

HKS #220407

## 2045 (Long-Range – Phase 1 & 2 Buildout) Total Midday Peak Hour and Typical Saturday Peak Hour Traffic Volumes

Figure 40



**2045 (Long-Range – Phase 1 & 2 Buildout) Total Midday Peak Hour and Typical Saturday Peak Hour Traffic Volumes (Internal Intersections)**

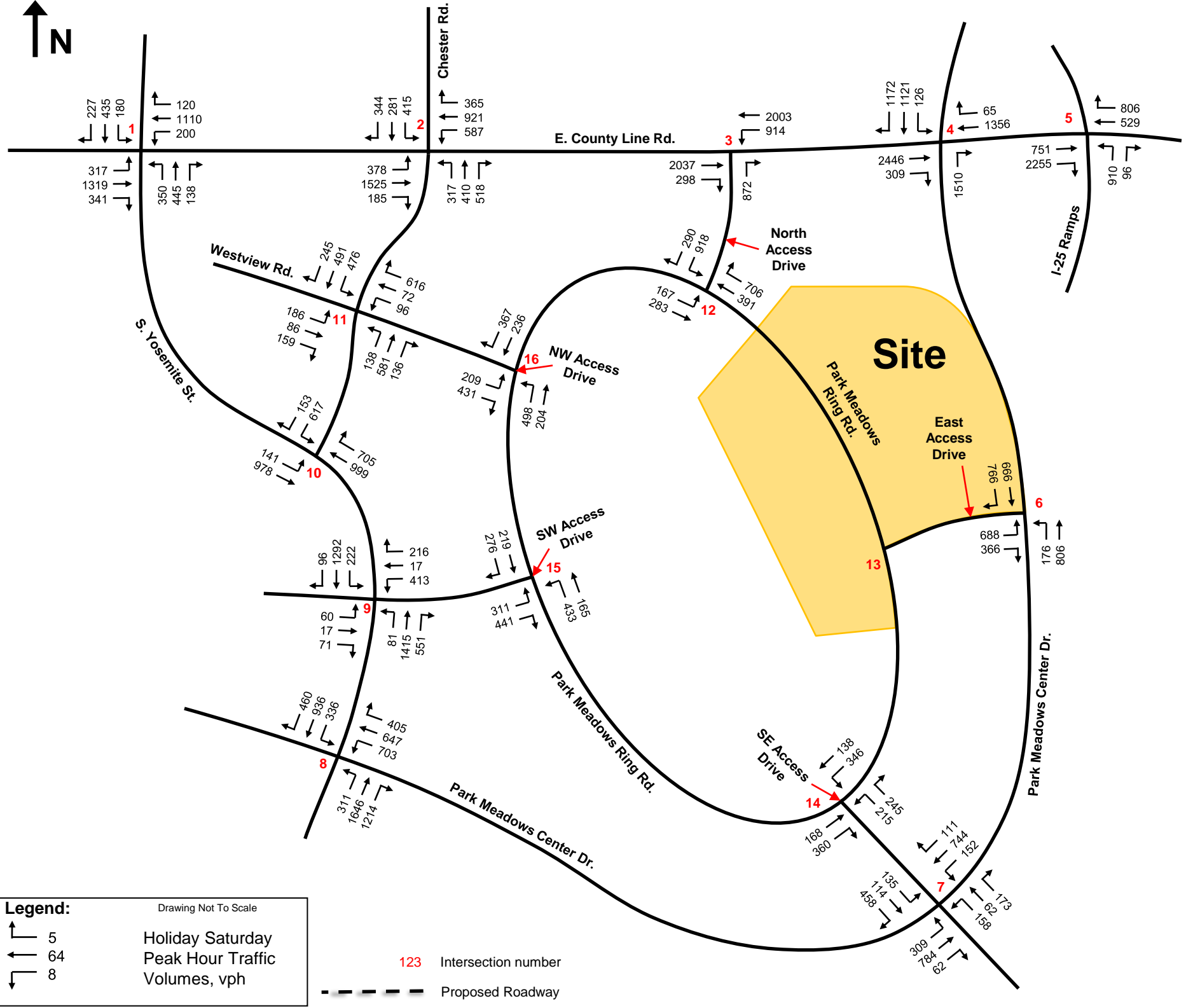
Figure 41



**Park Meadows Mixed-Use Development**

Brookfield Properties

HKS #220407





**2045 (Long-Range – Phase 1 & 2 Buildout)**  
**Total Holiday Saturday Peak Hour Traffic**  
**Volumes (Internal Intersections)**

Figure 43





**Legend:** Drawing Not To Scale

	A (B)	Weekday AM (PM)
	A (B)	Peak Hour
	A (B)	Level of Service

Intersection number

Proposed Roadway

## 2025 (Phase 1 Buildout) AM & PM Peak Hour Total Traffic Operational Conditions



# Phase 2

# Phase 1



**Legend:** Drawing Not To Scale

	A (B)	Weekday AM (PM)
	A (B)	Peak Hour
	A (B)	Level of Service

Intersection number

Proposed Roadway



## 2025 (Phase 1 Buildout) AM & PM Peak Hour Total Traffic Operational Conditions (Internal Intersections)

**Park Meadows Mixed-Use Development**  
 Brookfield Properties  
 HKS #220407

Figure 45





# Phase 2

# Phase 1



**Legend:**

Drawing Not To Scale

A (B) Weekday Midday (Typical Saturday)  
 A (B) Peak Hour  
 A (B) Level of Service

123 Intersection number  
 Proposed Roadway



**Park Meadows Mixed-Use Development**  
 Brookfield Properties  
 HKS #220407

## 2025 (Phase 1 Buildout) Midday Peak Hour & Typical Saturday Peak Hour Total Traffic Operational Conditions (Internal Intersections)

Figure 47





**Legend:** Drawing Not To Scale

	A	Holiday Saturday
	A	Peak Hour
	A	Level of Service

Intersection number

Proposed Roadway

## 2025 (Phase 1 Buildout) Holiday Saturday Peak Hour Total Traffic Operational Conditions

**Park Meadows Mixed-Use Development**  
 Brookfield Properties  
 HKS #220407

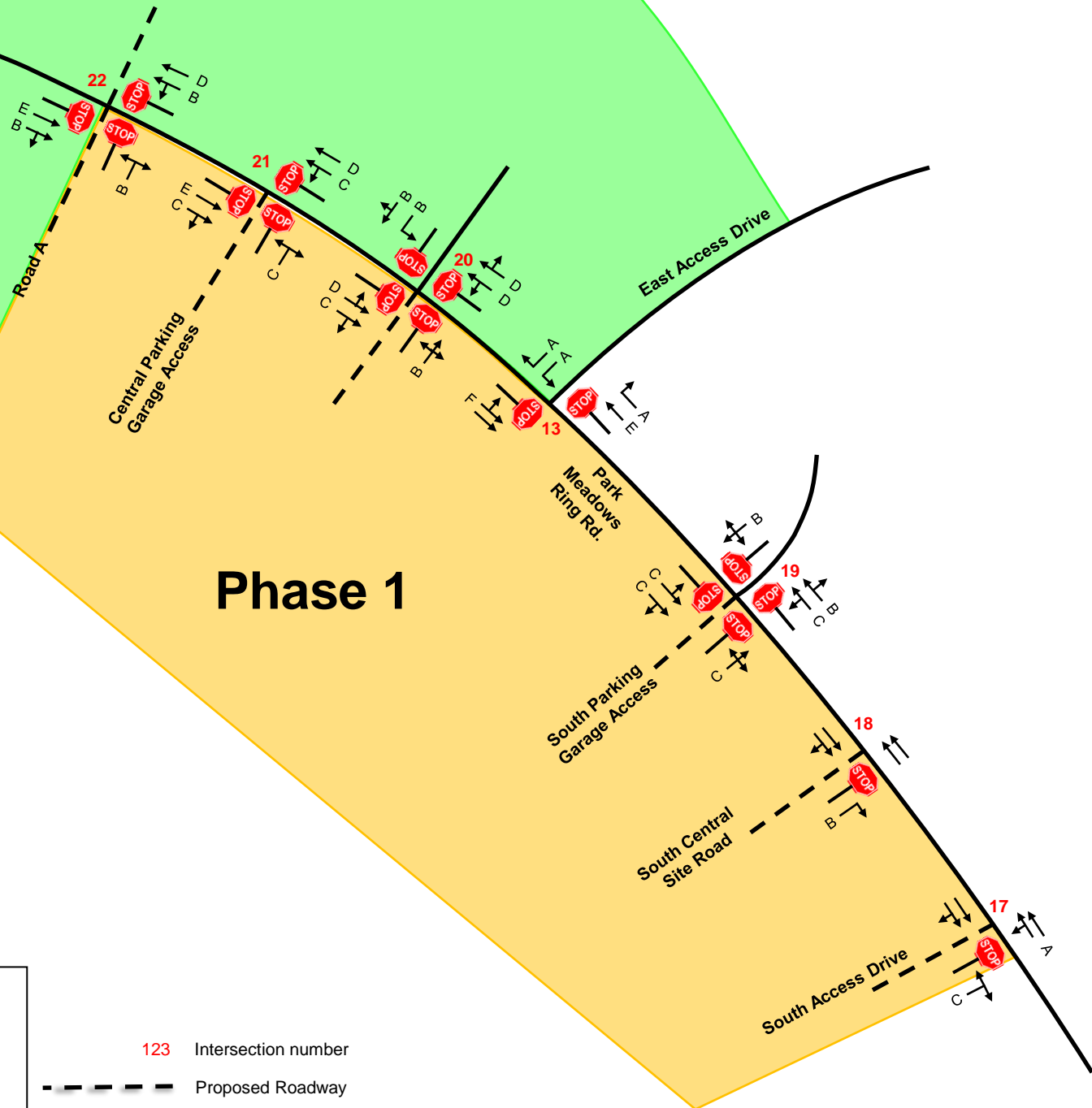
Figure 48





# Phase 2

# Phase 1



**Legend:** Drawing Not To Scale

	A	Holiday Saturday
	A	Peak Hour
	A	Level of Service

123 Intersection number

Proposed Roadway



## 2025 (Phase 1 Buildout) Holiday Saturday Peak Hour Total Traffic Operational Conditions (Internal Intersections)

**Park Meadows Mixed-Use Development**  
 Brookfield Properties  
 HKS #220407

Figure 49



**2045 (Long-Range – Phase 1 & 2 Buildout)  
AM & PM Peak Hour Total Traffic  
Operational Conditions**

**Park Meadows Mixed-Use Development**  
 Brookfield Properties  
 HKS #220407

Figure 50



**2045 (Long-Range – Phase 1 & 2 Buildout) AM & PM Peak Hour Total Traffic Operational Conditions (Internal Intersections)**

Figure 51



**Legend:**

Drawing Not To Scale

A (B) Weekday Midday  
 A (B) (Typical Saturday)  
 A (B) Peak Hour  
 A (B) Level of Service

123 Intersection number  
 Proposed Roadway



**Park Meadows Mixed-Use Development**  
 Brookfield Properties  
 HKS #220407

**2045 (Long-Range - Phase 1 & 2 Buildout)  
 Midday Peak Hour & Typical Saturday Peak  
 Hour Total Traffic Operational Conditions**

Figure 52



**Legend:**

Drawing Not To Scale

A (B) Weekday Midday (Typical Saturday)  
 A (B) Peak Hour  
 A (B) Level of Service

123 Intersection number  
 Proposed Roadway

**HKS HARRIS KOCHER SMITH**  
 DENVER • DALLAS/FORT WORTH

**Park Meadows Mixed-Use Development**  
 Brookfield Properties  
 HKS #220407

**2045 (Long-Range - Phase 1 & 2 Buildout) Midday Peak Hour & Typical Saturday Peak Hour Total Traffic Operational Conditions (Internal Intersections)**

Figure 53



**Legend:** Drawing Not To Scale

	A	Holiday Saturday
	A	Peak Hour
	A	Level of Service

Intersection number

Proposed Roadway

**2045 (Long-Range - Phase 1 & 2 Buildout)**  
**Holiday Saturday Peak Hour Total Traffic**  
**Operational Conditions**  
 Figure 54



**Park Meadows Mixed-Use Development**  
 Brookfield Properties  
 HKS #220407

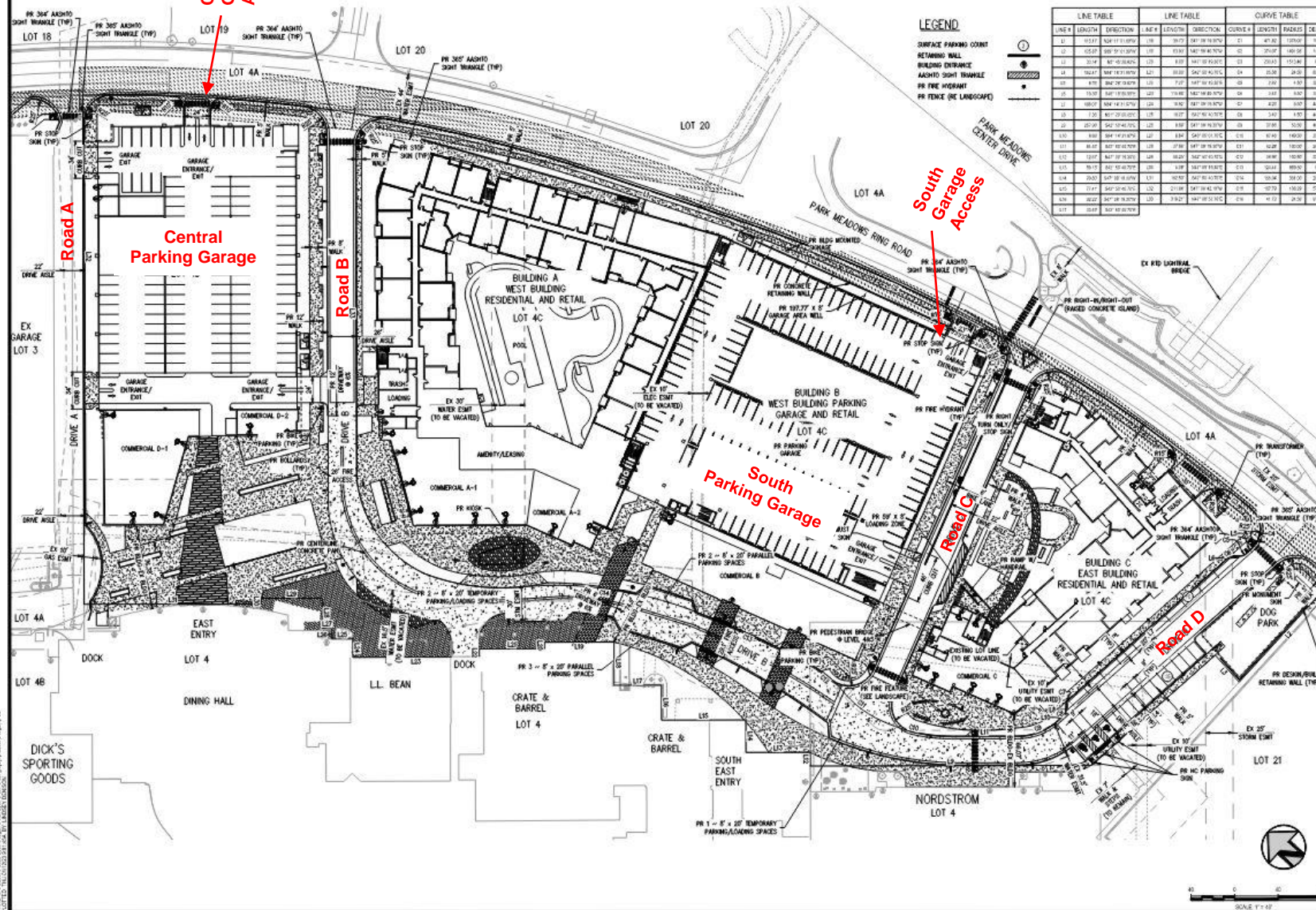
**2045 (Long-Range - Phase 1 & 2 Buildout)  
 Holiday Saturday Peak Hour Total Traffic  
 Operational Conditions (Internal Intersections)**

Figure 55





PARK MEADOWS TOWN CENTER FILING NO. 1-A, 7TH AMENDMENT, LOT 3, 4A-1, 4-B, & 21  
 PARK MEADOWS PLANNED DEVELOPMENT, 2ND AMENDMENT  
 PLANNING AREA #1  
 45.37 ACRES  
 SIP # SP22-114



**NOTE:**  
 SHOW REMAINS WILL BE IN ACCORDANCE WITH CURRENT PRACTICES OF PARK MEADOWS SHOPPING CENTER AND WILL BE A DUES AND RELIGIOUS TO EXTERIOR PARKING LOTS.

LINE TABLE		LINE TABLE		CURVE TABLE	
LINE #	LENGTH	DESCRIPTION	LINE #	LENGTH	DESCRIPTION
1	152.17	S&T OF 12.00' W&T	1	180.72	S&T OF 12.00' W&T
2	102.37	S&T OF 12.00' W&T	2	252.07	S&T OF 12.00' W&T
3	32.14	S&T OF 12.00' W&T	3	203.43	S&T OF 12.00' W&T
4	162.47	S&T OF 12.00' W&T	4	133.00	S&T OF 12.00' W&T
5	470	S&T OF 12.00' W&T	5	250	S&T OF 12.00' W&T
6	192.00	S&T OF 12.00' W&T	6	192.00	S&T OF 12.00' W&T
7	180.72	S&T OF 12.00' W&T	7	180.72	S&T OF 12.00' W&T
8	7.00	S&T OF 12.00' W&T	8	140	S&T OF 12.00' W&T
9	203.43	S&T OF 12.00' W&T	9	133.00	S&T OF 12.00' W&T
10	133.00	S&T OF 12.00' W&T	10	133.00	S&T OF 12.00' W&T
11	133.00	S&T OF 12.00' W&T	11	133.00	S&T OF 12.00' W&T
12	133.00	S&T OF 12.00' W&T	12	133.00	S&T OF 12.00' W&T
13	133.00	S&T OF 12.00' W&T	13	133.00	S&T OF 12.00' W&T
14	133.00	S&T OF 12.00' W&T	14	133.00	S&T OF 12.00' W&T
15	133.00	S&T OF 12.00' W&T	15	133.00	S&T OF 12.00' W&T
16	133.00	S&T OF 12.00' W&T	16	133.00	S&T OF 12.00' W&T
17	133.00	S&T OF 12.00' W&T	17	133.00	S&T OF 12.00' W&T
18	133.00	S&T OF 12.00' W&T	18	133.00	S&T OF 12.00' W&T
19	133.00	S&T OF 12.00' W&T	19	133.00	S&T OF 12.00' W&T
20	133.00	S&T OF 12.00' W&T	20	133.00	S&T OF 12.00' W&T
21	133.00	S&T OF 12.00' W&T	21	133.00	S&T OF 12.00' W&T
22	133.00	S&T OF 12.00' W&T	22	133.00	S&T OF 12.00' W&T
23	133.00	S&T OF 12.00' W&T	23	133.00	S&T OF 12.00' W&T
24	133.00	S&T OF 12.00' W&T	24	133.00	S&T OF 12.00' W&T
25	133.00	S&T OF 12.00' W&T	25	133.00	S&T OF 12.00' W&T
26	133.00	S&T OF 12.00' W&T	26	133.00	S&T OF 12.00' W&T
27	133.00	S&T OF 12.00' W&T	27	133.00	S&T OF 12.00' W&T
28	133.00	S&T OF 12.00' W&T	28	133.00	S&T OF 12.00' W&T
29	133.00	S&T OF 12.00' W&T	29	133.00	S&T OF 12.00' W&T
30	133.00	S&T OF 12.00' W&T	30	133.00	S&T OF 12.00' W&T

**LEGEND**  
 SURFACE PARKING COUNT  
 RETAINING WALL  
 BUILDING ENTRANCE  
 ASHTO SIGHT TRIANGLE  
 PR FIRE HYDRANT  
 PR FENCE (SEE LANDSCAPE)



OWNER:  
 PARK MEADOWS MALL, LLC / PARK MEADOWS ANCHOR ACQUISITION, LLC  
 8401 PARK MEADOWS CENTER DRIVE  
 LONE TREE, CO 80124

PARK MEADOWS TOWN CENTER FILING NO. 1-A, 7TH AMENDMENT, LOT 3, 4A-1, 4-B, & 21  
 PARK MEADOWS - MIXED USE DEVELOPMENT  
 SITE IMPROVEMENT PLAN

DATE	REVISION/COMMENTS
07/18/2024	100% PERMITS
07/18/2024	100% PERMITS
07/18/2024	100% PERMITS
07/18/2024	100% PERMITS

PROJECT # 220407  
 CIVIL SITE PLAN  
 SHEET NUMBER  
 02 of 55



**Park Meadows Ring Rd.  
 Proposed 2025 (Phase 1 Buildout)  
 Access Driveways Exhibit  
 Figure 56**

Avilla – Bella Mesa  
 NexMetro Communities  
 HKS #210431

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**APPENDIX “A”**

**2022 EXISTING  
TRAFFIC VOLUME COUNTS**

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ALL TRAFFIC DATA SERVICES

(303) 216-2439

www.alltrafficdata.net

Location: 1 YOSEMITE ST & COUNTY LINE RD AM

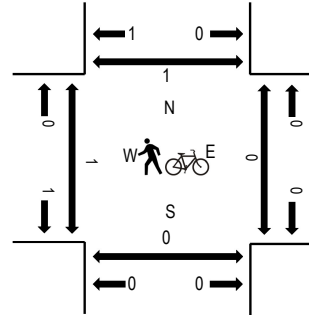
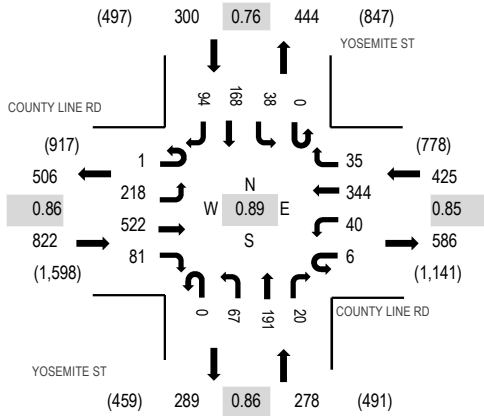
Date: Thursday, June 9, 2022

Peak Hour: 08:00 AM - 09:00 AM

Peak 15-Minutes: 08:45 AM - 09:00 AM

Peak Hour - All Vehicles

Peak Hour - Pedestrians/Bicycles on Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	COUNTY LINE RD Eastbound				COUNTY LINE RD Westbound				YOSEMITE ST Northbound			YOSEMITE ST Southbound				Total	Rolling Hour	Pedestrian Crossings				
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru			Right	West	East	South	North
7:00 AM	0	38	97	6	1	3	65	3	0	8	19	2	0	6	12	13	273	1,539	0	1	0	0
7:15 AM	0	54	120	11	2	7	77	4	0	6	33	2	0	6	16	15	353	1,679	0	1	0	0
7:30 AM	0	61	123	16	3	5	80	6	0	8	49	2	0	14	27	22	416	1,782	0	0	0	0
7:45 AM	0	66	165	19	1	8	82	6	0	16	64	4	0	7	40	19	497	1,808	0	0	0	0
8:00 AM	0	53	110	27	2	9	65	5	0	15	51	0	0	11	43	22	413	1,825	0	0	0	0
8:15 AM	0	64	135	20	1	9	89	5	0	16	44	7	0	6	34	26	456		0	0	0	0
8:30 AM	0	47	135	15	0	10	92	13	0	17	50	4	0	9	31	19	442		0	0	0	0
8:45 AM	1	54	142	19	3	12	98	12	0	19	46	9	0	12	60	27	514		0	0	0	0
Count Total	1	437	1,027	133	13	63	648	54	0	105	356	30	0	71	263	163	3,364		0	2	0	0
Peak Hour	1	218	522	81	6	40	344	35	0	67	191	20	0	38	168	94	1,825		0	0	0	0

**Location:** 2 CHESTER ST & COUNTY LINE RD AM

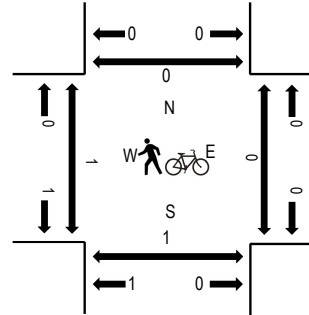
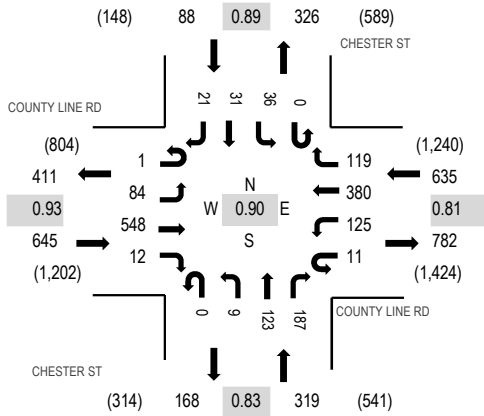
**Date:** Thursday, June 9, 2022

**Peak Hour:** 07:45 AM - 08:45 AM

**Peak 15-Minutes:** 07:45 AM - 08:00 AM

**Peak Hour - All Vehicles**

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



Note: Total study counts contained in parentheses.

**Traffic Counts**

Interval Start Time	COUNTY LINE RD Eastbound				COUNTY LINE RD Westbound				CHESTER ST Northbound				CHESTER ST Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	2	14	95	0	0	16	72	22	0	2	13	26	0	7	3	1	273	1,446	0	0	0	0
7:15 AM	0	19	112	1	3	17	86	24	0	2	20	28	0	2	4	4	322	1,571	0	0	1	0
7:30 AM	0	9	138	1	2	29	97	33	0	3	16	40	0	4	5	5	382	1,652	0	0	0	0
7:45 AM	0	29	145	0	4	32	108	35	0	1	39	56	0	12	7	1	469	1,687	0	0	0	0
8:00 AM	0	23	132	3	2	37	80	31	0	2	33	36	0	8	6	5	398	1,685	0	0	1	0
8:15 AM	0	17	133	5	2	26	94	28	0	1	26	45	0	8	10	8	403		1	0	0	0
8:30 AM	1	15	138	4	3	30	98	25	0	5	25	50	0	8	8	7	417		0	0	0	0
8:45 AM	1	31	129	5	1	59	109	35	0	1	27	44	0	11	6	8	467		0	0	0	0
Count Total	4	157	1,022	19	17	246	744	233	0	17	199	325	0	60	49	39	3,131		1	0	2	0
Peak Hour	1	84	548	12	11	125	380	119	0	9	123	187	0	36	31	21	1,687		1	0	1	0

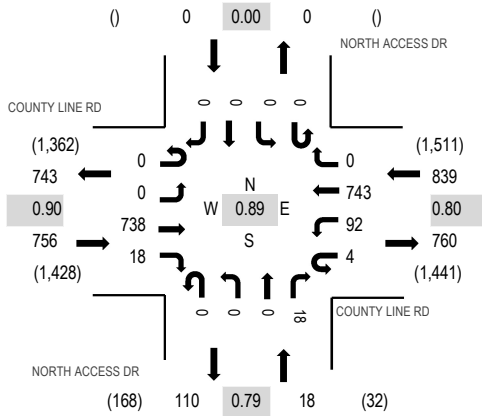
**Location:** 3 NORTH ACCESS DR & COUNTY LINE RD AM

**Date:** Thursday, June 9, 2022

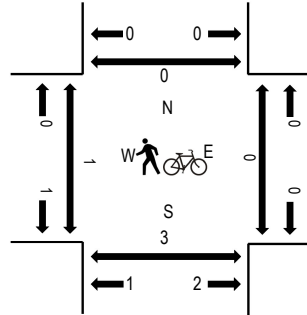
**Peak Hour:** 08:00 AM - 09:00 AM

**Peak 15-Minutes:** 08:45 AM - 09:00 AM

**Peak Hour - All Vehicles**



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



Note: Total study counts contained in parentheses.

**Traffic Counts**

Interval Start Time	COUNTY LINE RD Eastbound				COUNTY LINE RD Westbound				NORTH ACCESS DR Northbound				NORTH ACCESS DR Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	0	124	3	0	14	123	0	0	0	0	2	0	0	0	0	266	1,358	0	0	0	0
7:15 AM	0	0	134	2	1	4	141	0	0	0	0	3	0	0	0	0	285	1,451	0	0	0	0
7:30 AM	0	0	189	0	1	11	160	0	0	0	0	5	0	0	0	0	366	1,578	0	0	0	0
7:45 AM	0	0	216	4	2	20	195	0	0	0	0	4	0	0	0	0	441	1,601	0	0	0	0
8:00 AM	0	0	174	4	0	14	163	0	0	0	0	4	0	0	0	0	359	1,613	0	0	1	0
8:15 AM	0	0	187	5	3	21	190	0	0	0	0	6	0	0	0	0	412		0	0	0	0
8:30 AM	0	0	195	4	0	21	166	0	0	0	0	3	0	0	0	0	389		0	0	1	0
8:45 AM	0	0	182	5	1	36	224	0	0	0	0	5	0	0	0	0	453		1	0	1	0
Count Total	0	0	1,401	27	8	141	1,362	0	0	0	0	32	0	0	0	0	2,971		1	0	3	0
Peak Hour	0	0	738	18	4	92	743	0	0	0	0	18	0	0	0	0	1,613		1	0	3	0

**Location:** 4 I-25 SB RAMPS & COUNTY LINE RD AM

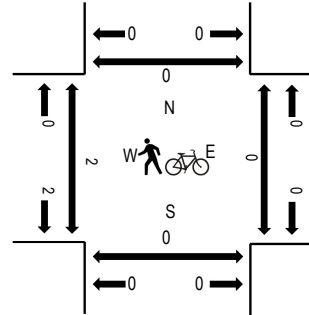
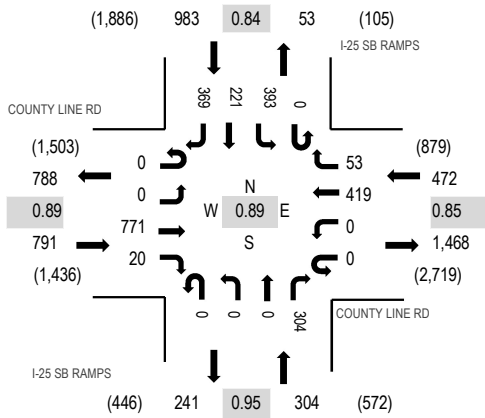
**Date:** Thursday, June 9, 2022

**Peak Hour:** 07:45 AM - 08:45 AM

**Peak 15-Minutes:** 07:45 AM - 08:00 AM

**Peak Hour - All Vehicles**

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



Note: Total study counts contained in parentheses.

**Traffic Counts**

Interval Start Time	COUNTY LINE RD Eastbound				COUNTY LINE RD Westbound				I-25 SB RAMPS Northbound				I-25 SB RAMPS Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	0	122	3	0	0	63	17	0	0	0	51	0	74	43	66	439	2,259	1	0	0	0
7:15 AM	0	0	131	6	0	0	71	14	0	0	0	72	0	98	45	83	520	2,412	0	0	0	0
7:30 AM	0	0	199	0	0	0	91	10	0	0	0	83	0	79	42	79	583	2,524	0	0	0	0
7:45 AM	0	0	209	12	0	0	122	10	0	0	0	80	0	128	68	88	717	2,550	0	0	0	0
8:00 AM	0	0	178	0	0	0	94	15	0	0	0	78	0	92	49	86	592	2,514	0	0	0	0
8:15 AM	0	0	189	2	0	0	109	19	0	0	0	73	0	85	49	106	632		0	0	0	0
8:30 AM	0	0	195	6	0	0	94	9	0	0	0	73	0	88	55	89	609		2	0	0	0
8:45 AM	0	0	175	9	0	0	130	11	0	0	0	62	0	105	57	132	681		3	0	0	0
Count Total	0	0	1,398	38	0	0	774	105	0	0	0	572	0	749	408	729	4,773		6	0	0	0
Peak Hour	0	0	771	20	0	0	419	53	0	0	0	304	0	393	221	369	2,550		2	0	0	0

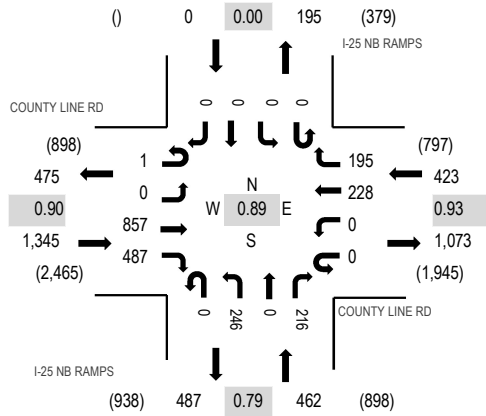
**Location:** 5 I-25 NB RAMPS & COUNTY LINE RD AM

**Date:** Thursday, June 9, 2022

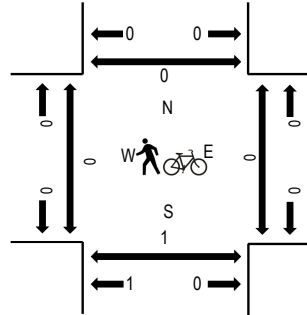
**Peak Hour:** 07:30 AM - 08:30 AM

**Peak 15-Minutes:** 07:45 AM - 08:00 AM

**Peak Hour - All Vehicles**



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



Note: Total study counts contained in parentheses.

**Traffic Counts**

Interval Start Time	COUNTY LINE RD Eastbound				COUNTY LINE RD Westbound				I-25 NB RAMPS Northbound				I-25 NB RAMPS Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	0	141	90	2	0	39	42	0	43	0	43	0	0	0	0	400	1,997	0	0	0	0
7:15 AM	0	0	162	105	0	0	36	38	0	47	0	42	0	0	0	0	430	2,118	0	0	0	0
7:30 AM	0	0	201	132	0	0	54	44	0	49	0	59	0	0	0	0	539	2,230	0	0	0	0
7:45 AM	1	0	242	130	0	0	58	49	0	74	0	74	0	0	0	0	628	2,226	0	0	0	0
8:00 AM	0	0	202	108	0	0	50	54	0	64	0	43	0	0	0	0	521	2,163	0	0	0	0
8:15 AM	0	0	212	117	0	0	66	48	0	59	0	40	0	0	0	0	542		0	0	1	0
8:30 AM	0	0	190	131	0	0	54	46	0	51	0	63	0	0	0	0	535		0	0	0	0
8:45 AM	0	0	176	125	0	0	59	58	0	94	0	53	0	0	0	0	565		0	0	0	0
Count Total	1	0	1,526	938	2	0	416	379	0	481	0	417	0	0	0	0	4,160		0	0	1	0
Peak Hour	1	0	857	487	0	0	228	195	0	246	0	216	0	0	0	0	2,230		0	0	1	0



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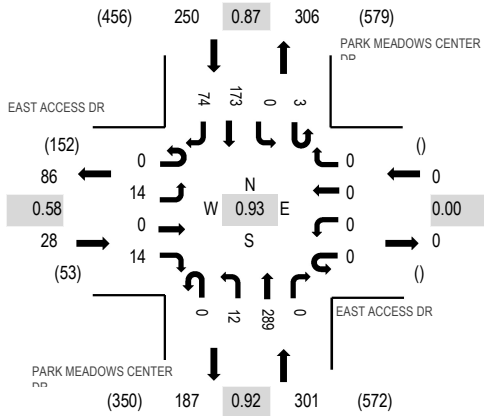
Location: 6 PARK MEADOWS CENTER DR & EAST ACCESS DR AM

Date: Thursday, June 9, 2022

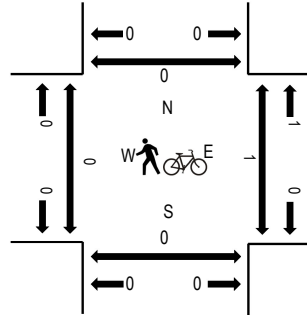
Peak Hour: 07:45 AM - 08:45 AM

Peak 15-Minutes: 07:45 AM - 08:00 AM

Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles on Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	EAST ACCESS DR Eastbound				EAST ACCESS DR Westbound				PARK MEADOWS CENTER Northbound			PARK MEADOWS CENTER Southbound				Total	Rolling Hour	Pedestrian Crossings				
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru			Right	West	East	South	North
7:00 AM	0	2	0	5	0	0	0	0	0	1	54	0	0	0	35	9	106	518	0	1	0	0
7:15 AM	0	2	0	1	0	0	0	0	0	1	70	0	2	0	40	11	127	559	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	4	78	0	0	0	37	10	129	566	0	1	0	0
7:45 AM	0	6	0	2	0	0	0	0	0	5	71	0	1	0	53	18	156	579	0	0	0	0
8:00 AM	0	1	0	3	0	0	0	0	0	3	82	0	2	0	33	23	147	563	0	0	0	0
8:15 AM	0	6	0	5	0	0	0	0	0	2	65	0	0	0	40	16	134		0	0	0	0
8:30 AM	0	1	0	4	0	0	0	0	0	2	71	0	0	0	47	17	142		0	1	0	0
8:45 AM	0	10	0	5	0	0	0	0	0	8	55	0	0	0	40	22	140		0	3	0	0
Count Total	0	28	0	25	0	0	0	0	0	26	546	0	5	0	325	126	1,081		0	6	0	0
Peak Hour	0	14	0	14	0	0	0	0	0	12	289	0	3	0	173	74	579		0	1	0	0





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Location: 7 SE ACCESS DR & PARK MEADOWS CENTER DR AM

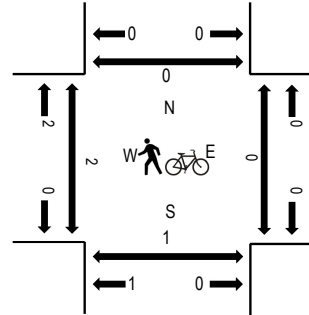
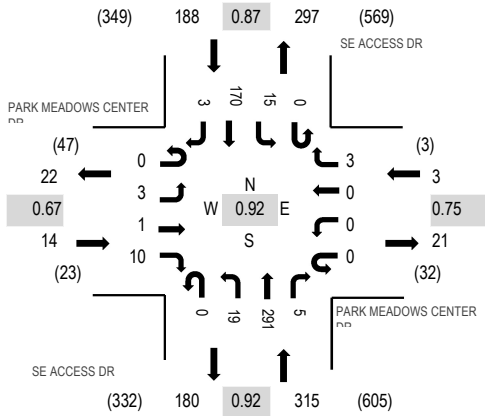
Date: Thursday, June 9, 2022

Peak Hour: 07:45 AM - 08:45 AM

Peak 15-Minutes: 07:45 AM - 08:00 AM

Peak Hour - All Vehicles

Peak Hour - Pedestrians/Bicycles on Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	PARK MEADOWS CENTER Eastbound				PARK MEADOWS CENTER Westbound				SE ACCESS DR Northbound				SE ACCESS DR Southbound				Total	Rolling Hour	Pedestrian Crossings				
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North	
7:00 AM	0	0	0	0	0	0	0	0	0	0	1	57	1	0	1	38	5	103	487	0	0	0	0
7:15 AM	0	0	0	1	0	0	0	0	0	0	2	69	1	0	2	39	0	114	515	0	0	0	0
7:30 AM	0	0	0	2	0	0	0	0	0	0	7	83	1	0	0	34	2	129	518	0	0	0	0
7:45 AM	0	0	0	4	0	0	0	0	0	0	4	77	2	0	6	47	1	141	520	2	0	1	0
8:00 AM	0	1	1	2	0	0	0	1	0	0	4	84	1	0	2	35	0	131	493	0	0	0	0
8:15 AM	0	1	0	0	0	0	0	1	0	0	7	64	0	0	1	43	0	117		0	0	0	0
8:30 AM	0	1	0	4	0	0	0	1	0	0	4	66	2	0	6	45	2	131		0	0	0	0
8:45 AM	1	1	0	4	0	0	0	0	0	0	5	62	1	0	4	34	2	114		0	0	0	0
Count Total	1	4	1	17	0	0	0	3	0	0	34	562	9	0	22	315	12	980		2	0	1	0
Peak Hour	0	3	1	10	0	0	0	3	0	0	19	291	5	0	15	170	3	520		2	0	1	0



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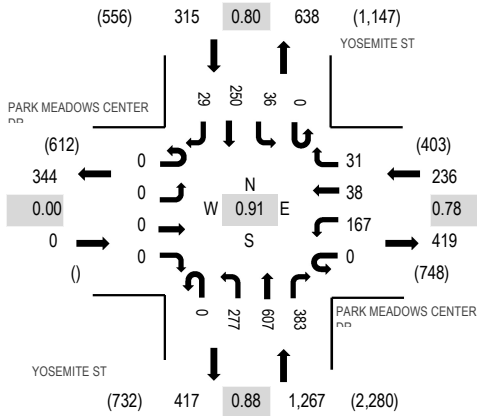
Location: 8 YOSEMITE ST & PARK MEADOWS CENTER DR AM

Date: Thursday, June 9, 2022

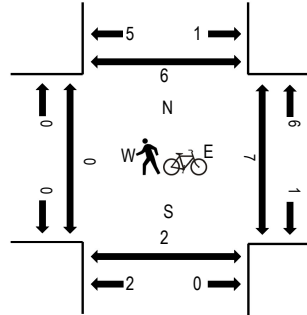
Peak Hour: 07:45 AM - 08:45 AM

Peak 15-Minutes: 07:45 AM - 08:00 AM

Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles on Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	PARK MEADOWS CENTER Eastbound				PARK MEADOWS CENTER Westbound				YOSEMITE ST Northbound			YOSEMITE ST Southbound				Total	Rolling Hour	Pedestrian Crossings				
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru			Right	West	East	South	North
	7:00 AM	0	0	0	0	0	23	7	4	0	35	78	62	0	4			24	3	240	1,456	0
7:15 AM	0	0	0	0	0	37	10	5	0	56	99	66	0	6	36	3	318	1,650	0	2	0	1
7:30 AM	0	0	0	0	0	35	4	5	1	61	137	94	0	2	55	5	399	1,758	0	4	0	3
7:45 AM	0	0	0	0	0	41	8	5	0	71	174	113	0	9	70	8	499	1,818	0	0	0	0
8:00 AM	0	0	0	0	0	41	8	5	0	67	142	92	0	10	63	6	434	1,783	0	2	0	2
8:15 AM	0	0	0	0	0	34	5	13	0	73	142	81	0	11	59	8	426		0	0	0	0
8:30 AM	0	0	0	0	0	51	17	8	0	66	149	97	0	6	58	7	459		0	1	2	0
8:45 AM	0	0	0	0	0	23	5	9	0	64	172	88	0	7	81	15	464		2	1	1	1
Count Total	0	0	0	0	0	285	64	54	1	493	1,093	693	0	55	446	55	3,239		2	11	3	7
Peak Hour	0	0	0	0	0	167	38	31	0	277	607	383	0	36	250	29	1,818		0	3	2	2



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Location: 9 YOSEMITE ST & SW ACCESS DR AM

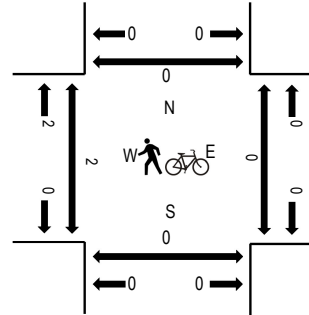
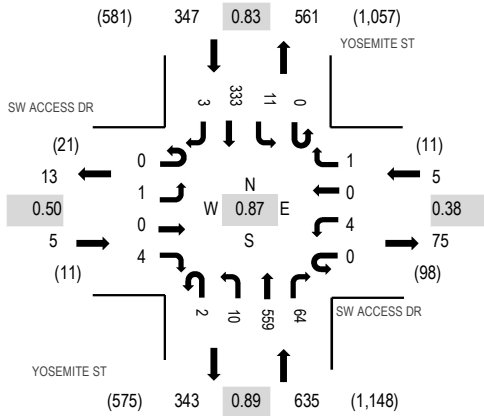
Date: Thursday, June 9, 2022

Peak Hour: 08:00 AM - 09:00 AM

Peak 15-Minutes: 08:45 AM - 09:00 AM

Peak Hour - All Vehicles

Peak Hour - Pedestrians/Bicycles on Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	SW ACCESS DR Eastbound				SW ACCESS DR Westbound				YOSEMITE ST Northbound				YOSEMITE ST Southbound				Total	Rolling Hour	Pedestrian Crossings				
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North	
7:00 AM	0	0	0	0	0	0	0	0	0	0	81	2	0	0	1	30	2	116	759	0	0	0	0
7:15 AM	0	0	0	2	0	2	0	2	0	1	106	0	0	0	1	49	0	163	870	0	0	0	0
7:30 AM	0	0	0	3	0	0	0	1	1	2	136	5	0	3	63	2	216	946	0	1	0	0	
7:45 AM	0	0	0	1	0	1	0	0	0	1	170	8	0	3	80	0	264	971	0	0	0	0	
8:00 AM	0	0	0	0	0	0	0	0	0	2	133	9	0	2	81	0	227	992	0	0	0	0	
8:15 AM	0	1	0	1	0	1	0	1	1	0	143	12	0	2	77	0	239		0	0	0	0	
8:30 AM	0	0	0	2	0	1	0	0	0	3	145	10	0	4	74	2	241		0	0	0	0	
8:45 AM	0	0	0	1	0	2	0	0	1	5	138	33	0	3	101	1	285		0	0	0	0	
Count Total	0	1	0	10	0	7	0	4	3	14	1,052	79	0	19	555	7	1,751		0	1	0	0	
Peak Hour	0	1	0	4	0	4	0	1	2	10	559	64	0	11	333	3	992		0	0	0	0	

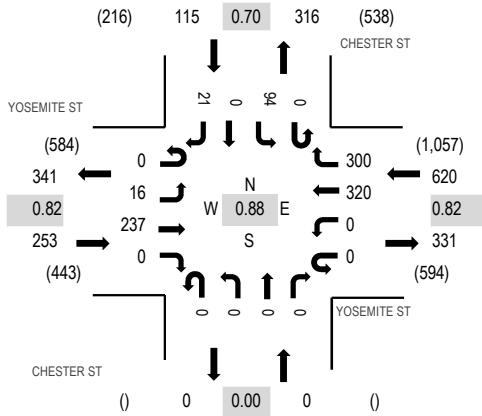
Location: 10 CHESTER ST & YOSEMITE ST AM

Date: Thursday, June 9, 2022

Peak Hour: 07:45 AM - 08:45 AM

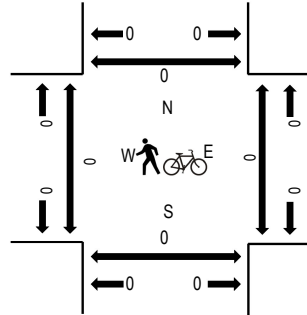
Peak 15-Minutes: 07:45 AM - 08:00 AM

### Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

### Peak Hour - Pedestrians/Bicycles on Crosswalk



### Traffic Counts

Interval Start Time	YOSEMITE ST Eastbound				YOSEMITE ST Westbound				CHESTER ST Northbound				CHESTER ST Southbound				Total	Rolling Hour	Pedestrian Crossings				
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North	
7:00 AM	0	3	21	0	0	0	38	40	0	0	0	0	0	0	12	0	2	116	742	0	0	0	0
7:15 AM	0	1	34	0	0	0	51	55	0	0	0	0	0	0	15	0	1	157	852	0	0	0	0
7:30 AM	0	4	45	0	0	0	64	53	0	0	0	0	0	0	21	0	0	187	936	0	0	0	0
7:45 AM	0	4	63	0	0	0	100	89	0	0	0	0	0	0	22	0	4	282	988	0	0	0	0
8:00 AM	0	4	56	0	0	0	71	63	0	0	0	0	0	0	25	0	7	226	974	0	0	0	0
8:15 AM	0	6	56	0	0	0	78	69	0	0	0	0	0	0	26	0	6	241		0	0	0	0
8:30 AM	0	2	62	0	0	0	71	79	0	0	0	0	0	0	21	0	4	239		0	0	0	0
8:45 AM	0	4	78	0	0	0	74	62	0	0	0	0	0	0	37	0	13	268		0	0	0	0
Count Total	0	28	415	0	0	0	547	510	0	0	0	0	0	0	179	0	37	1,716		0	0	0	0
Peak Hour	0	16	237	0	0	0	320	300	0	0	0	0	0	0	94	0	21	988		0	0	0	0

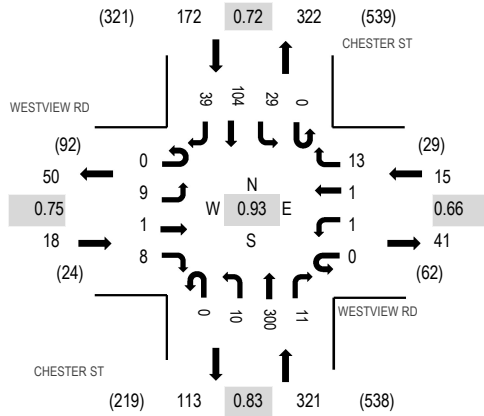
Location: 11 CHESTER ST & WESTVIEW RD AM

Date: Thursday, June 9, 2022

Peak Hour: 07:45 AM - 08:45 AM

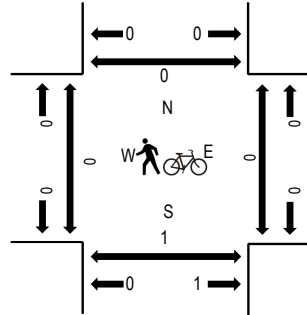
Peak 15-Minutes: 07:45 AM - 08:00 AM

### Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

### Peak Hour - Pedestrians/Bicycles on Crosswalk



### Traffic Counts

Interval Start Time	WESTVIEW RD Eastbound				WESTVIEW RD Westbound				CHESTER ST Northbound			CHESTER ST Southbound				Total	Rolling Hour	Pedestrian Crossings					
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru			Right	West	East	South	North	
7:00 AM	0	0	0	2	0	0	0	1	0	2	38	0	0	0	1	14	7	65	386	0	0	0	0
7:15 AM	0	2	0	1	0	1	1	0	0	0	54	3	0	2	18	3	85	443	0	0	0	0	
7:30 AM	0	0	0	1	0	0	1	2	0	4	50	2	1	2	21	10	94	481	0	0	0	0	
7:45 AM	0	2	1	0	0	0	0	2	0	2	92	3	0	5	27	8	142	526	0	0	0	0	
8:00 AM	0	1	0	3	0	0	1	3	0	3	65	1	0	5	29	11	122	526	0	0	1	0	
8:15 AM	0	4	0	2	0	1	0	4	0	1	67	3	0	6	27	8	123		0	0	0	0	
8:30 AM	0	2	0	3	0	0	0	4	0	4	76	4	0	13	21	12	139		0	0	0	0	
8:45 AM	0	0	0	0	0	0	1	7	0	1	62	1	0	10	48	12	142		0	0	2	1	
Count Total	0	11	1	12	0	2	4	23	0	17	504	17	1	44	205	71	912		0	0	3	1	
Peak Hour	0	9	1	8	0	1	1	13	0	10	300	11	0	29	104	39	526		0	0	1	0	



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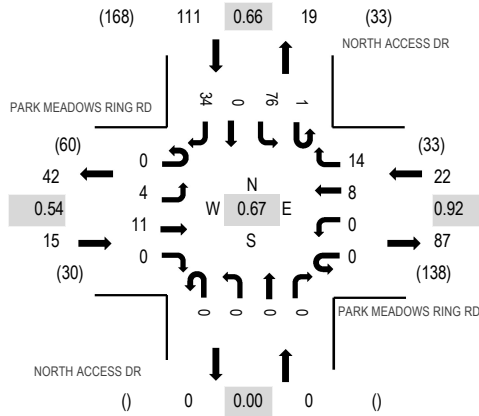
Location: 12 NORTH ACCESS DR & PARK MEADOWS RING RD AM

Date: Thursday, June 9, 2022

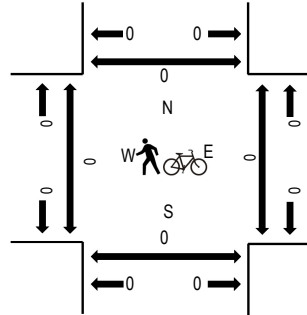
Peak Hour: 08:00 AM - 09:00 AM

Peak 15-Minutes: 08:45 AM - 09:00 AM

Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles on Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	PARK MEADOWS RING RD Eastbound				PARK MEADOWS RING RD Westbound				NORTH ACCESS DR Northbound			NORTH ACCESS DR Southbound				Total	Rolling Hour	Pedestrian Crossings				
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru			Right	West	East	South	North
	7:00 AM	0	2	1	0	0	0	1	0	0	0	0	0	2	10			0	5	21	83	0
7:15 AM	0	1	1	0	0	0	1	1	0	0	0	0	0	6	0	0	10	87	0	0	0	0
7:30 AM	0	1	3	0	0	0	0	4	0	0	0	0	0	6	0	5	19	111	0	0	0	0
7:45 AM	0	0	6	0	0	0	2	2	0	0	0	0	1	18	0	4	33	126	0	0	0	0
8:00 AM	0	1	0	0	0	0	1	4	0	0	0	0	0	12	0	7	25	148	0	0	0	0
8:15 AM	0	2	1	0	0	0	2	3	0	0	0	0	0	20	0	6	34		0	0	0	0
8:30 AM	0	1	3	0	0	0	3	3	0	0	0	0	0	16	0	8	34		0	0	0	0
8:45 AM	0	0	7	0	0	0	2	4	0	0	0	0	1	28	0	13	55		0	0	0	0
Count Total	0	8	22	0	0	0	12	21	0	0	0	0	4	116	0	48	231		0	0	0	0
Peak Hour	0	4	11	0	0	0	8	14	0	0	0	0	1	76	0	34	148		0	0	0	0



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**Location:** 13 PARK MEADOWS RING RD & EAST ACCESS DR AM

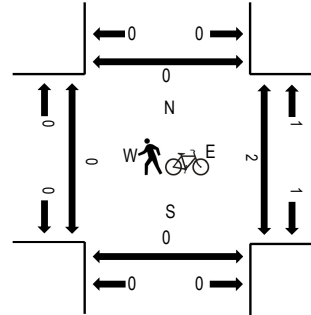
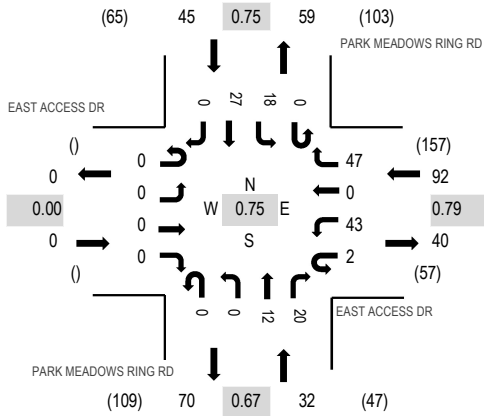
**Date:** Thursday, June 9, 2022

**Peak Hour:** 08:00 AM - 09:00 AM

**Peak 15-Minutes:** 08:45 AM - 09:00 AM

**Peak Hour - All Vehicles**

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



Note: Total study counts contained in parentheses.

**Traffic Counts**

Interval Start Time	EAST ACCESS DR Eastbound				EAST ACCESS DR Westbound				PARK MEADOWS RING RD Northbound				PARK MEADOWS RING RD Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	0	0	0	0	5	0	6	0	0	0	3	0	3	3	0	20	100	0	1	0	0
7:15 AM	0	0	0	0	0	4	0	7	0	0	0	2	0	1	4	0	18	121	0	0	0	0
7:30 AM	0	0	0	0	0	7	0	12	0	0	4	0	0	0	3	0	26	138	0	0	0	0
7:45 AM	0	0	0	0	0	12	0	12	0	0	3	3	0	5	1	0	36	149	0	0	0	0
8:00 AM	0	0	0	0	1	14	0	11	0	0	5	2	0	3	5	0	41	169	0	0	0	0
8:15 AM	0	0	0	0	0	8	0	10	0	0	1	6	0	6	4	0	35		0	1	0	0
8:30 AM	0	0	0	0	1	9	0	9	0	0	3	3	0	3	9	0	37		0	1	0	0
8:45 AM	0	0	0	0	0	12	0	17	0	0	3	9	0	6	9	0	56		0	0	0	0
Count Total	0	0	0	0	2	71	0	84	0	0	19	28	0	27	38	0	269		0	3	0	0
Peak Hour	0	0	0	0	2	43	0	47	0	0	12	20	0	18	27	0	169		0	2	0	0

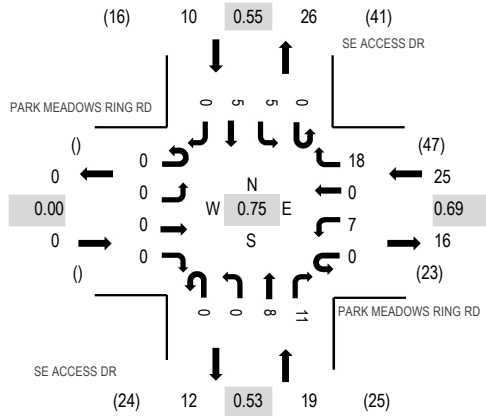
**Location:** 14 SE ACCESS DR & PARK MEADOWS RING RD AM

**Date:** Thursday, June 9, 2022

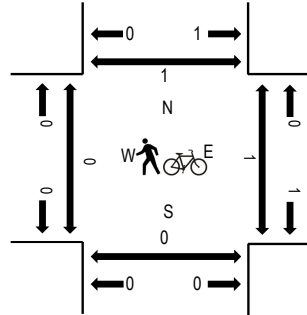
**Peak Hour:** 08:00 AM - 09:00 AM

**Peak 15-Minutes:** 08:45 AM - 09:00 AM

**Peak Hour - All Vehicles**



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



Note: Total study counts contained in parentheses.

**Traffic Counts**

Interval Start Time	PARK MEADOWS RING RD Eastbound				PARK MEADOWS RING RD Westbound			SE ACCESS DR Northbound			SE ACCESS DR Southbound				Total	Rolling Hour	Pedestrian Crossings					
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left			Thru	Right	West	East	South	North
7:00 AM	0	0	0	0	0	4	0	2	0	0	0	0	0	0	0	0	6	34	0	0	0	0
7:15 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	2	0	5	38	0	0	0	0
7:30 AM	0	0	0	0	1	1	0	7	0	0	0	1	0	0	1	0	11	44	0	0	0	0
7:45 AM	0	0	0	0	0	3	0	2	0	0	3	2	0	2	0	0	12	48	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	3	0	0	2	3	0	1	1	0	10	54	0	0	0	0
8:15 AM	0	0	0	0	0	2	0	6	0	0	0	1	0	0	2	0	11		0	1	0	1
8:30 AM	0	0	0	0	0	3	0	3	0	0	3	1	0	4	1	0	15		0	0	0	0
8:45 AM	0	0	0	0	0	2	0	6	0	0	3	6	0	0	1	0	18		0	0	0	0
Count Total	0	0	0	0	1	16	0	30	0	0	11	14	0	8	8	0	88		0	1	0	1
Peak Hour	0	0	0	0	0	7	0	18	0	0	8	11	0	5	5	0	54		0	1	0	1





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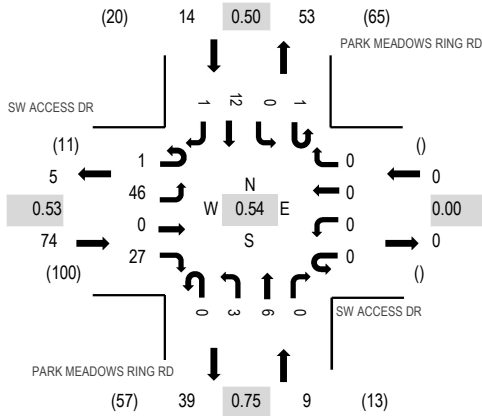
Location: 15 PARK MEADOWS RING RD & SW ACCESS DR AM

Date: Thursday, June 9, 2022

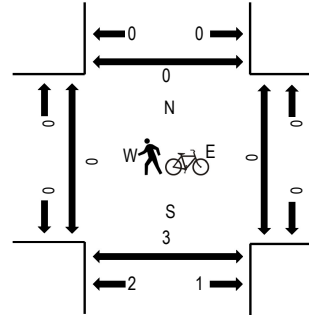
Peak Hour: 08:00 AM - 09:00 AM

Peak 15-Minutes: 08:45 AM - 09:00 AM

### Peak Hour - All Vehicles



### Peak Hour - Pedestrians/Bicycles on Crosswalk



Note: Total study counts contained in parentheses.

### Traffic Counts

Interval Start Time	SW ACCESS DR Eastbound				SW ACCESS DR Westbound				PARK MEADOWS RING RD Northbound				PARK MEADOWS RING RD Southbound				Total	Rolling Hour	Pedestrian Crossings				
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North	
7:00 AM	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	3	36	0	0	0	0
7:15 AM	0	0	0	1	0	0	0	0	0	0	1	1	0	0	0	1	2	6	47	0	0	0	0
7:30 AM	1	5	0	4	0	0	0	0	0	0	1	1	0	0	0	1	0	13	62	0	0	0	0
7:45 AM	0	3	0	9	0	0	0	0	0	0	0	0	0	0	0	1	1	14	66	0	0	0	0
8:00 AM	0	5	0	5	0	0	0	0	0	0	1	0	0	0	3	0	0	14	97	0	0	0	0
8:15 AM	1	12	0	1	0	0	0	0	0	0	1	2	0	1	0	3	0	21		0	0	0	0
8:30 AM	0	7	0	8	0	0	0	0	0	0	1	1	0	0	0	0	0	17		0	0	2	0
8:45 AM	0	22	0	13	0	0	0	0	0	0	1	2	0	0	0	6	1	45		0	0	1	0
Count Total	2	56	0	42	0	0	0	0	0	0	5	8	0	1	0	15	4	133		0	0	3	0
Peak Hour	1	46	0	27	0	0	0	0	0	0	3	6	0	1	0	12	1	97		0	0	3	0



ALL TRAFFIC DATA SERVICES

(303) 216-2439

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Location: 16 PARK MEADOWS RING RD & WESTVIEW RD AM

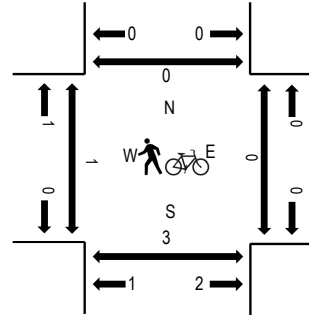
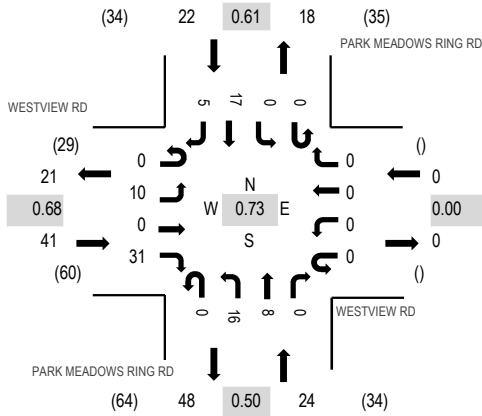
Date: Thursday, June 9, 2022

Peak Hour: 08:00 AM - 09:00 AM

Peak 15-Minutes: 08:30 AM - 08:45 AM

Peak Hour - All Vehicles

Peak Hour - Pedestrians/Bicycles on Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	WESTVIEW RD Eastbound				WESTVIEW RD Westbound				PARK MEADOWS RING RD Northbound				PARK MEADOWS RING RD Southbound				Total	Rolling Hour	Pedestrian Crossings				
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North	
7:00 AM	1	0	0	0	0	0	0	0	0	0	1	1	0	0	0	2	1	6	41	0	0	0	0
7:15 AM	0	2	0	2	0	0	0	0	0	0	0	1	0	0	0	1	0	6	50	0	0	0	0
7:30 AM	0	3	0	2	0	0	0	0	0	0	1	3	0	0	0	3	0	12	58	0	0	0	0
7:45 AM	0	5	0	4	0	0	0	0	0	0	1	2	0	0	0	2	3	17	76	0	0	0	0
8:00 AM	0	0	0	6	0	0	0	0	0	0	4	0	0	0	0	5	0	15	87	0	0	1	0
8:15 AM	0	2	0	7	0	0	0	0	0	0	1	1	0	0	0	1	2	14		0	0	0	0
8:30 AM	0	5	0	10	0	0	0	0	0	0	3	3	0	0	0	6	3	30		0	0	0	0
8:45 AM	0	3	0	8	0	0	0	0	0	0	8	4	0	0	0	5	0	28		1	0	2	0
Count Total	1	20	0	39	0	0	0	0	0	0	19	15	0	0	0	25	9	128		1	0	3	0
Peak Hour	0	10	0	31	0	0	0	0	0	0	16	8	0	0	0	17	5	87		1	0	3	0



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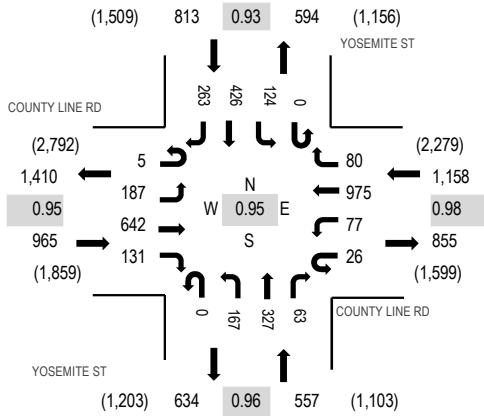
Location: 1 YOSEMITE ST & COUNTY LINE RD PM

Date: Thursday, June 9, 2022

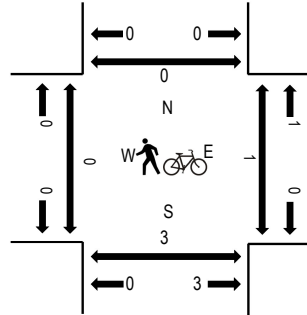
Peak Hour: 04:45 PM - 05:45 PM

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

Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles on Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	COUNTY LINE RD Eastbound				COUNTY LINE RD Westbound				YOSEMITE ST Northbound			YOSEMITE ST Southbound				Total	Rolling Hour	Pedestrian Crossings				
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru			Right	West	East	South	North
4:00 PM	0	36	135	33	4	22	233	12	0	36	85	14	0	16	102	54	782	3,312	0	0	1	0
4:15 PM	1	51	167	38	1	16	252	25	0	70	77	11	0	28	95	69	901	3,450	0	0	0	0
4:30 PM	0	37	150	37	4	20	246	20	0	43	61	10	0	30	70	70	798	3,454	0	0	1	0
4:45 PM	1	40	132	35	7	26	233	20	0	50	73	9	0	43	101	61	831	3,493	0	0	0	0
5:00 PM	0	50	170	35	5	14	262	18	0	43	92	12	0	25	108	86	920	3,438	0	0	0	0
5:15 PM	2	46	179	28	4	12	259	21	0	32	80	22	0	28	132	60	905		0	0	2	0
5:30 PM	2	51	161	33	10	25	221	21	0	42	82	20	0	28	85	56	837		0	0	0	0
5:45 PM	0	47	131	31	1	23	211	31	0	45	80	14	0	28	82	52	776		1	1	2	0
Count Total	6	358	1,225	270	36	158	1,917	168	0	361	630	112	0	226	775	508	6,750		1	1	6	0
Peak Hour	5	187	642	131	26	77	975	80	0	167	327	63	0	124	426	263	3,493		0	0	2	0

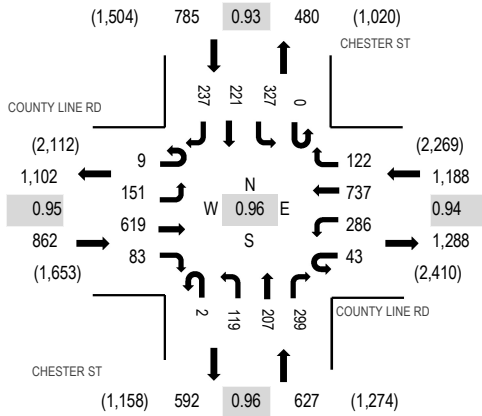
Location: 2 CHESTER ST & COUNTY LINE RD PM

Date: Thursday, June 9, 2022

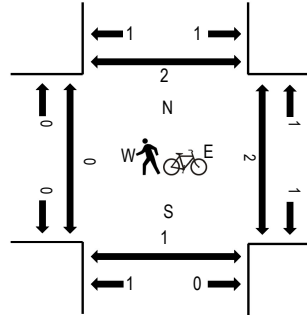
Peak Hour: 04:30 PM - 05:30 PM

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

### Peak Hour - All Vehicles



### Peak Hour - Pedestrians/Bicycles on Crosswalk



Note: Total study counts contained in parentheses.

### Traffic Counts

Interval Start Time	COUNTY LINE RD Eastbound				COUNTY LINE RD Westbound				CHESTER ST Northbound				CHESTER ST Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	1	47	114	18	11	47	165	32	1	39	62	66	0	87	63	60	813	3,286	0	0	1	0
4:15 PM	3	43	147	20	9	67	173	25	1	33	47	71	0	64	48	54	805	3,372	0	0	1	0
4:30 PM	3	33	173	15	12	68	182	26	0	24	49	69	0	76	57	69	856	3,462	0	1	1	0
4:45 PM	1	31	132	24	15	78	169	23	2	37	49	77	0	69	49	56	812	3,444	0	1	0	0
5:00 PM	3	37	160	22	5	69	199	42	0	29	41	81	0	102	58	51	899	3,414	0	0	0	1
5:15 PM	2	50	154	22	11	71	187	31	0	29	68	72	0	80	57	61	895		0	0	0	1
5:30 PM	3	47	154	21	8	70	154	30	0	34	57	71	0	78	56	55	838		0	1	1	1
5:45 PM	2	42	112	17	7	84	164	35	1	26	73	65	0	58	52	44	782		0	0	0	0
Count Total	18	330	1,146	159	78	554	1,393	244	5	251	446	572	0	614	440	450	6,700		0	3	4	3
Peak Hour	9	151	619	83	43	286	737	122	2	119	207	299	0	327	221	237	3,462		0	2	1	2

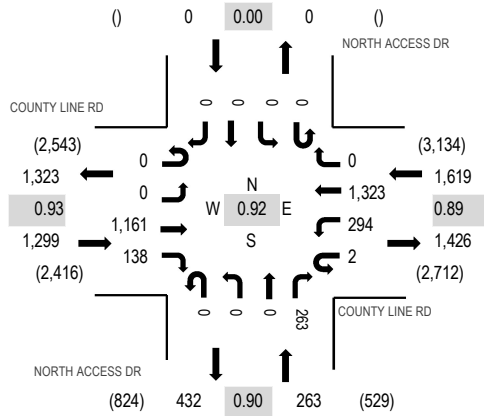
**Location:** 3 NORTH ACCESS DR & COUNTY LINE RD PM

**Date:** Thursday, June 9, 2022

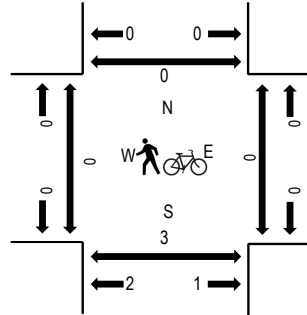
**Peak Hour:** 04:30 PM - 05:30 PM

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

**Peak Hour - All Vehicles**



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



Note: Total study counts contained in parentheses.

**Traffic Counts**

Interval Start Time	COUNTY LINE RD Eastbound				COUNTY LINE RD Westbound				NORTH ACCESS DR Northbound				NORTH ACCESS DR Southbound				Total	Rolling Hour	Pedestrian Crossings				
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North	
4:00 PM	0	0	254	28	2	67	304	0	0	0	0	0	75	0	0	0	0	730	2,982	0	0	0	0
4:15 PM	0	0	248	25	2	76	311	0	0	0	0	0	66	0	0	0	0	728	3,114	0	0	0	0
4:30 PM	0	0	310	40	0	74	309	0	0	0	0	0	60	0	0	0	0	793	3,181	0	0	1	0
4:45 PM	0	0	260	26	0	62	322	0	0	0	0	0	61	0	0	0	0	731	3,158	0	0	2	0
5:00 PM	0	0	305	34	2	80	373	0	0	0	0	0	68	0	0	0	0	862	3,097	0	0	0	0
5:15 PM	0	0	286	38	0	78	319	0	0	0	0	0	74	0	0	0	0	795		0	0	0	0
5:30 PM	0	0	290	29	6	73	310	0	0	0	0	0	62	0	0	0	0	770		0	0	1	0
5:45 PM	0	0	218	25	0	69	295	0	0	0	0	0	63	0	0	0	0	670		0	0	0	0
Count Total	0	0	2,171	245	12	579	2,543	0	0	0	0	0	529	0	0	0	0	6,079		0	0	4	0
Peak Hour	0	0	1,161	138	2	294	1,323	0	0	0	0	0	263	0	0	0	0	3,181		0	0	3	0

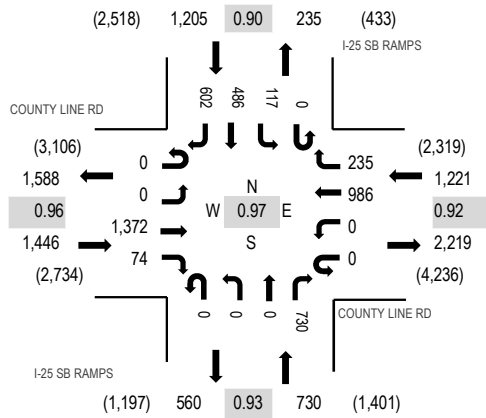
**Location:** 4 I-25 SB RAMPS & COUNTY LINE RD PM

**Date:** Thursday, June 9, 2022

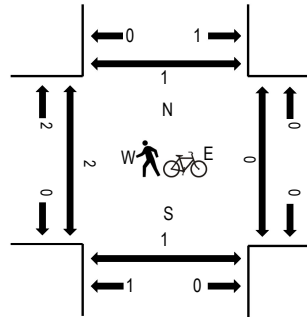
**Peak Hour:** 04:30 PM - 05:30 PM

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

**Peak Hour - All Vehicles**



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



Note: Total study counts contained in parentheses.

**Traffic Counts**

Interval Start Time	COUNTY LINE RD Eastbound				COUNTY LINE RD Westbound				I-25 SB RAMPS Northbound				I-25 SB RAMPS Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	0	0	312	17	0	0	230	68	0	0	0	182	0	37	124	149	1,119	4,471	2	0	0	0
4:15 PM	0	0	302	13	0	0	212	47	0	0	0	154	0	33	157	162	1,080	4,541	0	0	0	0
4:30 PM	0	0	329	20	0	0	225	55	0	0	0	197	0	33	135	146	1,140	4,602	0	0	0	0
4:45 PM	0	0	326	26	0	0	233	63	0	0	0	188	0	27	119	150	1,132	4,570	0	0	0	0
5:00 PM	0	0	364	11	0	0	273	61	0	0	0	169	0	25	114	172	1,189	4,501	0	0	0	0
5:15 PM	0	0	353	17	0	0	255	56	0	0	0	176	0	32	118	134	1,141		2	0	0	0
5:30 PM	0	0	306	26	0	0	251	41	0	0	0	185	0	28	137	134	1,108		0	0	0	0
5:45 PM	0	0	298	14	0	0	207	42	0	0	0	150	0	30	149	173	1,063		1	0	1	1
Count Total	0	0	2,590	144	0	0	1,886	433	0	0	0	1,401	0	245	1,053	1,220	8,972		5	0	1	1
Peak Hour	0	0	1,372	74	0	0	986	235	0	0	0	730	0	117	486	602	4,602		2	0	0	0

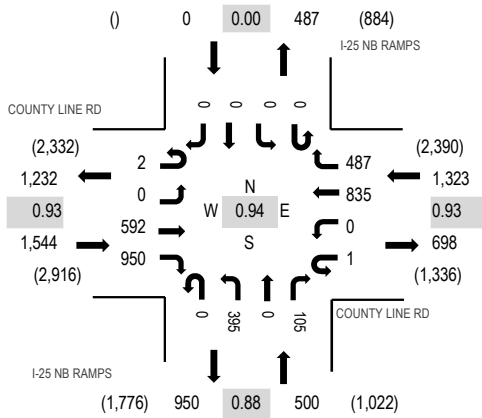
**Location:** 5 I-25 NB RAMPS & COUNTY LINE RD PM

**Date:** Thursday, June 9, 2022

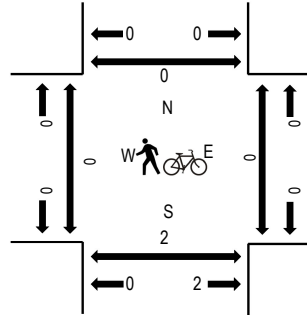
**Peak Hour:** 04:30 PM - 05:30 PM

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

**Peak Hour - All Vehicles**



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



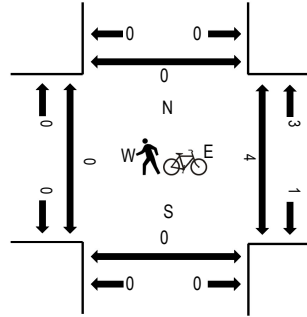
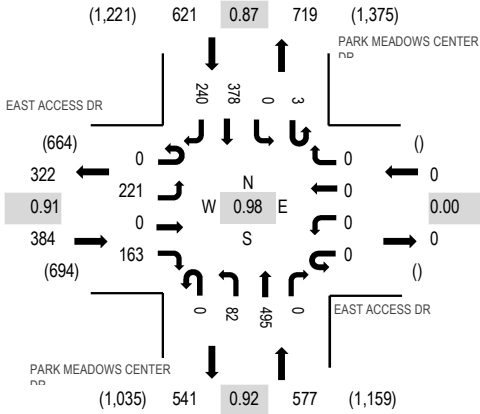
Note: Total study counts contained in parentheses.

**Traffic Counts**

Interval Start Time	COUNTY LINE RD Eastbound				COUNTY LINE RD Westbound				I-25 NB RAMPS Northbound				I-25 NB RAMPS Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	1	0	130	227	0	0	209	132	0	97	0	21	0	0	0	0	817	3,167	0	1	2	0
4:15 PM	1	0	109	224	0	0	162	88	0	106	0	27	0	0	0	0	717	3,250	0	0	0	0
4:30 PM	0	0	167	246	0	0	179	114	0	97	0	30	0	0	0	0	833	3,367	0	0	0	0
4:45 PM	0	0	125	221	0	0	205	126	0	94	0	29	0	0	0	0	800	3,286	0	0	0	0
5:00 PM	0	0	156	252	0	0	210	144	0	114	0	24	0	0	0	0	900	3,161	0	0	0	0
5:15 PM	2	0	144	231	1	0	241	103	0	90	0	22	0	0	0	0	834		0	0	0	0
5:30 PM	1	0	166	201	0	0	170	91	0	103	0	20	0	0	0	0	752		0	0	0	0
5:45 PM	1	0	137	174	0	0	129	86	0	120	0	28	0	0	0	0	675		0	0	0	0
Count Total	6	0	1,134	1,776	1	0	1,505	884	0	821	0	201	0	0	0	0	6,328		0	1	2	0
Peak Hour	2	0	592	950	1	0	835	487	0	395	0	105	0	0	0	0	3,367		0	0	0	0

**Peak Hour - All Vehicles**

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



Note: Total study counts contained in parentheses.

**Traffic Counts**

Interval Start Time	EAST ACCESS DR Eastbound				EAST ACCESS DR Westbound				PARK MEADOWS CENTER Northbound			PARK MEADOWS CENTER Southbound			Total	Rolling Hour	Pedestrian Crossings					
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left			Thru	Right	West	East	South	North
4:00 PM	0	64	0	36	0	0	0	0	0	19	132	0	0	0	86	60	397	1,582	0	2	0	0
4:15 PM	0	40	0	37	0	0	0	0	0	26	114	0	1	0	100	77	395	1,551	0	1	0	0
4:30 PM	0	55	0	51	0	0	0	0	0	15	129	0	1	0	102	49	402	1,517	0	0	0	0
4:45 PM	0	62	0	39	0	0	0	0	0	22	120	0	1	0	90	54	388	1,505	0	0	0	0
5:00 PM	0	50	0	30	0	0	0	0	0	29	117	0	0	0	87	53	366	1,492	0	0	0	0
5:15 PM	0	40	0	38	0	0	0	0	0	18	143	0	1	0	75	46	361		0	1	0	0
5:30 PM	0	45	0	35	0	0	0	0	0	27	117	0	0	0	108	58	390		0	1	0	0
5:45 PM	0	39	0	33	0	0	0	0	1	27	103	0	1	0	87	84	375		0	1	0	0
Count Total	0	395	0	299	0	0	0	0	1	183	975	0	5	0	735	481	3,074		0	6	0	0
Peak Hour	0	221	0	163	0	0	0	0	0	82	495	0	3	0	378	240	1,582		0	3	0	0



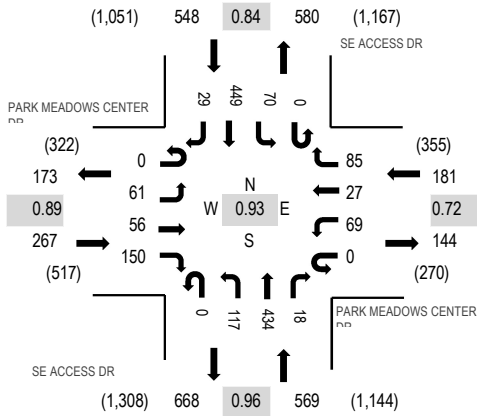
Location: 7 SE ACCESS DR & PARK MEADOWS CENTER DR PM

Date: Thursday, June 9, 2022

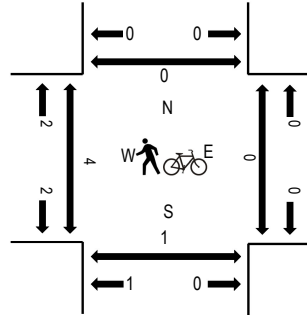
Peak Hour: 04:00 PM - 05:00 PM

Peak 15-Minutes: 04:30 PM - 04:45 PM

### Peak Hour - All Vehicles



### Peak Hour - Pedestrians/Bicycles on Crosswalk



Note: Total study counts contained in parentheses.

### Traffic Counts

Interval Start Time	PARK MEADOWS CENTER Eastbound				PARK MEADOWS CENTER Westbound				SE ACCESS DR Northbound				SE ACCESS DR Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	0	17	14	31	0	26	8	29	0	31	110	2	0	20	93	13	394	1,565	0	0	0	0
4:15 PM	0	16	17	37	0	18	8	23	0	27	99	4	0	14	107	6	376	1,542	1	0	1	0
4:30 PM	0	15	17	43	0	12	4	16	0	35	110	6	0	16	139	9	422	1,560	0	0	0	0
4:45 PM	0	13	8	39	0	13	7	17	0	24	115	6	0	20	110	1	373	1,518	1	0	0	0
5:00 PM	0	13	12	37	0	14	3	17	0	28	116	13	0	15	94	9	371	1,502	0	1	1	0
5:15 PM	0	15	9	43	0	29	6	26	0	25	120	5	0	11	96	9	394		0	1	1	1
5:30 PM	0	21	13	40	0	16	5	17	0	20	107	7	0	12	111	11	380		0	0	0	0
5:45 PM	0	9	12	26	0	16	6	19	0	19	107	8	0	9	118	8	357		0	1	0	1
Count Total	0	119	102	296	0	144	47	164	0	209	884	51	0	117	868	66	3,067		2	3	3	2
Peak Hour	0	61	56	150	0	69	27	85	0	117	434	18	0	70	449	29	1,565		2	0	1	0

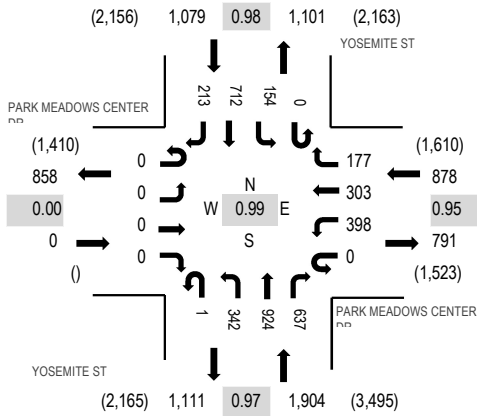
Location: 8 YOSEMITE ST & PARK MEADOWS CENTER DR PM

Date: Thursday, June 9, 2022

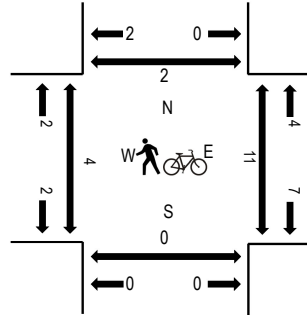
Peak Hour: 04:30 PM - 05:30 PM

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

### Peak Hour - All Vehicles



### Peak Hour - Pedestrians/Bicycles on Crosswalk



Note: Total study counts contained in parentheses.

### Traffic Counts

Interval Start Time	PARK MEADOWS CENTER Eastbound				PARK MEADOWS CENTER Westbound				YOSEMITE ST Northbound				YOSEMITE ST Southbound				Total	Rolling Hour	Pedestrian Crossings				
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North	
4:00 PM	0	0	0	0	0	0	91	60	44	0	68	203	140	0	43	167	59	875	3,731	0	0	0	0
4:15 PM	0	0	0	0	0	0	114	81	36	0	69	218	147	0	38	153	60	916	3,799	1	1	0	0
4:30 PM	0	0	0	0	0	0	114	71	43	0	89	214	168	0	43	167	57	966	3,861	0	1	0	0
4:45 PM	0	0	0	0	0	0	86	89	38	1	88	249	154	0	39	190	40	974	3,714	0	4	0	0
5:00 PM	0	0	0	0	0	0	97	67	44	0	82	224	168	0	41	175	45	943	3,530	0	2	0	0
5:15 PM	0	0	0	0	0	0	101	76	52	0	83	237	147	0	31	180	71	978		0	0	0	0
5:30 PM	0	0	0	0	0	0	112	0	48	1	0	234	142	0	45	162	75	819		0	0	0	1
5:45 PM	0	0	0	0	0	0	103	0	43	1	0	236	132	0	45	150	80	790		0	3	0	2
Count Total	0	0	0	0	0	0	818	444	348	3	479	1,815	1,198	0	325	1,344	487	7,261		1	11	0	3
Peak Hour	0	0	0	0	0	0	398	303	177	1	342	924	637	0	154	712	213	3,861		0	7	0	0

**Location:** 9 YOSEMITE ST & SW ACCESS DR PM

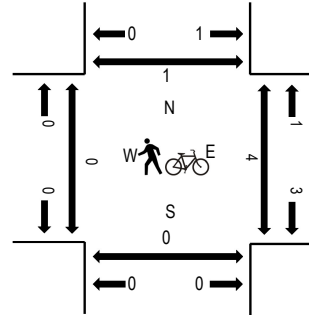
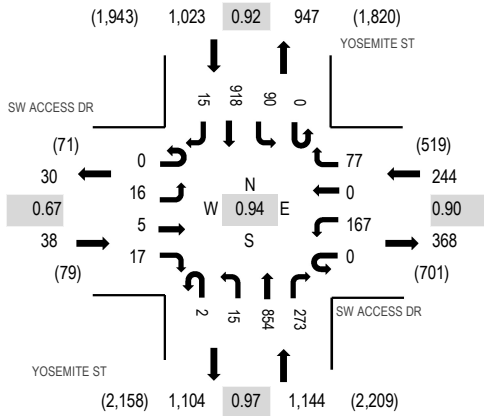
**Date:** Thursday, June 9, 2022

**Peak Hour:** 05:00 PM - 06:00 PM

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

**Peak Hour - All Vehicles**

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



Note: Total study counts contained in parentheses.

**Traffic Counts**

Interval Start Time	SW ACCESS DR Eastbound				SW ACCESS DR Westbound				YOSEMITE ST Northbound				YOSEMITE ST Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	0	3	2	9	0	48	1	26	0	6	192	56	0	24	214	3	584	2,301	0	0	0	0
4:15 PM	0	3	0	8	0	48	4	10	2	5	190	59	0	21	208	3	561	2,318	0	0	0	0
4:30 PM	0	2	1	9	1	61	0	14	2	2	197	59	0	21	196	4	569	2,406	0	0	0	0
4:45 PM	0	2	1	1	0	46	2	14	1	5	220	69	0	19	201	6	587	2,428	0	0	0	0
5:00 PM	0	9	3	4	0	41	0	29	1	4	209	63	0	19	212	7	601	2,449	0	0	0	0
5:15 PM	0	4	0	4	0	49	0	16	0	3	229	65	0	30	247	2	649		0	0	0	0
5:30 PM	0	2	0	3	0	38	0	14	1	3	219	63	0	19	227	2	591		0	0	0	0
5:45 PM	0	1	2	6	0	39	0	18	0	5	197	82	0	22	232	4	608		0	1	0	0
Count Total	0	26	9	44	1	370	7	141	7	33	1,653	516	0	175	1,737	31	4,750		0	1	0	0
Peak Hour	0	16	5	17	0	167	0	77	2	15	854	273	0	90	918	15	2,449		0	1	0	0

**Location:** 10 CHESTER ST & YOSEMITE ST PM

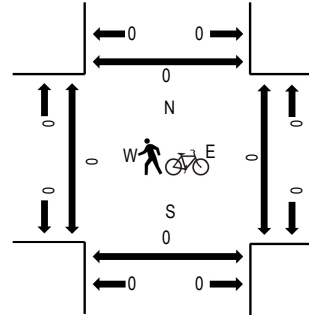
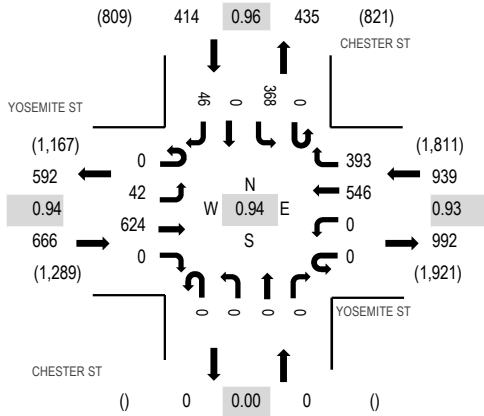
**Date:** Thursday, June 9, 2022

**Peak Hour:** 05:00 PM - 06:00 PM

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

**Peak Hour - All Vehicles**

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



Note: Total study counts contained in parentheses.

**Traffic Counts**

Interval Start Time	YOSEMITE ST Eastbound				YOSEMITE ST Westbound				CHESTER ST Northbound				CHESTER ST Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	0	12	141	0	0	0	137	89	0	0	0	0	0	97	0	13	489	1,890	0	0	0	0
4:15 PM	0	15	151	0	0	0	137	86	0	0	0	0	0	77	0	12	478	1,892	0	0	0	0
4:30 PM	0	11	137	0	0	0	135	78	0	0	0	0	0	95	0	5	461	1,949	0	0	0	0
4:45 PM	1	10	145	0	0	0	125	85	0	0	0	0	0	86	0	10	462	1,998	0	0	0	0
5:00 PM	0	17	140	0	0	0	145	87	0	0	0	0	0	92	0	10	491	2,019	0	0	0	0
5:15 PM	0	5	172	0	0	0	140	113	0	0	0	0	0	94	0	11	535		0	0	0	0
5:30 PM	0	10	162	0	0	0	138	101	0	0	0	0	0	86	0	13	510		0	0	0	0
5:45 PM	0	10	150	0	0	0	123	92	0	0	0	0	0	96	0	12	483		0	0	0	0
Count Total	1	90	1,198	0	0	0	1,080	731	0	0	0	0	0	723	0	86	3,909		0	0	0	0
Peak Hour	0	42	624	0	0	0	546	393	0	0	0	0	0	368	0	46	2,019		0	0	0	0

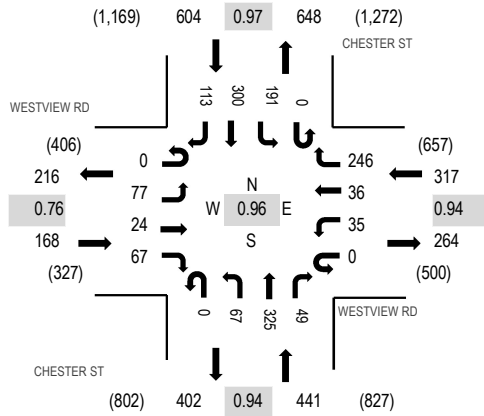
Location: 11 CHESTER ST & WESTVIEW RD PM

Date: Thursday, June 9, 2022

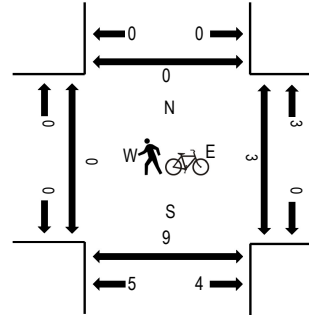
Peak Hour: 05:00 PM - 06:00 PM

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

### Peak Hour - All Vehicles



### Peak Hour - Pedestrians/Bicycles on Crosswalk



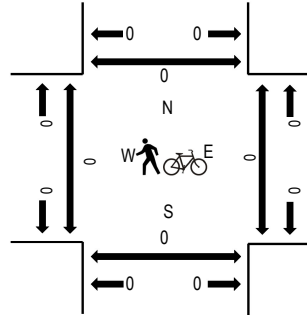
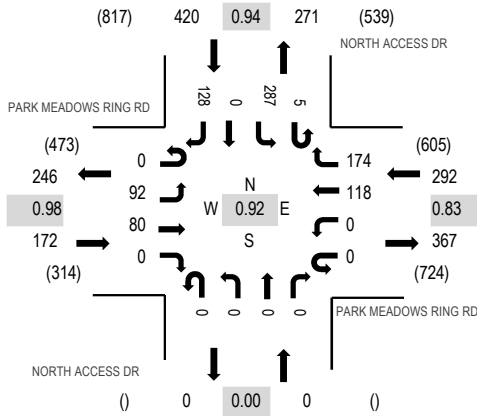
Note: Total study counts contained in parentheses.

### Traffic Counts

Interval Start Time	WESTVIEW RD Eastbound				WESTVIEW RD Westbound				CHESTER ST Northbound				CHESTER ST Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	0	17	9	15	0	13	6	71	0	16	72	11	0	40	87	18	375	1,450	0	1	1	0
4:15 PM	0	16	12	14	0	8	6	73	0	13	70	12	0	42	73	23	362	1,445	0	0	1	0
4:30 PM	0	21	5	12	0	11	10	54	0	19	66	11	0	41	65	33	348	1,482	0	1	0	0
4:45 PM	0	13	11	14	0	6	11	71	0	9	79	8	1	34	82	26	365	1,511	0	1	0	0
5:00 PM	0	10	8	20	0	5	9	70	0	14	73	14	0	39	83	25	370	1,530	0	0	0	0
5:15 PM	0	23	7	16	0	11	9	61	0	12	94	11	0	54	74	27	399		0	0	4	0
5:30 PM	0	14	2	13	0	9	10	63	0	22	81	14	0	41	75	33	377		0	0	1	0
5:45 PM	0	30	7	18	0	10	8	52	0	19	77	10	0	57	68	28	384		0	3	4	0
Count Total	0	144	61	122	0	73	69	515	0	124	612	91	1	348	607	213	2,980		0	6	11	0
Peak Hour	0	77	24	67	0	35	36	246	0	67	325	49	0	191	300	113	1,530		0	3	9	0

**Peak Hour - All Vehicles**

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



Note: Total study counts contained in parentheses.

**Traffic Counts**

Interval Start Time	PARK MEADOWS RING RD Eastbound				PARK MEADOWS RING RD Westbound				NORTH ACCESS DR Northbound				NORTH ACCESS DR Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
	4:00 PM	0	19	21	0	0	0	35	59	0	0	0	0	2	67	0			25	228	852	0
4:15 PM	0	14	16	0	0	0	30	52	0	0	0	0	0	73	0	28	213	852	0	0	0	0
4:30 PM	0	22	18	0	0	0	28	40	0	0	0	0	0	85	0	28	221	878	0	0	0	0
4:45 PM	0	16	16	0	0	0	25	44	0	0	0	0	0	61	0	28	190	874	0	0	0	0
5:00 PM	0	29	14	0	0	0	32	39	0	0	0	0	3	78	0	33	228	884	0	0	0	0
5:15 PM	0	26	18	0	0	0	30	51	0	0	0	0	0	82	0	32	239		0	0	0	0
5:30 PM	0	20	24	0	0	0	29	42	0	0	0	0	1	64	0	37	217		0	0	0	0
5:45 PM	0	17	24	0	0	0	27	42	0	0	0	0	1	63	0	26	200		0	0	0	0
Count Total	0	163	151	0	0	0	236	369	0	0	0	0	7	573	0	237	1,736		0	0	0	0
Peak Hour	0	92	80	0	0	0	118	174	0	0	0	0	5	287	0	128	884		0	0	0	0



ALL TRAFFIC DATA SERVICES

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**Location:** 13 PARK MEADOWS RING RD & EAST ACCESS DR PM

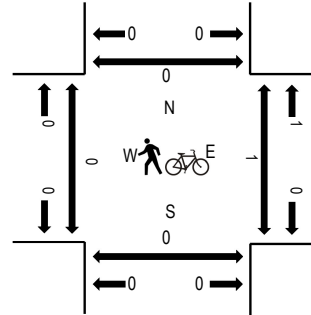
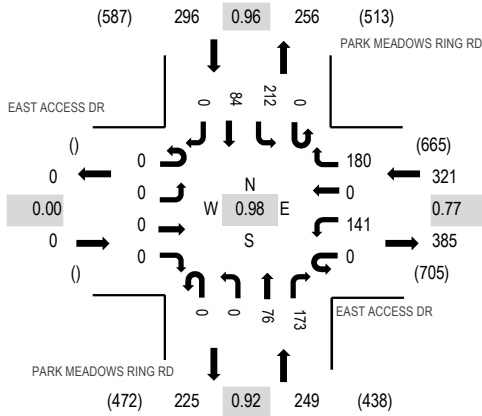
**Date:** Thursday, June 9, 2022

**Peak Hour:** 04:00 PM - 05:00 PM

**Peak 15-Minutes:** 04:00 PM - 04:15 PM

**Peak Hour - All Vehicles**

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



Note: Total study counts contained in parentheses.

**Traffic Counts**

Interval Start Time	EAST ACCESS DR Eastbound				EAST ACCESS DR Westbound				PARK MEADOWS RING RD Northbound				PARK MEADOWS RING RD Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	0	0	0	0	0	26	0	53	0	0	27	41	0	49	26	0	222	866	0	1	0	0
4:15 PM	0	0	0	0	0	62	0	40	0	0	18	28	0	51	22	0	221	864	0	0	0	0
4:30 PM	0	0	0	0	0	25	0	39	0	0	10	58	0	58	17	0	207	831	0	0	0	0
4:45 PM	0	0	0	0	0	28	0	48	0	0	21	46	0	54	19	0	216	820	0	0	0	0
5:00 PM	0	0	0	0	1	31	0	51	0	0	20	38	0	52	27	0	220	824	0	0	0	0
5:15 PM	0	0	0	0	1	24	0	40	0	0	20	26	0	51	26	0	188		0	0	0	0
5:30 PM	0	0	0	0	0	36	0	49	0	0	13	31	0	48	19	0	196		0	0	0	0
5:45 PM	0	0	0	0	0	64	0	47	0	0	17	24	0	48	20	0	220		0	1	0	0
Count Total	0	0	0	0	2	296	0	367	0	0	146	292	0	411	176	0	1,690		0	2	0	0
Peak Hour	0	0	0	0	0	141	0	180	0	0	76	173	0	212	84	0	866		0	1	0	0

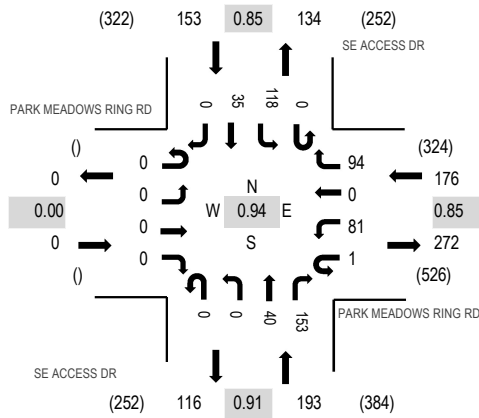
Location: 14 SE ACCESS DR & PARK MEADOWS RING RD PM

Date: Thursday, June 9, 2022

Peak Hour: 04:00 PM - 05:00 PM

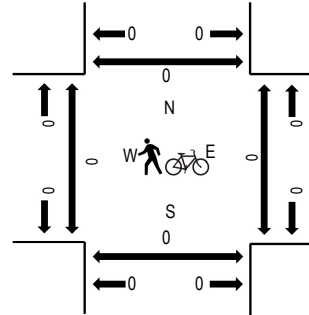
Peak 15-Minutes: 04:30 PM - 04:45 PM

### Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

### Peak Hour - Pedestrians/Bicycles on Crosswalk



### Traffic Counts

Interval Start Time	PARK MEADOWS RING RD Eastbound				PARK MEADOWS RING RD Westbound				SE ACCESS DR Northbound				SE ACCESS DR Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	0	0	0	0	0	24	0	28	0	0	8	40	0	27	9	0	136	522	0	0	0	0
4:15 PM	0	0	0	0	0	24	0	18	0	0	15	38	0	29	9	0	133	516	0	0	0	0
4:30 PM	0	0	0	0	1	16	0	28	0	0	8	43	0	35	8	0	139	514	0	0	0	0
4:45 PM	0	0	0	0	0	17	0	20	0	0	9	32	0	27	9	0	114	508	0	0	0	0
5:00 PM	0	0	0	0	0	24	0	16	0	0	12	26	0	38	14	0	130	508	0	0	0	0
5:15 PM	0	0	0	0	0	24	0	16	0	0	12	34	0	32	13	0	131		0	0	0	0
5:30 PM	0	0	0	0	0	22	0	14	0	0	15	40	0	33	9	0	133		0	0	0	0
5:45 PM	0	0	0	0	0	20	0	12	0	0	21	31	0	20	10	0	114		0	0	0	0
Count Total	0	0	0	0	1	171	0	152	0	0	100	284	0	241	81	0	1,030		0	0	0	0
Peak Hour	0	0	0	0	1	81	0	94	0	0	40	153	0	118	35	0	522		0	0	0	0



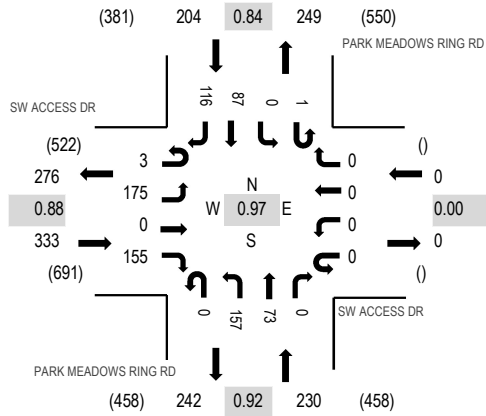
Location: 15 PARK MEADOWS RING RD & SW ACCESS DR PM

Date: Thursday, June 9, 2022

Peak Hour: 04:00 PM - 05:00 PM

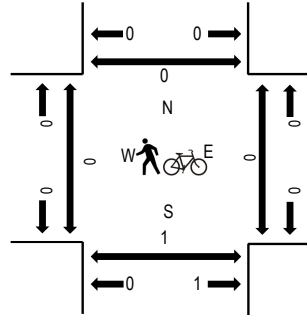
Peak 15-Minutes: 04:00 PM - 04:15 PM

### Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

### Peak Hour - Pedestrians/Bicycles on Crosswalk



### Traffic Counts

Interval Start Time	SW ACCESS DR Eastbound				SW ACCESS DR Westbound				PARK MEADOWS RING RD Northbound			PARK MEADOWS RING RD Southbound				Total	Rolling Hour	Pedestrian Crossings				
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru			Right	West	East	South	North
4:00 PM	0	41	0	44	0	0	0	0	0	48	21	0	0	0	17	27	198	767	0	0	0	0
4:15 PM	2	39	0	40	0	0	0	0	0	36	16	0	0	0	24	28	185	752	0	0	0	0
4:30 PM	0	44	0	35	0	0	0	0	0	40	17	0	1	0	24	36	197	764	0	0	0	0
4:45 PM	1	51	0	36	0	0	0	0	0	33	19	0	0	0	22	25	187	744	0	0	1	0
5:00 PM	0	42	0	38	0	0	0	0	0	40	23	0	0	0	16	24	183	763	0	0	0	0
5:15 PM	2	47	0	44	0	0	0	0	0	37	23	0	0	0	17	27	197		0	0	0	0
5:30 PM	0	57	0	26	0	0	0	0	0	30	24	0	0	0	21	19	177		0	0	0	0
5:45 PM	1	65	0	36	0	0	0	0	0	31	20	0	0	0	18	35	206		0	0	0	0
Count Total	6	386	0	299	0	0	0	0	0	295	163	0	1	0	159	221	1,530		0	0	1	0
Peak Hour	3	175	0	155	0	0	0	0	0	157	73	0	1	0	87	116	767		0	0	1	0

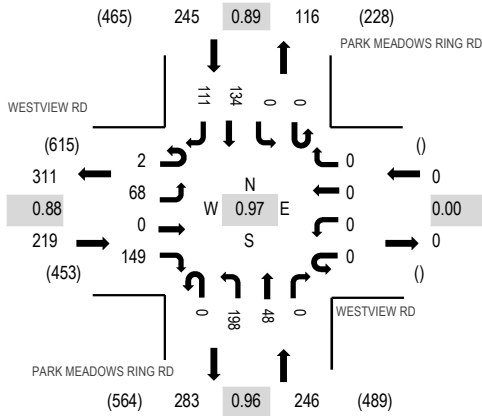
Location: 16 PARK MEADOWS RING RD & WESTVIEW RD PM

Date: Thursday, June 9, 2022

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

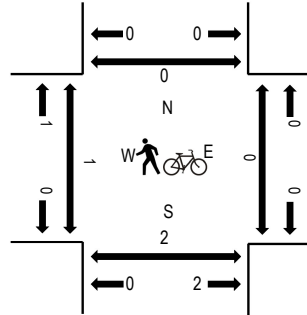
Peak 15-Minutes: 05:30 PM - 05:45 PM

### Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

### Peak Hour - Pedestrians/Bicycles on Crosswalk



### Traffic Counts

Interval Start Time	WESTVIEW RD Eastbound				WESTVIEW RD Westbound				PARK MEADOWS RING RD Northbound				PARK MEADOWS RING RD Southbound				Total	Rolling Hour	Pedestrian Crossings				
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North	
4:00 PM	0	15	0	35	0	0	0	0	0	56	9	0	0	0	0	31	24	170	702	0	0	0	0
4:15 PM	0	17	0	49	0	0	0	0	0	54	11	0	0	0	0	25	27	183	707	0	0	0	0
4:30 PM	0	15	0	42	0	0	0	0	0	50	8	0	0	0	0	35	25	175	702	0	0	0	0
4:45 PM	0	14	0	39	0	0	0	0	0	54	12	0	0	0	0	31	24	174	710	0	0	0	0
5:00 PM	1	17	0	37	0	0	0	0	0	50	7	0	0	0	0	34	29	175	705	0	0	0	0
5:15 PM	1	20	0	40	0	0	0	0	0	48	11	0	0	0	0	33	25	178		0	0	1	0
5:30 PM	0	17	0	33	0	0	0	0	0	46	18	0	0	0	0	36	33	183		1	0	1	0
5:45 PM	0	24	0	37	0	0	0	0	0	42	13	0	0	0	0	27	26	169		0	0	0	0
Count Total	2	139	0	312	0	0	0	0	0	400	89	0	0	0	0	252	213	1,407		1	0	2	0
Peak Hour	2	68	0	149	0	0	0	0	0	198	48	0	0	0	0	134	111	710		1	0	2	0

**Location:** 1 YOSEMITE ST & COUNTY LINE RD Noon

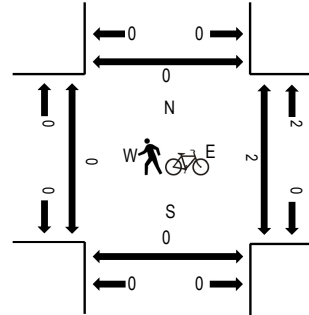
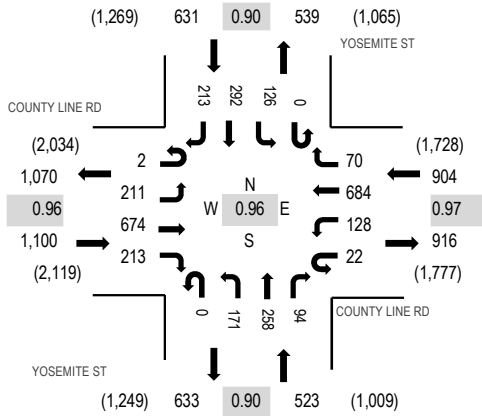
**Date:** Thursday, June 9, 2022

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

**Peak 15-Minutes:** 12:15 PM - 12:30 PM

**Peak Hour - All Vehicles**

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



Note: Total study counts contained in parentheses.

**Traffic Counts**

Interval Start Time	COUNTY LINE RD Eastbound				COUNTY LINE RD Westbound				YOSEMITE ST Northbound				YOSEMITE ST Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
11:00 AM	0	47	142	42	5	18	196	12	0	35	72	10	0	31	86	43	739	2,991	0	0	0	0
11:15 AM	0	59	158	50	6	26	148	16	0	36	51	14	0	35	81	36	716	3,028	0	0	1	0
11:30 AM	1	42	166	40	5	33	167	14	0	46	67	11	0	34	76	35	737	3,133	0	0	0	0
11:45 AM	1	49	174	55	8	27	166	16	0	43	69	29	0	32	80	50	799	3,158	0	0	0	0
12:00 PM	0	39	171	50	4	41	174	14	0	38	58	28	0	29	63	67	776	3,134	0	0	0	0
12:15 PM	0	61	165	50	4	38	167	22	0	49	81	19	0	32	83	50	821		0	0	0	0
12:30 PM	1	62	164	58	6	22	177	18	0	41	50	18	0	33	66	46	762		0	0	0	0
12:45 PM	0	50	177	45	3	28	127	20	0	52	76	16	0	48	91	42	775		0	0	0	0
Count Total	3	409	1,317	390	41	233	1,322	132	0	340	524	145	0	274	626	369	6,125		0	0	1	0
Peak Hour	2	211	674	213	22	128	684	70	0	171	258	94	0	126	292	213	3,158		0	0	0	0

**Location:** 2 CHESTER ST & COUNTY LINE RD Noon

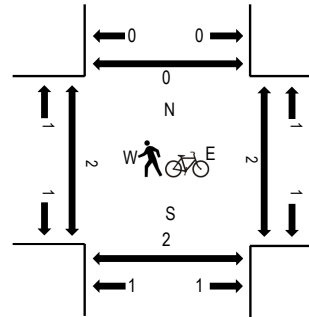
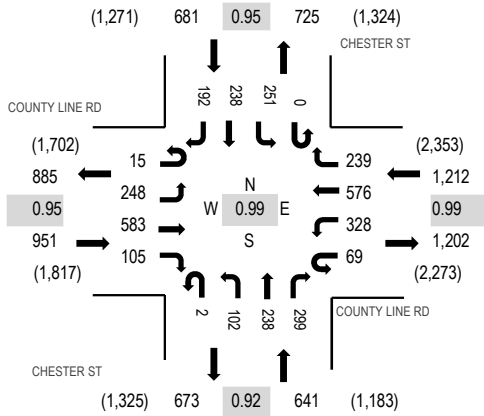
**Date:** Thursday, June 9, 2022

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

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

**Peak Hour - All Vehicles**

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



Note: Total study counts contained in parentheses.

**Traffic Counts**

Interval Start Time	COUNTY LINE RD Eastbound				COUNTY LINE RD Westbound				CHESTER ST Northbound				CHESTER ST Southbound				Total	Rolling Hour	Pedestrian Crossings				
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North	
11:00 AM	0	42	127	22	4	92	177	37	0	17	44	46	0	46	45	36	735	3,161	0	0	0	0	
11:15 AM	3	50	117	31	17	97	130	49	0	18	61	51	0	49	42	37	752	3,295	0	0	0	0	
11:30 AM	4	45	138	35	12	79	146	50	0	16	47	75	0	57	49	43	796	3,414	0	0	0	0	
11:45 AM	2	58	151	33	23	79	154	46	1	29	65	80	0	52	60	45	878	3,485	0	0	0	0	
12:00 PM	5	61	140	30	14	70	144	78	1	28	50	75	0	54	73	46	869	3,463	1	2	1	0	
12:15 PM	5	55	138	22	18	88	139	61	0	19	64	78	0	75	62	47	871		0	0	0	0	
12:30 PM	3	74	154	20	14	91	139	54	0	26	59	66	0	70	43	54	867		1	0	1	0	
12:45 PM	3	59	157	33	17	76	110	48	1	20	67	79	0	79	50	57	856		0	4	2	0	
Count Total	25	444	1,122	226	119	672	1,139	423	3	173	457	550	0	482	424	365	6,624		2	6	4	0	
Peak Hour		15	248	583	105	69	328	576	239	2	102	238	299	0	251	238	192	3,485		2	2	2	0



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**Location:** 3 NORTH ACCESS DR & COUNTY LINE RD Noon

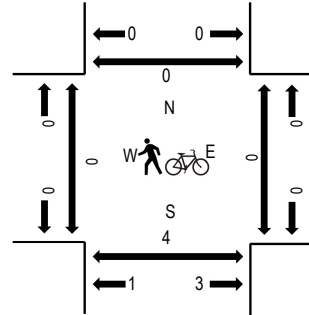
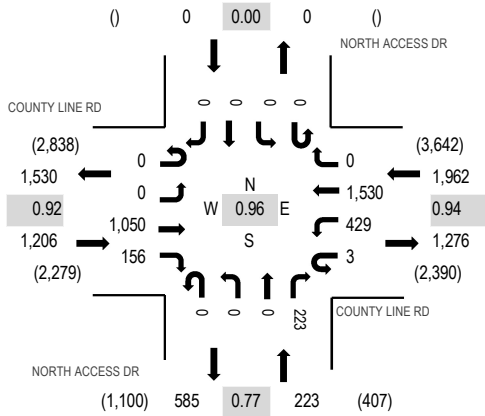
**Date:** Thursday, June 9, 2022

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

**Peak 15-Minutes:** 12:30 PM - 12:45 PM

**Peak Hour - All Vehicles**

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



Note: Total study counts contained in parentheses.

**Traffic Counts**

Interval Start Time	COUNTY LINE RD Eastbound				COUNTY LINE RD Westbound				NORTH ACCESS DR Northbound				NORTH ACCESS DR Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
11:00 AM	0	0	195	35	1	90	345	0	0	0	0	22	0	0	0	0	688	2,967	0	0	0	0
11:15 AM	0	0	192	42	0	88	328	0	0	0	0	37	0	0	0	0	687	3,134	0	0	0	0
11:30 AM	0	0	235	40	2	98	346	0	0	0	0	41	0	0	0	0	762	3,266	0	0	1	0
11:45 AM	0	0	277	37	0	129	340	0	0	0	0	47	0	0	0	0	830	3,391	0	0	1	0
12:00 PM	0	0	249	36	2	114	403	0	0	0	0	51	0	0	0	0	855	3,361	0	0	1	0
12:15 PM	0	0	258	43	0	108	342	0	0	0	0	68	0	0	0	0	819		0	0	1	0
12:30 PM	0	0	266	40	1	78	445	0	0	0	0	57	0	0	0	0	887		0	0	1	0
12:45 PM	0	0	305	29	0	93	289	0	0	0	0	84	0	0	0	0	800		0	0	0	0
Count Total	0	0	1,977	302	6	798	2,838	0	0	0	0	407	0	0	0	0	6,328		0	0	5	0
Peak Hour	0	0	1,050	156	3	429	1,530	0	0	0	0	223	0	0	0	0	3,391		0	0	4	0

**Location:** 4 I-25 SB RAMPS & COUNTY LINE RD Noon

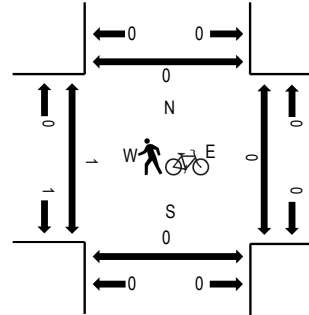
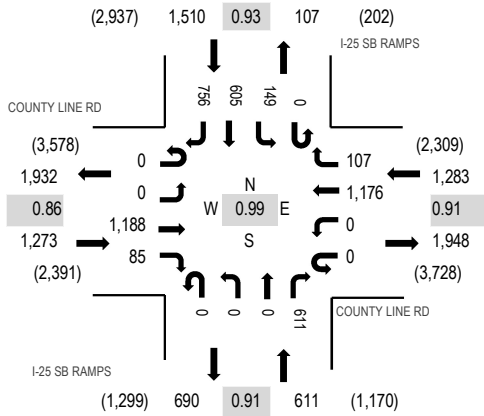
**Date:** Thursday, June 9, 2022

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

**Peak 15-Minutes:** 12:30 PM - 12:45 PM

**Peak Hour - All Vehicles**

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



Note: Total study counts contained in parentheses.

**Traffic Counts**

Interval Start Time	COUNTY LINE RD Eastbound				COUNTY LINE RD Westbound				I-25 SB RAMPS Northbound				I-25 SB RAMPS Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
11:00 AM	0	0	203	14	0	0	226	17	0	0	0	115	0	30	138	201	944	4,153	0	0	2	0
11:15 AM	0	0	238	0	0	0	218	25	0	0	0	142	0	33	146	189	991	4,384	2	0	0	0
11:30 AM	0	0	268	8	0	0	268	28	0	0	0	135	0	33	149	177	1,066	4,557	0	0	0	0
11:45 AM	0	0	298	26	0	0	281	26	0	0	0	146	0	39	152	184	1,152	4,677	0	0	0	0
12:00 PM	0	0	285	15	0	0	307	28	0	0	0	155	0	44	135	206	1,175	4,654	0	0	0	0
12:15 PM	0	0	294	32	0	0	254	36	0	0	0	136	0	34	189	189	1,164		1	0	0	0
12:30 PM	0	0	311	12	0	0	334	17	0	0	0	174	0	32	129	177	1,186		0	0	0	0
12:45 PM	0	0	383	4	0	0	219	25	0	0	0	167	0	33	150	148	1,129		2	0	1	1
Count Total	0	0	2,280	111	0	0	2,107	202	0	0	0	1,170	0	278	1,188	1,471	8,807		5	0	3	1
Peak Hour	0	0	1,188	85	0	0	1,176	107	0	0	0	611	0	149	605	756	4,677		1	0	0	0

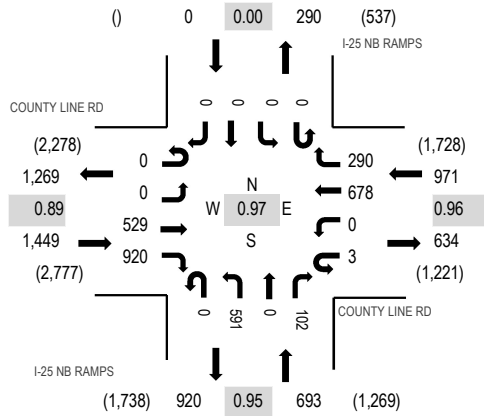
**Location:** 5 I-25 NB RAMPS & COUNTY LINE RD Noon

**Date:** Thursday, June 9, 2022

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

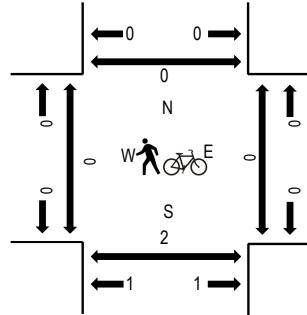
**Peak 15-Minutes:** 12:30 PM - 12:45 PM

**Peak Hour - All Vehicles**



Note: Total study counts contained in parentheses.

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



**Traffic Counts**

Interval Start Time	COUNTY LINE RD Eastbound				COUNTY LINE RD Westbound				I-25 NB RAMPS Northbound				I-25 NB RAMPS Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
11:00 AM	0	0	90	169	0	0	113	54	0	113	0	14	0	0	0	0	553	2,693	0	0	0	0
11:15 AM	0	0	111	187	0	0	137	65	0	132	0	25	0	0	0	0	657	2,925	0	0	0	0
11:30 AM	0	0	130	213	0	0	135	69	0	131	0	25	0	0	0	0	703	3,012	0	0	0	0
11:45 AM	0	0	143	216	1	0	176	75	0	144	0	25	0	0	0	0	780	3,113	0	0	1	0
12:00 PM	0	0	127	235	1	0	158	81	0	156	0	27	0	0	0	0	785	3,081	0	0	0	0
12:15 PM	0	0	126	222	1	0	165	65	0	139	0	26	0	0	0	0	744		0	0	1	0
12:30 PM	0	0	133	247	0	0	179	69	0	152	0	24	0	0	0	0	804		0	0	0	0
12:45 PM	2	0	177	249	0	0	125	59	0	121	0	15	0	0	0	0	748		0	0	0	0
Count Total	2	0	1,037	1,738	3	0	1,188	537	0	1,088	0	181	0	0	0	0	5,774		0	0	2	0
Peak Hour	0	0	529	920	3	0	678	290	0	591	0	102	0	0	0	0	3,113		0	0	2	0

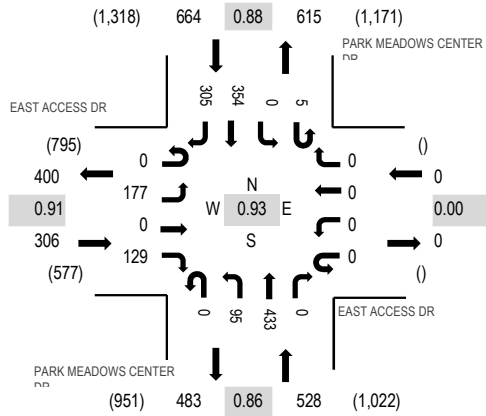
Location: 6 PARK MEADOWS CENTER DR & EAST ACCESS DR Noon

Date: Thursday, June 9, 2022

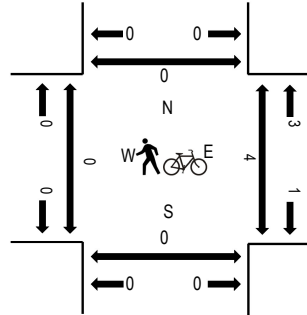
Peak Hour: 12:00 PM - 01:00 PM

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

### Peak Hour - All Vehicles



### Peak Hour - Pedestrians/Bicycles on Crosswalk



Note: Total study counts contained in parentheses.

### Traffic Counts

Interval Start Time	EAST ACCESS DR Eastbound				EAST ACCESS DR Westbound				PARK MEADOWS CENTER Northbound			PARK MEADOWS CENTER Southbound			Total	Rolling Hour	Pedestrian Crossings					
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left			Thru	Right	West	East	South	North
11:00 AM	0	27	0	31	0	0	0	0	0	22	85	0	2	0	100	59	326	1,419	3	0	0	0
11:15 AM	0	47	0	23	0	0	0	0	0	33	102	0	0	0	85	73	363	1,451	0	2	0	0
11:30 AM	0	39	0	26	0	0	0	0	0	23	107	0	0	0	86	76	357	1,455	0	2	0	0
11:45 AM	0	52	0	26	0	0	0	0	0	27	95	0	0	0	91	82	373	1,468	0	1	0	0
12:00 PM	0	41	0	31	0	0	0	0	0	21	108	0	1	0	77	79	358	1,498	0	0	0	0
12:15 PM	0	35	0	36	0	0	0	0	0	17	83	0	2	0	104	90	367		0	2	0	0
12:30 PM	0	52	0	32	0	0	0	0	0	25	121	0	1	0	84	55	370		0	1	0	0
12:45 PM	0	49	0	30	0	0	0	0	0	32	121	0	1	0	89	81	403		0	1	0	0
Count Total	0	342	0	235	0	0	0	0	0	200	822	0	7	0	716	595	2,917		3	9	0	0
Peak Hour	0	177	0	129	0	0	0	0	0	95	433	0	5	0	354	305	1,498		0	4	0	0



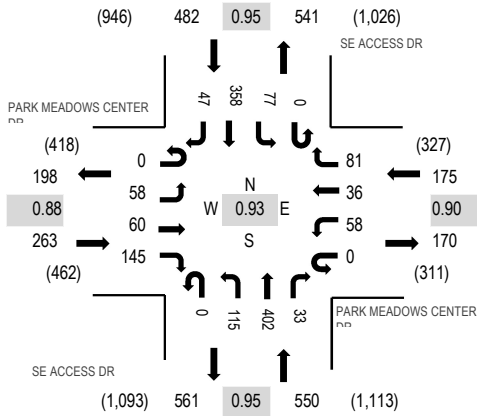
**Location:** 7 SE ACCESS DR & PARK MEADOWS CENTER DR Noon

**Date:** Thursday, June 9, 2022

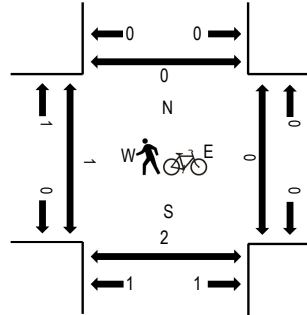
**Peak Hour:** 12:00 PM - 01:00 PM

**Peak 15-Minutes:** 12:30 PM - 12:45 PM

**Peak Hour - All Vehicles**



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



Note: Total study counts contained in parentheses.

**Traffic Counts**

Interval Start Time	PARK MEADOWS CENTER Eastbound				PARK MEADOWS CENTER Westbound				SE ACCESS DR Northbound			SE ACCESS DR Southbound				Total	Rolling Hour	Pedestrian Crossings				
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru			Right	West	East	South	North
11:00 AM	0	7	12	24	0	14	7	12	0	22	87	10	0	8	110	9	322	1,378	0	0	0	0
11:15 AM	0	6	9	31	0	8	13	20	0	35	108	8	0	15	81	9	343	1,404	0	2	1	1
11:30 AM	0	11	10	38	0	15	6	9	0	43	105	7	0	20	89	15	368	1,405	0	1	0	1
11:45 AM	0	10	14	27	0	21	11	16	0	34	94	10	0	18	74	16	345	1,431	0	0	0	0
12:00 PM	0	11	15	25	0	12	10	19	0	28	103	11	0	23	80	11	348	1,470	0	0	1	0
12:15 PM	0	9	13	53	0	14	9	17	0	21	76	5	0	16	97	14	344		0	0	0	0
12:30 PM	0	17	14	36	0	16	8	26	0	33	108	9	0	21	95	11	394		1	0	0	0
12:45 PM	0	21	18	31	0	16	9	19	0	33	115	8	0	17	86	11	384		0	0	0	0
Count Total	0	92	105	265	0	116	73	138	0	249	796	68	0	138	712	96	2,848		1	3	2	2
Peak Hour	0	58	60	145	0	58	36	81	0	115	402	33	0	77	358	47	1,470		1	0	1	0

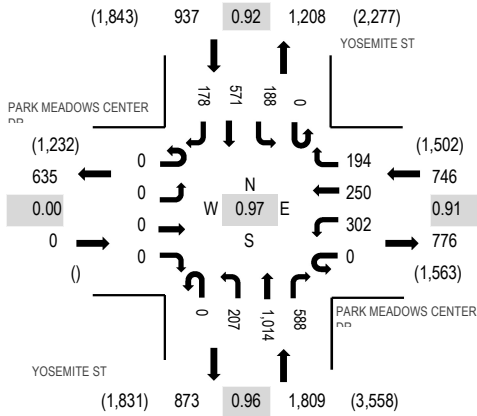
Location: 8 YOSEMITE ST & PARK MEADOWS CENTER DR Noon

Date: Thursday, June 9, 2022

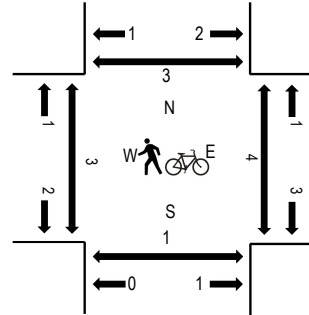
Peak Hour: 11:30 AM - 12:30 PM

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

### Peak Hour - All Vehicles



### Peak Hour - Pedestrians/Bicycles on Crosswalk



Note: Total study counts contained in parentheses.

### Traffic Counts

Interval Start Time	PARK MEADOWS CENTER Eastbound				PARK MEADOWS CENTER Westbound				YOSEMITE ST Northbound				YOSEMITE ST Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
11:00 AM	0	0	0	0	0	103	63	49	0	50	198	156	0	37	155	41	852	3,416	0	0	0	0
11:15 AM	0	0	0	0	0	77	58	25	1	52	213	170	0	33	137	33	799	3,416	2	1	0	0
11:30 AM	0	0	0	0	0	81	57	53	0	50	253	148	0	41	127	55	865	3,492	1	0	0	0
11:45 AM	0	0	0	0	0	69	78	46	0	57	256	160	0	59	142	33	900	3,483	1	0	0	0
12:00 PM	0	0	0	0	0	56	56	44	0	50	250	149	0	44	159	44	852	3,487	0	1	0	1
12:15 PM	0	0	0	0	0	96	59	51	0	50	255	131	0	44	143	46	875		1	0	0	1
12:30 PM	0	0	0	0	0	95	61	55	0	64	216	153	1	34	145	32	856		1	3	0	0
12:45 PM	0	0	0	0	0	72	54	44	3	48	268	157	0	47	170	41	904		0	0	0	0
Count Total	0	0	0	0	0	649	486	367	4	421	1,909	1,224	1	339	1,178	325	6,903		6	5	0	2
Peak Hour	0	0	0	0	0	302	250	194	0	207	1,014	588	0	188	571	178	3,492		3	1	0	2

**Location:** 9 YOSEMITE ST & SW ACCESS DR Noon

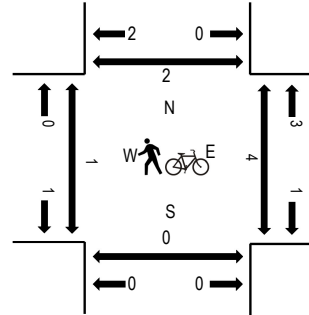
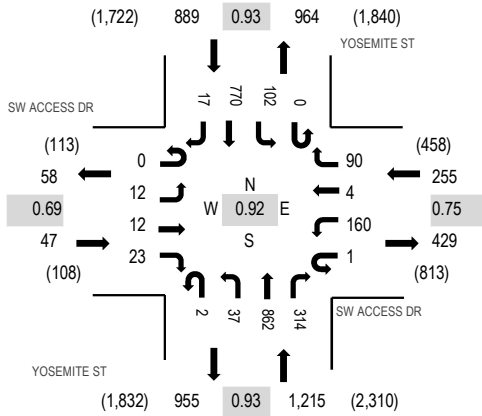
**Date:** Thursday, June 9, 2022

**Peak Hour:** 12:00 PM - 01:00 PM

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

**Peak Hour - All Vehicles**

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



Note: Total study counts contained in parentheses.

**Traffic Counts**

Interval Start Time	SW ACCESS DR Eastbound				SW ACCESS DR Westbound				YOSEMITE ST Northbound				YOSEMITE ST Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
11:00 AM	0	0	0	9	0	27	0	20	0	2	186	64	0	24	196	3	531	2,192	0	0	0	0
11:15 AM	0	5	0	9	0	39	2	16	0	10	174	60	0	24	157	8	504	2,273	0	0	0	1
11:30 AM	0	7	4	11	0	31	1	15	0	11	210	77	0	30	170	7	574	2,382	1	0	0	0
11:45 AM	0	3	2	11	1	29	2	20	0	6	219	76	1	22	188	3	583	2,336	0	0	0	0
12:00 PM	0	0	2	5	0	31	0	26	1	12	217	76	0	32	205	5	612	2,406	0	0	0	0
12:15 PM	0	4	4	5	1	37	1	12	1	7	213	87	0	34	201	6	613		0	0	0	0
12:30 PM	0	4	3	4	0	38	2	22	0	10	194	71	0	15	164	1	528		0	0	0	0
12:45 PM	0	4	3	9	0	54	1	30	0	8	238	80	0	21	200	5	653		0	0	0	0
Count Total	0	27	18	63	2	286	9	161	2	66	1,651	591	1	202	1,481	38	4,598		1	0	0	1
Peak Hour	0	12	12	23	1	160	4	90	2	37	862	314	0	102	770	17	2,406		0	0	0	0

**Location:** 10 CHESTER ST & YOSEMITE ST Noon

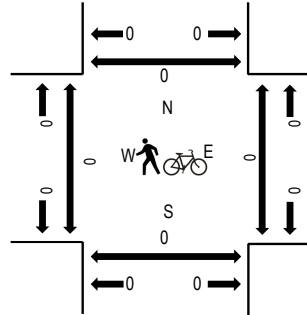
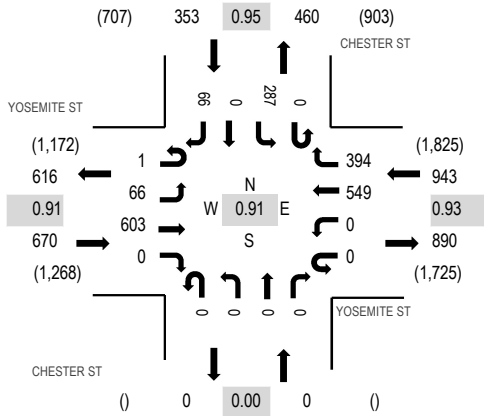
**Date:** Thursday, June 9, 2022

**Peak Hour:** 12:00 PM - 01:00 PM

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

**Peak Hour - All Vehicles**

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



Note: Total study counts contained in parentheses.

**Traffic Counts**

Interval Start Time	YOSEMITE ST Eastbound				YOSEMITE ST Westbound				CHESTER ST Northbound				CHESTER ST Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
11:00 AM	0	19	139	0	0	0	131	72	0	0	0	0	0	89	0	7	457	1,834	0	0	0	0
11:15 AM	0	14	119	0	0	0	117	85	0	0	0	0	0	70	0	14	419	1,845	0	0	0	0
11:30 AM	0	15	142	0	0	0	135	111	0	0	0	0	0	70	0	14	487	1,960	0	0	0	0
11:45 AM	0	16	134	0	0	0	120	111	0	0	0	0	0	72	0	18	471	1,894	0	0	0	0
12:00 PM	0	10	148	0	0	0	121	97	0	0	0	0	0	86	0	6	468	1,966	0	0	0	0
12:15 PM	0	21	163	0	0	0	148	107	0	0	0	0	0	74	0	21	534		0	0	0	0
12:30 PM	1	11	135	0	0	0	114	84	0	0	0	0	0	55	0	21	421		0	0	0	0
12:45 PM	0	24	157	0	0	0	166	106	0	0	0	0	0	72	0	18	543		0	0	0	0
Count Total	1	130	1,137	0	0	0	1,052	773	0	0	0	0	0	588	0	119	3,800		0	0	0	0
Peak Hour	1	66	603	0	0	0	549	394	0	0	0	0	0	287	0	66	1,966		0	0	0	0

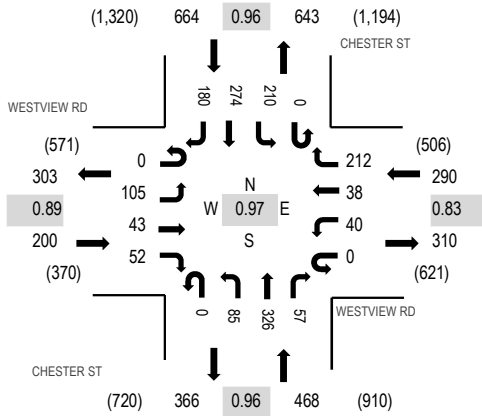
**Location:** 11 CHESTER ST & WESTVIEW RD Noon

**Date:** Thursday, June 9, 2022

**Peak Hour:** 12:00 PM - 01:00 PM

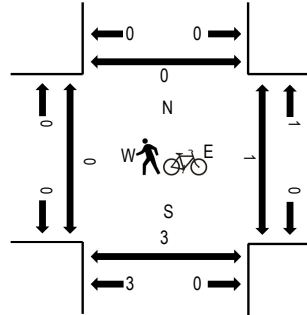
**Peak 15-Minutes:** 12:45 PM - 01:00 PM

**Peak Hour - All Vehicles**



Note: Total study counts contained in parentheses.

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



**Traffic Counts**

Interval Start Time	WESTVIEW RD Eastbound				WESTVIEW RD Westbound				CHESTER ST Northbound				CHESTER ST Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
11:00 AM	0	18	8	12	0	5	2	26	0	11	67	10	0	47	69	40	315	1,484	0	0	0	0
11:15 AM	0	13	12	7	0	8	10	45	0	12	69	19	0	57	69	43	364	1,572	0	1	1	0
11:30 AM	0	18	12	15	0	3	2	45	1	28	80	19	0	50	73	42	388	1,614	0	0	0	0
11:45 AM	0	26	8	21	0	9	7	54	0	19	90	17	0	52	62	52	417	1,620	1	0	0	0
12:00 PM	0	26	19	11	0	9	10	43	0	19	80	8	0	55	73	50	403	1,622	0	0	3	0
12:15 PM	0	24	7	9	0	12	6	46	0	24	90	14	0	55	77	42	406		0	0	0	0
12:30 PM	0	26	9	14	0	8	11	68	0	22	66	16	0	51	61	42	394		0	0	0	0
12:45 PM	0	29	8	18	0	11	11	55	0	20	90	19	0	49	63	46	419		0	1	0	0
Count Total	0	180	83	107	0	65	59	382	1	155	632	122	0	416	547	357	3,106		1	2	4	0
Peak Hour	0	105	43	52	0	40	38	212	0	85	326	57	0	210	274	180	1,622		0	1	3	0

**Location:** 12 NORTH ACCESS DR & PARK MEADOWS RING RD Noon

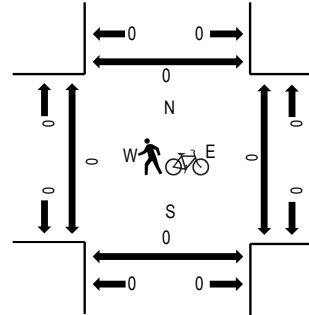
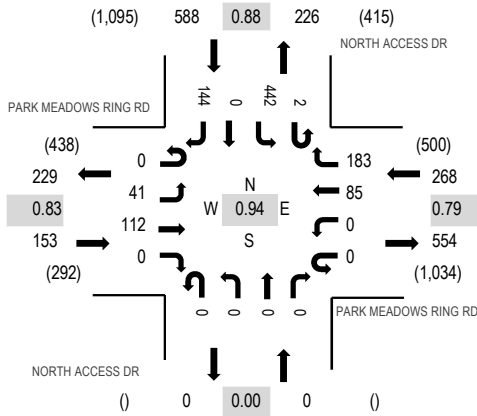
**Date:** Thursday, June 9, 2022

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

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

**Peak Hour - All Vehicles**

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



Note: Total study counts contained in parentheses.

**Traffic Counts**

Interval Start Time	PARK MEADOWS RING RD Eastbound				PARK MEADOWS RING RD Westbound				NORTH ACCESS DR Northbound				NORTH ACCESS DR Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
11:00 AM	0	3	23	0	0	0	14	19	0	0	0	0	2	97	0	30	188	880	0	0	0	0
11:15 AM	0	8	22	0	0	0	28	29	0	0	0	0	0	103	0	23	213	945	0	0	0	0
11:30 AM	0	14	20	0	0	0	18	27	0	0	0	0	0	102	0	29	210	990	0	0	0	0
11:45 AM	0	7	33	0	0	0	19	39	0	0	0	0	0	119	0	52	269	1,009	0	0	0	0
12:00 PM	0	11	26	0	0	0	23	46	0	0	0	0	0	114	0	33	253	1,007	0	0	0	0
12:15 PM	0	12	25	0	0	0	19	50	0	0	0	0	2	114	0	36	258		0	0	0	0
12:30 PM	0	11	28	0	0	0	24	48	0	0	0	0	0	95	0	23	229		0	0	0	0
12:45 PM	0	23	26	0	0	0	34	63	0	0	0	0	1	87	0	33	267		0	0	0	0
Count Total	0	89	203	0	0	0	179	321	0	0	0	0	5	831	0	259	1,887		0	0	0	0
Peak Hour	0	41	112	0	0	0	85	183	0	0	0	0	2	442	0	144	1,009		0	0	0	0



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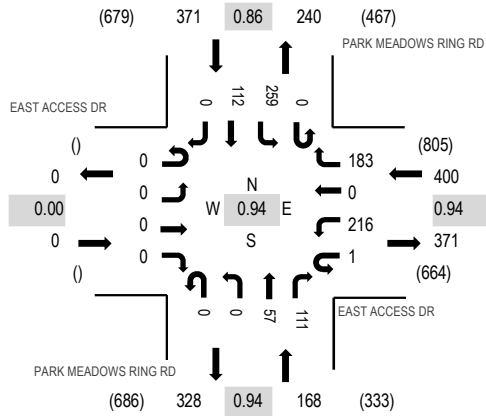
**Location:** 13 PARK MEADOWS RING RD & EAST ACCESS DR Noon

**Date:** Thursday, June 9, 2022

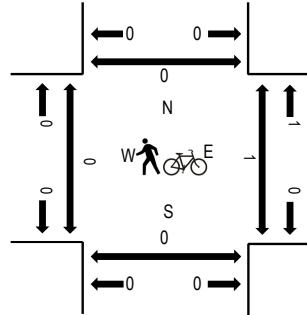
**Peak Hour:** 12:00 PM - 01:00 PM

**Peak 15-Minutes:** 12:15 PM - 12:30 PM

**Peak Hour - All Vehicles**



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



Note: Total study counts contained in parentheses.

**Traffic Counts**

Interval Start Time	EAST ACCESS DR Eastbound				EAST ACCESS DR Westbound				PARK MEADOWS RING RD Northbound				PARK MEADOWS RING RD Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
11:00 AM	0	0	0	0	0	54	0	35	0	0	16	17	0	52	26	0	200	878	0	0	0	0
11:15 AM	0	0	0	0	0	66	0	40	0	0	24	23	0	47	37	0	237	911	0	0	0	0
11:30 AM	0	0	0	0	0	57	0	42	0	0	18	27	0	56	21	0	221	923	0	0	0	0
11:45 AM	0	0	0	0	1	73	0	37	0	0	15	25	0	45	24	0	220	926	0	1	0	1
12:00 PM	0	0	0	0	1	59	0	40	0	0	16	32	0	56	29	0	233	939	0	0	0	0
12:15 PM	0	0	0	0	0	62	0	45	0	0	11	23	0	72	36	0	249		0	0	0	0
12:30 PM	0	0	0	0	0	39	0	41	0	0	15	31	0	69	29	0	224		0	0	0	0
12:45 PM	0	0	0	0	0	56	0	57	0	0	15	25	0	62	18	0	233		0	1	0	0
Count Total	0	0	0	0	2	466	0	337	0	0	130	203	0	459	220	0	1,817		0	2	0	1
Peak Hour	0	0	0	0	1	216	0	183	0	0	57	111	0	259	112	0	939		0	1	0	0

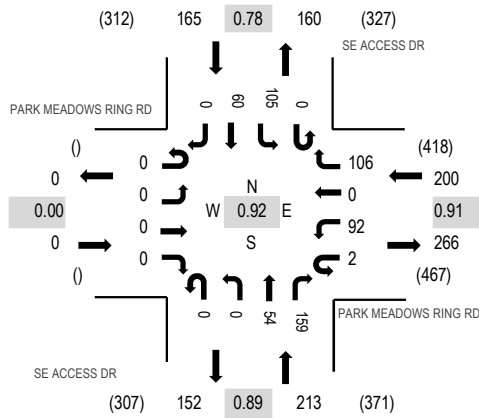
**Location:** 14 SE ACCESS DR & PARK MEADOWS RING RD Noon

**Date:** Thursday, June 9, 2022

**Peak Hour:** 12:00 PM - 01:00 PM

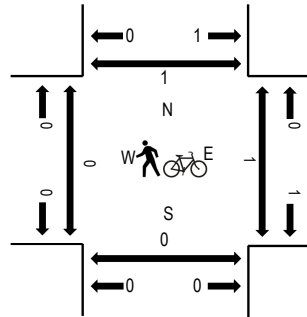
**Peak 15-Minutes:** 12:15 PM - 12:30 PM

**Peak Hour - All Vehicles**



Note: Total study counts contained in parentheses.

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



**Traffic Counts**

Interval Start Time	PARK MEADOWS RING RD Eastbound				PARK MEADOWS RING RD Westbound				SE ACCESS DR Northbound				SE ACCESS DR Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
11:00 AM	0	0	0	0	0	17	0	22	0	0	16	20	0	21	11	0	107	523	0	0	0	0
11:15 AM	0	0	0	0	0	26	0	30	0	0	13	23	0	24	12	0	128	540	0	0	0	0
11:30 AM	0	0	0	0	0	31	0	29	0	0	17	31	0	29	14	0	151	569	0	0	0	0
11:45 AM	0	0	0	0	0	32	0	31	0	0	9	29	0	24	12	0	137	562	0	0	0	0
12:00 PM	0	0	0	0	0	21	0	29	0	0	12	33	0	20	9	0	124	578	0	1	0	1
12:15 PM	0	0	0	0	0	19	0	25	0	0	17	43	0	33	20	0	157		0	0	0	0
12:30 PM	0	0	0	0	0	20	0	33	0	0	10	38	0	29	14	0	144		0	0	0	0
12:45 PM	0	0	0	0	2	32	0	19	0	0	15	45	0	23	17	0	153		0	0	0	0
Count Total	0	0	0	0	2	198	0	218	0	0	109	262	0	203	109	0	1,101		0	1	0	1
Peak Hour	0	0	0	0	2	92	0	106	0	0	54	159	0	105	60	0	578		0	1	0	1





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Location: 15 PARK MEADOWS RING RD & SW ACCESS DR Noon

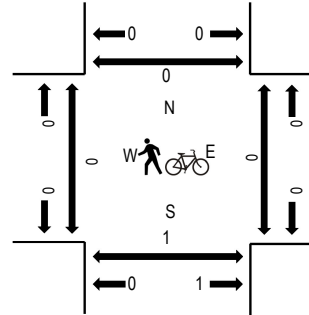
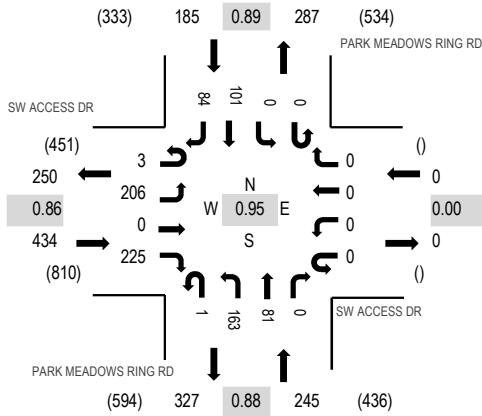
Date: Thursday, June 9, 2022

Peak Hour: 12:00 PM - 01:00 PM

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

Peak Hour - All Vehicles

Peak Hour - Pedestrians/Bicycles on Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	SW ACCESS DR Eastbound			SW ACCESS DR Westbound			PARK MEADOWS RING RD Northbound			PARK MEADOWS RING RD Southbound				Total	Rolling Hour	Pedestrian Crossings						
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	West			East	South	North				
11:00 AM	1	35	0	50	0	0	0	0	0	31	16	0	0	0	18	20	171	715	0	0	0	0
11:15 AM	1	41	0	40	0	0	0	0	0	32	17	0	0	0	20	19	170	757	0	0	0	0
11:30 AM	0	47	0	60	0	0	0	0	0	28	14	0	0	0	11	18	178	813	0	0	0	0
11:45 AM	2	49	0	50	0	0	0	0	0	25	28	0	0	0	18	24	196	833	0	0	0	0
12:00 PM	1	63	0	43	0	0	0	0	0	37	20	0	0	0	32	17	213	864	0	0	0	0
12:15 PM	1	59	0	69	0	0	0	0	1	37	13	0	0	0	31	15	226		0	0	0	0
12:30 PM	1	37	0	55	0	0	0	0	0	39	28	0	0	0	14	24	198		0	0	0	0
12:45 PM	0	47	0	58	0	0	0	0	0	50	20	0	0	0	24	28	227		0	0	1	0
Count Total	7	378	0	425	0	0	0	0	1	279	156	0	0	0	168	165	1,579		0	0	1	0
Peak Hour	3	206	0	225	0	0	0	0	1	163	81	0	0	0	101	84	864		0	0	1	0

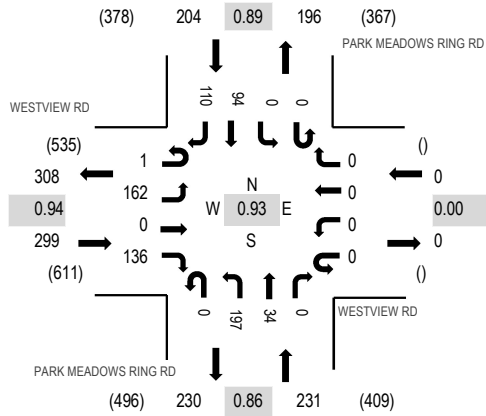
**Location:** 16 PARK MEADOWS RING RD & WESTVIEW RD Noon

**Date:** Thursday, June 9, 2022

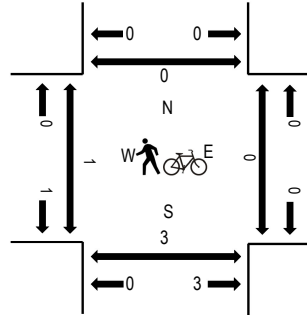
**Peak Hour:** 12:00 PM - 01:00 PM

**Peak 15-Minutes:** 12:30 PM - 12:45 PM

**Peak Hour - All Vehicles**



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



Note: Total study counts contained in parentheses.

**Traffic Counts**

Interval Start Time	WESTVIEW RD Eastbound				WESTVIEW RD Westbound				PARK MEADOWS RING RD Northbound			PARK MEADOWS RING RD Southbound				Total	Rolling Hour	Pedestrian Crossings				
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru			Right	West	East	South	North
11:00 AM	0	27	0	38	0	0	0	0	0	19	10	0	0	0	14	16	124	664	0	0	0	0
11:15 AM	0	30	0	58	0	0	0	0	0	39	9	0	0	0	24	26	186	723	0	0	1	0
11:30 AM	0	37	0	44	0	0	0	0	0	31	12	0	0	0	19	20	163	692	0	0	0	0
11:45 AM	1	33	0	44	0	0	0	0	0	45	13	0	0	0	25	30	191	727	1	0	0	0
12:00 PM	1	33	0	49	0	0	0	0	0	41	10	0	0	0	22	27	183	734	1	0	3	0
12:15 PM	0	37	0	28	0	0	0	0	0	43	4	0	0	0	21	22	155		0	0	0	0
12:30 PM	0	45	0	31	0	0	0	0	0	60	7	0	0	0	27	28	198		0	0	0	0
12:45 PM	0	47	0	28	0	0	0	0	0	53	13	0	0	0	24	33	198		0	0	0	0
Count Total	2	289	0	320	0	0	0	0	0	331	78	0	0	0	176	202	1,398		2	0	4	0
Peak Hour	1	162	0	136	0	0	0	0	0	197	34	0	0	0	94	110	734		1	0	3	0

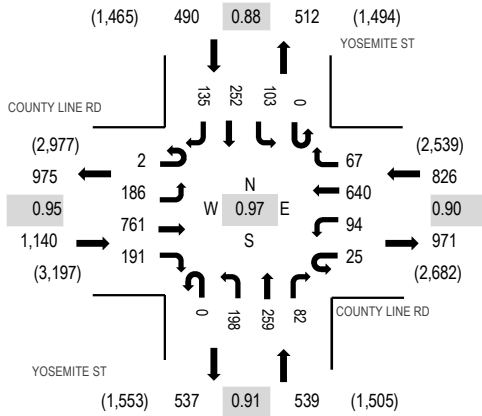
Location: 1 YOSEMITE ST & COUNTY LINE RD Noon

Date: Saturday, June 11, 2022

Peak Hour: 01:00 PM - 02:00 PM

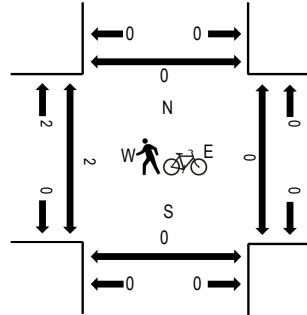
Peak 15-Minutes: 01:15 PM - 01:30 PM

### Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

### Peak Hour - Pedestrians/Bicycles on Crosswalk



### Traffic Counts

Interval Start Time	COUNTY LINE RD Eastbound				COUNTY LINE RD Westbound				YOSEMITE ST Northbound			YOSEMITE ST Southbound				Total	Rolling Hour	Pedestrian Crossings				
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru			Right	West	East	South	North
1:00 PM	0	46	193	48	3	26	162	19	0	47	60	22	0	28	65	37	756	2,995	0	0	0	0
1:15 PM	1	54	196	49	8	21	173	11	0	62	69	17	0	25	51	38	775	2,972	2	0	0	0
1:30 PM	1	52	184	54	9	20	150	14	0	44	60	23	0	31	72	36	750	2,953	0	0	0	0
1:45 PM	0	34	188	40	5	27	155	23	0	45	70	20	0	19	64	24	714	2,959	0	0	0	0
2:00 PM	2	34	181	42	7	23	175	15	0	52	50	19	0	24	79	30	733	2,981	0	0	0	0
2:15 PM	0	56	177	51	5	13	174	16	0	50	67	22	1	26	69	29	756	2,977	0	0	0	0
2:30 PM	3	64	181	63	3	22	160	23	0	48	61	13	0	19	60	36	756	2,931	1	0	0	0
2:45 PM	2	47	165	47	5	16	166	24	0	44	52	21	0	24	93	30	736	2,828	0	2	0	0
3:00 PM	0	65	164	32	4	31	191	26	0	31	57	23	0	20	49	36	729	2,730	0	0	0	0
3:15 PM	1	33	180	37	4	16	198	20	0	34	53	17	0	26	52	39	710		0	0	0	0
3:30 PM	1	31	139	31	4	16	155	22	0	60	61	12	0	21	69	31	653		0	0	0	0
3:45 PM	1	40	151	36	6	13	154	6	0	44	58	17	0	31	56	25	638		0	0	0	0
Count Total	12	556	2,099	530	63	244	2,013	219	0	561	718	226	1	294	779	391	8,706		3	2	0	0
Peak Hour	2	186	761	191	25	94	640	67	0	198	259	82	0	103	252	135	2,995		2	0	0	0

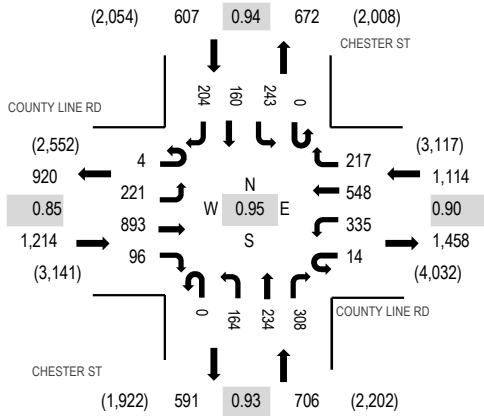
Location: 2 CHESTER ST & COUNTY LINE RD Noon

Date: Saturday, June 11, 2022

Peak Hour: 03:00 PM - 04:00 PM

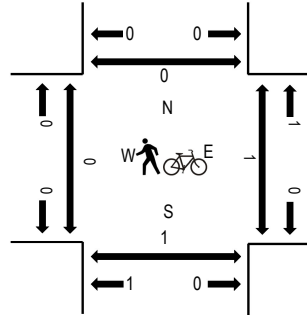
Peak 15-Minutes: 03:15 PM - 03:30 PM

### Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

### Peak Hour - Pedestrians/Bicycles on Crosswalk



### Traffic Counts

Interval Start Time	COUNTY LINE RD Eastbound				COUNTY LINE RD Westbound				CHESTER ST Northbound				CHESTER ST Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
1:00 PM	1	66	132	37	15	99	114	38	0	27	64	86	0	72	54	57	862	3,522	0	1	0	2
1:15 PM	1	62	140	46	20	78	115	43	0	41	83	86	0	70	59	49	893	3,485	0	1	0	0
1:30 PM	1	59	158	34	18	72	117	45	0	38	68	93	0	77	72	46	898	3,400	0	0	0	0
1:45 PM	2	57	161	37	8	64	114	52	1	38	66	90	0	71	60	48	869	3,361	0	0	0	0
2:00 PM	2	60	149	27	16	75	104	34	1	49	60	69	0	83	50	46	825	3,351	0	0	0	0
2:15 PM	3	42	150	29	18	57	111	31	0	43	65	82	0	62	60	55	808	3,359	0	0	0	0
2:30 PM	2	57	133	31	17	90	121	44	0	30	70	75	0	94	48	47	859	3,510	0	0	0	1
2:45 PM	3	62	158	25	21	77	122	53	0	37	55	79	0	71	48	48	859	3,552	1	0	0	0
3:00 PM	4	50	157	21	10	86	125	38	0	45	63	71	0	52	49	62	833	3,641	0	0	0	0
3:15 PM	0	52	282	24	4	74	126	56	0	42	65	74	0	68	33	59	959		0	1	1	0
3:30 PM	0	63	211	26	0	86	142	58	0	38	47	78	0	59	38	55	901		0	0	0	0
3:45 PM	0	56	243	25	0	89	155	65	0	39	59	85	0	64	40	28	948		0	0	0	0
Count Total	19	686	2,074	362	147	947	1,466	557	2	467	765	968	0	843	611	600	10,514		1	3	1	3
Peak Hour	4	221	893	96	14	335	548	217	0	164	234	308	0	243	160	204	3,641		0	1	1	0

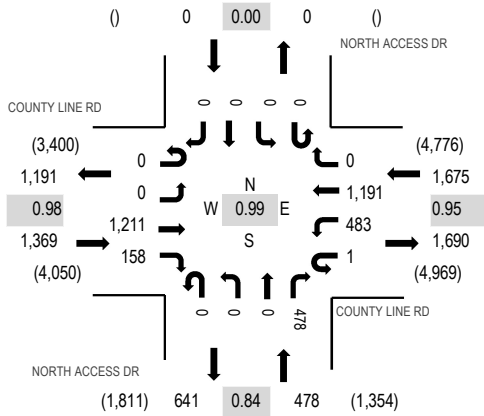
Location: 3 NORTH ACCESS DR & COUNTY LINE RD Noon

Date: Saturday, June 11, 2022

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

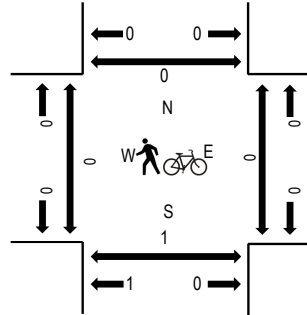
Peak 15-Minutes: 01:15 PM - 01:30 PM

### Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

### Peak Hour - Pedestrians/Bicycles on Crosswalk



### Traffic Counts

Interval Start Time	COUNTY LINE RD Eastbound				COUNTY LINE RD Westbound				NORTH ACCESS DR Northbound				NORTH ACCESS DR Southbound				Total	Rolling Hour	Pedestrian Crossings				
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North	
1:00 PM	0	0	286	36	1	126	305	0	0	0	0	0	87	0	0	0	0	841	3,496	0	0	0	0
1:15 PM	0	0	293	38	1	142	313	0	0	0	0	0	101	0	0	0	0	888	3,522	0	0	0	0
1:30 PM	0	0	321	36	0	120	295	0	0	0	0	0	116	0	0	0	0	888	3,482	0	0	0	0
1:45 PM	0	0	290	43	0	117	312	0	0	0	0	0	117	0	0	0	0	879	3,445	0	0	0	0
2:00 PM	0	0	307	41	0	104	271	0	0	0	0	0	144	0	0	0	0	867	3,404	0	0	0	0
2:15 PM	0	0	308	28	0	129	276	0	0	0	0	0	107	0	0	0	0	848	3,371	0	0	0	0
2:30 PM	0	0	324	37	0	114	267	0	0	0	0	0	109	0	0	0	0	851	3,326	0	0	0	0
2:45 PM	0	0	318	42	1	94	264	0	0	0	0	0	119	0	0	0	0	838	3,280	0	0	0	0
3:00 PM	0	0	308	43	1	87	279	0	0	0	0	0	116	0	0	0	0	834	3,280	0	0	0	0
3:15 PM	0	0	298	32	0	120	259	0	0	0	0	0	94	0	0	0	0	803		0	0	0	0
3:30 PM	0	0	275	27	0	115	258	0	0	0	0	0	130	0	0	0	0	805		0	0	0	0
3:45 PM	0	0	283	36	0	104	301	0	0	0	0	0	114	0	0	0	0	838		0	0	0	0
Count Total	0	0	3,611	439	4	1,372	3,400	0	0	0	0	0	1,354	0	0	0	0	10,180		0	0	0	0
Peak Hour	0	0	1,211	158	1	483	1,191	0	0	0	0	0	478	0	0	0	0	3,522		0	0	0	0

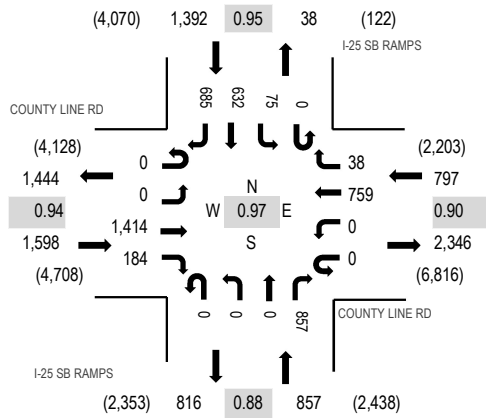
Location: 4 I-25 SB RAMPS & COUNTY LINE RD Noon

Date: Saturday, June 11, 2022

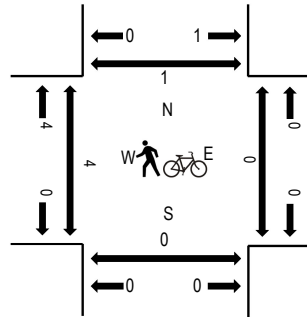
Peak Hour: 02:15 PM - 03:15 PM

Peak 15-Minutes: 02:30 PM - 02:45 PM

### Peak Hour - All Vehicles



### Peak Hour - Pedestrians/Bicycles on Crosswalk



Note: Total study counts contained in parentheses.

### Traffic Counts

Interval Start Time	COUNTY LINE RD Eastbound				COUNTY LINE RD Westbound				I-25 SB RAMPS Northbound				I-25 SB RAMPS Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
1:00 PM	0	0	321	53	0	0	208	14	0	0	0	192	0	26	154	188	1,156	4,443	0	0	0	0
1:15 PM	0	0	362	59	0	0	216	9	0	0	0	194	0	16	141	179	1,176	4,316	1	0	0	1
1:30 PM	0	0	387	41	0	0	130	9	0	0	0	174	0	15	151	153	1,060	4,298	0	0	0	0
1:45 PM	0	0	333	47	0	0	153	6	0	0	0	174	0	14	148	176	1,051	4,434	1	0	0	2
2:00 PM	3	0	319	41	0	0	106	11	0	0	0	202	0	22	156	169	1,029	4,559	0	0	0	0
2:15 PM	0	0	374	47	0	0	164	6	0	0	0	218	0	18	170	161	1,158	4,644	0	0	0	0
2:30 PM	0	0	335	46	0	0	210	13	0	0	0	221	0	22	171	178	1,196	4,591	0	0	0	0
2:45 PM	0	0	379	50	0	0	199	9	0	0	0	209	0	18	135	177	1,176	4,448	2	0	0	0
3:00 PM	0	0	326	41	0	0	186	10	0	0	0	209	0	17	156	169	1,114	4,417	0	0	0	0
3:15 PM	0	0	365	51	3	0	167	10	0	0	0	198	0	20	149	142	1,105		2	0	0	0
3:30 PM	0	0	309	34	0	0	143	14	0	0	0	246	0	19	125	163	1,053		2	0	0	0
3:45 PM	0	0	344	41	0	0	196	11	0	0	0	201	0	14	146	192	1,145		2	0	0	0
Count Total	3	0	4,154	551	3	0	2,078	122	0	0	0	2,438	0	221	1,802	2,047	13,419		10	0	0	3
Peak Hour	0	0	1,414	184	0	0	759	38	0	0	0	857	0	75	632	685	4,644		2	0	0	0

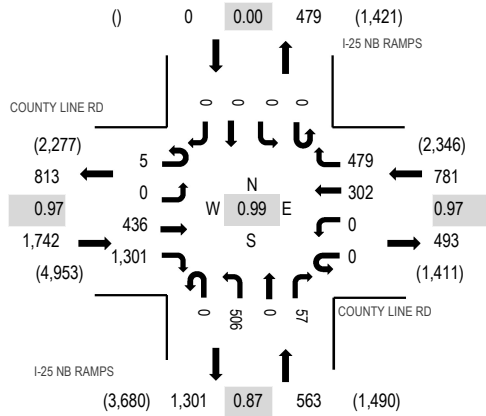
Location: 5 I-25 NB RAMPS & COUNTY LINE RD Noon

Date: Saturday, June 11, 2022

Peak Hour: 02:30 PM - 03:30 PM

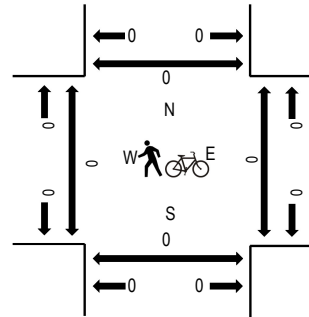
Peak 15-Minutes: 02:30 PM - 02:45 PM

### Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

### Peak Hour - Pedestrians/Bicycles on Crosswalk



### Traffic Counts

Interval Start Time	COUNTY LINE RD Eastbound				COUNTY LINE RD Westbound				I-25 NB RAMPS Northbound				I-25 NB RAMPS Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
1:00 PM	3	0	98	274	0	0	78	121	0	129	0	17	0	0	0	0	720	2,822	0	0	0	0
1:15 PM	1	0	100	312	0	0	89	104	0	140	0	15	0	0	0	0	761	2,751	0	0	0	0
1:30 PM	2	0	110	299	0	0	80	109	0	63	0	5	0	0	0	0	668	2,744	0	0	0	0
1:45 PM	0	0	104	294	0	0	76	111	0	81	0	7	0	0	0	0	673	2,856	0	0	0	0
2:00 PM	0	0	96	278	0	0	70	125	0	65	0	15	0	0	0	0	649	2,963	0	0	0	0
2:15 PM	2	0	102	321	0	0	74	129	0	114	0	12	0	0	0	0	754	3,068	0	0	0	0
2:30 PM	3	0	111	320	0	0	79	124	0	131	0	12	0	0	0	0	780	3,086	0	0	0	0
2:45 PM	0	0	111	339	0	0	59	107	0	150	0	14	0	0	0	0	780	3,021	0	0	0	0
3:00 PM	2	0	104	301	0	0	81	127	0	121	0	18	0	0	0	0	754	3,004	0	0	0	0
3:15 PM	0	0	110	341	0	0	83	121	0	104	0	13	0	0	0	0	772		0	0	0	0
3:30 PM	1	0	96	314	0	0	71	129	0	92	0	12	0	0	0	0	715		1	1	0	0
3:45 PM	6	0	111	287	0	0	85	114	0	142	0	18	0	0	0	0	763		0	0	0	0
Count Total	20	0	1,253	3,680	0	0	925	1,421	0	1,332	0	158	0	0	0	0	8,789		1	1	0	0
Peak Hour	5	0	436	1,301	0	0	302	479	0	506	0	57	0	0	0	0	3,086		0	0	0	0

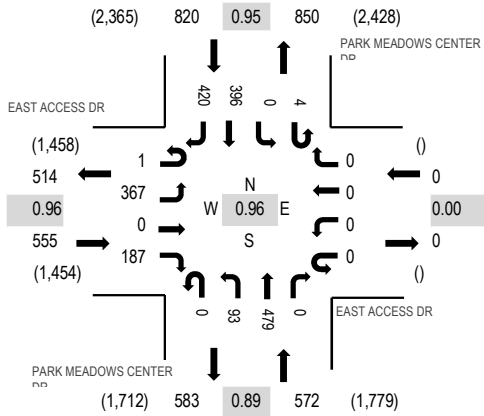
Location: 6 PARK MEADOWS CENTER DR & EAST ACCESS DR Noon

Date: Saturday, June 11, 2022

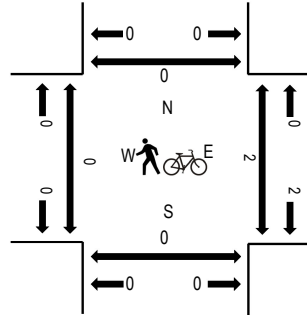
Peak Hour: 02:15 PM - 03:15 PM

Peak 15-Minutes: 02:30 PM - 02:45 PM

### Peak Hour - All Vehicles



### Peak Hour - Pedestrians/Bicycles on Crosswalk



Note: Total study counts contained in parentheses.

### Traffic Counts

Interval Start Time	EAST ACCESS DR Eastbound				EAST ACCESS DR Westbound				PARK MEADOWS CENTER Northbound			PARK MEADOWS CENTER Southbound			Total	Rolling Hour	Pedestrian Crossings					
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	U-Turn	Left	Thru			Right	West	East	South	North	
1:00 PM	0	57	0	46	0	0	0	0	0	20	135	0	1	0	106	101	466	1,811	0	0	0	0
1:15 PM	0	61	0	48	0	0	0	0	0	28	142	0	1	0	94	106	480	1,823	0	1	0	0
1:30 PM	0	68	0	39	0	0	0	0	0	28	106	0	1	0	92	100	434	1,823	0	1	0	0
1:45 PM	0	59	0	40	0	0	0	0	0	26	110	0	1	0	98	97	431	1,894	0	0	0	0
2:00 PM	0	77	0	39	0	0	0	0	0	22	141	0	2	0	111	86	478	1,943	0	0	0	0
2:15 PM	0	91	0	48	0	0	0	0	0	16	108	0	0	0	97	120	480	1,947	0	0	0	0
2:30 PM	0	93	0	51	0	0	0	0	0	29	114	0	1	0	111	106	505	1,929	0	0	0	0
2:45 PM	0	99	0	43	0	0	0	0	0	34	117	0	2	0	85	100	480	1,857	0	1	0	0
3:00 PM	1	84	0	45	0	0	0	0	0	14	140	0	1	0	103	94	482	1,844	0	1	0	0
3:15 PM	0	90	0	45	0	0	0	0	0	22	103	0	2	0	101	99	462		0	4	0	0
3:30 PM	0	78	0	34	0	0	0	0	1	22	139	0	0	0	87	72	433		0	3	0	0
3:45 PM	1	73	0	44	0	0	0	0	0	31	131	0	0	0	104	83	467		0	2	0	0
Count Total	2	930	0	522	0	0	0	0	1	292	1,486	0	12	0	1,189	1,164	5,598		0	13	0	0
Peak Hour	1	367	0	187	0	0	0	0	0	93	479	0	4	0	396	420	1,947		0	2	0	0



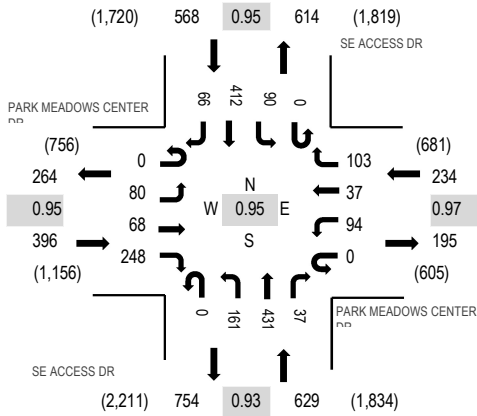
Location: 7 SE ACCESS DR & PARK MEADOWS CENTER DR Noon

Date: Saturday, June 11, 2022

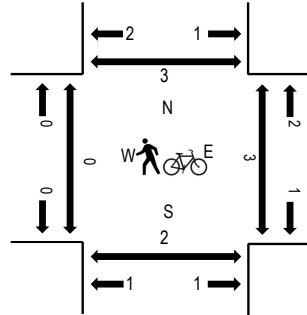
Peak Hour: 01:15 PM - 02:15 PM

Peak 15-Minutes: 01:15 PM - 01:30 PM

### Peak Hour - All Vehicles



### Peak Hour - Pedestrians/Bicycles on Crosswalk



Note: Total study counts contained in parentheses.

### Traffic Counts

Interval Start Time	PARK MEADOWS CENTER Eastbound				PARK MEADOWS CENTER Westbound				SE ACCESS DR Northbound				SE ACCESS DR Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
1:00 PM	0	15	16	51	0	12	9	28	0	42	113	11	0	26	113	14	450	1,808	0	0	0	0
1:15 PM	0	26	10	67	0	17	12	27	0	35	124	13	0	24	109	15	479	1,827	0	0	1	0
1:30 PM	0	12	18	64	0	27	7	25	0	38	101	8	0	20	94	18	432	1,780	0	2	0	2
1:45 PM	0	17	21	59	0	17	10	23	0	46	102	9	0	22	107	14	447	1,793	0	0	1	0
2:00 PM	0	25	19	58	0	33	8	28	0	42	104	7	0	24	102	19	469	1,801	0	1	0	1
2:15 PM	0	18	14	61	0	14	12	23	0	35	90	19	0	27	105	14	432	1,795	0	0	0	0
2:30 PM	0	19	14	52	0	16	14	29	0	43	99	5	0	21	116	17	445	1,802	0	0	0	0
2:45 PM	0	16	26	60	0	26	13	22	0	38	112	12	0	26	91	13	455	1,786	0	0	0	0
3:00 PM	0	28	18	61	0	26	11	26	0	27	105	6	0	24	112	19	463	1,782	0	0	0	0
3:15 PM	0	18	19	63	0	22	11	24	0	31	88	10	0	21	119	13	439		2	2	0	2
3:30 PM	0	25	16	58	0	20	6	37	0	26	109	13	0	20	88	11	429		0	2	0	2
3:45 PM	0	27	14	51	0	16	11	19	0	42	115	14	0	18	104	20	451		0	5	0	5
Count Total	0	246	205	705	0	246	124	311	0	445	1,262	127	0	273	1,260	187	5,391		2	12	2	12
Peak Hour	0	80	68	248	0	94	37	103	0	161	431	37	0	90	412	66	1,827		0	3	2	3



ALL TRAFFIC DATA SERVICES

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Location: 8 YOSEMITE ST & PARK MEADOWS CENTER DR Noon

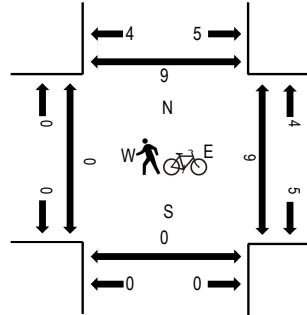
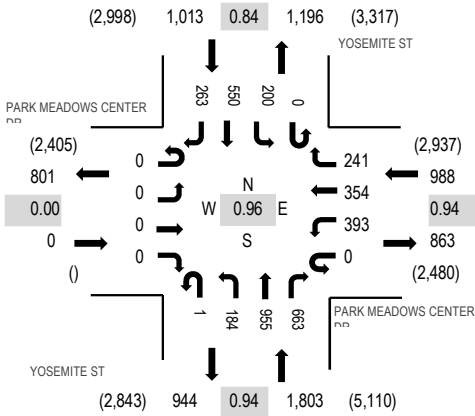
Date: Saturday, June 11, 2022

Peak Hour: 01:00 PM - 02:00 PM

Peak 15-Minutes: 01:00 PM - 01:15 PM

Peak Hour - All Vehicles

Peak Hour - Pedestrians/Bicycles on Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	PARK MEADOWS CENTER Eastbound				PARK MEADOWS CENTER Westbound				YOSEMITE ST Northbound				YOSEMITE ST Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
	1:00 PM	0	0	0	0	0	115	98	66	1	36	244	196	0	47	123			64	990	3,804	0
1:15 PM	0	0	0	0	0	102	82	54	0	61	249	154	0	43	155	54	954	3,730	0	0	0	0
1:30 PM	0	0	0	0	0	87	83	70	0	47	231	158	0	50	130	64	920	3,689	0	1	0	1
1:45 PM	0	0	0	0	0	89	91	51	0	40	231	155	0	60	142	81	940	3,624	0	0	0	0
2:00 PM	0	0	0	0	0	95	93	65	1	57	213	150	0	32	143	67	916	3,655	0	0	0	0
2:15 PM	0	0	0	0	0	93	85	63	0	55	208	159	0	49	145	56	913	3,671	0	1	0	1
2:30 PM	0	0	0	0	0	100	84	44	0	41	207	149	0	53	123	54	855	3,649	1	0	0	0
2:45 PM	0	0	0	0	0	88	90	50	0	52	215	170	0	67	170	69	971	3,643	1	1	0	1
3:00 PM	0	0	0	0	0	130	79	58	0	34	217	171	0	30	135	78	932	3,586	0	1	0	1
3:15 PM	0	0	0	0	0	114	80	55	1	42	198	168	0	49	112	72	891		0	1	0	1
3:30 PM	0	0	0	0	0	79	104	57	1	54	192	121	0	43	130	68	849		0	3	0	3
3:45 PM	0	0	0	0	0	117	84	42	0	42	237	152	0	54	122	64	914		0	0	0	0
Count Total	0	0	0	0	0	1,209	1,053	675	4	561	2,642	1,903	0	577	1,630	791	11,045		2	8	0	8
Peak Hour	0	0	0	0	0	393	354	241	1	184	955	663	0	200	550	263	3,804		0	1	0	1

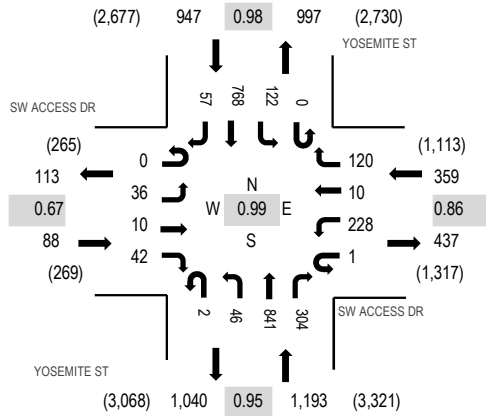
Location: 9 YOSEMITE ST & SW ACCESS DR Noon

Date: Saturday, June 11, 2022

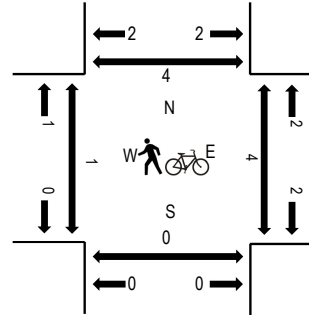
Peak Hour: 01:00 PM - 02:00 PM

Peak 15-Minutes: 01:45 PM - 02:00 PM

### Peak Hour - All Vehicles



### Peak Hour - Pedestrians/Bicycles on Crosswalk



Note: Total study counts contained in parentheses.

### Traffic Counts

Interval Start Time	SW ACCESS DR Eastbound				SW ACCESS DR Westbound				YOSEMITE ST Northbound				YOSEMITE ST Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
1:00 PM	0	6	2	11	0	46	2	33	2	17	220	74	0	30	186	16	645	2,587	0	0	0	0
1:15 PM	0	6	5	8	0	62	2	23	0	5	228	67	0	31	194	12	643	2,554	0	0	0	1
1:30 PM	0	11	2	10	0	58	3	38	0	11	197	80	0	37	185	15	647	2,533	0	0	0	0
1:45 PM	0	13	1	13	1	62	3	26	0	13	196	83	0	24	203	14	652	2,445	0	0	0	0
2:00 PM	0	9	4	7	0	70	3	28	1	7	187	81	0	33	175	7	612	2,471	0	2	0	2
2:15 PM	0	15	3	24	0	47	6	25	1	12	191	71	0	34	185	8	622	2,434	2	0	0	2
2:30 PM	0	6	2	11	0	59	4	29	0	13	161	78	0	20	170	6	559	2,377	1	0	0	0
2:45 PM	0	9	3	14	0	76	1	37	1	10	180	74	0	41	218	14	678	2,400	0	0	0	0
3:00 PM	0	10	1	6	0	66	0	28	0	4	176	75	0	24	178	7	575	2,322	0	0	0	0
3:15 PM	0	11	0	5	0	64	1	26	2	9	179	79	0	23	162	4	565		0	0	0	0
3:30 PM	0	8	3	9	0	52	1	31	0	5	170	78	0	31	187	7	582		0	0	0	0
3:45 PM	0	11	2	8	0	69	3	28	0	8	177	98	1	22	161	12	600		1	0	0	0
Count Total	0	115	28	126	1	731	29	352	7	114	2,262	938	1	350	2,204	122	7,380		4	2	0	5
Peak Hour	0	36	10	42	1	228	10	120	2	46	841	304	0	122	768	57	2,587		0	0	0	1

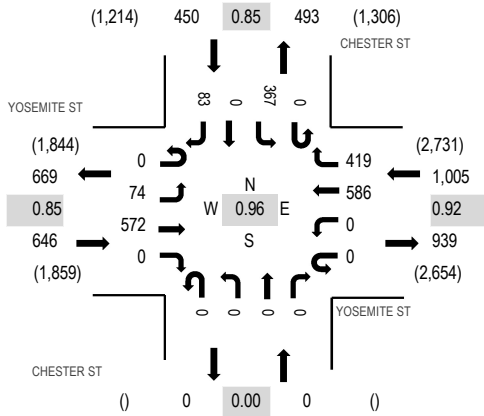
Location: 10 CHESTER ST & YOSEMITE ST Noon

Date: Saturday, June 11, 2022

Peak Hour: 01:00 PM - 02:00 PM

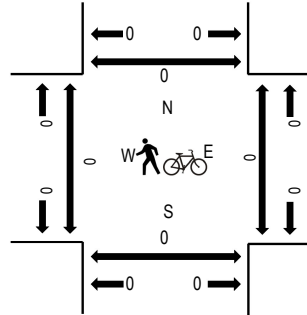
Peak 15-Minutes: 01:15 PM - 01:30 PM

### Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

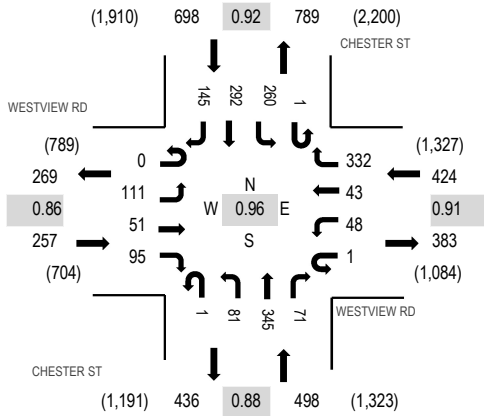
### Peak Hour - Pedestrians/Bicycles on Crosswalk



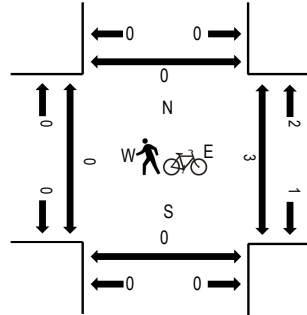
### Traffic Counts

Interval Start Time	YOSEMITE ST Eastbound				YOSEMITE ST Westbound				CHESTER ST Northbound				CHESTER ST Southbound				Total	Rolling Hour	Pedestrian Crossings				
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North	
1:00 PM	0	15	127	0	0	0	157	105	0	0	0	0	0	0	104	0	28	536	2,101	0	0	0	0
1:15 PM	0	14	149	0	0	0	166	108	0	0	0	0	0	86	0	23	546	2,038	0	0	0	0	
1:30 PM	0	23	149	0	0	0	130	115	0	0	0	0	0	83	0	14	514	1,989	0	0	0	0	
1:45 PM	0	22	147	0	0	0	133	91	0	0	0	0	0	94	0	18	505	1,923	0	0	0	0	
2:00 PM	0	17	152	0	0	0	138	76	0	0	0	0	0	73	0	17	473	1,936	0	0	0	0	
2:15 PM	0	12	140	0	0	0	143	96	0	0	0	0	0	82	0	24	497	1,912	0	0	0	0	
2:30 PM	0	17	137	0	0	0	122	84	0	0	0	0	0	75	0	13	448	1,830	0	0	0	0	
2:45 PM	0	19	179	0	0	0	139	85	0	0	0	0	0	79	0	17	518	1,842	0	0	0	0	
3:00 PM	1	11	123	0	0	0	115	95	0	0	0	0	0	80	0	24	449	1,767	0	0	0	0	
3:15 PM	0	11	116	0	0	0	127	80	0	0	0	0	0	67	0	14	415		0	0	0	0	
3:30 PM	0	17	139	0	0	0	113	95	0	0	0	0	0	80	0	16	460		0	0	0	0	
3:45 PM	0	18	104	0	1	0	137	80	0	0	0	0	0	88	0	15	443		0	0	0	0	
Count Total	1	196	1,662	0	1	0	1,620	1,110	0	0	0	0	0	991	0	223	5,804		0	0	0	0	
Peak Hour	0	74	572	0	0	0	586	419	0	0	0	0	0	367	0	83	2,101		0	0	0	0	

**Peak Hour - All Vehicles**



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



Note: Total study counts contained in parentheses.

**Traffic Counts**

Interval Start Time	WESTVIEW RD Eastbound				WESTVIEW RD Westbound				CHESTER ST Northbound				CHESTER ST Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
1:00 PM	0	20	16	23	1	17	9	70	1	9	85	19	0	67	85	37	459	1,877	0	0	0	0
1:15 PM	0	29	13	33	0	9	11	86	0	21	93	17	0	74	61	44	491	1,831	0	1	0	0
1:30 PM	0	28	12	15	0	6	12	76	0	34	89	18	1	63	80	34	468	1,757	0	0	0	0
1:45 PM	0	34	10	24	0	16	11	100	0	17	78	17	0	56	66	30	459	1,723	0	1	0	0
2:00 PM	0	29	7	19	0	17	7	82	0	24	57	13	0	62	52	44	413	1,685	0	0	0	0
2:15 PM	0	28	12	15	0	13	13	85	0	19	72	17	0	43	71	29	417	1,727	0	0	0	0
2:30 PM	0	17	25	21	0	8	7	80	0	14	75	17	0	68	62	40	434	1,709	0	0	0	0
2:45 PM	0	22	11	19	0	12	20	87	0	15	66	21	0	58	59	31	421	1,688	0	0	0	0
3:00 PM	0	25	20	13	0	20	16	93	0	27	63	21	0	46	73	38	455	1,702	0	0	0	0
3:15 PM	0	28	12	19	0	8	12	97	0	17	58	17	0	48	56	27	399		0	0	0	0
3:30 PM	0	15	9	25	0	21	7	74	0	22	74	15	0	63	62	26	413		0	0	0	0
3:45 PM	0	26	12	18	0	18	20	86	0	11	72	18	0	66	54	34	435		0	0	0	0
Count Total	0	301	159	244	1	165	145	1,016	1	230	882	210	1	714	781	414	5,264		0	2	0	0
Peak Hour	0	111	51	95	1	48	43	332	1	81	345	71	1	260	292	145	1,877		0	2	0	0

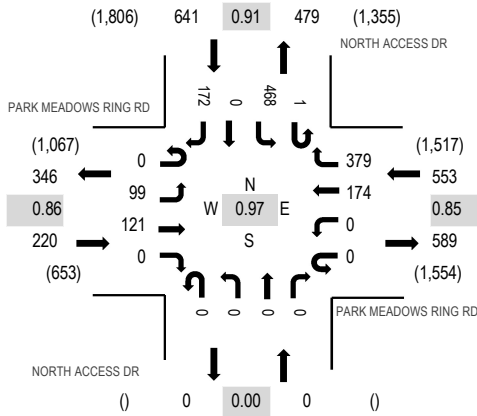
Location: 12 NORTH ACCESS DR & PARK MEADOWS RING RD Noon

Date: Saturday, June 11, 2022

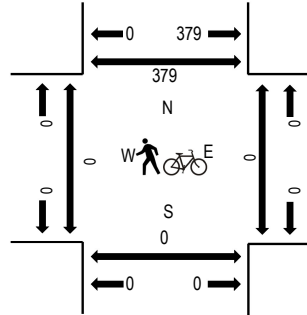
Peak Hour: 01:15 PM - 02:15 PM

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

### Peak Hour - All Vehicles



### Peak Hour - Pedestrians/Bicycles on Crosswalk



Note: Total study counts contained in parentheses.

### Traffic Counts

Interval Start Time	PARK MEADOWS RING RD Eastbound				PARK MEADOWS RING RD Westbound				NORTH ACCESS DR Northbound				NORTH ACCESS DR Southbound				Total	Rolling Hour	Pedestrian Crossings				
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North	
	1:00 PM	0	20	30	0	0	0	0	28	67	0	0	0	0	0	113			0	46	304	1,353	1
1:15 PM	0	11	31	0	0	0	0	50	90	0	0	0	0	0	141	0	39	362	1,414	0	0	0	90
1:30 PM	0	28	23	0	0	0	0	34	88	0	0	0	0	0	114	0	42	329	1,376	0	0	0	88
1:45 PM	0	33	35	0	0	0	0	45	84	0	0	0	0	1	117	0	43	358	1,372	0	0	0	84
2:00 PM	0	27	32	0	0	0	0	45	117	0	0	0	0	0	96	0	48	365	1,332	0	0	0	117
2:15 PM	0	30	27	0	0	0	0	33	77	0	0	0	0	0	111	0	46	324	1,296	0	0	0	77
2:30 PM	0	27	23	0	0	0	0	42	82	0	0	0	0	0	97	0	54	325	1,286	0	0	0	82
2:45 PM	0	31	28	0	0	0	0	35	88	0	0	0	0	0	82	0	54	318	1,292	0	0	0	88
3:00 PM	0	25	38	0	0	0	0	47	91	0	0	0	0	0	80	0	48	329	1,291	0	0	0	91
3:15 PM	0	34	20	0	0	0	0	48	60	0	0	0	0	0	107	0	45	314		0	0	0	60
3:30 PM	0	21	23	0	0	0	0	36	109	0	0	0	0	0	86	0	56	331		0	4	0	109
3:45 PM	1	24	31	0	0	0	0	31	90	0	0	0	0	0	69	0	71	317		0	0	0	90
Count Total	1	311	341	0	0	0	0	474	1,043	0	0	0	0	1	1,213	0	592	3,976		1	4	0	1,043
Peak Hour	0	99	121	0	0	0	0	174	379	0	0	0	0	1	468	0	172	1,414		0	0	0	379

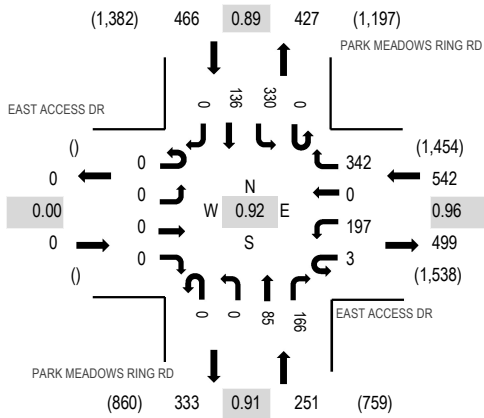
Location: 13 PARK MEADOWS RING RD & EAST ACCESS DR Noon

Date: Saturday, June 11, 2022

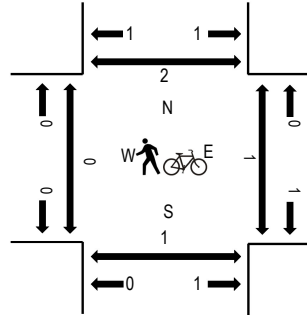
Peak Hour: 02:00 PM - 03:00 PM

Peak 15-Minutes: 02:15 PM - 02:30 PM

### Peak Hour - All Vehicles



### Peak Hour - Pedestrians/Bicycles on Crosswalk



Note: Total study counts contained in parentheses.

### Traffic Counts

Interval Start Time	EAST ACCESS DR Eastbound				EAST ACCESS DR Westbound				PARK MEADOWS RING RD Northbound				PARK MEADOWS RING RD Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
1:00 PM	0	0	0	0	0	43	0	57	0	0	16	36	0	78	24	0	254	1,151	0	0	0	0
1:15 PM	0	0	0	0	1	63	0	46	0	0	18	51	0	88	35	0	302	1,198	0	0	0	0
1:30 PM	0	0	0	0	0	31	0	76	0	0	29	53	0	93	28	0	310	1,237	0	1	0	0
1:45 PM	0	0	0	0	0	31	0	68	0	0	25	54	0	85	22	0	285	1,228	0	0	0	0
2:00 PM	0	0	0	0	0	28	0	88	0	0	20	48	0	84	33	0	301	1,259	0	0	1	2
2:15 PM	0	0	0	0	1	47	0	91	0	0	24	43	0	91	44	0	341	1,256	0	1	0	0
2:30 PM	0	0	0	0	1	76	0	67	0	0	18	39	0	73	27	0	301	1,233	0	0	0	0
2:45 PM	0	0	0	0	1	46	0	96	0	0	23	36	0	82	32	0	316	1,200	0	0	0	0
3:00 PM	0	0	0	0	0	31	0	97	0	0	20	44	0	78	28	0	298	1,185	0	1	0	0
3:15 PM	0	0	0	0	2	45	0	90	0	0	13	40	0	94	34	0	318		0	0	0	0
3:30 PM	0	0	0	0	1	27	0	85	0	0	23	25	0	81	26	0	268		0	0	0	0
3:45 PM	0	0	0	0	1	32	0	85	0	0	22	39	0	95	27	0	301		0	1	0	0
Count Total	0	0	0	0	8	500	0	946	0	0	251	508	0	1,022	360	0	3,595		0	4	1	2
Peak Hour	0	0	0	0	3	197	0	342	0	0	85	166	0	330	136	0	1,259		0	1	1	2

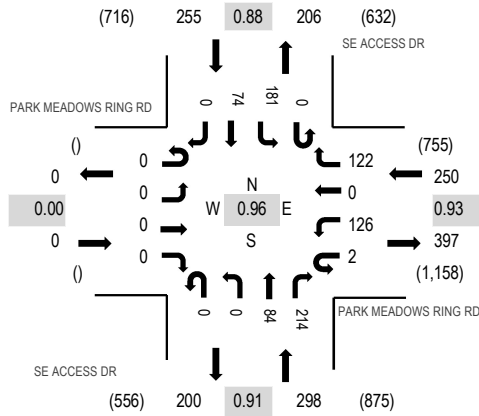
Location: 14 SE ACCESS DR & PARK MEADOWS RING RD Noon

Date: Saturday, June 11, 2022

Peak Hour: 02:30 PM - 03:30 PM

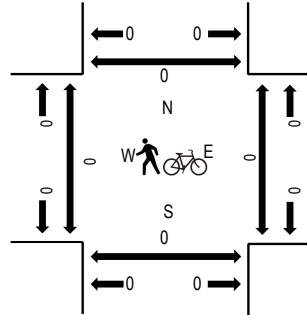
Peak 15-Minutes: 03:00 PM - 03:15 PM

### Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

### Peak Hour - Pedestrians/Bicycles on Crosswalk



### Traffic Counts

Interval Start Time	PARK MEADOWS RING RD Eastbound				PARK MEADOWS RING RD Westbound				SE ACCESS DR Northbound			SE ACCESS DR Southbound				Total	Rolling Hour	Pedestrian Crossings				
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru			Right	West	East	South	North
1:00 PM	0	0	0	0	0	30	0	35	0	0	26	45	0	39	23	0	198	781	0	0	0	0
1:15 PM	0	0	0	0	0	24	0	37	0	0	12	49	0	52	12	0	186	778	0	0	1	1
1:30 PM	0	0	0	0	0	30	0	34	0	0	14	56	0	39	10	0	183	781	0	0	0	0
1:45 PM	0	0	0	0	1	34	0	33	0	0	28	61	0	36	21	0	214	791	0	0	0	0
2:00 PM	0	0	0	0	0	33	0	37	0	0	13	53	0	47	12	0	195	783	0	0	0	0
2:15 PM	0	0	0	0	0	28	0	33	0	0	26	50	0	42	10	0	189	797	0	0	0	0
2:30 PM	0	0	0	0	0	41	0	32	0	0	17	44	0	40	19	0	193	803	0	0	0	0
2:45 PM	0	0	0	0	0	23	0	41	0	0	23	61	0	40	18	0	206	780	0	0	0	0
3:00 PM	0	0	0	0	1	31	0	26	0	0	21	57	0	51	22	0	209	782	0	0	0	0
3:15 PM	0	0	0	0	1	31	0	23	0	0	23	52	0	50	15	0	195		0	0	0	0
3:30 PM	0	0	0	0	0	22	0	19	0	0	22	46	0	49	12	0	170		0	0	0	0
3:45 PM	0	0	0	0	0	40	0	35	0	0	22	54	0	42	15	0	208		0	0	0	0
Count Total	0	0	0	0	3	367	0	385	0	0	247	628	0	527	189	0	2,346		0	0	1	1
Peak Hour	0	0	0	0	2	126	0	122	0	0	84	214	0	181	74	0	803		0	0	0	0



Location: 15 PARK MEADOWS RING RD & SW ACCESS DR Noon

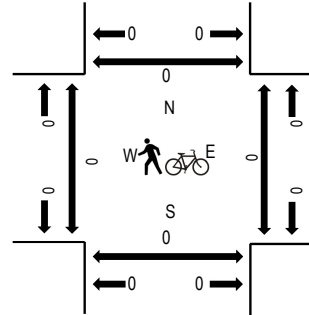
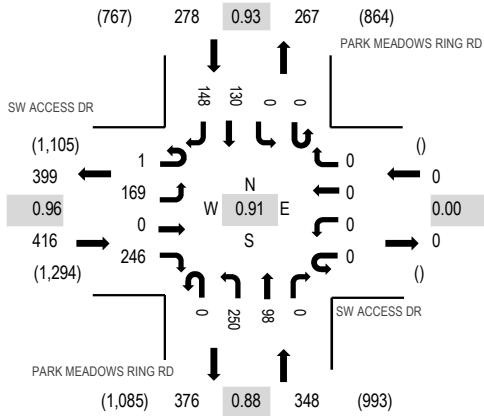
Date: Saturday, June 11, 2022

Peak Hour: 02:30 PM - 03:30 PM

Peak 15-Minutes: 02:45 PM - 03:00 PM

### Peak Hour - All Vehicles

### Peak Hour - Pedestrians/Bicycles on Crosswalk

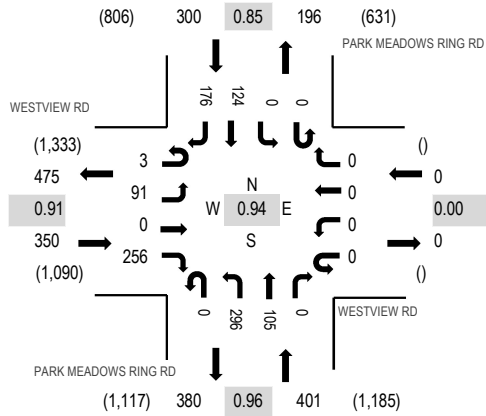


Note: Total study counts contained in parentheses.

### Traffic Counts

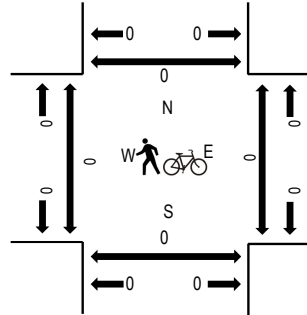
Interval Start Time	SW ACCESS DR Eastbound				SW ACCESS DR Westbound				PARK MEADOWS RING RD Northbound			PARK MEADOWS RING RD Southbound				Total	Rolling Hour	Pedestrian Crossings					
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru			Right	West	East	South	North	
1:00 PM	0	41	0	59	0	0	0	0	0	54	23	0	0	0	0	32	26	235	994	0	0	0	0
1:15 PM	0	44	0	59	0	0	0	0	0	50	23	0	0	0	0	25	30	231	1,011	0	0	0	0
1:30 PM	0	50	0	59	0	0	0	0	0	59	28	0	0	0	0	28	41	265	1,024	0	0	0	0
1:45 PM	0	46	0	69	0	0	0	0	0	60	29	0	0	0	0	29	30	263	1,010	0	0	0	0
2:00 PM	0	57	0	60	0	0	0	0	0	60	19	0	0	0	0	19	37	252	1,034	0	0	0	0
2:15 PM	0	50	0	56	0	0	0	0	0	51	23	0	0	0	0	37	27	244	1,028	1	0	0	0
2:30 PM	0	37	0	62	0	0	0	0	0	62	20	0	0	0	0	38	32	251	1,042	0	0	0	0
2:45 PM	1	48	0	67	0	0	0	0	0	70	29	0	0	0	0	31	41	287	1,032	0	0	0	0
3:00 PM	0	37	0	58	0	0	0	0	0	66	24	0	0	0	0	33	28	246	1,026	0	0	0	0
3:15 PM	0	47	0	59	0	0	0	0	0	52	25	0	0	0	0	28	47	258		0	0	0	0
3:30 PM	0	53	0	51	0	0	0	0	0	51	19	0	0	0	0	33	34	241		0	0	0	1
3:45 PM	0	60	0	64	0	0	0	0	0	64	32	0	0	0	0	29	32	281		0	0	2	0
Count Total	1	570	0	723	0	0	0	0	0	699	294	0	0	0	0	362	405	3,054		1	0	2	1
Peak Hour	1	169	0	246	0	0	0	0	0	250	98	0	0	0	0	130	148	1,042		0	0	0	0

**Peak Hour - All Vehicles**



Note: Total study counts contained in parentheses.

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



**Traffic Counts**

Interval Start Time	WESTVIEW RD Eastbound				WESTVIEW RD Westbound				PARK MEADOWS RING RD Northbound			PARK MEADOWS RING RD Southbound				Total	Rolling Hour	Pedestrian Crossings					
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru			Right	West	East	South	North	
1:00 PM	0	27	0	74	0	0	0	0	0	73	18	0	0	0	0	25	23	240	1,010	0	0	2	0
1:15 PM	0	40	0	65	0	0	0	0	0	71	29	0	0	0	0	36	35	276	1,018	0	0	0	0
1:30 PM	0	31	0	62	0	0	0	0	0	65	18	0	0	0	0	30	29	235	981	0	0	0	0
1:45 PM	0	20	0	63	0	0	0	0	0	67	18	0	0	0	0	31	60	259	1,004	0	0	0	0
2:00 PM	1	25	0	57	0	0	0	0	0	86	25	0	0	0	0	34	20	248	1,020	0	0	0	0
2:15 PM	1	22	0	50	0	0	0	0	0	88	19	0	0	0	0	36	23	239	1,046	0	0	0	0
2:30 PM	0	54	0	56	0	0	0	0	0	67	32	0	0	0	0	21	28	258	1,049	0	0	0	0
2:45 PM	2	30	0	60	0	0	0	0	0	81	27	0	0	0	0	37	38	275	1,045	0	0	0	0
3:00 PM	0	26	0	61	0	0	0	0	0	78	28	0	0	0	0	30	51	274	1,051	0	0	0	0
3:15 PM	0	24	0	53	0	0	0	0	0	64	21	0	0	0	0	27	53	242		0	0	0	0
3:30 PM	1	23	0	64	0	0	0	0	0	85	30	0	0	0	0	34	17	254		0	0	0	0
3:45 PM	2	18	0	78	0	0	0	0	0	69	26	0	0	0	0	33	55	281		0	0	0	0
Count Total	7	340	0	743	0	0	0	0	0	894	291	0	0	0	0	374	432	3,081		0	0	2	0
Peak Hour	3	91	0	256	0	0	0	0	0	296	105	0	0	0	0	124	176	1,051		0	0	0	0

Site Code: 17  
Station ID: 17  
COUNTY LINE RD W.O. PARK MEADOWS CENTER

Latitude: 0' 0.0000 Undefined

Start Time	09-Jun-22 Thu	EB	WB							Total
12:00 AM		119	81							200
01:00		49	35							84
02:00		36	26							62
03:00		23	24							47
04:00		42	53							95
05:00		130	139							269
06:00		373	433							806
07:00		681	672							1353
08:00		760	839							1599
09:00		697	1050							1747
10:00		758	1430							2188
11:00		<b>1049</b>	<b>1767</b>							<b>2816</b>
12:00 PM		1341	<b>1875</b>							<b>3216</b>
01:00		<b>1513</b>	1438							2951
02:00		1349	1391							2740
03:00		1384	1414							2798
04:00		1338	1529							2867
05:00		1374	1605							2979
06:00		1208	1107							2315
07:00		1109	773							1882
08:00		1035	454							1489
09:00		702	337							1039
10:00		391	180							571
11:00		227	139							366
Total		17688	18791							36479
Percent		48.5%	51.5%							
AM Peak	-	11:00	11:00	-	-	-	-	-	-	11:00
Vol.	-	1049	1767	-	-	-	-	-	-	2816
PM Peak	-	13:00	12:00	-	-	-	-	-	-	12:00
Vol.	-	1513	1875	-	-	-	-	-	-	3216
Grand Total		17688	18791							36479
Percent		48.5%	51.5%							
ADT		ADT 36,479	AADT 36,479							

Site Code: 18  
Station ID: 18  
PARK MEADOWS CENTER DR S.O. COUNTY LINE

Latitude: 0' 0.0000 Undefined

Start Time	09-Jun-22 Thu	NB	SB	Total						
12:00 AM		28	16	44						
01:00		9	17	26						
02:00		8	10	18						
03:00		7	14	21						
04:00		18	32	50						
05:00		61	29	90						
06:00		169	120	289						
07:00		286	216	502						
08:00		293	240	533						
09:00		247	296	543						
10:00		348	583	931						
11:00		<b>556</b>	<b>654</b>	<b>1210</b>						
12:00 PM		615	<b>664</b>	1279						
01:00		695	612	1307						
02:00		661	616	1277						
03:00		<b>729</b>	625	<b>1354</b>						
04:00		719	621	1340						
05:00		656	600	1256						
06:00		599	437	1036						
07:00		596	374	970						
08:00		481	162	643						
09:00		239	95	334						
10:00		105	43	148						
11:00		38	33	71						
Total		8163	7109	15272						
Percent		53.5%	46.5%							
AM Peak	-	11:00	11:00	-	-	-	-	-	-	11:00
Vol.	-	556	654	-	-	-	-	-	-	1210
PM Peak	-	15:00	12:00	-	-	-	-	-	-	15:00
Vol.	-	729	664	-	-	-	-	-	-	1354
Grand Total		8163	7109							15272
Percent		53.5%	46.5%							
ADT		ADT 15,272	AADT 15,272							

Site Code: 19  
Station ID: 19  
PARK MEADOWS CENTER DR E.O. YOSEMITE ST

Latitude: 0' 0.0000 Undefined

Start Time	09-Jun-22 Thu	EB	WB							Total
12:00 AM		8	24							32
01:00		10	12							22
02:00		10	9							19
03:00		10	2							12
04:00		22	10							32
05:00		75	20							95
06:00		199	89							288
07:00		356	184							540
08:00		392	219							611
09:00		488	229							717
10:00		801	552							1353
11:00		<b>804</b>	<b>759</b>							<b>1563</b>
12:00 PM		759	743							1502
01:00		771	796							1567
02:00		737	871							1608
03:00		729	<b>911</b>							<b>1640</b>
04:00		<b>772</b>	867							1639
05:00		751	743							1494
06:00		598	695							1293
07:00		416	602							1018
08:00		202	471							673
09:00		79	161							240
10:00		45	90							135
11:00		15	34							49
Total		9049	9093							18142
Percent		49.9%	50.1%							
AM Peak	-	11:00	11:00	-	-	-	-	-	-	11:00
Vol.	-	804	759	-	-	-	-	-	-	1563
PM Peak	-	16:00	15:00	-	-	-	-	-	-	15:00
Vol.	-	772	911	-	-	-	-	-	-	1640
Grand Total		9049	9093							18142
Percent		49.9%	50.1%							
ADT		ADT 18,142	AADT 18,142							



Site Code: 21  
Station ID: 21  
YOSEMITE ST S.O. COUNTY LINE RD

Latitude: 0' 0.0000 Undefined

Start Time	09-Jun-22 Thu	NB	SB	Total						
12:00 AM		23	21	44						
01:00		7	7	14						
02:00		9	5	14						
03:00		1	4	5						
04:00		9	20	29						
05:00		18	32	50						
06:00		79	67	146						
07:00		213	170	383						
08:00		278	289	567						
09:00		270	392	662						
10:00		365	531	896						
11:00		<b>483</b>	<b>614</b>	<b>1097</b>						
12:00 PM		526	<b>635</b>	1161						
01:00		554	584	1138						
02:00		500	558	1058						
03:00		509	522	1031						
04:00		539	595	1134						
05:00		<b>564</b>	608	<b>1172</b>						
06:00		374	393	767						
07:00		294	291	585						
08:00		247	156	403						
09:00		140	93	233						
10:00		69	41	110						
11:00		30	19	49						
Total		6101	6647	12748						
Percent		47.9%	52.1%							
AM Peak	-	11:00	11:00	-	-	-	-	-	-	11:00
Vol.	-	483	614	-	-	-	-	-	-	1097
PM Peak	-	17:00	12:00	-	-	-	-	-	-	17:00
Vol.	-	564	635	-	-	-	-	-	-	1172
Grand Total		6101	6647							12748
Percent		47.9%	52.1%							
ADT		ADT 12,748	AADT 12,748							

Site Code: 22  
Station ID: 22  
CHESTER ST S.O. COUNTY LINE RD

Latitude: 0' 0.0000 Undefined

Start Time	09-Jun-22 Thu	NB	SB							Total
12:00 AM		53	35							88
01:00		16	10							26
02:00		9	7							16
03:00		9	3							12
04:00		8	10							18
05:00		47	26							73
06:00		149	74							223
07:00		244	119							363
08:00		295	202							497
09:00		267	273							540
10:00		391	446							837
11:00		551	656							1207
12:00 PM		643	664							1307
01:00		664	594							1258
02:00		655	586							1241
03:00		607	528							1135
04:00		624	565							1189
05:00		648	604							1252
06:00		523	472							995
07:00		500	357							857
08:00		484	229							713
09:00		313	151							464
10:00		175	81							256
11:00		104	66							170
Total		7979	6758							14737
Percent		54.1%	45.9%							
AM Peak	-	11:00	11:00	-	-	-	-	-	-	11:00
Vol.	-	551	656	-	-	-	-	-	-	1207
PM Peak	-	13:00	12:00	-	-	-	-	-	-	12:00
Vol.	-	664	664	-	-	-	-	-	-	1307
Grand Total		7979	6758							14737
Percent		54.1%	45.9%							
ADT		ADT 14,737	AADT 14,737							



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**APPENDIX “B”**

**HOLIDAY SEASON SATURDAY  
TRAFFIC VOLUMES**

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# Turning Movement Volume Report

Report Date: 07/15/2022

From 12/11/2021 00:00:00 to 12/11/2021 23:59:59

Yosemite & W Mall Ent/Sears Outlet

Intersection: 705

Flex Group: [All]

Time	N				S				E				W				Int Total
	LEFT	THROUGH	RIGHT	Total	LEFT	THROUGH	RIGHT	Total	LEFT	THROUGH	RIGHT	Total	LEFT	THROUGH	RIGHT	Total	
12/11/2021 00:00-00:15	0	11	1	12	0	8	0	8	0	0	0	0	4	1	0	5	25
12/11/2021 00:15-00:30	0	9	0	9	0	11	0	11	0	0	0	0	2	1	0	3	23
12/11/2021 00:30-00:45	0	11	1	12	0	9	0	9	0	0	0	0	3	0	0	3	24
12/11/2021 00:45-01:00	0	9	0	9	0	11	0	11	0	0	1	1	3	0	0	3	24
12/11/2021 01:00-01:15	0	12	1	13	0	6	0	6	0	0	0	0	1	0	0	1	20
12/11/2021 01:15-01:30	0	7	0	7	0	5	0	5	0	0	0	0	0	0	0	0	12
12/11/2021 01:30-01:45	0	7	0	7	0	11	0	11	0	0	0	0	2	0	0	2	20
12/11/2021 01:45-02:00	0	4	0	4	0	3	0	3	0	0	0	0	0	0	0	0	7
12/11/2021 02:00-02:15	0	5	0	5	0	4	0	4	0	0	0	0	0	0	0	0	9
12/11/2021 02:15-02:30	0	3	0	3	0	7	0	7	0	0	0	0	0	0	0	0	10
12/11/2021 02:30-02:45	0	1	0	1	0	5	0	5	0	0	0	0	0	0	0	0	6
12/11/2021 02:45-03:00	0	6	0	6	1	1	0	2	0	0	0	0	0	0	0	0	8
12/11/2021 03:00-03:15	0	2	0	2	0	3	0	3	0	0	0	0	2	0	0	2	7
12/11/2021 03:15-03:30	0	3	0	3	0	1	0	1	0	0	0	0	1	0	0	1	5
12/11/2021 03:30-03:45	0	0	0	0	0	3	0	3	0	0	0	0	1	0	0	1	4
12/11/2021 03:45-04:00	1	3	0	4	0	3	0	3	0	0	0	0	0	0	0	0	7
12/11/2021 04:00-04:15	0	6	0	6	2	2	0	4	0	0	0	0	0	0	0	0	10
12/11/2021 04:15-04:30	0	2	0	2	2	3	0	5	0	0	0	0	0	0	0	0	7
12/11/2021 04:30-04:45	0	6	0	6	2	1	0	3	0	0	0	0	0	0	0	0	9
12/11/2021 04:45-05:00	0	3	0	3	1	5	0	6	0	0	0	0	0	0	0	0	9
12/11/2021 05:00-05:15	0	2	0	2	1	2	0	3	0	0	0	0	0	0	0	0	5
12/11/2021 05:15-05:30	0	9	1	10	0	0	0	0	0	0	0	0	0	0	0	0	10
12/11/2021 05:30-05:45	0	6	1	7	0	5	0	5	0	0	0	0	0	0	0	0	12
12/11/2021 05:45-06:00	0	11	4	15	1	7	0	8	0	0	0	0	0	0	0	0	23
12/11/2021 06:00-06:15	0	7	3	10	0	1	0	1	0	0	0	0	0	0	0	0	11
12/11/2021 06:15-06:30	0	13	0	13	0	2	1	3	0	0	0	0	0	2	0	2	18
12/11/2021 06:30-06:45	0	15	2	17	0	6	0	6	0	0	0	0	0	0	0	0	23
12/11/2021 06:45-07:00	0	17	3	20	0	11	0	11	0	0	0	0	0	0	0	0	31
12/11/2021 07:00-07:15	1	26	2	29	1	11	0	12	0	1	3	4	0	0	0	0	45
12/11/2021 07:15-07:30	1	29	4	34	0	15	0	15	0	0	2	2	0	0	0	0	51

12/11/2021 07:30-07:45	0	41	8	49	1	27	4	32	0	0	0	0	2	0	0	2	83
12/11/2021 07:45-08:00	0	39	9	48	3	36	12	51	0	1	0	1	0	0	0	0	100
12/11/2021 08:00-08:15	0	36	5	41	1	36	9	46	0	0	1	1	1	3	2	6	94
12/11/2021 08:15-08:30	0	49	7	56	4	36	11	51	0	1	9	10	2	6	0	8	125
12/11/2021 08:30-08:45	4	72	14	90	3	52	6	61	0	0	2	2	1	2	0	3	156
12/11/2021 08:45-09:00	3	82	21	106	8	67	6	81	0	0	2	2	0	0	1	1	190
12/11/2021 09:00-09:15	4	107	29	140	11	73	10	94	2	1	3	6	13	1	3	17	257
12/11/2021 09:15-09:30	20	125	34	179	6	130	17	153	1	0	11	12	6	3	3	12	356
12/11/2021 09:30-09:45	14	147	44	205	19	136	21	176	4	2	11	17	8	1	5	14	412
12/11/2021 09:45-10:00	31	175	107	313	29	147	23	199	2	2	25	29	10	0	7	17	558
12/11/2021 10:00-10:15	15	159	105	279	47	149	14	210	8	4	16	28	16	1	7	24	541
12/11/2021 10:15-10:30	16	171	107	294	33	137	16	186	2	7	14	23	15	5	15	35	538
12/11/2021 10:30-10:45	11	206	127	344	35	134	9	178	4	3	7	14	36	2	16	54	590
12/11/2021 10:45-11:00	8	187	140	335	31	166	13	210	9	3	8	20	50	4	25	79	644
12/11/2021 11:00-11:15	10	233	124	367	48	202	8	258	8	3	7	18	44	5	30	79	722
12/11/2021 11:15-11:30	11	240	121	372	44	214	11	269	9	5	12	26	53	2	31	86	753
12/11/2021 11:30-11:45	19	243	138	400	49	194	16	259	4	7	19	30	71	6	39	116	805
12/11/2021 11:45-12:00	14	256	145	415	65	225	17	307	7	6	21	34	58	4	43	105	861
12/11/2021 12:00-12:15	19	267	143	429	65	262	16	343	7	8	16	31	59	9	42	110	913
12/11/2021 12:15-12:30	15	240	143	398	58	218	10	286	10	13	15	38	66	4	36	106	828
12/11/2021 12:30-12:45	20	253	125	398	55	237	18	310	7	8	9	24	91	7	50	148	880
12/11/2021 12:45-13:00	12	263	159	434	65	255	14	334	15	19	17	51	62	9	43	114	933
12/11/2021 13:00-13:15	20	264	136	420	68	229	10	307	9	9	10	28	97	31	44	172	927
12/11/2021 13:15-13:30	16	247	157	420	101	250	12	363	9	18	15	42	69	53	48	170	995
12/11/2021 13:30-13:45	21	223	145	389	82	226	9	317	8	16	14	38	85	48	56	189	933
12/11/2021 13:45-14:00	13	252	137	402	79	262	16	357	11	8	12	31	80	29	45	154	944
12/11/2021 14:00-14:15	18	258	146	422	53	247	9	309	24	20	18	62	83	6	48	137	930
12/11/2021 14:15-14:30	17	235	133	385	73	238	13	324	14	18	10	42	96	11	60	167	918
12/11/2021 14:30-14:45	21	264	135	420	71	256	17	344	13	8	8	29	74	8	63	145	938
12/11/2021 14:45-15:00	10	251	125	386	79	249	14	342	10	13	19	42	94	27	66	187	957
12/11/2021 15:00-15:15	14	250	112	376	126	286	12	424	18	19	10	47	83	60	73	216	1063
12/11/2021 15:15-15:30	20	225	118	363	66	309	18	393	19	16	13	48	111	21	61	193	997
12/11/2021 15:30-15:45	24	247	101	372	50	332	36	418	37	23	26	86	106	19	73	198	1074
12/11/2021 15:45-16:00	13	219	129	361	56	273	26	355	25	17	13	55	109	14	64	187	958
12/11/2021 16:00-16:15	19	195	124	338	66	248	25	339	25	19	16	60	87	15	70	172	909
12/11/2021 16:15-16:30	5	208	114	327	47	199	11	257	17	7	16	40	87	12	56	155	779

12/11/2021 16:30-16:45	12	227	129	368	46	208	8	262	8	4	11	23	83	6	49	138	791
12/11/2021 16:45-17:00	6	208	97	311	60	215	9	284	12	11	12	35	92	12	47	151	781
12/11/2021 17:00-17:15	9	172	77	258	46	198	8	252	6	3	24	33	79	10	56	145	688
12/11/2021 17:15-17:30	11	171	94	276	49	175	14	238	13	4	25	42	97	4	56	157	713
12/11/2021 17:30-17:45	6	180	80	266	31	160	5	196	11	3	23	37	104	13	41	158	657
12/11/2021 17:45-18:00	5	173	95	273	43	158	10	211	12	10	20	42	77	10	33	120	646
12/11/2021 18:00-18:15	9	182	108	299	35	146	4	185	5	3	13	21	79	9	46	134	639
12/11/2021 18:15-18:30	10	189	92	291	25	126	5	156	4	5	17	26	76	10	43	129	602
12/11/2021 18:30-18:45	10	149	66	225	28	124	4	156	4	2	14	20	69	5	37	111	512
12/11/2021 18:45-19:00	6	138	60	204	37	143	4	184	8	1	16	25	65	8	28	101	514
12/11/2021 19:00-19:15	2	114	47	163	28	115	3	146	5	6	12	23	71	5	26	102	434
12/11/2021 19:15-19:30	3	130	45	178	32	99	4	135	3	6	9	18	56	6	29	91	422
12/11/2021 19:30-19:45	4	81	52	137	14	99	3	116	5	1	7	13	70	7	23	100	366
12/11/2021 19:45-20:00	0	74	53	127	14	93	1	108	5	2	6	13	59	6	22	87	335
12/11/2021 20:00-20:15	3	65	44	112	38	135	2	175	3	1	8	12	86	5	18	109	408
12/11/2021 20:15-20:30	1	61	19	81	33	134	4	171	0	0	11	11	66	6	29	101	364
12/11/2021 20:30-20:45	4	83	28	115	20	111	1	132	0	1	10	11	56	2	24	82	340
12/11/2021 20:45-21:00	2	76	19	97	12	81	1	94	1	3	3	7	59	3	26	88	286
12/11/2021 21:00-21:15	2	48	13	63	10	72	0	82	2	0	8	10	65	8	30	103	258
12/11/2021 21:15-21:30	2	60	19	81	4	59	0	63	1	1	1	3	60	3	24	87	234
12/11/2021 21:30-21:45	0	42	7	49	3	45	2	50	3	0	6	9	50	1	21	72	180
12/11/2021 21:45-22:00	0	51	4	55	8	42	0	50	3	0	6	9	38	1	15	54	168
12/11/2021 22:00-22:15	0	26	1	27	1	33	0	34	2	1	2	5	35	4	7	46	112
12/11/2021 22:15-22:30	0	36	6	42	2	29	1	32	0	0	1	1	31	2	14	47	122
12/11/2021 22:30-22:45	0	45	3	48	8	34	0	42	0	0	4	4	33	1	6	40	134
12/11/2021 22:45-23:00	1	31	2	34	2	31	0	33	1	1	2	4	20	0	3	23	94
12/11/2021 23:00-23:15	0	32	1	33	6	29	0	35	2	0	3	5	12	2	9	23	96
12/11/2021 23:15-23:30	0	13	2	15	0	25	0	25	0	0	0	0	10	0	1	11	51
12/11/2021 23:30-23:45	0	16	2	18	0	19	0	19	0	1	1	2	15	2	3	20	59
12/11/2021 23:45-00:00	0	16	4	20	0	14	0	14	0	0	0	0	29	0	5	34	68
<b>Summary</b>	<b>588</b>	<b>10063</b>	<b>4959</b>	<b>15610</b>	<b>2343</b>	<b>9851</b>	<b>603</b>	<b>12797</b>	<b>457</b>	<b>375</b>	<b>706</b>	<b>1538</b>	<b>3686</b>	<b>583</b>	<b>1996</b>	<b>6265</b>	<b>36210</b>



# Turning Movement Volume Report

Report Date: 07/15/2022

From 12/11/2021 00:00:00 to 12/11/2021 23:59:59

County Line & Chester

Intersection: 723

Flex Group: [All]

Time	N				S				E			W				Int
	LEFT	THROUGH	RIGHT	Total	LEFT	THROUGH	RIGHT	Total	LEFT	THROUGH	Total	LEFT	THROUGH	RIGHT	Total	Total
12/11/2021 00:00-00:15	1	1	13	15	3	3	3	9	2	28	30	6	9	0	15	69
12/11/2021 00:15-00:30	3	1	8	12	3	1	1	5	1	18	19	7	8	0	15	51
12/11/2021 00:30-00:45	1	0	13	14	1	0	1	2	1	24	25	12	8	0	20	61
12/11/2021 00:45-01:00	0	0	8	8	0	1	0	1	1	23	24	8	12	0	20	53
12/11/2021 01:00-01:15	1	2	6	9	0	2	0	2	1	16	17	3	4	1	8	36
12/11/2021 01:15-01:30	1	0	4	5	1	0	1	2	0	9	9	5	4	1	10	26
12/11/2021 01:30-01:45	0	0	5	5	0	0	0	0	0	13	13	6	3	1	10	28
12/11/2021 01:45-02:00	1	2	6	9	4	0	1	5	2	10	12	2	5	0	7	33
12/11/2021 02:00-02:15	0	0	3	3	1	0	0	1	1	8	9	1	3	0	4	17
12/11/2021 02:15-02:30	0	1	5	6	0	0	1	1	1	4	5	2	4	0	6	18
12/11/2021 02:30-02:45	0	0	1	1	1	1	1	3	2	1	3	7	3	0	10	17
12/11/2021 02:45-03:00	0	0	2	2	0	0	0	0	2	7	9	2	4	1	7	18
12/11/2021 03:00-03:15	0	0	3	3	0	0	0	0	0	1	1	0	3	0	3	7
12/11/2021 03:15-03:30	0	0	2	2	0	0	0	0	0	3	3	0	2	0	2	7
12/11/2021 03:30-03:45	1	3	0	4	1	1	0	2	2	1	3	1	2	1	4	13
12/11/2021 03:45-04:00	0	0	2	2	2	1	0	3	0	0	0	1	2	0	3	8
12/11/2021 04:00-04:15	0	0	5	5	0	0	0	0	0	3	3	3	4	0	7	15
12/11/2021 04:15-04:30	0	0	0	0	0	0	0	0	0	2	2	1	1	0	2	4
12/11/2021 04:30-04:45	0	1	3	4	0	0	0	0	0	7	7	2	2	0	4	15
12/11/2021 04:45-05:00	0	0	0	0	0	0	0	0	1	3	4	7	3	0	10	14
12/11/2021 05:00-05:15	0	1	0	1	0	2	1	3	1	4	5	2	1	2	5	14
12/11/2021 05:15-05:30	1	2	3	6	1	0	0	1	1	9	10	6	3	3	12	29
12/11/2021 05:30-05:45	0	1	5	6	0	2	1	3	0	7	7	2	4	0	6	22
12/11/2021 05:45-06:00	0	2	2	4	1	1	1	3	0	6	6	3	9	1	13	26
12/11/2021 06:00-06:15	0	0	7	7	0	0	0	0	3	10	13	4	13	1	18	38
12/11/2021 06:15-06:30	0	4	7	11	1	1	0	2	0	18	18	4	18	5	27	58
12/11/2021 06:30-06:45	0	1	6	7	1	1	1	3	5	17	22	1	12	5	18	50
12/11/2021 06:45-07:00	1	5	6	12	2	2	2	6	5	31	36	5	25	7	37	91
12/11/2021 07:00-07:15	2	2	9	13	3	2	2	7	3	26	29	12	23	4	39	88
12/11/2021 07:15-07:30	1	3	14	18	5	6	1	12	5	27	32	10	40	3	53	115

12/11/2021 07:30-07:45	0	7	6	13	3	0	1	4	8	35	43	15	36	6	57	117
12/11/2021 07:45-08:00	0	3	12	15	28	2	9	39	8	37	45	22	45	11	78	177
12/11/2021 08:00-08:15	7	9	13	29	10	6	5	21	15	70	85	12	56	15	83	218
12/11/2021 08:15-08:30	7	9	19	35	9	8	7	24	15	58	73	27	85	18	130	262
12/11/2021 08:30-08:45	8	8	20	36	13	11	2	26	19	73	92	26	80	23	129	283
12/11/2021 08:45-09:00	12	19	20	51	16	18	11	45	24	78	102	43	97	25	165	363
12/11/2021 09:00-09:15	7	24	32	63	17	14	11	42	29	69	98	55	90	12	157	360
12/11/2021 09:15-09:30	15	18	30	63	18	26	14	58	38	99	137	37	82	24	143	401
12/11/2021 09:30-09:45	8	28	24	60	20	31	22	73	30	128	158	48	112	24	184	475
12/11/2021 09:45-10:00	13	31	30	74	29	39	22	90	42	104	146	72	104	36	212	522
12/11/2021 10:00-10:15	21	33	29	83	32	49	26	107	65	126	191	74	96	47	217	598
12/11/2021 10:15-10:30	15	65	40	120	53	42	35	130	60	169	229	76	102	49	227	706
12/11/2021 10:30-10:45	23	50	49	122	35	41	41	117	58	145	203	82	140	48	270	712
12/11/2021 10:45-11:00	25	66	56	147	51	60	41	152	76	178	254	86	119	43	248	801
12/11/2021 11:00-11:15	26	82	60	168	60	66	48	174	100	182	282	123	110	42	275	899
12/11/2021 11:15-11:30	39	67	79	185	57	76	66	199	89	177	266	121	126	75	322	972
12/11/2021 11:30-11:45	42	76	61	179	77	80	59	216	96	169	265	132	143	67	342	1002
12/11/2021 11:45-12:00	43	91	87	221	66	84	74	224	91	140	231	128	154	74	356	1032
12/11/2021 12:00-12:15	49	92	85	226	79	87	75	241	95	176	271	122	135	62	319	1057
12/11/2021 12:15-12:30	68	89	101	258	104	109	64	277	99	186	285	116	139	59	314	1134
12/11/2021 12:30-12:45	57	97	99	253	98	86	70	254	95	187	282	137	163	52	352	1141
12/11/2021 12:45-13:00	65	105	119	289	80	105	77	262	99	193	292	134	151	49	334	1177
12/11/2021 13:00-13:15	57	104	119	280	89	87	72	248	93	208	301	143	154	56	353	1182
12/11/2021 13:15-13:30	58	96	108	262	95	111	98	304	115	181	296	113	167	53	333	1195
12/11/2021 13:30-13:45	59	113	119	291	90	98	74	262	100	178	278	158	154	51	363	1194
12/11/2021 13:45-14:00	58	97	131	286	97	83	84	264	87	210	297	133	128	51	312	1159
12/11/2021 14:00-14:15	65	113	127	305	93	100	74	267	92	147	239	117	131	51	299	1110
12/11/2021 14:15-14:30	46	100	159	305	82	96	72	250	105	186	291	143	157	50	350	1196
12/11/2021 14:30-14:45	66	128	154	348	89	96	91	276	79	157	236	123	134	50	307	1167
12/11/2021 14:45-15:00	54	92	122	268	81	96	85	262	88	203	291	123	137	47	307	1128
12/11/2021 15:00-15:15	69	116	151	336	73	94	75	242	89	201	290	141	131	50	322	1190
12/11/2021 15:15-15:30	60	113	115	288	72	94	55	221	88	196	284	131	163	63	357	1150
12/11/2021 15:30-15:45	58	124	132	314	81	91	66	238	88	182	270	129	134	61	324	1146
12/11/2021 15:45-16:00	55	110	116	281	81	81	79	241	75	196	271	121	138	62	321	1114
12/11/2021 16:00-16:15	48	88	122	258	82	92	74	248	85	176	261	119	145	54	318	1085
12/11/2021 16:15-16:30	45	101	138	284	90	72	65	227	66	191	257	104	105	46	255	1023

12/11/2021 16:30-16:45	54	101	134	289	85	86	73	244	93	189	282	99	86	39	224	1039
12/11/2021 16:45-17:00	53	86	112	251	92	81	64	237	76	191	267	100	110	51	261	1016
12/11/2021 17:00-17:15	36	87	126	249	72	61	64	197	76	159	235	79	82	51	212	893
12/11/2021 17:15-17:30	37	65	123	225	91	75	54	220	74	181	255	106	94	57	257	957
12/11/2021 17:30-17:45	44	98	114	256	59	72	55	186	59	164	223	89	88	41	218	883
12/11/2021 17:45-18:00	35	78	108	221	83	66	66	215	57	142	199	88	94	45	227	862
12/11/2021 18:00-18:15	47	65	89	201	71	58	62	191	49	131	180	85	95	49	229	801
12/11/2021 18:15-18:30	57	81	93	231	69	56	45	170	53	144	197	69	91	37	197	795
12/11/2021 18:30-18:45	41	75	92	208	61	55	55	171	51	125	176	64	81	35	180	735
12/11/2021 18:45-19:00	37	63	92	192	85	87	79	251	41	123	164	76	68	37	181	788
12/11/2021 19:00-19:15	31	62	100	193	59	44	39	142	39	151	190	62	65	41	168	693
12/11/2021 19:15-19:30	29	43	93	165	62	31	47	140	28	114	142	48	65	21	134	581
12/11/2021 19:30-19:45	35	49	104	188	55	40	30	125	31	90	121	60	68	26	154	588
12/11/2021 19:45-20:00	25	31	87	143	51	48	36	135	40	104	144	25	30	12	67	489
12/11/2021 20:00-20:15	26	35	71	132	62	61	48	171	20	125	145	22	21	7	50	498
12/11/2021 20:15-20:30	27	22	72	121	60	79	32	171	17	113	130	26	23	6	55	477
12/11/2021 20:30-20:45	13	32	70	115	50	43	26	119	22	109	131	31	27	8	66	431
12/11/2021 20:45-21:00	21	24	88	133	37	26	20	83	21	96	117	25	27	9	61	394
12/11/2021 21:00-21:15	38	20	99	157	35	28	19	82	7	88	95	38	33	15	86	420
12/11/2021 21:15-21:30	20	14	66	100	30	21	18	69	14	74	88	26	43	9	78	335
12/11/2021 21:30-21:45	18	17	59	94	29	21	14	64	5	83	88	23	31	7	61	307
12/11/2021 21:45-22:00	17	11	59	87	31	15	9	55	7	59	66	24	21	1	46	254
12/11/2021 22:00-22:15	18	6	40	64	16	13	7	36	7	51	58	18	24	2	44	202
12/11/2021 22:15-22:30	9	7	58	74	25	17	11	53	2	55	57	29	29	2	60	244
12/11/2021 22:30-22:45	12	10	61	83	14	7	5	26	2	45	47	22	29	0	51	207
12/11/2021 22:45-23:00	4	5	41	50	23	15	7	45	6	55	61	25	17	5	47	203
12/11/2021 23:00-23:15	5	7	40	52	22	18	2	42	6	42	48	17	25	4	46	188
12/11/2021 23:15-23:30	1	3	13	17	4	8	3	15	4	44	48	15	11	0	26	106
12/11/2021 23:30-23:45	5	0	23	28	5	5	2	12	4	46	50	16	20	2	38	128
12/11/2021 23:45-00:00	2	2	24	28	1	1	1	3	1	38	39	12	9	0	21	91
<b>Summary</b>	<b>2159</b>	<b>3795</b>	<b>5383</b>	<b>11337</b>	<b>3620</b>	<b>3596</b>	<b>2855</b>	<b>10071</b>	<b>3453</b>	<b>8858</b>	<b>12311</b>	<b>5030</b>	<b>6084</b>	<b>2261</b>	<b>13375</b>	<b>47094</b>



# Turning Movement Volume Report

Report Date: 07/15/2022

Park Meadows Ctr & Old Navy/Marshalls(8500)

From 12/11/2021 00:00:00 to 12/11/2021 23:59:59

Intersection: 744

Flex Group: [All]

Time	N			S			E			W			Int
	LEFT	THROUGH	Total	THROUGH	RIGHT	Total	LEFT	THROUGH	Total	LEFT	THROUGH	Total	Total
12/11/2021 00:00-00:15	0	0	0	1	1	2	0	4	4	0	9	9	15
12/11/2021 00:15-00:30	0	0	0	0	0	0	0	4	4	0	5	5	9
12/11/2021 00:30-00:45	0	0	0	0	0	0	0	4	4	0	4	4	8
12/11/2021 00:45-01:00	0	0	0	0	0	0	0	3	3	0	0	0	3
12/11/2021 01:00-01:15	0	1	1	1	0	1	0	5	5	1	6	7	14
12/11/2021 01:15-01:30	0	0	0	0	0	0	0	2	2	0	4	4	6
12/11/2021 01:30-01:45	0	0	0	0	0	0	1	1	2	0	2	2	4
12/11/2021 01:45-02:00	0	0	0	0	1	1	1	1	2	0	8	8	11
12/11/2021 02:00-02:15	0	0	0	0	0	0	0	2	2	0	4	4	6
12/11/2021 02:15-02:30	0	0	0	0	1	1	0	4	4	0	4	4	9
12/11/2021 02:30-02:45	0	0	0	0	1	1	0	1	1	0	1	1	3
12/11/2021 02:45-03:00	0	0	0	1	1	2	0	1	1	0	4	4	7
12/11/2021 03:00-03:15	0	0	0	0	0	0	1	3	4	0	7	7	11
12/11/2021 03:15-03:30	1	0	1	0	0	0	0	2	2	0	2	2	5
12/11/2021 03:30-03:45	0	0	0	0	0	0	0	3	3	0	1	1	4
12/11/2021 03:45-04:00	0	0	0	0	0	0	0	0	0	1	5	6	6
12/11/2021 04:00-04:15	0	0	0	1	0	1	0	1	1	0	2	2	4
12/11/2021 04:15-04:30	0	0	0	0	0	0	0	0	0	0	0	0	0
12/11/2021 04:30-04:45	0	0	0	0	0	0	0	0	0	0	6	6	6
12/11/2021 04:45-05:00	0	0	0	0	0	0	1	1	2	3	4	7	9
12/11/2021 05:00-05:15	0	0	0	0	0	0	1	4	5	1	3	4	9
12/11/2021 05:15-05:30	0	0	0	1	0	1	0	7	7	1	2	3	11
12/11/2021 05:30-05:45	0	0	0	0	1	1	2	6	8	0	4	4	13
12/11/2021 05:45-06:00	0	0	0	0	0	0	3	8	11	3	3	6	17
12/11/2021 06:00-06:15	0	0	0	1	0	1	1	1	2	1	6	7	10
12/11/2021 06:15-06:30	0	0	0	0	0	0	0	4	4	0	3	3	7
12/11/2021 06:30-06:45	2	0	2	0	2	2	2	12	14	0	8	8	26
12/11/2021 06:45-07:00	0	0	0	0	0	0	2	20	22	1	8	9	31
12/11/2021 07:00-07:15	0	0	0	0	1	1	1	15	16	3	18	21	38
12/11/2021 07:15-07:30	0	0	0	0	0	0	1	20	21	0	16	16	37



12/11/2021 07:30-07:45	1	0	1	1	0	1	6	29	35	1	16	17	54
12/11/2021 07:45-08:00	0	0	0	7	6	13	22	34	56	7	28	35	104
12/11/2021 08:00-08:15	0	0	0	2	1	3	18	34	52	4	21	25	80
12/11/2021 08:15-08:30	0	1	1	2	3	5	10	21	31	3	36	39	76
12/11/2021 08:30-08:45	1	0	1	3	8	11	10	37	47	5	40	45	104
12/11/2021 08:45-09:00	0	0	0	1	3	4	19	48	67	4	47	51	122
12/11/2021 09:00-09:15	1	0	1	3	3	6	11	47	58	8	59	67	132
12/11/2021 09:15-09:30	7	6	13	5	9	14	32	49	81	11	87	98	206
12/11/2021 09:30-09:45	5	1	6	2	14	16	33	58	91	12	100	112	225
12/11/2021 09:45-10:00	2	3	5	4	22	26	61	91	152	19	91	110	293
12/11/2021 10:00-10:15	8	7	15	18	28	46	54	93	147	29	91	120	328
12/11/2021 10:15-10:30	9	4	13	21	42	63	85	96	181	29	100	129	386
12/11/2021 10:30-10:45	21	25	46	21	47	68	79	103	182	34	102	136	432
12/11/2021 10:45-11:00	19	21	40	30	47	77	95	122	217	19	97	116	450
12/11/2021 11:00-11:15	14	14	28	30	66	96	64	112	176	29	121	150	450
12/11/2021 11:15-11:30	28	18	46	42	77	119	81	120	201	37	111	148	514
12/11/2021 11:30-11:45	16	22	38	46	86	132	64	170	234	42	131	173	577
12/11/2021 11:45-12:00	32	27	59	53	91	144	92	205	297	36	116	152	652
12/11/2021 12:00-12:15	28	17	45	63	105	168	88	166	254	39	144	183	650
12/11/2021 12:15-12:30	24	23	47	82	100	182	94	168	262	36	136	172	663
12/11/2021 12:30-12:45	26	27	53	62	114	176	98	154	252	34	136	170	651
12/11/2021 12:45-13:00	50	47	97	64	109	173	80	175	255	41	146	187	712
12/11/2021 13:00-13:15	40	39	79	76	158	234	87	142	229	35	121	156	698
12/11/2021 13:15-13:30	43	47	90	68	136	204	77	150	227	47	139	186	707
12/11/2021 13:30-13:45	49	29	78	71	133	204	73	137	210	26	140	166	658
12/11/2021 13:45-14:00	45	25	70	80	132	212	69	141	210	30	134	164	656
12/11/2021 14:00-14:15	44	34	78	64	140	204	67	133	200	46	141	187	669
12/11/2021 14:15-14:30	48	62	110	74	168	242	75	151	226	36	135	171	749
12/11/2021 14:30-14:45	40	55	95	79	159	238	65	150	215	35	148	183	731
12/11/2021 14:45-15:00	40	16	56	87	115	202	56	145	201	27	122	149	608
12/11/2021 15:00-15:15	44	19	63	60	115	175	81	163	244	36	173	209	691
12/11/2021 15:15-15:30	45	12	57	107	169	276	99	143	242	31	190	221	796
12/11/2021 15:30-15:45	30	11	41	125	167	292	63	138	201	45	201	246	780
12/11/2021 15:45-16:00	38	13	51	127	149	276	67	162	229	31	205	236	792
12/11/2021 16:00-16:15	44	17	61	116	134	250	77	160	237	31	155	186	734
12/11/2021 16:15-16:30	36	11	47	68	136	204	65	132	197	34	121	155	603

12/11/2021 16:30-16:45	38	17	55	64	111	175	58	154	212	18	109	127	569
12/11/2021 16:45-17:00	25	11	36	65	108	173	49	158	207	31	113	144	560
12/11/2021 17:00-17:15	26	10	36	69	99	168	46	141	187	27	121	148	539
12/11/2021 17:15-17:30	26	9	35	63	97	160	46	126	172	20	106	126	493
12/11/2021 17:30-17:45	25	8	33	46	90	136	41	133	174	28	105	133	476
12/11/2021 17:45-18:00	24	14	38	51	72	123	44	100	144	20	103	123	428
12/11/2021 18:00-18:15	24	22	46	52	73	125	33	113	146	8	120	128	445
12/11/2021 18:15-18:30	18	9	27	51	89	140	45	92	137	16	110	126	430
12/11/2021 18:30-18:45	24	6	30	35	59	94	41	98	139	16	89	105	368
12/11/2021 18:45-19:00	21	5	26	50	57	107	33	93	126	15	82	97	356
12/11/2021 19:00-19:15	18	3	21	46	51	97	30	85	115	15	78	93	326
12/11/2021 19:15-19:30	11	4	15	39	38	77	22	77	99	10	71	81	272
12/11/2021 19:30-19:45	17	2	19	39	46	85	28	43	71	12	55	67	242
12/11/2021 19:45-20:00	14	5	19	43	39	82	8	34	42	7	37	44	187
12/11/2021 20:00-20:15	8	2	10	32	30	62	8	43	51	6	35	41	164
12/11/2021 20:15-20:30	9	4	13	37	29	66	9	41	50	4	34	38	167
12/11/2021 20:30-20:45	21	2	23	29	37	66	3	46	49	5	36	41	179
12/11/2021 20:45-21:00	7	1	8	18	32	50	4	40	44	3	36	39	141
12/11/2021 21:00-21:15	7	1	8	36	27	63	0	39	39	4	52	56	166
12/11/2021 21:15-21:30	4	2	6	12	10	22	3	22	25	1	39	40	93
12/11/2021 21:30-21:45	4	3	7	15	11	26	3	27	30	0	44	44	107
12/11/2021 21:45-22:00	4	1	5	9	12	21	3	18	21	0	30	30	77
12/11/2021 22:00-22:15	2	1	3	10	4	14	1	26	27	0	31	31	75
12/11/2021 22:15-22:30	1	1	2	8	5	13	1	9	10	2	20	22	47
12/11/2021 22:30-22:45	1	0	1	4	0	4	1	13	14	2	18	20	39
12/11/2021 22:45-23:00	0	0	0	10	1	11	0	9	9	0	30	30	50
12/11/2021 23:00-23:15	0	0	0	6	1	7	0	9	9	0	16	16	32
12/11/2021 23:15-23:30	0	0	0	5	2	7	0	12	12	0	24	24	43
12/11/2021 23:30-23:45	0	0	0	4	3	7	2	12	14	0	11	11	32
12/11/2021 23:45-00:00	2	0	2	0	2	2	1	3	4	1	6	7	15
<b>Summary</b>	<b>1262</b>	<b>797</b>	<b>2059</b>	<b>2718</b>	<b>4236</b>	<b>6954</b>	<b>2797</b>	<b>6134</b>	<b>8931</b>	<b>1255</b>	<b>5991</b>	<b>7246</b>	<b>25190</b>



# Turning Movement Volume Report

Report Date: 07/15/2022

From 12/11/2021 00:00:00 to 12/11/2021 23:59:59

County Line & I25 SB (W side ) / PM Cntr Dr

Intersection: 753

Flex Group: [All]

Time	N		S				E			W		Int
	RIGHT	Total	LEFT	THROUGH	RIGHT	Total	THROUGH	RIGHT	Total	THROUGH	Total	Total
12/11/2021 00:00-00:15	10	10	10	7	12	29	67	0	67	6	6	112
12/11/2021 00:15-00:30	11	11	23	6	19	48	33	0	33	5	5	97
12/11/2021 00:30-00:45	2	2	13	3	12	28	44	0	44	9	9	83
12/11/2021 00:45-01:00	7	7	22	1	14	37	39	0	39	11	11	94
12/11/2021 01:00-01:15	11	11	16	4	6	26	26	0	26	3	3	66
12/11/2021 01:15-01:30	5	5	1	6	10	17	16	0	16	6	6	44
12/11/2021 01:30-01:45	1	1	7	2	12	21	15	0	15	3	3	40
12/11/2021 01:45-02:00	1	1	1	7	2	10	23	0	23	4	4	38
12/11/2021 02:00-02:15	6	6	3	8	5	16	8	0	8	2	2	32
12/11/2021 02:15-02:30	9	9	4	2	7	13	7	0	7	4	4	33
12/11/2021 02:30-02:45	1	1	0	3	5	8	8	0	8	5	5	22
12/11/2021 02:45-03:00	2	2	2	3	6	11	11	0	11	6	6	30
12/11/2021 03:00-03:15	4	4	2	6	6	14	3	0	3	1	1	22
12/11/2021 03:15-03:30	4	4	1	3	1	5	9	0	9	0	0	18
12/11/2021 03:30-03:45	1	1	4	2	4	10	4	0	4	4	4	19
12/11/2021 03:45-04:00	0	0	3	5	4	12	7	0	7	3	3	22
12/11/2021 04:00-04:15	2	2	0	1	7	8	9	0	9	1	1	20
12/11/2021 04:15-04:30	0	0	1	0	1	2	3	0	3	3	3	8
12/11/2021 04:30-04:45	0	0	3	5	4	12	10	0	10	3	3	25
12/11/2021 04:45-05:00	2	2	3	12	12	27	2	0	2	6	6	37
12/11/2021 05:00-05:15	3	3	4	4	5	13	5	0	5	1	1	22
12/11/2021 05:15-05:30	10	10	2	3	3	8	13	0	13	6	6	37
12/11/2021 05:30-05:45	9	9	14	7	5	26	13	0	13	5	5	53
12/11/2021 05:45-06:00	5	5	18	14	17	49	11	0	11	7	7	72
12/11/2021 06:00-06:15	5	5	14	13	18	45	14	0	14	9	9	73
12/11/2021 06:15-06:30	4	4	7	7	25	39	31	0	31	7	7	81
12/11/2021 06:30-06:45	11	11	10	9	15	34	30	0	30	12	12	87
12/11/2021 06:45-07:00	19	19	34	24	49	107	30	1	31	15	15	172
12/11/2021 07:00-07:15	18	18	28	32	38	98	36	0	36	17	17	169
12/11/2021 07:15-07:30	22	22	27	20	61	108	33	3	36	18	18	184

12/11/2021 07:30-07:45	33	33	29	19	62	110	43	0	43	26	26	212
12/11/2021 07:45-08:00	15	15	47	53	95	195	50	1	51	37	37	298
12/11/2021 08:00-08:15	28	28	46	33	64	143	79	14	93	51	51	315
12/11/2021 08:15-08:30	24	24	31	53	88	172	89	3	92	75	75	363
12/11/2021 08:30-08:45	34	34	49	54	101	204	101	8	109	73	73	420
12/11/2021 08:45-09:00	47	47	39	84	126	249	104	4	108	149	149	553
12/11/2021 09:00-09:15	43	43	38	94	119	251	118	5	123	119	119	536
12/11/2021 09:15-09:30	54	54	37	115	126	278	138	2	140	132	132	604
12/11/2021 09:30-09:45	42	42	37	166	139	342	143	12	155	192	192	731
12/11/2021 09:45-10:00	81	81	51	207	181	439	157	10	167	217	217	904
12/11/2021 10:00-10:15	105	105	55	251	179	485	186	7	193	235	235	1018
12/11/2021 10:15-10:30	114	114	39	247	196	482	211	13	224	265	265	1085
12/11/2021 10:30-10:45	153	153	47	265	190	502	244	2	246	294	294	1195
12/11/2021 10:45-11:00	159	159	38	286	219	543	274	10	284	303	303	1289
12/11/2021 11:00-11:15	195	195	26	273	215	514	301	17	318	325	325	1352
12/11/2021 11:15-11:30	188	188	32	251	247	530	339	10	349	295	295	1362
12/11/2021 11:30-11:45	231	231	31	318	234	583	362	21	383	311	311	1508
12/11/2021 11:45-12:00	193	193	29	293	291	613	343	36	379	359	359	1544
12/11/2021 12:00-12:15	245	245	40	312	232	584	369	38	407	319	319	1555
12/11/2021 12:15-12:30	243	243	32	300	231	563	465	29	494	327	327	1627
12/11/2021 12:30-12:45	279	279	35	321	231	587	472	22	494	334	334	1694
12/11/2021 12:45-13:00	311	311	37	343	243	623	446	41	487	326	326	1747
12/11/2021 13:00-13:15	259	259	29	338	230	597	501	37	538	321	321	1715
12/11/2021 13:15-13:30	295	295	32	276	234	542	494	38	532	342	342	1711
12/11/2021 13:30-13:45	328	328	34	334	236	604	464	24	488	307	307	1727
12/11/2021 13:45-14:00	298	298	34	283	225	542	522	20	542	307	307	1689
12/11/2021 14:00-14:15	353	353	34	298	193	525	447	30	477	270	270	1625
12/11/2021 14:15-14:30	286	286	33	278	233	544	532	32	564	330	330	1724
12/11/2021 14:30-14:45	355	355	32	318	195	545	460	16	476	269	269	1645
12/11/2021 14:45-15:00	333	333	37	282	200	519	528	16	544	303	303	1699
12/11/2021 15:00-15:15	384	384	31	276	198	505	465	43	508	246	246	1643
12/11/2021 15:15-15:30	355	355	51	265	218	534	478	37	515	288	288	1692
12/11/2021 15:30-15:45	351	351	72	269	202	543	442	39	481	227	227	1602
12/11/2021 15:45-16:00	342	342	68	259	219	546	453	56	509	254	254	1651
12/11/2021 16:00-16:15	326	326	82	231	204	517	487	8	495	289	289	1627
12/11/2021 16:15-16:30	337	337	27	226	199	452	522	1	523	244	244	1556

12/11/2021 16:30-16:45	330	330	33	223	176	432	461	6	467	255	255	1484
12/11/2021 16:45-17:00	335	335	55	241	180	476	451	23	474	236	236	1521
12/11/2021 17:00-17:15	253	253	27	232	184	443	475	1	476	231	231	1403
12/11/2021 17:15-17:30	263	263	36	192	163	391	467	0	467	220	220	1341
12/11/2021 17:30-17:45	223	223	33	204	169	406	493	2	495	250	250	1374
12/11/2021 17:45-18:00	185	185	27	172	174	373	436	0	436	239	239	1233
12/11/2021 18:00-18:15	201	201	32	160	129	321	403	0	403	208	208	1133
12/11/2021 18:15-18:30	206	206	17	168	155	340	396	0	396	171	171	1113
12/11/2021 18:30-18:45	173	173	23	130	124	277	420	1	421	176	176	1047
12/11/2021 18:45-19:00	198	198	13	93	121	227	443	0	443	136	136	1004
12/11/2021 19:00-19:15	197	197	28	116	128	272	423	1	424	143	143	1036
12/11/2021 19:15-19:30	177	177	28	94	120	242	384	0	384	112	112	915
12/11/2021 19:30-19:45	138	138	19	61	102	182	359	1	360	109	109	789
12/11/2021 19:45-20:00	131	131	0	5	11	16	357	0	357	95	95	599
12/11/2021 20:00-20:15	148	148	1	0	1	2	342	1	343	79	79	572
12/11/2021 20:15-20:30	124	124	4	11	9	24	386	13	399	83	83	630
12/11/2021 20:30-20:45	129	129	3	10	9	22	361	0	361	75	75	587
12/11/2021 20:45-21:00	106	106	6	11	18	35	334	0	334	62	62	537
12/11/2021 21:00-21:15	153	153	13	37	49	99	327	0	327	47	47	626
12/11/2021 21:15-21:30	66	66	13	20	51	84	260	0	260	46	46	456
12/11/2021 21:30-21:45	72	72	12	17	52	81	238	2	240	30	30	423
12/11/2021 21:45-22:00	62	62	16	19	32	67	204	1	205	25	25	359
12/11/2021 22:00-22:15	60	60	14	18	37	69	166	0	166	36	36	331
12/11/2021 22:15-22:30	37	37	19	12	38	69	181	0	181	28	28	315
12/11/2021 22:30-22:45	24	24	8	21	39	68	158	0	158	22	22	272
12/11/2021 22:45-23:00	19	19	10	19	29	58	140	0	140	20	20	237
12/11/2021 23:00-23:15	20	20	12	15	34	61	144	0	144	20	20	245
12/11/2021 23:15-23:30	24	24	14	17	21	52	84	0	84	10	10	170
12/11/2021 23:30-23:45	26	26	14	9	29	52	98	0	98	14	14	190
12/11/2021 23:45-00:00	9	9	5	5	15	25	78	0	78	8	8	120
<b>Summary</b>	<b>11693</b>	<b>11693</b>	<b>2253</b>	<b>10822</b>	<b>9579</b>	<b>22654</b>	<b>21858</b>	<b>758</b>	<b>22616</b>	<b>12129</b>	<b>12129</b>	<b>69092</b>

Min/Max Cycle Lengths

705 – Yosemite & West Mall

Min – 70 seconds

Max - 110 seconds

723 – County Line & Chester

Min – 115 seconds

Max – 150 seconds

744 – Park Meadows Center & 8500 Blk

Min – 50 seconds

Max – 90 Seconds

753 – County Line & Park Meadows Center

Min – 115 seconds

Max – 150 seconds

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**APPENDIX “C”**

**INTERSECTION  
CAPACITY ANALYSIS  
WORKSHEETS**

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Lanes and Geometrics  
 1: S. Yosemite St. & E. County Line Rd.

Park Meadows  
 07/19/2022



Lane Group	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	
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12	
Grade (%)	0%		0%		0%		0%		0%		0%		
Storage Length (ft)	175		350	600		0	235		0	210		0	
Storage Lanes	2		1	2		1	2		1	1		0	
Taper Length (ft)	25			25			25			25			
Lane Util. Factor	0.97	0.91	1.00	0.97	0.91	1.00	0.97	0.95	1.00	1.00	0.95	0.95	
Ped Bike Factor	Frt			0.850			0.850			0.850			0.946
Flt Protected	0.950			0.950			0.950			0.950			
Satd. Flow (prot)	3433	5085	1583	3433	5085	1583	3433	3539	1583	1770	3348	0	
Flt Permitted	0.950			0.950			0.950			0.950			
Satd. Flow (perm)	3433	5085	1583	3433	5085	1583	3433	3539	1583	1770	3348	0	
Right Turn on Red			Yes			Yes			Yes			Yes	
Satd. Flow (RTOR)			142			142			142			93	
Link Speed (mph)		30			30			30				30	
Link Distance (ft)		556			1568			1842				710	
Travel Time (s)		12.6			35.6			41.9				16.1	

Intersection Summary

Area Type: Other



Timings  
1: S. Yosemite St. & E. County Line Rd.

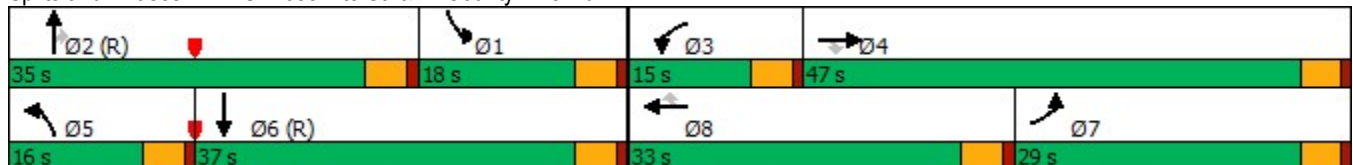


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations	↖↖	↑↑↑	↗	↖↖	↑↑↑	↗	↖↖	↑↑	↗	↖	↑↑
Traffic Volume (vph)	219	522	81	46	344	35	67	191	20	38	168
Future Volume (vph)	219	522	81	46	344	35	67	191	20	38	168
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA
Protected Phases	7	4		3	8		5	2		1	6
Permitted Phases			4			8			2		
Detector Phase	7	4	4	3	8	8	5	2	2	1	6
Switch Phase											
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5
Total Split (s)	29.0	47.0	47.0	15.0	33.0	33.0	16.0	35.0	35.0	18.0	37.0
Total Split (%)	25.2%	40.9%	40.9%	13.0%	28.7%	28.7%	13.9%	30.4%	30.4%	15.7%	32.2%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lag	Lag	Lag	Lead	Lead	Lead	Lead	Lead	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	C-Max	C-Max	None	C-Max
Act Effct Green (s)	13.3	22.3	22.3	7.1	14.2	14.2	7.8	63.3	63.3	10.6	63.8
Actuated g/C Ratio	0.12	0.19	0.19	0.06	0.12	0.12	0.07	0.55	0.55	0.09	0.55
v/c Ratio	0.60	0.57	0.21	0.24	0.60	0.12	0.31	0.11	0.02	0.25	0.15
Control Delay	54.5	44.5	2.1	20.7	23.7	4.5	54.1	15.4	0.1	50.8	10.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	54.5	44.5	2.1	20.7	23.7	4.5	54.1	15.4	0.1	50.8	10.0
LOS	D	D	A	C	C	A	D	B	A	D	B
Approach Delay		43.0			21.8			23.6			15.2
Approach LOS		D			C			C			B

Intersection Summary

Cycle Length: 115  
 Actuated Cycle Length: 115  
 Offset: 24 (21%), Referenced to phase 2:NBT and 6:SBT, Start of Green  
 Natural Cycle: 65  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.60  
 Intersection Signal Delay: 30.5  
 Intersection LOS: C  
 Intersection Capacity Utilization 41.1%  
 ICU Level of Service A  
 Analysis Period (min) 15

Splits and Phases: 1: S. Yosemite St. & E. County Line Rd.



Queues

1: S. Yosemite St. & E. County Line Rd.



































Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	238	567	88	50	374	38	73	208	22	41	285
v/c Ratio	0.60	0.57	0.21	0.24	0.60	0.12	0.31	0.11	0.02	0.25	0.15
Control Delay	54.5	44.5	2.1	20.7	23.7	4.5	54.1	15.4	0.1	50.8	10.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	54.5	44.5	2.1	20.7	23.7	4.5	54.1	15.4	0.1	50.8	10.0
Queue Length 50th (ft)	87	144	0	18	105	5	26	42	0	28	34
Queue Length 95th (ft)	125	173	9	27	136	24	50	73	0	63	68
Internal Link Dist (ft)		476			1488			1762			630
Turn Bay Length (ft)	175		350	600			235			210	
Base Capacity (vph)	731	1879	674	313	1260	499	343	1946	934	207	1898
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.33	0.30	0.13	0.16	0.30	0.08	0.21	0.11	0.02	0.20	0.15

Intersection Summary

HCM 6th Signalized Intersection Summary  
 1: S. Yosemite St. & E. County Line Rd.

Park Meadows  
 07/19/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 	  		 	  		 	 			 	
Traffic Volume (veh/h)	219	522	81	46	344	35	67	191	20	38	168	94
Future Volume (veh/h)	219	522	81	46	344	35	67	191	20	38	168	94
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	238	567	88	50	374	38	73	208	22	41	183	102
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	313	852	264	120	567	176	136	942	420	671	1350	718
Arrive On Green	0.09	0.17	0.17	0.01	0.04	0.04	0.04	0.27	0.27	0.38	0.60	0.60
Sat Flow, veh/h	3456	5106	1585	3456	5106	1585	3456	3554	1585	1781	2241	1192
Grp Volume(v), veh/h	238	567	88	50	374	38	73	208	22	41	143	142
Grp Sat Flow(s),veh/h/ln	1728	1702	1585	1728	1702	1585	1728	1777	1585	1781	1777	1656
Q Serve(g_s), s	7.7	12.0	5.6	1.7	8.3	2.7	2.4	5.3	1.0	1.7	4.0	4.3
Cycle Q Clear(g_c), s	7.7	12.0	5.6	1.7	8.3	2.7	2.4	5.3	1.0	1.7	4.0	4.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.72
Lane Grp Cap(c), veh/h	313	852	264	120	567	176	136	942	420	671	1071	998
V/C Ratio(X)	0.76	0.67	0.33	0.42	0.66	0.22	0.54	0.22	0.05	0.06	0.13	0.14
Avail Cap(c_a), veh/h	736	1887	586	316	1265	393	346	942	420	671	1071	998
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.91	0.91	0.91	0.92	0.92	0.92	1.00	1.00	1.00
Uniform Delay (d), s/veh	51.1	44.9	42.3	55.7	53.3	50.5	54.2	33.0	22.5	22.9	9.9	9.9
Incr Delay (d2), s/veh	3.8	0.9	0.7	2.1	1.2	0.6	3.0	0.5	0.2	0.0	0.3	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.5	5.1	2.3	0.8	3.8	1.1	1.1	2.3	0.5	0.7	1.6	1.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	54.9	45.8	43.0	57.8	54.5	51.1	57.2	33.5	22.8	22.9	10.1	10.2
LnGrp LOS	D	D	D	E	D	D	E	C	C	C	B	B
Approach Vol, veh/h		893			462			303			326	
Approach Delay, s/veh		48.0			54.5			38.4			11.8	
Approach LOS		D			D			D			B	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	47.8	35.0	8.5	23.7	9.0	73.8	14.9	17.3				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	13.5	30.5	10.5	42.5	11.5	32.5	24.5	28.5				
Max Q Clear Time (g_c+I1), s	3.7	7.3	3.7	14.0	4.4	6.3	9.7	10.3				
Green Ext Time (p_c), s	0.0	1.3	0.0	4.5	0.1	1.7	0.7	2.4				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay			42.1									
HCM 6th LOS			D									

Lanes and Geometrics  
 2: S. Chester St. & E. County Line Rd.

Park Meadows  
 07/19/2022



Lane Group	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
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	550		0	525		0	135		0	125		110
Storage Lanes	2		1	2		0	2		1	2		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.97	0.91	1.00	0.97	0.86	0.86	0.97	0.95	1.00	0.97	0.95	1.00
Ped Bike Factor												
Frt			0.850		0.964				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	5085	1583	3433	6177	0	3433	3539	1583	3433	3539	1583
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3433	5085	1583	3433	6177	0	3433	3539	1583	3433	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			142		73				203			142
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1568			1050			565			792	
Travel Time (s)		35.6			23.9			12.8			18.0	

Intersection Summary

Area Type: Other

Timings  
2: S. Chester St. & E. County Line Rd.

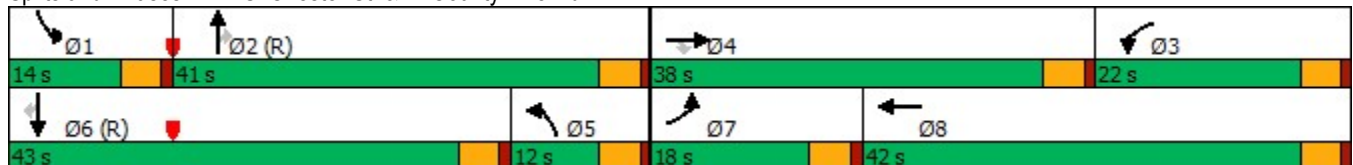
Park Meadows  
07/19/2022

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations												
Traffic Volume (vph)	85	548	12	136	380	9	123	187	36	31	21	
Future Volume (vph)	85	548	12	136	380	9	123	187	36	31	21	
Turn Type	Prot	NA	Perm	Prot	NA	Prot	NA	Perm	Prot	NA	Perm	
Protected Phases	7	4		3	8	5	2		1	6		
Permitted Phases			4					2			6	
Detector Phase	7	4	4	3	8	5	2	2	1	6	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	9.5	22.5	22.5	9.5	22.5	9.5	22.5	22.5	9.5	22.5	22.5	
Total Split (s)	18.0	38.0	38.0	22.0	42.0	12.0	41.0	41.0	14.0	43.0	43.0	
Total Split (%)	15.7%	33.0%	33.0%	19.1%	36.5%	10.4%	35.7%	35.7%	12.2%	37.4%	37.4%	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	
Lead/Lag	Lead	Lead	Lead	Lag	Lag	Lag	Lag	Lag	Lead	Lead	Lead	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	None	None	None	None	None	C-Max	C-Max	None	C-Max	C-Max	
Act Effct Green (s)	8.5	20.0	20.0	10.3	21.8	6.1	64.1	64.1	6.8	68.8	68.8	
Actuated g/C Ratio	0.07	0.17	0.17	0.09	0.19	0.05	0.56	0.56	0.06	0.60	0.60	
v/c Ratio	0.37	0.67	0.03	0.48	0.44	0.06	0.07	0.21	0.19	0.02	0.02	
Control Delay	19.7	18.7	0.3	62.3	42.9	51.9	14.5	3.1	53.3	12.8	0.0	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	19.7	18.7	0.3	62.3	42.9	51.9	14.5	3.1	53.3	12.8	0.0	
LOS	B	B	A	E	D	D	B	A	D	B	A	
Approach Delay		18.5			47.0		8.9			26.2		
Approach LOS		B			D		A			C		

Intersection Summary

Cycle Length: 115  
 Actuated Cycle Length: 115  
 Offset: 74 (64%), Referenced to phase 2:NBT and 6:SBT, Start of Green  
 Natural Cycle: 65  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.67  
 Intersection Signal Delay: 27.8  
 Intersection LOS: C  
 Intersection Capacity Utilization 38.1%  
 ICU Level of Service A  
 Analysis Period (min) 15

Splits and Phases: 2: S. Chester St. & E. County Line Rd.



Queues  
2: S. Chester St. & E. County Line Rd.

Park Meadows  
07/19/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	92	596	13	148	542	10	134	203	39	34	23
v/c Ratio	0.37	0.67	0.03	0.48	0.44	0.06	0.07	0.21	0.19	0.02	0.02
Control Delay	19.7	18.7	0.3	62.3	42.9	51.9	14.5	3.1	53.3	12.8	0.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	19.7	18.7	0.3	62.3	42.9	51.9	14.5	3.1	53.3	12.8	0.0
Queue Length 50th (ft)	12	164	0	57	101	3	24	0	14	4	0
Queue Length 95th (ft)	18	150	0	91	129	12	49	42	31	16	0
Internal Link Dist (ft)		1488			970		485			712	
Turn Bay Length (ft)	550			525		135			125		110
Base Capacity (vph)	403	1481	561	522	2063	223	1971	971	283	2117	1004
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.23	0.40	0.02	0.28	0.26	0.04	0.07	0.21	0.14	0.02	0.02

Intersection Summary

HCM 6th Signalized Intersection Summary  
 2: S. Chester St. & E. County Line Rd.

Park Meadows  
 07/19/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖↗	↑↑↑	↖	↖↗	↑↑↑		↖↗	↑↑	↖	↖↗	↑↑	↖
Traffic Volume (veh/h)	85	548	12	136	380	119	9	123	187	36	31	21
Future Volume (veh/h)	85	548	12	136	380	119	9	123	187	36	31	21
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	92	596	13	148	413	129	10	134	203	39	34	23
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	147	850	264	213	924	268	970	2077	927	107	1190	531
Arrive On Green	0.01	0.05	0.05	0.06	0.19	0.19	0.28	0.58	0.58	0.03	0.33	0.33
Sat Flow, veh/h	3456	5106	1585	3456	4987	1448	3456	3554	1585	3456	3554	1585
Grp Volume(v), veh/h	92	596	13	148	399	143	10	134	203	39	34	23
Grp Sat Flow(s),veh/h/ln	1728	1702	1585	1728	1609	1610	1728	1777	1585	1728	1777	1585
Q Serve(g_s), s	3.0	13.2	0.9	4.8	8.4	9.2	0.2	1.9	4.7	1.3	0.7	0.9
Cycle Q Clear(g_c), s	3.0	13.2	0.9	4.8	8.4	9.2	0.2	1.9	4.7	1.3	0.7	0.9
Prop In Lane	1.00		1.00	1.00		0.90	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	147	850	264	213	894	298	970	2077	927	107	1190	531
V/C Ratio(X)	0.62	0.70	0.05	0.70	0.45	0.48	0.01	0.06	0.22	0.36	0.03	0.04
Avail Cap(c_a), veh/h	406	1487	462	526	1574	525	970	2077	927	285	1190	531
HCM Platoon Ratio	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	0.83	0.83	0.83	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	55.8	51.5	45.7	52.9	41.6	41.9	29.8	10.3	5.0	54.6	25.7	17.3
Incr Delay (d2), s/veh	3.6	0.9	0.1	4.1	0.3	1.2	0.0	0.1	0.5	2.1	0.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.4	6.1	0.4	2.2	3.4	3.7	0.1	0.7	2.4	0.6	0.3	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	59.3	52.4	45.8	57.0	41.9	43.1	29.8	10.4	5.6	56.7	25.7	17.4
LnGrp LOS	E	D	D	E	D	D	C	B	A	E	C	B
Approach Vol, veh/h		701			690			347				96
Approach Delay, s/veh		53.2			45.4			8.1				36.3
Approach LOS		D			D			A				D
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	8.1	71.7	11.6	23.6	36.8	43.0	9.4	25.8				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	9.5	36.5	17.5	33.5	7.5	38.5	13.5	37.5				
Max Q Clear Time (g_c+I1), s	3.3	6.7	6.8	15.2	2.2	2.9	5.0	11.2				
Green Ext Time (p_c), s	0.0	1.6	0.3	3.9	0.0	0.2	0.1	3.9				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay				40.9								
HCM 6th LOS				D								

Lanes and Geometrics  
 3: North Access Drive & E. County Line Rd.



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑	↑	↙↘	↑↑↑		↙↘
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)		0	350		0	0
Storage Lanes		1	2		0	2
Taper Length (ft)			25		25	
Lane Util. Factor	0.91	1.00	0.97	0.86	1.00	0.88
Ped Bike Factor						
Frt		0.850				0.850
Flt Protected			0.950			
Satd. Flow (prot)	5085	1583	3433	6408	0	2787
Flt Permitted			0.950			
Satd. Flow (perm)	5085	1583	3433	6408	0	2787
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		20				398
Link Speed (mph)	30			30	30	
Link Distance (ft)	1050			651	255	
Travel Time (s)	23.9			14.8	5.8	

Intersection Summary

Area Type: Other



Timings  
3: North Access Drive & E. County Line Rd.



Lane Group	EBT	EBR	WBL	WBT	NBR	Ø8
Lane Configurations	↑↑↑	↗	↖	↑↑↑	↗	
Traffic Volume (vph)	738	18	96	743	18	
Future Volume (vph)	738	18	96	743	18	
Turn Type	NA	Perm	Prot	NA	Over	
Protected Phases	4		2	2 8	2	8
Permitted Phases		4			2	
Detector Phase	4	4	2	2 8	2	
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	22.5	22.5	9.5	9.5	22.5	
Total Split (s)	81.0	81.0	34.0	34.0	81.0	
Total Split (%)	70.4%	70.4%	29.6%	29.6%	70%	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.0	
All-Red Time (s)	1.0	1.0	1.0	1.0	0.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		
Total Lost Time (s)	4.5	4.5	4.5	4.5		
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	None	None	C-Max	C-Max	None	
Act Effct Green (s)	27.4	27.4	78.6	115.0	78.6	
Actuated g/C Ratio	0.24	0.24	0.68	1.00	0.68	
v/c Ratio	0.66	0.05	0.04	0.13	0.01	
Control Delay	14.4	1.3	3.5	0.0	0.0	
Queue Delay	0.0	0.0	0.0	0.0	0.0	
Total Delay	14.4	1.3	3.5	0.0	0.0	
LOS	B	A	A	A	A	
Approach Delay	14.1			0.4		
Approach LOS	B			A		

Intersection Summary

Cycle Length: 115  
 Actuated Cycle Length: 115  
 Offset: 98 (85%), Referenced to phase 2:WBTL and 6:, Start of Green  
 Natural Cycle: 40  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.66  
 Intersection Signal Delay: 6.8  
 Intersection Capacity Utilization 25.9%  
 Analysis Period (min) 15  
 Intersection LOS: A  
 ICU Level of Service A

Splits and Phases: 3: North Access Drive & E. County Line Rd.





Lane Group	EBT	EBR	WBL	WBT	NBR
Lane Group Flow (vph)	802	20	104	808	20
v/c Ratio	0.66	0.05	0.04	0.13	0.01
Control Delay	14.4	1.3	3.5	0.0	0.0
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	14.4	1.3	3.5	0.0	0.0
Queue Length 50th (ft)	53	1	5	0	0
Queue Length 95th (ft)	66	m0	10	0	0
Internal Link Dist (ft)	970			571	
Turn Bay Length (ft)			350		
Base Capacity (vph)	3382	1059	2345	6408	2030
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.24	0.02	0.04	0.13	0.01

#### Intersection Summary

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

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HCM 6th Edition methodology expects strict NEMA phasing.

Lanes and Geometrics  
 4: Park Meadow Center Dr. & E. County Line Rd.

Park Meadows  
 07/19/2022



Lane Group	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
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		325	0		100	0		250	250		175
Storage Lanes	0		1	0		1	0		1	3		2
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.86	1.00	1.00	0.91	1.00	1.00	1.00	0.76	0.94	0.95	0.88
Ped Bike Factor												
Frt			0.850			0.850			0.850			0.850
Flt Protected										0.950		
Satd. Flow (prot)	0	6408	1583	0	5085	1583	0	0	3610	4990	3539	2787
Flt Permitted										0.950		
Satd. Flow (perm)	0	6408	1583	0	5085	1583	0	0	3610	4990	3539	2787
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			57			58			229			401
Link Speed (mph)		30			30			30				30
Link Distance (ft)		651			987			1238				614
Travel Time (s)		14.8			22.4			28.1				14.0

Intersection Summary

Area Type: Other

Timings  
4: Park Meadow Center Dr. & E. County Line Rd.

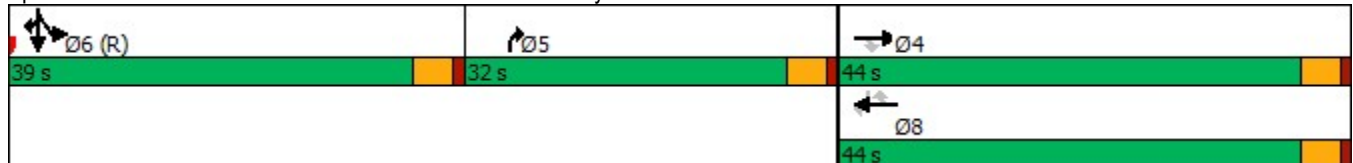


Lane Group	EBT	EBR	WBT	WBR	NBR	SBL	SBT	SBR
Lane Configurations	↑↑↑↑	↗	↑↑↑↑	↗	↗↗↗	↗↗↗	↑↑	↗↗
Traffic Volume (vph)	771	20	419	53	304	393	221	369
Future Volume (vph)	771	20	419	53	304	393	221	369
Turn Type	NA	Perm	NA	Perm	Prot	Split	NA	custom
Protected Phases	4		8		5	6	6	6
Permitted Phases		4		8				8
Detector Phase	4	4	8	8	5	6	6	6
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	22.5	9.5	22.5	22.5	22.5
Total Split (s)	44.0	44.0	44.0	44.0	32.0	39.0	39.0	39.0
Total Split (%)	38.3%	38.3%	38.3%	38.3%	27.8%	33.9%	33.9%	33.9%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag					Lag	Lead	Lead	Lead
Lead-Lag Optimize?					Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	C-Max	C-Max	C-Max
Act Effct Green (s)	23.2	23.2	23.2	23.2	9.0	69.3	69.3	97.0
Actuated g/C Ratio	0.20	0.20	0.20	0.20	0.08	0.60	0.60	0.84
v/c Ratio	0.65	0.06	0.44	0.16	0.67	0.14	0.11	0.17
Control Delay	7.6	0.7	48.9	21.4	23.0	11.1	11.1	0.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	7.6	0.7	48.9	21.4	23.0	11.1	11.1	0.4
LOS	A	A	D	C	C	B	B	A
Approach Delay	7.4		45.8				7.0	
Approach LOS	A		D				A	

Intersection Summary

Cycle Length: 115  
 Actuated Cycle Length: 115  
 Offset: 96 (83%), Referenced to phase 6:SBTL, Start of Green  
 Natural Cycle: 55  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.67  
 Intersection Signal Delay: 16.2  
 Intersection Capacity Utilization 37.0%  
 Analysis Period (min) 15  
 Intersection LOS: B  
 ICU Level of Service A

Splits and Phases: 4: Park Meadow Center Dr. & E. County Line Rd.



## 4: Park Meadow Center Dr. &amp; E. County Line Rd.

07/19/2022



Lane Group	EBT	EBR	WBT	WBR	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	838	22	455	58	330	427	240	401
v/c Ratio	0.65	0.06	0.44	0.16	0.67	0.14	0.11	0.17
Control Delay	7.6	0.7	48.9	21.4	23.0	11.1	11.1	0.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	7.6	0.7	48.9	21.4	23.0	11.1	11.1	0.4
Queue Length 50th (ft)	11	1	121	0	31	45	37	0
Queue Length 95th (ft)	40	0	153	47	67	76	70	8
Internal Link Dist (ft)	571		907				534	
Turn Bay Length (ft)		325		100	250	250		175
Base Capacity (vph)	2201	581	1746	581	1037	3006	2131	2413
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.38	0.04	0.26	0.10	0.32	0.14	0.11	0.17

## Intersection Summary

HCM 6th Signalized Intersection Summary  
 4: Park Meadow Center Dr. & E. County Line Rd.

Park Meadows  
 07/19/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑	↗		↑↑↑	↗			↗↗↗	↘↘↘	↑↑	↗↗
Traffic Volume (veh/h)	0	771	20	0	419	53	0	0	304	393	221	369
Future Volume (veh/h)	0	771	20	0	419	53	0	0	304	393	221	369
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	0	1870	1870	0	1870	1870	0	0	1870	1870	1870	1870
Adj Flow Rate, veh/h	0	838	0	0	455	0	0	0	330	427	240	401
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	2	2	0	2	2	0	0	2	2	2	2
Cap, veh/h	0	1277		0	1014		0	0	0	3633	2570	2018
Arrive On Green	0.00	0.07	0.00	0.00	0.20	0.00	0.00	0.00	0.00	0.72	0.72	0.72
Sat Flow, veh/h	0	6696	1585	0	5274	1585		0		5023	3554	2790
Grp Volume(v), veh/h	0	838	0	0	455	0		0.0		427	240	401
Grp Sat Flow(s),veh/h/ln	0	1609	1585	0	1702	1585				1674	1777	1395
Q Serve(g_s), s	0.0	14.6	0.0	0.0	9.0	0.0				3.0	2.3	5.3
Cycle Q Clear(g_c), s	0.0	14.6	0.0	0.0	9.0	0.0				3.0	2.3	5.3
Prop In Lane	0.00		1.00	0.00		1.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	1277		0	1014					3633	2570	2018
V/C Ratio(X)	0.00	0.66		0.00	0.45					0.12	0.09	0.20
Avail Cap(c_a), veh/h	0	2210		0	1754					3633	2570	2018
HCM Platoon Ratio	1.00	0.33	0.33	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.72	0.00	0.00	0.99	0.00				1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	49.9	0.0	0.0	40.6	0.0				4.8	4.7	5.1
Incr Delay (d2), s/veh	0.0	0.4	0.0	0.0	0.3	0.0				0.1	0.1	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	6.4	0.0	0.0	3.8	0.0				0.9	0.8	1.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	50.3	0.0	0.0	40.9	0.0				4.9	4.8	5.4
LnGrp LOS	A	D		A	D					A	A	A
Approach Vol, veh/h		838	A		455	A					1068	
Approach Delay, s/veh		50.3			40.9						5.0	
Approach LOS		D			D						A	
Timer - Assigned Phs				4		6		8				
Phs Duration (G+Y+Rc), s				27.3		87.7		27.3				
Change Period (Y+Rc), s				4.5		4.5		4.5				
Max Green Setting (Gmax), s				39.5		34.5		39.5				
Max Q Clear Time (g_c+I1), s				16.6		7.3		11.0				
Green Ext Time (p_c), s				6.2		5.3		3.3				

Intersection Summary

HCM 6th Ctrl Delay	28.0
HCM 6th LOS	C

Notes

Unsignalized Delay for [EBR, WBR] is excluded from calculations of the approach delay and intersection delay.

Lanes and Geometrics  
 5: I-25 Ramps & E. County Line Rd.

Park Meadows  
 07/19/2022



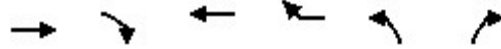
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL2	NBL	NBR	SEL	SER
Lane Configurations		↑↑↑	↑↑		↑↑↑	↑	↑↑		↑		
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%
Storage Length (ft)	0		200	0		100		180	0	0	0
Storage Lanes	0		1	0		1		2	1	0	0
Taper Length (ft)	25			25				25		25	
Lane Util. Factor	1.00	0.91	0.88	1.00	0.91	1.00	0.97	1.00	1.00	1.00	1.00
Ped Bike Factor											
Frt			0.850			0.850			0.850		
Flt Protected							0.950				
Satd. Flow (prot)	0	5085	2787	0	5085	1583	3433	0	1583	0	0
Flt Permitted							0.950				
Satd. Flow (perm)	0	5085	2787	0	5085	1583	3433	0	1583	0	0
Right Turn on Red			Yes			Yes			Yes		
Satd. Flow (RTOR)			529			212			482		
Link Speed (mph)		30			30			30		30	
Link Distance (ft)		987			920			594		465	
Travel Time (s)		22.4			20.9			13.5		10.6	

Intersection Summary

Area Type: Other



Timings  
5: I-25 Ramps & E. County Line Rd.



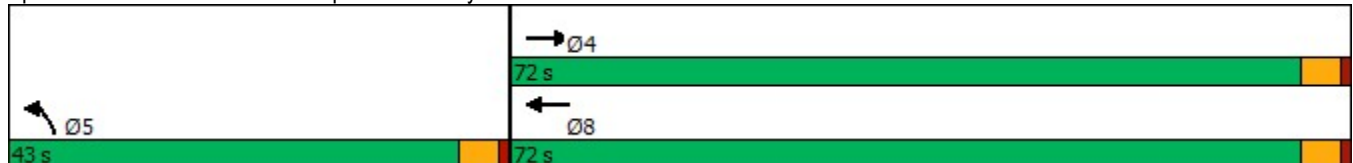
Lane Group	EBT	EBR	WBT	WBR	NBL2	NBR
Lane Configurations	↑↑↑	↑↑	↑↑↑	↑	↑↑	↑
Traffic Volume (vph)	857	487	228	195	246	216
Future Volume (vph)	857	487	228	195	246	216
Turn Type	NA	Free	NA	Free	Prot	Free
Protected Phases	4		8		5	
Permitted Phases		Free		Free		Free
Detector Phase	4		8		5	
Switch Phase						
Minimum Initial (s)	5.0		5.0		5.0	
Minimum Split (s)	22.5		22.5		9.5	
Total Split (s)	72.0		72.0		43.0	
Total Split (%)	62.6%		62.6%		37.4%	
Yellow Time (s)	3.5		3.5		3.5	
All-Red Time (s)	1.0		1.0		1.0	
Lost Time Adjust (s)	0.0		0.0		0.0	
Total Lost Time (s)	4.5		4.5		4.5	
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	None		None		None	
Act Effct Green (s)	31.2	115.0	31.2	115.0	74.8	115.0
Actuated g/C Ratio	0.27	1.00	0.27	1.00	0.65	1.00
v/c Ratio	0.68	0.19	0.18	0.13	0.12	0.15
Control Delay	20.8	0.1	31.4	0.2	8.5	0.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	20.8	0.1	31.4	0.2	8.5	0.2
LOS	C	A	C	A	A	A
Approach Delay	13.4		17.0			
Approach LOS	B		B			

Intersection Summary

Cycle Length: 115  
 Actuated Cycle Length: 115  
 Offset: 48 (42%), Referenced to phase 2: and 6:, Start of Green  
 Natural Cycle: 40  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.68  
 Intersection Signal Delay: 12.2  
 Intersection Capacity Utilization 30.7%  
 Analysis Period (min) 15

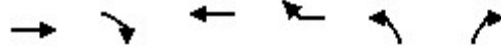
Intersection LOS: B  
 ICU Level of Service A

Splits and Phases: 5: I-25 Ramps & E. County Line Rd.



Queues  
5: I-25 Ramps & E. County Line Rd.

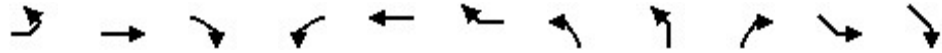
Park Meadows  
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Lane Group	EBT	EBR	WBT	WBR	NBL2	NBR
Lane Group Flow (vph)	932	529	248	212	267	235
v/c Ratio	0.68	0.19	0.18	0.13	0.12	0.15
Control Delay	20.8	0.1	31.4	0.2	8.5	0.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	20.8	0.1	31.4	0.2	8.5	0.2
Queue Length 50th (ft)	193	0	51	0	35	0
Queue Length 95th (ft)	219	0	68	0	61	0
Internal Link Dist (ft)	907		840			
Turn Bay Length (ft)		200		100	180	
Base Capacity (vph)	2984	2787	2984	1583	2233	1583
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.31	0.19	0.08	0.13	0.12	0.15
<b>Intersection Summary</b>						

HCM 6th Signalized Intersection Summary  
 5: I-25 Ramps & E. County Line Rd.

Park Meadows  
 07/19/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL2	NBL	NBR	SEL	SER
Lane Configurations		↑↑↑	↑↑		↑↑↑	↑	↑↑		↑		
Traffic Volume (veh/h)	0	857	487	0	228	195	246	0	216	0	0
Future Volume (veh/h)	0	857	487	0	228	195	246	0	216	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00	1.00	1.00		
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
Work Zone On Approach		No			No			No			
Adj Sat Flow, veh/h/ln	0	1870	1870	0	1870	1870	1870	1870	1870		
Adj Flow Rate, veh/h	0	932	0	0	248	0	267	267	0		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92		
Percent Heavy Veh, %	0	2	2	0	2	2	2	2	2		
Cap, veh/h	0	1332		0	1332		2284	2284			
Arrive On Green	0.00	0.17	0.00	0.00	0.26	0.00	0.66	0.66	0.00		
Sat Flow, veh/h	0	5274	2790	0	5274	1585	3456	3456	1585		
Grp Volume(v), veh/h	0	932	0	0	248	0	267	267	0		
Grp Sat Flow(s),veh/h/ln	0	1702	1395	0	1702	1585	1728	1728	1585		
Q Serve(g_s), s	0.0	19.7	0.0	0.0	4.3	0.0	3.3	3.3	0.0		
Cycle Q Clear(g_c), s	0.0	19.7	0.0	0.0	4.3	0.0	3.3	3.3	0.0		
Prop In Lane	0.00		1.00	0.00		1.00	1.00	1.00	1.00		
Lane Grp Cap(c), veh/h	0	1332		0	1332		2284	2284			
V/C Ratio(X)	0.00	0.70		0.00	0.19		0.12	0.12			
Avail Cap(c_a), veh/h	0	2997		0	2997		2284	2284			
HCM Platoon Ratio	1.00	0.67	0.67	1.00	1.00	1.00	1.00	1.00	1.00		
Upstream Filter(I)	0.00	0.84	0.00	0.00	1.00	0.00	1.00	1.00	0.00		
Uniform Delay (d), s/veh	0.0	43.2	0.0	0.0	33.0	0.0	7.2	7.2	0.0		
Incr Delay (d2), s/veh	0.0	0.6	0.0	0.0	0.1	0.0	0.0	0.0	0.0		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln	0.0	8.7	0.0	0.0	1.8	0.0	1.2	1.2	0.0		
Unsig. Movement Delay, s/veh											
LnGrp Delay(d),s/veh	0.0	43.8	0.0	0.0	33.1	0.0	7.2	7.2	0.0		
LnGrp LOS	A	D		A	C		A	A			
Approach Vol, veh/h		932	A		248	A	267	267	A		
Approach Delay, s/veh		43.8			33.1		7.2	7.2			
Approach LOS		D			C		A	A			
Timer - Assigned Phs		2		4				8			
Phs Duration (G+Y+Rc), s		80.5		34.5				34.5			
Change Period (Y+Rc), s		4.5		4.5				4.5			
Max Green Setting (Gmax), s		38.5		67.5				67.5			
Max Q Clear Time (g_c+I1), s		5.3		21.7				6.3			
Green Ext Time (p_c), s		1.0		8.3				1.9			

Intersection Summary

HCM 6th Ctrl Delay	35.2
HCM 6th LOS	D

Notes

Unsignalized Delay for [NBR, EBR, WBR] is excluded from calculations of the approach delay and intersection delay.

Lanes and Geometrics  
 6: Park Meadow Center Dr. & East Access Drive



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%		0%		0%	
Storage Length (ft)	0	0	110			0
Storage Lanes	2	1	1			0
Taper Length (ft)	25		25			
Lane Util. Factor	0.97	1.00	1.00	0.95	0.95	0.95
Ped Bike Factor						
Frt	0.850		0.955			
Flt Protected	0.950		0.950			
Satd. Flow (prot)	3433	1583	1770	3539	3380	0
Flt Permitted	0.950		0.524			
Satd. Flow (perm)	3433	1583	976	3539	3380	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		15			80	
Link Speed (mph)	30		30		30	
Link Distance (ft)	204		1551		1238	
Travel Time (s)	4.6		35.3		28.1	

Intersection Summary

Area Type: Other

Timings  
6: Park Meadow Center Dr. & East Access Drive

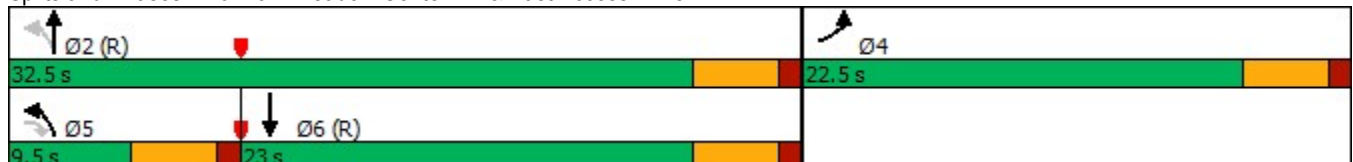


Lane Group	EBL	EBR	NBL	NBT	SBT
Lane Configurations	↖↗	↗	↖	↑↑	↑↓
Traffic Volume (vph)	14	14	12	289	173
Future Volume (vph)	14	14	12	289	173
Turn Type	Prot	Perm	pm+pt	NA	NA
Protected Phases	4		5	2	6
Permitted Phases		5	2		
Detector Phase	4	5	5	2	6
Switch Phase					
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	9.5	9.5	22.5	22.5
Total Split (s)	22.5	9.5	9.5	32.5	23.0
Total Split (%)	40.9%	17.3%	17.3%	59.1%	41.8%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5
Lead/Lag		Lead	Lead		Lag
Lead-Lag Optimize?		Yes	Yes		Yes
Recall Mode	None	None	None	C-Max	C-Max
Act Effect Green (s)	5.8	5.9	48.3	51.9	46.7
Actuated g/C Ratio	0.11	0.11	0.88	0.94	0.85
v/c Ratio	0.04	0.08	0.01	0.09	0.09
Control Delay	22.2	12.9	1.8	1.2	2.4
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	22.2	12.9	1.8	1.2	2.4
LOS	C	B	A	A	A
Approach Delay	17.6			1.2	2.4
Approach LOS	B			A	A

Intersection Summary

Cycle Length: 55  
 Actuated Cycle Length: 55  
 Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBT, Start of Green  
 Natural Cycle: 55  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.09  
 Intersection Signal Delay: 2.5  
 Intersection LOS: A  
 Intersection Capacity Utilization 21.6%  
 ICU Level of Service A  
 Analysis Period (min) 15

Splits and Phases: 6: Park Meadow Center Dr. & East Access Drive





Lane Group	EBL	EBR	NBL	NBT	SBT
Lane Group Flow (vph)	15	15	13	314	268
v/c Ratio	0.04	0.08	0.01	0.09	0.09
Control Delay	22.2	12.9	1.8	1.2	2.4
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	22.2	12.9	1.8	1.2	2.4
Queue Length 50th (ft)	2	0	0	0	0
Queue Length 95th (ft)	9	14	m5	26	30
Internal Link Dist (ft)	124			1471	1158
Turn Bay Length (ft)			110		
Base Capacity (vph)	1123	181	942	3342	2881
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.01	0.08	0.01	0.09	0.09

#### Intersection Summary

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

HCM 6th Signalized Intersection Summary  
 6: Park Meadow Center Dr. & East Access Drive

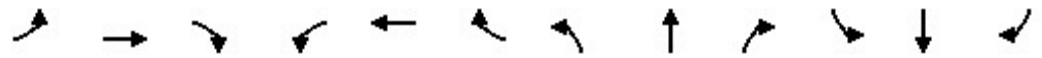
Park Meadows  
 07/19/2022



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	14	14	12	289	173	74
Future Volume (veh/h)	14	14	12	289	173	74
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	15	15	13	314	188	80
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	116	53	915	2853	1732	710
Arrive On Green	0.03	0.03	0.02	0.80	0.70	0.70
Sat Flow, veh/h	3456	1585	1781	3647	2552	1008
Grp Volume(v), veh/h	15	15	13	314	134	134
Grp Sat Flow(s),veh/h/ln	1728	1585	1781	1777	1777	1689
Q Serve(g_s), s	0.2	0.5	0.1	1.1	1.3	1.4
Cycle Q Clear(g_c), s	0.2	0.5	0.1	1.1	1.3	1.4
Prop In Lane	1.00	1.00	1.00			0.60
Lane Grp Cap(c), veh/h	116	53	915	2853	1252	1190
V/C Ratio(X)	0.13	0.28	0.01	0.11	0.11	0.11
Avail Cap(c_a), veh/h	1131	519	1048	2853	1252	1190
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	0.87	0.87	1.00	1.00
Uniform Delay (d), s/veh	25.8	25.9	1.7	1.2	2.6	2.6
Incr Delay (d2), s/veh	0.5	2.9	0.0	0.1	0.2	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.5	0.0	0.0	0.3	0.3
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	26.3	28.8	1.7	1.2	2.8	2.8
LnGrp LOS	C	C	A	A	A	A
Approach Vol, veh/h	30			327	268	
Approach Delay, s/veh	27.6			1.3	2.8	
Approach LOS	C			A	A	
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		48.7		6.3	5.4	43.3
Change Period (Y+Rc), s		4.5		4.5	4.5	4.5
Max Green Setting (Gmax), s		28.0		18.0	5.0	18.5
Max Q Clear Time (g_c+I1), s		3.1		2.5	2.1	3.4
Green Ext Time (p_c), s		2.1		0.0	0.0	1.3
<b>Intersection Summary</b>						
HCM 6th Ctrl Delay			3.2			
HCM 6th LOS			A			

Lanes and Geometrics  
7: SE Access Drive & Park Meadow Center Dr.

Park Meadows  
07/19/2022



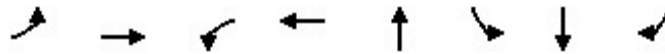
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%				0%
Storage Length (ft)	150		0	100		0	0		0	0		0
Storage Lanes	1		0	1		0	1		0	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.998			0.998			0.850				0.850
Flt Protected	0.950			0.950								0.964
Satd. Flow (prot)	1770	3532	0	1770	3532	0	1863	1583	0	0	1796	1583
Flt Permitted	0.633			0.551								0.941
Satd. Flow (perm)	1179	3532	0	1026	3532	0	1863	1583	0	0	1753	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		3			3			481				119
Link Speed (mph)		30			30			30				30
Link Distance (ft)		1110			1551			164				207
Travel Time (s)		25.2			35.3			3.7				4.7

Intersection Summary

Area Type: Other



Timings  
7: SE Access Drive & Park Meadow Center Dr.

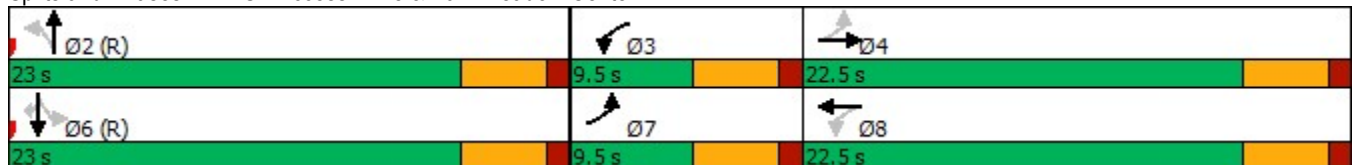


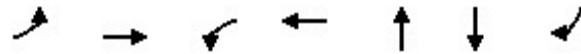
Lane Group	EBL	EBT	WBL	WBT	NBT	SBL	SBT	SBR
Lane Configurations	↖	↕	↖	↕	↖		↖	↖
Traffic Volume (vph)	19	291	15	170	0	3	1	10
Future Volume (vph)	19	291	15	170	0	3	1	10
Turn Type	pm+pt	NA	pm+pt	NA	NA	Perm	NA	Perm
Protected Phases	7	4	3	8	2		6	
Permitted Phases	4		8			6		6
Detector Phase	7	4	3	8	2	6	6	6
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	9.5	22.5	22.5	22.5	22.5	22.5
Total Split (s)	9.5	22.5	9.5	22.5	23.0	23.0	23.0	23.0
Total Split (%)	17.3%	40.9%	17.3%	40.9%	41.8%	41.8%	41.8%	41.8%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5		4.5	4.5
Lead/Lag	Lead	Lag	Lead	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes				
Recall Mode	None	None	None	None	C-Max	C-Max	C-Max	C-Max
Act Effct Green (s)	11.4	10.4	11.4	10.4	33.7		33.7	33.7
Actuated g/C Ratio	0.21	0.19	0.21	0.19	0.61		0.61	0.61
v/c Ratio	0.07	0.48	0.06	0.28	0.00		0.00	0.01
Control Delay	16.6	23.3	11.4	17.0	0.0		7.2	0.0
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0
Total Delay	16.6	23.3	11.4	17.0	0.0		7.2	0.0
LOS	B	C	B	B	A		A	A
Approach Delay		22.9		16.5			1.9	
Approach LOS		C		B			A	

Intersection Summary

Cycle Length: 55  
 Actuated Cycle Length: 55  
 Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green  
 Natural Cycle: 55  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.48  
 Intersection Signal Delay: 19.9  
 Intersection Capacity Utilization 27.5%  
 Analysis Period (min) 15  
 Intersection LOS: B  
 ICU Level of Service A

Splits and Phases: 7: SE Access Drive & Park Meadow Center Dr.





Lane Group	EBL	EBT	WBL	WBT	NBT	SBT	SBR
Lane Group Flow (vph)	21	321	16	188	3	4	11
v/c Ratio	0.07	0.48	0.06	0.28	0.00	0.00	0.01
Control Delay	16.6	23.3	11.4	17.0	0.0	7.2	0.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	16.6	23.3	11.4	17.0	0.0	7.2	0.0
Queue Length 50th (ft)	6	48	4	27	0	1	0
Queue Length 95th (ft)	m13	73	6	47	0	5	0
Internal Link Dist (ft)		1030		1471	84	127	
Turn Bay Length (ft)	150		100				
Base Capacity (vph)	298	1157	280	1157	1156	1074	1015
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.07	0.28	0.06	0.16	0.00	0.00	0.01

#### Intersection Summary

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

HCM 6th Signalized Intersection Summary  
 7: SE Access Drive & Park Meadow Center Dr.

Park Meadows  
 07/19/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↗	↕		↖	↕		↗	↕			↖	↗
Traffic Volume (veh/h)	19	291	5	15	170	3	0	0	3	3	1	10
Future Volume (veh/h)	19	291	5	15	170	3	0	0	3	3	1	10
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	21	316	5	16	185	3	0	0	3	3	1	11
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	285	515	8	231	496	8	131	0	937	768	241	937
Arrive On Green	0.02	0.14	0.14	0.02	0.14	0.14	0.00	0.00	0.59	0.59	0.59	0.59
Sat Flow, veh/h	1781	3580	57	1781	3579	58	1402	0	1585	1106	407	1585
Grp Volume(v), veh/h	21	157	164	16	92	96	0	0	3	4	0	11
Grp Sat Flow(s),veh/h/ln	1781	1777	1860	1781	1777	1860	1402	0	1585	1513	0	1585
Q Serve(g_s), s	0.5	4.6	4.6	0.4	2.6	2.6	0.0	0.0	0.0	0.0	0.0	0.2
Cycle Q Clear(g_c), s	0.5	4.6	4.6	0.4	2.6	2.6	0.0	0.0	0.0	0.0	0.0	0.2
Prop In Lane	1.00		0.03	1.00		0.03	1.00		1.00	0.75		1.00
Lane Grp Cap(c), veh/h	285	256	268	231	246	258	131	0	937	1009	0	937
V/C Ratio(X)	0.07	0.61	0.61	0.07	0.37	0.37	0.00	0.00	0.00	0.00	0.00	0.01
Avail Cap(c_a), veh/h	402	582	609	357	582	609	131	0	937	1009	0	937
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	19.5	22.1	22.1	19.8	21.5	21.5	0.0	0.0	4.6	4.6	0.0	4.6
Incr Delay (d2), s/veh	0.1	2.4	2.3	0.1	0.9	0.9	0.0	0.0	0.0	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	1.9	2.0	0.2	1.1	1.1	0.0	0.0	0.0	0.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	19.6	24.5	24.4	19.9	22.4	22.4	0.0	0.0	4.6	4.6	0.0	4.7
LnGrp LOS	B	C	C	B	C	C	A	A	A	A	A	A
Approach Vol, veh/h		342			204			3				15
Approach Delay, s/veh		24.1			22.2			4.6				4.6
Approach LOS		C			C			A				A
Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		37.0	5.6	12.4		37.0	5.9	12.1				
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5	4.5	4.5				
Max Green Setting (Gmax), s		18.5	5.0	18.0		18.5	5.0	18.0				
Max Q Clear Time (g_c+I1), s		2.0	2.4	6.6		2.2	2.5	4.6				
Green Ext Time (p_c), s		0.0	0.0	1.4		0.0	0.0	0.8				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay				22.8								
HCM 6th LOS				C								

Lanes and Geometrics  
8: S. Yosemite St. & Park Meadow Center Dr.

Park Meadows  
07/19/2022



Lane Group	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
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	240		240	110		275	220		235
Storage Lanes	0		0	1		1	2		1	2		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	0.91	0.91	1.00	0.97	0.91	1.00	0.97	0.91	1.00
Ped Bike Factor												
Frt						0.850			0.850			0.850
Flt Protected				0.950	0.967		0.950			0.950		
Satd. Flow (prot)	0	0	0	1610	3278	1583	3433	5085	1583	3433	5085	1583
Flt Permitted				0.950	0.967		0.494			0.390		
Satd. Flow (perm)	0	0	0	1610	3278	1583	1785	5085	1583	1409	5085	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						119			416			119
Link Speed (mph)		30			30			30				30
Link Distance (ft)		440			1021			458				636
Travel Time (s)		10.0			23.2			10.4				14.5

Intersection Summary

Area Type: Other

Timings  
8: S. Yosemite St. & Park Meadow Center Dr.

Park Meadows  
07/19/2022

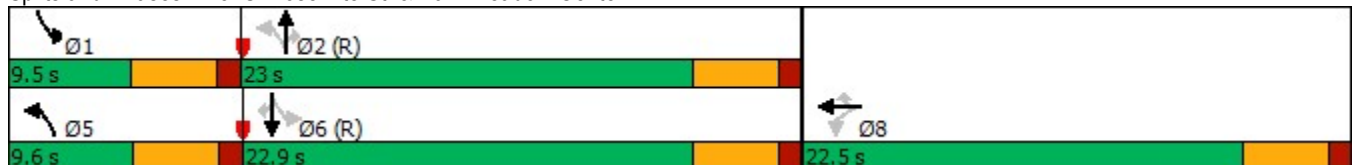


Lane Group	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↙↘	↘	↘↙	↕	↘	↘↙	↕↘	↘
Traffic Volume (vph)	167	38	31	277	607	383	36	250	29
Future Volume (vph)	167	38	31	277	607	383	36	250	29
Turn Type	Perm	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases		8		5	2		1	6	
Permitted Phases	8		8	2		2	6		6
Detector Phase	8	8	8	5	2	2	1	6	6
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5	22.5
Total Split (s)	22.5	22.5	22.5	9.6	23.0	23.0	9.5	22.9	22.9
Total Split (%)	40.9%	40.9%	40.9%	17.5%	41.8%	41.8%	17.3%	41.6%	41.6%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag				Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?				Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	C-Max	C-Max	None	C-Max	C-Max
Act Effct Green (s)	8.7	8.7	8.7	38.5	36.0	36.0	33.3	27.6	27.6
Actuated g/C Ratio	0.16	0.16	0.16	0.70	0.65	0.65	0.61	0.50	0.50
v/c Ratio	0.36	0.25	0.10	0.21	0.20	0.35	0.04	0.11	0.04
Control Delay	13.0	10.1	1.7	3.8	6.5	2.3	4.2	9.2	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	13.0	10.1	1.7	3.8	6.5	2.3	4.2	9.2	0.1
LOS	B	B	A	A	A	A	A	A	A
Approach Delay		10.0			4.7			7.8	
Approach LOS		A			A			A	

Intersection Summary

Cycle Length: 55  
 Actuated Cycle Length: 55  
 Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green  
 Natural Cycle: 55  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.36  
 Intersection Signal Delay: 5.9  
 Intersection LOS: A  
 Intersection Capacity Utilization 35.4%  
 ICU Level of Service A  
 Analysis Period (min) 15

Splits and Phases: 8: S. Yosemite St. & Park Meadow Center Dr.



Queues

8: S. Yosemite St. & Park Meadow Center Dr.



Lane Group	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	91	132	34	301	660	416	39	272	32
v/c Ratio	0.36	0.25	0.10	0.21	0.20	0.35	0.04	0.11	0.04
Control Delay	13.0	10.1	1.7	3.8	6.5	2.3	4.2	9.2	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	13.0	10.1	1.7	3.8	6.5	2.3	4.2	9.2	0.1
Queue Length 50th (ft)	31	22	0	13	21	0	1	16	0
Queue Length 95th (ft)	20	13	0	30	73	42	6	35	0
Internal Link Dist (ft)		941			378			556	
Turn Bay Length (ft)	240		240	110		275	220		235
Base Capacity (vph)	526	1072	598	1465	3332	1180	1063	2553	854
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.17	0.12	0.06	0.21	0.20	0.35	0.04	0.11	0.04























Intersection Summary

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HCM 6th Edition methodology does not support turning movements with shared & exclusive lanes.

Lanes and Geometrics  
 9: S. Yosemite St. & SW Access Drive

Park Meadows  
 07/19/2022

												
Lane Group	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
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	140		0	450		0
Storage Lanes	1		0	1		0	1		1	2		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	0.97	0.91	0.91
Ped Bike Factor												
Frt		0.850			0.850				0.850		0.999	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1583	0	1770	1583	0	1770	3539	1583	3433	5080	0
Flt Permitted							0.950			0.950		
Satd. Flow (perm)	1863	1583	0	1863	1583	0	1770	3539	1583	3433	5080	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		514			356				94			2
Link Speed (mph)		30			30			30				30
Link Distance (ft)		205			365			636				1050
Travel Time (s)		4.7			8.3			14.5				23.9

Intersection Summary

Area Type: Other



Timings  
9: S. Yosemite St. & SW Access Drive

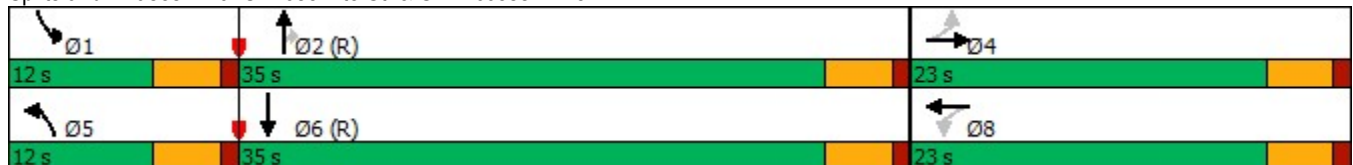


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations	↖	↗	↖	↗	↖	↑↑	↗	↖↗	↑↑↗
Traffic Volume (vph)	1	0	4	0	12	559	64	11	333
Future Volume (vph)	1	0	4	0	12	559	64	11	333
Turn Type	Perm	NA	Perm	NA	Prot	NA	Perm	Prot	NA
Protected Phases		4		8	5	2		1	6
Permitted Phases	4		8				2		
Detector Phase	4	4	8	8	5	2	2	1	6
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5
Total Split (s)	23.0	23.0	23.0	23.0	12.0	35.0	35.0	12.0	35.0
Total Split (%)	32.9%	32.9%	32.9%	32.9%	17.1%	50.0%	50.0%	17.1%	50.0%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag					Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?					Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	C-Max	C-Max	None	C-Max
Act Effct Green (s)	5.7	5.7	5.8	5.8	6.1	64.7	64.7	5.8	64.6
Actuated g/C Ratio	0.08	0.08	0.08	0.08	0.09	0.92	0.92	0.08	0.92
v/c Ratio	0.01	0.01	0.03	0.00	0.08	0.19	0.05	0.04	0.08
Control Delay	29.0	0.0	29.5	0.0	30.2	1.9	0.8	29.7	1.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	29.0	0.0	29.5	0.0	30.2	1.9	0.8	29.7	1.8
LOS	C	A	C	A	C	A	A	C	A
Approach Delay		5.8		23.6		2.3			2.7
Approach LOS		A		C		A			A

Intersection Summary

Cycle Length: 70  
 Actuated Cycle Length: 70  
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green  
 Natural Cycle: 55  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.19  
 Intersection Signal Delay: 2.6  
 Intersection Capacity Utilization 27.1%  
 Analysis Period (min) 15  
 Intersection LOS: A  
 ICU Level of Service A

Splits and Phases: 9: S. Yosemite St. & SW Access Drive



Queues  
9: S. Yosemite St. & SW Access Drive

Park Meadows  
07/19/2022



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	1	4	4	1	13	608	70	12	365
v/c Ratio	0.01	0.01	0.03	0.00	0.08	0.19	0.05	0.04	0.08
Control Delay	29.0	0.0	29.5	0.0	30.2	1.9	0.8	29.7	1.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	29.0	0.0	29.5	0.0	30.2	1.9	0.8	29.7	1.8
Queue Length 50th (ft)	0	0	2	0	5	0	0	2	0
Queue Length 95th (ft)	5	0	10	0	20	77	9	10	31
Internal Link Dist (ft)		125		285		556			970
Turn Bay Length (ft)					140			450	
Base Capacity (vph)	492	796	492	680	189	3273	1471	367	4685
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.00	0.01	0.01	0.00	0.07	0.19	0.05	0.03	0.08

Intersection Summary

HCM 6th Signalized Intersection Summary  
 9: S. Yosemite St. & SW Access Drive

Park Meadows  
 07/19/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗		↖	↑↑	↗	↖↗	↑↑↗	
Traffic Volume (veh/h)	1	0	4	4	0	1	12	559	64	11	333	3
Future Volume (veh/h)	1	0	4	4	0	1	12	559	64	11	333	3
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	1	0	4	4	0	1	13	608	70	12	362	3
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	120	0	20	117	0	20	28	2771	1236	51	4067	34
Arrive On Green	0.01	0.00	0.01	0.01	0.00	0.01	0.02	0.78	0.78	0.01	0.78	0.78
Sat Flow, veh/h	1416	0	1585	1412	0	1585	1781	3554	1585	3456	5223	43
Grp Volume(v), veh/h	1	0	4	4	0	1	13	608	70	12	236	129
Grp Sat Flow(s),veh/h/ln	1416	0	1585	1412	0	1585	1781	1777	1585	1728	1702	1863
Q Serve(g_s), s	0.0	0.0	0.2	0.2	0.0	0.0	0.5	3.2	0.7	0.2	1.2	1.2
Cycle Q Clear(g_c), s	0.1	0.0	0.2	0.4	0.0	0.0	0.5	3.2	0.7	0.2	1.2	1.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.02
Lane Grp Cap(c), veh/h	120	0	20	117	0	20	28	2771	1236	51	2650	1450
V/C Ratio(X)	0.01	0.00	0.20	0.03	0.00	0.05	0.46	0.22	0.06	0.23	0.09	0.09
Avail Cap(c_a), veh/h	476	0	419	473	0	419	191	2771	1236	370	2650	1450
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.99	0.99	0.99	0.99	0.99	0.99
Uniform Delay (d), s/veh	34.2	0.0	34.2	34.4	0.0	34.1	34.1	2.1	1.8	34.1	1.8	1.8
Incr Delay (d2), s/veh	0.0	0.0	4.8	0.1	0.0	1.0	10.9	0.2	0.1	2.3	0.1	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.1	0.1	0.0	0.0	0.3	0.6	0.1	0.1	0.2	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	34.2	0.0	39.0	34.5	0.0	35.2	45.1	2.2	1.9	36.4	1.9	2.0
LnGrp LOS	C	A	D	C	A	D	D	A	A	D	A	A
Approach Vol, veh/h		5			5			691				377
Approach Delay, s/veh		38.0			34.6			3.0				3.0
Approach LOS		D			C			A				A
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	5.5	59.1		5.4	5.6	59.0		5.4				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	7.5	30.5		18.5	7.5	30.5		18.5				
Max Q Clear Time (g_c+I1), s	2.2	5.2		2.2	2.5	3.2		2.4				
Green Ext Time (p_c), s	0.0	4.6		0.0	0.0	2.3		0.0				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay				3.3								
HCM 6th LOS				A								



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)		0%	0%		0%	
Storage Length (ft)	200			0	0	140
Storage Lanes	1			1	2	1
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	0.91	0.95	1.00	0.97	1.00
Ped Bike Factor						
Frt				0.850		0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1770	5085	3539	1583	3433	1583
Flt Permitted	0.389				0.950	
Satd. Flow (perm)	725	5085	3539	1583	3433	1583
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)				326		23
Link Speed (mph)		30	30		30	
Link Distance (ft)		1842	1050		476	
Travel Time (s)		41.9	23.9		10.8	

Intersection Summary

Area Type: Other

Timings  
10: S. Yosemite St. & S. Chester St.

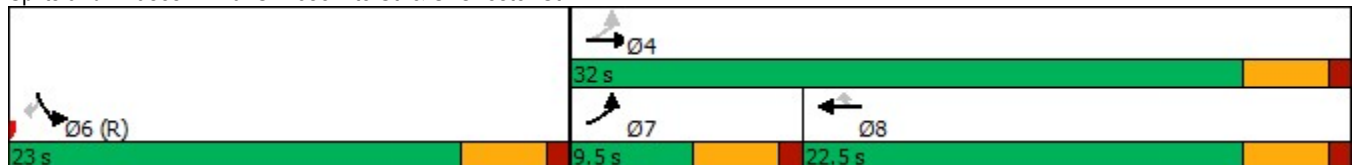


Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↖	↑↑↑	↑↑	↖	↘↘	↘
Traffic Volume (vph)	16	237	320	300	94	21
Future Volume (vph)	16	237	320	300	94	21
Turn Type	pm+pt	NA	NA	Perm	Prot	Perm
Protected Phases	7	4	8		6	
Permitted Phases	4			8		6
Detector Phase	7	4	8	8	6	6
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	22.5	22.5	22.5	22.5
Total Split (s)	9.5	32.0	22.5	22.5	23.0	23.0
Total Split (%)	17.3%	58.2%	40.9%	40.9%	41.8%	41.8%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead		Lag	Lag		
Lead-Lag Optimize?	Yes		Yes	Yes		
Recall Mode	None	None	None	None	C-Max	C-Max
Act Effct Green (s)	14.4	14.4	12.5	12.5	31.6	31.6
Actuated g/C Ratio	0.26	0.26	0.23	0.23	0.57	0.57
v/c Ratio	0.06	0.19	0.43	0.53	0.05	0.03
Control Delay	11.6	14.6	19.1	5.8	6.1	3.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	11.6	14.6	19.1	5.8	6.1	3.0
LOS	B	B	B	A	A	A
Approach Delay		14.4	12.6		5.5	
Approach LOS		B	B		A	

Intersection Summary

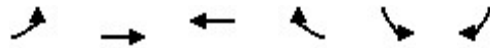
Cycle Length: 55  
 Actuated Cycle Length: 55  
 Offset: 0 (0%), Referenced to phase 2: and 6:SBL, Start of Green  
 Natural Cycle: 55  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.53  
 Intersection Signal Delay: 12.3  
 Intersection Capacity Utilization 30.2%  
 Analysis Period (min) 15  
 Intersection LOS: B  
 ICU Level of Service A

Splits and Phases: 10: S. Yosemite St. & S. Chester St.



Queues

10: S. Yosemite St. & S. Chester St.



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Group Flow (vph)	17	258	348	326	102	23
v/c Ratio	0.06	0.19	0.43	0.53	0.05	0.03
Control Delay	11.6	14.6	19.1	5.8	6.1	3.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	11.6	14.6	19.1	5.8	6.1	3.0
Queue Length 50th (ft)	4	25	51	0	5	0
Queue Length 95th (ft)	10	25	72	45	12	2
Internal Link Dist (ft)		1762	970		396	
Turn Bay Length (ft)	200					140
Base Capacity (vph)	285	2542	1158	737	1971	918
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.06	0.10	0.30	0.44	0.05	0.03

Intersection Summary

HCM 6th Signalized Intersection Summary  
 10: S. Yosemite St. & S. Chester St.

Park Meadows  
 07/19/2022



Movement	EBL	EBT	WBT	WBR	SBL	SBR	
Lane Configurations							
Traffic Volume (veh/h)	16	237	320	300	94	21	
Future Volume (veh/h)	16	237	320	300	94	21	
Initial Q (Qb), veh	0	0	0	0	0	0	
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	
Work Zone On Approach		No	No		No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	
Adj Flow Rate, veh/h	17	258	348	326	102	23	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	
Percent Heavy Veh, %	2	2	2	2	2	2	
Cap, veh/h	305	1847	921	411	1640	752	
Arrive On Green	0.02	0.36	0.26	0.26	0.47	0.47	
Sat Flow, veh/h	1781	5274	3647	1585	3456	1585	
Grp Volume(v), veh/h	17	258	348	326	102	23	
Grp Sat Flow(s),veh/h/ln	1781	1702	1777	1585	1728	1585	
Q Serve(g_s), s	0.4	1.9	4.4	10.6	0.9	0.4	
Cycle Q Clear(g_c), s	0.4	1.9	4.4	10.6	0.9	0.4	
Prop In Lane	1.00			1.00	1.00	1.00	
Lane Grp Cap(c), veh/h	305	1847	921	411	1640	752	
V/C Ratio(X)	0.06	0.14	0.38	0.79	0.06	0.03	
Avail Cap(c_a), veh/h	429	2553	1163	519	1640	752	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	
Upstream Filter(l)	0.99	0.99	0.99	0.99	1.00	1.00	
Uniform Delay (d), s/veh	13.4	11.8	16.7	19.0	7.8	7.7	
Incr Delay (d2), s/veh	0.1	0.0	0.3	6.5	0.1	0.1	
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	
%ile BackOfQ(50%),veh/ln	0.1	0.6	1.7	4.2	0.3	0.6	
Unsig. Movement Delay, s/veh							
LnGrp Delay(d),s/veh	13.4	11.8	17.0	25.5	7.9	7.8	
LnGrp LOS	B	B	B	C	A	A	
Approach Vol, veh/h		275	674		125		
Approach Delay, s/veh		11.9	21.1		7.9		
Approach LOS		B	C		A		
Timer - Assigned Phs				4	6	7	8
Phs Duration (G+Y+Rc), s				24.4	30.6	5.6	18.8
Change Period (Y+Rc), s				4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s				27.5	18.5	5.0	18.0
Max Q Clear Time (g_c+I1), s				3.9	2.9	2.4	12.6
Green Ext Time (p_c), s				1.7	0.3	0.0	1.7
<b>Intersection Summary</b>							
HCM 6th Ctrl Delay			17.2				
HCM 6th LOS			B				

Lanes and Geometrics  
 11: S. Chester St. & Westview Rd./NW Access Drive

Park Meadows  
 07/19/2022



Lane Group	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
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	85		0	0		0	90		0	190		0
Storage Lanes	1		0	1		1	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.97	0.95	0.95
Ped Bike Factor												
Frt		0.865				0.850		0.995			0.959	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1611	0	1770	1863	1583	1770	3522	0	3433	3394	0
Flt Permitted							0.950			0.950		
Satd. Flow (perm)	1863	1611	0	1863	1863	1583	1770	3522	0	3433	3394	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		9				119		7			42	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		259			217			476			565	
Travel Time (s)		5.9			4.9			10.8			12.8	

Intersection Summary

Area Type: Other



Timings  
11: S. Chester St. & Westview Rd./NW Access Drive

Park Meadows  
07/19/2022

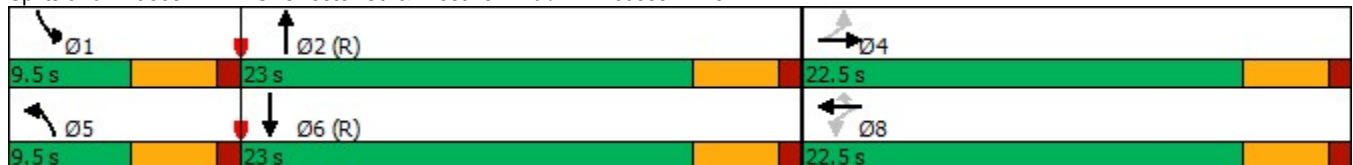


Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations	↖	↗	↖	↗	↗	↖	↕	↖↗	↕
Traffic Volume (vph)	9	1	1	1	13	10	300	29	104
Future Volume (vph)	9	1	1	1	13	10	300	29	104
Turn Type	Perm	NA	Perm	NA	Perm	Prot	NA	Prot	NA
Protected Phases		4		8		5	2	1	6
Permitted Phases	4		8		8				
Detector Phase	4	4	8	8	8	5	2	1	6
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	22.5	22.5	9.5	22.5	9.5	22.5
Total Split (s)	22.5	22.5	22.5	22.5	22.5	9.5	23.0	9.5	23.0
Total Split (%)	40.9%	40.9%	40.9%	40.9%	40.9%	17.3%	41.8%	17.3%	41.8%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag						Lead	Lag	Lead	Lag
Lead-Lag Optimize?						Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	C-Max	None	C-Max
Act Effct Green (s)	6.0	6.0	5.8	5.8	5.8	6.0	46.5	6.0	49.5
Actuated g/C Ratio	0.11	0.11	0.11	0.11	0.11	0.11	0.85	0.11	0.90
v/c Ratio	0.05	0.05	0.01	0.01	0.05	0.06	0.11	0.09	0.05
Control Delay	22.1	14.4	21.0	21.0	0.4	28.0	2.4	22.3	2.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	22.1	14.4	21.0	21.0	0.4	28.0	2.4	22.3	2.3
LOS	C	B	C	C	A	C	A	C	A
Approach Delay		18.3		3.0			3.2		5.7
Approach LOS		B		A			A		A

Intersection Summary

Cycle Length: 55  
 Actuated Cycle Length: 55  
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green  
 Natural Cycle: 55  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.11  
 Intersection Signal Delay: 4.5  
 Intersection Capacity Utilization 28.2%  
 Analysis Period (min) 15  
 Intersection LOS: A  
 ICU Level of Service A

Splits and Phases: 11: S. Chester St. & Westview Rd./NW Access Drive



Queues  
 11: S. Chester St. & Westview Rd./NW Access Drive

Park Meadows  
 07/19/2022



Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	10	10	1	1	14	11	338	32	155
v/c Ratio	0.05	0.05	0.01	0.01	0.05	0.06	0.11	0.09	0.05
Control Delay	22.1	14.4	21.0	21.0	0.4	28.0	2.4	22.3	2.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	22.1	14.4	21.0	21.0	0.4	28.0	2.4	22.3	2.3
Queue Length 50th (ft)	3	0	0	0	0	3	0	5	0
Queue Length 95th (ft)	14	11	4	4	0	m8	30	14	20
Internal Link Dist (ft)		179		137			396		485
Turn Bay Length (ft)	85					90		190	
Base Capacity (vph)	609	533	609	609	598	191	2977	375	3061
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.02	0.02	0.00	0.00	0.02	0.06	0.11	0.09	0.05

Intersection Summary

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

HCM 6th Signalized Intersection Summary  
 11: S. Chester St. & Westview Rd./NW Access Drive

Park Meadows  
 07/19/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗	↖	↖	↕		↖	↗	↖
Traffic Volume (veh/h)	9	1	8	1	1	13	10	300	11	29	104	39
Future Volume (veh/h)	9	1	8	1	1	13	10	300	11	29	104	39
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	10	1	9	1	1	0	11	326	12	32	113	42
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	167	4	38	159	49		25	2424	89	121	1836	653
Arrive On Green	0.03	0.03	0.03	0.03	0.03	0.00	0.01	0.69	0.69	0.04	0.71	0.71
Sat Flow, veh/h	1416	161	1449	1405	1870	1585	1781	3496	128	3456	2569	914
Grp Volume(v), veh/h	10	0	10	1	1	0	11	165	173	32	77	78
Grp Sat Flow(s),veh/h/ln	1416	0	1610	1405	1870	1585	1781	1777	1847	1728	1777	1706
Q Serve(g_s), s	0.4	0.0	0.3	0.0	0.0	0.0	0.3	1.7	1.7	0.5	0.7	0.8
Cycle Q Clear(g_c), s	0.4	0.0	0.3	0.4	0.0	0.0	0.3	1.7	1.7	0.5	0.7	0.8
Prop In Lane	1.00		0.90	1.00		1.00	1.00		0.07	1.00		0.54
Lane Grp Cap(c), veh/h	167	0	42	159	49		25	1232	1281	121	1270	1219
V/C Ratio(X)	0.06	0.00	0.24	0.01	0.02		0.44	0.13	0.13	0.26	0.06	0.06
Avail Cap(c_a), veh/h	594	0	527	582	612		162	1232	1281	314	1270	1219
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	0.00	0.85	0.85	0.85	0.94	0.94	0.94
Uniform Delay (d), s/veh	26.3	0.0	26.3	26.4	26.1	0.0	26.9	2.8	2.9	25.8	2.3	2.3
Incr Delay (d2), s/veh	0.1	0.0	2.9	0.0	0.2	0.0	9.9	0.2	0.2	1.1	0.1	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	0.2	0.0	0.0	0.0	0.2	0.4	0.4	0.2	0.1	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	26.5	0.0	29.2	26.5	26.3	0.0	36.8	3.0	3.0	26.9	2.4	2.4
LnGrp LOS	C	A	C	C	C		D	A	A	C	A	A
Approach Vol, veh/h		20			2	A		349				187
Approach Delay, s/veh		27.8			26.4			4.1				6.6
Approach LOS		C			C			A				A
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	6.4	42.6		5.9	5.3	43.8		5.9				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	5.0	18.5		18.0	5.0	18.5		18.0				
Max Q Clear Time (g_c+I1), s	2.5	3.7		2.4	2.3	2.8		2.4				
Green Ext Time (p_c), s	0.0	1.6		0.0	0.0	0.7		0.0				

Intersection Summary

HCM 6th Ctrl Delay	5.9
HCM 6th LOS	A

Notes

Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

Lanes and Geometrics  
 12: Park Meadows Ring Rd. & North Access Drive



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕↕	↕	↕	↕	↕
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)		0%	0%		0%	
Storage Length (ft)	0			0	0	0
Storage Lanes	0			1	1	1
Taper Length (ft)	25				25	
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt				0.850		0.850
Flt Protected		0.988			0.950	
Satd. Flow (prot)	0	3497	1863	1583	1770	1583
Flt Permitted		0.988			0.950	
Satd. Flow (perm)	0	3497	1863	1583	1770	1583
Link Speed (mph)		30	30		30	
Link Distance (ft)		1249	1271		255	
Travel Time (s)		28.4	28.9		5.8	

Intersection Summary

Area Type: Other

HCM Unsignalized Intersection Capacity Analysis  
 12: Park Meadows Ring Rd. & North Access Drive

Park Meadows  
 07/19/2022



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↔↑	↑	↔	↔	↔
Traffic Volume (veh/h)	4	11	8	14	77	34
Future Volume (Veh/h)	4	11	8	14	77	34
Sign Control		Stop	Stop		Free	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	4	12	9	15	84	37
<b>Pedestrians</b>						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage (veh)						
Upstream signal (ft)	255					
pX, platoon unblocked						
vC, conflicting volume	172	168	168	0	0	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	172	168	168	0	0	
tC, single (s)	7.1	6.5	6.5	6.2	4.1	
tC, 2 stage (s)						
tF (s)	3.5	4.0	4.0	3.3	2.2	
p0 queue free %	99	98	99	99	95	
cM capacity (veh/h)	741	687	687	1085	1623	
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	SB 1	SB 2
Volume Total	8	8	9	15	84	37
Volume Left	4	0	0	0	84	0
Volume Right	0	0	0	15	0	37
cSH	713	687	687	1085	1623	1700
Volume to Capacity	0.01	0.01	0.01	0.01	0.05	0.02
Queue Length 95th (ft)	1	1	1	1	4	0
Control Delay (s)	10.1	10.3	10.3	8.4	7.3	0.0
Lane LOS	B	B	B	A	A	
Approach Delay (s)	10.2		9.1		5.1	
Approach LOS	B		A			
<b>Intersection Summary</b>						
Average Delay			6.2			
Intersection Capacity Utilization			14.3%	ICU Level of Service	A	
Analysis Period (min)			15			

Lanes and Geometrics  
 13: Park Meadows Ring Rd. & East Access Drive

Park Meadows  
 07/19/2022



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%		0%			0%
Storage Length (ft)	0	0		0	0	
Storage Lanes	1	1		1	0	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	0.95
Ped Bike Factor						
Frt		0.850		0.850		
Flt Protected	0.950					0.980
Satd. Flow (prot)	1770	1583	1863	1583	0	3468
Flt Permitted	0.950					0.980
Satd. Flow (perm)	1770	1583	1863	1583	0	3468
Link Speed (mph)	30		30			30
Link Distance (ft)	204		1336			1271
Travel Time (s)	4.6		30.4			28.9

Intersection Summary

Area Type: Other

HCM Unsignalized Intersection Capacity Analysis  
 13: Park Meadows Ring Rd. & East Access Drive

Park Meadows  
 07/19/2022



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						 
Traffic Volume (veh/h)	45	47	12	20	18	27
Future Volume (Veh/h)	45	47	12	20	18	27
Sign Control	Free		Stop		Stop	
Grade	0%		0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	49	51	13	22	20	29
<b>Pedestrians</b>						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage (veh)						
Upstream signal (ft)	204					
pX, platoon unblocked						
vC, conflicting volume	0		98	0	104	98
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	0		98	0	104	98
tC, single (s)	4.1		6.5	6.2	7.1	6.5
tC, 2 stage (s)						
tF (s)	2.2		4.0	3.3	3.5	4.0
p0 queue free %	97		98	98	98	96
cM capacity (veh/h)	1623		768	1085	827	768
<b>Direction, Lane #</b>	<b>WB 1</b>	<b>WB 2</b>	<b>NB 1</b>	<b>NB 2</b>	<b>SB 1</b>	<b>SB 2</b>
Volume Total	49	51	13	22	30	19
Volume Left	49	0	0	0	20	0
Volume Right	0	51	0	22	0	0
cSH	1623	1700	768	1085	807	768
Volume to Capacity	0.03	0.03	0.02	0.02	0.04	0.03
Queue Length 95th (ft)	2	0	1	2	3	2
Control Delay (s)	7.3	0.0	9.8	8.4	9.6	9.8
Lane LOS	A		A	A	A	A
Approach Delay (s)	3.6		8.9		9.7	
Approach LOS			A		A	
<b>Intersection Summary</b>						
Average Delay			6.2			
Intersection Capacity Utilization			17.7%	ICU Level of Service	A	
Analysis Period (min)			15			

Lanes and Geometrics  
 14: SE Access Drive & Park Meadows Ring Rd.



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↑		↑↑	↑	↑
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)		0	0		0	0
Storage Lanes		1	0		1	1
Taper Length (ft)			25		25	
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	1.00
Ped Bike Factor						
Frt		0.850				0.850
Flt Protected				0.976	0.950	
Satd. Flow (prot)	1863	1583	0	3454	1770	1583
Flt Permitted				0.976	0.950	
Satd. Flow (perm)	1863	1583	0	3454	1770	1583
Link Speed (mph)	30			30	30	
Link Distance (ft)	1548			1336	207	
Travel Time (s)	35.2			30.4	4.7	







Intersection Summary

Area Type: Other



HCM Unsignalized Intersection Capacity Analysis  
 14: SE Access Drive & Park Meadows Ring Rd.

Park Meadows  
 07/19/2022

						
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↗		↖	↖	↗
Traffic Volume (veh/h)	8	11	5	5	7	18
Future Volume (Veh/h)	8	11	5	5	7	18
Sign Control	Stop			Stop	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	9	12	5	5	8	20
<b>Pedestrians</b>						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage (veh)						
Upstream signal (ft)	207					
pX, platoon unblocked						
vC, conflicting volume	16	0	20	16	0	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	16	0	20	16	0	
tC, single (s)	6.5	6.2	7.1	6.5	4.1	
tC, 2 stage (s)						
tF (s)	4.0	3.3	3.5	4.0	2.2	
p0 queue free %	99	99	99	99	100	
cM capacity (veh/h)	874	1085	970	874	1623	
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	NB 2
Volume Total	9	12	7	3	8	20
Volume Left	0	0	5	0	8	0
Volume Right	0	12	0	0	0	20
cSH	874	1085	944	874	1623	1700
Volume to Capacity	0.01	0.01	0.01	0.00	0.00	0.01
Queue Length 95th (ft)	1	1	1	0	0	0
Control Delay (s)	9.2	8.4	8.8	9.1	7.2	0.0
Lane LOS	A	A	A	A	A	
Approach Delay (s)	8.7		8.9		2.1	
Approach LOS	A		A			
<b>Intersection Summary</b>						
Average Delay			5.6			
Intersection Capacity Utilization			14.3%		ICU Level of Service	A
Analysis Period (min)			15			

Lanes and Geometrics  
 15: Park Meadows Ring Rd. & SW Access Drive

Park Meadows  
 07/19/2022



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)	0	0	0			0
Storage Lanes	1	1	0			1
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	1.00
Ped Bike Factor						
Frt		0.850				0.850
Flt Protected	0.950			0.985		
Satd. Flow (prot)	1770	1583	0	3486	1863	1583
Flt Permitted	0.950			0.985		
Satd. Flow (perm)	1770	1583	0	3486	1863	1583
Link Speed (mph)	30			30	30	
Link Distance (ft)	365			1548	1354	
Travel Time (s)	8.3			35.2	30.8	

Intersection Summary

Area Type: Other

HCM Unsignalized Intersection Capacity Analysis  
 15: Park Meadows Ring Rd. & SW Access Drive

Park Meadows  
 07/19/2022



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	47	27	3	6	12	1
Future Volume (Veh/h)	47	27	3	6	12	1
Sign Control	Free			Stop	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	51	29	3	7	13	1
<b>Pedestrians</b>						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage (veh)						
Upstream signal (ft)	365					
pX, platoon unblocked						
vC, conflicting volume	0		108	102	102	0
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	0		108	102	102	0
tC, single (s)	4.1		7.1	6.5	6.5	6.2
tC, 2 stage (s)						
tF (s)	2.2		3.5	4.0	4.0	3.3
p0 queue free %	97		100	99	98	100
cM capacity (veh/h)	1623		838	763	763	1085
Direction, Lane #	EB 1	EB 2	NB 1	NB 2	SB 1	SB 2
Volume Total	51	29	5	5	13	1
Volume Left	51	0	3	0	0	0
Volume Right	0	29	0	0	0	1
cSH	1623	1700	803	763	763	1085
Volume to Capacity	0.03	0.02	0.01	0.01	0.02	0.00
Queue Length 95th (ft)	2	0	1	0	1	0
Control Delay (s)	7.3	0.0	9.5	9.7	9.8	8.3
Lane LOS	A		A	A	A	A
Approach Delay (s)	4.6		9.6		9.7	
Approach LOS			A		A	
<b>Intersection Summary</b>						
Average Delay			5.8			
Intersection Capacity Utilization			13.3%	ICU Level of Service	A	
Analysis Period (min)			15			

Lanes and Geometrics  
 16: Park Meadows Ring Rd. & NW Access Drive



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%		0%		0%	
Storage Length (ft)	0	0	0			0
Storage Lanes	1	1	0			1
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	1.00
Ped Bike Factor						
Frt	0.850				0.850	
Flt Protected	0.950		0.968			
Satd. Flow (prot)	1770	1583	0	3426	1863	1583
Flt Permitted	0.950		0.968			
Satd. Flow (perm)	1770	1583	0	3426	1863	1583
Link Speed (mph)	30		30		30	
Link Distance (ft)	217		1354		1249	
Travel Time (s)	4.9		30.8		28.4	

Intersection Summary

Area Type: Other

HCM Unsignalized Intersection Capacity Analysis  
 16: Park Meadows Ring Rd. & NW Access Drive



































Park Meadows  
 07/19/2022



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	10	31	16	8	17	5
Future Volume (Veh/h)	10	31	16	8	17	5
Sign Control	Free			Stop	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	11	34	17	9	18	5
<b>Pedestrians</b>						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage (veh)						
Upstream signal (ft)	217					
pX, platoon unblocked						
vC, conflicting volume	0		31	22	22	0
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	0		31	22	22	0
tC, single (s)	4.1		7.1	6.5	6.5	6.2
tC, 2 stage (s)						
tF (s)	2.2		3.5	4.0	4.0	3.3
p0 queue free %	99		98	99	98	100
cM capacity (veh/h)	1623		952	866	866	1085
Direction, Lane #	EB 1	EB 2	NB 1	NB 2	SB 1	SB 2
Volume Total	11	34	20	6	18	5
Volume Left	11	0	17	0	0	0
Volume Right	0	34	0	0	0	5
cSH	1623	1700	938	866	866	1085
Volume to Capacity	0.01	0.02	0.02	0.01	0.02	0.00
Queue Length 95th (ft)	1	0	2	1	2	0
Control Delay (s)	7.2	0.0	8.9	9.2	9.2	8.3
Lane LOS	A		A	A	A	A
Approach Delay (s)	1.8		9.0		9.0	
Approach LOS			A		A	
<b>Intersection Summary</b>						
Average Delay			5.5			
Intersection Capacity Utilization			17.6%	ICU Level of Service	A	
Analysis Period (min)			15			

Lanes and Geometrics  
 1: S. Yosemite St. & E. County Line Rd.

Park Meadows  
 07/19/2022

												
Lane Group	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
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	175		350	600		0	235		0	210		0
Storage Lanes	2		1	2		1	2		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.97	0.91	1.00	0.97	0.91	1.00	0.97	0.95	1.00	1.00	0.95	0.95
Ped Bike Factor			0.850			0.850			0.850		0.943	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	5085	1583	3433	5085	1583	3433	3539	1583	1770	3337	0
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3433	5085	1583	3433	5085	1583	3433	3539	1583	1770	3337	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			142			142			185			123
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		556			1568			1842			710	
Travel Time (s)		12.6			35.6			41.9			16.1	

Intersection Summary

Area Type: Other

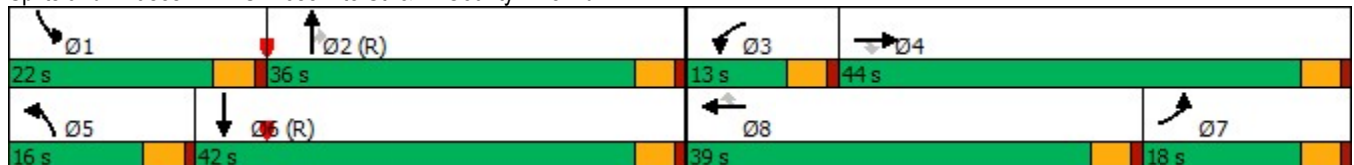
Timings  
1: S. Yosemite St. & E. County Line Rd.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations											
Traffic Volume (vph)	192	642	131	103	975	80	167	327	63	124	426
Future Volume (vph)	192	642	131	103	975	80	167	327	63	124	426
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA
Protected Phases	7	4		3	8		5	2		1	6
Permitted Phases			4			8			2		
Detector Phase	7	4	4	3	8	8	5	2	2	1	6
Switch Phase											
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5
Total Split (s)	18.0	44.0	44.0	13.0	39.0	39.0	16.0	36.0	36.0	22.0	42.0
Total Split (%)	15.7%	38.3%	38.3%	11.3%	33.9%	33.9%	13.9%	31.3%	31.3%	19.1%	36.5%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lag	Lag	Lag	Lead	Lead	Lead	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	C-Max	C-Max	None	C-Max
Act Effct Green (s)	11.8	35.8	35.8	8.0	32.0	32.0	10.5	39.5	39.5	13.7	42.6
Actuated g/C Ratio	0.10	0.31	0.31	0.07	0.28	0.28	0.09	0.34	0.34	0.12	0.37
v/c Ratio	0.59	0.44	0.24	0.47	0.75	0.16	0.58	0.29	0.10	0.64	0.57
Control Delay	56.3	32.1	5.4	40.1	32.0	7.0	57.6	30.2	0.3	62.0	26.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	56.3	32.1	5.4	40.1	32.0	7.0	57.6	30.2	0.3	62.0	26.8
LOS	E	C	A	D	C	A	E	C	A	E	C
Approach Delay		33.3			31.0			35.1			32.2
Approach LOS		C			C			D			C

Intersection Summary

Cycle Length: 115  
 Actuated Cycle Length: 115  
 Offset: 24 (21%), Referenced to phase 2:NBT and 6:SBT, Start of Green  
 Natural Cycle: 65  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.75  
 Intersection Signal Delay: 32.6  
 Intersection LOS: C  
 Intersection Capacity Utilization 64.3%  
 ICU Level of Service C  
 Analysis Period (min) 15

Splits and Phases: 1: S. Yosemite St. & E. County Line Rd.



Queues

1: S. Yosemite St. & E. County Line Rd.



































Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	209	698	142	112	1060	87	182	355	68	135	749
v/c Ratio	0.59	0.44	0.24	0.47	0.75	0.16	0.58	0.29	0.10	0.64	0.57
Control Delay	56.3	32.1	5.4	40.1	32.0	7.0	57.6	30.2	0.3	62.0	26.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	56.3	32.1	5.4	40.1	32.0	7.0	57.6	30.2	0.3	62.0	26.8
Queue Length 50th (ft)	76	147	0	44	263	20	67	103	0	96	201
Queue Length 95th (ft)	115	179	43	72	332	47	104	155	0	158	274
Internal Link Dist (ft)		476			1488			1762			630
Turn Bay Length (ft)	175		350	600			235			210	
Base Capacity (vph)	403	1746	636	253	1525	574	343	1216	665	269	1314
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.52	0.40	0.22	0.44	0.70	0.15	0.53	0.29	0.10	0.50	0.57

Intersection Summary



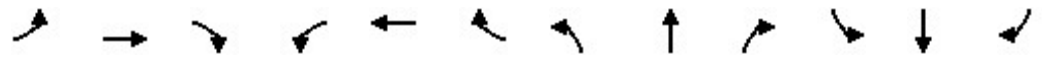
HCM 6th Signalized Intersection Summary  
 1: S. Yosemite St. & E. County Line Rd.

Park Meadows  
 07/19/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 	  		 	  		 	 			 	
Traffic Volume (veh/h)	192	642	131	103	975	80	167	327	63	124	426	263
Future Volume (veh/h)	192	642	131	103	975	80	167	327	63	124	426	263
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	209	698	142	112	1060	87	182	355	68	135	463	286
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	273	1425	442	166	1267	393	243	1508	673	164	943	579
Arrive On Green	0.08	0.28	0.28	0.10	0.50	0.50	0.07	0.42	0.42	0.09	0.45	0.45
Sat Flow, veh/h	3456	5106	1585	3456	5106	1585	3456	3554	1585	1781	2115	1299
Grp Volume(v), veh/h	209	698	142	112	1060	87	182	355	68	135	389	360
Grp Sat Flow(s),veh/h/ln	1728	1702	1585	1728	1702	1585	1728	1777	1585	1781	1777	1637
Q Serve(g_s), s	6.8	13.1	8.2	3.6	20.6	2.8	5.9	7.3	3.0	8.6	17.8	18.0
Cycle Q Clear(g_c), s	6.8	13.1	8.2	3.6	20.6	2.8	5.9	7.3	3.0	8.6	17.8	18.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.79
Lane Grp Cap(c), veh/h	273	1425	442	166	1267	393	243	1508	673	164	792	730
V/C Ratio(X)	0.77	0.49	0.32	0.68	0.84	0.22	0.75	0.24	0.10	0.82	0.49	0.49
Avail Cap(c_a), veh/h	406	1754	544	255	1532	476	346	1508	673	271	792	730
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.79	0.79	0.79	0.83	0.83	0.83	1.00	1.00	1.00
Uniform Delay (d), s/veh	51.9	34.6	32.8	51.1	27.0	13.6	52.4	21.2	19.9	51.3	22.6	22.6
Incr Delay (d2), s/veh	4.9	0.3	0.4	3.8	2.9	0.2	4.5	0.3	0.2	9.8	2.2	2.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.1	5.5	3.2	1.6	6.6	1.3	2.7	3.1	1.1	4.3	7.9	7.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	56.9	34.9	33.2	54.9	29.8	13.8	57.0	21.5	20.2	61.1	24.8	25.0
LnGrp LOS	E	C	C	D	C	B	E	C	C	E	C	C
Approach Vol, veh/h		1049			1259			605			884	
Approach Delay, s/veh		39.0			31.0			32.0			30.4	
Approach LOS		D			C			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	15.1	53.3	10.0	36.6	12.6	55.8	13.6	33.0				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	17.5	31.5	8.5	39.5	11.5	37.5	13.5	34.5				
Max Q Clear Time (g_c+I1), s	10.6	9.3	5.6	15.1	7.9	20.0	8.8	22.6				
Green Ext Time (p_c), s	0.2	2.5	0.1	5.7	0.2	4.6	0.3	6.0				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay			33.2									
HCM 6th LOS			C									

Lanes and Geometrics  
 2: S. Chester St. & E. County Line Rd.

Park Meadows  
 07/19/2022



Lane Group	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
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	550		0	525		0	135		0	125		110
Storage Lanes	2		1	2		0	2		1	2		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.97	0.91	1.00	0.97	0.86	0.86	0.97	0.95	1.00	0.97	0.95	1.00
Ped Bike Factor												
Frt			0.850		0.979				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	5085	1583	3433	6273	0	3433	3539	1583	3433	3539	1583
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3433	5085	1583	3433	6273	0	3433	3539	1583	3433	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			142		37				325			258
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1568			1050			565			792	
Travel Time (s)		35.6			23.9			12.8			18.0	

Intersection Summary

Area Type: Other

Timings  
2: S. Chester St. & E. County Line Rd.

Park Meadows  
07/19/2022

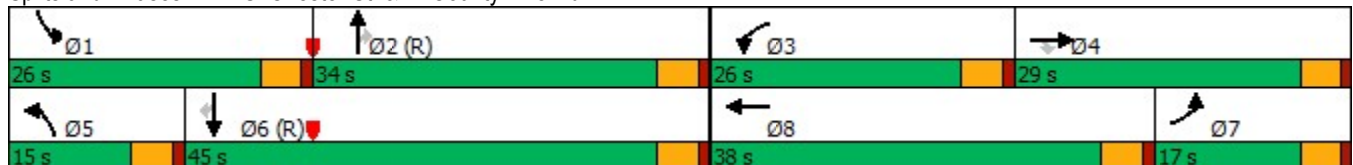


Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↑↑↑	↗	↔↔	↑↑↑	↔↔	↑↑	↗	↔↔	↑↑	↗
Traffic Volume (vph)	160	619	83	329	737	121	207	299	327	221	237
Future Volume (vph)	160	619	83	329	737	121	207	299	327	221	237
Turn Type	Prot	NA	Perm	Prot	NA	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8	5	2		1	6	
Permitted Phases			4					2			6
Detector Phase	7	4	4	3	8	5	2	2	1	6	6
Switch Phase											
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	22.5	9.5	22.5	9.5	22.5	22.5	9.5	22.5	22.5
Total Split (s)	17.0	29.0	29.0	26.0	38.0	15.0	34.0	34.0	26.0	45.0	45.0
Total Split (%)	14.8%	25.2%	25.2%	22.6%	33.0%	13.0%	29.6%	29.6%	22.6%	39.1%	39.1%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lag	Lag	Lag	Lead	Lead	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	C-Max	C-Max	None	C-Max	C-Max
Act Effct Green (s)	13.7	21.7	21.7	17.2	25.2	9.4	41.0	41.0	17.1	48.7	48.7
Actuated g/C Ratio	0.12	0.19	0.19	0.15	0.22	0.08	0.36	0.36	0.15	0.42	0.42
v/c Ratio	0.42	0.70	0.22	0.70	0.67	0.47	0.18	0.42	0.70	0.16	0.32
Control Delay	31.9	29.0	11.7	31.9	20.2	55.9	28.3	5.4	53.7	22.5	4.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	31.9	29.0	11.7	31.9	20.2	55.9	28.3	5.4	53.7	22.5	4.2
LOS	C	C	B	C	C	E	C	A	D	C	A
Approach Delay		27.8			23.5		22.8			30.0	
Approach LOS		C			C		C			C	

Intersection Summary

Cycle Length: 115  
 Actuated Cycle Length: 115  
 Offset: 82 (71%), Referenced to phase 2:NBT and 6:SBT, Start of Green  
 Natural Cycle: 70  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.70  
 Intersection Signal Delay: 25.9  
 Intersection Capacity Utilization 51.4%  
 Analysis Period (min) 15  
 Intersection LOS: C  
 ICU Level of Service A

Splits and Phases: 2: S. Chester St. & E. County Line Rd.



Queues  
2: S. Chester St. & E. County Line Rd.

Park Meadows  
07/19/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	174	673	90	358	934	132	225	325	355	240	258
v/c Ratio	0.42	0.70	0.22	0.70	0.67	0.47	0.18	0.42	0.70	0.16	0.32
Control Delay	31.9	29.0	11.7	31.9	20.2	55.9	28.3	5.4	53.7	22.5	4.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	31.9	29.0	11.7	31.9	20.2	55.9	28.3	5.4	53.7	22.5	4.2
Queue Length 50th (ft)	60	164	20	89	138	48	60	0	130	57	0
Queue Length 95th (ft)	92	203	59	139	144	80	104	71	172	95	55
Internal Link Dist (ft)		1488			970		485			712	
Turn Bay Length (ft)	550			525		135			125		110
Base Capacity (vph)	423	1083	448	641	1853	315	1261	773	641	1498	818
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.41	0.62	0.20	0.56	0.50	0.42	0.18	0.42	0.55	0.16	0.32

Intersection Summary

HCM 6th Signalized Intersection Summary  
 2: S. Chester St. & E. County Line Rd.

Park Meadows  
 07/19/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	160	619	83	329	737	122	121	207	299	327	221	237
Future Volume (veh/h)	160	619	83	329	737	122	121	207	299	327	221	237
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	174	673	90	358	801	133	132	225	325	355	240	258
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	315	881	274	439	1172	191	191	1490	664	431	1736	774
Arrive On Green	0.03	0.06	0.06	0.04	0.07	0.07	0.06	0.42	0.42	0.12	0.49	0.49
Sat Flow, veh/h	3456	5106	1585	3456	5618	914	3456	3554	1585	3456	3554	1585
Grp Volume(v), veh/h	174	673	90	358	686	248	132	225	325	355	240	258
Grp Sat Flow(s),veh/h/ln	1728	1702	1585	1728	1609	1706	1728	1777	1585	1728	1777	1585
Q Serve(g_s), s	5.7	14.9	6.3	11.8	16.0	16.4	4.3	4.5	17.2	11.5	4.3	7.6
Cycle Q Clear(g_c), s	5.7	14.9	6.3	11.8	16.0	16.4	4.3	4.5	17.2	11.5	4.3	7.6
Prop In Lane	1.00		1.00	1.00		0.54	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	315	881	274	439	1007	356	191	1490	664	431	1736	774
V/C Ratio(X)	0.55	0.76	0.33	0.82	0.68	0.70	0.69	0.15	0.49	0.82	0.14	0.33
Avail Cap(c_a), veh/h	376	1088	338	646	1406	497	316	1490	664	646	1736	774
HCM Platoon Ratio	0.33	0.33	0.33	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.90	0.90	0.90	0.98	0.98	0.98	0.93	0.93	0.93	1.00	1.00	1.00
Uniform Delay (d), s/veh	53.5	51.9	47.8	53.7	49.8	50.0	53.4	20.7	24.4	49.1	16.1	8.0
Incr Delay (d2), s/veh	1.4	2.3	0.6	5.0	0.8	2.4	4.1	0.2	2.4	5.4	0.2	1.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.6	7.0	2.6	5.8	7.0	7.8	2.0	1.9	6.8	5.3	1.8	2.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	54.8	54.2	48.5	58.8	50.6	52.4	57.5	20.9	26.8	54.5	16.3	9.2
LnGrp LOS	D	D	D	E	D	D	E	C	C	D	B	A
Approach Vol, veh/h		937			1292			682				853
Approach Delay, s/veh		53.8			53.2			30.8				30.0
Approach LOS		D			D			C				C
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	18.8	52.7	19.1	24.3	10.8	60.7	15.0	28.5				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	21.5	29.5	21.5	24.5	10.5	40.5	12.5	33.5				
Max Q Clear Time (g_c+I1), s	13.5	19.2	13.8	16.9	6.3	9.6	7.7	18.4				
Green Ext Time (p_c), s	0.8	1.9	0.8	2.9	0.1	2.5	0.2	5.6				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay			44.0									
HCM 6th LOS			D									

Lanes and Geometrics  
 3: North Access Drive & E. County Line Rd.



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑	↑	↙↘	↑↑↑		↙↘
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)		0	350		0	0
Storage Lanes		1	2		0	2
Taper Length (ft)			25		25	
Lane Util. Factor	0.91	1.00	0.97	0.86	1.00	0.88
Ped Bike Factor						
Frt		0.850				0.850
Flt Protected			0.950			
Satd. Flow (prot)	5085	1583	3433	6408	0	2787
Flt Permitted			0.950			
Satd. Flow (perm)	5085	1583	3433	6408	0	2787
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		150				118
Link Speed (mph)	30			30	30	
Link Distance (ft)	1050			651	255	
Travel Time (s)	23.9			14.8	5.8	

Intersection Summary

Area Type: Other

Timings  
3: North Access Drive & E. County Line Rd.



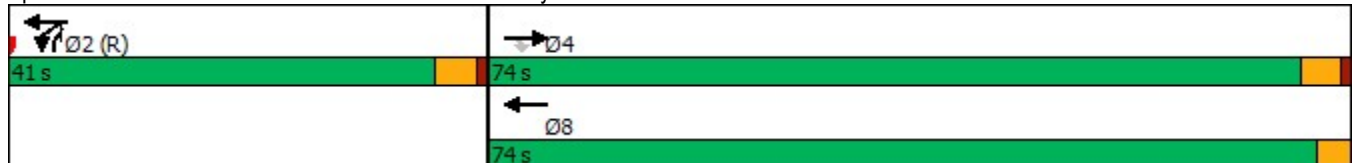
Lane Group	EBT	EBR	WBL	WBT	NBR	Ø8
Lane Configurations	↑↑↑	↗	↖	↑↑↑	↗	
Traffic Volume (vph)	1161	138	296	1323	263	
Future Volume (vph)	1161	138	296	1323	263	
Turn Type	NA	Perm	Prot	NA	Over	
Protected Phases	4		2	2 8	2	8
Permitted Phases		4			2	
Detector Phase	4	4	2	2 8	2	
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	22.5	22.5	9.5	9.5	22.5	
Total Split (s)	74.0	74.0	41.0	41.0	74.0	
Total Split (%)	64.3%	64.3%	35.7%	35.7%	64%	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.0	
All-Red Time (s)	1.0	1.0	1.0	1.0	0.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		
Total Lost Time (s)	4.5	4.5	4.5	4.5		
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	None	None	C-Max	C-Max	None	
Act Effct Green (s)	44.3	44.3	61.7	115.0	61.7	
Actuated g/C Ratio	0.39	0.39	0.54	1.00	0.54	
v/c Ratio	0.64	0.21	0.17	0.22	0.18	
Control Delay	9.7	0.6	9.4	0.1	9.4	
Queue Delay	0.0	0.0	0.0	0.0	0.0	
Total Delay	9.7	0.6	9.4	0.1	9.4	
LOS	A	A	A	A	A	
Approach Delay	8.7			1.8		
Approach LOS	A			A		

Intersection Summary

Cycle Length: 115  
 Actuated Cycle Length: 115  
 Offset: 2 (2%), Referenced to phase 2:WBTL and 6:, Start of Green  
 Natural Cycle: 40  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.64  
 Intersection Signal Delay: 5.2  
 Intersection Capacity Utilization 39.1%  
 Analysis Period (min) 15

Intersection LOS: A  
 ICU Level of Service A

Splits and Phases: 3: North Access Drive & E. County Line Rd.



Queues  
3: North Access Drive & E. County Line Rd.

Park Meadows  
07/19/2022



Lane Group	EBT	EBR	WBL	WBT	NBR
Lane Group Flow (vph)	1262	150	322	1438	286
v/c Ratio	0.64	0.21	0.17	0.22	0.18
Control Delay	9.7	0.6	9.4	0.1	9.4
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	9.7	0.6	9.4	0.1	9.4
Queue Length 50th (ft)	64	0	38	0	32
Queue Length 95th (ft)	75	1	135	0	72
Internal Link Dist (ft)	970		571		
Turn Bay Length (ft)	350				
Base Capacity (vph)	3073	1016	1841	6408	1550
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.41	0.15	0.17	0.22	0.18
<b>Intersection Summary</b>					



HCM 6th Edition methodology expects strict NEMA phasing.

Lanes and Geometrics  
 4: Park Meadow Center Dr. & E. County Line Rd.

Park Meadows  
 07/19/2022



Lane Group	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
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		325	0		100	0		250	250		175
Storage Lanes	0		1	0		1	0		1	3		2
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.86	1.00	1.00	0.91	1.00	1.00	1.00	0.76	0.94	0.95	0.88
Ped Bike Factor												
Frt			0.850			0.850			0.850			0.850
Flt Protected										0.950		
Satd. Flow (prot)	0	6408	1583	0	5085	1583	0	0	3610	4990	3539	2787
Flt Permitted										0.950		
Satd. Flow (perm)	0	6408	1583	0	5085	1583	0	0	3610	4990	3539	2787
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			80			159			619			654
Link Speed (mph)		30			30			30				30
Link Distance (ft)		651			987			1238				614
Travel Time (s)		14.8			22.4			28.1				14.0

Intersection Summary

Area Type: Other

Timings  
4: Park Meadow Center Dr. & E. County Line Rd.

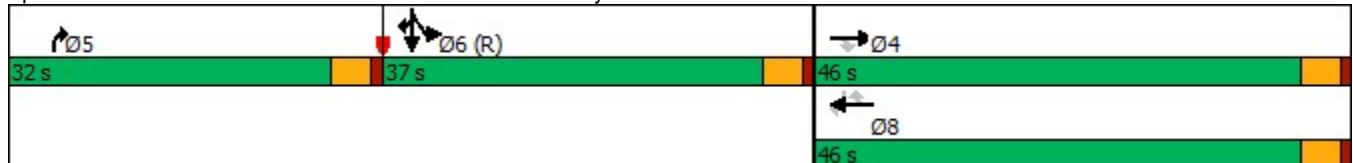


Lane Group	EBT	EBR	WBT	WBR	NBR	SBL	SBT	SBR
Lane Configurations	↑↑↑↑	↗	↑↑↑↑	↗	↗↗↗	↘↘↘	↑↑	↗↗
Traffic Volume (vph)	1372	74	986	235	730	117	486	602
Future Volume (vph)	1372	74	986	235	730	117	486	602
Turn Type	NA	Perm	NA	Perm	Prot	Split	NA	custom
Protected Phases	4		8		5	6	6	6
Permitted Phases		4		8				8
Detector Phase	4	4	8	8	5	6	6	6
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	22.5	9.5	22.5	22.5	22.5
Total Split (s)	46.0	46.0	46.0	46.0	32.0	37.0	37.0	37.0
Total Split (%)	40.0%	40.0%	40.0%	40.0%	27.8%	32.2%	32.2%	32.2%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag					Lead	Lag	Lag	Lag
Lead-Lag Optimize?					Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	C-Max	C-Max	C-Max
Act Effct Green (s)	39.2	39.2	39.2	39.2	13.2	49.2	49.2	92.8
Actuated g/C Ratio	0.34	0.34	0.34	0.34	0.11	0.43	0.43	0.81
v/c Ratio	0.68	0.14	0.62	0.40	0.83	0.06	0.35	0.28
Control Delay	16.1	2.0	20.8	7.5	18.4	21.9	24.7	0.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	16.1	2.0	20.8	7.5	18.4	21.9	24.7	0.6
LOS	B	A	C	A	B	C	C	A
Approach Delay	15.3		18.2				12.4	
Approach LOS	B		B				B	

Intersection Summary

Cycle Length: 115  
 Actuated Cycle Length: 115  
 Offset: 32 (28%), Referenced to phase 6:SBTL, Start of Green  
 Natural Cycle: 55  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.83  
 Intersection Signal Delay: 15.8  
 Intersection Capacity Utilization 52.3%  
 Analysis Period (min) 15  
 Intersection LOS: B  
 ICU Level of Service A

Splits and Phases: 4: Park Meadow Center Dr. & E. County Line Rd.



## 4: Park Meadow Center Dr. &amp; E. County Line Rd.

07/19/2022



Lane Group	EBT	EBR	WBT	WBR	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	1491	80	1072	255	793	127	528	654
v/c Ratio	0.68	0.14	0.62	0.40	0.83	0.06	0.35	0.28
Control Delay	16.1	2.0	20.8	7.5	18.4	21.9	24.7	0.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	16.1	2.0	20.8	7.5	18.4	21.9	24.7	0.6
Queue Length 50th (ft)	235	8	259	109	53	19	141	0
Queue Length 95th (ft)	282	2	285	128	103	37	210	14
Internal Link Dist (ft)	571		907				534	
Turn Bay Length (ft)		325		100	250	250		175
Base Capacity (vph)	2312	622	1835	672	1334	2133	1513	2376
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.64	0.13	0.58	0.38	0.59	0.06	0.35	0.28

## Intersection Summary

HCM 6th Signalized Intersection Summary  
 4: Park Meadow Center Dr. & E. County Line Rd.

Park Meadows  
 07/19/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑	↗		↑↑↑	↗			↗↗↗	↘↘↘	↑↑	↗↗
Traffic Volume (veh/h)	0	1372	74	0	986	235	0	0	730	117	486	602
Future Volume (veh/h)	0	1372	74	0	986	235	0	0	730	117	486	602
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	0	1870	1870	0	1870	1870	0	0	1870	1870	1870	1870
Adj Flow Rate, veh/h	0	1491	0	0	1072	0	0	0	793	127	528	654
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	2	2	0	2	2	0	0	2	2	2	2
Cap, veh/h	0	1949		0	1547		0	0	0	3108	2199	1726
Arrive On Green	0.00	0.40	0.00	0.00	0.30	0.00	0.00	0.00	0.00	0.62	0.62	0.62
Sat Flow, veh/h	0	6696	1585	0	5274	1585		0		5023	3554	2790
Grp Volume(v), veh/h	0	1491	0	0	1072	0		0.0		127	528	654
Grp Sat Flow(s),veh/h/ln	0	1609	1585	0	1702	1585				1674	1777	1395
Q Serve(g_s), s	0.0	23.0	0.0	0.0	21.3	0.0				1.1	7.7	13.4
Cycle Q Clear(g_c), s	0.0	23.0	0.0	0.0	21.3	0.0				1.1	7.7	13.4
Prop In Lane	0.00		1.00	0.00		1.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	1949		0	1547					3108	2199	1726
V/C Ratio(X)	0.00	0.76		0.00	0.69					0.04	0.24	0.38
Avail Cap(c_a), veh/h	0	2322		0	1843					3108	2199	1726
HCM Platoon Ratio	1.00	1.33	1.33	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.81	0.00	0.00	0.84	0.00				1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	30.8	0.0	0.0	35.4	0.0				8.6	9.8	10.9
Incr Delay (d2), s/veh	0.0	1.1	0.0	0.0	0.8	0.0				0.0	0.3	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	8.3	0.0	0.0	8.9	0.0				0.4	3.0	4.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	31.9	0.0	0.0	36.1	0.0				8.6	10.1	11.5
LnGrp LOS	A	C		A	D					A	B	B
Approach Vol, veh/h		1491	A		1072	A					1309	
Approach Delay, s/veh		31.9			36.1						10.7	
Approach LOS		C			D						B	
Timer - Assigned Phs				4		6		8				
Phs Duration (G+Y+Rc), s				39.3		75.7		39.3				
Change Period (Y+Rc), s				4.5		4.5		4.5				
Max Green Setting (Gmax), s				41.5		32.5		41.5				
Max Q Clear Time (g_c+I1), s				25.0		15.4		23.3				
Green Ext Time (p_c), s				9.8		6.6		7.4				

Intersection Summary

HCM 6th Ctrl Delay	25.9
HCM 6th LOS	C

Notes

Unsignalized Delay for [EBR, WBR] is excluded from calculations of the approach delay and intersection delay.

Lanes and Geometrics  
 5: I-25 Ramps & E. County Line Rd.

Park Meadows  
 07/19/2022

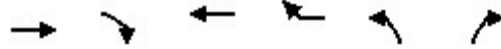


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL2	NBL	NBR	SEL	SER
Lane Configurations		↑↑↑	↑↑		↑↑↑	↑	↑↑		↑		
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%
Storage Length (ft)	0		200	0		100		180	0	0	0
Storage Lanes	0		1	0		1		2	1	0	0
Taper Length (ft)	25			25				25		25	
Lane Util. Factor	1.00	0.91	0.88	1.00	0.91	1.00	0.97	1.00	1.00	1.00	1.00
Ped Bike Factor											
Frt			0.850			0.850			0.850		
Flt Protected							0.950				
Satd. Flow (prot)	0	5085	2787	0	5085	1583	3433	0	1583	0	0
Flt Permitted							0.950				
Satd. Flow (perm)	0	5085	2787	0	5085	1583	3433	0	1583	0	0
Right Turn on Red			Yes			Yes			Yes		
Satd. Flow (RTOR)			1033			249			604		
Link Speed (mph)		30			30			30		30	
Link Distance (ft)		987			920			594		465	
Travel Time (s)		22.4			20.9			13.5		10.6	

Intersection Summary

Area Type: Other

Timings  
5: I-25 Ramps & E. County Line Rd.

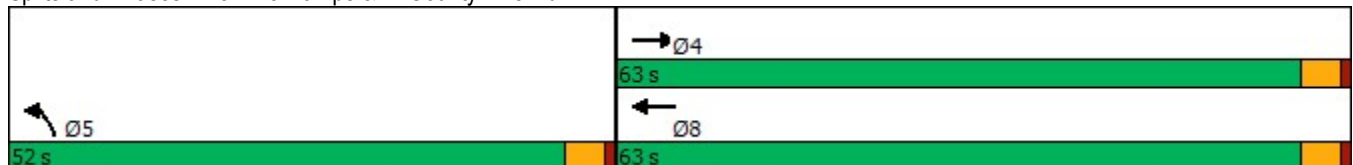


Lane Group	EBT	EBR	WBT	WBR	NBL2	NBR
Lane Configurations	↑↑↑	↑↑	↑↑↑	↑	↑↑	↑
Traffic Volume (vph)	592	950	835	487	395	105
Future Volume (vph)	592	950	835	487	395	105
Turn Type	NA	Free	NA	Free	Prot	Free
Protected Phases	4		8		5	
Permitted Phases		Free		Free		Free
Detector Phase	4		8		5	
Switch Phase						
Minimum Initial (s)	5.0		5.0		5.0	
Minimum Split (s)	22.5		22.5		9.5	
Total Split (s)	63.0		63.0		52.0	
Total Split (%)	54.8%		54.8%		45.2%	
Yellow Time (s)	3.5		3.5		3.5	
All-Red Time (s)	1.0		1.0		1.0	
Lost Time Adjust (s)	0.0		0.0		0.0	
Total Lost Time (s)	4.5		4.5		4.5	
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	None		None		None	
Act Effct Green (s)	29.9	115.0	29.9	115.0	76.1	115.0
Actuated g/C Ratio	0.26	1.00	0.26	1.00	0.66	1.00
v/c Ratio	0.49	0.37	0.69	0.33	0.19	0.07
Control Delay	41.5	0.8	40.8	0.6	8.4	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	41.5	0.8	40.8	0.6	8.4	0.1
LOS	D	A	D	A	A	A
Approach Delay	16.4		26.0			
Approach LOS	B		C			

Intersection Summary

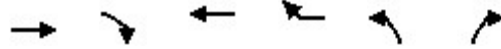
Cycle Length: 115  
 Actuated Cycle Length: 115  
 Offset: 16 (14%), Referenced to phase 2: and 6:, Start of Green  
 Natural Cycle: 40  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.69  
 Intersection Signal Delay: 18.7  
 Intersection Capacity Utilization 34.5%  
 Analysis Period (min) 15  
 Intersection LOS: B  
 ICU Level of Service A

Splits and Phases: 5: I-25 Ramps & E. County Line Rd.



Queues  
5: I-25 Ramps & E. County Line Rd.

Park Meadows  
07/19/2022



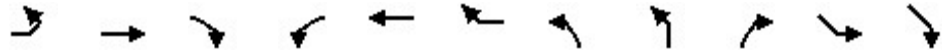
Lane Group	EBT	EBR	WBT	WBR	NBL2	NBR
Lane Group Flow (vph)	643	1033	908	529	429	114
v/c Ratio	0.49	0.37	0.69	0.33	0.19	0.07
Control Delay	41.5	0.8	40.8	0.6	8.4	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	41.5	0.8	40.8	0.6	8.4	0.1
Queue Length 50th (ft)	171	12	221	0	58	0
Queue Length 95th (ft)	209	9	247	0	94	0
Internal Link Dist (ft)	907		840			
Turn Bay Length (ft)		200		100	180	
Base Capacity (vph)	2586	2787	2586	1583	2270	1583
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.25	0.37	0.35	0.33	0.19	0.07

Intersection Summary



HCM 6th Signalized Intersection Summary  
5: I-25 Ramps & E. County Line Rd.

Park Meadows  
07/19/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL2	NBL	NBR	SEL	SER
Lane Configurations		↑↑↑	↑↑		↑↑↑	↑	↑↑		↑		
Traffic Volume (veh/h)	0	592	950	0	835	487	395	0	105	0	0
Future Volume (veh/h)	0	592	950	0	835	487	395	0	105	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00	1.00	1.00		
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
Work Zone On Approach		No			No			No			
Adj Sat Flow, veh/h/ln	0	1870	1870	0	1870	1870	1870	1870	1870		
Adj Flow Rate, veh/h	0	643	0	0	908	0	429	429	0		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92		
Percent Heavy Veh, %	0	2	2	0	2	2	2	2	2		
Cap, veh/h	0	1265		0	1265		2329	2329			
Arrive On Green	0.00	0.41	0.00	0.00	0.25	0.00	0.67	0.67	0.00		
Sat Flow, veh/h	0	5274	2790	0	5274	1585	3456	3456	1585		
Grp Volume(v), veh/h	0	643	0	0	908	0	429	429	0		
Grp Sat Flow(s),veh/h/ln	0	1702	1395	0	1702	1585	1728	1728	1585		
Q Serve(g_s), s	0.0	10.8	0.0	0.0	18.7	0.0	5.3	5.3	0.0		
Cycle Q Clear(g_c), s	0.0	10.8	0.0	0.0	18.7	0.0	5.3	5.3	0.0		
Prop In Lane	0.00		1.00	0.00		1.00	1.00	1.00	1.00		
Lane Grp Cap(c), veh/h	0	1265		0	1265		2329	2329			
V/C Ratio(X)	0.00	0.51		0.00	0.72		0.18	0.18			
Avail Cap(c_a), veh/h	0	2597		0	2597		2329	2329			
HCM Platoon Ratio	1.00	1.67	1.67	1.00	1.00	1.00	1.00	1.00	1.00		
Upstream Filter(I)	0.00	0.65	0.00	0.00	1.00	0.00	1.00	1.00	0.00		
Uniform Delay (d), s/veh	0.0	28.5	0.0	0.0	39.6	0.0	7.0	7.0	0.0		
Incr Delay (d2), s/veh	0.0	0.2	0.0	0.0	0.8	0.0	0.0	0.0	0.0		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln	0.0	3.9	0.0	0.0	7.9	0.0	1.9	1.9	0.0		
Unsig. Movement Delay, s/veh											
LnGrp Delay(d),s/veh	0.0	28.7	0.0	0.0	40.4	0.0	7.0	7.0	0.0		
LnGrp LOS	A	C		A	D		A	A			
Approach Vol, veh/h		643	A		908	A	429	429	A		
Approach Delay, s/veh		28.7			40.4		7.0	7.0			
Approach LOS		C			D		A	A			
Timer - Assigned Phs		2		4				8			
Phs Duration (G+Y+Rc), s		82.0		33.0				33.0			
Change Period (Y+Rc), s		4.5		4.5				4.5			
Max Green Setting (Gmax), s		47.5		58.5				58.5			
Max Q Clear Time (g_c+I1), s		7.3		12.8				20.7			
Green Ext Time (p_c), s		1.6		5.2				7.8			

Intersection Summary

HCM 6th Ctrl Delay	29.4
HCM 6th LOS	C

Notes

Unsignalized Delay for [NBR, EBR, WBR] is excluded from calculations of the approach delay and intersection delay.

Lanes and Geometrics  
 6: Park Meadow Center Dr. & East Access Drive



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%		0%		0%	
Storage Length (ft)	0	0	110			0
Storage Lanes	2	1	1			0
Taper Length (ft)	25		25			
Lane Util. Factor	0.97	1.00	1.00	0.95	0.95	0.95
Ped Bike Factor						
Frt		0.850			0.955	
Flt Protected	0.950		0.950			
Satd. Flow (prot)	3433	1583	1770	3539	3380	0
Flt Permitted	0.950		0.501			
Satd. Flow (perm)	3433	1583	933	3539	3380	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		177			80	
Link Speed (mph)	30			30	30	
Link Distance (ft)	204			1551	1238	
Travel Time (s)	4.6			35.3	28.1	

Intersection Summary

Area Type: Other

Timings  
6: Park Meadow Center Dr. & East Access Drive

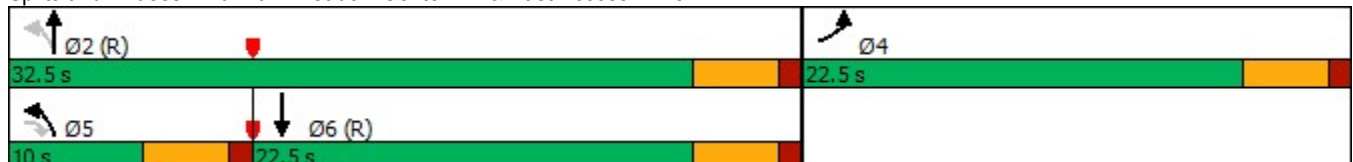


Lane Group	EBL	EBR	NBL	NBT	SBT
Lane Configurations	↖↗	↗	↖	↑↑	↑↓
Traffic Volume (vph)	221	163	82	495	173
Future Volume (vph)	221	163	82	495	173
Turn Type	Prot	Perm	pm+pt	NA	NA
Protected Phases	4		5	2	6
Permitted Phases		5	2		
Detector Phase	4	5	5	2	6
Switch Phase					
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	9.5	9.5	22.5	22.5
Total Split (s)	22.5	10.0	10.0	32.5	22.5
Total Split (%)	40.9%	18.2%	18.2%	59.1%	40.9%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5
Lead/Lag		Lead	Lead		Lag
Lead-Lag Optimize?		Yes	Yes		Yes
Recall Mode	None	None	None	C-Max	C-Max
Act Effect Green (s)	9.1	7.2	36.9	36.9	27.2
Actuated g/C Ratio	0.17	0.13	0.67	0.67	0.49
v/c Ratio	0.42	0.49	0.12	0.23	0.16
Control Delay	22.4	9.2	5.9	5.3	7.3
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	22.4	9.2	5.9	5.3	7.3
LOS	C	A	A	A	A
Approach Delay	16.8			5.4	7.3
Approach LOS	B			A	A

Intersection Summary

Cycle Length: 55  
 Actuated Cycle Length: 55  
 Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBT, Start of Green  
 Natural Cycle: 55  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.49  
 Intersection Signal Delay: 9.4  
 Intersection LOS: A  
 Intersection Capacity Utilization 29.2%  
 ICU Level of Service A  
 Analysis Period (min) 15

Splits and Phases: 6: Park Meadow Center Dr. & East Access Drive





Lane Group	EBL	EBR	NBL	NBT	SBT
Lane Group Flow (vph)	240	177	89	538	268
v/c Ratio	0.42	0.49	0.12	0.23	0.16
Control Delay	22.4	9.2	5.9	5.3	7.3
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	22.4	9.2	5.9	5.3	7.3
Queue Length 50th (ft)	37	0	7	28	16
Queue Length 95th (ft)	60	42	29	74	43
Internal Link Dist (ft)	124			1471	1158
Turn Bay Length (ft)			110		
Base Capacity (vph)	1123	360	734	2371	1711
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.21	0.49	0.12	0.23	0.16

## Intersection Summary

HCM 6th Signalized Intersection Summary  
 6: Park Meadow Center Dr. & East Access Drive

Park Meadows  
 07/19/2022



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	221	163	82	495	173	74
Future Volume (veh/h)	221	163	82	495	173	74
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	240	177	89	538	188	80
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	557	256	790	2399	1292	530
Arrive On Green	0.16	0.16	0.07	0.68	0.53	0.53
Sat Flow, veh/h	3456	1585	1781	3647	2552	1008
Grp Volume(v), veh/h	240	177	89	538	134	134
Grp Sat Flow(s),veh/h/ln	1728	1585	1781	1777	1777	1689
Q Serve(g_s), s	3.4	5.8	1.1	3.2	2.1	2.2
Cycle Q Clear(g_c), s	3.4	5.8	1.1	3.2	2.1	2.2
Prop In Lane	1.00	1.00	1.00			0.60
Lane Grp Cap(c), veh/h	557	256	790	2399	934	888
V/C Ratio(X)	0.43	0.69	0.11	0.22	0.14	0.15
Avail Cap(c_a), veh/h	1131	519	848	2399	934	888
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.87	0.87	0.96	0.96
Uniform Delay (d), s/veh	20.8	21.8	4.1	3.4	6.7	6.7
Incr Delay (d2), s/veh	0.5	3.3	0.1	0.2	0.3	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	5.2	0.3	0.7	0.7	0.7
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	21.3	25.1	4.2	3.6	7.0	7.1
LnGrp LOS	C	C	A	A	A	A
Approach Vol, veh/h	417			627	268	
Approach Delay, s/veh	22.9			3.7	7.0	
Approach LOS	C			A	A	
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		41.6		13.4	8.2	33.4
Change Period (Y+Rc), s		4.5		4.5	4.5	4.5
Max Green Setting (Gmax), s		28.0		18.0	5.5	18.0
Max Q Clear Time (g_c+I1), s		5.2		7.8	3.1	4.2
Green Ext Time (p_c), s		3.7		1.1	0.0	1.2
<b>Intersection Summary</b>						
HCM 6th Ctrl Delay			10.5			
HCM 6th LOS			B			

Lanes and Geometrics  
7: SE Access Drive & Park Meadow Center Dr.

Park Meadows  
07/19/2022



Lane Group	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
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%				0%
Storage Length (ft)	150		0	100		0	0		0	0		0
Storage Lanes	1		0	1		0	1		0	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.994			0.991			0.886				0.850
Flt Protected	0.950			0.950			0.950				0.975	
Satd. Flow (prot)	1770	3518	0	1770	3507	0	1770	1650	0	0	1816	1583
Flt Permitted	0.344			0.448			0.676				0.823	
Satd. Flow (perm)	641	3518	0	835	3507	0	1259	1650	0	0	1533	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		8			13			92				163
Link Speed (mph)		30			30			30				30
Link Distance (ft)		1110			1551			164				207
Travel Time (s)		25.2			35.3			3.7				4.7

Intersection Summary

Area Type: Other

Timings  
7: SE Access Drive & Park Meadow Center Dr.



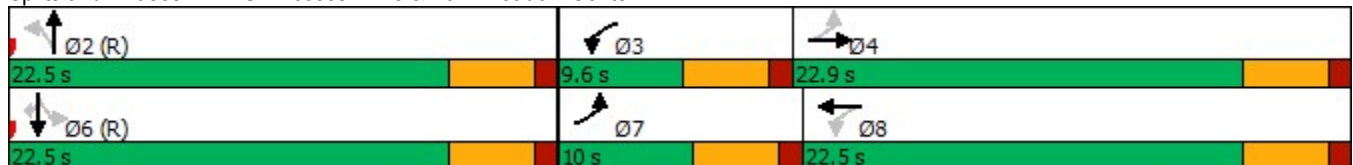
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations	↖	↗	↖	↗	↖	↗		↖	↗
Traffic Volume (vph)	117	434	70	449	69	27	61	56	150
Future Volume (vph)	117	434	70	449	69	27	61	56	150
Turn Type	pm+pt	NA	pm+pt	NA	Perm	NA	Perm	NA	Perm
Protected Phases	7	4	3	8		2		6	
Permitted Phases	4		8		2		6		6
Detector Phase	7	4	3	8	2	2	6	6	6
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	9.5	22.5	22.5	22.5	22.5	22.5	22.5
Total Split (s)	10.0	22.9	9.6	22.5	22.5	22.5	22.5	22.5	22.5
Total Split (%)	18.2%	41.6%	17.5%	40.9%	40.9%	40.9%	40.9%	40.9%	40.9%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5		4.5	4.5
Lead/Lag	Lead	Lag	Lead	Lag					
Lead-Lag Optimize?	Yes	Yes	Yes	Yes					
Recall Mode	None	None	None	None	C-Max	C-Max	C-Max	C-Max	C-Max
Act Effct Green (s)	19.3	16.0	17.8	13.7	24.3	24.3		24.3	24.3
Actuated g/C Ratio	0.35	0.29	0.32	0.25	0.44	0.44		0.44	0.44
v/c Ratio	0.38	0.48	0.21	0.59	0.14	0.16		0.19	0.21
Control Delay	12.3	17.3	8.3	18.0	12.8	5.6		13.0	3.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0
Total Delay	12.3	17.3	8.3	18.0	12.8	5.6		13.0	3.5
LOS	B	B	A	B	B	A		B	A
Approach Delay		16.2		16.7		8.3		7.7	
Approach LOS		B		B		A		A	

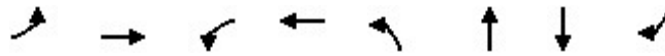
Intersection Summary

Cycle Length: 55  
 Actuated Cycle Length: 55  
 Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green  
 Natural Cycle: 55  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.59  
 Intersection Signal Delay: 14.0  
 Intersection Capacity Utilization 44.1%  
 Analysis Period (min) 15

Intersection LOS: B  
 ICU Level of Service A

Splits and Phases: 7: SE Access Drive & Park Meadow Center Dr.





Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	127	492	76	520	75	121	127	163
v/c Ratio	0.38	0.48	0.21	0.59	0.14	0.16	0.19	0.21
Control Delay	12.3	17.3	8.3	18.0	12.8	5.6	13.0	3.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	12.3	17.3	8.3	18.0	12.8	5.6	13.0	3.5
Queue Length 50th (ft)	24	71	11	75	15	6	26	0
Queue Length 95th (ft)	42	97	m17	81	43	35	64	32
Internal Link Dist (ft)		1030		1471		84	127	
Turn Bay Length (ft)	150		100					
Base Capacity (vph)	337	1224	356	1156	555	779	676	789
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.38	0.40	0.21	0.45	0.14	0.16	0.19	0.21

#### Intersection Summary

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



HCM 6th Signalized Intersection Summary  
 7: SE Access Drive & Park Meadow Center Dr.

Park Meadows  
 07/19/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	117	434	18	70	449	29	69	27	85	61	56	150
Future Volume (veh/h)	117	434	18	70	449	29	69	27	85	61	56	150
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	127	472	20	76	488	32	75	29	92	66	61	163
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	335	775	33	333	702	46	616	185	587	433	371	743
Arrive On Green	0.08	0.22	0.22	0.06	0.21	0.21	0.47	0.47	0.47	0.47	0.47	0.47
Sat Flow, veh/h	1781	3474	147	1781	3386	221	1157	394	1251	710	791	1585
Grp Volume(v), veh/h	127	241	251	76	256	264	75	0	121	127	0	163
Grp Sat Flow(s),veh/h/ln	1781	1777	1844	1781	1777	1830	1157	0	1645	1501	0	1585
Q Serve(g_s), s	3.0	6.7	6.7	1.8	7.3	7.4	2.2	0.0	2.3	0.4	0.0	3.3
Cycle Q Clear(g_c), s	3.0	6.7	6.7	1.8	7.3	7.4	4.9	0.0	2.3	2.7	0.0	3.3
Prop In Lane	1.00		0.08	1.00		0.12	1.00		0.76	0.52		1.00
Lane Grp Cap(c), veh/h	335	396	411	333	368	379	616	0	772	803	0	743
V/C Ratio(X)	0.38	0.61	0.61	0.23	0.69	0.70	0.12	0.00	0.16	0.16	0.00	0.22
Avail Cap(c_a), veh/h	374	594	617	387	582	599	616	0	772	803	0	743
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.97	0.97	0.97	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	15.7	19.2	19.2	15.7	20.2	20.2	9.9	0.0	8.4	8.4	0.0	8.6
Incr Delay (d2), s/veh	0.7	1.5	1.5	0.3	2.3	2.3	0.4	0.0	0.4	0.4	0.0	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	2.7	2.8	0.7	3.0	3.1	0.5	0.0	0.8	0.8	0.0	1.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	16.4	20.7	20.7	16.0	22.5	22.5	10.3	0.0	8.8	8.8	0.0	9.3
LnGrp LOS	B	C	C	B	C	C	B	A	A	A	A	A
Approach Vol, veh/h		619			596			196				290
Approach Delay, s/veh		19.8			21.6			9.4				9.1
Approach LOS		B			C			A				A
Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		30.3	7.9	16.8		30.3	8.8	15.9				
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5	4.5	4.5				
Max Green Setting (Gmax), s		18.0	5.1	18.4		18.0	5.5	18.0				
Max Q Clear Time (g_c+I1), s		6.9	3.8	8.7		5.3	5.0	9.4				
Green Ext Time (p_c), s		0.7	0.0	2.0		1.0	0.0	2.0				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay				17.4								
HCM 6th LOS				B								

Lanes and Geometrics  
 8: S. Yosemite St. & Park Meadow Center Dr.

Park Meadows  
 07/19/2022



Lane Group	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
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	240		240	110		275	220		235
Storage Lanes	0		0	1		1	2		1	2		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	0.91	0.91	1.00	0.97	0.91	1.00	0.97	0.91	1.00
Ped Bike Factor												
Frt						0.850			0.850			0.850
Flt Protected				0.950	0.982		0.950			0.950		
Satd. Flow (prot)	0	0	0	1610	3329	1583	3433	5085	1583	3433	5085	1583
Flt Permitted				0.950	0.982		0.279			0.259		
Satd. Flow (perm)	0	0	0	1610	3329	1583	1008	5085	1583	936	5085	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						192			692			232
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		440			1021			458			636	
Travel Time (s)		10.0			23.2			10.4			14.5	

Intersection Summary

Area Type: Other

Timings  
8: S. Yosemite St. & Park Meadow Center Dr.

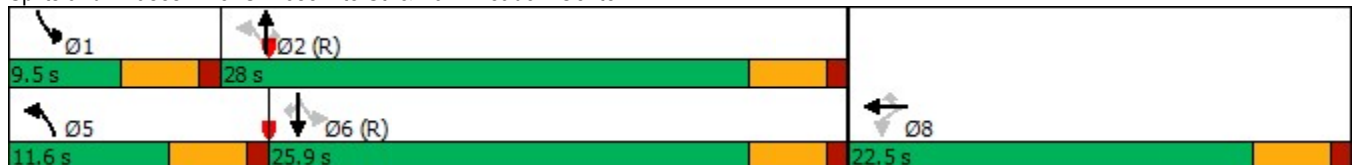


Lane Group	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↙↘	↘	↘↙	↕	↘	↘↙	↕↘	↘
Traffic Volume (vph)	398	303	177	343	924	637	154	712	213
Future Volume (vph)	398	303	177	343	924	637	154	712	213
Turn Type	Perm	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases		8		5	2		1	6	
Permitted Phases	8		8	2		2	6		6
Detector Phase	8	8	8	5	2	2	1	6	6
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5	22.5
Total Split (s)	22.5	22.5	22.5	11.6	28.0	28.0	9.5	25.9	25.9
Total Split (%)	37.5%	37.5%	37.5%	19.3%	46.7%	46.7%	15.8%	43.2%	43.2%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag				Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?				Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	C-Max	C-Max	None	C-Max	C-Max
Act Effct Green (s)	15.7	15.7	15.7	33.2	27.3	27.3	29.1	23.6	23.6
Actuated g/C Ratio	0.26	0.26	0.26	0.55	0.46	0.46	0.48	0.39	0.39
v/c Ratio	0.59	0.59	0.34	0.44	0.43	0.63	0.25	0.39	0.30
Control Delay	24.8	21.9	4.9	8.1	13.1	4.3	7.4	14.4	3.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	24.8	21.9	4.9	8.1	13.1	4.3	7.4	14.4	3.5
LOS	C	C	A	A	B	A	A	B	A
Approach Delay		19.2			9.2			11.2	
Approach LOS		B			A			B	

Intersection Summary

Cycle Length: 60  
 Actuated Cycle Length: 60  
 Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green  
 Natural Cycle: 60  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.63  
 Intersection Signal Delay: 12.1  
 Intersection Capacity Utilization 51.3%  
 Analysis Period (min) 15  
 Intersection LOS: B  
 ICU Level of Service A

Splits and Phases: 8: S. Yosemite St. & Park Meadow Center Dr.



Queues

8: S. Yosemite St. & Park Meadow Center Dr.



Lane Group	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	247	515	192	373	1004	692	167	774	232
v/c Ratio	0.59	0.59	0.34	0.44	0.43	0.63	0.25	0.39	0.30
Control Delay	24.8	21.9	4.9	8.1	13.1	4.3	7.4	14.4	3.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	24.8	21.9	4.9	8.1	13.1	4.3	7.4	14.4	3.5
Queue Length 50th (ft)	81	84	0	30	97	0	12	75	0
Queue Length 95th (ft)	147	127	38	50	131	58	24	105	38
Internal Link Dist (ft)		941			378			556	
Turn Bay Length (ft)	240		240	110		275	220		235
Base Capacity (vph)	483	998	609	852	2317	1097	680	2000	763
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.51	0.52	0.32	0.44	0.43	0.63	0.25	0.39	0.30

Intersection Summary

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HCM 6th Edition methodology does not support turning movements with shared & exclusive lanes.

Lanes and Geometrics  
 9: S. Yosemite St. & SW Access Drive

Park Meadows  
 07/19/2022



Lane Group	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
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	140		0	450		0
Storage Lanes	1		0	1		0	1		1	2		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	0.97	0.91	0.91
Ped Bike Factor												
Frt		0.883			0.850				0.850		0.998	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1645	0	1770	1583	0	1770	3539	1583	3433	5075	0
Flt Permitted	0.702			0.742			0.950			0.950		
Satd. Flow (perm)	1308	1645	0	1382	1583	0	1770	3539	1583	3433	5075	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		18			221				297			4
Link Speed (mph)		30			30			30				30
Link Distance (ft)		205			365			636				1050
Travel Time (s)		4.7			8.3			14.5				23.9

Intersection Summary

Area Type: Other

Timings  
9: S. Yosemite St. & SW Access Drive

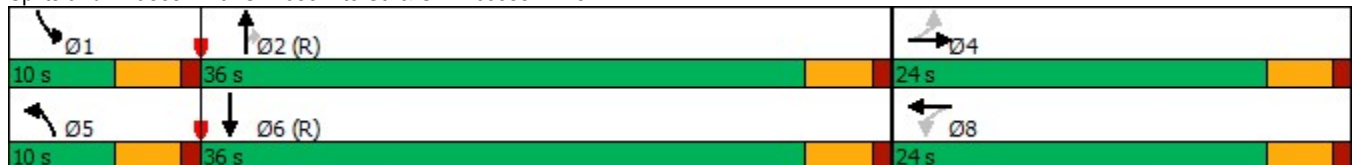


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations	↖	↗	↖	↗	↖	↑↑	↗	↖↗	↑↑↗
Traffic Volume (vph)	16	5	167	0	17	854	273	90	918
Future Volume (vph)	16	5	167	0	17	854	273	90	918
Turn Type	Perm	NA	Perm	NA	Prot	NA	Perm	Prot	NA
Protected Phases		4		8	5	2		1	6
Permitted Phases	4		8				2		
Detector Phase	4	4	8	8	5	2	2	1	6
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5
Total Split (s)	24.0	24.0	24.0	24.0	10.0	36.0	36.0	10.0	36.0
Total Split (%)	34.3%	34.3%	34.3%	34.3%	14.3%	51.4%	51.4%	14.3%	51.4%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag					Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?					Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	C-Max	C-Max	None	C-Max
Act Effct Green (s)	14.2	14.2	14.2	14.2	5.9	37.7	37.7	6.6	44.8
Actuated g/C Ratio	0.20	0.20	0.20	0.20	0.08	0.54	0.54	0.09	0.64
v/c Ratio	0.06	0.07	0.65	0.17	0.12	0.49	0.30	0.30	0.31
Control Delay	20.6	11.4	36.0	0.7	31.7	12.9	2.5	32.2	7.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	20.6	11.4	36.0	0.7	31.7	12.9	2.5	32.2	7.3
LOS	C	B	D	A	C	B	A	C	A
Approach Delay		15.3		24.9		10.7			9.5
Approach LOS		B		C		B			A

Intersection Summary

Cycle Length: 70  
 Actuated Cycle Length: 70  
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green  
 Natural Cycle: 55  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.65  
 Intersection Signal Delay: 11.7  
 Intersection Capacity Utilization 54.9%  
 Analysis Period (min) 15  
 Intersection LOS: B  
 ICU Level of Service A

Splits and Phases: 9: S. Yosemite St. & SW Access Drive



Queues  
9: S. Yosemite St. & SW Access Drive

Park Meadows  
07/19/2022



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	17	23	182	84	18	928	297	98	1014
v/c Ratio	0.06	0.07	0.65	0.17	0.12	0.49	0.30	0.30	0.31
Control Delay	20.6	11.4	36.0	0.7	31.7	12.9	2.5	32.2	7.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	20.6	11.4	36.0	0.7	31.7	12.9	2.5	32.2	7.3
Queue Length 50th (ft)	6	2	72	0	7	134	0	20	56
Queue Length 95th (ft)	19	17	122	0	26	204	38	43	136
Internal Link Dist (ft)		125		285		556			970
Turn Bay Length (ft)					140			450	
Base Capacity (vph)	364	471	384	600	148	1905	989	325	3249
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.05	0.05	0.47	0.14	0.12	0.49	0.30	0.30	0.31

Intersection Summary



HCM 6th Signalized Intersection Summary  
 9: S. Yosemite St. & SW Access Drive

Park Meadows  
 07/19/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗		↖	↑↑	↗	↖↗	↑↑↗	
Traffic Volume (veh/h)	16	5	17	167	0	77	17	854	273	90	918	15
Future Volume (veh/h)	16	5	17	167	0	77	17	854	273	90	918	15
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	17	5	18	182	0	84	18	928	297	98	998	16
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	272	62	224	329	0	277	38	2031	906	210	3164	51
Arrive On Green	0.17	0.17	0.17	0.17	0.00	0.17	0.02	0.57	0.57	0.06	0.61	0.61
Sat Flow, veh/h	1314	356	1283	1388	0	1585	1781	3554	1585	3456	5177	83
Grp Volume(v), veh/h	17	0	23	182	0	84	18	928	297	98	656	358
Grp Sat Flow(s),veh/h/ln	1314	0	1639	1388	0	1585	1781	1777	1585	1728	1702	1855
Q Serve(g_s), s	0.8	0.0	0.8	8.8	0.0	3.2	0.7	10.6	6.9	1.9	6.5	6.5
Cycle Q Clear(g_c), s	4.0	0.0	0.8	9.7	0.0	3.2	0.7	10.6	6.9	1.9	6.5	6.5
Prop In Lane	1.00		0.78	1.00		1.00	1.00		1.00	1.00		0.04
Lane Grp Cap(c), veh/h	272	0	287	329	0	277	38	2031	906	210	2081	1134
V/C Ratio(X)	0.06	0.00	0.08	0.55	0.00	0.30	0.48	0.46	0.33	0.47	0.32	0.32
Avail Cap(c_a), veh/h	408	0	457	473	0	442	140	2031	906	272	2081	1134
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	0.00	1.00	1.00	0.00	1.00	0.91	0.91	0.91	0.96	0.96	0.96
Uniform Delay (d), s/veh	26.9	0.0	24.2	28.2	0.0	25.2	33.9	8.7	7.9	31.8	6.6	6.6
Incr Delay (d2), s/veh	0.1	0.0	0.1	1.4	0.0	0.6	8.4	0.7	0.9	1.5	0.4	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	0.3	2.9	0.0	1.2	0.4	3.6	2.2	0.8	2.0	2.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	27.0	0.0	24.3	29.7	0.0	25.8	42.2	9.4	8.8	33.3	6.9	7.3
LnGrp LOS	C	A	C	C	A	C	D	A	A	C	A	A
Approach Vol, veh/h		40			266			1243			1112	
Approach Delay, s/veh		25.4			28.4			9.7			9.4	
Approach LOS		C			C			A			A	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.8	44.5		16.7	6.0	47.3		16.7				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	5.5	31.5		19.5	5.5	31.5		19.5				
Max Q Clear Time (g_c+I1), s	3.9	12.6		6.0	2.7	8.5		11.7				
Green Ext Time (p_c), s	0.0	7.6		0.1	0.0	7.3		0.6				

Intersection Summary												
HCM 6th Ctrl Delay				11.7								
HCM 6th LOS				B								



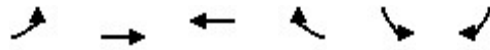
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)		0%	0%		0%	
Storage Length (ft)	200			0	0	140
Storage Lanes	1			1	2	1
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	0.91	0.95	1.00	0.97	1.00
Ped Bike Factor						
Frt				0.850		0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1770	5085	3539	1583	3433	1583
Flt Permitted	0.260				0.950	
Satd. Flow (perm)	484	5085	3539	1583	3433	1583
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)				427		50
Link Speed (mph)		30	30		30	
Link Distance (ft)		1842	1050		476	
Travel Time (s)		41.9	23.9		10.8	

Intersection Summary

Area Type: Other

Timings  
10: S. Yosemite St. & S. Chester St.

Park Meadows  
07/19/2022

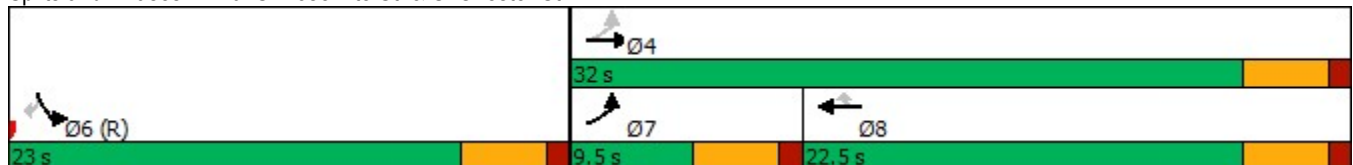


Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↖	↑↑↑	↑↑	↗	↙↘	↘
Traffic Volume (vph)	42	624	546	393	368	46
Future Volume (vph)	42	624	546	393	368	46
Turn Type	pm+pt	NA	NA	Perm	Prot	Perm
Protected Phases	7	4	8		6	
Permitted Phases	4			8		6
Detector Phase	7	4	8	8	6	6
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	22.5	22.5	22.5	22.5
Total Split (s)	9.5	32.0	22.5	22.5	23.0	23.0
Total Split (%)	17.3%	58.2%	40.9%	40.9%	41.8%	41.8%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead		Lag	Lag		
Lead-Lag Optimize?	Yes		Yes	Yes		
Recall Mode	None	None	None	None	C-Max	C-Max
Act Effct Green (s)	20.0	20.0	16.2	16.2	26.0	26.0
Actuated g/C Ratio	0.36	0.36	0.29	0.29	0.47	0.47
v/c Ratio	0.16	0.37	0.57	0.56	0.25	0.06
Control Delay	9.9	12.6	18.4	5.0	8.6	3.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	9.9	12.6	18.4	5.0	8.6	3.0
LOS	A	B	B	A	A	A
Approach Delay		12.4	12.8		7.9	
Approach LOS		B	B		A	

Intersection Summary

Cycle Length: 55  
 Actuated Cycle Length: 55  
 Offset: 0 (0%), Referenced to phase 2: and 6:SBL, Start of Green  
 Natural Cycle: 55  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.57  
 Intersection Signal Delay: 11.7  
 Intersection Capacity Utilization 41.0%  
 Analysis Period (min) 15  
 Intersection LOS: B  
 ICU Level of Service A

Splits and Phases: 10: S. Yosemite St. & S. Chester St.



Queues  
10: S. Yosemite St. & S. Chester St.

Park Meadows  
07/19/2022



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Group Flow (vph)	46	678	593	427	400	50
v/c Ratio	0.16	0.37	0.57	0.56	0.25	0.06
Control Delay	9.9	12.6	18.4	5.0	8.6	3.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	9.9	12.6	18.4	5.0	8.6	3.0
Queue Length 50th (ft)	10	61	80	0	29	0
Queue Length 95th (ft)	20	61	122	51	51	10
Internal Link Dist (ft)		1762	970		396	
Turn Bay Length (ft)	200					140
Base Capacity (vph)	292	2542	1162	806	1622	774
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.16	0.27	0.51	0.53	0.25	0.06

Intersection Summary

HCM 6th Signalized Intersection Summary  
 10: S. Yosemite St. & S. Chester St.

Park Meadows  
 07/19/2022



Movement	EBL	EBT	WBT	WBR	SBL	SBR	
Lane Configurations							
Traffic Volume (veh/h)	42	624	546	393	368	46	
Future Volume (veh/h)	42	624	546	393	368	46	
Initial Q (Qb), veh	0	0	0	0	0	0	
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	
Work Zone On Approach		No	No		No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	
Adj Flow Rate, veh/h	46	678	593	427	400	50	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	
Percent Heavy Veh, %	2	2	2	2	2	2	
Cap, veh/h	308	2241	1106	493	1374	630	
Arrive On Green	0.05	0.44	0.31	0.31	0.40	0.40	
Sat Flow, veh/h	1781	5274	3647	1585	3456	1585	
Grp Volume(v), veh/h	46	678	593	427	400	50	
Grp Sat Flow(s),veh/h/ln	1781	1702	1777	1585	1728	1585	
Q Serve(g_s), s	0.9	4.7	7.6	14.0	4.3	1.1	
Cycle Q Clear(g_c), s	0.9	4.7	7.6	14.0	4.3	1.1	
Prop In Lane	1.00			1.00	1.00	1.00	
Lane Grp Cap(c), veh/h	308	2241	1106	493	1374	630	
V/C Ratio(X)	0.15	0.30	0.54	0.87	0.29	0.08	
Avail Cap(c_a), veh/h	389	2553	1163	519	1374	630	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	
Upstream Filter(I)	0.85	0.85	0.87	0.87	0.98	0.98	
Uniform Delay (d), s/veh	11.3	10.0	15.7	17.9	11.3	10.3	
Incr Delay (d2), s/veh	0.2	0.1	0.4	12.3	0.5	0.2	
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	
%ile BackOfQ(50%),veh/ln	0.3	1.5	2.8	6.1	1.5	1.3	
Unsig. Movement Delay, s/veh							
LnGrp Delay(d),s/veh	11.5	10.0	16.0	30.2	11.8	10.5	
LnGrp LOS	B	B	B	C	B	B	
Approach Vol, veh/h		724	1020		450		
Approach Delay, s/veh		10.1	22.0		11.7		
Approach LOS		B	C		B		
Timer - Assigned Phs				4	6	7	8
Phs Duration (G+Y+Rc), s				28.6	26.4	7.0	21.6
Change Period (Y+Rc), s				4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s				27.5	18.5	5.0	18.0
Max Q Clear Time (g_c+I1), s				6.7	6.3	2.9	16.0
Green Ext Time (p_c), s				4.7	1.3	0.0	1.1
<b>Intersection Summary</b>							
HCM 6th Ctrl Delay			15.9				
HCM 6th LOS			B				

Lanes and Geometrics  
 11: S. Chester St. & Westview Rd./NW Access Drive

Park Meadows  
 07/19/2022





















Lane Group	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
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	85		0	0		0	90		0	190		0
Storage Lanes	1		0	1		1	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.97	0.95	0.95
Ped Bike Factor												
Frt		0.889				0.850		0.980				0.959
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1656	0	1770	1863	1583	1770	3468	0	3433	3394	0
Flt Permitted	0.732			0.693			0.950			0.950		
Satd. Flow (perm)	1364	1656	0	1291	1863	1583	1770	3468	0	3433	3394	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		73				267		32				107
Link Speed (mph)		30			30			30				30
Link Distance (ft)		259			217			476				565
Travel Time (s)		5.9			4.9			10.8				12.8

Intersection Summary

Area Type: Other

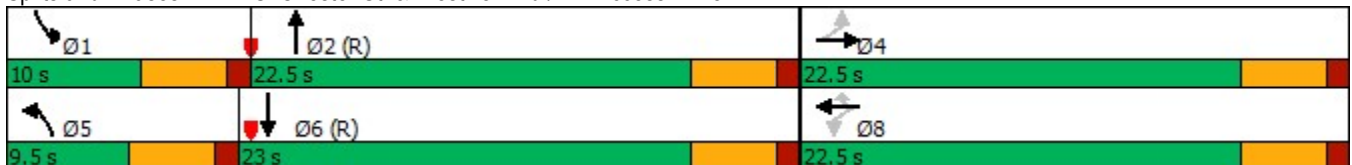
Timings  
11: S. Chester St. & Westview Rd./NW Access Drive

									
Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	77	24	35	36	246	67	325	191	300
Future Volume (vph)	77	24	35	36	246	67	325	191	300
Turn Type	Perm	NA	Perm	NA	Perm	Prot	NA	Prot	NA
Protected Phases		4		8		5	2	1	6
Permitted Phases	4		8		8				
Detector Phase	4	4	8	8	8	5	2	1	6
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	22.5	22.5	9.5	22.5	9.5	22.5
Total Split (s)	22.5	22.5	22.5	22.5	22.5	9.5	22.5	10.0	23.0
Total Split (%)	40.9%	40.9%	40.9%	40.9%	40.9%	17.3%	40.9%	18.2%	41.8%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag						Lead	Lag	Lead	Lag
Lead-Lag Optimize?						Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	C-Max	None	C-Max
Act Effct Green (s)	9.1	9.1	9.1	9.1	9.1	7.5	24.0	8.4	29.1
Actuated g/C Ratio	0.17	0.17	0.17	0.17	0.17	0.14	0.44	0.15	0.53
v/c Ratio	0.37	0.30	0.18	0.13	0.55	0.30	0.27	0.40	0.24
Control Delay	23.9	10.2	20.0	18.8	7.7	22.1	10.5	23.1	7.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	23.9	10.2	20.0	18.8	7.7	22.1	10.5	23.1	7.8
LOS	C	B	C	B	A	C	B	C	A
Approach Delay		16.5		10.3			12.3		12.7
Approach LOS		B		B			B		B

Intersection Summary

Cycle Length: 55  
 Actuated Cycle Length: 55  
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green  
 Natural Cycle: 55  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.55  
 Intersection Signal Delay: 12.5 Intersection LOS: B  
 Intersection Capacity Utilization 41.3% ICU Level of Service A  
 Analysis Period (min) 15

Splits and Phases: 11: S. Chester St. & Westview Rd./NW Access Drive



Queues  
 11: S. Chester St. & Westview Rd./NW Access Drive

Park Meadows  
 07/19/2022



Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	84	99	38	39	267	73	406	208	449
v/c Ratio	0.37	0.30	0.18	0.13	0.55	0.30	0.27	0.40	0.24
Control Delay	23.9	10.2	20.0	18.8	7.7	22.1	10.5	23.1	7.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	23.9	10.2	20.0	18.8	7.7	22.1	10.5	23.1	7.8
Queue Length 50th (ft)	25	7	11	11	0	20	41	31	33
Queue Length 95th (ft)	52	36	29	28	46	m35	90	56	73
Internal Link Dist (ft)		179		137			396		485
Turn Bay Length (ft)	85					90		190	
Base Capacity (vph)	446	591	422	609	697	240	1532	521	1847
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.19	0.17	0.09	0.06	0.38	0.30	0.27	0.40	0.24

Intersection Summary

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



HCM 6th Signalized Intersection Summary  
 11: S. Chester St. & Westview Rd./NW Access Drive

Park Meadows  
 07/19/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	77	24	67	35	36	246	67	325	49	191	300	113
Future Volume (veh/h)	77	24	67	35	36	246	67	325	49	191	300	113
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	84	26	73	38	39	0	73	353	53	208	326	123
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	272	53	148	216	227		109	1681	250	315	1451	538
Arrive On Green	0.12	0.12	0.12	0.12	0.12	0.00	0.06	0.54	0.54	0.09	0.57	0.57
Sat Flow, veh/h	1368	434	1218	1296	1870	1585	1781	3102	462	3456	2538	940
Grp Volume(v), veh/h	84	0	99	38	39	0	73	201	205	208	226	223
Grp Sat Flow(s),veh/h/ln	1368	0	1651	1296	1870	1585	1781	1777	1787	1728	1777	1701
Q Serve(g_s), s	3.2	0.0	3.1	1.6	1.0	0.0	2.2	3.2	3.3	3.2	3.4	3.5
Cycle Q Clear(g_c), s	4.3	0.0	3.1	4.6	1.0	0.0	2.2	3.2	3.3	3.2	3.4	3.5
Prop In Lane	1.00		0.74	1.00		1.00	1.00		0.26	1.00		0.55
Lane Grp Cap(c), veh/h	272	0	201	216	227		109	963	969	315	1016	973
V/C Ratio(X)	0.31	0.00	0.49	0.18	0.17		0.67	0.21	0.21	0.66	0.22	0.23
Avail Cap(c_a), veh/h	553	0	540	482	612		162	963	969	346	1016	973
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	0.00	1.00	1.00	1.00	0.00	0.84	0.84	0.84	0.89	0.89	0.89
Uniform Delay (d), s/veh	23.6	0.0	22.6	24.7	21.7	0.0	25.3	6.5	6.5	24.2	5.8	5.8
Incr Delay (d2), s/veh	0.6	0.0	1.9	0.4	0.4	0.0	5.9	0.4	0.4	3.7	0.5	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	0.0	1.2	0.5	0.4	0.0	1.0	1.0	1.1	1.4	1.1	1.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	24.2	0.0	24.4	25.1	22.0	0.0	31.2	6.9	6.9	27.8	6.2	6.3
LnGrp LOS	C	A	C	C	C		C	A	A	C	A	A
Approach Vol, veh/h		183			77	A		479			657	
Approach Delay, s/veh		24.3			23.6			10.6			13.1	
Approach LOS		C			C			B			B	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.5	34.3		11.2	7.9	36.0		11.2				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	5.5	18.0		18.0	5.0	18.5		18.0				
Max Q Clear Time (g_c+I1), s	5.2	5.3		6.3	4.2	5.5		6.6				
Green Ext Time (p_c), s	0.0	1.9		0.6	0.0	2.2		0.2				

Intersection Summary

HCM 6th Ctrl Delay	14.3
HCM 6th LOS	B

Notes

Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

Lanes and Geometrics  
 12: Park Meadows Ring Rd. & North Access Drive



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕↕	↕	↕	↕	↕
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)		0%	0%		0%	
Storage Length (ft)	0			0	0	0
Storage Lanes	0			1	1	1
Taper Length (ft)	25				25	
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt				0.850		0.850
Flt Protected		0.974			0.950	
Satd. Flow (prot)	0	3447	1863	1583	1770	1583
Flt Permitted		0.974			0.950	
Satd. Flow (perm)	0	3447	1863	1583	1770	1583
Link Speed (mph)		30	30		30	
Link Distance (ft)		1249	1271		255	
Travel Time (s)		28.4	28.9		5.8	

Intersection Summary

Area Type: Other

HCM Unsignalized Intersection Capacity Analysis  
 12: Park Meadows Ring Rd. & North Access Drive

Park Meadows  
 07/19/2022



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕↕	↕	↕	↕	↕
Traffic Volume (veh/h)	92	80	118	174	292	128
Future Volume (Veh/h)	92	80	118	174	292	128
Sign Control		Stop	Stop		Free	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	100	87	128	189	317	139
<b>Pedestrians</b>						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage (veh)						
Upstream signal (ft)	255					
pX, platoon unblocked						
vC, conflicting volume	698	634	634	0	0	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	698	634	634	0	0	
tC, single (s)	7.1	6.5	6.5	6.2	4.1	
tC, 2 stage (s)						
tF (s)	3.5	4.0	4.0	3.3	2.2	
p0 queue free %	42	73	60	83	80	
cM capacity (veh/h)	173	319	319	1085	1623	
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	SB 1	SB 2
Volume Total	129	58	128	189	317	139
Volume Left	100	0	0	0	317	0
Volume Right	0	0	0	189	0	139
cSH	193	319	319	1085	1623	1700
Volume to Capacity	0.67	0.18	0.40	0.17	0.20	0.08
Queue Length 95th (ft)	100	16	47	16	18	0
Control Delay (s)	54.7	18.8	23.6	9.0	7.8	0.0
Lane LOS	F	C	C	A	A	
Approach Delay (s)	43.5		14.9		5.4	
Approach LOS	E		B			
<b>Intersection Summary</b>						
Average Delay	16.0					
Intersection Capacity Utilization	34.6%		ICU Level of Service		A	
Analysis Period (min)	15					

Lanes and Geometrics  
 13: Park Meadows Ring Rd. & East Access Drive

Park Meadows  
 07/19/2022















Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%		0%			0%
Storage Length (ft)	0	0		0	0	
Storage Lanes	1	1		1	0	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	0.95
Ped Bike Factor						
Frt		0.850		0.850		
Flt Protected	0.950					0.965
Satd. Flow (prot)	1770	1583	1863	1583	0	3415
Flt Permitted	0.950					0.965
Satd. Flow (perm)	1770	1583	1863	1583	0	3415
Link Speed (mph)	30		30			30
Link Distance (ft)	204		1336			1271
Travel Time (s)	4.6		30.4			28.9

Intersection Summary

Area Type: Other

HCM Unsignalized Intersection Capacity Analysis  
 13: Park Meadows Ring Rd. & East Access Drive

Park Meadows  
 07/19/2022

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						 
Traffic Volume (veh/h)	141	180	76	173	212	84
Future Volume (Veh/h)	141	180	76	173	212	84
Sign Control	Free		Stop		Stop	
Grade	0%		0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	153	196	83	188	230	91
<b>Pedestrians</b>						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage (veh)						
Upstream signal (ft)	204					
pX, platoon unblocked						
vC, conflicting volume	0		306	0	348	306
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	0		306	0	348	306
tC, single (s)	4.1		6.5	6.2	7.1	6.5
tC, 2 stage (s)						
tF (s)	2.2		4.0	3.3	3.5	4.0
p0 queue free %	91		85	83	44	83
cM capacity (veh/h)	1623		550	1085	413	550
<b>Direction, Lane #</b>	<b>WB 1</b>	<b>WB 2</b>	<b>NB 1</b>	<b>NB 2</b>	<b>SB 1</b>	<b>SB 2</b>
Volume Total	153	196	83	188	260	61
Volume Left	153	0	0	0	230	0
Volume Right	0	196	0	188	0	0
cSH	1623	1700	550	1085	425	550
Volume to Capacity	0.09	0.12	0.15	0.17	0.61	0.11
Queue Length 95th (ft)	8	0	13	16	99	9
Control Delay (s)	7.4	0.0	12.7	9.0	26.0	12.3
Lane LOS	A		B	A	D	B
Approach Delay (s)	3.3		10.1		23.4	
Approach LOS			B		C	
<b>Intersection Summary</b>						
Average Delay			12.1			
Intersection Capacity Utilization			32.9%	ICU Level of Service	A	
Analysis Period (min)			15			

Lanes and Geometrics  
 14: SE Access Drive & Park Meadows Ring Rd.



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↑		↑↑	↑	↑
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)		0	0		0	0
Storage Lanes		1	0		1	1
Taper Length (ft)			25		25	
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	1.00
Ped Bike Factor						
Frt		0.850				0.850
Flt Protected				0.963	0.950	
Satd. Flow (prot)	1863	1583	0	3408	1770	1583
Flt Permitted				0.963	0.950	
Satd. Flow (perm)	1863	1583	0	3408	1770	1583
Link Speed (mph)	30			30	30	
Link Distance (ft)	1548			1336	207	
Travel Time (s)	35.2			30.4	4.7	

Intersection Summary

Area Type: Other

HCM Unsignalized Intersection Capacity Analysis  
 14: SE Access Drive & Park Meadows Ring Rd.

Park Meadows  
 07/19/2022



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↗		↖	↘	↗
Traffic Volume (veh/h)	40	153	118	35	82	94
Future Volume (Veh/h)	40	153	118	35	82	94
Sign Control	Stop			Stop	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	43	166	128	38	89	102
<b>Pedestrians</b>						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage (veh)						
Upstream signal (ft)	207					
pX, platoon unblocked						
vC, conflicting volume	178	0	200	178	0	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	178	0	200	178	0	
tC, single (s)	6.5	6.2	7.1	6.5	4.1	
tC, 2 stage (s)						
tF (s)	4.0	3.3	3.5	4.0	2.2	
p0 queue free %	94	85	78	94	95	
cM capacity (veh/h)	676	1085	586	676	1623	
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	NB 2
Volume Total	43	166	141	25	89	102
Volume Left	0	0	128	0	89	0
Volume Right	0	166	0	0	0	102
cSH	676	1085	593	676	1623	1700
Volume to Capacity	0.06	0.15	0.24	0.04	0.05	0.06
Queue Length 95th (ft)	5	13	23	3	4	0
Control Delay (s)	10.7	8.9	12.9	10.5	7.3	0.0
Lane LOS	B	A	B	B	A	
Approach Delay (s)	9.3		12.6		3.4	
Approach LOS	A		B			
<b>Intersection Summary</b>						
Average Delay			8.3			
Intersection Capacity Utilization			24.4%		ICU Level of Service	A
Analysis Period (min)			15			

Lanes and Geometrics  
 15: Park Meadows Ring Rd. & SW Access Drive

Park Meadows  
 07/19/2022



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)	0	0	0			0
Storage Lanes	1	1	0			1
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	1.00
Ped Bike Factor						
Frt		0.850				0.850
Flt Protected	0.950			0.967		
Satd. Flow (prot)	1770	1583	0	3422	1863	1583
Flt Permitted	0.950			0.967		
Satd. Flow (perm)	1770	1583	0	3422	1863	1583
Link Speed (mph)	30			30	30	
Link Distance (ft)	365			1548	1354	
Travel Time (s)	8.3			35.2	30.8	

Intersection Summary

Area Type: Other



HCM Unsignalized Intersection Capacity Analysis  
 15: Park Meadows Ring Rd. & SW Access Drive

Park Meadows  
 07/19/2022



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	178	155	157	73	87	116
Future Volume (Veh/h)	178	155	157	73	87	116
Sign Control	Free		Stop		Stop	
Grade	0%		0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	193	168	171	79	95	126
<b>Pedestrians</b>						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage (veh)						
Upstream signal (ft)	365					
pX, platoon unblocked						
vC, conflicting volume	0		434	386	386	0
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	0		434	386	386	0
tC, single (s)	4.1		7.1	6.5	6.5	6.2
tC, 2 stage (s)						
tF (s)	2.2		3.5	4.0	4.0	3.3
p0 queue free %	88		53	84	80	88
cM capacity (veh/h)	1623		364	483	483	1085
<b>Direction, Lane #</b>	<b>EB 1</b>	<b>EB 2</b>	<b>NB 1</b>	<b>NB 2</b>	<b>SB 1</b>	<b>SB 2</b>
Volume Total	193	168	197	53	95	126
Volume Left	193	0	171	0	0	0
Volume Right	0	168	0	0	0	126
cSH	1623	1700	377	483	483	1085
Volume to Capacity	0.12	0.10	0.52	0.11	0.20	0.12
Queue Length 95th (ft)	10	0	73	9	18	10
Control Delay (s)	7.5	0.0	24.6	13.4	14.3	8.8
Lane LOS	A		C	B	B	A
Approach Delay (s)	4.0		22.2		11.1	
Approach LOS			C		B	
<b>Intersection Summary</b>						
Average Delay			11.4			
Intersection Capacity Utilization			31.9%	ICU Level of Service	A	
Analysis Period (min)			15			

Lanes and Geometrics  
 16: Park Meadows Ring Rd. & NW Access Drive

Park Meadows  
 07/19/2022



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)	0	0	0			0
Storage Lanes	1	1	0			1
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	1.00
Ped Bike Factor						
Frt		0.850				0.850
Flt Protected	0.950			0.961		
Satd. Flow (prot)	1770	1583	0	3401	1863	1583
Flt Permitted	0.950			0.961		
Satd. Flow (perm)	1770	1583	0	3401	1863	1583
Link Speed (mph)	30			30	30	
Link Distance (ft)	217			1354	1249	
Travel Time (s)	4.9			30.8	28.4	

Intersection Summary

Area Type: Other

HCM Unsignalized Intersection Capacity Analysis  
 16: Park Meadows Ring Rd. & NW Access Drive

Park Meadows  
 07/19/2022



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	70	149	198	48	134	111
Future Volume (Veh/h)	70	149	198	48	134	111
Sign Control	Free		Stop		Stop	
Grade	0%		0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	76	162	215	52	146	121
<b>Pedestrians</b>						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage (veh)						
Upstream signal (ft)	217					
pX, platoon unblocked						
vC, conflicting volume	0		225	152	152	0
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	0		225	152	152	0
tC, single (s)	4.1		7.1	6.5	6.5	6.2
tC, 2 stage (s)						
tF (s)	2.2		3.5	4.0	4.0	3.3
p0 queue free %	95		59	93	79	89
cM capacity (veh/h)	1623		527	705	705	1085
Direction, Lane #	EB 1	EB 2	NB 1	NB 2	SB 1	SB 2
Volume Total	76	162	232	35	146	121
Volume Left	76	0	215	0	0	0
Volume Right	0	162	0	0	0	121
cSH	1623	1700	537	705	705	1085
Volume to Capacity	0.05	0.10	0.43	0.05	0.21	0.11
Queue Length 95th (ft)	4	0	54	4	19	9
Control Delay (s)	7.3	0.0	16.7	10.4	11.4	8.7
Lane LOS	A		C	B	B	A
Approach Delay (s)	2.3		15.9		10.2	
Approach LOS			C		B	
<b>Intersection Summary</b>						
Average Delay			9.8			
Intersection Capacity Utilization			31.9%	ICU Level of Service	A	
Analysis Period (min)			15			



Lanes and Geometrics  
 1: S. Yosemite St. & E. County Line Rd.

Park Meadows  
 07/19/2022



Lane Group	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
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	175		350	600		0	235		0	210		0
Storage Lanes	2		1	2		1	2		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.97	0.91	1.00	0.97	0.91	1.00	0.97	0.95	1.00	1.00	0.95	0.95
Ped Bike Factor												
Frt			0.850			0.850			0.850		0.937	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	5085	1583	3433	5085	1583	3433	3539	1583	1770	3316	0
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3433	5085	1583	3433	5085	1583	3433	3539	1583	1770	3316	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			232			142			185			163
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		556			1568			1842			710	
Travel Time (s)		12.6			35.6			41.9			16.1	

Intersection Summary

Area Type: Other

Timings  
1: S. Yosemite St. & E. County Line Rd.

Park Meadows  
07/19/2022

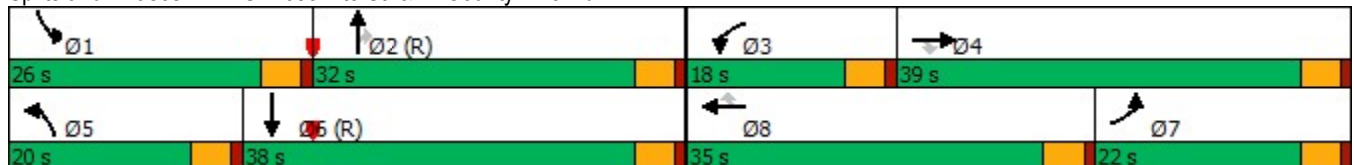


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations	↔↔	↑↑↑	↔	↔↔	↑↑↑	↔	↔↔	↑↑	↔	↔	↑↔
Traffic Volume (vph)	213	674	213	150	684	70	171	258	94	126	292
Future Volume (vph)	213	674	213	150	684	70	171	258	94	126	292
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA
Protected Phases	7	4		3	8		5	2		1	6
Permitted Phases			4			8			2		
Detector Phase	7	4	4	3	8	8	5	2	2	1	6
Switch Phase											
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5
Total Split (s)	22.0	39.0	39.0	18.0	35.0	35.0	20.0	32.0	32.0	26.0	38.0
Total Split (%)	19.1%	33.9%	33.9%	15.7%	30.4%	30.4%	17.4%	27.8%	27.8%	22.6%	33.0%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lag	Lag	Lag	Lead	Lead	Lead	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	C-Max	C-Max	None	C-Max
Act Effct Green (s)	13.0	26.8	26.8	10.7	24.5	24.5	11.5	45.3	45.3	14.2	48.0
Actuated g/C Ratio	0.11	0.23	0.23	0.09	0.21	0.21	0.10	0.39	0.39	0.12	0.42
v/c Ratio	0.60	0.62	0.42	0.51	0.69	0.17	0.54	0.20	0.14	0.63	0.37
Control Delay	54.7	41.4	6.6	47.8	36.0	8.8	54.9	26.0	0.4	60.2	18.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	54.7	41.4	6.6	47.8	36.0	8.8	54.9	26.0	0.4	60.2	18.2
LOS	D	D	A	D	D	A	D	C	A	E	B
Approach Delay		37.3			35.8			30.9			26.6
Approach LOS		D			D			C			C

Intersection Summary

Cycle Length: 115  
 Actuated Cycle Length: 115  
 Offset: 56 (49%), Referenced to phase 2:NBT and 6:SBT, Start of Green  
 Natural Cycle: 65  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.69  
 Intersection Signal Delay: 33.7  
 Intersection LOS: C  
 Intersection Capacity Utilization 54.1%  
 ICU Level of Service A  
 Analysis Period (min) 15

Splits and Phases: 1: S. Yosemite St. & E. County Line Rd.



## Queues

Park Meadows

1: S. Yosemite St. &amp; E. County Line Rd.

07/19/2022



































Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	232	733	232	163	743	76	186	280	102	137	549
v/c Ratio	0.60	0.62	0.42	0.51	0.69	0.17	0.54	0.20	0.14	0.63	0.37
Control Delay	54.7	41.4	6.6	47.8	36.0	8.8	54.9	26.0	0.4	60.2	18.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	54.7	41.4	6.6	47.8	36.0	8.8	54.9	26.0	0.4	60.2	18.2
Queue Length 50th (ft)	85	179	0	65	182	15	68	71	0	98	98
Queue Length 95th (ft)	122	205	58	102	222	36	103	125	0	157	173
Internal Link Dist (ft)		476			1488			1762			630
Turn Bay Length (ft)	175		350	600			235			210	
Base Capacity (vph)	522	1525	637	403	1348	524	462	1393	735	330	1477
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.44	0.48	0.36	0.40	0.55	0.15	0.40	0.20	0.14	0.42	0.37

## Intersection Summary

HCM 6th Signalized Intersection Summary  
 1: S. Yosemite St. & E. County Line Rd.

Park Meadows  
 07/19/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 	  		 	  		 	 			 	
Traffic Volume (veh/h)	213	674	213	150	684	70	171	258	94	126	292	213
Future Volume (veh/h)	213	674	213	150	684	70	171	258	94	126	292	213
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	232	733	232	163	743	76	186	280	102	137	317	232
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	301	1065	331	223	950	295	252	1694	755	167	984	704
Arrive On Green	0.09	0.21	0.21	0.13	0.37	0.37	0.07	0.48	0.48	0.09	0.50	0.50
Sat Flow, veh/h	3456	5106	1585	3456	5106	1585	3456	3554	1585	1781	1978	1414
Grp Volume(v), veh/h	232	733	232	163	743	76	186	280	102	137	284	265
Grp Sat Flow(s),veh/h/ln	1728	1702	1585	1728	1702	1585	1728	1777	1585	1781	1777	1616
Q Serve(g_s), s	7.6	15.3	15.6	5.2	14.8	3.0	6.1	5.1	4.1	8.7	11.0	11.3
Cycle Q Clear(g_c), s	7.6	15.3	15.6	5.2	14.8	3.0	6.1	5.1	4.1	8.7	11.0	11.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.88
Lane Grp Cap(c), veh/h	301	1065	331	223	950	295	252	1694	755	167	884	804
V/C Ratio(X)	0.77	0.69	0.70	0.73	0.78	0.26	0.74	0.17	0.14	0.82	0.32	0.33
Avail Cap(c_a), veh/h	526	1532	476	406	1354	420	466	1694	755	333	884	804
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.79	0.79	0.79	0.84	0.84	0.84	1.00	1.00	1.00
Uniform Delay (d), s/veh	51.4	42.1	42.2	49.1	34.1	19.0	52.2	17.1	16.8	51.2	17.3	17.4
Incr Delay (d2), s/veh	4.2	0.8	2.7	3.6	1.6	0.4	3.6	0.2	0.3	9.5	1.0	1.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.4	6.5	6.3	2.3	5.1	1.4	2.8	2.1	1.6	4.3	4.7	4.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	55.5	42.9	44.9	52.8	35.6	19.4	55.8	17.3	17.1	60.7	18.2	18.5
LnGrp LOS	E	D	D	D	D	B	E	B	B	E	B	B
Approach Vol, veh/h		1197			982			568			686	
Approach Delay, s/veh		45.7			37.2			29.9			26.8	
Approach LOS		D			D			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	15.3	59.3	11.9	28.5	12.9	61.7	14.5	25.9				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	21.5	27.5	13.5	34.5	15.5	33.5	17.5	30.5				
Max Q Clear Time (g_c+I1), s	10.7	7.1	7.2	17.6	8.1	13.3	9.6	16.8				
Green Ext Time (p_c), s	0.2	2.0	0.2	5.5	0.3	3.4	0.5	4.6				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay				36.9								
HCM 6th LOS				D								



Lanes and Geometrics  
 2: S. Chester St. & E. County Line Rd.

Park Meadows  
 07/19/2022



Lane Group	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
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	550		0	525		0	135		0	125		110
Storage Lanes	2		1	2		0	2		1	2		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.97	0.91	1.00	0.97	0.86	0.86	0.97	0.95	1.00	0.97	0.95	1.00
Ped Bike Factor												
Frt			0.850		0.956				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	5085	1583	3433	6126	0	3433	3539	1583	3433	3539	1583
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3433	5085	1583	3433	6126	0	3433	3539	1583	3433	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			142		88				325			209
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1568			1050			565			792	
Travel Time (s)		35.6			23.9			12.8			18.0	

Intersection Summary

Area Type: Other

Timings  
2: S. Chester St. & E. County Line Rd.

Park Meadows  
07/19/2022

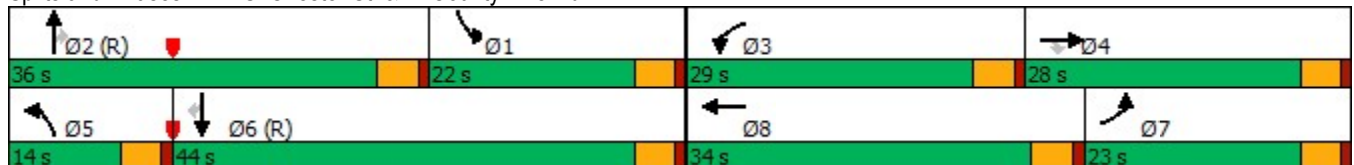


Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↑↑↑	↗	↔↔	↑↑↑	↔↔	↑↑	↗	↔↔	↑↑	↗
Traffic Volume (vph)	263	583	105	397	576	104	238	299	251	238	192
Future Volume (vph)	263	583	105	397	576	104	238	299	251	238	192
Turn Type	Prot	NA	Perm	Prot	NA	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8	5	2		1	6	
Permitted Phases			4					2			6
Detector Phase	7	4	4	3	8	5	2	2	1	6	6
Switch Phase											
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	22.5	9.5	22.5	9.5	22.5	22.5	9.5	22.5	22.5
Total Split (s)	23.0	28.0	28.0	29.0	34.0	14.0	36.0	36.0	22.0	44.0	44.0
Total Split (%)	20.0%	24.3%	24.3%	25.2%	29.6%	12.2%	31.3%	31.3%	19.1%	38.3%	38.3%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lag	Lag	Lag	Lead	Lead	Lead	Lead	Lead	Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	C-Max	C-Max	None	C-Max	C-Max
Act Effct Green (s)	17.1	20.9	20.9	19.6	23.4	8.7	39.0	39.0	17.5	47.8	47.8
Actuated g/C Ratio	0.15	0.18	0.18	0.17	0.20	0.08	0.34	0.34	0.15	0.42	0.42
v/c Ratio	0.56	0.69	0.28	0.74	0.67	0.44	0.22	0.43	0.52	0.18	0.27
Control Delay	27.2	25.1	8.9	36.4	24.6	55.9	29.2	5.5	49.0	23.3	4.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	27.2	25.1	8.9	36.4	24.6	55.9	29.2	5.5	49.0	23.3	4.5
LOS	C	C	A	D	C	E	C	A	D	C	A
Approach Delay		23.9			28.5		22.5			27.4	
Approach LOS		C			C		C			C	

Intersection Summary

Cycle Length: 115  
 Actuated Cycle Length: 115  
 Offset: 90 (78%), Referenced to phase 2:NBT and 6:SBT, Start of Green  
 Natural Cycle: 70  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.74  
 Intersection Signal Delay: 25.9  
 Intersection Capacity Utilization 51.3%  
 Analysis Period (min) 15  
 Intersection LOS: C  
 ICU Level of Service A

Splits and Phases: 2: S. Chester St. & E. County Line Rd.



Queues  
2: S. Chester St. & E. County Line Rd.

Park Meadows  
07/19/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	286	634	114	432	886	113	259	325	273	259	209
v/c Ratio	0.56	0.69	0.28	0.74	0.67	0.44	0.22	0.43	0.52	0.18	0.27
Control Delay	27.2	25.1	8.9	36.4	24.6	55.9	29.2	5.5	49.0	23.3	4.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	27.2	25.1	8.9	36.4	24.6	55.9	29.2	5.5	49.0	23.3	4.5
Queue Length 50th (ft)	98	156	37	151	156	41	72	0	97	63	0
Queue Length 95th (ft)	148	205	82	203	177	71	115	69	141	103	51
Internal Link Dist (ft)		1488			970		485			712	
Turn Bay Length (ft)	550			525		135			125		110
Base Capacity (vph)	562	1041	436	731	1636	287	1199	751	522	1470	779
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.51	0.61	0.26	0.59	0.54	0.39	0.22	0.43	0.52	0.18	0.27

Intersection Summary

HCM 6th Signalized Intersection Summary  
 2: S. Chester St. & E. County Line Rd.

Park Meadows  
 07/19/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	263	583	105	397	576	239	104	238	299	251	238	192
Future Volume (veh/h)	263	583	105	397	576	239	104	238	299	251	238	192
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	286	634	114	432	626	260	113	259	325	273	259	209
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	361	852	264	520	1027	337	169	973	434	872	1696	756
Arrive On Green	0.03	0.06	0.06	0.05	0.07	0.07	0.05	0.27	0.27	0.25	0.48	0.48
Sat Flow, veh/h	3456	5106	1585	3456	4826	1585	3456	3554	1585	3456	3554	1585
Grp Volume(v), veh/h	286	634	114	432	626	260	113	259	325	273	259	209
Grp Sat Flow(s),veh/h/ln	1728	1702	1585	1728	1609	1585	1728	1777	1585	1728	1777	1585
Q Serve(g_s), s	9.4	14.1	8.0	14.3	14.5	18.5	3.7	6.6	14.8	7.4	4.7	5.9
Cycle Q Clear(g_c), s	9.4	14.1	8.0	14.3	14.5	18.5	3.7	6.6	14.8	7.4	4.7	5.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	361	852	264	520	1027	337	169	973	434	872	1696	756
V/C Ratio(X)	0.79	0.74	0.43	0.83	0.61	0.77	0.67	0.27	0.75	0.31	0.15	0.28
Avail Cap(c_a), veh/h	556	1043	324	736	1238	407	285	973	434	872	1696	756
HCM Platoon Ratio	0.33	0.33	0.33	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.80	0.80	0.80	0.98	0.98	0.98	0.94	0.94	0.94	1.00	1.00	1.00
Uniform Delay (d), s/veh	54.3	51.9	49.1	53.2	48.8	50.7	53.8	32.7	17.9	34.9	16.9	7.7
Incr Delay (d2), s/veh	3.5	1.9	0.9	5.5	0.6	7.2	4.2	0.6	10.6	0.2	0.2	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.5	6.6	3.4	7.0	6.3	8.6	1.7	2.9	6.6	3.1	2.0	3.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	57.8	53.8	49.9	58.7	49.4	57.9	58.0	33.3	28.5	35.1	17.1	8.6
LnGrp LOS	E	D	D	E	D	E	E	C	C	D	B	A
Approach Vol, veh/h		1034			1318			697			741	
Approach Delay, s/veh		54.5			54.1			35.1			21.3	
Approach LOS		D			D			D			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	33.5	36.0	21.8	23.7	10.1	59.4	16.5	29.0				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	17.5	31.5	24.5	23.5	9.5	39.5	18.5	29.5				
Max Q Clear Time (g_c+I1), s	9.4	16.8	16.3	16.1	5.7	7.9	11.4	20.5				
Green Ext Time (p_c), s	0.6	2.5	1.0	2.8	0.1	2.5	0.6	3.9				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay			44.3									
HCM 6th LOS			D									

Lanes and Geometrics  
 3: North Access Drive & E. County Line Rd.



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑	↑	↙↘	↑↑↑		↙↘
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)		0	350		0	0
Storage Lanes		1	2		0	2
Taper Length (ft)			25		25	
Lane Util. Factor	0.91	1.00	0.97	0.86	1.00	0.88
Ped Bike Factor						
Frt		0.850				0.850
Flt Protected			0.950			
Satd. Flow (prot)	5085	1583	3433	6408	0	2787
Flt Permitted			0.950			
Satd. Flow (perm)	5085	1583	3433	6408	0	2787
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		170				111
Link Speed (mph)	30			30	30	
Link Distance (ft)	1050			651	255	
Travel Time (s)	23.9			14.8	5.8	

Intersection Summary

Area Type: Other

Timings  
3: North Access Drive & E. County Line Rd.

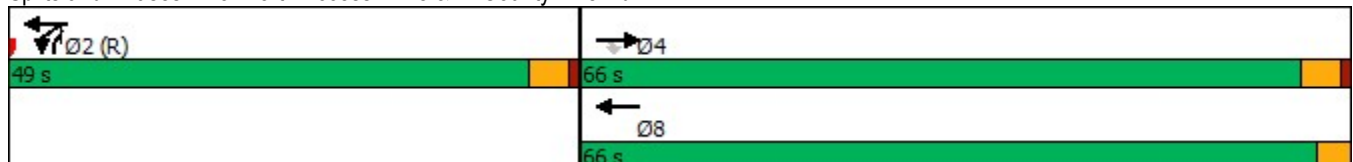


Lane Group	EBT	EBR	WBL	WBT	NBR	Ø8
Lane Configurations	↑↑↑	↑	↔	↑↑↑	↔	
Traffic Volume (vph)	1050	156	432	1530	233	
Future Volume (vph)	1050	156	432	1530	233	
Turn Type	NA	Perm	Prot	NA	Over	
Protected Phases	4		2	2 8	2	8
Permitted Phases		4			2	
Detector Phase	4	4	2	2 8	2	
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	22.5	22.5	9.5	9.5	22.5	
Total Split (s)	66.0	66.0	49.0	49.0	66.0	
Total Split (%)	57.4%	57.4%	42.6%	42.6%	57%	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.0	
All-Red Time (s)	1.0	1.0	1.0	1.0	0.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		
Total Lost Time (s)	4.5	4.5	4.5	4.5		
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	None	None	C-Max	C-Max	None	
Act Effct Green (s)	39.5	39.5	66.5	115.0	66.5	
Actuated g/C Ratio	0.34	0.34	0.58	1.00	0.58	
v/c Ratio	0.65	0.26	0.24	0.26	0.15	
Control Delay	17.4	3.4	6.8	0.1	7.4	
Queue Delay	0.0	0.0	0.0	0.0	0.0	
Total Delay	17.4	3.4	6.8	0.1	7.4	
LOS	B	A	A	A	A	
Approach Delay	15.6			1.6		
Approach LOS	B			A		

Intersection Summary

Cycle Length: 115  
 Actuated Cycle Length: 115  
 Offset: 0 (0%), Referenced to phase 2:WBTL and 6:, Start of Green  
 Natural Cycle: 40  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.65  
 Intersection Signal Delay: 6.9  
 Intersection Capacity Utilization 40.1%  
 Analysis Period (min) 15  
 Intersection LOS: A  
 ICU Level of Service A

Splits and Phases: 3: North Access Drive & E. County Line Rd.



Queues  
 3: North Access Drive & E. County Line Rd.



Lane Group	EBT	EBR	WBL	WBT	NBR
Lane Group Flow (vph)	1141	170	470	1663	253
v/c Ratio	0.65	0.26	0.24	0.26	0.15
Control Delay	17.4	3.4	6.8	0.1	7.4
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	17.4	3.4	6.8	0.1	7.4
Queue Length 50th (ft)	141	7	63	0	25
Queue Length 95th (ft)	164	22	107	0	55
Internal Link Dist (ft)	970			571	
Turn Bay Length (ft)			350		
Base Capacity (vph)	2719	925	1984	6408	1658
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.42	0.18	0.24	0.26	0.15

Intersection Summary

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HCM 6th Edition methodology expects strict NEMA phasing.



Lanes and Geometrics  
 4: Park Meadow Center Dr. & E. County Line Rd.

Park Meadows  
 07/19/2022



Lane Group	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
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		325	0		100	0		250	250		175
Storage Lanes	0		1	0		1	0		1	3		2
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.86	1.00	1.00	0.91	1.00	1.00	1.00	0.76	0.94	0.95	0.88
Ped Bike Factor												
Frt			0.850			0.850			0.850			0.850
Flt Protected										0.950		
Satd. Flow (prot)	0	6408	1583	0	5085	1583	0	0	3610	4990	3539	2787
Flt Permitted										0.950		
Satd. Flow (perm)	0	6408	1583	0	5085	1583	0	0	3610	4990	3539	2787
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			92			62			621			822
Link Speed (mph)		30			30			30				30
Link Distance (ft)		651			987			1238				614
Travel Time (s)		14.8			22.4			28.1				14.0

Intersection Summary

Area Type: Other

Timings  
4: Park Meadow Center Dr. & E. County Line Rd.



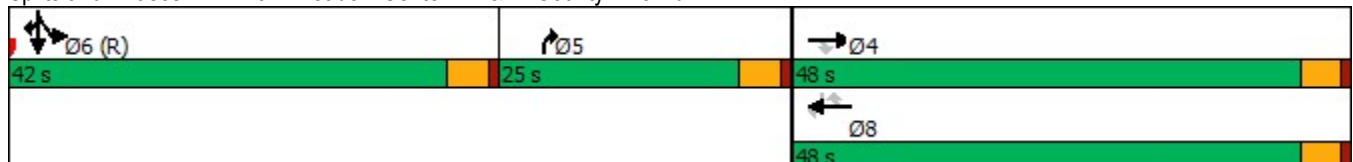
Lane Group	EBT	EBR	WBT	WBR	NBR	SBL	SBT	SBR
Lane Configurations	↑↑↑↑	↗	↑↑↑↑	↗	↗↗↗	↗↗↗	↑↑	↗↗
Traffic Volume (vph)	1188	85	1176	107	611	149	605	756
Future Volume (vph)	1188	85	1176	107	611	149	605	756
Turn Type	NA	Perm	NA	Perm	Prot	Split	NA	custom
Protected Phases	4		8		5	6	6	6
Permitted Phases		4		8				8
Detector Phase	4	4	8	8	5	6	6	6
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	22.5	9.5	22.5	22.5	22.5
Total Split (s)	48.0	48.0	48.0	48.0	25.0	42.0	42.0	42.0
Total Split (%)	41.7%	41.7%	41.7%	41.7%	21.7%	36.5%	36.5%	36.5%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag					Lag	Lead	Lead	Lead
Lead-Lag Optimize?					Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	C-Max	C-Max	C-Max
Act Effct Green (s)	41.2	41.2	41.2	41.2	8.8	51.5	51.5	97.2
Actuated g/C Ratio	0.36	0.36	0.36	0.36	0.08	0.45	0.45	0.85
v/c Ratio	0.56	0.15	0.70	0.19	0.78	0.07	0.42	0.33
Control Delay	8.7	1.9	16.9	1.9	12.7	20.7	24.5	0.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	8.7	1.9	16.9	1.9	12.7	20.7	24.5	0.5
LOS	A	A	B	A	B	C	C	A
Approach Delay	8.3		15.7				12.1	
Approach LOS	A		B				B	

Intersection Summary

Cycle Length: 115  
 Actuated Cycle Length: 115  
 Offset: 16 (14%), Referenced to phase 6:SBTL, Start of Green  
 Natural Cycle: 55  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.78  
 Intersection Signal Delay: 12.1  
 Intersection Capacity Utilization 56.7%  
 Analysis Period (min) 15

Intersection LOS: B  
 ICU Level of Service B

Splits and Phases: 4: Park Meadow Center Dr. & E. County Line Rd.





Lane Group	EBT	EBR	WBT	WBR	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	1291	92	1278	116	664	162	658	822
v/c Ratio	0.56	0.15	0.70	0.19	0.78	0.07	0.42	0.33
Control Delay	8.7	1.9	16.9	1.9	12.7	20.7	24.5	0.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	8.7	1.9	16.9	1.9	12.7	20.7	24.5	0.5
Queue Length 50th (ft)	118	0	112	0	13	23	165	0
Queue Length 95th (ft)	155	29	174	12	57	46	272	11
Internal Link Dist (ft)	571		907				534	
Turn Bay Length (ft)		325		100	250	250		175
Base Capacity (vph)	2502	674	1986	656	1153	2232	1583	2482
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.52	0.14	0.64	0.18	0.58	0.07	0.42	0.33

#### Intersection Summary

HCM 6th Signalized Intersection Summary  
 4: Park Meadow Center Dr. & E. County Line Rd.

Park Meadows  
 07/19/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑	↗		↑↑↑	↗			↗↗↗	↘↘↘	↑↑	↗↗
Traffic Volume (veh/h)	0	1188	85	0	1176	107	0	0	611	149	605	756
Future Volume (veh/h)	0	1188	85	0	1176	107	0	0	611	149	605	756
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	0	1870	1870	0	1870	1870	0	0	1870	1870	1870	1870
Adj Flow Rate, veh/h	0	1291	0	0	1278	0	0	0	664	162	658	822
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	2	2	0	2	2	0	0	2	2	2	2
Cap, veh/h	0	2031		0	1612		0	0	0	3044	2154	1691
Arrive On Green	0.00	0.21	0.00	0.00	0.32	0.00	0.00	0.00	0.00	0.61	0.61	0.61
Sat Flow, veh/h	0	6696	1585	0	5274	1585		0		5023	3554	2790
Grp Volume(v), veh/h	0	1291	0	0	1278	0		0.0		162	658	822
Grp Sat Flow(s),veh/h/ln	0	1609	1585	0	1702	1585				1674	1777	1395
Q Serve(g_s), s	0.0	21.0	0.0	0.0	26.3	0.0				1.5	10.3	18.9
Cycle Q Clear(g_c), s	0.0	21.0	0.0	0.0	26.3	0.0				1.5	10.3	18.9
Prop In Lane	0.00		1.00	0.00		1.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	2031		0	1612					3044	2154	1691
V/C Ratio(X)	0.00	0.64		0.00	0.79					0.05	0.31	0.49
Avail Cap(c_a), veh/h	0	2434		0	1931					3044	2154	1691
HCM Platoon Ratio	1.00	0.67	0.67	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.81	0.00	0.00	0.87	0.00				1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	39.3	0.0	0.0	35.9	0.0				9.2	11.0	12.7
Incr Delay (d2), s/veh	0.0	0.3	0.0	0.0	1.7	0.0				0.0	0.4	1.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	8.7	0.0	0.0	11.0	0.0				0.6	4.0	5.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	39.6	0.0	0.0	37.6	0.0				9.3	11.3	13.7
LnGrp LOS	A	D		A	D					A	B	B
Approach Vol, veh/h		1291	A		1278	A					1642	
Approach Delay, s/veh		39.6			37.6						12.3	
Approach LOS		D			D						B	
Timer - Assigned Phs				4		6		8				
Phs Duration (G+Y+Rc), s				40.8		74.2		40.8				
Change Period (Y+Rc), s				4.5		4.5		4.5				
Max Green Setting (Gmax), s				43.5		37.5		43.5				
Max Q Clear Time (g_c+I1), s				23.0		20.9		28.3				
Green Ext Time (p_c), s				9.7		8.3		8.0				

Intersection Summary

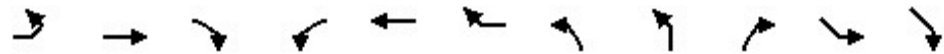
HCM 6th Ctrl Delay	28.4
HCM 6th LOS	C

Notes

Unsignalized Delay for [EBR, WBR] is excluded from calculations of the approach delay and intersection delay.

Lanes and Geometrics  
 5: I-25 Ramps & E. County Line Rd.

Park Meadows  
 07/19/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL2	NBL	NBR	SEL	SER
Lane Configurations		↑↑↑	↑↑		↑↑↑	↑	↑↑		↑		
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%
Storage Length (ft)	0		200	0		100		180	0	0	0
Storage Lanes	0		1	0		1		2	1	0	0
Taper Length (ft)	25			25				25		25	
Lane Util. Factor	1.00	0.91	0.88	1.00	0.91	1.00	0.97	1.00	1.00	1.00	1.00
Ped Bike Factor											
Frt			0.850			0.850			0.850		
Flt Protected							0.950				
Satd. Flow (prot)	0	5085	2787	0	5085	1583	3433	0	1583	0	0
Flt Permitted							0.950				
Satd. Flow (perm)	0	5085	2787	0	5085	1583	3433	0	1583	0	0
Right Turn on Red			Yes			Yes			Yes		
Satd. Flow (RTOR)			1000			183			686		
Link Speed (mph)		30			30			30		30	
Link Distance (ft)		987			920			594		465	
Travel Time (s)		22.4			20.9			13.5		10.6	

Intersection Summary

Area Type: Other

Timings  
5: I-25 Ramps & E. County Line Rd.

	→	↘	←	↙	↖	↗
Lane Group	EBT	EBR	WBT	WBR	NBL2	NBR
Lane Configurations	↑↑↑	↗↗	↑↑↑	↗	↖↖	↗
Traffic Volume (vph)	529	920	678	290	591	102
Future Volume (vph)	529	920	678	290	591	102
Turn Type	NA	Free	NA	Free	Prot	Free
Protected Phases	4		8		5	
Permitted Phases		Free		Free		Free
Detector Phase	4		8		5	
Switch Phase						
Minimum Initial (s)	5.0		5.0		5.0	
Minimum Split (s)	22.5		22.5		9.5	
Total Split (s)	51.0		51.0		64.0	
Total Split (%)	44.3%		44.3%		55.7%	
Yellow Time (s)	3.5		3.5		3.5	
All-Red Time (s)	1.0		1.0		1.0	
Lost Time Adjust (s)	0.0		0.0		0.0	
Total Lost Time (s)	4.5		4.5		4.5	
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	None		None		None	
Act Effct Green (s)	24.4	115.0	24.4	115.0	81.6	115.0
Actuated g/C Ratio	0.21	1.00	0.21	1.00	0.71	1.00
v/c Ratio	0.53	0.36	0.68	0.20	0.26	0.07
Control Delay	56.7	1.2	44.9	0.3	6.7	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	56.7	1.2	44.9	0.3	6.7	0.1
LOS	E	A	D	A	A	A
Approach Delay	21.5		31.5			
Approach LOS	C		C			

Intersection Summary

Cycle Length: 115  
 Actuated Cycle Length: 115  
 Offset: 34 (30%), Referenced to phase 2: and 6:, Start of Green  
 Natural Cycle: 40  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.68  
 Intersection Signal Delay: 21.1  
 Intersection Capacity Utilization 37.0%  
 Analysis Period (min) 15

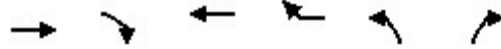
Intersection LOS: C  
 ICU Level of Service A

Splits and Phases: 5: I-25 Ramps & E. County Line Rd.



Queues  
5: I-25 Ramps & E. County Line Rd.

Park Meadows  
07/19/2022



Lane Group	EBT	EBR	WBT	WBR	NBL2	NBR
Lane Group Flow (vph)	575	1000	737	315	642	111
v/c Ratio	0.53	0.36	0.68	0.20	0.26	0.07
Control Delay	56.7	1.2	44.9	0.3	6.7	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	56.7	1.2	44.9	0.3	6.7	0.1
Queue Length 50th (ft)	158	14	186	0	76	0
Queue Length 95th (ft)	186	13	215	0	121	0
Internal Link Dist (ft)	907		840			
Turn Bay Length (ft)		200		100	180	
Base Capacity (vph)	2056	2787	2056	1583	2437	1583
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.28	0.36	0.36	0.20	0.26	0.07

Intersection Summary

HCM 6th Signalized Intersection Summary  
5: I-25 Ramps & E. County Line Rd.

Park Meadows  
07/19/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL2	NBL	NBR	SEL	SER
Lane Configurations		↑↑↑	↑↑		↑↑↑	↑	↑↑		↑		
Traffic Volume (veh/h)	0	529	920	0	678	290	591	0	102	0	0
Future Volume (veh/h)	0	529	920	0	678	290	591	0	102	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00	1.00	1.00		
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
Work Zone On Approach		No			No			No			
Adj Sat Flow, veh/h/ln	0	1870	1870	0	1870	1870	1870	1870	1870		
Adj Flow Rate, veh/h	0	575	0	0	737	0	642	642	0		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92		
Percent Heavy Veh, %	0	2	2	0	2	2	2	2	2		
Cap, veh/h	0	1030		0	1030		2488	2488			
Arrive On Green	0.00	0.34	0.00	0.00	0.20	0.00	0.72	0.72	0.00		
Sat Flow, veh/h	0	5274	2790	0	5274	1585	3456	3456	1585		
Grp Volume(v), veh/h	0	575	0	0	737	0	642	642	0		
Grp Sat Flow(s),veh/h/ln	0	1702	1395	0	1702	1585	1728	1728	1585		
Q Serve(g_s), s	0.0	10.6	0.0	0.0	15.5	0.0	7.3	7.3	0.0		
Cycle Q Clear(g_c), s	0.0	10.6	0.0	0.0	15.5	0.0	7.3	7.3	0.0		
Prop In Lane	0.00		1.00	0.00		1.00	1.00	1.00	1.00		
Lane Grp Cap(c), veh/h	0	1030		0	1030		2488	2488			
V/C Ratio(X)	0.00	0.56		0.00	0.72		0.26	0.26			
Avail Cap(c_a), veh/h	0	2065		0	2065		2488	2488			
HCM Platoon Ratio	1.00	1.67	1.67	1.00	1.00	1.00	1.00	1.00	1.00		
Upstream Filter(I)	0.00	0.78	0.00	0.00	1.00	0.00	1.00	1.00	0.00		
Uniform Delay (d), s/veh	0.0	33.9	0.0	0.0	42.8	0.0	5.5	5.5	0.0		
Incr Delay (d2), s/veh	0.0	0.4	0.0	0.0	0.9	0.0	0.1	0.1	0.0		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln	0.0	4.0	0.0	0.0	6.6	0.0	2.4	2.4	0.0		
Unsig. Movement Delay, s/veh											
LnGrp Delay(d),s/veh	0.0	34.3	0.0	0.0	43.8	0.0	5.6	5.6	0.0		
LnGrp LOS	A	C		A	D		A	A			
Approach Vol, veh/h		575	A		737	A	642	642	A		
Approach Delay, s/veh		34.3			43.8		5.6	5.6			
Approach LOS		C			D		A	A			
Timer - Assigned Phs		2		4				8			
Phs Duration (G+Y+Rc), s		87.3		27.7				27.7			
Change Period (Y+Rc), s		4.5		4.5				4.5			
Max Green Setting (Gmax), s		59.5		46.5				46.5			
Max Q Clear Time (g_c+I1), s		9.3		12.6				17.5			
Green Ext Time (p_c), s		2.6		4.4				5.7			

Intersection Summary

HCM 6th Ctrl Delay			28.4								
HCM 6th LOS			C								

Notes

Unsignalized Delay for [NBR, EBR, WBR] is excluded from calculations of the approach delay and intersection delay.



Lanes and Geometrics  
 6: Park Meadow Center Dr. & East Access Drive



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)	0	0	110			0
Storage Lanes	2	1	1			0
Taper Length (ft)	25		25			
Lane Util. Factor	0.97	1.00	1.00	0.95	0.95	0.95
Ped Bike Factor						
Frt		0.850			0.931	
Flt Protected	0.950		0.950			
Satd. Flow (prot)	3433	1583	1770	3539	3295	0
Flt Permitted	0.950		0.298			
Satd. Flow (perm)	3433	1583	555	3539	3295	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		140			332	
Link Speed (mph)	30			30	30	
Link Distance (ft)	204			1551	1238	
Travel Time (s)	4.6			35.3	28.1	

Intersection Summary

Area Type: Other

Timings  
6: Park Meadow Center Dr. & East Access Drive

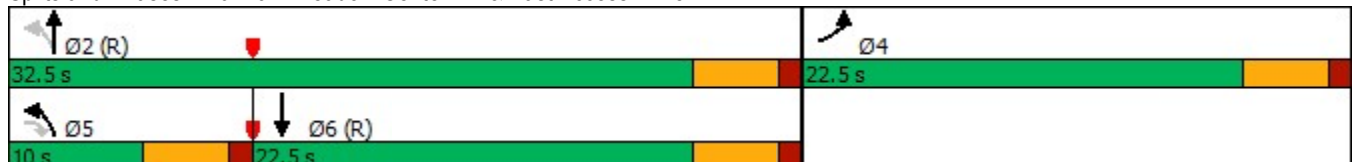


Lane Group	EBL	EBR	NBL	NBT	SBT
Lane Configurations	↖↗	↗	↖	↑↑	↑↓
Traffic Volume (vph)	177	129	95	433	354
Future Volume (vph)	177	129	95	433	354
Turn Type	Prot	Perm	pm+pt	NA	NA
Protected Phases	4		5	2	6
Permitted Phases		5	2		
Detector Phase	4	5	5	2	6
Switch Phase					
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	9.5	9.5	22.5	22.5
Total Split (s)	22.5	10.0	10.0	32.5	22.5
Total Split (%)	40.9%	18.2%	18.2%	59.1%	40.9%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5
Lead/Lag		Lead	Lead		Lag
Lead-Lag Optimize?		Yes	Yes		Yes
Recall Mode	None	None	None	C-Max	C-Max
Act Effct Green (s)	8.4	7.0	39.7	40.6	31.1
Actuated g/C Ratio	0.15	0.13	0.72	0.74	0.57
v/c Ratio	0.37	0.43	0.19	0.18	0.36
Control Delay	22.5	9.3	7.6	4.5	5.8
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	22.5	9.3	7.6	4.5	5.8
LOS	C	A	A	A	A
Approach Delay	16.9			5.0	5.8
Approach LOS	B			A	A

Intersection Summary

Cycle Length: 55  
 Actuated Cycle Length: 55  
 Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBT, Start of Green  
 Natural Cycle: 55  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.43  
 Intersection Signal Delay: 7.8  
 Intersection Capacity Utilization 41.1%  
 Analysis Period (min) 15  
 Intersection LOS: A  
 ICU Level of Service A

Splits and Phases: 6: Park Meadow Center Dr. & East Access Drive





Lane Group	EBL	EBR	NBL	NBT	SBT
Lane Group Flow (vph)	192	140	103	471	717
v/c Ratio	0.37	0.43	0.19	0.18	0.36
Control Delay	22.5	9.3	7.6	4.5	5.8
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	22.5	9.3	7.6	4.5	5.8
Queue Length 50th (ft)	29	0	8	21	35
Queue Length 95th (ft)	51	38	42	58	81
Internal Link Dist (ft)	124			1471	1158
Turn Bay Length (ft)			110		
Base Capacity (vph)	1123	324	556	2615	2008
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.17	0.43	0.19	0.18	0.36

#### Intersection Summary

HCM 6th Signalized Intersection Summary  
 6: Park Meadow Center Dr. & East Access Drive

Park Meadows  
 07/19/2022



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	177	129	95	433	354	305
Future Volume (veh/h)	177	129	95	433	354	305
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	192	140	103	471	385	332
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	467	214	571	2492	994	849
Arrive On Green	0.14	0.14	0.07	0.70	0.55	0.55
Sat Flow, veh/h	3456	1585	1781	3647	1911	1551
Grp Volume(v), veh/h	192	140	103	471	376	341
Grp Sat Flow(s),veh/h/ln	1728	1585	1781	1777	1777	1591
Q Serve(g_s), s	2.8	4.6	1.2	2.5	6.7	6.8
Cycle Q Clear(g_c), s	2.8	4.6	1.2	2.5	6.7	6.8
Prop In Lane	1.00	1.00	1.00			0.97
Lane Grp Cap(c), veh/h	467	214	571	2492	972	871
V/C Ratio(X)	0.41	0.65	0.18	0.19	0.39	0.39
Avail Cap(c_a), veh/h	1131	519	620	2492	972	871
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.86	0.86	0.93	0.93
Uniform Delay (d), s/veh	21.8	22.6	4.3	2.8	7.2	7.2
Incr Delay (d2), s/veh	0.6	3.3	0.1	0.1	1.1	1.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	4.2	0.3	0.5	2.2	2.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	22.4	25.9	4.4	3.0	8.2	8.4
LnGrp LOS	C	C	A	A	A	A
Approach Vol, veh/h	332			574	717	
Approach Delay, s/veh	23.9			3.2	8.3	
Approach LOS	C			A	A	
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		43.1		11.9	8.5	34.6
Change Period (Y+Rc), s		4.5		4.5	4.5	4.5
Max Green Setting (Gmax), s		28.0		18.0	5.5	18.0
Max Q Clear Time (g_c+I1), s		4.5		6.6	3.2	8.8
Green Ext Time (p_c), s		3.2		0.9	0.0	3.2
<b>Intersection Summary</b>						
HCM 6th Ctrl Delay			9.7			
HCM 6th LOS			A			

Lanes and Geometrics  
7: SE Access Drive & Park Meadow Center Dr.

Park Meadows  
07/19/2022



Lane Group	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
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%				0%
Storage Length (ft)	150		0	100		0	0		0	0		0
Storage Lanes	1		0	1		0	1		0	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.989			0.983			0.896				0.850
Flt Protected	0.950			0.950			0.950				0.976	
Satd. Flow (prot)	1770	3500	0	1770	3479	0	1770	1669	0	0	1818	1583
Flt Permitted	0.396			0.462			0.675				0.833	
Satd. Flow (perm)	738	3500	0	861	3479	0	1257	1669	0	0	1552	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		17			27			88				158
Link Speed (mph)		30			30			30				30
Link Distance (ft)		1110			1551			164				207
Travel Time (s)		25.2			35.3			3.7				4.7

Intersection Summary

Area Type: Other

Timings  
7: SE Access Drive & Park Meadow Center Dr.

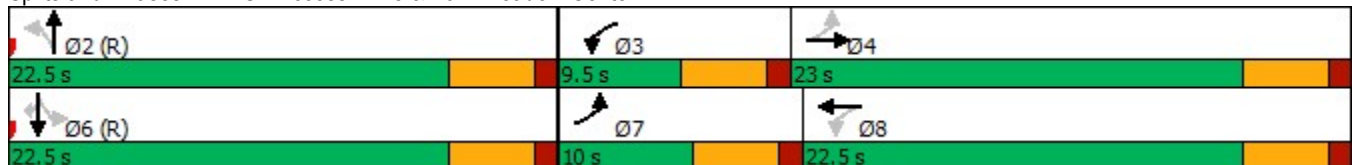


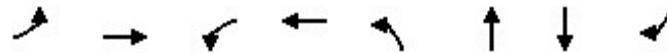
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations	↖	↕	↖	↕	↖	↕		↕	↗
Traffic Volume (vph)	115	402	77	358	58	36	58	60	145
Future Volume (vph)	115	402	77	358	58	36	58	60	145
Turn Type	pm+pt	NA	pm+pt	NA	Perm	NA	Perm	NA	Perm
Protected Phases	7	4	3	8		2		6	
Permitted Phases	4		8		2		6		6
Detector Phase	7	4	3	8	2	2	6	6	6
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	9.5	22.5	22.5	22.5	22.5	22.5	22.5
Total Split (s)	10.0	23.0	9.5	22.5	22.5	22.5	22.5	22.5	22.5
Total Split (%)	18.2%	41.8%	17.3%	40.9%	40.9%	40.9%	40.9%	40.9%	40.9%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5		4.5	4.5
Lead/Lag	Lead	Lag	Lead	Lag					
Lead-Lag Optimize?	Yes	Yes	Yes	Yes					
Recall Mode	None	None	None	None	C-Max	C-Max	C-Max	C-Max	C-Max
Act Effct Green (s)	18.2	14.9	16.6	12.6	25.4	25.4		25.4	25.4
Actuated g/C Ratio	0.33	0.27	0.30	0.23	0.46	0.46		0.46	0.46
v/c Ratio	0.36	0.49	0.25	0.54	0.11	0.16		0.18	0.19
Control Delay	12.7	17.9	8.3	15.3	11.7	5.6		12.0	3.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0
Total Delay	12.7	17.9	8.3	15.3	11.7	5.6		12.0	3.3
LOS	B	B	A	B	B	A		B	A
Approach Delay		16.8		14.2		7.6		7.2	
Approach LOS		B		B		A		A	

Intersection Summary

Cycle Length: 55  
 Actuated Cycle Length: 55  
 Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green  
 Natural Cycle: 55  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.54  
 Intersection Signal Delay: 13.1  
 Intersection Capacity Utilization 42.0%  
 Analysis Period (min) 15  
 Intersection LOS: B  
 ICU Level of Service A

Splits and Phases: 7: SE Access Drive & Park Meadow Center Dr.





Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	125	473	84	440	63	127	128	158
v/c Ratio	0.36	0.49	0.25	0.54	0.11	0.16	0.18	0.19
Control Delay	12.7	17.9	8.3	15.3	11.7	5.6	12.0	3.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	12.7	17.9	8.3	15.3	11.7	5.6	12.0	3.3
Queue Length 50th (ft)	25	68	11	62	12	7	25	0
Queue Length 95th (ft)	44	96	14	50	36	37	62	31
Internal Link Dist (ft)		1030		1471		84	127	
Turn Bay Length (ft)	150		100					
Base Capacity (vph)	347	1212	342	1156	580	817	716	816
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.36	0.39	0.25	0.38	0.11	0.16	0.18	0.19

## Intersection Summary

HCM 6th Signalized Intersection Summary  
 7: SE Access Drive & Park Meadow Center Dr.

Park Meadows  
 07/19/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	115	402	33	77	358	47	58	36	81	58	60	145
Future Volume (veh/h)	115	402	33	77	358	47	58	36	81	58	60	145
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	125	437	36	84	389	51	63	39	88	63	65	158
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	337	656	54	317	583	76	651	251	566	432	415	779
Arrive On Green	0.08	0.20	0.20	0.07	0.18	0.18	0.49	0.49	0.49	0.49	0.49	0.49
Sat Flow, veh/h	1781	3325	273	1781	3161	412	1158	511	1152	681	845	1585
Grp Volume(v), veh/h	125	233	240	84	217	223	63	0	127	128	0	158
Grp Sat Flow(s),veh/h/ln	1781	1777	1821	1781	1777	1796	1158	0	1663	1526	0	1585
Q Serve(g_s), s	3.1	6.7	6.7	2.0	6.3	6.3	1.7	0.0	2.3	0.0	0.0	3.1
Cycle Q Clear(g_c), s	3.1	6.7	6.7	2.0	6.3	6.3	4.1	0.0	2.3	2.3	0.0	3.1
Prop In Lane	1.00		0.15	1.00		0.23	1.00		0.69	0.49		1.00
Lane Grp Cap(c), veh/h	337	351	359	317	328	331	651	0	817	848	0	779
V/C Ratio(X)	0.37	0.66	0.67	0.26	0.66	0.67	0.10	0.00	0.16	0.15	0.00	0.20
Avail Cap(c_a), veh/h	375	598	613	362	582	588	651	0	817	848	0	779
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00	0.94	0.94	0.94	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	16.5	20.4	20.4	16.6	20.8	20.9	8.8	0.0	7.7	7.6	0.0	7.9
Incr Delay (d2), s/veh	0.7	2.2	2.1	0.4	2.2	2.2	0.3	0.0	0.4	0.4	0.0	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	2.7	2.8	0.8	2.6	2.6	0.4	0.0	0.8	0.8	0.0	1.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	17.2	22.5	22.6	17.0	23.0	23.1	9.1	0.0	8.1	8.0	0.0	8.5
LnGrp LOS	B	C	C	B	C	C	A	A	A	A	A	A
Approach Vol, veh/h		598			524			190				286
Approach Delay, s/veh		21.4			22.1			8.4				8.3
Approach LOS		C			C			A				A
Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		31.5	8.1	15.4		31.5	8.8	14.7				
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5	4.5	4.5				
Max Green Setting (Gmax), s		18.0	5.0	18.5		18.0	5.5	18.0				
Max Q Clear Time (g_c+I1), s		6.1	4.0	8.7		5.1	5.1	8.3				
Green Ext Time (p_c), s		0.7	0.0	2.0		1.0	0.0	1.8				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay				17.7								
HCM 6th LOS				B								



Lanes and Geometrics  
 8: S. Yosemite St. & Park Meadow Center Dr.

Park Meadows  
 07/19/2022



Lane Group	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
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	240		240	110		275	220		235
Storage Lanes	0		0	1		1	2		1	2		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	0.91	0.91	1.00	0.97	0.91	1.00	0.97	0.91	1.00
Ped Bike Factor												
Frt						0.850			0.850			0.850
Flt Protected				0.950	0.984		0.950			0.950		
Satd. Flow (prot)	0	0	0	1610	3336	1583	3433	5085	1583	3433	5085	1583
Flt Permitted				0.950	0.984		0.399			0.197		
Satd. Flow (perm)	0	0	0	1610	3336	1583	1442	5085	1583	712	5085	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						211			639			193
Link Speed (mph)		30			30			30				30
Link Distance (ft)		440			1021			458				636
Travel Time (s)		10.0			23.2			10.4				14.5

Intersection Summary

Area Type: Other

Timings  
8: S. Yosemite St. & Park Meadow Center Dr.

Park Meadows  
07/19/2022

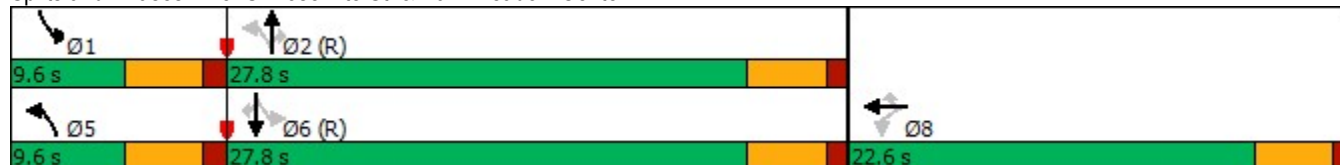


Lane Group	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↙↑	↗	↘↗	↑↑↑	↗	↘↗	↑↑↑	↗
Traffic Volume (vph)	302	250	194	207	1014	588	188	571	178
Future Volume (vph)	302	250	194	207	1014	588	188	571	178
Turn Type	Perm	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases		8		5	2		1	6	
Permitted Phases	8		8	2		2	6		6
Detector Phase	8	8	8	5	2	2	1	6	6
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5	22.5
Total Split (s)	22.6	22.6	22.6	9.6	27.8	27.8	9.6	27.8	27.8
Total Split (%)	37.7%	37.7%	37.7%	16.0%	46.3%	46.3%	16.0%	46.3%	46.3%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag				Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?				Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	C-Max	C-Max	None	C-Max	C-Max
Act Effct Green (s)	14.4	14.4	14.4	32.1	26.2	26.2	32.0	26.1	26.1
Actuated g/C Ratio	0.24	0.24	0.24	0.54	0.44	0.44	0.53	0.44	0.44
v/c Ratio	0.51	0.50	0.39	0.23	0.50	0.61	0.32	0.28	0.24
Control Delay	23.6	21.2	5.2	6.5	13.8	4.2	7.3	12.0	3.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	23.6	21.2	5.2	6.5	13.8	4.2	7.3	12.0	3.2
LOS	C	C	A	A	B	A	A	B	A
Approach Delay		17.7			9.9			9.4	
Approach LOS		B			A			A	

Intersection Summary

Cycle Length: 60  
 Actuated Cycle Length: 60  
 Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green  
 Natural Cycle: 60  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.61  
 Intersection Signal Delay: 11.4  
 Intersection Capacity Utilization 49.3%  
 Analysis Period (min) 15  
 Intersection LOS: B  
 ICU Level of Service A

Splits and Phases: 8: S. Yosemite St. & Park Meadow Center Dr.





Lane Group	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	197	403	211	225	1102	639	204	621	193
v/c Ratio	0.51	0.50	0.39	0.23	0.50	0.61	0.32	0.28	0.24
Control Delay	23.6	21.2	5.2	6.5	13.8	4.2	7.3	12.0	3.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	23.6	21.2	5.2	6.5	13.8	4.2	7.3	12.0	3.2
Queue Length 50th (ft)	67	68	0	15	106	0	13	53	0
Queue Length 95th (ft)	117	98	40	31	146	56	29	79	33
Internal Link Dist (ft)		941			378			556	
Turn Bay Length (ft)	240		240	110		275	220		235
Base Capacity (vph)	485	1006	624	968	2218	1050	646	2213	797
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.41	0.40	0.34	0.23	0.50	0.61	0.32	0.28	0.24

#### Intersection Summary

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HCM 6th Edition methodology does not support turning movements with shared & exclusive lanes.

Lanes and Geometrics  
 9: S. Yosemite St. & SW Access Drive

Park Meadows  
 07/19/2022



Lane Group	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
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	140		0	450		0
Storage Lanes	1		0	1		0	1		1	2		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	0.97	0.91	0.91
Ped Bike Factor												
Frt		0.901			0.856				0.850		0.997	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1678	0	1770	1595	0	1770	3539	1583	3433	5070	0
Flt Permitted	0.691			0.732			0.950			0.950		
Satd. Flow (perm)	1287	1678	0	1364	1595	0	1770	3539	1583	3433	5070	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		25			98				341			6
Link Speed (mph)		30			30			30				30
Link Distance (ft)		205			365			636				1050
Travel Time (s)		4.7			8.3			14.5				23.9

Intersection Summary

Area Type: Other

Timings  
9: S. Yosemite St. & SW Access Drive

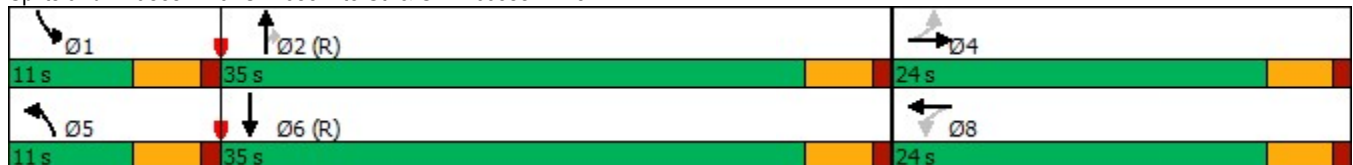


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations	↖	↗	↖	↗	↖	↑↑	↗	↖↗	↑↑↗
Traffic Volume (vph)	12	12	161	4	39	862	314	102	770
Future Volume (vph)	12	12	161	4	39	862	314	102	770
Turn Type	Perm	NA	Perm	NA	Prot	NA	Perm	Prot	NA
Protected Phases		4		8	5	2		1	6
Permitted Phases	4		8				2		
Detector Phase	4	4	8	8	5	2	2	1	6
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5
Total Split (s)	24.0	24.0	24.0	24.0	11.0	35.0	35.0	11.0	35.0
Total Split (%)	34.3%	34.3%	34.3%	34.3%	15.7%	50.0%	50.0%	15.7%	50.0%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag					Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?					Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	C-Max	C-Max	None	C-Max
Act Effct Green (s)	14.0	14.0	14.0	14.0	6.6	37.5	37.5	7.0	40.0
Actuated g/C Ratio	0.20	0.20	0.20	0.20	0.09	0.54	0.54	0.10	0.57
v/c Ratio	0.05	0.11	0.64	0.26	0.25	0.49	0.34	0.32	0.29
Control Delay	20.4	11.9	35.9	7.1	33.2	13.2	2.7	31.9	9.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	20.4	11.9	35.9	7.1	33.2	13.2	2.7	31.9	9.8
LOS	C	B	D	A	C	B	A	C	A
Approach Delay		14.1		25.3		11.1			12.4
Approach LOS		B		C		B			B

Intersection Summary

Cycle Length: 70	
Actuated Cycle Length: 70	
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.64	
Intersection Signal Delay: 13.1	Intersection LOS: B
Intersection Capacity Utilization 54.8%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 9: S. Yosemite St. & SW Access Drive



Queues  
9: S. Yosemite St. & SW Access Drive

Park Meadows  
07/19/2022

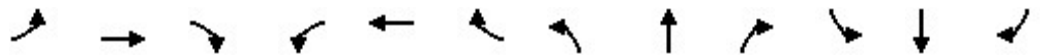


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	13	38	175	102	42	937	341	111	855
v/c Ratio	0.05	0.11	0.64	0.26	0.25	0.49	0.34	0.32	0.29
Control Delay	20.4	11.9	35.9	7.1	33.2	13.2	2.7	31.9	9.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	20.4	11.9	35.9	7.1	33.2	13.2	2.7	31.9	9.8
Queue Length 50th (ft)	5	5	70	1	17	136	0	23	74
Queue Length 95th (ft)	16	24	118	33	45	213	42	46	116
Internal Link Dist (ft)		125		285		556			970
Turn Bay Length (ft)					140			450	
Base Capacity (vph)	358	485	379	515	174	1896	1006	350	2899
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.04	0.08	0.46	0.20	0.24	0.49	0.34	0.32	0.29

Intersection Summary

HCM 6th Signalized Intersection Summary  
 9: S. Yosemite St. & SW Access Drive

Park Meadows  
 07/19/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗		↖	↑↑	↗	↖↗	↑↑↗	
Traffic Volume (veh/h)	12	12	23	161	4	90	39	862	314	102	770	17
Future Volume (veh/h)	12	12	23	161	4	90	39	862	314	102	770	17
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	13	13	25	175	4	98	42	937	341	111	837	18
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	263	103	198	323	11	275	71	2005	894	218	3023	65
Arrive On Green	0.18	0.18	0.18	0.18	0.18	0.18	0.04	0.56	0.56	0.06	0.59	0.59
Sat Flow, veh/h	1293	572	1100	1370	63	1532	1781	3554	1585	3456	5144	110
Grp Volume(v), veh/h	13	0	38	175	0	102	42	937	341	111	554	301
Grp Sat Flow(s),veh/h/ln	1293	0	1672	1370	0	1595	1781	1777	1585	1728	1702	1850
Q Serve(g_s), s	0.6	0.0	1.3	8.6	0.0	3.9	1.6	10.9	8.4	2.2	5.6	5.6
Cycle Q Clear(g_c), s	4.5	0.0	1.3	9.9	0.0	3.9	1.6	10.9	8.4	2.2	5.6	5.6
Prop In Lane	1.00		0.66	1.00		0.96	1.00		1.00	1.00		0.06
Lane Grp Cap(c), veh/h	263	0	300	323	0	286	71	2005	894	218	2000	1087
V/C Ratio(X)	0.05	0.00	0.13	0.54	0.00	0.36	0.59	0.47	0.38	0.51	0.28	0.28
Avail Cap(c_a), veh/h	390	0	466	458	0	444	165	2005	894	321	2000	1087
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	0.00	1.00	1.00	0.00	1.00	0.87	0.87	0.87	0.97	0.97	0.97
Uniform Delay (d), s/veh	27.2	0.0	24.1	28.3	0.0	25.2	33.0	9.0	8.5	31.7	7.1	7.1
Incr Delay (d2), s/veh	0.1	0.0	0.2	1.4	0.0	0.7	6.7	0.7	1.1	1.8	0.3	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	0.5	2.8	0.0	1.5	0.8	3.7	2.7	0.9	1.8	2.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	27.2	0.0	24.3	29.7	0.0	25.9	39.7	9.7	9.5	33.5	7.4	7.7
LnGrp LOS	C	A	C	C	A	C	D	A	A	C	A	A
Approach Vol, veh/h		51			277			1320				966
Approach Delay, s/veh		25.0			28.3			10.6				10.5
Approach LOS		C			C			B				B
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.9	44.0		17.1	7.3	45.6		17.1				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	6.5	30.5		19.5	6.5	30.5		19.5				
Max Q Clear Time (g_c+I1), s	4.2	12.9		6.5	3.6	7.6		11.9				
Green Ext Time (p_c), s	0.1	7.6		0.1	0.0	5.9		0.7				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay				12.7								
HCM 6th LOS				B								





Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)		0%	0%		0%	
Storage Length (ft)	200			0	0	140
Storage Lanes	1			1	2	1
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	0.91	0.95	1.00	0.97	1.00
Ped Bike Factor						
Frt				0.850		0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1770	5085	3539	1583	3433	1583
Flt Permitted	0.257				0.950	
Satd. Flow (perm)	479	5085	3539	1583	3433	1583
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)				428		72
Link Speed (mph)		30	30		30	
Link Distance (ft)		1842	1050		476	
Travel Time (s)		41.9	23.9		10.8	

Intersection Summary

Area Type: Other

Timings  
10: S. Yosemite St. & S. Chester St.

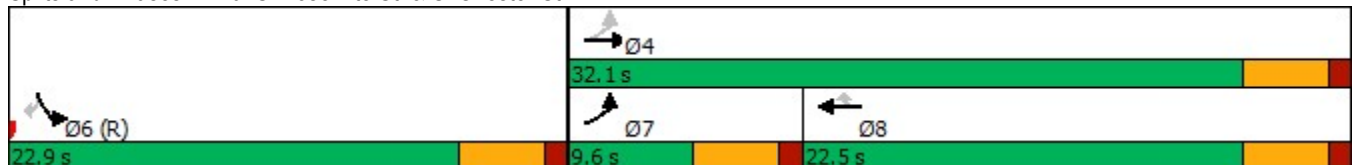


Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↖	↑↑↑	↑↑	↖	↘↘	↘
Traffic Volume (vph)	67	603	549	394	287	66
Future Volume (vph)	67	603	549	394	287	66
Turn Type	pm+pt	NA	NA	Perm	Prot	Perm
Protected Phases	7	4	8		6	
Permitted Phases	4			8		6
Detector Phase	7	4	8	8	6	6
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	22.5	22.5	22.5	22.5
Total Split (s)	9.6	32.1	22.5	22.5	22.9	22.9
Total Split (%)	17.5%	58.4%	40.9%	40.9%	41.6%	41.6%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead		Lag	Lag		
Lead-Lag Optimize?	Yes		Yes	Yes		
Recall Mode	None	None	None	None	C-Max	C-Max
Act Effct Green (s)	21.9	21.9	16.2	16.2	24.1	24.1
Actuated g/C Ratio	0.40	0.40	0.29	0.29	0.44	0.44
v/c Ratio	0.24	0.32	0.57	0.56	0.21	0.10
Control Delay	9.8	11.1	18.5	5.0	10.1	3.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	9.8	11.1	18.5	5.0	10.1	3.2
LOS	A	B	B	A	B	A
Approach Delay		10.9	12.9		8.8	
Approach LOS		B	B		A	

Intersection Summary

Cycle Length: 55  
 Actuated Cycle Length: 55  
 Offset: 0 (0%), Referenced to phase 2: and 6:SBL, Start of Green  
 Natural Cycle: 55  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.57  
 Intersection Signal Delay: 11.5  
 Intersection Capacity Utilization 38.8%  
 Analysis Period (min) 15  
 Intersection LOS: B  
 ICU Level of Service A

Splits and Phases: 10: S. Yosemite St. & S. Chester St.

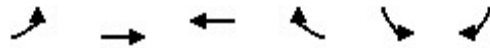


Queues

10: S. Yosemite St. & S. Chester St.

Park Meadows

07/19/2022



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Group Flow (vph)	73	655	597	428	312	72
v/c Ratio	0.24	0.32	0.57	0.56	0.21	0.10
Control Delay	9.8	11.1	18.5	5.0	10.1	3.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	9.8	11.1	18.5	5.0	10.1	3.2
Queue Length 50th (ft)	11	41	81	0	29	0
Queue Length 95th (ft)	28	59	123	51	45	14
Internal Link Dist (ft)		1762	970		396	
Turn Bay Length (ft)	200					140
Base Capacity (vph)	310	2551	1158	806	1501	732
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.24	0.26	0.52	0.53	0.21	0.10

Intersection Summary

HCM 6th Signalized Intersection Summary  
 10: S. Yosemite St. & S. Chester St.

Park Meadows  
 07/19/2022



Movement	EBL	EBT	WBT	WBR	SBL	SBR	
Lane Configurations							
Traffic Volume (veh/h)	67	603	549	394	287	66	
Future Volume (veh/h)	67	603	549	394	287	66	
Initial Q (Qb), veh	0	0	0	0	0	0	
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	
Work Zone On Approach		No	No		No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	
Adj Flow Rate, veh/h	73	655	597	428	312	72	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	
Percent Heavy Veh, %	2	2	2	2	2	2	
Cap, veh/h	335	2321	1107	494	1320	605	
Arrive On Green	0.06	0.45	0.31	0.31	0.38	0.38	
Sat Flow, veh/h	1781	5274	3647	1585	3456	1585	
Grp Volume(v), veh/h	73	655	597	428	312	72	
Grp Sat Flow(s),veh/h/ln	1781	1702	1777	1585	1728	1585	
Q Serve(g_s), s	1.4	4.4	7.6	14.0	3.4	1.6	
Cycle Q Clear(g_c), s	1.4	4.4	7.6	14.0	3.4	1.6	
Prop In Lane	1.00			1.00	1.00	1.00	
Lane Grp Cap(c), veh/h	335	2321	1107	494	1320	605	
V/C Ratio(X)	0.22	0.28	0.54	0.87	0.24	0.12	
Avail Cap(c_a), veh/h	391	2562	1163	519	1320	605	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	
Upstream Filter(l)	0.92	0.92	0.87	0.87	0.97	0.97	
Uniform Delay (d), s/veh	11.0	9.4	15.7	17.9	11.5	11.0	
Incr Delay (d2), s/veh	0.3	0.1	0.4	12.4	0.4	0.4	
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	
%ile BackOfQ(50%),veh/ln	0.5	1.4	2.8	6.2	1.2	1.8	
Unsig. Movement Delay, s/veh							
LnGrp Delay(d),s/veh	11.3	9.4	16.1	30.3	12.0	11.4	
LnGrp LOS	B	A	B	C	B	B	
Approach Vol, veh/h		728	1025		384		
Approach Delay, s/veh		9.6	22.0		11.9		
Approach LOS		A	C		B		
Timer - Assigned Phs				4	6	7	8
Phs Duration (G+Y+Rc), s				29.5	25.5	7.9	21.6
Change Period (Y+Rc), s				4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s				27.6	18.4	5.1	18.0
Max Q Clear Time (g_c+I1), s				6.4	5.4	3.4	16.0
Green Ext Time (p_c), s				4.6	1.1	0.0	1.1
<b>Intersection Summary</b>							
HCM 6th Ctrl Delay			16.0				
HCM 6th LOS			B				

Lanes and Geometrics  
 11: S. Chester St. & Westview Rd./NW Access Drive

Park Meadows  
 07/19/2022



Lane Group	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
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	85		0	0		0	90		0	190		0
Storage Lanes	1		0	1		1	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.97	0.95	0.95
Ped Bike Factor												
Frt		0.918				0.850		0.978				0.940
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1710	0	1770	1863	1583	1770	3461	0	3433	3327	0
Flt Permitted	0.730			0.690			0.950			0.950		
Satd. Flow (perm)	1360	1710	0	1285	1863	1583	1770	3461	0	3433	3327	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		57				230		38				196
Link Speed (mph)		30			30			30				30
Link Distance (ft)		259			217			476				565
Travel Time (s)		5.9			4.9			10.8				12.8

Intersection Summary

Area Type: Other

# Timings 11: S. Chester St. & Westview Rd./NW Access Drive

Park Meadows  
07/19/2022

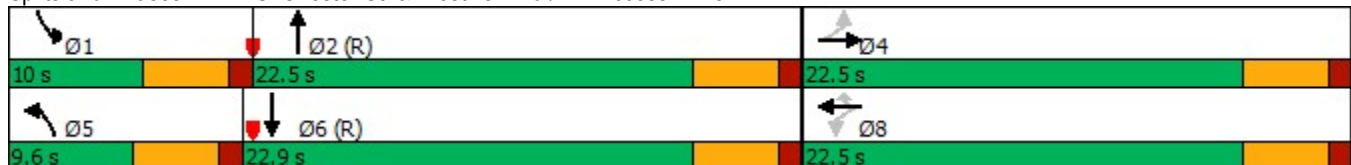


Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations	↶	↷	↶	↷	↶	↶	↶↷	↶↷	↶↷
Traffic Volume (vph)	105	43	40	38	212	85	326	210	274
Future Volume (vph)	105	43	40	38	212	85	326	210	274
Turn Type	Perm	NA	Perm	NA	Perm	Prot	NA	Prot	NA
Protected Phases		4		8		5	2	1	6
Permitted Phases	4		8		8				
Detector Phase	4	4	8	8	8	5	2	1	6
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	22.5	22.5	9.5	22.5	9.5	22.5
Total Split (s)	22.5	22.5	22.5	22.5	22.5	9.6	22.5	10.0	22.9
Total Split (%)	40.9%	40.9%	40.9%	40.9%	40.9%	17.5%	40.9%	18.2%	41.6%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag						Lead	Lag	Lead	Lag
Lead-Lag Optimize?						Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	C-Max	None	C-Max
Act Effct Green (s)	9.9	9.9	9.9	9.9	9.9	7.9	23.0	8.6	25.7
Actuated g/C Ratio	0.18	0.18	0.18	0.18	0.18	0.14	0.42	0.16	0.47
v/c Ratio	0.47	0.29	0.19	0.12	0.49	0.36	0.28	0.42	0.30
Control Delay	25.6	12.0	19.5	18.1	6.9	22.2	11.2	23.2	7.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	25.6	12.0	19.5	18.1	6.9	22.2	11.2	23.2	7.5
LOS	C	B	B	B	A	C	B	C	A
Approach Delay		19.1		10.1			13.2		12.5
Approach LOS		B		B			B		B

**Intersection Summary**

Cycle Length: 55  
 Actuated Cycle Length: 55  
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green  
 Natural Cycle: 55  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.49  
 Intersection Signal Delay: 13.1                                      Intersection LOS: B  
 Intersection Capacity Utilization 41.8%                                      ICU Level of Service A  
 Analysis Period (min) 15

Splits and Phases: 11: S. Chester St. & Westview Rd./NW Access Drive



Queues  
 11: S. Chester St. & Westview Rd./NW Access Drive

Park Meadows  
 07/19/2022



Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	114	104	43	41	230	92	416	228	494
v/c Ratio	0.47	0.29	0.19	0.12	0.49	0.36	0.28	0.42	0.30
Control Delay	25.6	12.0	19.5	18.1	6.9	22.2	11.2	23.2	7.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	25.6	12.0	19.5	18.1	6.9	22.2	11.2	23.2	7.5
Queue Length 50th (ft)	34	13	12	11	0	25	43	35	31
Queue Length 95th (ft)	67	42	31	29	43	m45	93	61	68
Internal Link Dist (ft)		179		137			396		485
Turn Bay Length (ft)	85					90		190	
Base Capacity (vph)	445	597	420	609	672	255	1468	539	1660
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.26	0.17	0.10	0.07	0.34	0.36	0.28	0.42	0.30

Intersection Summary

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

HCM 6th Signalized Intersection Summary  
 11: S. Chester St. & Westview Rd./NW Access Drive

Park Meadows  
 07/19/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	105	43	52	40	38	212	85	326	57	210	274	180
Future Volume (veh/h)	105	43	52	40	38	212	85	326	57	210	274	180
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	114	47	57	43	41	0	92	354	62	228	298	196
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	303	112	135	246	271		122	1551	269	335	1124	719
Arrive On Green	0.15	0.15	0.15	0.15	0.15	0.00	0.07	0.51	0.51	0.10	0.54	0.54
Sat Flow, veh/h	1366	769	933	1290	1870	1585	1781	3028	525	3456	2078	1330
Grp Volume(v), veh/h	114	0	104	43	41	0	92	206	210	228	254	240
Grp Sat Flow(s),veh/h/ln	1366	0	1702	1290	1870	1585	1781	1777	1776	1728	1777	1631
Q Serve(g_s), s	4.4	0.0	3.1	1.7	1.1	0.0	2.8	3.5	3.6	3.5	4.2	4.4
Cycle Q Clear(g_c), s	5.4	0.0	3.1	4.8	1.1	0.0	2.8	3.5	3.6	3.5	4.2	4.4
Prop In Lane	1.00		0.55	1.00		1.00	1.00		0.30	1.00		0.82
Lane Grp Cap(c), veh/h	303	0	247	246	271		122	911	910	335	961	882
V/C Ratio(X)	0.38	0.00	0.42	0.17	0.15		0.75	0.23	0.23	0.68	0.26	0.27
Avail Cap(c_a), veh/h	552	0	557	481	612		165	911	910	346	961	882
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	0.00	1.00	1.00	1.00	0.00	0.85	0.85	0.85	0.86	0.86	0.86
Uniform Delay (d), s/veh	22.9	0.0	21.4	23.6	20.6	0.0	25.2	7.4	7.4	24.0	6.8	6.8
Incr Delay (d2), s/veh	0.8	0.0	1.1	0.3	0.3	0.0	10.6	0.5	0.5	4.4	0.6	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.4	0.0	1.2	0.5	0.4	0.0	1.5	1.2	1.2	1.5	1.4	1.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	23.7	0.0	22.6	23.9	20.8	0.0	35.8	7.9	7.9	28.4	7.3	7.5
LnGrp LOS	C	A	C	C	C		D	A	A	C	A	A
Approach Vol, veh/h		218			84	A		508			722	
Approach Delay, s/veh		23.2			22.4			12.9			14.0	
Approach LOS		C			C			B			B	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.8	32.7		12.5	8.3	34.2		12.5				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	5.5	18.0		18.0	5.1	18.4		18.0				
Max Q Clear Time (g_c+I1), s	5.5	5.6		7.4	4.8	6.4		6.8				
Green Ext Time (p_c), s	0.0	2.0		0.6	0.0	2.4		0.2				

Intersection Summary

HCM 6th Ctrl Delay	15.4
HCM 6th LOS	B

Notes

Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.



Lanes and Geometrics  
 12: Park Meadows Ring Rd. & North Access Drive



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕↕	↕	↕	↕	↕
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)		0%	0%		0%	
Storage Length (ft)	0			0	0	0
Storage Lanes	0			1	1	1
Taper Length (ft)	25				25	
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt				0.850		0.850
Flt Protected		0.987			0.950	
Satd. Flow (prot)	0	3493	1863	1583	1770	1583
Flt Permitted		0.987			0.950	
Satd. Flow (perm)	0	3493	1863	1583	1770	1583
Link Speed (mph)		30	30		30	
Link Distance (ft)		1249	1271		255	
Travel Time (s)		28.4	28.9		5.8	

Intersection Summary

Area Type: Other

HCM Unsignalized Intersection Capacity Analysis  
 12: Park Meadows Ring Rd. & North Access Drive

Park Meadows  
 07/19/2022



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↔↕	↕	↕	↕	↕
Traffic Volume (veh/h)	41	112	85	183	444	144
Future Volume (Veh/h)	41	112	85	183	444	144
Sign Control		Stop	Stop		Free	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	45	122	92	199	483	157
<b>Pedestrians</b>						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage (veh)						
Upstream signal (ft)	255					
pX, platoon unblocked						
vC, conflicting volume	1012	966	966	0	0	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1012	966	966	0	0	
tC, single (s)	7.1	6.5	6.5	6.2	4.1	
tC, 2 stage (s)						
tF (s)	3.5	4.0	4.0	3.3	2.2	
p0 queue free %	46	32	49	82	70	
cM capacity (veh/h)	84	179	179	1085	1623	
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	SB 1	SB 2
Volume Total	86	81	92	199	483	157
Volume Left	45	0	0	0	483	0
Volume Right	0	0	0	199	0	157
cSH	112	179	179	1085	1623	1700
Volume to Capacity	0.77	0.45	0.51	0.18	0.30	0.09
Queue Length 95th (ft)	107	53	64	17	31	0
Control Delay (s)	102.3	40.9	44.7	9.1	8.2	0.0
Lane LOS	F	E	E	A	A	
Approach Delay (s)	72.4		20.3		6.2	
Approach LOS	F		C			
<b>Intersection Summary</b>						
Average Delay	20.0					
Intersection Capacity Utilization	40.2%		ICU Level of Service			A
Analysis Period (min)	15					

Lanes and Geometrics  
 13: Park Meadows Ring Rd. & East Access Drive

Park Meadows  
 07/19/2022



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%		0%			0%
Storage Length (ft)	0	0		0	0	
Storage Lanes	1	1		1	0	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	0.95
Ped Bike Factor						
Frt		0.850		0.850		
Flt Protected	0.950					0.966
Satd. Flow (prot)	1770	1583	1863	1583	0	3419
Flt Permitted	0.950					0.966
Satd. Flow (perm)	1770	1583	1863	1583	0	3419
Link Speed (mph)	30		30			30
Link Distance (ft)	204		1336			1271
Travel Time (s)	4.6		30.4			28.9

Intersection Summary

Area Type: Other

HCM Unsignalized Intersection Capacity Analysis  
 13: Park Meadows Ring Rd. & East Access Drive

Park Meadows  
 07/19/2022



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						 
Traffic Volume (veh/h)	217	183	57	111	259	112
Future Volume (Veh/h)	217	183	57	111	259	112
Sign Control	Free		Stop		Stop	
Grade	0%		0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	236	199	62	121	282	122
<b>Pedestrians</b>						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage (veh)						
Upstream signal (ft)	204					
pX, platoon unblocked						
vC, conflicting volume	0		472	0	503	472
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	0		472	0	503	472
tC, single (s)	4.1		6.5	6.2	7.1	6.5
tC, 2 stage (s)						
tF (s)	2.2		4.0	3.3	3.5	4.0
p0 queue free %	85		85	89	16	71
cM capacity (veh/h)	1623		419	1085	336	419
<b>Direction, Lane #</b>	<b>WB 1</b>	<b>WB 2</b>	<b>NB 1</b>	<b>NB 2</b>	<b>SB 1</b>	<b>SB 2</b>
Volume Total	236	199	62	121	323	81
Volume Left	236	0	0	0	282	0
Volume Right	0	199	0	121	0	0
cSH	1623	1700	419	1085	345	419
Volume to Capacity	0.15	0.12	0.15	0.11	0.94	0.19
Queue Length 95th (ft)	13	0	13	9	243	18
Control Delay (s)	7.6	0.0	15.1	8.7	68.9	15.7
Lane LOS	A		C	A	F	C
Approach Delay (s)	4.1		10.9		58.2	
Approach LOS			B		F	
<b>Intersection Summary</b>						
Average Delay			26.7			
Intersection Capacity Utilization			39.7%	ICU Level of Service	A	
Analysis Period (min)			15			

Lanes and Geometrics  
 14: SE Access Drive & Park Meadows Ring Rd.

Park Meadows  
 07/19/2022



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↑		↑↑	↑	↑
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)		0	0		0	0
Storage Lanes		1	0		1	1
Taper Length (ft)			25		25	
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	1.00
Ped Bike Factor						
Frt		0.850				0.850
Flt Protected				0.969	0.950	
Satd. Flow (prot)	1863	1583	0	3429	1770	1583
Flt Permitted				0.969	0.950	
Satd. Flow (perm)	1863	1583	0	3429	1770	1583
Link Speed (mph)	30			30	30	
Link Distance (ft)	1548			1336	207	
Travel Time (s)	35.2			30.4	4.7	

Intersection Summary

Area Type: Other

HCM Unsignalized Intersection Capacity Analysis  
 14: SE Access Drive & Park Meadows Ring Rd.

Park Meadows  
 07/19/2022



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↗		↖	↖	↗
Traffic Volume (veh/h)	54	159	105	60	94	106
Future Volume (Veh/h)	54	159	105	60	94	106
Sign Control	Stop			Stop	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	59	173	114	65	102	115
<b>Pedestrians</b>						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage (veh)						
Upstream signal (ft)	207					
pX, platoon unblocked						
vC, conflicting volume	204	0	234	204	0	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	204	0	234	204	0	
tC, single (s)	6.5	6.2	7.1	6.5	4.1	
tC, 2 stage (s)						
tF (s)	4.0	3.3	3.5	4.0	2.2	
p0 queue free %	91	84	79	90	94	
cM capacity (veh/h)	649	1085	537	649	1623	
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	NB 2
Volume Total	59	173	136	43	102	115
Volume Left	0	0	114	0	102	0
Volume Right	0	173	0	0	0	115
cSH	649	1085	552	649	1623	1700
Volume to Capacity	0.09	0.16	0.25	0.07	0.06	0.07
Queue Length 95th (ft)	7	14	24	5	5	0
Control Delay (s)	11.1	8.9	13.6	10.9	7.4	0.0
Lane LOS	B	A	B	B	A	
Approach Delay (s)	9.5		13.0		3.5	
Approach LOS	A		B			
<b>Intersection Summary</b>						
Average Delay			8.4			
Intersection Capacity Utilization			24.4%		ICU Level of Service	A
Analysis Period (min)			15			

Lanes and Geometrics  
 15: Park Meadows Ring Rd. & SW Access Drive

Park Meadows  
 07/19/2022



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)	0	0	0			0
Storage Lanes	1	1	0			1
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	1.00
Ped Bike Factor						
Frt		0.850				0.850
Flt Protected	0.950			0.968		
Satd. Flow (prot)	1770	1583	0	3426	1863	1583
Flt Permitted	0.950			0.968		
Satd. Flow (perm)	1770	1583	0	3426	1863	1583
Link Speed (mph)	30			30	30	
Link Distance (ft)	365			1548	1354	
Travel Time (s)	8.3			35.2	30.8	

Intersection Summary

Area Type: Other

HCM Unsignalized Intersection Capacity Analysis  
 15: Park Meadows Ring Rd. & SW Access Drive

Park Meadows  
 07/19/2022



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	209	225	164	81	101	84
Future Volume (Veh/h)	209	225	164	81	101	84
Sign Control	Free			Stop	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	227	245	178	88	110	91
<b>Pedestrians</b>						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage (veh)						
Upstream signal (ft)	365					
pX, platoon unblocked						
vC, conflicting volume	0		509	454	454	0
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	0		509	454	454	0
tC, single (s)	4.1		7.1	6.5	6.5	6.2
tC, 2 stage (s)						
tF (s)	2.2		3.5	4.0	4.0	3.3
p0 queue free %	86		43	80	75	92
cM capacity (veh/h)	1623		313	432	432	1085
<b>Direction, Lane #</b>	<b>EB 1</b>	<b>EB 2</b>	<b>NB 1</b>	<b>NB 2</b>	<b>SB 1</b>	<b>SB 2</b>
Volume Total	227	245	207	59	110	91
Volume Left	227	0	178	0	0	0
Volume Right	0	245	0	0	0	91
cSH	1623	1700	326	432	432	1085
Volume to Capacity	0.14	0.14	0.64	0.14	0.25	0.08
Queue Length 95th (ft)	12	0	103	12	25	7
Control Delay (s)	7.6	0.0	33.5	14.6	16.2	8.6
Lane LOS	A		D	B	C	A
Approach Delay (s)	3.6		29.3		12.8	
Approach LOS			D		B	
<b>Intersection Summary</b>						
Average Delay	12.9					
Intersection Capacity Utilization	34.0%			ICU Level of Service	A	
Analysis Period (min)	15					



Lanes and Geometrics  
 16: Park Meadows Ring Rd. & NW Access Drive

Park Meadows  
 07/19/2022



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%		0%		0%	
Storage Length (ft)	0	0	0			0
Storage Lanes	1	1	0			1
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	1.00
Ped Bike Factor						
Frt	0.850				0.850	
Flt Protected	0.950		0.959			
Satd. Flow (prot)	1770	1583	0	3394	1863	1583
Flt Permitted	0.950		0.959			
Satd. Flow (perm)	1770	1583	0	3394	1863	1583
Link Speed (mph)	30		30		30	
Link Distance (ft)	217		1354		1249	
Travel Time (s)	4.9		30.8		28.4	

Intersection Summary

Area Type: Other

HCM Unsignalized Intersection Capacity Analysis  
 16: Park Meadows Ring Rd. & NW Access Drive





































Park Meadows  
 07/19/2022



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	163	136	197	34	94	110
Future Volume (Veh/h)	163	136	197	34	94	110
Sign Control	Free			Stop	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	177	148	214	37	102	120
<b>Pedestrians</b>						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage (veh)						
Upstream signal (ft)	217					
pX, platoon unblocked						
vC, conflicting volume	0		405	354	354	0
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	0		405	354	354	0
tC, single (s)	4.1		7.1	6.5	6.5	6.2
tC, 2 stage (s)						
tF (s)	2.2		3.5	4.0	4.0	3.3
p0 queue free %	89		44	93	80	89
cM capacity (veh/h)	1623		385	509	509	1085
<b>Direction, Lane #</b>	<b>EB 1</b>	<b>EB 2</b>	<b>NB 1</b>	<b>NB 2</b>	<b>SB 1</b>	<b>SB 2</b>
Volume Total	177	148	226	25	102	120
Volume Left	177	0	214	0	0	0
Volume Right	0	148	0	0	0	120
cSH	1623	1700	390	509	509	1085
Volume to Capacity	0.11	0.09	0.58	0.05	0.20	0.11
Queue Length 95th (ft)	9	0	88	4	19	9
Control Delay (s)	7.5	0.0	26.3	12.4	13.8	8.7
Lane LOS	A		D	B	B	A
Approach Delay (s)	4.1		24.9		11.1	
Approach LOS			C		B	
<b>Intersection Summary</b>						
Average Delay			12.6			
Intersection Capacity Utilization			33.3%	ICU Level of Service	A	
Analysis Period (min)			15			

Lanes and Geometrics  
 1: S. Yosemite St. & E. County Line Rd.

Park Meadows  
 07/19/2022

													
Lane Group	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	
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12	
Grade (%)	0%		0%		0%		0%		0%		0%		
Storage Length (ft)	175		350	600		0	235		0	210		0	
Storage Lanes	2		1	2		1	2		1	1		0	
Taper Length (ft)	25			25			25			25			
Lane Util. Factor	0.97	0.91	1.00	0.97	0.91	1.00	0.97	0.95	1.00	1.00	0.95	0.95	
Ped Bike Factor	Frt			0.850	Frt			0.850	Frt			0.850	0.948
Flt Protected	0.950			0.950			0.950			0.950			
Satd. Flow (prot)	3433	5085	1583	3433	5085	1583	3433	3539	1583	1770	3355	0	
Flt Permitted	0.950			0.950			0.950			0.950			
Satd. Flow (perm)	3433	5085	1583	3433	5085	1583	3433	3539	1583	1770	3355	0	
Right Turn on Red			Yes			Yes			Yes			Yes	
Satd. Flow (RTOR)			208			142			142			85	
Link Speed (mph)		30			30			30			30		
Link Distance (ft)		556			1568			1842			710		
Travel Time (s)		12.6			35.6			41.9			16.1		

Intersection Summary

Area Type: Other

Timings  
1: S. Yosemite St. & E. County Line Rd.

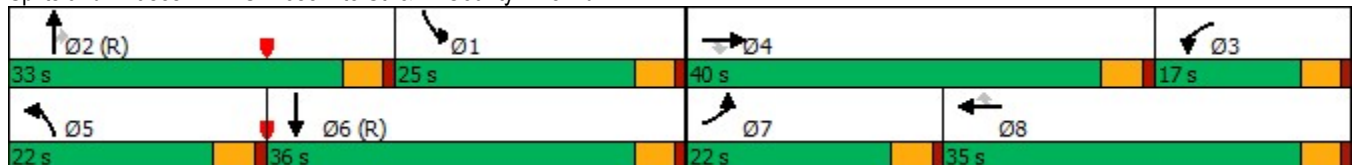
Park Meadows  
07/19/2022

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations											
Traffic Volume (vph)	188	761	191	119	640	67	198	259	82	103	252
Future Volume (vph)	188	761	191	119	640	67	198	259	82	103	252
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA
Protected Phases	7	4		3	8		5	2		1	6
Permitted Phases			4			8			2		
Detector Phase	7	4	4	3	8	8	5	2	2	1	6
Switch Phase											
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5
Total Split (s)	22.0	40.0	40.0	17.0	35.0	35.0	22.0	33.0	33.0	25.0	36.0
Total Split (%)	19.1%	34.8%	34.8%	14.8%	30.4%	30.4%	19.1%	28.7%	28.7%	21.7%	31.3%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead	Lead	Lead	Lag	Lag	Lag	Lead	Lead	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	C-Max	C-Max	None	C-Max
Act Effct Green (s)	12.1	28.2	28.2	9.7	25.7	25.7	12.5	38.7	38.7	20.5	46.7
Actuated g/C Ratio	0.11	0.25	0.25	0.08	0.22	0.22	0.11	0.34	0.34	0.18	0.41
v/c Ratio	0.56	0.66	0.38	0.45	0.61	0.16	0.58	0.24	0.14	0.36	0.30
Control Delay	54.7	41.4	6.3	46.4	33.4	7.9	54.8	29.9	1.6	45.2	20.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	54.7	41.4	6.3	46.4	33.4	7.9	54.8	29.9	1.6	45.2	20.7
LOS	D	D	A	D	C	A	D	C	A	D	C
Approach Delay		37.7			33.2			34.7			25.8
Approach LOS		D			C			C			C

Intersection Summary

Cycle Length: 115  
 Actuated Cycle Length: 115  
 Offset: 18 (16%), Referenced to phase 2:NBT and 6:SBT, Start of Green  
 Natural Cycle: 65  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.66  
 Intersection Signal Delay: 34.0  
 Intersection LOS: C  
 Intersection Capacity Utilization 50.8%  
 ICU Level of Service A  
 Analysis Period (min) 15

Splits and Phases: 1: S. Yosemite St. & E. County Line Rd.



Queues

1: S. Yosemite St. & E. County Line Rd.




































Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	204	827	208	129	696	73	215	282	89	112	421
v/c Ratio	0.56	0.66	0.38	0.45	0.61	0.16	0.58	0.24	0.14	0.36	0.30
Control Delay	54.7	41.4	6.3	46.4	33.4	7.9	54.8	29.9	1.6	45.2	20.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	54.7	41.4	6.3	46.4	33.4	7.9	54.8	29.9	1.6	45.2	20.7
Queue Length 50th (ft)	75	203	0	52	193	10	79	78	0	73	85
Queue Length 95th (ft)	110	228	54	80	211	30	115	129	9	129	151
Internal Link Dist (ft)		476			1488			1762			630
Turn Bay Length (ft)	175		350	600			235			210	
Base Capacity (vph)	522	1569	632	373	1363	528	522	1189	626	315	1412
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.39	0.53	0.33	0.35	0.51	0.14	0.41	0.24	0.14	0.36	0.30

Intersection Summary

HCM 6th Signalized Intersection Summary  
 1: S. Yosemite St. & E. County Line Rd.

Park Meadows  
 07/19/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 	  		 	  		 	 			 	
Traffic Volume (veh/h)	188	761	191	119	640	67	198	259	82	103	252	135
Future Volume (veh/h)	188	761	191	119	640	67	198	259	82	103	252	135
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	204	827	208	129	696	73	215	282	89	112	274	147
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	272	1124	349	190	1003	311	284	881	393	571	1098	572
Arrive On Green	0.08	0.22	0.22	0.02	0.06	0.06	0.08	0.25	0.25	0.32	0.49	0.49
Sat Flow, veh/h	3456	5106	1585	3456	5106	1585	3456	3554	1585	1781	2258	1177
Grp Volume(v), veh/h	204	827	208	129	696	73	215	282	89	112	214	207
Grp Sat Flow(s),veh/h/ln	1728	1702	1585	1728	1702	1585	1728	1777	1585	1781	1777	1659
Q Serve(g_s), s	6.6	17.3	10.8	4.3	15.3	2.5	7.0	7.5	5.1	5.2	8.1	8.4
Cycle Q Clear(g_c), s	6.6	17.3	10.8	4.3	15.3	2.5	7.0	7.5	5.1	5.2	8.1	8.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.71
Lane Grp Cap(c), veh/h	272	1124	349	190	1003	311	284	881	393	571	864	806
V/C Ratio(X)	0.75	0.74	0.60	0.68	0.69	0.23	0.76	0.32	0.23	0.20	0.25	0.26
Avail Cap(c_a), veh/h	526	1576	489	376	1354	420	526	881	393	571	864	806
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.90	0.90	0.90	0.83	0.83	0.83	1.00	1.00	1.00
Uniform Delay (d), s/veh	51.9	41.7	25.4	55.4	50.4	11.6	51.7	35.3	34.5	28.3	17.3	17.3
Incr Delay (d2), s/veh	4.1	1.1	1.6	3.8	0.9	0.3	3.5	0.8	1.1	0.2	0.7	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.0	7.4	4.2	2.0	7.1	2.0	3.2	3.3	2.1	2.3	3.4	3.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	56.0	42.9	27.0	59.2	51.2	11.9	55.1	36.1	35.6	28.5	17.9	18.1
LnGrp LOS	E	D	C	E	D	B	E	D	D	C	B	B
Approach Vol, veh/h		1239			898			586			533	
Approach Delay, s/veh		42.4			49.2			43.0			20.2	
Approach LOS		D			D			D			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	41.3	33.0	10.8	29.8	13.9	60.4	13.6	27.1				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	20.5	28.5	12.5	35.5	17.5	31.5	17.5	30.5				
Max Q Clear Time (g_c+I1), s	7.2	9.5	6.3	19.3	9.0	10.4	8.6	17.3				
Green Ext Time (p_c), s	0.2	2.0	0.2	6.0	0.4	2.5	0.4	4.2				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay			40.7									
HCM 6th LOS			D									

Lanes and Geometrics  
2: S. Chester St. & E. County Line Rd.

Park Meadows  
07/19/2022



Lane Group	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
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	550		0	525		0	135		0	125		110
Storage Lanes	2		1	2		0	2		1	2		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.97	0.91	1.00	0.97	0.86	0.86	0.97	0.95	1.00	0.97	0.95	1.00
Ped Bike Factor												
Frt			0.850		0.957				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	5085	1583	3433	6132	0	3433	3539	1583	3433	3539	1583
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3433	5085	1583	3433	6132	0	3433	3539	1583	3433	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			142		93				329			222
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1568			1050			565			792	
Travel Time (s)		35.6			23.9			12.8			18.0	

Intersection Summary

Area Type: Other

Timings  
2: S. Chester St. & E. County Line Rd.

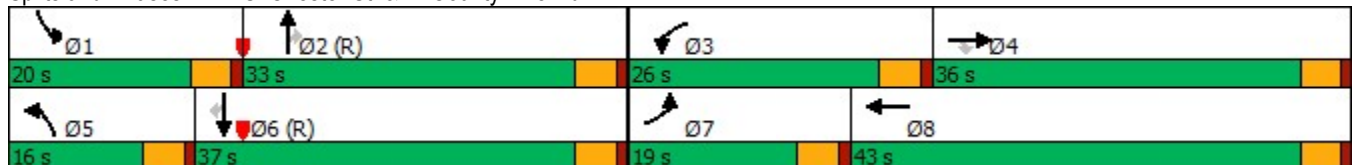
Park Meadows  
07/19/2022

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations												
Traffic Volume (vph)	225	893	96	349	548	164	234	308	243	160	204	
Future Volume (vph)	225	893	96	349	548	164	234	308	243	160	204	
Turn Type	Prot	NA	Perm	Prot	NA	Prot	NA	Perm	Prot	NA	Perm	
Protected Phases	7	4		3	8	5	2		1	6		
Permitted Phases			4					2			6	
Detector Phase	7	4	4	3	8	5	2	2	1	6	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	9.5	22.5	22.5	9.5	22.5	9.5	22.5	22.5	9.5	22.5	22.5	
Total Split (s)	19.0	36.0	36.0	26.0	43.0	16.0	33.0	33.0	20.0	37.0	37.0	
Total Split (%)	16.5%	31.3%	31.3%	22.6%	37.4%	13.9%	28.7%	28.7%	17.4%	32.2%	32.2%	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	None	None	None	None	None	C-Max	C-Max	None	C-Max	C-Max	
Act Effct Green (s)	12.9	29.7	29.7	17.7	34.6	10.5	36.0	36.0	13.6	39.1	39.1	
Actuated g/C Ratio	0.11	0.26	0.26	0.15	0.30	0.09	0.31	0.31	0.12	0.34	0.34	
v/c Ratio	0.64	0.74	0.20	0.72	0.44	0.57	0.23	0.46	0.65	0.14	0.32	
Control Delay	31.2	38.1	9.9	42.1	20.2	57.4	32.0	6.5	56.2	28.7	5.6	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	31.2	38.1	9.9	42.1	20.2	57.4	32.0	6.5	56.2	28.7	5.6	
LOS	C	D	A	D	C	E	C	A	E	C	A	
Approach Delay		34.6			27.1		26.7			31.9		
Approach LOS		C			C		C			C		

Intersection Summary

Cycle Length: 115  
 Actuated Cycle Length: 115  
 Offset: 62 (54%), Referenced to phase 2:NBT and 6:SBT, Start of Green  
 Natural Cycle: 70  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.74  
 Intersection Signal Delay: 30.3  
 Intersection LOS: C  
 Intersection Capacity Utilization 55.6%  
 ICU Level of Service B  
 Analysis Period (min) 15

Splits and Phases: 2: S. Chester St. & E. County Line Rd.





Queues  
2: S. Chester St. & E. County Line Rd.

Park Meadows  
07/19/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	245	971	104	379	832	178	254	335	264	174	222
v/c Ratio	0.64	0.74	0.20	0.72	0.44	0.57	0.23	0.46	0.65	0.14	0.32
Control Delay	31.2	38.1	9.9	42.1	20.2	57.4	32.0	6.5	56.2	28.7	5.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	31.2	38.1	9.9	42.1	20.2	57.4	32.0	6.5	56.2	28.7	5.6
Queue Length 50th (ft)	51	272	27	95	140	65	74	3	97	48	0
Queue Length 95th (ft)	87	319	66	133	151	102	118	78	140	80	57
Internal Link Dist (ft)		1488			970		485			712	
Turn Bay Length (ft)	550			525		135			125		110
Base Capacity (vph)	432	1408	541	641	2114	343	1108	721	462	1203	684
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.57	0.69	0.19	0.59	0.39	0.52	0.23	0.46	0.57	0.14	0.32

Intersection Summary

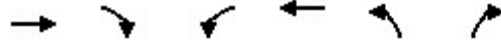
HCM 6th Signalized Intersection Summary  
 2: S. Chester St. & E. County Line Rd.

Park Meadows  
 07/19/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	225	893	96	349	548	217	164	234	308	243	160	204
Future Volume (veh/h)	225	893	96	349	548	217	164	234	308	243	160	204
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	245	971	104	379	596	236	178	254	335	264	174	222
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	312	1218	378	460	1359	446	239	1337	596	330	1430	638
Arrive On Green	0.06	0.16	0.16	0.04	0.09	0.09	0.07	0.38	0.38	0.10	0.40	0.40
Sat Flow, veh/h	3456	5106	1585	3456	4826	1585	3456	3554	1585	3456	3554	1585
Grp Volume(v), veh/h	245	971	104	379	596	236	178	254	335	264	174	222
Grp Sat Flow(s),veh/h/ln	1728	1702	1585	1728	1609	1585	1728	1777	1585	1728	1777	1585
Q Serve(g_s), s	8.0	21.1	6.6	12.5	13.4	16.3	5.8	5.5	19.2	8.6	3.5	11.2
Cycle Q Clear(g_c), s	8.0	21.1	6.6	12.5	13.4	16.3	5.8	5.5	19.2	8.6	3.5	11.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	312	1218	378	460	1359	446	239	1337	596	330	1430	638
V/C Ratio(X)	0.79	0.80	0.28	0.82	0.44	0.53	0.74	0.19	0.56	0.80	0.12	0.35
Avail Cap(c_a), veh/h	436	1399	434	646	1616	531	346	1337	596	466	1430	638
HCM Platoon Ratio	0.67	0.67	0.67	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.78	0.78	0.78	0.99	0.99	0.99	0.89	0.89	0.89	1.00	1.00	1.00
Uniform Delay (d), s/veh	52.9	45.6	39.6	53.6	43.6	44.9	52.5	24.1	28.4	50.9	21.6	23.9
Incr Delay (d2), s/veh	4.9	2.3	0.3	5.9	0.2	1.0	4.5	0.3	3.4	6.5	0.2	1.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.8	9.5	2.7	6.2	5.8	7.1	2.7	2.4	7.8	4.0	1.5	4.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	57.9	47.9	39.9	59.5	43.8	45.8	57.0	24.4	31.8	57.4	21.8	25.4
LnGrp LOS	E	D	D	E	D	D	E	C	C	E	C	C
Approach Vol, veh/h		1320			1211			767			660	
Approach Delay, s/veh		49.1			49.1			35.2			37.2	
Approach LOS		D			D			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	15.5	47.8	19.8	31.9	12.5	50.8	14.9	36.9				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	15.5	28.5	21.5	31.5	11.5	32.5	14.5	38.5				
Max Q Clear Time (g_c+I1), s	10.6	21.2	14.5	23.1	7.8	13.2	10.0	18.3				
Green Ext Time (p_c), s	0.4	1.7	0.8	4.4	0.2	1.7	0.3	5.7				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay			44.4									
HCM 6th LOS			D									

Lanes and Geometrics  
 3: North Access Drive & E. County Line Rd.



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑	↑	↙↘	↑↑↑		↙↘
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)		0	350		0	0
Storage Lanes		1	2		0	2
Taper Length (ft)			25		25	
Lane Util. Factor	0.91	1.00	0.97	0.86	1.00	0.88
Ped Bike Factor						
Frt		0.850				0.850
Flt Protected			0.950			
Satd. Flow (prot)	5085	1583	3433	6408	0	2787
Flt Permitted			0.950			
Satd. Flow (perm)	5085	1583	3433	6408	0	2787
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		172				58
Link Speed (mph)	30			30	30	
Link Distance (ft)	1050			651	255	
Travel Time (s)	23.9			14.8	5.8	

Intersection Summary

Area Type: Other

Timings  
3: North Access Drive & E. County Line Rd.



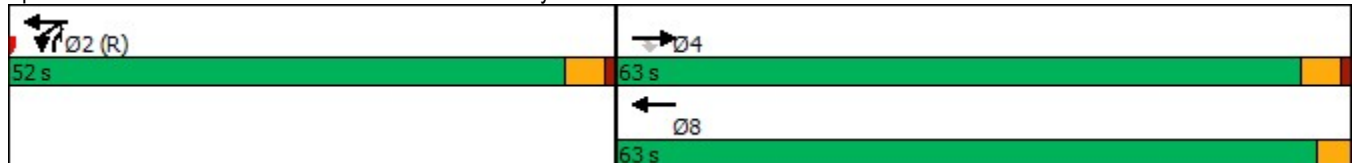
Lane Group	EBT	EBR	WBL	WBT	NBR	Ø8
Lane Configurations	↑↑↑	↑	↙↘	↑↑↑	↙↘	
Traffic Volume (vph)	1211	158	484	1191	478	
Future Volume (vph)	1211	158	484	1191	478	
Turn Type	NA	Perm	Prot	NA	Over	
Protected Phases	4		2	2 8	2	8
Permitted Phases		4			2	
Detector Phase	4	4	2	2 8	2	
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	22.5	22.5	9.5	9.5	22.5	
Total Split (s)	63.0	63.0	52.0	52.0	63.0	
Total Split (%)	54.8%	54.8%	45.2%	45.2%	55%	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.0	
All-Red Time (s)	1.0	1.0	1.0	1.0	0.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		
Total Lost Time (s)	4.5	4.5	4.5	4.5		
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	None	None	C-Max	C-Max	None	
Act Effct Green (s)	45.2	45.2	60.8	115.0	60.8	
Actuated g/C Ratio	0.39	0.39	0.53	1.00	0.53	
v/c Ratio	0.66	0.24	0.29	0.20	0.35	
Control Delay	9.0	0.6	10.6	0.1	15.7	
Queue Delay	0.0	0.0	0.0	0.0	0.0	
Total Delay	9.0	0.6	10.6	0.1	15.7	
LOS	A	A	B	A	B	
Approach Delay	8.0			3.1		
Approach LOS	A			A		

Intersection Summary

Cycle Length: 115  
 Actuated Cycle Length: 115  
 Offset: 88 (77%), Referenced to phase 2:WBTL and 6:, Start of Green  
 Natural Cycle: 40  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.66  
 Intersection Signal Delay: 6.7  
 Intersection Capacity Utilization 47.6%  
 Analysis Period (min) 15

Intersection LOS: A  
 ICU Level of Service A

Splits and Phases: 3: North Access Drive & E. County Line Rd.



Queues  
3: North Access Drive & E. County Line Rd.

Park Meadows  
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Lane Group	EBT	EBR	WBL	WBT	NBR
Lane Group Flow (vph)	1316	172	526	1295	520
v/c Ratio	0.66	0.24	0.29	0.20	0.35
Control Delay	9.0	0.6	10.6	0.1	15.7
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	9.0	0.6	10.6	0.1	15.7
Queue Length 50th (ft)	52	0	92	0	106
Queue Length 95th (ft)	61	m1	159	0	179
Internal Link Dist (ft)	970			571	
Turn Bay Length (ft)			350		
Base Capacity (vph)	2586	889	1815	6391	1501
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.51	0.19	0.29	0.20	0.35

Intersection Summary

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

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HCM 6th Edition methodology expects strict NEMA phasing.

Lanes and Geometrics  
 4: Park Meadow Center Dr. & E. County Line Rd.

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Lane Group	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
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		325	0		100	0		250	250		175
Storage Lanes	0		1	0		1	0		1	3		2
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.86	1.00	1.00	0.91	1.00	1.00	1.00	0.76	0.94	0.95	0.88
Ped Bike Factor												
Frt			0.850			0.850			0.850			0.850
Flt Protected										0.950		
Satd. Flow (prot)	0	6408	1583	0	5085	1583	0	0	3610	4990	3539	2787
Flt Permitted										0.950		
Satd. Flow (perm)	0	6408	1583	0	5085	1583	0	0	3610	4990	3539	2787
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			200			57			863			745
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		651			987			1238			614	
Travel Time (s)		14.8			22.4			28.1			14.0	

Intersection Summary

Area Type: Other

Timings  
4: Park Meadow Center Dr. & E. County Line Rd.

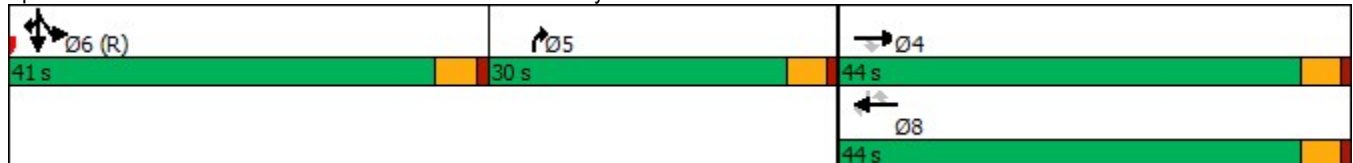


Lane Group	EBT	EBR	WBT	WBR	NBR	SBL	SBT	SBR
Lane Configurations	↑↑↑↑	↗	↑↑↑↑	↗	↗↗↗	↗↗↗	↑↑	↗↗
Traffic Volume (vph)	1414	184	759	38	857	75	632	685
Future Volume (vph)	1414	184	759	38	857	75	632	685
Turn Type	NA	Perm	NA	Perm	Prot	Split	NA	custom
Protected Phases	4		8		5	6	6	6
Permitted Phases		4		8				8
Detector Phase	4	4	8	8	5	6	6	6
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	22.5	9.5	22.5	22.5	22.5
Total Split (s)	44.0	44.0	44.0	44.0	30.0	41.0	41.0	41.0
Total Split (%)	38.3%	38.3%	38.3%	38.3%	26.1%	35.7%	35.7%	35.7%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag					Lag	Lead	Lead	Lead
Lead-Lag Optimize?					Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	C-Max	C-Max	C-Max
Act Effct Green (s)	43.7	43.7	43.7	43.7	11.1	46.8	46.8	94.9
Actuated g/C Ratio	0.38	0.38	0.38	0.38	0.10	0.41	0.41	0.83
v/c Ratio	0.63	0.28	0.43	0.06	0.83	0.04	0.48	0.31
Control Delay	18.3	4.5	25.0	5.0	12.1	24.0	28.5	0.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	18.3	4.5	25.0	5.0	12.1	24.0	28.5	0.6
LOS	B	A	C	A	B	C	C	A
Approach Delay	16.7		24.1				14.5	
Approach LOS	B		C				B	

Intersection Summary

Cycle Length: 115  
 Actuated Cycle Length: 115  
 Offset: 0 (0%), Referenced to phase 6:SBTL, Start of Green  
 Natural Cycle: 55  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.83  
 Intersection Signal Delay: 16.5  
 Intersection Capacity Utilization 55.9%  
 Analysis Period (min) 15  
 Intersection LOS: B  
 ICU Level of Service B

Splits and Phases: 4: Park Meadow Center Dr. & E. County Line Rd.







Lane Group	EBT	EBR	WBT	WBR	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	1537	200	825	41	932	82	687	745
v/c Ratio	0.63	0.28	0.43	0.06	0.83	0.04	0.48	0.31
Control Delay	18.3	4.5	25.0	5.0	12.1	24.0	28.5	0.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	18.3	4.5	25.0	5.0	12.1	24.0	28.5	0.6
Queue Length 50th (ft)	254	29	193	1	21	12	193	0
Queue Length 95th (ft)	305	79	234	9	67	27	290	14
Internal Link Dist (ft)	571		907				534	
Turn Bay Length (ft)		325		100	250	250		175
Base Capacity (vph)	2484	736	1971	648	1472	2029	1439	2430
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.62	0.27	0.42	0.06	0.63	0.04	0.48	0.31
Intersection Summary								

HCM 6th Signalized Intersection Summary  
 4: Park Meadow Center Dr. & E. County Line Rd.

Park Meadows  
 07/19/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑	↗		↑↑↑	↗			↗↗↗	↘↘↘	↑↑	↗↗
Traffic Volume (veh/h)	0	1414	184	0	759	38	0	0	857	75	632	685
Future Volume (veh/h)	0	1414	184	0	759	38	0	0	857	75	632	685
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No				No
Adj Sat Flow, veh/h/ln	0	1870	1870	0	1870	1870	0	0	1870	1870	1870	1870
Adj Flow Rate, veh/h	0	1537	0	0	825	0	0	0	932	82	687	745
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	2	2	0	2	2	0	0	2	2	2	2
Cap, veh/h	0	2021		0	1604		0	0	0	3052	2159	1695
Arrive On Green	0.00	0.10	0.00	0.00	0.31	0.00	0.00	0.00	0.00	0.61	0.61	0.61
Sat Flow, veh/h	0	6696	1585	0	5274	1585		0		5023	3554	2790
Grp Volume(v), veh/h	0	1537	0	0	825	0		0.0		82	687	745
Grp Sat Flow(s),veh/h/ln	0	1609	1585	0	1702	1585				1674	1777	1395
Q Serve(g_s), s	0.0	26.7	0.0	0.0	15.2	0.0				0.7	10.8	16.4
Cycle Q Clear(g_c), s	0.0	26.7	0.0	0.0	15.2	0.0				0.7	10.8	16.4
Prop In Lane	0.00		1.00	0.00		1.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	2021		0	1604					3052	2159	1695
V/C Ratio(X)	0.00	0.76		0.00	0.51					0.03	0.32	0.44
Avail Cap(c_a), veh/h	0	2210		0	1754					3052	2159	1695
HCM Platoon Ratio	1.00	0.33	0.33	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.80	0.00	0.00	0.97	0.00				1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	47.3	0.0	0.0	32.3	0.0				9.0	11.0	12.1
Incr Delay (d2), s/veh	0.0	1.2	0.0	0.0	0.2	0.0				0.0	0.4	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	11.7	0.0	0.0	6.3	0.0				0.3	4.2	5.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	48.5	0.0	0.0	32.5	0.0				9.0	11.4	12.9
LnGrp LOS	A	D		A	C					A	B	B
Approach Vol, veh/h		1537	A		825	A						1514
Approach Delay, s/veh		48.5			32.5							12.0
Approach LOS		D			C							B
Timer - Assigned Phs				4		6		8				
Phs Duration (G+Y+Rc), s				40.6		74.4		40.6				
Change Period (Y+Rc), s				4.5		4.5		4.5				
Max Green Setting (Gmax), s				39.5		36.5		39.5				
Max Q Clear Time (g_c+I1), s				28.7		18.4		17.2				
Green Ext Time (p_c), s				7.4		8.2		6.0				

Intersection Summary

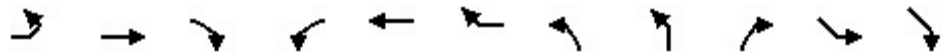
HCM 6th Ctrl Delay	30.8
HCM 6th LOS	C

Notes

Unsignalized Delay for [EBR, WBR] is excluded from calculations of the approach delay and intersection delay.

Lanes and Geometrics  
 5: I-25 Ramps & E. County Line Rd.

Park Meadows  
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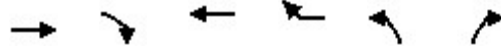


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL2	NBL	NBR	SEL	SER
Lane Configurations		↑↑↑	↑↑		↑↑↑	↑	↑↑		↑		
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%
Storage Length (ft)	0		200	0		100		180	0	0	0
Storage Lanes	0		1	0		1		2	1	0	0
Taper Length (ft)	25			25				25		25	
Lane Util. Factor	1.00	0.91	0.88	1.00	0.91	1.00	0.97	1.00	1.00	1.00	1.00
Ped Bike Factor											
Frt			0.850			0.850			0.850		
Flt Protected							0.950				
Satd. Flow (prot)	0	5085	2787	0	5085	1583	3433	0	1583	0	0
Flt Permitted							0.950				
Satd. Flow (perm)	0	5085	2787	0	5085	1583	3433	0	1583	0	0
Right Turn on Red			Yes			Yes			Yes		
Satd. Flow (RTOR)			1414			521			740		
Link Speed (mph)		30			30			30		30	
Link Distance (ft)		987			920			594		465	
Travel Time (s)		22.4			20.9			13.5		10.6	

Intersection Summary

Area Type: Other

Timings  
5: I-25 Ramps & E. County Line Rd.



Lane Group	EBT	EBR	WBT	WBR	NBL2	NBR
Lane Configurations	↑↑↑	↑↑	↑↑↑	↑	↑↑	↑
Traffic Volume (vph)	436	1301	302	479	506	57
Future Volume (vph)	436	1301	302	479	506	57
Turn Type	NA	Free	NA	Free	Prot	Free
Protected Phases	4		8		5	
Permitted Phases		Free		Free		Free
Detector Phase	4		8		5	
Switch Phase						
Minimum Initial (s)	5.0		5.0		5.0	
Minimum Split (s)	22.5		22.5		9.5	
Total Split (s)	46.0		46.0		69.0	
Total Split (%)	40.0%		40.0%		60.0%	
Yellow Time (s)	3.5		3.5		3.5	
All-Red Time (s)	1.0		1.0		1.0	
Lost Time Adjust (s)	0.0		0.0		0.0	
Total Lost Time (s)	4.5		4.5		4.5	
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	None		None		None	
Act Effct Green (s)	16.7	115.0	16.7	115.0	89.3	115.0
Actuated g/C Ratio	0.15	1.00	0.15	1.00	0.78	1.00
v/c Ratio	0.64	0.51	0.44	0.33	0.21	0.04
Control Delay	44.4	3.9	46.4	0.6	3.8	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	44.4	3.9	46.4	0.6	3.8	0.1
LOS	D	A	D	A	A	A
Approach Delay	14.1		18.3			
Approach LOS	B		B			

Intersection Summary

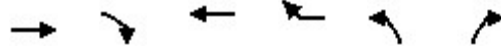
Cycle Length: 115  
 Actuated Cycle Length: 115  
 Offset: 112 (97%), Referenced to phase 2: and 6:, Start of Green  
 Natural Cycle: 40  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.64  
 Intersection Signal Delay: 13.2  
 Intersection Capacity Utilization 29.9%  
 Analysis Period (min) 15  
 Intersection LOS: B  
 ICU Level of Service A

Splits and Phases: 5: I-25 Ramps & E. County Line Rd.



Queues  
5: I-25 Ramps & E. County Line Rd.

Park Meadows  
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Lane Group	EBT	EBR	WBT	WBR	NBL2	NBR
Lane Group Flow (vph)	474	1414	328	521	550	62
v/c Ratio	0.64	0.51	0.44	0.33	0.21	0.04
Control Delay	44.4	3.9	46.4	0.6	3.8	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	44.4	3.9	46.4	0.6	3.8	0.1
Queue Length 50th (ft)	133	149	82	0	47	0
Queue Length 95th (ft)	167	164	109	0	72	0
Internal Link Dist (ft)	907		840			
Turn Bay Length (ft)		200		100	180	
Base Capacity (vph)	1835	2787	1835	1583	2665	1583
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.26	0.51	0.18	0.33	0.21	0.04
<b>Intersection Summary</b>						

HCM 6th Signalized Intersection Summary  
5: I-25 Ramps & E. County Line Rd.

Park Meadows  
07/19/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL2	NBL	NBR	SEL	SER
Lane Configurations		↑↑↑	↑↑		↑↑↑	↑	↑↑		↑		
Traffic Volume (veh/h)	0	436	1301	0	302	479	506	0	57	0	0
Future Volume (veh/h)	0	436	1301	0	302	479	506	0	57	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00	1.00	1.00		
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
Work Zone On Approach		No			No			No			
Adj Sat Flow, veh/h/ln	0	1870	1870	0	1870	1870	1870	1870	1870		
Adj Flow Rate, veh/h	0	474	0	0	328	0	550	550	0		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92		
Percent Heavy Veh, %	0	2	2	0	2	2	2	2	2		
Cap, veh/h	0	709		0	709		2705	2705			
Arrive On Green	0.00	0.05	0.00	0.00	0.14	0.00	0.78	0.78	0.00		
Sat Flow, veh/h	0	5274	2790	0	5274	1585	3456	3456	1585		
Grp Volume(v), veh/h	0	474	0	0	328	0	550	550	0		
Grp Sat Flow(s),veh/h/ln	0	1702	1395	0	1702	1585	1728	1728	1585		
Q Serve(g_s), s	0.0	10.5	0.0	0.0	6.8	0.0	4.7	4.7	0.0		
Cycle Q Clear(g_c), s	0.0	10.5	0.0	0.0	6.8	0.0	4.7	4.7	0.0		
Prop In Lane	0.00		1.00	0.00		1.00	1.00	1.00	1.00		
Lane Grp Cap(c), veh/h	0	709		0	709		2705	2705			
V/C Ratio(X)	0.00	0.67		0.00	0.46		0.20	0.20			
Avail Cap(c_a), veh/h	0	1843		0	1843		2705	2705			
HCM Platoon Ratio	1.00	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00		
Upstream Filter(l)	0.00	0.67	0.00	0.00	1.00	0.00	1.00	1.00	0.00		
Uniform Delay (d), s/veh	0.0	52.3	0.0	0.0	45.6	0.0	3.2	3.2	0.0		
Incr Delay (d2), s/veh	0.0	0.7	0.0	0.0	0.5	0.0	0.0	0.0	0.0		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln	0.0	4.9	0.0	0.0	2.9	0.0	1.3	1.3	0.0		
Unsig. Movement Delay, s/veh											
LnGrp Delay(d),s/veh	0.0	53.0	0.0	0.0	46.0	0.0	3.3	3.3	0.0		
LnGrp LOS	A	D		A	D		A	A			
Approach Vol, veh/h		474	A		328	A	550	550	A		
Approach Delay, s/veh		53.0			46.0		3.3	3.3			
Approach LOS		D			D		A	A			
Timer - Assigned Phs		2		4				8			
Phs Duration (G+Y+Rc), s		94.5		20.5				20.5			
Change Period (Y+Rc), s		4.5		4.5				4.5			
Max Green Setting (Gmax), s		64.5		41.5				41.5			
Max Q Clear Time (g_c+I1), s		6.7		12.5				8.8			
Green Ext Time (p_c), s		2.1		3.5				2.4			

Intersection Summary

HCM 6th Ctrl Delay			31.1								
HCM 6th LOS			C								

Notes

Unsignalized Delay for [NBR, EBR, WBR] is excluded from calculations of the approach delay and intersection delay.

Lanes and Geometrics  
 6: Park Meadow Center Dr. & East Access Drive



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%		0%		0%	
Storage Length (ft)	0	0	110			0
Storage Lanes	2	1	1			0
Taper Length (ft)	25		25			
Lane Util. Factor	0.97	1.00	1.00	0.95	0.95	0.95
Ped Bike Factor						
Frt	0.850				0.923	
Flt Protected	0.950	0.950				
Satd. Flow (prot)	3433	1583	1770	3539	3267	0
Flt Permitted	0.950	0.189				
Satd. Flow (perm)	3433	1583	352	3539	3267	0
Right Turn on Red	Yes				Yes	
Satd. Flow (RTOR)	203				457	
Link Speed (mph)	30		30		30	
Link Distance (ft)	204		1551		1238	
Travel Time (s)	4.6		35.3		28.1	

Intersection Summary

Area Type: Other

Timings  
6: Park Meadow Center Dr. & East Access Drive

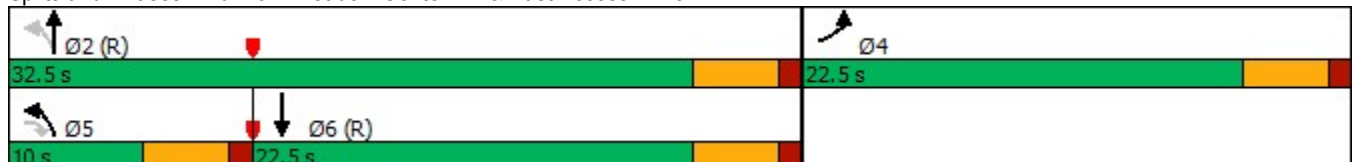


Lane Group	EBL	EBR	NBL	NBT	SBT
Lane Configurations	↖↗	↗	↖	↑↑	↑↓
Traffic Volume (vph)	368	187	93	479	396
Future Volume (vph)	368	187	93	479	396
Turn Type	Prot	Perm	pm+pt	NA	NA
Protected Phases	4		5	2	6
Permitted Phases		5	2		
Detector Phase	4	5	5	2	6
Switch Phase					
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	9.5	9.5	22.5	22.5
Total Split (s)	22.5	10.0	10.0	32.5	22.5
Total Split (%)	40.9%	18.2%	18.2%	59.1%	40.9%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5
Lead/Lag		Lead	Lead		Lag
Lead-Lag Optimize?		Yes	Yes		Yes
Recall Mode	None	None	None	C-Max	C-Max
Act Effct Green (s)	11.6	7.0	34.4	34.4	22.9
Actuated g/C Ratio	0.21	0.13	0.63	0.63	0.42
v/c Ratio	0.55	0.54	0.25	0.24	0.54
Control Delay	22.0	9.9	12.6	6.6	7.7
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	22.0	9.9	12.6	6.6	7.7
LOS	C	A	B	A	A
Approach Delay	17.9			7.6	7.7
Approach LOS	B			A	A

Intersection Summary

Cycle Length: 55  
 Actuated Cycle Length: 55  
 Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBT, Start of Green  
 Natural Cycle: 55  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.55  
 Intersection Signal Delay: 10.6  
 Intersection LOS: B  
 Intersection Capacity Utilization 51.3%  
 ICU Level of Service A  
 Analysis Period (min) 15

Splits and Phases: 6: Park Meadow Center Dr. & East Access Drive







Lane Group	EBL	EBR	NBL	NBT	SBT
Lane Group Flow (vph)	400	203	101	521	887
v/c Ratio	0.55	0.54	0.25	0.24	0.54
Control Delay	22.0	9.9	12.6	6.6	7.7
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	22.0	9.9	12.6	6.6	7.7
Queue Length 50th (ft)	60	0	19	37	46
Queue Length 95th (ft)	88	47	57	82	107
Internal Link Dist (ft)	124			1471	1158
Turn Bay Length (ft)			110		
Base Capacity (vph)	1123	377	399	2212	1628
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.36	0.54	0.25	0.24	0.54

## Intersection Summary

HCM 6th Signalized Intersection Summary  
 6: Park Meadow Center Dr. & East Access Drive

Park Meadows  
 07/19/2022



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	368	187	93	479	396	420
Future Volume (veh/h)	368	187	93	479	396	420
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	400	203	101	521	430	457
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	640	294	443	2314	884	789
Arrive On Green	0.19	0.19	0.07	0.65	0.50	0.50
Sat Flow, veh/h	3456	1585	1781	3647	1870	1585
Grp Volume(v), veh/h	400	203	101	521	430	457
Grp Sat Flow(s),veh/h/ln	1728	1585	1781	1777	1777	1585
Q Serve(g_s), s	5.9	6.6	1.3	3.3	8.8	11.2
Cycle Q Clear(g_c), s	5.9	6.6	1.3	3.3	8.8	11.2
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	640	294	443	2314	884	789
V/C Ratio(X)	0.62	0.69	0.23	0.23	0.49	0.58
Avail Cap(c_a), veh/h	1131	519	493	2314	884	789
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.80	0.80	0.90	0.90
Uniform Delay (d), s/veh	20.6	20.9	6.4	3.9	9.2	9.7
Incr Delay (d2), s/veh	1.0	2.9	0.2	0.2	1.7	2.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.3	5.9	0.4	0.8	3.1	3.7
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	21.6	23.8	6.6	4.1	10.9	12.5
LnGrp LOS	C	C	A	A	B	B
Approach Vol, veh/h	603			622	887	
Approach Delay, s/veh	22.4			4.5	11.7	
Approach LOS	C			A	B	
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		40.3		14.7	8.4	31.9
Change Period (Y+Rc), s		4.5		4.5	4.5	4.5
Max Green Setting (Gmax), s		28.0		18.0	5.5	18.0
Max Q Clear Time (g_c+I1), s		5.3		8.6	3.3	13.2
Green Ext Time (p_c), s		3.6		1.6	0.0	2.4
<b>Intersection Summary</b>						
HCM 6th Ctrl Delay			12.6			
HCM 6th LOS			B			

Lanes and Geometrics  
 7: SE Access Drive & Park Meadow Center Dr.

Park Meadows  
 07/19/2022



Lane Group	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
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	150		0	100		0	0		0	0		0
Storage Lanes	1		0	1		0	1		0	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.988			0.979			0.889				0.850
Flt Protected	0.950			0.950			0.950				0.974	
Satd. Flow (prot)	1770	3497	0	1770	3465	0	1770	1656	0	0	1814	1583
Flt Permitted	0.356			0.380			0.655				0.792	
Satd. Flow (perm)	663	3497	0	708	3465	0	1220	1656	0	0	1475	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		17			35			112				270
Link Speed (mph)		30			30			30				30
Link Distance (ft)		1110			1551			164				207
Travel Time (s)		25.2			35.3			3.7				4.7

Intersection Summary

Area Type: Other

Timings  
7: SE Access Drive & Park Meadow Center Dr.

Park Meadows  
07/19/2022



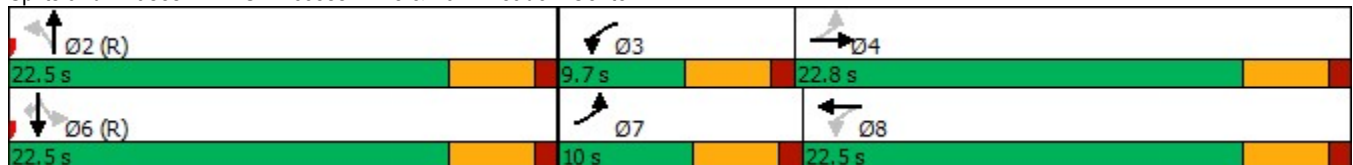
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations									
Traffic Volume (vph)	161	431	90	412	94	37	80	68	248
Future Volume (vph)	161	431	90	412	94	37	80	68	248
Turn Type	pm+pt	NA	pm+pt	NA	Perm	NA	Perm	NA	Perm
Protected Phases	7	4	3	8		2		6	
Permitted Phases	4		8		2		6		6
Detector Phase	7	4	3	8	2	2	6	6	6
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	9.5	22.5	22.5	22.5	22.5	22.5	22.5
Total Split (s)	10.0	22.8	9.7	22.5	22.5	22.5	22.5	22.5	22.5
Total Split (%)	18.2%	41.5%	17.6%	40.9%	40.9%	40.9%	40.9%	40.9%	40.9%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5		4.5	4.5
Lead/Lag	Lead	Lag	Lead	Lag					
Lead-Lag Optimize?	Yes	Yes	Yes	Yes					
Recall Mode	None	None	None	None	C-Max	C-Max	C-Max	C-Max	C-Max
Act Effct Green (s)	18.2	13.8	17.7	13.5	24.5	24.5		24.5	24.5
Actuated g/C Ratio	0.33	0.25	0.32	0.25	0.45	0.45		0.45	0.45
v/c Ratio	0.53	0.57	0.30	0.59	0.19	0.19		0.25	0.32
Control Delay	16.0	19.5	7.9	14.5	13.4	5.5		13.4	3.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0
Total Delay	16.0	19.5	7.9	14.5	13.4	5.5		13.4	3.4
LOS	B	B	A	B	B	A		B	A
Approach Delay		18.6		13.5		8.7		7.1	
Approach LOS		B		B		A		A	

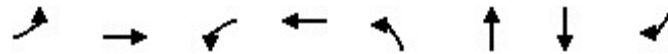
Intersection Summary

Cycle Length: 55  
 Actuated Cycle Length: 55  
 Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green  
 Natural Cycle: 55  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.59  
 Intersection Signal Delay: 13.2  
 Intersection Capacity Utilization 53.7%  
 Analysis Period (min) 15

Intersection LOS: B  
 ICU Level of Service A

Splits and Phases: 7: SE Access Drive & Park Meadow Center Dr.





Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	175	508	98	520	102	152	161	270
v/c Ratio	0.53	0.57	0.30	0.59	0.19	0.19	0.25	0.32
Control Delay	16.0	19.5	7.9	14.5	13.4	5.5	13.4	3.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	16.0	19.5	7.9	14.5	13.4	5.5	13.4	3.4
Queue Length 50th (ft)	34	73	14	51	21	8	34	0
Queue Length 95th (ft)	56	100	m14	62	55	41	80	41
Internal Link Dist (ft)		1030		1471		84	127	
Turn Bay Length (ft)	150		100					
Base Capacity (vph)	329	1174	328	1157	542	798	655	853
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.53	0.43	0.30	0.45	0.19	0.19	0.25	0.32

#### Intersection Summary

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

HCM 6th Signalized Intersection Summary  
 7: SE Access Drive & Park Meadow Center Dr.

Park Meadows  
 07/19/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	161	431	37	90	412	66	94	37	103	80	68	248
Future Volume (veh/h)	161	431	37	90	412	66	94	37	103	80	68	248
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	175	468	40	98	448	72	102	40	112	87	74	270
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	374	792	67	358	643	103	502	193	542	408	319	706
Arrive On Green	0.10	0.24	0.24	0.07	0.21	0.21	0.45	0.45	0.45	0.45	0.45	0.45
Sat Flow, veh/h	1781	3314	282	1781	3069	490	1037	435	1217	691	718	1585
Grp Volume(v), veh/h	175	250	258	98	258	262	102	0	152	161	0	270
Grp Sat Flow(s),veh/h/ln	1781	1777	1820	1781	1777	1782	1037	0	1651	1409	0	1585
Q Serve(g_s), s	4.1	6.9	6.9	2.3	7.4	7.5	3.9	0.0	3.1	1.7	0.0	6.3
Cycle Q Clear(g_c), s	4.1	6.9	6.9	2.3	7.4	7.5	8.7	0.0	3.1	4.8	0.0	6.3
Prop In Lane	1.00		0.16	1.00		0.28	1.00		0.74	0.54		1.00
Lane Grp Cap(c), veh/h	374	424	435	358	372	373	502	0	735	728	0	706
V/C Ratio(X)	0.47	0.59	0.59	0.27	0.69	0.70	0.20	0.00	0.21	0.22	0.00	0.38
Avail Cap(c_a), veh/h	374	591	605	400	582	583	502	0	735	728	0	706
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00	0.82	0.82	0.82	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	15.2	18.5	18.6	15.4	20.1	20.1	12.6	0.0	9.3	9.7	0.0	10.2
Incr Delay (d2), s/veh	0.9	1.3	1.3	0.3	1.9	2.0	0.9	0.0	0.6	0.7	0.0	1.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	2.7	2.8	0.9	3.0	3.0	0.9	0.0	1.1	1.2	0.0	2.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	16.1	19.8	19.9	15.7	22.0	22.1	13.5	0.0	10.0	10.4	0.0	11.8
LnGrp LOS	B	B	B	B	C	C	B	A	A	B	A	B
Approach Vol, veh/h		683			618			254			431	
Approach Delay, s/veh		18.9			21.1			11.4			11.3	
Approach LOS		B			C			B			B	
Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		29.0	8.4	17.6		29.0	10.0	16.0				
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5	4.5	4.5				
Max Green Setting (Gmax), s		18.0	5.2	18.3		18.0	5.5	18.0				
Max Q Clear Time (g_c+I1), s		10.7	4.3	8.9		8.3	6.1	9.5				
Green Ext Time (p_c), s		0.7	0.0	2.1		1.4	0.0	2.0				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay				16.9								
HCM 6th LOS				B								

Lanes and Geometrics  
8: S. Yosemite St. & Park Meadow Center Dr.

Park Meadows  
07/19/2022



Lane Group	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
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	240		240	110		275	220		235
Storage Lanes	0		0	1		1	2		1	2		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	0.91	0.91	1.00	0.97	0.91	1.00	0.97	0.91	1.00
Ped Bike Factor												
Frt						0.850			0.850			0.850
Flt Protected				0.950	0.985		0.950			0.950		
Satd. Flow (prot)	0	0	0	1610	3339	1583	3433	5085	1583	3433	5085	1583
Flt Permitted				0.950	0.985		0.407			0.211		
Satd. Flow (perm)	0	0	0	1610	3339	1583	1471	5085	1583	762	5085	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						217			721			244
Link Speed (mph)		30			30			30				30
Link Distance (ft)		440			1021			458				636
Travel Time (s)		10.0			23.2			10.4				14.5

Intersection Summary

Area Type: Other

Timings  
8: S. Yosemite St. & Park Meadow Center Dr.

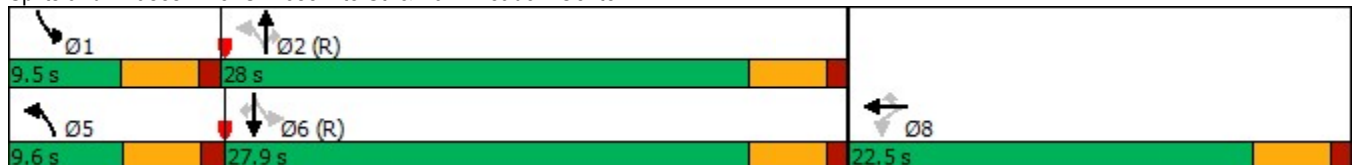


Lane Group	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↙↘	↘	↘↙	↙↘↙	↘	↘↙	↙↘↙	↘
Traffic Volume (vph)	393	354	241	185	955	663	200	552	263
Future Volume (vph)	393	354	241	185	955	663	200	552	263
Turn Type	Perm	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases		8		5	2		1	6	
Permitted Phases	8		8	2		2	6		6
Detector Phase	8	8	8	5	2	2	1	6	6
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5	22.5
Total Split (s)	22.5	22.5	22.5	9.6	28.0	28.0	9.5	27.9	27.9
Total Split (%)	37.5%	37.5%	37.5%	16.0%	46.7%	46.7%	15.8%	46.5%	46.5%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag				Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?				Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	C-Max	C-Max	None	C-Max	C-Max
Act Effct Green (s)	16.3	16.3	16.3	30.2	24.7	24.7	30.2	24.7	24.7
Actuated g/C Ratio	0.27	0.27	0.27	0.50	0.41	0.41	0.50	0.41	0.41
v/c Ratio	0.61	0.60	0.45	0.22	0.50	0.67	0.35	0.29	0.36
Control Delay	25.1	21.8	7.0	7.0	14.4	4.9	8.0	12.6	4.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	25.1	21.8	7.0	7.0	14.4	4.9	8.0	12.6	4.5
LOS	C	C	A	A	B	A	A	B	A
Approach Delay		19.0			10.2			9.6	
Approach LOS		B			B			A	

Intersection Summary

Cycle Length: 60  
 Actuated Cycle Length: 60  
 Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green  
 Natural Cycle: 60  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.67  
 Intersection Signal Delay: 12.3  
 Intersection Capacity Utilization 54.3%  
 Analysis Period (min) 15  
 Intersection LOS: B  
 ICU Level of Service A

Splits and Phases: 8: S. Yosemite St. & Park Meadow Center Dr.





Queues

8: S. Yosemite St. & Park Meadow Center Dr.



Lane Group	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	265	547	262	201	1038	721	217	600	286
v/c Ratio	0.61	0.60	0.45	0.22	0.50	0.67	0.35	0.29	0.36
Control Delay	25.1	21.8	7.0	7.0	14.4	4.9	8.0	12.6	4.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	25.1	21.8	7.0	7.0	14.4	4.9	8.0	12.6	4.5
Queue Length 50th (ft)	86	90	12	15	101	0	17	52	9
Queue Length 95th (ft)	158	135	59	28	136	59	30	76	51
Internal Link Dist (ft)		941			378			556	
Turn Bay Length (ft)	240		240	110		275	220		235
Base Capacity (vph)	483	1001	626	920	2091	1075	627	2090	794
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.55	0.55	0.42	0.22	0.50	0.67	0.35	0.29	0.36

Intersection Summary

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HCM 6th Edition methodology does not support turning movements with shared & exclusive lanes.

Lanes and Geometrics  
 9: S. Yosemite St. & SW Access Drive

Park Meadows  
 07/19/2022



Lane Group	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
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	140		0	450		0
Storage Lanes	1		0	1		0	1		1	2		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	0.97	0.91	0.91
Ped Bike Factor												
Frt		0.879			0.862				0.850		0.990	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1637	0	1770	1606	0	1770	3539	1583	3433	5034	0
Flt Permitted	0.667			0.720			0.950			0.950		
Satd. Flow (perm)	1242	1637	0	1341	1606	0	1770	3539	1583	3433	5034	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		46			130				330			19
Link Speed (mph)		30			30			30				30
Link Distance (ft)		205			365			636				1050
Travel Time (s)		4.7			8.3			14.5				23.9

Intersection Summary

Area Type: Other

Timings  
9: S. Yosemite St. & SW Access Drive

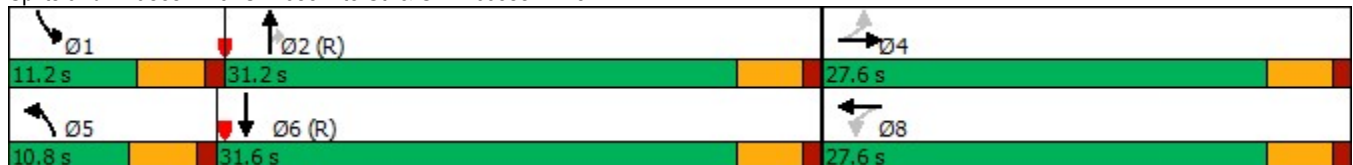


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations	↖	↗	↖	↗	↖	↑↑	↗	↖↗	↑↑↗
Traffic Volume (vph)	36	10	229	10	48	841	304	122	768
Future Volume (vph)	36	10	229	10	48	841	304	122	768
Turn Type	Perm	NA	Perm	NA	Prot	NA	Perm	Prot	NA
Protected Phases		4		8	5	2		1	6
Permitted Phases	4		8				2		
Detector Phase	4	4	8	8	5	2	2	1	6
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5
Total Split (s)	27.6	27.6	27.6	27.6	10.8	31.2	31.2	11.2	31.6
Total Split (%)	39.4%	39.4%	39.4%	39.4%	15.4%	44.6%	44.6%	16.0%	45.1%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag					Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?					Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	C-Max	C-Max	None	C-Max
Act Effct Green (s)	17.8	17.8	17.8	17.8	6.7	33.6	33.6	7.2	36.2
Actuated g/C Ratio	0.25	0.25	0.25	0.25	0.10	0.48	0.48	0.10	0.52
v/c Ratio	0.12	0.13	0.73	0.28	0.31	0.54	0.35	0.38	0.34
Control Delay	18.8	8.0	36.2	6.0	34.6	16.3	3.2	32.5	12.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	18.8	8.0	36.2	6.0	34.6	16.3	3.2	32.5	12.2
LOS	B	A	D	A	C	B	A	C	B
Approach Delay		12.4		25.3		13.7			14.8
Approach LOS		B		C		B			B

Intersection Summary

Cycle Length: 70  
 Actuated Cycle Length: 70  
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green  
 Natural Cycle: 60  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.73  
 Intersection Signal Delay: 15.7  
 Intersection LOS: B  
 Intersection Capacity Utilization 59.3%  
 ICU Level of Service B  
 Analysis Period (min) 15

Splits and Phases: 9: S. Yosemite St. & SW Access Drive



Queues  
9: S. Yosemite St. & SW Access Drive

Park Meadows  
07/19/2022

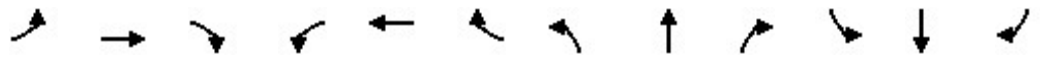


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	39	57	249	141	52	914	330	133	897
v/c Ratio	0.12	0.13	0.73	0.28	0.31	0.54	0.35	0.38	0.34
Control Delay	18.8	8.0	36.2	6.0	34.6	16.3	3.2	32.5	12.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	18.8	8.0	36.2	6.0	34.6	16.3	3.2	32.5	12.2
Queue Length 50th (ft)	13	4	97	4	21	152	0	27	89
Queue Length 95th (ft)	32	26	157	38	53	230	46	53	133
Internal Link Dist (ft)		125		285		556			970
Turn Bay Length (ft)					140			450	
Base Capacity (vph)	409	571	442	617	172	1699	931	360	2615
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.10	0.10	0.56	0.23	0.30	0.54	0.35	0.37	0.34

Intersection Summary

HCM 6th Signalized Intersection Summary  
 9: S. Yosemite St. & SW Access Drive

Park Meadows  
 07/19/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗		↖	↑↑	↗	↖↗	↑↑↗	
Traffic Volume (veh/h)	36	10	42	229	10	120	48	841	304	122	768	57
Future Volume (veh/h)	36	10	42	229	10	120	48	841	304	122	768	57
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	39	11	46	249	11	130	52	914	330	133	835	62
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	320	78	325	398	31	365	81	1758	784	228	2499	185
Arrive On Green	0.25	0.25	0.25	0.25	0.25	0.25	0.05	0.49	0.49	0.07	0.52	0.52
Sat Flow, veh/h	1248	315	1318	1346	125	1479	1781	3554	1585	3456	4851	359
Grp Volume(v), veh/h	39	0	57	249	0	141	52	914	330	133	585	312
Grp Sat Flow(s),veh/h/ln	1248	0	1633	1346	0	1604	1781	1777	1585	1728	1702	1806
Q Serve(g_s), s	1.9	0.0	1.9	12.4	0.0	5.1	2.0	12.2	9.3	2.6	7.0	7.1
Cycle Q Clear(g_c), s	6.9	0.0	1.9	14.3	0.0	5.1	2.0	12.2	9.3	2.6	7.0	7.1
Prop In Lane	1.00		0.81	1.00		0.92	1.00		1.00	1.00		0.20
Lane Grp Cap(c), veh/h	320	0	403	398	0	395	81	1758	784	228	1754	930
V/C Ratio(X)	0.12	0.00	0.14	0.63	0.00	0.36	0.64	0.52	0.42	0.58	0.33	0.34
Avail Cap(c_a), veh/h	424	0	539	510	0	529	160	1758	784	331	1754	930
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	0.00	1.00	1.00	0.00	1.00	0.87	0.87	0.87	0.97	0.97	0.97
Uniform Delay (d), s/veh	24.7	0.0	20.6	26.2	0.0	21.8	32.9	12.0	11.3	31.8	9.9	9.9
Incr Delay (d2), s/veh	0.2	0.0	0.2	1.6	0.0	0.5	7.2	1.0	1.4	2.3	0.5	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	0.0	0.7	3.9	0.0	1.9	1.0	4.5	3.2	1.1	2.4	2.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	24.8	0.0	20.8	27.8	0.0	22.3	40.0	13.0	12.7	34.0	10.4	10.9
LnGrp LOS	C	A	C	C	A	C	D	B	B	C	B	B
Approach Vol, veh/h		96			390			1296			1030	
Approach Delay, s/veh		22.4			25.8			14.0			13.6	
Approach LOS		C			C			B			B	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.1	39.1		21.8	7.7	40.6		21.8				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	6.7	26.7		23.1	6.3	27.1		23.1				
Max Q Clear Time (g_c+I1), s	4.6	14.2		8.9	4.0	9.1		16.3				
Green Ext Time (p_c), s	0.1	6.1		0.3	0.0	5.7		0.9				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay				15.8								
HCM 6th LOS				B								



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)		0%	0%		0%	
Storage Length (ft)	200			0	0	140
Storage Lanes	1			1	2	1
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	0.91	0.95	1.00	0.97	1.00
Ped Bike Factor						
Frt				0.850		0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1770	5085	3539	1583	3433	1583
Flt Permitted	0.239				0.950	
Satd. Flow (perm)	445	5085	3539	1583	3433	1583
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)				455		90
Link Speed (mph)		30	30		30	
Link Distance (ft)		1842	1050		476	
Travel Time (s)		41.9	23.9		10.8	

Intersection Summary

Area Type: Other

Timings  
10: S. Yosemite St. & S. Chester St.

Park Meadows  
07/19/2022

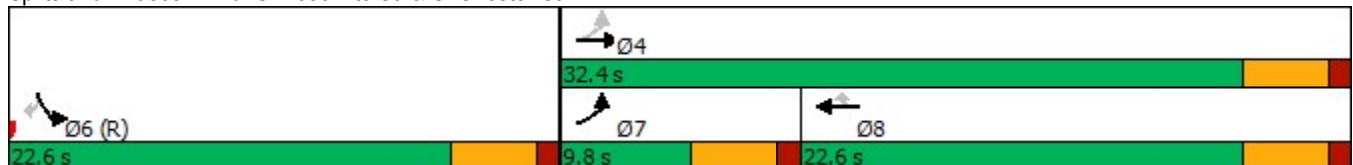


Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↖	↑↑↑	↑↑	↗	↙↘	↘
Traffic Volume (vph)	74	572	586	419	267	83
Future Volume (vph)	74	572	586	419	267	83
Turn Type	pm+pt	NA	NA	Perm	Prot	Perm
Protected Phases	7	4	8		6	
Permitted Phases	4			8		6
Detector Phase	7	4	8	8	6	6
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	22.5	22.5	22.5	22.5
Total Split (s)	9.8	32.4	22.6	22.6	22.6	22.6
Total Split (%)	17.8%	58.9%	41.1%	41.1%	41.1%	41.1%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead		Lag	Lag		
Lead-Lag Optimize?	Yes		Yes	Yes		
Recall Mode	None	None	None	None	C-Max	C-Max
Act Effct Green (s)	22.5	22.5	16.6	16.6	23.5	23.5
Actuated g/C Ratio	0.41	0.41	0.30	0.30	0.43	0.43
v/c Ratio	0.26	0.30	0.60	0.57	0.20	0.12
Control Delay	9.9	10.6	18.7	5.0	10.4	3.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	9.9	10.6	18.7	5.0	10.4	3.3
LOS	A	B	B	A	B	A
Approach Delay		10.5	13.0		8.7	
Approach LOS		B	B		A	

Intersection Summary

Cycle Length: 55  
 Actuated Cycle Length: 55  
 Offset: 0 (0%), Referenced to phase 2: and 6:SBL, Start of Green  
 Natural Cycle: 55  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.60  
 Intersection Signal Delay: 11.4  
 Intersection Capacity Utilization 39.2%  
 Analysis Period (min) 15  
 Intersection LOS: B  
 ICU Level of Service A

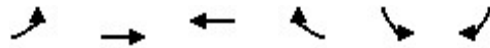
Splits and Phases: 10: S. Yosemite St. & S. Chester St.





Queues

10: S. Yosemite St. & S. Chester St.



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Group Flow (vph)	80	622	637	455	290	90
v/c Ratio	0.26	0.30	0.60	0.57	0.20	0.12
Control Delay	9.9	10.6	18.7	5.0	10.4	3.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	9.9	10.6	18.7	5.0	10.4	3.3
Queue Length 50th (ft)	12	38	87	0	28	0
Queue Length 95th (ft)	29	55	131	52	45	16
Internal Link Dist (ft)		1762	970		396	
Turn Bay Length (ft)	200					140
Base Capacity (vph)	309	2579	1164	826	1469	729
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.26	0.24	0.55	0.55	0.20	0.12

Intersection Summary

HCM 6th Signalized Intersection Summary  
 10: S. Yosemite St. & S. Chester St.

Park Meadows  
 07/19/2022



Movement	EBL	EBT	WBT	WBR	SBL	SBR	
Lane Configurations							
Traffic Volume (veh/h)	74	572	586	419	267	83	
Future Volume (veh/h)	74	572	586	419	267	83	
Initial Q (Qb), veh	0	0	0	0	0	0	
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	
Work Zone On Approach		No	No		No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	
Adj Flow Rate, veh/h	80	622	637	455	290	90	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	
Percent Heavy Veh, %	2	2	2	2	2	2	
Cap, veh/h	335	2388	1143	510	1274	585	
Arrive On Green	0.06	0.47	0.32	0.32	0.37	0.37	
Sat Flow, veh/h	1781	5274	3647	1585	3456	1585	
Grp Volume(v), veh/h	80	622	637	455	290	90	
Grp Sat Flow(s),veh/h/ln	1781	1702	1777	1585	1728	1585	
Q Serve(g_s), s	1.5	4.1	8.1	15.0	3.2	2.1	
Cycle Q Clear(g_c), s	1.5	4.1	8.1	15.0	3.2	2.1	
Prop In Lane	1.00			1.00	1.00	1.00	
Lane Grp Cap(c), veh/h	335	2388	1143	510	1274	585	
V/C Ratio(X)	0.24	0.26	0.56	0.89	0.23	0.15	
Avail Cap(c_a), veh/h	392	2590	1169	522	1274	585	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	
Upstream Filter(I)	0.95	0.95	0.84	0.84	0.97	0.97	
Uniform Delay (d), s/veh	10.7	8.9	15.4	17.7	12.0	11.6	
Incr Delay (d2), s/veh	0.3	0.1	0.5	15.0	0.4	0.5	
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	
%ile BackOfQ(50%),veh/ln	0.5	1.3	3.0	6.9	1.1	2.3	
Unsig. Movement Delay, s/veh							
LnGrp Delay(d),s/veh	11.1	8.9	15.9	32.8	12.4	12.2	
LnGrp LOS	B	A	B	C	B	B	
Approach Vol, veh/h		702	1092		380		
Approach Delay, s/veh		9.2	22.9		12.3		
Approach LOS		A	C		B		
Timer - Assigned Phs				4	6	7	8
Phs Duration (G+Y+Rc), s				30.2	24.8	8.0	22.2
Change Period (Y+Rc), s				4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s				27.9	18.1	5.3	18.1
Max Q Clear Time (g_c+I1), s				6.1	5.2	3.5	17.0
Green Ext Time (p_c), s				4.4	1.1	0.0	0.7
<b>Intersection Summary</b>							
HCM 6th Ctrl Delay			16.6				
HCM 6th LOS			B				

Lanes and Geometrics  
 11: S. Chester St. & Westview Rd./NW Access Drive

Park Meadows  
 07/19/2022



Lane Group	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
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	85		0	0		0	90		0	190		0
Storage Lanes	1		0	1		1	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.97	0.95	0.95
Ped Bike Factor												
Frt		0.902				0.850		0.974				0.950
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1680	0	1770	1863	1583	1770	3447	0	3433	3362	0
Flt Permitted	0.726			0.657			0.950			0.950		
Satd. Flow (perm)	1352	1680	0	1224	1863	1583	1770	3447	0	3433	3362	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		103				361		47				158
Link Speed (mph)		30			30			30				30
Link Distance (ft)		259			217			476				565
Travel Time (s)		5.9			4.9			10.8				12.8

Intersection Summary

Area Type: Other

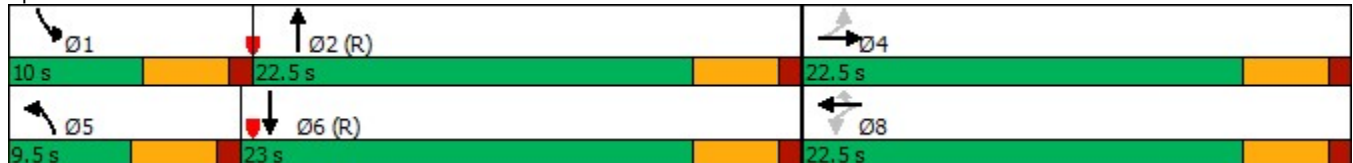


Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	111	51	49	43	332	82	345	261	292
Future Volume (vph)	111	51	49	43	332	82	345	261	292
Turn Type	Perm	NA	Perm	NA	Perm	Prot	NA	Prot	NA
Protected Phases		4		8		5	2	1	6
Permitted Phases	4		8		8				
Detector Phase	4	4	8	8	8	5	2	1	6
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	22.5	22.5	9.5	22.5	9.5	22.5
Total Split (s)	22.5	22.5	22.5	22.5	22.5	9.5	22.5	10.0	23.0
Total Split (%)	40.9%	40.9%	40.9%	40.9%	40.9%	17.3%	40.9%	18.2%	41.8%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag						Lead	Lag	Lead	Lag
Lead-Lag Optimize?						Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	C-Max	None	C-Max
Act Effct Green (s)	10.5	10.5	10.5	10.5	10.5	7.4	21.8	9.2	25.6
Actuated g/C Ratio	0.19	0.19	0.19	0.19	0.19	0.13	0.40	0.17	0.47
v/c Ratio	0.47	0.39	0.23	0.13	0.61	0.37	0.32	0.50	0.29
Control Delay	24.5	10.2	19.3	17.3	7.1	23.6	12.0	24.6	8.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	24.5	10.2	19.3	17.3	7.1	23.6	12.0	24.6	8.2
LOS	C	B	B	B	A	C	B	C	A
Approach Delay		16.4		9.6			13.9		14.3
Approach LOS		B		A			B		B

**Intersection Summary**

Cycle Length: 55  
 Actuated Cycle Length: 55  
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green  
 Natural Cycle: 55  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.61  
 Intersection Signal Delay: 13.4    Intersection LOS: B  
 Intersection Capacity Utilization 49.8%    ICU Level of Service A  
 Analysis Period (min) 15

Splits and Phases: 11: S. Chester St. & Westview Rd./NW Access Drive





Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	121	158	53	47	361	89	452	284	475
v/c Ratio	0.47	0.39	0.23	0.13	0.61	0.37	0.32	0.50	0.29
Control Delay	24.5	10.2	19.3	17.3	7.1	23.6	12.0	24.6	8.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	24.5	10.2	19.3	17.3	7.1	23.6	12.0	24.6	8.2
Queue Length 50th (ft)	36	15	15	13	0	24	50	42	33
Queue Length 95th (ft)	66	49	34	30	50	m45	100	#81	70
Internal Link Dist (ft)		179		137			396		485
Turn Bay Length (ft)	85					90		190	
Base Capacity (vph)	442	619	400	609	760	238	1395	571	1649
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.27	0.26	0.13	0.08	0.47	0.37	0.32	0.50	0.29

**Intersection Summary**

- # 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.
- m Volume for 95th percentile queue is metered by upstream signal.

HCM 6th Signalized Intersection Summary  
 11: S. Chester St. & Westview Rd./NW Access Drive

Park Meadows  
 07/19/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	111	51	95	49	43	332	82	345	71	261	292	145
Future Volume (veh/h)	111	51	95	49	43	332	82	345	71	261	292	145
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	121	55	103	53	47	0	89	375	77	284	317	158
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	330	98	183	230	314		120	1432	291	346	1202	586
Arrive On Green	0.17	0.17	0.17	0.17	0.17	0.00	0.07	0.49	0.49	0.10	0.52	0.52
Sat Flow, veh/h	1359	583	1091	1228	1870	1585	1781	2942	598	3456	2315	1129
Grp Volume(v), veh/h	121	0	158	53	47	0	89	225	227	284	242	233
Grp Sat Flow(s),veh/h/ln	1359	0	1674	1228	1870	1585	1781	1777	1763	1728	1777	1667
Q Serve(g_s), s	4.6	0.0	4.8	2.3	1.2	0.0	2.7	4.1	4.2	4.4	4.2	4.3
Cycle Q Clear(g_c), s	5.8	0.0	4.8	7.1	1.2	0.0	2.7	4.1	4.2	4.4	4.2	4.3
Prop In Lane	1.00		0.65	1.00		1.00	1.00		0.34	1.00		0.68
Lane Grp Cap(c), veh/h	330	0	281	230	314		120	865	858	346	923	866
V/C Ratio(X)	0.37	0.00	0.56	0.23	0.15		0.74	0.26	0.26	0.82	0.26	0.27
Avail Cap(c_a), veh/h	546	0	548	426	612		162	865	858	346	923	866
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	0.00	1.00	1.00	1.00	0.00	0.84	0.84	0.84	0.87	0.87	0.87
Uniform Delay (d), s/veh	22.0	0.0	21.0	24.3	19.5	0.0	25.2	8.3	8.3	24.3	7.4	7.4
Incr Delay (d2), s/veh	0.7	0.0	1.8	0.5	0.2	0.0	9.7	0.6	0.6	13.0	0.6	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.4	0.0	1.8	0.7	0.5	0.0	1.4	1.4	1.4	2.3	1.4	1.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	22.7	0.0	22.8	24.8	19.8	0.0	34.8	8.9	8.9	37.2	8.0	8.1
LnGrp LOS	C	A	C	C	B		C	A	A	D	A	A
Approach Vol, veh/h		279			100	A		541			759	
Approach Delay, s/veh		22.8			22.4			13.2			18.9	
Approach LOS		C			C			B			B	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	10.0	31.3		13.7	8.2	33.1		13.7				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	5.5	18.0		18.0	5.0	18.5		18.0				
Max Q Clear Time (g_c+I1), s	6.4	6.2		7.8	4.7	6.3		9.1				
Green Ext Time (p_c), s	0.0	2.1		0.9	0.0	2.3		0.2				

Intersection Summary

HCM 6th Ctrl Delay	17.9
HCM 6th LOS	B

Notes

Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

Lanes and Geometrics  
 12: Park Meadows Ring Rd. & North Access Drive

Park Meadows  
 07/19/2022



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕↕	↕	↕	↕	↕
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)		0%	0%		0%	
Storage Length (ft)	0			0	0	0
Storage Lanes	0			1	1	1
Taper Length (ft)	25				25	
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt				0.850		0.850
Flt Protected		0.978			0.950	
Satd. Flow (prot)	0	3461	1863	1583	1770	1583
Flt Permitted		0.978			0.950	
Satd. Flow (perm)	0	3461	1863	1583	1770	1583
Link Speed (mph)		30	30		30	
Link Distance (ft)		1249	1271		255	
Travel Time (s)		28.4	28.9		5.8	

Intersection Summary

Area Type: Other

HCM Unsignalized Intersection Capacity Analysis  
 12: Park Meadows Ring Rd. & North Access Drive

Park Meadows  
 07/19/2022



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↔↑	↑	↗	↖	↗
Traffic Volume (veh/h)	99	121	174	379	469	172
Future Volume (Veh/h)	99	121	174	379	469	172
Sign Control		Stop	Stop		Free	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	108	132	189	412	510	187
<b>Pedestrians</b>						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage (veh)						
Upstream signal (ft)	255					
pX, platoon unblocked						
vC, conflicting volume	1114	1020	1020	0	0	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1114	1020	1020	0	0	
tC, single (s)	7.1	6.5	6.5	6.2	4.1	
tC, 2 stage (s)						
tF (s)	3.5	4.0	4.0	3.3	2.2	
p0 queue free %	0	19	0	62	69	
cM capacity (veh/h)	0	162	162	1085	1623	
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	SB 1	SB 2
Volume Total	152	88	189	412	510	187
Volume Left	108	0	0	0	510	0
Volume Right	0	0	0	412	0	187
cSH	0	162	162	1085	1623	1700
Volume to Capacity	Err	0.54	1.16	0.38	0.31	0.11
Queue Length 95th (ft)	Err	69	256	45	34	0
Control Delay (s)	Err	50.8	178.3	10.3	8.2	0.0
Lane LOS	F	F	F	B	A	
Approach Delay (s)	Err		63.2		6.0	
Approach LOS	F		F			
<b>Intersection Summary</b>						
Average Delay	Err					
Intersection Capacity Utilization	51.4%		ICU Level of Service			A
Analysis Period (min)	15					



Lanes and Geometrics  
 13: Park Meadows Ring Rd. & East Access Drive

Park Meadows  
 07/19/2022



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%		0%			0%
Storage Length (ft)	0	0		0	0	
Storage Lanes	1	1		1	0	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	0.95
Ped Bike Factor						
Frt		0.850		0.850		
Flt Protected	0.950					0.966
Satd. Flow (prot)	1770	1583	1863	1583	0	3419
Flt Permitted	0.950					0.966
Satd. Flow (perm)	1770	1583	1863	1583	0	3419
Link Speed (mph)	30		30			30
Link Distance (ft)	204		1336			1271
Travel Time (s)	4.6		30.4			28.9

Intersection Summary

Area Type: Other

HCM Unsignalized Intersection Capacity Analysis  
 13: Park Meadows Ring Rd. & East Access Drive

Park Meadows  
 07/19/2022



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						 
Traffic Volume (veh/h)	200	342	85	166	330	136
Future Volume (Veh/h)	200	342	85	166	330	136
Sign Control	Free		Stop		Stop	
Grade	0%		0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	217	372	92	180	359	148
<b>Pedestrians</b>						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage (veh)						
Upstream signal (ft)	204					
pX, platoon unblocked						
vC, conflicting volume	0		434	0	480	434
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	0		434	0	480	434
tC, single (s)	4.1		6.5	6.2	7.1	6.5
tC, 2 stage (s)						
tF (s)	2.2		4.0	3.3	3.5	4.0
p0 queue free %	87		79	83	0	67
cM capacity (veh/h)	1623		446	1085	314	446
<b>Direction, Lane #</b>	<b>WB 1</b>	<b>WB 2</b>	<b>NB 1</b>	<b>NB 2</b>	<b>SB 1</b>	<b>SB 2</b>
Volume Total	217	372	92	180	408	99
Volume Left	217	0	0	0	359	0
Volume Right	0	372	0	180	0	0
cSH	1623	1700	446	1085	325	446
Volume to Capacity	0.13	0.22	0.21	0.17	1.25	0.22
Queue Length 95th (ft)	12	0	19	15	465	21
Control Delay (s)	7.6	0.0	15.2	9.0	171.1	15.3
Lane LOS	A		C	A	F	C
Approach Delay (s)	2.8		11.1		140.8	
Approach LOS			B		F	
<b>Intersection Summary</b>						
Average Delay			55.6			
Intersection Capacity Utilization			42.7%	ICU Level of Service	A	
Analysis Period (min)			15			

Lanes and Geometrics  
 14: SE Access Drive & Park Meadows Ring Rd.



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↑		↑↑	↑	↑
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)		0	0		0	0
Storage Lanes		1	0		1	1
Taper Length (ft)			25		25	
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	1.00
Ped Bike Factor						
Frt		0.850				0.850
Flt Protected				0.966	0.950	
Satd. Flow (prot)	1863	1583	0	3419	1770	1583
Flt Permitted				0.966	0.950	
Satd. Flow (perm)	1863	1583	0	3419	1770	1583
Link Speed (mph)	30			30	30	
Link Distance (ft)	1548			1336	207	
Travel Time (s)	35.2			30.4	4.7	

Intersection Summary

Area Type: Other

HCM Unsignalized Intersection Capacity Analysis  
 14: SE Access Drive & Park Meadows Ring Rd.

Park Meadows  
 07/19/2022



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↗		↖	↗	↖
Traffic Volume (veh/h)	84	214	181	74	128	122
Future Volume (Veh/h)	84	214	181	74	128	122
Sign Control	Stop			Stop	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	91	233	197	80	139	133
<b>Pedestrians</b>						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage (veh)						
Upstream signal (ft)	207					
pX, platoon unblocked						
vC, conflicting volume	278	0	324	278	0	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	278	0	324	278	0	
tC, single (s)	6.5	6.2	7.1	6.5	4.1	
tC, 2 stage (s)						
tF (s)	4.0	3.3	3.5	4.0	2.2	
p0 queue free %	84	79	52	86	91	
cM capacity (veh/h)	576	1085	407	576	1623	
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	NB 2
Volume Total	91	233	224	53	139	133
Volume Left	0	0	197	0	139	0
Volume Right	0	233	0	0	0	133
cSH	576	1085	421	576	1623	1700
Volume to Capacity	0.16	0.21	0.53	0.09	0.09	0.08
Queue Length 95th (ft)	14	20	76	8	7	0
Control Delay (s)	12.4	9.2	22.8	11.9	7.4	0.0
Lane LOS	B	A	C	B	A	
Approach Delay (s)	10.1		20.7		3.8	
Approach LOS	B		C			
<b>Intersection Summary</b>						
Average Delay			11.5			
Intersection Capacity Utilization			30.5%		ICU Level of Service	A
Analysis Period (min)			15			

Lanes and Geometrics  
 15: Park Meadows Ring Rd. & SW Access Drive

Park Meadows  
 07/19/2022



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)	0	0	0			0
Storage Lanes	1	1	0			1
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	1.00
Ped Bike Factor						
Frt		0.850				0.850
Flt Protected	0.950			0.965		
Satd. Flow (prot)	1770	1583	0	3415	1863	1583
Flt Permitted	0.950			0.965		
Satd. Flow (perm)	1770	1583	0	3415	1863	1583
Link Speed (mph)	30			30	30	
Link Distance (ft)	365			1548	1354	
Travel Time (s)	8.3			35.2	30.8	

Intersection Summary

Area Type: Other

HCM Unsignalized Intersection Capacity Analysis  
 15: Park Meadows Ring Rd. & SW Access Drive

Park Meadows  
 07/19/2022



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	169	246	250	98	130	148
Future Volume (Veh/h)	169	246	250	98	130	148
Sign Control	Free		Stop		Stop	
Grade	0%		0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	184	267	272	107	141	161
<b>Pedestrians</b>						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage (veh)						
Upstream signal (ft)	365					
pX, platoon unblocked						
vC, conflicting volume	0		438	368	368	0
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	0		438	368	368	0
tC, single (s)	4.1		7.1	6.5	6.5	6.2
tC, 2 stage (s)						
tF (s)	2.2		3.5	4.0	4.0	3.3
p0 queue free %	89		16	78	72	85
cM capacity (veh/h)	1623		322	497	497	1085
<b>Direction, Lane #</b>	<b>EB 1</b>	<b>EB 2</b>	<b>NB 1</b>	<b>NB 2</b>	<b>SB 1</b>	<b>SB 2</b>
Volume Total	184	267	308	71	141	161
Volume Left	184	0	272	0	0	0
Volume Right	0	267	0	0	0	161
cSH	1623	1700	336	497	497	1085
Volume to Capacity	0.11	0.16	0.92	0.14	0.28	0.15
Queue Length 95th (ft)	10	0	228	12	29	13
Control Delay (s)	7.5	0.0	65.7	13.4	15.1	8.9
Lane LOS	A		F	B	C	A
Approach Delay (s)	3.1		55.9		11.8	
Approach LOS			F		B	
<b>Intersection Summary</b>						
Average Delay			23.1			
Intersection Capacity Utilization			40.1%	ICU Level of Service	A	
Analysis Period (min)			15			

Lanes and Geometrics  
 16: Park Meadows Ring Rd. & NW Access Drive

Park Meadows  
 07/19/2022



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)	0	0	0			0
Storage Lanes	1	1	0			1
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	1.00
Ped Bike Factor						
Frt		0.850				0.850
Flt Protected	0.950			0.964		
Satd. Flow (prot)	1770	1583	0	3412	1863	1583
Flt Permitted	0.950			0.964		
Satd. Flow (perm)	1770	1583	0	3412	1863	1583
Link Speed (mph)	30			30	30	
Link Distance (ft)	217			1354	1249	
Travel Time (s)	4.9			30.8	28.4	

Intersection Summary

Area Type: Other

HCM Unsignalized Intersection Capacity Analysis  
 16: Park Meadows Ring Rd. & NW Access Drive

Park Meadows  
 07/19/2022








































Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	94	256	296	105	124	176
Future Volume (Veh/h)	94	256	296	105	124	176
Sign Control	Free		Stop		Stop	
Grade	0%		0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	102	278	322	114	135	191
<b>Pedestrians</b>						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage (veh)						
Upstream signal (ft)	217					
pX, platoon unblocked						
vC, conflicting volume	0		272	204	204	0
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	0		272	204	204	0
tC, single (s)	4.1		7.1	6.5	6.5	6.2
tC, 2 stage (s)						
tF (s)	2.2		3.5	4.0	4.0	3.3
p0 queue free %	94		28	82	79	82
cM capacity (veh/h)	1623		449	649	649	1085
Direction, Lane #	EB 1	EB 2	NB 1	NB 2	SB 1	SB 2
Volume Total	102	278	360	76	135	191
Volume Left	102	0	322	0	0	0
Volume Right	0	278	0	0	0	191
cSH	1623	1700	465	649	649	1085
Volume to Capacity	0.06	0.16	0.78	0.12	0.21	0.18
Queue Length 95th (ft)	5	0	170	10	19	16
Control Delay (s)	7.4	0.0	34.7	11.3	12.0	9.0
Lane LOS	A		D	B	B	A
Approach Delay (s)	2.0		30.6		10.3	
Approach LOS			D		B	
<b>Intersection Summary</b>						
Average Delay			15.3			
Intersection Capacity Utilization			38.1%	ICU Level of Service	A	
Analysis Period (min)			15			



Lanes and Geometrics  
 1: S. Yosemite St. & E. County Line Rd.

Park Meadows  
 07/19/2022

												
Lane Group	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
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	175		350	600		0	235		0	210		0
Storage Lanes	2		1	2		1	2		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.97	0.91	1.00	0.97	0.91	1.00	0.97	0.95	1.00	1.00	0.95	0.95
Ped Bike Factor			0.850			0.850			0.850		0.948	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	5085	1583	3433	5085	1583	3433	3539	1583	1770	3355	0
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3433	5085	1583	3433	5085	1583	3433	3539	1583	1770	3355	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			312			110			142			85
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		556			1568			1842			710	
Travel Time (s)		12.6			35.6			41.9			16.1	

Intersection Summary

Area Type: Other

Timings  
1: S. Yosemite St. & E. County Line Rd.

Park Meadows  
07/19/2022

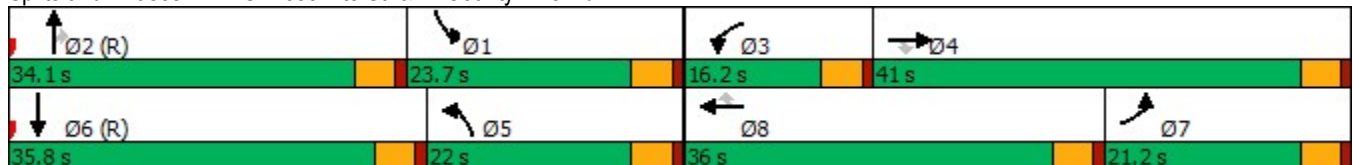


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations	↖↗	↑↑↑	↖	↖↗	↑↑↑	↖	↖↗	↑↑	↖	↖	↑↗
Traffic Volume (vph)	282	1142	287	179	960	101	297	389	123	155	378
Future Volume (vph)	282	1142	287	179	960	101	297	389	123	155	378
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA
Protected Phases	7	4		3	8		5	2		1	6
Permitted Phases			4			8			2		
Detector Phase	7	4	4	3	8	8	5	2	2	1	6
Switch Phase											
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5
Total Split (s)	21.2	41.0	41.0	16.2	36.0	36.0	22.0	34.1	34.1	23.7	35.8
Total Split (%)	18.4%	35.7%	35.7%	14.1%	31.3%	31.3%	19.1%	29.7%	29.7%	20.6%	31.1%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lag	Lag	Lag	Lead	Lead	Lead	Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	C-Max	C-Max	None	C-Max
Act Effct Green (s)	16.8	36.4	36.4	10.9	30.5	30.5	15.4	32.6	32.6	17.1	34.3
Actuated g/C Ratio	0.15	0.32	0.32	0.09	0.27	0.27	0.13	0.28	0.28	0.15	0.30
v/c Ratio	0.61	0.77	0.44	0.60	0.77	0.22	0.70	0.42	0.24	0.64	0.60
Control Delay	51.9	39.3	5.3	49.4	29.0	7.8	56.1	36.0	6.0	57.3	33.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	51.9	39.3	5.3	49.4	29.0	7.8	56.1	36.0	6.0	57.3	33.1
LOS	D	D	A	D	C	A	E	D	A	E	C
Approach Delay		35.7			30.2			38.8			38.2
Approach LOS		D			C			D			D

Intersection Summary

Cycle Length: 115  
 Actuated Cycle Length: 115  
 Offset: 10 (9%), Referenced to phase 2:NBT and 6:SBT, Start of Green  
 Natural Cycle: 70  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.77  
 Intersection Signal Delay: 35.1  
 Intersection LOS: D  
 Intersection Capacity Utilization 67.6%  
 ICU Level of Service C  
 Analysis Period (min) 15

Splits and Phases: 1: S. Yosemite St. & E. County Line Rd.



Queues

1: S. Yosemite St. & E. County Line Rd.



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	307	1241	312	195	1043	110	323	423	134	168	632
v/c Ratio	0.61	0.77	0.44	0.60	0.77	0.22	0.70	0.42	0.24	0.64	0.60
Control Delay	51.9	39.3	5.3	49.4	29.0	7.8	56.1	36.0	6.0	57.3	33.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	51.9	39.3	5.3	49.4	29.0	7.8	56.1	36.0	6.0	57.3	33.1
Queue Length 50th (ft)	111	297	0	75	235	28	118	139	0	118	188
Queue Length 95th (ft)	158	359	63	m115	300	m63	164	189	43	188	253
Internal Link Dist (ft)		476			1488			1762			630
Turn Bay Length (ft)	175		350	600			235			210	
Base Capacity (vph)	506	1640	722	350	1405	517	522	1003	550	295	1060
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.61	0.76	0.43	0.56	0.74	0.21	0.62	0.42	0.24	0.57	0.60

Intersection Summary

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

HCM 6th Signalized Intersection Summary  
 1: S. Yosemite St. & E. County Line Rd.

Park Meadows  
 07/19/2022

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	282	1142	287	179	960	101	297	389	123	155	378	203
Future Volume (veh/h)	282	1142	287	179	960	101	297	389	123	155	378	203
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	307	1241	312	195	1043	110	323	423	134	168	411	221
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	406	1499	465	259	1282	398	701	915	408	388	610	324
Arrive On Green	0.12	0.29	0.29	0.02	0.08	0.08	0.20	0.26	0.26	0.22	0.27	0.27
Sat Flow, veh/h	3456	5106	1585	3456	5106	1585	3456	3554	1585	1781	2241	1192
Grp Volume(v), veh/h	307	1241	312	195	1043	110	323	423	134	168	325	307
Grp Sat Flow(s),veh/h/ln	1728	1702	1585	1728	1702	1585	1728	1777	1585	1781	1777	1656
Q Serve(g_s), s	9.9	26.1	12.0	6.4	23.1	7.5	9.5	11.5	6.3	9.4	18.7	19.1
Cycle Q Clear(g_c), s	9.9	26.1	12.0	6.4	23.1	7.5	9.5	11.5	6.3	9.4	18.7	19.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.72
Lane Grp Cap(c), veh/h	406	1499	465	259	1282	398	701	915	408	388	484	451
V/C Ratio(X)	0.76	0.83	0.67	0.75	0.81	0.28	0.46	0.46	0.33	0.43	0.67	0.68
Avail Cap(c_a), veh/h	502	1621	503	352	1399	434	701	915	408	388	484	451
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00	0.77	0.77	0.77	0.69	0.69	0.69	1.00	1.00	1.00
Uniform Delay (d), s/veh	49.1	37.9	13.0	55.0	50.1	42.9	40.3	36.0	21.8	38.9	37.3	37.4
Incr Delay (d2), s/veh	5.1	3.5	3.1	4.7	2.8	0.3	0.3	1.2	1.5	0.8	7.3	8.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.5	11.2	4.6	3.1	10.9	3.1	4.1	5.1	0.2	4.2	9.1	8.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	54.3	41.4	16.1	59.7	52.8	43.2	40.6	37.2	23.3	39.6	44.5	45.5
LnGrp LOS	D	D	B	E	D	D	D	D	C	D	D	D
Approach Vol, veh/h		1860			1348			880				800
Approach Delay, s/veh		39.3			53.1			36.3				43.9
Approach LOS		D			D			D				D
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	29.5	34.1	13.1	38.3	27.8	35.8	18.0	33.4				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	19.2	29.6	11.7	36.5	17.5	31.3	16.7	31.5				
Max Q Clear Time (g_c+I1), s	11.4	13.5	8.4	28.1	11.5	21.1	11.9	25.1				
Green Ext Time (p_c), s	0.3	2.9	0.2	5.7	0.6	2.9	0.5	3.8				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay			43.3									
HCM 6th LOS			D									

Lanes and Geometrics  
 2: S. Chester St. & E. County Line Rd.

Park Meadows  
 07/19/2022



Lane Group	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
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	550		0	525		0	135		0	125		110
Storage Lanes	2		1	2		0	2		1	2		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.97	0.91	1.00	0.97	0.86	0.86	0.97	0.95	1.00	0.97	0.95	1.00
Ped Bike Factor												
Frt			0.850		0.957				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	5085	1583	3433	6132	0	3433	3539	1583	3433	3539	1583
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3433	5085	1583	3433	6132	0	3433	3539	1583	3433	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			145		90				321			333
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1568			1050			565			792	
Travel Time (s)		35.6			23.9			12.8			18.0	

Intersection Summary

Area Type: Other

Timings  
2: S. Chester St. & E. County Line Rd.

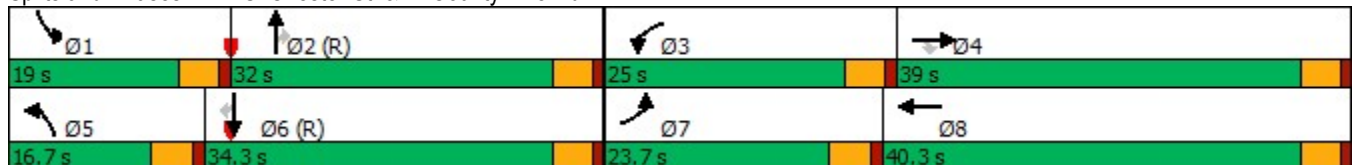
Park Meadows  
07/19/2022

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations												
Traffic Volume (vph)	338	1340	144	524	822	246	351	462	365	240	306	
Future Volume (vph)	338	1340	144	524	822	246	351	462	365	240	306	
Turn Type	Prot	NA	Perm	Prot	NA	Prot	NA	Perm	Prot	NA	Perm	
Protected Phases	7	4		3	8	5	2		1	6		
Permitted Phases			4					2			6	
Detector Phase	7	4	4	3	8	5	2	2	1	6	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	9.5	22.5	22.5	9.5	22.5	9.5	22.5	22.5	9.5	22.5	22.5	
Total Split (s)	23.7	39.0	39.0	25.0	40.3	16.7	32.0	32.0	19.0	34.3	34.3	
Total Split (%)	20.6%	33.9%	33.9%	21.7%	35.0%	14.5%	27.8%	27.8%	16.5%	29.8%	29.8%	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	None	None	None	None	None	C-Max	C-Max	None	C-Max	C-Max	
Act Effct Green (s)	16.9	34.5	34.5	20.5	38.1	11.9	27.5	27.5	14.5	30.1	30.1	
Actuated g/C Ratio	0.15	0.30	0.30	0.18	0.33	0.10	0.24	0.24	0.13	0.26	0.26	
v/c Ratio	0.73	0.96	0.27	0.93	0.60	0.75	0.45	0.81	0.92	0.28	0.50	
Control Delay	76.0	34.1	1.4	59.0	25.8	64.3	39.4	25.8	77.2	34.9	6.6	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	76.0	34.1	1.4	59.0	25.8	64.3	39.4	25.8	77.2	34.9	6.6	
LOS	E	C	A	E	C	E	D	C	E	C	A	
Approach Delay		39.3			36.2		39.2			42.4		
Approach LOS		D			D		D			D		

Intersection Summary

Cycle Length: 115  
 Actuated Cycle Length: 115  
 Offset: 64 (56%), Referenced to phase 2:NBT and 6:SBT, Start of Green  
 Natural Cycle: 90  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.96  
 Intersection Signal Delay: 38.9  
 Intersection Capacity Utilization 76.2%  
 Analysis Period (min) 15  
 Intersection LOS: D  
 ICU Level of Service D

Splits and Phases: 2: S. Chester St. & E. County Line Rd.



Queues  
2: S. Chester St. & E. County Line Rd.



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	367	1457	157	570	1247	267	382	502	397	261	333
v/c Ratio	0.73	0.96	0.27	0.93	0.60	0.75	0.45	0.81	0.92	0.28	0.50
Control Delay	76.0	34.1	1.4	59.0	25.8	64.3	39.4	25.8	77.2	34.9	6.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	76.0	34.1	1.4	59.0	25.8	64.3	39.4	25.8	77.2	34.9	6.6
Queue Length 50th (ft)	146	391	1	174	239	100	127	131	152	81	0
Queue Length 95th (ft)	m195	#487	m3	#312	289	#153	175	#308	#242	119	71
Internal Link Dist (ft)		1488			970		485			712	
Turn Bay Length (ft)	550			525		135			125		110
Base Capacity (vph)	573	1525	576	611	2091	364	846	622	432	927	660
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.64	0.96	0.27	0.93	0.60	0.73	0.45	0.81	0.92	0.28	0.50

Intersection Summary

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

Queue shown is maximum after two cycles.

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

HCM 6th Signalized Intersection Summary  
 2: S. Chester St. & E. County Line Rd.

Park Meadows  
 07/19/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↑↑↑	↗	↔↔	↑↑↑		↔↔	↑↑	↗	↔↔	↑↑	↗
Traffic Volume (veh/h)	338	1340	144	524	822	326	246	351	462	365	240	306
Future Volume (veh/h)	338	1340	144	524	822	326	246	351	462	365	240	306
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	367	1457	157	570	893	354	267	382	502	397	261	333
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	443	1532	476	616	1689	555	326	850	379	436	962	429
Arrive On Green	0.04	0.10	0.10	0.06	0.12	0.12	0.09	0.24	0.24	0.13	0.27	0.27
Sat Flow, veh/h	3456	5106	1585	3456	4826	1585	3456	3554	1585	3456	3554	1585
Grp Volume(v), veh/h	367	1457	157	570	893	354	267	382	502	397	261	333
Grp Sat Flow(s),veh/h/ln	1728	1702	1585	1728	1609	1585	1728	1777	1585	1728	1777	1585
Q Serve(g_s), s	12.1	32.6	10.6	18.9	20.0	24.5	8.7	10.5	27.5	13.0	6.6	22.3
Cycle Q Clear(g_c), s	12.1	32.6	10.6	18.9	20.0	24.5	8.7	10.5	27.5	13.0	6.6	22.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	443	1532	476	616	1689	555	326	850	379	436	962	429
V/C Ratio(X)	0.83	0.95	0.33	0.93	0.53	0.64	0.82	0.45	1.32	0.91	0.27	0.78
Avail Cap(c_a), veh/h	577	1532	476	616	1689	555	367	850	379	436	962	429
HCM Platoon Ratio	0.33	0.33	0.33	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.64	0.64	0.64	0.96	0.96	0.96	0.71	0.71	0.71	1.00	1.00	1.00
Uniform Delay (d), s/veh	53.8	51.0	41.0	53.4	41.9	43.9	51.1	37.3	43.8	49.6	33.0	38.7
Incr Delay (d2), s/veh	5.1	9.5	0.3	19.4	0.3	2.3	9.1	1.2	158.7	23.1	0.7	12.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.9	16.3	4.5	10.4	8.7	10.8	4.2	4.7	27.4	7.0	3.0	10.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	58.9	60.4	41.3	72.8	42.2	46.2	60.2	38.5	202.4	72.7	33.7	51.6
LnGrp LOS	E	E	D	E	D	D	E	D	F	E	C	D
Approach Vol, veh/h		1981			1817			1151			991	
Approach Delay, s/veh		58.6			52.6			115.0			55.3	
Approach LOS		E			D			F			E	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	19.0	32.0	25.0	39.0	15.4	35.6	19.2	44.8				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	14.5	27.5	20.5	34.5	12.2	29.8	19.2	35.8				
Max Q Clear Time (g_c+I1), s	15.0	29.5	20.9	34.6	10.7	24.3	14.1	26.5				
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0	0.1	1.4	0.6	5.5				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay			67.2									
HCM 6th LOS			E									



Lanes and Geometrics  
 3: North Access Drive & E. County Line Rd.



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑	↑	↙↘	↑↑↑		↙↘
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)		0	350		0	0
Storage Lanes		1	2		0	2
Taper Length (ft)			25		25	
Lane Util. Factor	0.91	1.00	0.97	0.86	1.00	0.88
Ped Bike Factor						
Frt		0.850				0.850
Flt Protected			0.950			
Satd. Flow (prot)	5085	1583	3433	6408	0	2787
Flt Permitted			0.950			
Satd. Flow (perm)	5085	1583	3433	6408	0	2787
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		86				9
Link Speed (mph)	30			30	30	
Link Distance (ft)	1050			651	255	
Travel Time (s)	23.9			14.8	5.8	

Intersection Summary

Area Type: Other

Timings  
3: North Access Drive & E. County Line Rd.

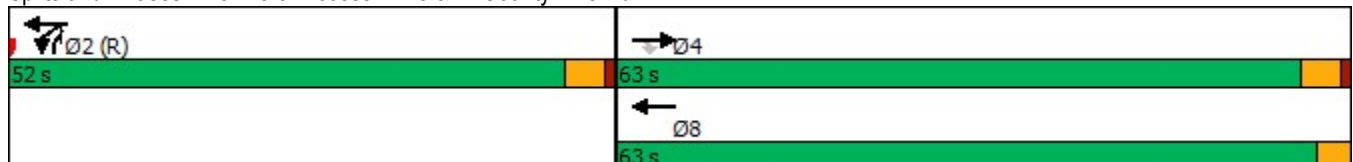


Lane Group	EBT	EBR	WBL	WBT	NBR	Ø8
Lane Configurations	↑↑↑	↑	↔	↑↑↑	↔	
Traffic Volume (vph)	1817	237	726	1787	717	
Future Volume (vph)	1817	237	726	1787	717	
Turn Type	NA	Perm	Prot	NA	Over	
Protected Phases	4		2	2 8	2	8
Permitted Phases		4			2	
Detector Phase	4	4	2	2 8	2	
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	22.5	22.5	9.5	9.5	22.5	
Total Split (s)	63.0	63.0	52.0	52.0	63.0	
Total Split (%)	54.8%	54.8%	45.2%	45.2%	55%	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.0	
All-Red Time (s)	1.0	1.0	1.0	1.0	0.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		
Total Lost Time (s)	4.5	4.5	4.5	4.5		
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	None	None	C-Max	C-Max	None	
Act Effct Green (s)	58.0	58.0	48.0	115.0	48.0	
Actuated g/C Ratio	0.50	0.50	0.42	1.00	0.42	
v/c Ratio	0.77	0.31	0.55	0.30	0.67	
Control Delay	7.1	1.8	22.9	0.1	30.3	
Queue Delay	0.0	0.0	0.0	0.0	0.0	
Total Delay	7.1	1.8	22.9	0.1	30.3	
LOS	A	A	C	A	C	
Approach Delay	6.5			6.7		
Approach LOS	A			A		

Intersection Summary

Cycle Length: 115  
 Actuated Cycle Length: 115  
 Offset: 88 (77%), Referenced to phase 2:WBTL and 6:, Start of Green  
 Natural Cycle: 50  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.77  
 Intersection Signal Delay: 9.8  
 Intersection Capacity Utilization 67.7%  
 Analysis Period (min) 15  
 Intersection LOS: A  
 ICU Level of Service C

Splits and Phases: 3: North Access Drive & E. County Line Rd.



Queues  
3: North Access Drive & E. County Line Rd.



Lane Group	EBT	EBR	WBL	WBT	NBR
Lane Group Flow (vph)	1975	258	789	1942	779
v/c Ratio	0.77	0.31	0.55	0.30	0.67
Control Delay	7.1	1.8	22.9	0.1	30.3
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	7.1	1.8	22.9	0.1	30.3
Queue Length 50th (ft)	83	6	271	0	259
Queue Length 95th (ft)	m97	m10	346	0	336
Internal Link Dist (ft)	970			571	
Turn Bay Length (ft)			350		
Base Capacity (vph)	2586	847	1431	6383	1167
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.76	0.30	0.55	0.30	0.67

Intersection Summary

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

HCM 6th Edition methodology expects strict NEMA phasing.

Lanes and Geometrics  
 4: Park Meadow Center Dr. & E. County Line Rd.

Park Meadows  
 07/19/2022



Lane Group	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
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		325	0		100	0		250	250		175
Storage Lanes	0		1	0		1	0		1	3		2
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.86	1.00	1.00	0.91	1.00	1.00	1.00	0.76	0.94	0.95	0.88
Ped Bike Factor												
Frt			0.850			0.850			0.850			0.850
Flt Protected										0.950		
Satd. Flow (prot)	0	6408	1583	0	5085	1583	0	0	3610	4990	3539	2787
Flt Permitted										0.950		
Satd. Flow (perm)	0	6408	1583	0	5085	1583	0	0	3610	4990	3539	2787
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			300			57			690			1117
Link Speed (mph)		30			30			30				30
Link Distance (ft)		651			987			1238				614
Travel Time (s)		14.8			22.4			28.1				14.0

Intersection Summary

Area Type: Other

Timings  
4: Park Meadow Center Dr. & E. County Line Rd.

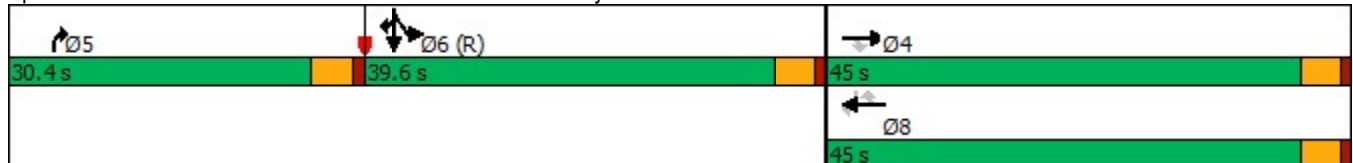


Lane Group	EBT	EBR	WBT	WBR	NBR	SBL	SBT	SBR
Lane Configurations	↑↑↑↑	↗	↑↑↑↑	↗	↗↗↗	↘↘↘	↑↑	↗↗
Traffic Volume (vph)	2121	276	1139	57	1286	113	948	1028
Future Volume (vph)	2121	276	1139	57	1286	113	948	1028
Turn Type	NA	Perm	NA	Perm	Prot	Split	NA	custom
Protected Phases	4		8		5	6	6	6
Permitted Phases		4		8				8
Detector Phase	4	4	8	8	5	6	6	6
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	22.5	9.5	22.5	22.5	22.5
Total Split (s)	45.0	45.0	45.0	45.0	30.4	39.6	39.6	39.6
Total Split (%)	39.1%	39.1%	39.1%	39.1%	26.4%	34.4%	34.4%	34.4%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag					Lead	Lag	Lag	Lag
Lead-Lag Optimize?					Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	C-Max	C-Max	C-Max
Act Effct Green (s)	40.5	40.5	40.5	40.5	25.9	35.1	35.1	80.1
Actuated g/C Ratio	0.35	0.35	0.35	0.35	0.23	0.31	0.31	0.70
v/c Ratio	1.02	0.40	0.69	0.10	1.04	0.08	0.95	0.49
Control Delay	51.0	2.4	27.4	3.8	57.4	28.7	57.9	1.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	51.0	2.4	27.4	3.8	57.4	28.7	57.9	1.1
LOS	D	A	C	A	E	C	E	A
Approach Delay	45.4		26.2				28.4	
Approach LOS	D		C				C	

Intersection Summary

Cycle Length: 115  
 Actuated Cycle Length: 115  
 Offset: 16 (14%), Referenced to phase 6:SBTL, Start of Green  
 Natural Cycle: 110  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 1.04  
 Intersection Signal Delay: 39.2  
 Intersection LOS: D  
 Intersection Capacity Utilization 76.1%  
 ICU Level of Service D  
 Analysis Period (min) 15

Splits and Phases: 4: Park Meadow Center Dr. & E. County Line Rd.



## 4: Park Meadow Center Dr. &amp; E. County Line Rd.



Lane Group	EBT	EBR	WBT	WBR	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	2305	300	1238	62	1398	123	1030	1117
v/c Ratio	1.02	0.40	0.69	0.10	1.04	0.08	0.95	0.49
Control Delay	51.0	2.4	27.4	3.8	57.4	28.7	57.9	1.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	51.0	2.4	27.4	3.8	57.4	28.7	57.9	1.1
Queue Length 50th (ft)	~525	21	284	6	~303	23	392	0
Queue Length 95th (ft)	#603	m29	283	15	#420	38	#530	19
Internal Link Dist (ft)	571		907				534	
Turn Bay Length (ft)		325		100	250	250		175
Base Capacity (vph)	2256	751	1790	594	1347	1523	1080	2280
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.02	0.40	0.69	0.10	1.04	0.08	0.95	0.49

## Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

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

Queue shown is maximum after two cycles.

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

HCM 6th Signalized Intersection Summary  
 4: Park Meadow Center Dr. & E. County Line Rd.

Park Meadows  
 07/19/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑	↗		↑↑↑	↗			↗↗↗	↘↘↘	↑↑	↗↗
Traffic Volume (veh/h)	0	2121	276	0	1139	57	0	0	1286	113	948	1028
Future Volume (veh/h)	0	2121	276	0	1139	57	0	0	1286	113	948	1028
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	0	1870	1870	0	1870	1870	0	0	1870	1870	1870	1870
Adj Flow Rate, veh/h	0	2305	0	0	1238	0	0	0	1398	123	1030	1117
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	2	2	0	2	2	0	0	2	2	2	2
Cap, veh/h	0	2266		0	1798		0	0	0	2861	2024	1589
Arrive On Green	0.00	0.47	0.00	0.00	0.35	0.00	0.00	0.00	0.00	0.57	0.57	0.57
Sat Flow, veh/h	0	6696	1585	0	5274	1585		0		5023	3554	2790
Grp Volume(v), veh/h	0	2305	0	0	1238	0		0.0		123	1030	1117
Grp Sat Flow(s),veh/h/ln	0	1609	1585	0	1702	1585				1674	1777	1395
Q Serve(g_s), s	0.0	40.5	0.0	0.0	23.8	0.0				1.2	20.2	33.1
Cycle Q Clear(g_c), s	0.0	40.5	0.0	0.0	23.8	0.0				1.2	20.2	33.1
Prop In Lane	0.00		1.00	0.00		1.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	2266		0	1798					2861	2024	1589
V/C Ratio(X)	0.00	1.02		0.00	0.69					0.04	0.51	0.70
Avail Cap(c_a), veh/h	0	2266		0	1798					2861	2024	1589
HCM Platoon Ratio	1.00	1.33	1.33	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.59	0.00	0.00	0.93	0.00				1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	30.6	0.0	0.0	31.9	0.0				10.9	15.0	17.8
Incr Delay (d2), s/veh	0.0	19.0	0.0	0.0	1.0	0.0				0.0	0.9	2.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	17.0	0.0	0.0	9.9	0.0				0.5	8.1	10.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	49.6	0.0	0.0	32.9	0.0				10.9	15.9	20.4
LnGrp LOS	A	F		A	C					B	B	C
Approach Vol, veh/h		2305	A		1238	A						2270
Approach Delay, s/veh		49.6			32.9							17.9
Approach LOS		D			C							B
Timer - Assigned Phs				4		6		8				
Phs Duration (G+Y+Rc), s				45.0		70.0		45.0				
Change Period (Y+Rc), s				4.5		4.5		4.5				
Max Green Setting (Gmax), s				40.5		35.1		40.5				
Max Q Clear Time (g_c+I1), s				42.5		35.1		25.8				
Green Ext Time (p_c), s				0.0		0.0		7.6				

Intersection Summary

HCM 6th Ctrl Delay	33.6
HCM 6th LOS	C

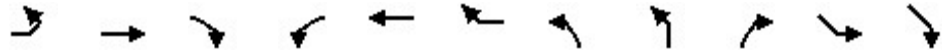
Notes

Unsignalized Delay for [EBR, WBR] is excluded from calculations of the approach delay and intersection delay.



Lanes and Geometrics  
 5: I-25 Ramps & E. County Line Rd.

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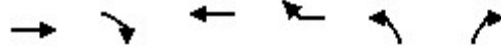


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL2	NBL	NBR	SEL	SER
Lane Configurations		↑↑↑	↑↑		↑↑↑	↑	↑↑		↑		
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%
Storage Length (ft)	0		200	0		100		180	0	0	0
Storage Lanes	0		1	0		1		2	1	0	0
Taper Length (ft)	25			25				25		25	
Lane Util. Factor	1.00	0.91	0.88	1.00	0.91	1.00	0.97	1.00	1.00	1.00	1.00
Ped Bike Factor											
Frt			0.850			0.850			0.850		
Flt Protected							0.950				
Satd. Flow (prot)	0	5085	2787	0	5085	1583	3433	0	1583	0	0
Flt Permitted							0.950				
Satd. Flow (perm)	0	5085	2787	0	5085	1583	3433	0	1583	0	0
Right Turn on Red			Yes			Yes			Yes		
Satd. Flow (RTOR)			1920			680			702		
Link Speed (mph)		30			30			30		30	
Link Distance (ft)		987			920			594		465	
Travel Time (s)		22.4			20.9			13.5		10.6	

Intersection Summary

Area Type: Other

Timings  
5: I-25 Ramps & E. County Line Rd.



Lane Group	EBT	EBR	WBT	WBR	NBL2	NBR
Lane Configurations	↑↑↑	↑↑	↑↑↑	↑	↑↑	↑
Traffic Volume (vph)	654	1952	453	719	759	86
Future Volume (vph)	654	1952	453	719	759	86
Turn Type	NA	Free	NA	Free	Prot	Free
Protected Phases	4		8		5	
Permitted Phases		Free		Free		Free
Detector Phase	4		8		5	
Switch Phase						
Minimum Initial (s)	5.0		5.0		5.0	
Minimum Split (s)	22.5		22.5		9.5	
Total Split (s)	45.0		45.0		70.0	
Total Split (%)	39.1%		39.1%		60.9%	
Yellow Time (s)	3.5		3.5		3.5	
All-Red Time (s)	1.0		1.0		1.0	
Lost Time Adjust (s)	0.0		0.0		0.0	
Total Lost Time (s)	4.5		4.5		4.5	
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	None		None		None	
Act Effct Green (s)	23.6	115.0	23.6	115.0	82.4	115.0
Actuated g/C Ratio	0.21	1.00	0.21	1.00	0.72	1.00
v/c Ratio	0.68	0.76	0.47	0.49	0.34	0.06
Control Delay	37.4	10.3	41.2	1.1	6.9	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	37.4	10.3	41.2	1.1	6.9	0.1
LOS	D	B	D	A	A	A
Approach Delay	17.1		16.6			
Approach LOS	B		B			

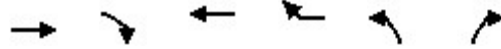
Intersection Summary

Cycle Length: 115  
 Actuated Cycle Length: 115  
 Offset: 110 (96%), Referenced to phase 2: and 6:, Start of Green  
 Natural Cycle: 40  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.76  
 Intersection Signal Delay: 15.0  
 Intersection Capacity Utilization 41.4%  
 Analysis Period (min) 15  
 Intersection LOS: B  
 ICU Level of Service A

Splits and Phases: 5: I-25 Ramps & E. County Line Rd.



Queues  
5: I-25 Ramps & E. County Line Rd.



Lane Group	EBT	EBR	WBT	WBR	NBL2	NBR
Lane Group Flow (vph)	711	2122	492	782	825	93
v/c Ratio	0.68	0.76	0.47	0.49	0.34	0.06
Control Delay	37.4	10.3	41.2	1.1	6.9	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	37.4	10.3	41.2	1.1	6.9	0.1
Queue Length 50th (ft)	187	486	118	0	102	0
Queue Length 95th (ft)	m189	m457	145	0	158	0
Internal Link Dist (ft)	907		840			
Turn Bay Length (ft)		200		100	180	
Base Capacity (vph)	1790	2787	1790	1583	2459	1583
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.40	0.76	0.27	0.49	0.34	0.06

Intersection Summary

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

HCM 6th Signalized Intersection Summary  
5: I-25 Ramps & E. County Line Rd.

Park Meadows  
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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL2	NBL	NBR	SEL	SER
Lane Configurations		↑↑↑	↑↑		↑↑↑	↑	↑↑		↑		
Traffic Volume (veh/h)	0	654	1952	0	453	719	759	0	86	0	0
Future Volume (veh/h)	0	654	1952	0	453	719	759	0	86	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00	1.00	1.00		
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
Work Zone On Approach		No			No			No			
Adj Sat Flow, veh/h/ln	0	1870	1870	0	1870	1870	1870	1870	1870		
Adj Flow Rate, veh/h	0	711	0	0	492	0	825	825	0		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92		
Percent Heavy Veh, %	0	2	2	0	2	2	2	2	2		
Cap, veh/h	0	957		0	957		2537	2537			
Arrive On Green	0.00	0.31	0.00	0.00	0.19	0.00	0.73	0.73	0.00		
Sat Flow, veh/h	0	5274	2790	0	5274	1585	3456	3456	1585		
Grp Volume(v), veh/h	0	711	0	0	492	0	825	825	0		
Grp Sat Flow(s),veh/h/ln	0	1702	1395	0	1702	1585	1728	1728	1585		
Q Serve(g_s), s	0.0	14.3	0.0	0.0	10.0	0.0	9.6	9.6	0.0		
Cycle Q Clear(g_c), s	0.0	14.3	0.0	0.0	10.0	0.0	9.6	9.6	0.0		
Prop In Lane	0.00		1.00	0.00		1.00	1.00	1.00	1.00		
Lane Grp Cap(c), veh/h	0	957		0	957		2537	2537			
V/C Ratio(X)	0.00	0.74		0.00	0.51		0.33	0.33			
Avail Cap(c_a), veh/h	0	1798		0	1798		2537	2537			
HCM Platoon Ratio	1.00	1.67	1.67	1.00	1.00	1.00	1.00	1.00	1.00		
Upstream Filter(I)	0.00	0.10	0.00	0.00	1.00	0.00	1.00	1.00	0.00		
Uniform Delay (d), s/veh	0.0	37.0	0.0	0.0	42.0	0.0	5.3	5.3	0.0		
Incr Delay (d2), s/veh	0.0	0.1	0.0	0.0	0.4	0.0	0.1	0.1	0.0		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln	0.0	5.3	0.0	0.0	4.2	0.0	3.1	3.1	0.0		
Unsig. Movement Delay, s/veh											
LnGrp Delay(d),s/veh	0.0	37.1	0.0	0.0	42.4	0.0	5.4	5.4	0.0		
LnGrp LOS	A	D		A	D		A	A			
Approach Vol, veh/h		711	A		492	A	825	825	A		
Approach Delay, s/veh		37.1			42.4		5.4	5.4			
Approach LOS		D			D		A	A			
Timer - Assigned Phs		2		4				8			
Phs Duration (G+Y+Rc), s		88.9		26.1				26.1			
Change Period (Y+Rc), s		4.5		4.5				4.5			
Max Green Setting (Gmax), s		65.5		40.5				40.5			
Max Q Clear Time (g_c+I1), s		11.6		16.3				12.0			
Green Ext Time (p_c), s		3.5		5.2				3.6			

Intersection Summary

HCM 6th Ctrl Delay			25.5								
HCM 6th LOS			C								

Notes

Unsignalized Delay for [NBR, EBR, WBR] is excluded from calculations of the approach delay and intersection delay.

Lanes and Geometrics  
 6: Park Meadow Center Dr. & East Access Drive



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)	0	0	110			0
Storage Lanes	2	1	1			0
Taper Length (ft)	25		25			
Lane Util. Factor	0.97	1.00	1.00	0.95	0.95	0.95
Ped Bike Factor						
Frt		0.850			0.923	
Flt Protected	0.950		0.950			
Satd. Flow (prot)	3433	1583	1770	3539	3267	0
Flt Permitted	0.950		0.121			
Satd. Flow (perm)	3433	1583	225	3539	3267	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		305			490	
Link Speed (mph)	30			30	30	
Link Distance (ft)	204			1551	1238	
Travel Time (s)	4.6			35.3	28.1	

Intersection Summary

Area Type: Other

Timings  
6: Park Meadow Center Dr. & East Access Drive



Lane Group	EBL	EBR	NBL	NBT	SBT
Lane Configurations	↖↗	↗	↖	↑↑	↑↓
Traffic Volume (vph)	552	281	140	719	594
Future Volume (vph)	552	281	140	719	594
Turn Type	Prot	Perm	pm+pt	NA	NA
Protected Phases	4		5	2	6
Permitted Phases		5	2		
Detector Phase	4	5	5	2	6
Switch Phase					
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	9.5	9.5	22.5	22.5
Total Split (s)	22.5	12.0	12.0	42.5	30.5
Total Split (%)	34.6%	18.5%	18.5%	65.4%	46.9%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5
Lead/Lag		Lead	Lead		Lag
Lead-Lag Optimize?		Yes	Yes		Yes
Recall Mode	None	None	None	C-Max	C-Max
Act Effct Green (s)	15.8	7.1	40.2	40.2	28.5
Actuated g/C Ratio	0.24	0.11	0.62	0.62	0.44
v/c Ratio	0.72	0.69	0.49	0.36	0.78
Control Delay	27.6	13.1	12.8	7.0	14.2
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	27.6	13.1	12.8	7.0	14.2
LOS	C	B	B	A	B
Approach Delay	22.7			7.9	14.2
Approach LOS	C			A	B

Intersection Summary

Cycle Length: 65  
 Actuated Cycle Length: 65  
 Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBT, Start of Green  
 Natural Cycle: 65  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.78  
 Intersection Signal Delay: 14.8  
 Intersection LOS: B  
 Intersection Capacity Utilization 71.4%  
 ICU Level of Service C  
 Analysis Period (min) 15

Splits and Phases: 6: Park Meadow Center Dr. & East Access Drive





Lane Group	EBL	EBR	NBL	NBT	SBT
Lane Group Flow (vph)	600	305	152	782	1331
v/c Ratio	0.72	0.69	0.49	0.36	0.78
Control Delay	27.6	13.1	12.8	7.0	14.2
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	27.6	13.1	12.8	7.0	14.2
Queue Length 50th (ft)	110	0	22	71	146
Queue Length 95th (ft)	155	#74	59	108	241
Internal Link Dist (ft)	124			1471	1158
Turn Bay Length (ft)			110		
Base Capacity (vph)	950	453	318	2186	1709
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.63	0.67	0.48	0.36	0.78

#### Intersection Summary

# 95th percentile volume exceeds capacity, queue may be longer.  
Queue shown is maximum after two cycles.

HCM 6th Signalized Intersection Summary  
 6: Park Meadow Center Dr. & East Access Drive

Park Meadows  
 07/19/2022



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	552	281	140	719	594	630
Future Volume (veh/h)	552	281	140	719	594	630
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	600	305	152	782	646	685
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	815	374	277	2223	861	768
Arrive On Green	0.24	0.24	0.07	0.63	0.48	0.48
Sat Flow, veh/h	3456	1585	1781	3647	1870	1585
Grp Volume(v), veh/h	600	305	152	782	646	685
Grp Sat Flow(s),veh/h/ln	1728	1585	1781	1777	1777	1585
Q Serve(g_s), s	10.4	11.8	2.5	6.9	19.1	25.5
Cycle Q Clear(g_c), s	10.4	11.8	2.5	6.9	19.1	25.5
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	815	374	277	2223	861	768
V/C Ratio(X)	0.74	0.82	0.55	0.35	0.75	0.89
Avail Cap(c_a), veh/h	957	439	354	2223	861	768
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.77	0.77	0.45	0.45
Uniform Delay (d), s/veh	23.0	23.5	13.9	5.8	13.6	15.2
Incr Delay (d2), s/veh	2.5	9.9	1.3	0.3	2.8	7.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.2	10.7	1.1	2.0	7.2	9.4
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	25.5	33.4	15.2	6.2	16.3	22.8
LnGrp LOS	C	C	B	A	B	C
Approach Vol, veh/h	905			934	1331	
Approach Delay, s/veh	28.1			7.7	19.6	
Approach LOS	C			A	B	
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		45.2		19.8	9.2	36.0
Change Period (Y+Rc), s		4.5		4.5	4.5	4.5
Max Green Setting (Gmax), s		38.0		18.0	7.5	26.0
Max Q Clear Time (g_c+I1), s		8.9		13.8	4.5	27.5
Green Ext Time (p_c), s		6.2		1.5	0.1	0.0
<b>Intersection Summary</b>						
HCM 6th Ctrl Delay			18.5			
HCM 6th LOS			B			



Lanes and Geometrics  
7: SE Access Drive & Park Meadow Center Dr.

Park Meadows  
07/19/2022



Lane Group	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
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%				0%
Storage Length (ft)	150		0	100		0	0		0	0		0
Storage Lanes	1		0	1		0	1		0	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.988			0.979			0.890				0.850
Flt Protected	0.950			0.950			0.950				0.974	
Satd. Flow (prot)	1770	3497	0	1770	3465	0	1770	1658	0	0	1814	1583
Flt Permitted	0.184			0.304			0.551				0.669	
Satd. Flow (perm)	343	3497	0	566	3465	0	1026	1658	0	0	1246	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		16			31			168				347
Link Speed (mph)		30			30			30				30
Link Distance (ft)		1110			1551			164				207
Travel Time (s)		25.2			35.3			3.7				4.7

Intersection Summary

Area Type: Other

Timings  
7: SE Access Drive & Park Meadow Center Dr.

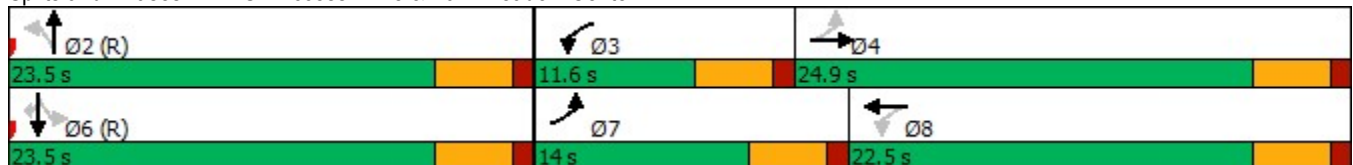


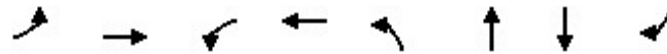
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations	↖	↕	↖	↕	↖	↕		↕	↗
Traffic Volume (vph)	242	647	135	618	141	56	120	102	372
Future Volume (vph)	242	647	135	618	141	56	120	102	372
Turn Type	pm+pt	NA	pm+pt	NA	Perm	NA	Perm	NA	Perm
Protected Phases	7	4	3	8		2		6	
Permitted Phases	4		8		2		6		6
Detector Phase	7	4	3	8	2	2	6	6	6
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	9.5	22.5	22.5	22.5	22.5	22.5	22.5
Total Split (s)	14.0	24.9	11.6	22.5	23.5	23.5	23.5	23.5	23.5
Total Split (%)	23.3%	41.5%	19.3%	37.5%	39.2%	39.2%	39.2%	39.2%	39.2%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5		4.5	4.5
Lead/Lag	Lead	Lag	Lead	Lag					
Lead-Lag Optimize?	Yes	Yes	Yes	Yes					
Recall Mode	None	None	None	None	C-Max	C-Max	C-Max	C-Max	C-Max
Act Effct Green (s)	29.3	21.7	24.1	17.2	20.0	20.0		20.0	20.0
Actuated g/C Ratio	0.49	0.36	0.40	0.29	0.33	0.33		0.33	0.33
v/c Ratio	0.68	0.60	0.40	0.77	0.45	0.34		0.58	0.53
Control Delay	17.8	16.6	11.3	24.4	21.5	6.8		24.0	6.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0
Total Delay	17.8	16.6	11.3	24.4	21.5	6.8		24.0	6.4
LOS	B	B	B	C	C	A		C	A
Approach Delay		16.9		22.4		12.7		13.0	
Approach LOS		B		C		B		B	

Intersection Summary

Cycle Length: 60  
 Actuated Cycle Length: 60  
 Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green  
 Natural Cycle: 60  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.77  
 Intersection Signal Delay: 17.2  
 Intersection Capacity Utilization 73.1%  
 Analysis Period (min) 15  
 Intersection LOS: B  
 ICU Level of Service D

Splits and Phases: 7: SE Access Drive & Park Meadow Center Dr.





Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	263	764	147	780	153	229	241	404
v/c Ratio	0.68	0.60	0.40	0.77	0.45	0.34	0.58	0.53
Control Delay	17.8	16.6	11.3	24.4	21.5	6.8	24.0	6.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	17.8	16.6	11.3	24.4	21.5	6.8	24.0	6.4
Queue Length 50th (ft)	50	94	25	126	44	15	73	14
Queue Length 95th (ft)	m71	m113	49	184	94	59	#141	73
Internal Link Dist (ft)		1030		1471		84	127	
Turn Bay Length (ft)	150		100					
Base Capacity (vph)	393	1279	371	1061	341	664	415	759
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.67	0.60	0.40	0.74	0.45	0.34	0.58	0.53

#### Intersection Summary

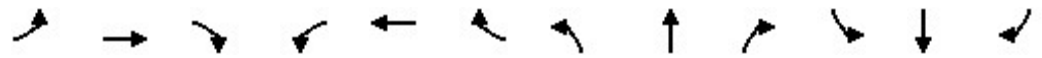
# 95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

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

HCM 6th Signalized Intersection Summary  
 7: SE Access Drive & Park Meadow Center Dr.

Park Meadows  
 07/19/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	242	647	56	135	618	99	141	56	155	120	102	372
Future Volume (veh/h)	242	647	56	135	618	99	141	56	155	120	102	372
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	263	703	61	147	672	108	153	61	168	130	111	404
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	404	1052	91	365	819	131	267	164	452	297	228	590
Arrive On Green	0.14	0.32	0.32	0.08	0.27	0.27	0.37	0.37	0.37	0.37	0.37	0.37
Sat Flow, veh/h	1781	3309	287	1781	3066	492	886	440	1212	550	613	1585
Grp Volume(v), veh/h	263	377	387	147	389	391	153	0	229	241	0	404
Grp Sat Flow(s),veh/h/ln	1781	1777	1819	1781	1777	1782	886	0	1652	1163	0	1585
Q Serve(g_s), s	6.1	11.0	11.1	3.5	12.3	12.4	10.0	0.0	6.1	6.3	0.0	12.9
Cycle Q Clear(g_c), s	6.1	11.0	11.1	3.5	12.3	12.4	22.4	0.0	6.1	12.4	0.0	12.9
Prop In Lane	1.00		0.16	1.00		0.28	1.00		0.73	0.54		1.00
Lane Grp Cap(c), veh/h	404	565	578	365	474	476	267	0	615	526	0	590
V/C Ratio(X)	0.65	0.67	0.67	0.40	0.82	0.82	0.57	0.00	0.37	0.46	0.00	0.68
Avail Cap(c_a), veh/h	444	604	618	425	533	535	267	0	615	526	0	590
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00	0.56	0.56	0.56	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	14.2	17.7	17.7	14.4	20.6	20.6	25.2	0.0	13.7	16.4	0.0	15.9
Incr Delay (d2), s/veh	3.0	2.6	2.6	0.4	5.2	5.3	8.7	0.0	1.7	2.9	0.0	6.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.4	4.5	4.6	1.3	5.3	5.4	2.7	0.0	2.3	2.9	0.0	5.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	17.1	20.3	20.3	14.8	25.9	25.9	33.9	0.0	15.4	19.2	0.0	22.2
LnGrp LOS	B	C	C	B	C	C	C	A	B	B	A	C
Approach Vol, veh/h		1027			927			382				645
Approach Delay, s/veh		19.5			24.2			22.8				21.1
Approach LOS		B			C			C				C
Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		26.9	9.6	23.6		26.9	12.6	20.5				
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5	4.5	4.5				
Max Green Setting (Gmax), s		19.0	7.1	20.4		19.0	9.5	18.0				
Max Q Clear Time (g_c+I1), s		24.4	5.5	13.1		14.9	8.1	14.4				
Green Ext Time (p_c), s		0.0	0.1	2.8		1.3	0.1	1.7				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay				21.7								
HCM 6th LOS				C								

Lanes and Geometrics  
 8: S. Yosemite St. & Park Meadow Center Dr.

Park Meadows  
 07/19/2022



Lane Group	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
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	240		240	110		275	220		235
Storage Lanes	0		0	1		1	2		1	2		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	0.91	0.91	1.00	0.97	0.91	1.00	0.97	0.91	1.00
Ped Bike Factor												
Frt						0.850			0.850			0.850
Flt Protected				0.950	0.985		0.950			0.950		
Satd. Flow (prot)	0	0	0	1610	3339	1583	3433	5085	1583	3433	5085	1583
Flt Permitted				0.950	0.985		0.256			0.171		
Satd. Flow (perm)	0	0	0	1610	3339	1583	925	5085	1583	618	5085	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						196			868			109
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		440			1021			458			636	
Travel Time (s)		10.0			23.2			10.4			14.5	

Intersection Summary

Area Type: Other

Timings  
8: S. Yosemite St. & Park Meadow Center Dr.

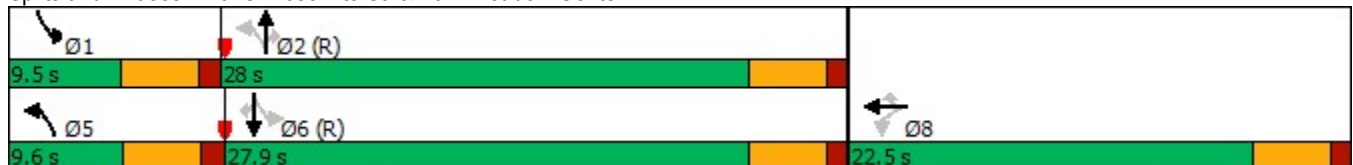


Lane Group	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↙↘	↘	↘↙	↙↘↙	↘	↘↙	↙↘↙	↘
Traffic Volume (vph)	590	531	362	278	1433	995	300	825	395
Future Volume (vph)	590	531	362	278	1433	995	300	825	395
Turn Type	Perm	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases		8		5	2		1	6	
Permitted Phases	8		8	2		2	6		6
Detector Phase	8	8	8	5	2	2	1	6	6
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5	22.5
Total Split (s)	22.5	22.5	22.5	9.6	28.0	28.0	9.5	27.9	27.9
Total Split (%)	37.5%	37.5%	37.5%	16.0%	46.7%	46.7%	15.8%	46.5%	46.5%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag				Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?				Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	C-Max	C-Max	None	C-Max	C-Max
Act Effct Green (s)	18.0	18.0	18.0	28.6	23.5	23.5	28.4	23.4	23.4
Actuated g/C Ratio	0.30	0.30	0.30	0.48	0.39	0.39	0.47	0.39	0.39
v/c Ratio	0.82	0.82	0.64	0.46	0.78	0.94	0.62	0.45	0.63
Control Delay	31.4	23.5	10.6	9.4	19.5	22.3	12.7	14.5	15.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	31.4	23.5	10.6	9.4	19.5	22.3	12.7	14.5	15.7
LOS	C	C	B	A	B	C	B	B	B
Approach Delay		22.3			19.5			14.4	
Approach LOS		C			B			B	

Intersection Summary

Cycle Length: 60  
 Actuated Cycle Length: 60  
 Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green  
 Natural Cycle: 60  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.94  
 Intersection Signal Delay: 18.9  
 Intersection LOS: B  
 Intersection Capacity Utilization 77.7%  
 ICU Level of Service D  
 Analysis Period (min) 15

Splits and Phases: 8: S. Yosemite St. & Park Meadow Center Dr.





Lane Group	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	397	821	393	302	1558	1082	326	897	429
v/c Ratio	0.82	0.82	0.64	0.46	0.78	0.94	0.62	0.45	0.63
Control Delay	31.4	23.5	10.6	9.4	19.5	22.3	12.7	14.5	15.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	31.4	23.5	10.6	9.4	19.5	22.3	12.7	14.5	15.7
Queue Length 50th (ft)	121	126	19	24	174	53	27	84	87
Queue Length 95th (ft)	m#281	#243	m65	41	226	#390	44	116	174
Internal Link Dist (ft)		941			378			556	
Turn Bay Length (ft)	240		240	110		275	220		235
Base Capacity (vph)	483	1001	612	654	1991	1148	527	1983	683
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.82	0.82	0.64	0.46	0.78	0.94	0.62	0.45	0.63

**Intersection Summary**

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

Queue shown is maximum after two cycles.

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

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HCM 6th Edition methodology does not support turning movements with shared & exclusive lanes.



Lanes and Geometrics  
 9: S. Yosemite St. & SW Access Drive

Park Meadows  
 07/19/2022



Lane Group	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
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	140		0	450		0
Storage Lanes	1		0	1		0	1		1	2		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	0.97	0.91	0.91
Ped Bike Factor												
Frt		0.879			0.861				0.850		0.990	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1637	0	1770	1604	0	1770	3539	1583	3433	5034	0
Flt Permitted	0.556			0.702			0.950			0.950		
Satd. Flow (perm)	1036	1637	0	1308	1604	0	1770	3539	1583	3433	5034	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		68			173				496			20
Link Speed (mph)		30			30			30				30
Link Distance (ft)		205			365			636				1050
Travel Time (s)		4.7			8.3			14.5				23.9

Intersection Summary

Area Type: Other

Timings  
9: S. Yosemite St. & SW Access Drive

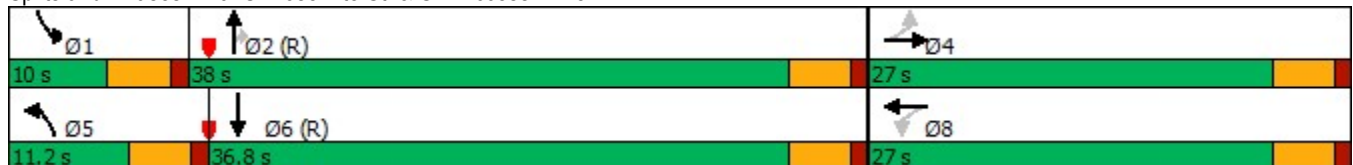


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations	↖	↗	↖	↗	↖	↑↑	↗	↖↗	↑↑↗
Traffic Volume (vph)	54	15	344	15	72	1262	456	183	1152
Future Volume (vph)	54	15	344	15	72	1262	456	183	1152
Turn Type	Perm	NA	Perm	NA	Prot	NA	Perm	Prot	NA
Protected Phases		4		8	5	2		1	6
Permitted Phases	4		8				2		
Detector Phase	4	4	8	8	5	2	2	1	6
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5
Total Split (s)	27.0	27.0	27.0	27.0	11.2	38.0	38.0	10.0	36.8
Total Split (%)	36.0%	36.0%	36.0%	36.0%	14.9%	50.7%	50.7%	13.3%	49.1%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag					Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?					Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	C-Max	C-Max	None	C-Max
Act Effct Green (s)	22.5	22.5	22.5	22.5	6.5	33.5	33.5	5.5	34.6
Actuated g/C Ratio	0.30	0.30	0.30	0.30	0.09	0.45	0.45	0.07	0.46
v/c Ratio	0.19	0.16	0.96	0.35	0.51	0.87	0.51	0.79	0.58
Control Delay	21.6	8.1	64.7	7.3	45.1	26.4	3.4	57.7	16.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	21.6	8.1	64.7	7.3	45.1	26.4	3.4	57.7	16.5
LOS	C	A	E	A	D	C	A	E	B
Approach Delay		13.6		43.9		21.3			21.8
Approach LOS		B		D		C			C

Intersection Summary

Cycle Length: 75	
Actuated Cycle Length: 75	
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green	
Natural Cycle: 75	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.96	
Intersection Signal Delay: 24.3	Intersection LOS: C
Intersection Capacity Utilization 78.8%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 9: S. Yosemite St. & SW Access Drive





Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	59	84	374	212	78	1372	496	199	1345
v/c Ratio	0.19	0.16	0.96	0.35	0.51	0.87	0.51	0.79	0.58
Control Delay	21.6	8.1	64.7	7.3	45.1	26.4	3.4	57.7	16.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	21.6	8.1	64.7	7.3	45.1	26.4	3.4	57.7	16.5
Queue Length 50th (ft)	20	5	169	13	35	291	0	47	168
Queue Length 95th (ft)	49	35	#334	60	#78	#401	50	#101	213
Internal Link Dist (ft)		125		285		556			970
Turn Bay Length (ft)					140			450	
Base Capacity (vph)	310	538	392	602	158	1580	981	253	2331
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.19	0.16	0.95	0.35	0.49	0.87	0.51	0.79	0.58

**Intersection Summary**

# 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.

HCM 6th Signalized Intersection Summary  
 9: S. Yosemite St. & SW Access Drive

Park Meadows  
 07/19/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	54	15	63	344	15	180	72	1262	456	183	1152	86
Future Volume (veh/h)	54	15	63	344	15	180	72	1262	456	183	1152	86
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	59	16	68	374	16	196	78	1372	496	199	1252	93
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	322	93	396	440	36	445	100	1587	708	253	2249	167
Arrive On Green	0.30	0.30	0.30	0.30	0.30	0.30	0.06	0.45	0.45	0.07	0.46	0.46
Sat Flow, veh/h	1170	311	1322	1314	121	1482	1781	3554	1585	3456	4849	360
Grp Volume(v), veh/h	59	0	84	374	0	212	78	1372	496	199	879	466
Grp Sat Flow(s),veh/h/ln	1170	0	1632	1314	0	1604	1781	1777	1585	1728	1702	1806
Q Serve(g_s), s	3.2	0.0	2.8	19.7	0.0	8.0	3.2	26.1	18.9	4.2	14.0	14.0
Cycle Q Clear(g_c), s	11.2	0.0	2.8	22.5	0.0	8.0	3.2	26.1	18.9	4.2	14.0	14.0
Prop In Lane	1.00		0.81	1.00		0.92	1.00		1.00	1.00		0.20
Lane Grp Cap(c), veh/h	322	0	490	440	0	481	100	1587	708	253	1578	837
V/C Ratio(X)	0.18	0.00	0.17	0.85	0.00	0.44	0.78	0.86	0.70	0.79	0.56	0.56
Avail Cap(c_a), veh/h	322	0	490	440	0	481	159	1587	708	253	1578	837
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	0.00	1.00	1.00	0.00	1.00	0.57	0.57	0.57	0.91	0.91	0.91
Uniform Delay (d), s/veh	25.7	0.0	19.4	28.5	0.0	21.2	34.9	18.7	16.7	34.2	14.5	14.5
Incr Delay (d2), s/veh	0.3	0.0	0.2	14.5	0.0	0.6	7.2	3.9	3.3	13.7	1.3	2.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	0.0	1.1	8.3	0.0	2.9	1.6	10.5	6.9	2.2	5.2	5.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	26.0	0.0	19.5	43.0	0.0	21.8	42.1	22.6	20.0	47.9	15.8	17.0
LnGrp LOS	C	A	B	D	A	C	D	C	C	D	B	B
Approach Vol, veh/h		143			586			1946			1544	
Approach Delay, s/veh		22.2			35.3			22.7			20.3	
Approach LOS		C			D			C			C	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	10.0	38.0		27.0	8.7	39.3		27.0				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	5.5	33.5		22.5	6.7	32.3		22.5				
Max Q Clear Time (g_c+I1), s	6.2	28.1		13.2	5.2	16.0		24.5				
Green Ext Time (p_c), s	0.0	4.4		0.4	0.0	8.5		0.0				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay				23.6								
HCM 6th LOS				C								



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)		0%	0%		0%	
Storage Length (ft)	200			0	0	140
Storage Lanes	1			1	2	1
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	0.91	0.95	1.00	0.97	1.00
Ped Bike Factor						
Frt				0.850		0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1770	5085	3539	1583	3433	1583
Flt Permitted	0.151				0.950	
Satd. Flow (perm)	281	5085	3539	1583	3433	1583
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)				684		136
Link Speed (mph)		30	30		30	
Link Distance (ft)		1842	1050		476	
Travel Time (s)		41.9	23.9		10.8	

Intersection Summary

Area Type: Other

Timings  
10: S. Yosemite St. & S. Chester St.

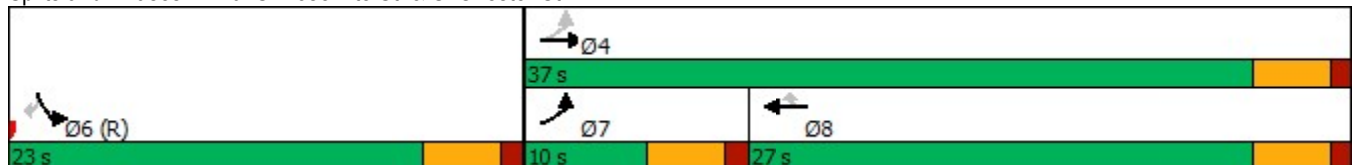


Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↶	↑↑↑	↑↑	↷	↶↷	↷
Traffic Volume (vph)	111	858	879	629	551	125
Future Volume (vph)	111	858	879	629	551	125
Turn Type	pm+pt	NA	NA	Perm	Prot	Perm
Protected Phases	7	4	8		6	
Permitted Phases	4			8		6
Detector Phase	7	4	8	8	6	6
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	22.5	22.5	22.5	22.5
Total Split (s)	10.0	37.0	27.0	27.0	23.0	23.0
Total Split (%)	16.7%	61.7%	45.0%	45.0%	38.3%	38.3%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead		Lag	Lag		
Lead-Lag Optimize?	Yes		Yes	Yes		
Recall Mode	None	None	None	None	C-Max	C-Max
Act Effct Green (s)	30.0	30.0	22.0	22.0	21.0	21.0
Actuated g/C Ratio	0.50	0.50	0.37	0.37	0.35	0.35
v/c Ratio	0.44	0.37	0.74	0.67	0.50	0.21
Control Delay	12.1	9.3	20.4	5.3	15.0	4.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	12.1	9.3	20.4	5.3	15.0	4.0
LOS	B	A	C	A	B	A
Approach Delay		9.6	14.1		12.9	
Approach LOS		A	B		B	

Intersection Summary

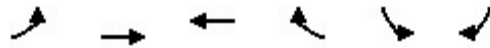
Cycle Length: 60  
 Actuated Cycle Length: 60  
 Offset: 0 (0%), Referenced to phase 2: and 6:SBL, Start of Green  
 Natural Cycle: 60  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.74  
 Intersection Signal Delay: 12.5  
 Intersection Capacity Utilization 57.4%  
 Analysis Period (min) 15  
 Intersection LOS: B  
 ICU Level of Service B

Splits and Phases: 10: S. Yosemite St. & S. Chester St.



Queues

10: S. Yosemite St. & S. Chester St.



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Group Flow (vph)	121	933	955	684	599	136
v/c Ratio	0.44	0.37	0.74	0.67	0.50	0.21
Control Delay	12.1	9.3	20.4	5.3	15.0	4.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	12.1	9.3	20.4	5.3	15.0	4.0
Queue Length 50th (ft)	20	62	150	0	62	0
Queue Length 95th (ft)	41	85	212	59	100	15
Internal Link Dist (ft)		1762	970		396	
Turn Bay Length (ft)	200					140
Base Capacity (vph)	276	2754	1327	1021	1200	642
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.44	0.34	0.72	0.67	0.50	0.21

Intersection Summary

HCM 6th Signalized Intersection Summary  
 10: S. Yosemite St. & S. Chester St.

Park Meadows  
 07/19/2022



Movement	EBL	EBT	WBT	WBR	SBL	SBR	
Lane Configurations							
Traffic Volume (veh/h)	111	858	879	629	551	125	
Future Volume (veh/h)	111	858	879	629	551	125	
Initial Q (Qb), veh	0	0	0	0	0	0	
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	
Work Zone On Approach		No	No		No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	
Adj Flow Rate, veh/h	121	933	955	684	599	136	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	
Percent Heavy Veh, %	2	2	2	2	2	2	
Cap, veh/h	293	2667	1333	594	1133	520	
Arrive On Green	0.07	0.52	0.38	0.38	0.33	0.33	
Sat Flow, veh/h	1781	5274	3647	1585	3456	1585	
Grp Volume(v), veh/h	121	933	955	684	599	136	
Grp Sat Flow(s),veh/h/ln	1781	1702	1777	1585	1728	1585	
Q Serve(g_s), s	2.3	6.4	13.8	22.5	8.5	3.8	
Cycle Q Clear(g_c), s	2.3	6.4	13.8	22.5	8.5	3.8	
Prop In Lane	1.00			1.00	1.00	1.00	
Lane Grp Cap(c), veh/h	293	2667	1333	594	1133	520	
V/C Ratio(X)	0.41	0.35	0.72	1.15	0.53	0.26	
Avail Cap(c_a), veh/h	328	2766	1333	594	1133	520	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	
Upstream Filter(I)	0.81	0.81	0.43	0.43	0.90	0.90	
Uniform Delay (d), s/veh	12.1	8.4	16.0	18.8	16.4	14.8	
Incr Delay (d2), s/veh	0.8	0.1	0.8	76.6	1.6	1.1	
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	
%ile BackOfQ(50%),veh/ln	0.8	1.9	5.1	19.8	3.3	3.9	
Unsig. Movement Delay, s/veh							
LnGrp Delay(d),s/veh	12.8	8.4	16.8	95.4	18.0	15.9	
LnGrp LOS	B	A	B	F	B	B	
Approach Vol, veh/h		1054	1639		735		
Approach Delay, s/veh		8.9	49.6		17.6		
Approach LOS		A	D		B		
Timer - Assigned Phs				4	6	7	8
Phs Duration (G+Y+Rc), s				35.8	24.2	8.8	27.0
Change Period (Y+Rc), s				4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s				32.5	18.5	5.5	22.5
Max Q Clear Time (g_c+I1), s				8.4	10.5	4.3	24.5
Green Ext Time (p_c), s				7.1	1.9	0.0	0.0
<b>Intersection Summary</b>							
HCM 6th Ctrl Delay			30.3				
HCM 6th LOS			C				



Lanes and Geometrics  
 11: S. Chester St. & Westview Rd./NW Access Drive

Park Meadows  
 07/19/2022



Lane Group	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
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	85		0	0		0	90		0	190		0
Storage Lanes	1		0	1		1	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.97	0.95	0.95
Ped Bike Factor												
Frt		0.903				0.850		0.974			0.950	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1682	0	1770	1863	1583	1770	3447	0	3433	3362	0
Flt Permitted	0.711			0.499			0.950			0.950		
Satd. Flow (perm)	1324	1682	0	930	1863	1583	1770	3447	0	3433	3362	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		155				378		42			159	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		259			217			476			565	
Travel Time (s)		5.9			4.9			10.8			12.8	

Intersection Summary

Area Type: Other





Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	182	239	80	71	541	134	679	426	713
v/c Ratio	0.59	0.47	0.37	0.16	0.82	0.58	0.53	0.69	0.45
Control Delay	27.6	10.1	22.8	17.4	18.1	33.2	17.1	30.6	11.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	27.6	10.1	22.8	17.4	18.1	33.2	17.1	30.6	11.6
Queue Length 50th (ft)	57	24	24	20	49	44	107	72	80
Queue Length 95th (ft)	105	69	54	44	#160	m69	171	#132	126
Internal Link Dist (ft)		179		137			396		485
Turn Bay Length (ft)	85					90		190	
Base Capacity (vph)	397	613	279	558	739	237	1278	622	1590
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.46	0.39	0.29	0.13	0.73	0.57	0.53	0.68	0.45

**Intersection Summary**

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

Queue shown is maximum after two cycles.

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

HCM 6th Signalized Intersection Summary  
 11: S. Chester St. & Westview Rd./NW Access Drive

Park Meadows  
 07/19/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	167	77	143	74	65	498	123	518	107	392	438	218
Future Volume (veh/h)	167	77	143	74	65	498	123	518	107	392	438	218
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	182	84	155	80	71	0	134	563	116	426	476	237
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	388	137	252	239	434		171	1139	234	536	1029	509
Arrive On Green	0.23	0.23	0.23	0.23	0.23	0.00	0.10	0.39	0.39	0.16	0.45	0.45
Sat Flow, veh/h	1329	589	1086	1141	1870	1585	1781	2936	603	3456	2303	1140
Grp Volume(v), veh/h	182	0	239	80	71	0	134	340	339	426	367	346
Grp Sat Flow(s),veh/h/ln	1329	0	1675	1141	1870	1585	1781	1777	1762	1728	1777	1665
Q Serve(g_s), s	7.6	0.0	7.7	4.1	1.8	0.0	4.4	8.7	8.8	7.1	8.6	8.7
Cycle Q Clear(g_c), s	9.4	0.0	7.7	11.7	1.8	0.0	4.4	8.7	8.8	7.1	8.6	8.7
Prop In Lane	1.00		0.65	1.00		1.00	1.00		0.34	1.00		0.68
Lane Grp Cap(c), veh/h	388	0	389	239	434		171	689	683	536	794	744
V/C Ratio(X)	0.47	0.00	0.61	0.33	0.16		0.78	0.49	0.50	0.80	0.46	0.47
Avail Cap(c_a), veh/h	479	0	502	316	561		217	689	683	582	794	744
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	0.00	1.00	1.00	1.00	0.00	0.73	0.73	0.73	0.71	0.71	0.71
Uniform Delay (d), s/veh	22.1	0.0	20.6	25.9	18.4	0.0	26.5	13.9	13.9	24.4	11.6	11.6
Incr Delay (d2), s/veh	0.9	0.0	1.6	0.8	0.2	0.0	10.2	1.8	1.9	5.1	1.4	1.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.3	0.0	2.9	1.1	0.8	0.0	2.2	3.4	3.4	3.1	3.2	3.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	23.0	0.0	22.2	26.7	18.6	0.0	36.7	15.7	15.8	29.5	12.9	13.1
LnGrp LOS	C	A	C	C	B		D	B	B	C	B	B
Approach Vol, veh/h		421			151	A		813			1139	
Approach Delay, s/veh		22.6			22.9			19.2			19.2	
Approach LOS		C			C			B			B	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	13.8	27.8		18.4	10.3	31.3		18.4				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	10.1	18.4		18.0	7.3	21.2		18.0				
Max Q Clear Time (g_c+I1), s	9.1	10.8		11.4	6.4	10.7		13.7				
Green Ext Time (p_c), s	0.2	2.6		1.1	0.0	3.4		0.2				

Intersection Summary

HCM 6th Ctrl Delay	20.0
HCM 6th LOS	B

Notes

Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

Lanes and Geometrics  
 12: Park Meadows Ring Rd. & North Access Drive



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕↕	↕	↕	↕	↕
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)		0%	0%		0%	
Storage Length (ft)	0			0	0	0
Storage Lanes	0			1	1	1
Taper Length (ft)	25				25	
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt				0.850		0.850
Flt Protected		0.978			0.950	
Satd. Flow (prot)	0	3461	1863	1583	1770	1583
Flt Permitted		0.978			0.950	
Satd. Flow (perm)	0	3461	1863	1583	1770	1583
Link Speed (mph)		30	30		30	
Link Distance (ft)		1249	1271		255	
Travel Time (s)		28.4	28.9		5.8	

Intersection Summary

Area Type: Other

HCM Unsignalized Intersection Capacity Analysis  
 12: Park Meadows Ring Rd. & North Access Drive

Park Meadows  
 07/19/2022



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↔↑	↑	↔	↔	↔
Traffic Volume (veh/h)	149	182	261	569	704	258
Future Volume (Veh/h)	149	182	261	569	704	258
Sign Control		Stop	Stop		Free	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	162	198	284	618	765	280
<b>Pedestrians</b>						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage (veh)						
Upstream signal (ft)	255					
pX, platoon unblocked						
vC, conflicting volume	1672	1530	1530	0	0	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1672	1530	1530	0	0	
tC, single (s)	7.1	6.5	6.5	6.2	4.1	
tC, 2 stage (s)						
tF (s)	3.5	4.0	4.0	3.3	2.2	
p0 queue free %	0	0	0	43	53	
cM capacity (veh/h)	0	62	62	1085	1623	
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	SB 1	SB 2
Volume Total	228	132	284	618	765	280
Volume Left	162	0	0	0	765	0
Volume Right	0	0	0	618	0	280
cSH	0	62	62	1085	1623	1700
Volume to Capacity	Err	2.13	4.59	0.57	0.47	0.16
Queue Length 95th (ft)	Err	317	Err	93	65	0
Control Delay (s)	Err	666.3	Err	12.6	9.2	0.0
Lane LOS	F	F	F	B	A	
Approach Delay (s)	Err		3156.9		6.7	
Approach LOS	F		F			
<b>Intersection Summary</b>						
Average Delay	Err					
Intersection Capacity Utilization	72.1%		ICU Level of Service			C
Analysis Period (min)	15					

Lanes and Geometrics  
 13: Park Meadows Ring Rd. & East Access Drive

Park Meadows  
 07/19/2022



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%		0%			0%
Storage Length (ft)	0	0		0	0	
Storage Lanes	1	1		1	0	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	0.95
Ped Bike Factor						
Frt		0.850		0.850		
Flt Protected	0.950					0.966
Satd. Flow (prot)	1770	1583	1863	1583	0	3419
Flt Permitted	0.950					0.966
Satd. Flow (perm)	1770	1583	1863	1583	0	3419
Link Speed (mph)	30		30			30
Link Distance (ft)	204		1336			1271
Travel Time (s)	4.6		30.4			28.9

Intersection Summary

Area Type: Other

HCM Unsignalized Intersection Capacity Analysis  
 13: Park Meadows Ring Rd. & East Access Drive

Park Meadows  
 07/19/2022



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						 
Traffic Volume (veh/h)	300	513	128	249	495	204
Future Volume (Veh/h)	300	513	128	249	495	204
Sign Control	Free		Stop		Stop	
Grade	0%		0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	326	558	139	271	538	222
<b>Pedestrians</b>						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage (veh)						
Upstream signal (ft)	204					
pX, platoon unblocked						
vC, conflicting volume	0		652	0	722	652
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	0		652	0	722	652
tC, single (s)	4.1		6.5	6.2	7.1	6.5
tC, 2 stage (s)						
tF (s)	2.2		4.0	3.3	3.5	4.0
p0 queue free %	80		55	75	0	28
cM capacity (veh/h)	1623		309	1085	143	309
<b>Direction, Lane #</b>	<b>WB 1</b>	<b>WB 2</b>	<b>NB 1</b>	<b>NB 2</b>	<b>SB 1</b>	<b>SB 2</b>
Volume Total	326	558	139	271	612	148
Volume Left	326	0	0	0	538	0
Volume Right	0	558	0	271	0	0
cSH	1623	1700	309	1085	153	309
Volume to Capacity	0.20	0.33	0.45	0.25	4.01	0.48
Queue Length 95th (ft)	19	0	55	25	Err	61
Control Delay (s)	7.8	0.0	25.8	9.4	Err	26.9
Lane LOS	A		D	A	F	D
Approach Delay (s)	2.9		15.0		8057.1	
Approach LOS			B		F	
<b>Intersection Summary</b>						
Average Delay			2985.4			
Intersection Capacity Utilization			60.8%	ICU Level of Service	B	
Analysis Period (min)			15			



Lanes and Geometrics  
 14: SE Access Drive & Park Meadows Ring Rd.



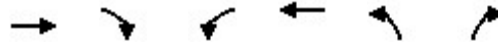
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↑		↑↑	↑	↑
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)		0	0		0	0
Storage Lanes		1	0		1	1
Taper Length (ft)			25		25	
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	1.00
Ped Bike Factor						
Frt		0.850				0.850
Flt Protected				0.966	0.950	
Satd. Flow (prot)	1863	1583	0	3419	1770	1583
Flt Permitted				0.966	0.950	
Satd. Flow (perm)	1863	1583	0	3419	1770	1583
Link Speed (mph)	30			30	30	
Link Distance (ft)	1548			1336	207	
Travel Time (s)	35.2			30.4	4.7	

Intersection Summary

Area Type: Other

HCM Unsignalized Intersection Capacity Analysis  
 14: SE Access Drive & Park Meadows Ring Rd.

Park Meadows  
 07/19/2022



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↑		↑↑	↑	↑
Traffic Volume (veh/h)	126	321	272	111	192	183
Future Volume (Veh/h)	126	321	272	111	192	183
Sign Control	Stop			Stop	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	137	349	296	121	209	199
<b>Pedestrians</b>						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage (veh)						
Upstream signal (ft)	207					
pX, platoon unblocked						
vC, conflicting volume	418	0	486	418	0	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	418	0	486	418	0	
tC, single (s)	6.5	6.2	7.1	6.5	4.1	
tC, 2 stage (s)						
tF (s)	4.0	3.3	3.5	4.0	2.2	
p0 queue free %	70	68	0	74	87	
cM capacity (veh/h)	458	1085	232	458	1623	
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	NB 2
Volume Total	137	349	336	81	209	199
Volume Left	0	0	296	0	209	0
Volume Right	0	349	0	0	0	199
cSH	458	1085	247	458	1623	1700
Volume to Capacity	0.30	0.32	1.36	0.18	0.13	0.12
Queue Length 95th (ft)	31	35	454	16	11	0
Control Delay (s)	16.2	9.9	226.2	14.5	7.5	0.0
Lane LOS	C	A	F	B	A	
Approach Delay (s)	11.7		185.3		3.9	
Approach LOS	B		F			
<b>Intersection Summary</b>						
Average Delay			64.5			
Intersection Capacity Utilization			42.3%		ICU Level of Service	A
Analysis Period (min)			15			

Lanes and Geometrics  
 15: Park Meadows Ring Rd. & SW Access Drive

Park Meadows  
 07/19/2022



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)	0	0	0			0
Storage Lanes	1	1	0			1
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	1.00
Ped Bike Factor						
Frt		0.850				0.850
Flt Protected	0.950			0.965		
Satd. Flow (prot)	1770	1583	0	3415	1863	1583
Flt Permitted	0.950			0.965		
Satd. Flow (perm)	1770	1583	0	3415	1863	1583
Link Speed (mph)	30			30	30	
Link Distance (ft)	365			1548	1354	
Travel Time (s)	8.3			35.2	30.8	

Intersection Summary

Area Type: Other

HCM Unsignalized Intersection Capacity Analysis  
 15: Park Meadows Ring Rd. & SW Access Drive

Park Meadows  
 07/19/2022



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	254	369	375	147	195	222
Future Volume (Veh/h)	254	369	375	147	195	222
Sign Control	Free		Stop		Stop	
Grade	0%		0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	276	401	408	160	212	241
<b>Pedestrians</b>						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage (veh)						
Upstream signal (ft)	365					
pX, platoon unblocked						
vC, conflicting volume	0		658	552	552	0
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	0		658	552	552	0
tC, single (s)	4.1		7.1	6.5	6.5	6.2
tC, 2 stage (s)						
tF (s)	2.2		3.5	4.0	4.0	3.3
p0 queue free %	83		0	56	42	78
cM capacity (veh/h)	1623		140	367	367	1085
<b>Direction, Lane #</b>	<b>EB 1</b>	<b>EB 2</b>	<b>NB 1</b>	<b>NB 2</b>	<b>SB 1</b>	<b>SB 2</b>
Volume Total	276	401	461	107	212	241
Volume Left	276	0	408	0	0	0
Volume Right	0	401	0	0	0	241
cSH	1623	1700	151	367	367	1085
Volume to Capacity	0.17	0.24	3.05	0.29	0.58	0.22
Queue Length 95th (ft)	15	0	Err	30	87	21
Control Delay (s)	7.7	0.0	Err	18.8	27.5	9.3
Lane LOS	A		F	C	D	A
Approach Delay (s)	3.1		8124.8		17.8	
Approach LOS			F		C	
<b>Intersection Summary</b>						
Average Delay			2723.8			
Intersection Capacity Utilization			55.1%	ICU Level of Service	B	
Analysis Period (min)			15			

Lanes and Geometrics  
 16: Park Meadows Ring Rd. & NW Access Drive



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%		0%		0%	
Storage Length (ft)	0	0	0			0
Storage Lanes	1	1	0			1
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	1.00
Ped Bike Factor						
Frt	0.850				0.850	
Flt Protected	0.950		0.964			
Satd. Flow (prot)	1770	1583	0	3412	1863	1583
Flt Permitted	0.950		0.964			
Satd. Flow (perm)	1770	1583	0	3412	1863	1583
Link Speed (mph)	30		30		30	
Link Distance (ft)	217		1354		1249	
Travel Time (s)	4.9		30.8		28.4	

Intersection Summary

Area Type: Other

HCM Unsignalized Intersection Capacity Analysis  
 16: Park Meadows Ring Rd. & NW Access Drive

Park Meadows  
 07/19/2022



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	141	384	444	158	186	264
Future Volume (Veh/h)	141	384	444	158	186	264
Sign Control	Free			Stop	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	153	417	483	172	202	287
<b>Pedestrians</b>						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage (veh)						
Upstream signal (ft)	217					
pX, platoon unblocked						
vC, conflicting volume	0		407	306	306	0
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	0		407	306	306	0
tC, single (s)	4.1		7.1	6.5	6.5	6.2
tC, 2 stage (s)						
tF (s)	2.2		3.5	4.0	4.0	3.3
p0 queue free %	91		0	69	63	74
cM capacity (veh/h)	1623		272	550	550	1085
<b>Direction, Lane #</b>	<b>EB 1</b>	<b>EB 2</b>	<b>NB 1</b>	<b>NB 2</b>	<b>SB 1</b>	<b>SB 2</b>
Volume Total	153	417	540	115	202	287
Volume Left	153	0	483	0	0	0
Volume Right	0	417	0	0	0	287
cSH	1623	1700	287	550	550	1085
Volume to Capacity	0.09	0.25	1.88	0.21	0.37	0.26
Queue Length 95th (ft)	8	0	927	19	42	27
Control Delay (s)	7.4	0.0	439.1	13.3	15.3	9.5
Lane LOS	A		F	B	C	A
Approach Delay (s)	2.0		364.6		11.9	
Approach LOS			F		B	
<b>Intersection Summary</b>						
Average Delay			143.4			
Intersection Capacity Utilization			52.2%	ICU Level of Service	A	
Analysis Period (min)			15			

Lanes and Geometrics  
 1: S. Yosemite St. & E. County Line Rd.

Park Meadows  
 07/19/2022



Lane Group	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
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%				0%
Storage Length (ft)	175		350	600		0	235		0	210		0
Storage Lanes	2		1	2		1	2		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.97	0.91	1.00	0.97	0.91	1.00	0.97	0.95	1.00	1.00	0.95	0.95
Ped Bike Factor												
Frt			0.850			0.850			0.850		0.947	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	5085	1583	3433	5085	1583	3433	3539	1583	1770	3352	0
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3433	5085	1583	3433	5085	1583	3433	3539	1583	1770	3352	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			100			100			142			90
Link Speed (mph)		30			30			30				30
Link Distance (ft)		556			1568			1842				710
Travel Time (s)		12.6			35.6			41.9				16.1

Intersection Summary

Area Type: Other

Timings  
1: S. Yosemite St. & E. County Line Rd.

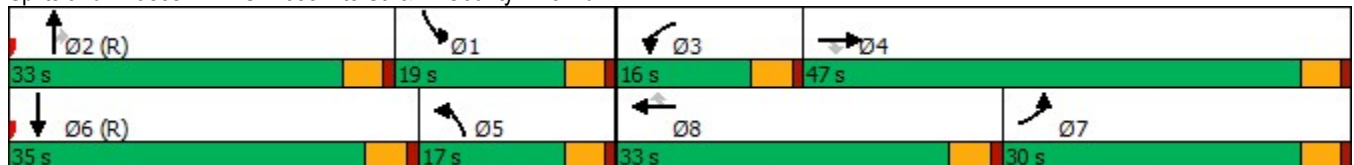
Park Meadows  
07/19/2022

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations											
Traffic Volume (vph)	222	530	82	47	349	36	68	194	20	39	171
Future Volume (vph)	222	530	82	47	349	36	68	194	20	39	171
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA
Protected Phases	7	4		3	8		5	2		1	6
Permitted Phases			4			8			2		
Detector Phase	7	4	4	3	8	8	5	2	2	1	6
Switch Phase											
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5
Total Split (s)	30.0	47.0	47.0	16.0	33.0	33.0	17.0	33.0	33.0	19.0	35.0
Total Split (%)	26.1%	40.9%	40.9%	13.9%	28.7%	28.7%	14.8%	28.7%	28.7%	16.5%	30.4%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lag	Lag	Lag	Lead	Lead	Lead	Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	C-Max	C-Max	None	C-Max
Act Effct Green (s)	13.4	22.5	22.5	7.1	14.3	14.3	7.9	61.9	61.9	9.4	63.5
Actuated g/C Ratio	0.12	0.20	0.20	0.06	0.12	0.12	0.07	0.54	0.54	0.08	0.55
v/c Ratio	0.60	0.58	0.23	0.24	0.60	0.14	0.31	0.11	0.02	0.29	0.15
Control Delay	54.5	44.5	7.4	20.4	21.8	5.2	54.1	15.4	0.1	53.9	10.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	54.5	44.5	7.4	20.4	21.8	5.2	54.1	15.4	0.1	53.9	10.3
LOS	D	D	A	C	C	A	D	B	A	D	B
Approach Delay		43.5			20.3			23.6			15.9
Approach LOS		D			C			C			B

Intersection Summary

Cycle Length: 115  
 Actuated Cycle Length: 115  
 Offset: 12 (10%), Referenced to phase 2:NBT and 6:SBT, Start of Green  
 Natural Cycle: 65  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.60  
 Intersection Signal Delay: 30.5  
 Intersection LOS: C  
 Intersection Capacity Utilization 41.3%  
 ICU Level of Service A  
 Analysis Period (min) 15

Splits and Phases: 1: S. Yosemite St. & E. County Line Rd.





Queues

1: S. Yosemite St. & E. County Line Rd.

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

































Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	241	576	89	51	379	39	74	211	22	42	289
v/c Ratio	0.60	0.58	0.23	0.24	0.60	0.14	0.31	0.11	0.02	0.29	0.15
Control Delay	54.5	44.5	7.4	20.4	21.8	5.2	54.1	15.4	0.1	53.9	10.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	54.5	44.5	7.4	20.4	21.8	5.2	54.1	15.4	0.1	53.9	10.3
Queue Length 50th (ft)	88	146	0	15	106	7	27	40	0	30	36
Queue Length 95th (ft)	126	175	35	28	138	29	51	73	0	65	71
Internal Link Dist (ft)		476			1488			1762			630
Turn Bay Length (ft)	175		350	600			235			210	
Base Capacity (vph)	761	1879	648	343	1260	467	373	1906	918	223	1892
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.32	0.31	0.14	0.15	0.30	0.08	0.20	0.11	0.02	0.19	0.15

Intersection Summary

HCM 6th Signalized Intersection Summary  
 1: S. Yosemite St. & E. County Line Rd.

Park Meadows  
 07/19/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 	  		 	  		 	 			 	
Traffic Volume (veh/h)	222	530	82	47	349	36	68	194	20	39	171	95
Future Volume (veh/h)	222	530	82	47	349	36	68	194	20	39	171	95
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	241	576	89	51	379	39	74	211	22	42	186	103
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	316	862	268	121	573	178	1294	881	393	698	596	315
Arrive On Green	0.09	0.17	0.17	0.01	0.04	0.04	0.37	0.25	0.25	0.39	0.27	0.27
Sat Flow, veh/h	3456	5106	1585	3456	5106	1585	3456	3554	1585	1781	2245	1188
Grp Volume(v), veh/h	241	576	89	51	379	39	74	211	22	42	145	144
Grp Sat Flow(s),veh/h/ln	1728	1702	1585	1728	1702	1585	1728	1777	1585	1781	1777	1657
Q Serve(g_s), s	7.8	12.2	2.6	1.7	8.4	2.7	1.6	5.5	1.0	1.7	7.5	8.0
Cycle Q Clear(g_c), s	7.8	12.2	2.6	1.7	8.4	2.7	1.6	5.5	1.0	1.7	7.5	8.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.72
Lane Grp Cap(c), veh/h	316	862	268	121	573	178	1294	881	393	698	471	439
V/C Ratio(X)	0.76	0.67	0.33	0.42	0.66	0.22	0.06	0.24	0.06	0.06	0.31	0.33
Avail Cap(c_a), veh/h	766	1887	586	346	1265	393	1294	881	393	698	471	439
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.91	0.91	0.91	0.92	0.92	0.92	1.00	1.00	1.00
Uniform Delay (d), s/veh	51.0	44.8	8.7	55.7	53.2	50.5	23.0	34.6	23.8	21.8	33.8	34.0
Incr Delay (d2), s/veh	3.8	0.9	0.7	2.1	1.2	0.6	0.0	0.6	0.2	0.0	1.7	2.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.6	5.2	2.2	0.8	3.9	1.1	0.6	2.4	0.5	0.7	3.5	3.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	54.8	45.7	9.4	57.8	54.4	51.0	23.0	35.2	24.1	21.8	35.5	36.0
LnGrp LOS	D	D	A	E	D	D	C	D	C	C	D	D
Approach Vol, veh/h		906			469			307			331	
Approach Delay, s/veh		44.5			54.5			31.4			34.0	
Approach LOS		D			D			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	49.6	33.0	8.5	23.9	47.6	35.0	15.0	17.4				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	14.5	28.5	11.5	42.5	12.5	30.5	25.5	28.5				
Max Q Clear Time (g_c+I1), s	3.7	7.5	3.7	14.2	3.6	10.0	9.8	10.4				
Green Ext Time (p_c), s	0.0	1.3	0.1	4.6	0.1	1.6	0.7	2.5				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay			43.1									
HCM 6th LOS			D									

Lanes and Geometrics  
 2: S. Chester St. & E. County Line Rd.

Park Meadows  
 07/19/2022



Lane Group	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
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	550		0	525		0	135		0	125		110
Storage Lanes	2		1	2		0	2		1	2		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.97	0.91	1.00	0.97	0.86	0.86	0.97	0.95	1.00	0.97	0.95	1.00
Ped Bike Factor												
Frt			0.850		0.964				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	5085	1583	3433	6177	0	3433	3539	1583	3433	3539	1583
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3433	5085	1583	3433	6177	0	3433	3539	1583	3433	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			142		73				207			142
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1568			1050			565			792	
Travel Time (s)		35.6			23.9			12.8			18.0	

Intersection Summary

Area Type: Other

Timings  
2: S. Chester St. & E. County Line Rd.

Park Meadows  
07/19/2022

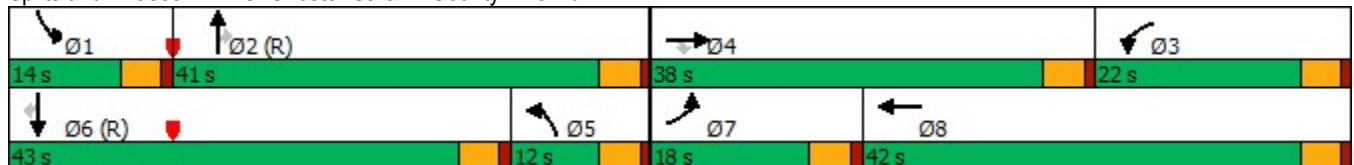


Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖↗	↑↑↑	↖	↖↗	↑↑↑	↖↗	↑↑	↖	↖↗	↑↑	↖
Traffic Volume (vph)	86	556	12	138	386	9	125	190	37	31	21
Future Volume (vph)	86	556	12	138	386	9	125	190	37	31	21
Turn Type	Prot	NA	Perm	Prot	NA	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8	5	2		1	6	
Permitted Phases			4					2			6
Detector Phase	7	4	4	3	8	5	2	2	1	6	6
Switch Phase											
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	22.5	9.5	22.5	9.5	22.5	22.5	9.5	22.5	22.5
Total Split (s)	18.0	38.0	38.0	22.0	42.0	12.0	41.0	41.0	14.0	43.0	43.0
Total Split (%)	15.7%	33.0%	33.0%	19.1%	36.5%	10.4%	35.7%	35.7%	12.2%	37.4%	37.4%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead	Lead	Lead	Lag	Lag	Lag	Lag	Lag	Lead	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	C-Max	C-Max	None	C-Max	C-Max
Act Effct Green (s)	8.5	20.2	20.2	10.4	22.1	6.1	63.8	63.8	6.8	68.5	68.5
Actuated g/C Ratio	0.07	0.18	0.18	0.09	0.19	0.05	0.55	0.55	0.06	0.60	0.60
v/c Ratio	0.37	0.68	0.03	0.49	0.44	0.06	0.07	0.21	0.20	0.02	0.02
Control Delay	20.2	20.8	0.3	62.1	42.7	51.9	14.7	3.1	53.4	13.0	0.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	20.2	20.8	0.3	62.1	42.7	51.9	14.7	3.1	53.4	13.0	0.0
LOS	C	C	A	E	D	D	B	A	D	B	A
Approach Delay		20.4			46.9		8.9			26.6	
Approach LOS		C			D		A			C	

Intersection Summary

Cycle Length: 115  
 Actuated Cycle Length: 115  
 Offset: 74 (64%), Referenced to phase 2:NBT and 6:SBT, Start of Green  
 Natural Cycle: 65  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.68  
 Intersection Signal Delay: 28.5  
 Intersection Capacity Utilization 38.2%  
 Analysis Period (min) 15  
 Intersection LOS: C  
 ICU Level of Service A

Splits and Phases: 2: S. Chester St. & E. County Line Rd.



Queues  
2: S. Chester St. & E. County Line Rd.

Park Meadows  
07/19/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	93	604	13	150	552	10	136	207	40	34	23
v/c Ratio	0.37	0.68	0.03	0.49	0.44	0.06	0.07	0.21	0.20	0.02	0.02
Control Delay	20.2	20.8	0.3	62.1	42.7	51.9	14.7	3.1	53.4	13.0	0.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	20.2	20.8	0.3	62.1	42.7	51.9	14.7	3.1	53.4	13.0	0.0
Queue Length 50th (ft)	16	168	0	58	103	3	25	0	14	4	0
Queue Length 95th (ft)	17	122	0	92	131	12	50	43	32	17	0
Internal Link Dist (ft)		1488			970		485			712	
Turn Bay Length (ft)	550			525		135			125		110
Base Capacity (vph)	403	1481	561	522	2063	223	1962	969	283	2109	1000
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.23	0.41	0.02	0.29	0.27	0.04	0.07	0.21	0.14	0.02	0.02

Intersection Summary

HCM 6th Signalized Intersection Summary  
 2: S. Chester St. & E. County Line Rd.

Park Meadows  
 07/19/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	86	556	12	138	386	121	9	125	190	37	31	21
Future Volume (veh/h)	86	556	12	138	386	121	9	125	190	37	31	21
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	93	604	13	150	420	132	10	136	207	40	34	23
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	149	860	267	215	933	273	961	2067	922	108	1190	531
Arrive On Green	0.01	0.06	0.06	0.06	0.19	0.19	0.28	0.58	0.58	0.03	0.33	0.33
Sat Flow, veh/h	3456	5106	1585	3456	4978	1456	3456	3554	1585	3456	3554	1585
Grp Volume(v), veh/h	93	604	13	150	406	146	10	136	207	40	34	23
Grp Sat Flow(s),veh/h/ln	1728	1702	1585	1728	1609	1608	1728	1777	1585	1728	1777	1585
Q Serve(g_s), s	3.1	13.4	0.9	4.9	8.6	9.3	0.2	1.9	4.8	1.3	0.7	0.9
Cycle Q Clear(g_c), s	3.1	13.4	0.9	4.9	8.6	9.3	0.2	1.9	4.8	1.3	0.7	0.9
Prop In Lane	1.00		1.00	1.00		0.91	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	149	860	267	215	905	302	961	2067	922	108	1190	531
V/C Ratio(X)	0.63	0.70	0.05	0.70	0.45	0.48	0.01	0.07	0.22	0.37	0.03	0.04
Avail Cap(c_a), veh/h	406	1487	462	526	1574	524	961	2067	922	285	1190	531
HCM Platoon Ratio	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	0.82	0.82	0.82	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	55.8	51.5	45.6	52.9	41.4	41.7	30.0	10.5	5.1	54.6	25.7	17.3
Incr Delay (d2), s/veh	3.5	0.9	0.1	4.1	0.3	1.2	0.0	0.1	0.6	2.1	0.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.4	6.2	0.4	2.2	3.4	3.8	0.1	0.8	2.5	0.6	0.3	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	59.3	52.3	45.6	56.9	41.8	42.9	30.0	10.5	5.7	56.7	25.7	17.4
LnGrp LOS	E	D	D	E	D	D	C	B	A	E	C	B
Approach Vol, veh/h		710			702			353				97
Approach Delay, s/veh		53.1			45.3			8.2				36.5
Approach LOS		D			D			A				D
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	8.1	71.4	11.6	23.9	36.5	43.0	9.4	26.1				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	9.5	36.5	17.5	33.5	7.5	38.5	13.5	37.5				
Max Q Clear Time (g_c+I1), s	3.3	6.8	6.9	15.4	2.2	2.9	5.1	11.3				
Green Ext Time (p_c), s	0.0	1.6	0.3	4.0	0.0	0.2	0.1	3.9				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay			40.8									
HCM 6th LOS			D									

Lanes and Geometrics  
 3: North Access Drive & E. County Line Rd.

Park Meadows  
 07/19/2022



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑	↑	↙↘	↑↑↑		↙↘
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)		0	350		0	0
Storage Lanes		1	2		0	2
Taper Length (ft)			25		25	
Lane Util. Factor	0.91	1.00	0.97	0.86	1.00	0.88
Ped Bike Factor						
Frt		0.850				0.850
Flt Protected			0.950			
Satd. Flow (prot)	5085	1583	3433	6408	0	2787
Flt Permitted			0.950			
Satd. Flow (perm)	5085	1583	3433	6408	0	2787
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		20				388
Link Speed (mph)	30			30	30	
Link Distance (ft)	1050			651	255	
Travel Time (s)	23.9			14.8	5.8	

Intersection Summary

Area Type: Other

Timings  
3: North Access Drive & E. County Line Rd.



Lane Group	EBT	EBR	WBL	WBT	NBR	Ø8
Lane Configurations	↑↑↑	↗	↖	↑↑↑	↗	
Traffic Volume (vph)	749	18	97	754	18	
Future Volume (vph)	749	18	97	754	18	
Turn Type	NA	Perm	Prot	NA	Over	
Protected Phases	4		2	2 8	2	8
Permitted Phases		4			2	
Detector Phase	4	4	2	2 8	2	
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0		5.0	5.0
Minimum Split (s)	22.5	22.5	9.5		9.5	22.5
Total Split (s)	81.0	81.0	34.0		34.0	81.0
Total Split (%)	70.4%	70.4%	29.6%		29.6%	70%
Yellow Time (s)	3.5	3.5	3.5		3.5	3.0
All-Red Time (s)	1.0	1.0	1.0		1.0	0.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	
Total Lost Time (s)	4.5	4.5	4.5		4.5	
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	None	None	C-Max		C-Max	None
Act Effct Green (s)	27.7	27.7	78.3	115.0	78.3	
Actuated g/C Ratio	0.24	0.24	0.68	1.00	0.68	
v/c Ratio	0.66	0.05	0.04	0.13	0.01	
Control Delay	14.4	1.3	3.5	0.0	0.0	
Queue Delay	0.0	0.0	0.0	0.0	0.0	
Total Delay	14.4	1.3	3.5	0.0	0.0	
LOS	B	A	A	A	A	
Approach Delay	14.1			0.4		
Approach LOS	B			A		

Intersection Summary

Cycle Length: 115  
 Actuated Cycle Length: 115  
 Offset: 98 (85%), Referenced to phase 2:WBTL and 6:, Start of Green  
 Natural Cycle: 40  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.66  
 Intersection Signal Delay: 6.8  
 Intersection Capacity Utilization 26.1%  
 Analysis Period (min) 15  
 Intersection LOS: A  
 ICU Level of Service A

Splits and Phases: 3: North Access Drive & E. County Line Rd.





Queues  
 3: North Access Drive & E. County Line Rd.



Lane Group	EBT	EBR	WBL	WBT	NBR
Lane Group Flow (vph)	814	20	105	820	20
v/c Ratio	0.66	0.05	0.04	0.13	0.01
Control Delay	14.4	1.3	3.5	0.0	0.0
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	14.4	1.3	3.5	0.0	0.0
Queue Length 50th (ft)	54	1	5	0	0
Queue Length 95th (ft)	67	m0	10	0	0
Internal Link Dist (ft)	970			571	
Turn Bay Length (ft)			350		
Base Capacity (vph)	3382	1059	2336	6408	2020
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.24	0.02	0.04	0.13	0.01

Intersection Summary

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

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HCM 6th Edition methodology expects strict NEMA phasing.

Lanes and Geometrics  
 4: Park Meadow Center Dr. & E. County Line Rd.

Park Meadows  
 07/19/2022



Lane Group	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
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		325	0		100	0		250	250		175
Storage Lanes	0		1	0		1	0		1	3		2
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.86	1.00	1.00	0.91	1.00	1.00	1.00	0.76	0.94	0.95	0.88
Ped Bike Factor												
Frt			0.850			0.850			0.850			0.850
Flt Protected										0.950		
Satd. Flow (prot)	0	6408	1583	0	5085	1583	0	0	3610	4990	3539	2787
Flt Permitted										0.950		
Satd. Flow (perm)	0	6408	1583	0	5085	1583	0	0	3610	4990	3539	2787
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			57			59			220			408
Link Speed (mph)		30			30			30				30
Link Distance (ft)		651			987			1238				614
Travel Time (s)		14.8			22.4			28.1				14.0

Intersection Summary

Area Type: Other

Timings  
4: Park Meadow Center Dr. & E. County Line Rd.

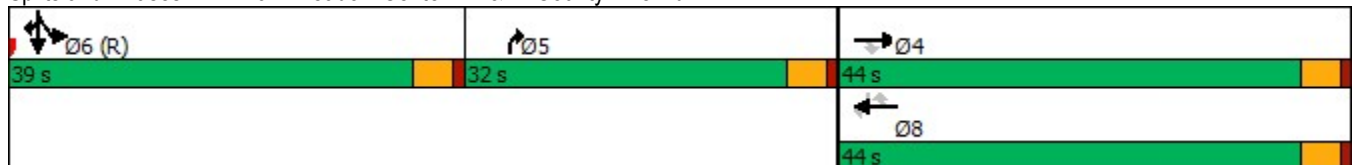


Lane Group	EBT	EBR	WBT	WBR	NBR	SBL	SBT	SBR
Lane Configurations	↑↑↑↑	↗	↑↑↑↑	↗	↗↗↗	↘↘↘	↑↑	↗↗
Traffic Volume (vph)	783	20	425	54	309	399	224	375
Future Volume (vph)	783	20	425	54	309	399	224	375
Turn Type	NA	Perm	NA	Perm	Prot	Split	NA	custom
Protected Phases	4		8		5	6	6	6
Permitted Phases		4		8				8
Detector Phase	4	4	8	8	5	6	6	6
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	22.5	9.5	22.5	22.5	22.5
Total Split (s)	44.0	44.0	44.0	44.0	32.0	39.0	39.0	39.0
Total Split (%)	38.3%	38.3%	38.3%	38.3%	27.8%	33.9%	33.9%	33.9%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag					Lag	Lead	Lead	Lead
Lead-Lag Optimize?					Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	C-Max	C-Max	C-Max
Act Effct Green (s)	23.6	23.6	23.6	23.6	9.4	68.5	68.5	96.6
Actuated g/C Ratio	0.21	0.21	0.21	0.21	0.08	0.60	0.60	0.84
v/c Ratio	0.65	0.06	0.44	0.16	0.68	0.15	0.12	0.17
Control Delay	6.7	0.7	48.8	21.2	24.6	11.4	11.5	0.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	6.7	0.7	48.8	21.2	24.6	11.4	11.5	0.4
LOS	A	A	D	C	C	B	B	A
Approach Delay	6.5		45.7				7.3	
Approach LOS	A		D				A	

Intersection Summary

Cycle Length: 115  
 Actuated Cycle Length: 115  
 Offset: 96 (83%), Referenced to phase 6:SBTL, Start of Green  
 Natural Cycle: 55  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.68  
 Intersection Signal Delay: 16.2  
 Intersection Capacity Utilization 37.4%  
 Analysis Period (min) 15  
 Intersection LOS: B  
 ICU Level of Service A

Splits and Phases: 4: Park Meadow Center Dr. & E. County Line Rd.





Lane Group	EBT	EBR	WBT	WBR	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	851	22	462	59	336	434	243	408
v/c Ratio	0.65	0.06	0.44	0.16	0.68	0.15	0.12	0.17
Control Delay	6.7	0.7	48.8	21.2	24.6	11.4	11.5	0.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	6.7	0.7	48.8	21.2	24.6	11.4	11.5	0.4
Queue Length 50th (ft)	11	0	123	0	36	46	38	0
Queue Length 95th (ft)	59	0	155	48	73	79	71	9
Internal Link Dist (ft)	571		907				534	
Turn Bay Length (ft)		325		100	250	250		175
Base Capacity (vph)	2201	581	1746	582	1030	2971	2107	2406
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.39	0.04	0.26	0.10	0.33	0.15	0.12	0.17

#### Intersection Summary

HCM 6th Signalized Intersection Summary  
 4: Park Meadow Center Dr. & E. County Line Rd.

Park Meadows  
 07/19/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑	↗		↑↑↑	↗			↗↗↗	↘↘↘	↑↑	↗↗
Traffic Volume (veh/h)	0	783	20	0	425	54	0	0	309	399	224	375
Future Volume (veh/h)	0	783	20	0	425	54	0	0	309	399	224	375
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No				No
Adj Sat Flow, veh/h/ln	0	1870	1870	0	1870	1870	0	0	1870	1870	1870	1870
Adj Flow Rate, veh/h	0	851	0	0	462	0	0	0	336	434	243	408
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	2	2	0	2	2	0	0	2	2	2	2
Cap, veh/h	0	1295		0	1027		0	0	0	3619	2561	2010
Arrive On Green	0.00	0.07	0.00	0.00	0.20	0.00	0.00	0.00	0.00	0.72	0.72	0.72
Sat Flow, veh/h	0	6696	1585	0	5274	1585		0		5023	3554	2790
Grp Volume(v), veh/h	0	851	0	0	462	0		0.0		434	243	408
Grp Sat Flow(s),veh/h/ln	0	1609	1585	0	1702	1585				1674	1777	1395
Q Serve(g_s), s	0.0	14.8	0.0	0.0	9.1	0.0				3.0	2.4	5.5
Cycle Q Clear(g_c), s	0.0	14.8	0.0	0.0	9.1	0.0				3.0	2.4	5.5
Prop In Lane	0.00		1.00	0.00		1.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	1295		0	1027					3619	2561	2010
V/C Ratio(X)	0.00	0.66		0.00	0.45					0.12	0.09	0.20
Avail Cap(c_a), veh/h	0	2210		0	1754					3619	2561	2010
HCM Platoon Ratio	1.00	0.33	0.33	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.71	0.00	0.00	0.99	0.00				1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	49.8	0.0	0.0	40.3	0.0				4.9	4.8	5.3
Incr Delay (d2), s/veh	0.0	0.4	0.0	0.0	0.3	0.0				0.1	0.1	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	6.5	0.0	0.0	3.9	0.0				1.0	0.8	1.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	50.2	0.0	0.0	40.6	0.0				5.0	4.9	5.5
LnGrp LOS	A	D		A	D					A	A	A
Approach Vol, veh/h		851	A		462	A					1085	
Approach Delay, s/veh		50.2			40.6						5.2	
Approach LOS		D			D						A	
Timer - Assigned Phs				4		6		8				
Phs Duration (G+Y+Rc), s				27.6		87.4		27.6				
Change Period (Y+Rc), s				4.5		4.5		4.5				
Max Green Setting (Gmax), s				39.5		34.5		39.5				
Max Q Clear Time (g_c+I1), s				16.8		7.5		11.1				
Green Ext Time (p_c), s				6.3		5.4		3.4				

Intersection Summary

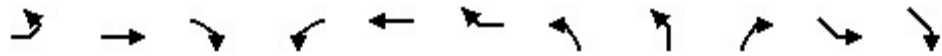
HCM 6th Ctrl Delay	28.0
HCM 6th LOS	C

Notes

Unsignalized Delay for [EBR, WBR] is excluded from calculations of the approach delay and intersection delay.

Lanes and Geometrics  
5: I-25 Ramps & E. County Line Rd.

Park Meadows  
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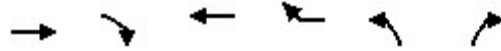


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL2	NBL	NBR	SEL	SER
Lane Configurations		↑↑↑	↑↑		↑↑↑	↑	↑↑		↑		
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%		0%	
Storage Length (ft)	0		200	0		100		180	0	0	0
Storage Lanes	0		1	0		1		2	1	0	0
Taper Length (ft)	25			25				25		25	
Lane Util. Factor	1.00	0.91	0.88	1.00	0.91	1.00	0.97	1.00	1.00	1.00	1.00
Ped Bike Factor											
Frt			0.850			0.850			0.850		
Flt Protected							0.950				
Satd. Flow (prot)	0	5085	2787	0	5085	1583	3433	0	1583	0	0
Flt Permitted							0.950				
Satd. Flow (perm)	0	5085	2787	0	5085	1583	3433	0	1583	0	0
Right Turn on Red			Yes			Yes			Yes		
Satd. Flow (RTOR)			533			215			479		
Link Speed (mph)		30			30			30		30	
Link Distance (ft)		987			920			594		465	
Travel Time (s)		22.4			20.9			13.5		10.6	

Intersection Summary

Area Type: Other

Timings  
5: I-25 Ramps & E. County Line Rd.



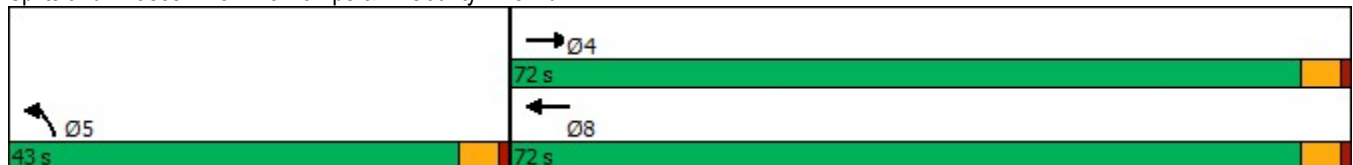
Lane Group	EBT	EBR	WBT	WBR	NBL2	NBR
Lane Configurations	↑↑↑	↑↑	↑↑↑	↑	↑↑	↑
Traffic Volume (vph)	870	494	231	198	250	219
Future Volume (vph)	870	494	231	198	250	219
Turn Type	NA	Free	NA	Free	Prot	Free
Protected Phases	4		8		5	
Permitted Phases		Free		Free		Free
Detector Phase	4		8		5	
Switch Phase						
Minimum Initial (s)	5.0		5.0		5.0	
Minimum Split (s)	22.5		22.5		9.5	
Total Split (s)	72.0		72.0		43.0	
Total Split (%)	62.6%		62.6%		37.4%	
Yellow Time (s)	3.5		3.5		3.5	
All-Red Time (s)	1.0		1.0		1.0	
Lost Time Adjust (s)	0.0		0.0		0.0	
Total Lost Time (s)	4.5		4.5		4.5	
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	None		None		None	
Act Effct Green (s)	31.5	115.0	31.5	115.0	74.5	115.0
Actuated g/C Ratio	0.27	1.00	0.27	1.00	0.65	1.00
v/c Ratio	0.68	0.19	0.18	0.14	0.12	0.15
Control Delay	20.7	0.1	31.2	0.2	8.6	0.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	20.7	0.1	31.2	0.2	8.6	0.2
LOS	C	A	C	A	A	A
Approach Delay	13.3		16.9			
Approach LOS	B		B			

Intersection Summary

Cycle Length: 115  
 Actuated Cycle Length: 115  
 Offset: 48 (42%), Referenced to phase 2: and 6:, Start of Green  
 Natural Cycle: 40  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.68  
 Intersection Signal Delay: 12.2  
 Intersection Capacity Utilization 31.0%  
 Analysis Period (min) 15

Intersection LOS: B  
 ICU Level of Service A

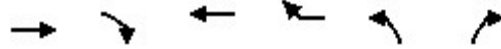
Splits and Phases: 5: I-25 Ramps & E. County Line Rd.





Queues  
5: I-25 Ramps & E. County Line Rd.

Park Meadows  
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Lane Group	EBT	EBR	WBT	WBR	NBL2	NBR
Lane Group Flow (vph)	946	537	251	215	272	238
v/c Ratio	0.68	0.19	0.18	0.14	0.12	0.15
Control Delay	20.7	0.1	31.2	0.2	8.6	0.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	20.7	0.1	31.2	0.2	8.6	0.2
Queue Length 50th (ft)	198	0	52	0	36	0
Queue Length 95th (ft)	219	0	68	0	63	0
Internal Link Dist (ft)	907		840			
Turn Bay Length (ft)		200		100	180	
Base Capacity (vph)	2984	2787	2984	1583	2223	1583
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.32	0.19	0.08	0.14	0.12	0.15
<b>Intersection Summary</b>						

HCM 6th Signalized Intersection Summary  
5: I-25 Ramps & E. County Line Rd.

Park Meadows  
07/19/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL2	NBL	NBR	SEL	SER
Lane Configurations		↑↑↑	↑↑		↑↑↑	↑	↑↑		↑		
Traffic Volume (veh/h)	0	870	494	0	231	198	250	0	219	0	0
Future Volume (veh/h)	0	870	494	0	231	198	250	0	219	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00	1.00	1.00		
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
Work Zone On Approach		No			No			No			
Adj Sat Flow, veh/h/ln	0	1870	1870	0	1870	1870	1870	1870	1870		
Adj Flow Rate, veh/h	0	946	0	0	251	0	272	272	0		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92		
Percent Heavy Veh, %	0	2	2	0	2	2	2	2	2		
Cap, veh/h	0	1351		0	1351		2271	2271			
Arrive On Green	0.00	0.18	0.00	0.00	0.26	0.00	0.66	0.66	0.00		
Sat Flow, veh/h	0	5274	2790	0	5274	1585	3456	3456	1585		
Grp Volume(v), veh/h	0	946	0	0	251	0	272	272	0		
Grp Sat Flow(s),veh/h/ln	0	1702	1395	0	1702	1585	1728	1728	1585		
Q Serve(g_s), s	0.0	20.0	0.0	0.0	4.4	0.0	3.4	3.4	0.0		
Cycle Q Clear(g_c), s	0.0	20.0	0.0	0.0	4.4	0.0	3.4	3.4	0.0		
Prop In Lane	0.00		1.00	0.00		1.00	1.00	1.00	1.00		
Lane Grp Cap(c), veh/h	0	1351		0	1351		2271	2271			
V/C Ratio(X)	0.00	0.70		0.00	0.19		0.12	0.12			
Avail Cap(c_a), veh/h	0	2997		0	2997		2271	2271			
HCM Platoon Ratio	1.00	0.67	0.67	1.00	1.00	1.00	1.00	1.00	1.00		
Upstream Filter(l)	0.00	0.84	0.00	0.00	1.00	0.00	1.00	1.00	0.00		
Uniform Delay (d), s/veh	0.0	43.0	0.0	0.0	32.7	0.0	7.3	7.3	0.0		
Incr Delay (d2), s/veh	0.0	0.6	0.0	0.0	0.1	0.0	0.0	0.0	0.0		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln	0.0	8.8	0.0	0.0	1.8	0.0	1.2	1.2	0.0		
Unsig. Movement Delay, s/veh											
LnGrp Delay(d),s/veh	0.0	43.6	0.0	0.0	32.8	0.0	7.4	7.4	0.0		
LnGrp LOS	A	D		A	C		A	A			
Approach Vol, veh/h		946	A		251	A	272	272	A		
Approach Delay, s/veh		43.6			32.8		7.4	7.4			
Approach LOS		D			C		A	A			
Timer - Assigned Phs		2		4				8			
Phs Duration (G+Y+Rc), s		80.1		34.9				34.9			
Change Period (Y+Rc), s		4.5		4.5				4.5			
Max Green Setting (Gmax), s		38.5		67.5				67.5			
Max Q Clear Time (g_c+I1), s		5.4		22.0				6.4			
Green Ext Time (p_c), s		1.0		8.4				1.9			

Intersection Summary

HCM 6th Ctrl Delay	35.0
HCM 6th LOS	D

Notes

Unsignalized Delay for [NBR, EBR, WBR] is excluded from calculations of the approach delay and intersection delay.

Lanes and Geometrics  
 6: Park Meadow Center Dr. & East Access Drive



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%		0%		0%	
Storage Length (ft)	0	0	110			0
Storage Lanes	2	1	1			0
Taper Length (ft)	25		25			
Lane Util. Factor	0.97	1.00	1.00	0.95	0.95	0.95
Ped Bike Factor						
Frt	0.850		0.955			
Flt Protected	0.950		0.950			
Satd. Flow (prot)	3433	1583	1770	3539	3380	0
Flt Permitted	0.950		0.521			
Satd. Flow (perm)	3433	1583	970	3539	3380	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		15			82	
Link Speed (mph)	30		30		30	
Link Distance (ft)	204		1551		1238	
Travel Time (s)	4.6		35.3		28.1	

Intersection Summary

Area Type: Other

Timings  
6: Park Meadow Center Dr. & East Access Drive

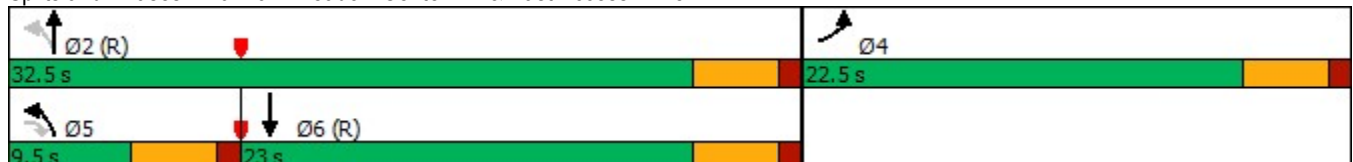


Lane Group	EBL	EBR	NBL	NBT	SBT
Lane Configurations	↖ ↗	↗	↖	↑ ↑	↑ ↓
Traffic Volume (vph)	14	14	12	293	176
Future Volume (vph)	14	14	12	293	176
Turn Type	Prot	Perm	pm+pt	NA	NA
Protected Phases	4		5	2	6
Permitted Phases		5	2		
Detector Phase	4	5	5	2	6
Switch Phase					
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	9.5	9.5	22.5	22.5
Total Split (s)	22.5	9.5	9.5	32.5	23.0
Total Split (%)	40.9%	17.3%	17.3%	59.1%	41.8%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5
Lead/Lag		Lead	Lead		Lag
Lead-Lag Optimize?		Yes	Yes		Yes
Recall Mode	None	None	None	C-Max	C-Max
Act Effect Green (s)	5.8	5.9	48.3	51.9	46.7
Actuated g/C Ratio	0.11	0.11	0.88	0.94	0.85
v/c Ratio	0.04	0.08	0.01	0.10	0.09
Control Delay	22.2	12.9	1.9	1.2	2.4
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	22.2	12.9	1.9	1.2	2.4
LOS	C	B	A	A	A
Approach Delay	17.6			1.2	2.4
Approach LOS	B			A	A

Intersection Summary

Cycle Length: 55  
 Actuated Cycle Length: 55  
 Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBT, Start of Green  
 Natural Cycle: 55  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.10  
 Intersection Signal Delay: 2.5  
 Intersection LOS: A  
 Intersection Capacity Utilization 21.6%  
 ICU Level of Service A  
 Analysis Period (min) 15

Splits and Phases: 6: Park Meadow Center Dr. & East Access Drive





Lane Group	EBL	EBR	NBL	NBT	SBT
Lane Group Flow (vph)	15	15	13	318	273
v/c Ratio	0.04	0.08	0.01	0.10	0.09
Control Delay	22.2	12.9	1.9	1.2	2.4
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	22.2	12.9	1.9	1.2	2.4
Queue Length 50th (ft)	2	0	0	0	0
Queue Length 95th (ft)	9	14	m5	28	30
Internal Link Dist (ft)	124			1471	1158
Turn Bay Length (ft)			110		
Base Capacity (vph)	1123	181	937	3342	2881
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.01	0.08	0.01	0.10	0.09

#### Intersection Summary

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

HCM 6th Signalized Intersection Summary  
6: Park Meadow Center Dr. & East Access Drive

Park Meadows  
07/19/2022



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	14	14	12	293	176	75
Future Volume (veh/h)	14	14	12	293	176	75
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	15	15	13	318	191	82
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	116	53	911	2853	1727	714
Arrive On Green	0.03	0.03	0.02	0.80	0.70	0.70
Sat Flow, veh/h	3456	1585	1781	3647	2545	1014
Grp Volume(v), veh/h	15	15	13	318	136	137
Grp Sat Flow(s),veh/h/ln	1728	1585	1781	1777	1777	1688
Q Serve(g_s), s	0.2	0.5	0.1	1.1	1.4	1.4
Cycle Q Clear(g_c), s	0.2	0.5	0.1	1.1	1.4	1.4
Prop In Lane	1.00	1.00	1.00			0.60
Lane Grp Cap(c), veh/h	116	53	911	2853	1252	1190
V/C Ratio(X)	0.13	0.28	0.01	0.11	0.11	0.11
Avail Cap(c_a), veh/h	1131	519	1044	2853	1252	1190
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	0.87	0.87	1.00	1.00
Uniform Delay (d), s/veh	25.8	25.9	1.7	1.2	2.6	2.6
Incr Delay (d2), s/veh	0.5	2.9	0.0	0.1	0.2	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.5	0.0	0.0	0.3	0.3
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	26.3	28.8	1.7	1.2	2.8	2.8
LnGrp LOS	C	C	A	A	A	A
Approach Vol, veh/h	30			331	273	
Approach Delay, s/veh	27.6			1.3	2.8	
Approach LOS	C			A	A	
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		48.7		6.3	5.4	43.3
Change Period (Y+Rc), s		4.5		4.5	4.5	4.5
Max Green Setting (Gmax), s		28.0		18.0	5.0	18.5
Max Q Clear Time (g_c+I1), s		3.1		2.5	2.1	3.4
Green Ext Time (p_c), s		2.1		0.0	0.0	1.3
<b>Intersection Summary</b>						
HCM 6th Ctrl Delay			3.2			
HCM 6th LOS			A			

Lanes and Geometrics  
7: SE Access Drive & Park Meadow Center Dr.

Park Meadows  
07/19/2022

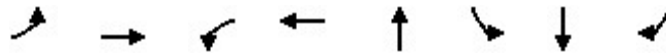


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%				0%
Storage Length (ft)	150		0	100		0	0		0	0		0
Storage Lanes	1		0	1		0	1		0	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.998			0.998			0.850				0.850
Flt Protected	0.950			0.950								0.964
Satd. Flow (prot)	1770	3532	0	1770	3532	0	1863	1583	0	0	1796	1583
Flt Permitted	0.632			0.545								0.941
Satd. Flow (perm)	1177	3532	0	1015	3532	0	1863	1583	0	0	1753	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		3			3			476				119
Link Speed (mph)		30			30			30				30
Link Distance (ft)		1110			1551			164				207
Travel Time (s)		25.2			35.3			3.7				4.7

Intersection Summary

Area Type: Other

Timings  
7: SE Access Drive & Park Meadow Center Dr.

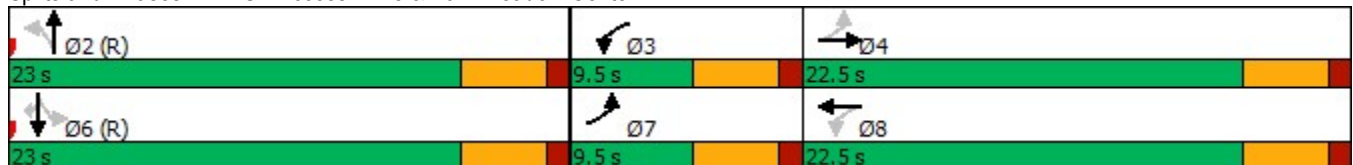


Lane Group	EBL	EBT	WBL	WBT	NBT	SBL	SBT	SBR
Lane Configurations	↖	↕	↖	↕	↖		↖	↖
Traffic Volume (vph)	19	295	15	173	0	3	1	10
Future Volume (vph)	19	295	15	173	0	3	1	10
Turn Type	pm+pt	NA	pm+pt	NA	NA	Perm	NA	Perm
Protected Phases	7	4	3	8	2		6	
Permitted Phases	4		8			6		6
Detector Phase	7	4	3	8	2	6	6	6
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	9.5	22.5	22.5	22.5	22.5	22.5
Total Split (s)	9.5	22.5	9.5	22.5	23.0	23.0	23.0	23.0
Total Split (%)	17.3%	40.9%	17.3%	40.9%	41.8%	41.8%	41.8%	41.8%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5		4.5	4.5
Lead/Lag	Lead	Lag	Lead	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes				
Recall Mode	None	None	None	None	C-Max	C-Max	C-Max	C-Max
Act Effct Green (s)	11.5	10.5	11.5	10.5	33.6		33.6	33.6
Actuated g/C Ratio	0.21	0.19	0.21	0.19	0.61		0.61	0.61
v/c Ratio	0.07	0.48	0.06	0.28	0.00		0.00	0.01
Control Delay	16.5	23.1	11.3	16.9	0.0		7.5	0.0
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0
Total Delay	16.5	23.1	11.3	16.9	0.0		7.5	0.0
LOS	B	C	B	B	A		A	A
Approach Delay		22.7		16.5			2.0	
Approach LOS		C		B			A	

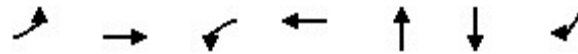
Intersection Summary

Cycle Length: 55  
 Actuated Cycle Length: 55  
 Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green  
 Natural Cycle: 55  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.48  
 Intersection Signal Delay: 19.8  
 Intersection Capacity Utilization 27.5%  
 Analysis Period (min) 15  
 Intersection LOS: B  
 ICU Level of Service A

Splits and Phases: 7: SE Access Drive & Park Meadow Center Dr.







Lane Group	EBL	EBT	WBL	WBT	NBT	SBT	SBR
Lane Group Flow (vph)	21	326	16	191	3	4	11
v/c Ratio	0.07	0.48	0.06	0.28	0.00	0.00	0.01
Control Delay	16.5	23.1	11.3	16.9	0.0	7.5	0.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	16.5	23.1	11.3	16.9	0.0	7.5	0.0
Queue Length 50th (ft)	6	49	4	27	0	1	0
Queue Length 95th (ft)	m13	73	6	48	0	5	0
Internal Link Dist (ft)		1030		1471	84	127	
Turn Bay Length (ft)	150		100				
Base Capacity (vph)	299	1157	280	1157	1152	1071	1013
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.07	0.28	0.06	0.17	0.00	0.00	0.01

#### Intersection Summary

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

HCM 6th Signalized Intersection Summary  
 7: SE Access Drive & Park Meadow Center Dr.

Park Meadows  
 07/19/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	19	295	5	15	173	3	0	0	3	3	1	10
Future Volume (veh/h)	19	295	5	15	173	3	0	0	3	3	1	10
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	21	321	5	16	188	3	0	0	3	3	1	11
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	286	521	8	231	502	8	131	0	934	766	240	934
Arrive On Green	0.02	0.15	0.15	0.02	0.14	0.14	0.00	0.00	0.59	0.59	0.59	0.59
Sat Flow, veh/h	1781	3581	56	1781	3580	57	1402	0	1585	1106	407	1585
Grp Volume(v), veh/h	21	159	167	16	93	98	0	0	3	4	0	11
Grp Sat Flow(s),veh/h/ln	1781	1777	1860	1781	1777	1860	1402	0	1585	1513	0	1585
Q Serve(g_s), s	0.5	4.6	4.6	0.4	2.6	2.6	0.0	0.0	0.0	0.0	0.0	0.2
Cycle Q Clear(g_c), s	0.5	4.6	4.6	0.4	2.6	2.6	0.0	0.0	0.0	0.0	0.0	0.2
Prop In Lane	1.00		0.03	1.00		0.03	1.00		1.00	0.75		1.00
Lane Grp Cap(c), veh/h	286	259	271	231	249	261	131	0	934	1006	0	934
V/C Ratio(X)	0.07	0.62	0.62	0.07	0.37	0.37	0.00	0.00	0.00	0.00	0.00	0.01
Avail Cap(c_a), veh/h	403	582	609	357	582	609	131	0	934	1006	0	934
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	19.5	22.1	22.1	19.8	21.4	21.5	0.0	0.0	4.7	4.7	0.0	4.7
Incr Delay (d2), s/veh	0.1	2.4	2.3	0.1	0.9	0.9	0.0	0.0	0.0	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	1.9	2.0	0.2	1.1	1.1	0.0	0.0	0.0	0.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	19.6	24.4	24.3	19.9	22.4	22.3	0.0	0.0	4.7	4.7	0.0	4.7
LnGrp LOS	B	C	C	B	C	C	A	A	A	A	A	A
Approach Vol, veh/h		347			207			3				15
Approach Delay, s/veh		24.1			22.2			4.7				4.7
Approach LOS		C			C			A				A
Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		36.9	5.6	12.5		36.9	5.9	12.2				
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5	4.5	4.5				
Max Green Setting (Gmax), s		18.5	5.0	18.0		18.5	5.0	18.0				
Max Q Clear Time (g_c+I1), s		2.0	2.4	6.6		2.2	2.5	4.6				
Green Ext Time (p_c), s		0.0	0.0	1.4		0.0	0.0	0.8				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay				22.8								
HCM 6th LOS				C								

Lanes and Geometrics  
 8: S. Yosemite St. & Park Meadow Center Dr.

Park Meadows  
 07/19/2022



Lane Group	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
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	240		240	110		275	220		235
Storage Lanes	0		0	1		1	2		1	2		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	0.91	0.91	1.00	0.97	0.91	1.00	0.97	0.91	1.00
Ped Bike Factor												
Frt						0.850			0.850			0.850
Flt Protected				0.950	0.967		0.950			0.950		
Satd. Flow (prot)	0	0	0	1610	3278	1583	3433	5085	1583	3433	5085	1583
Flt Permitted				0.950	0.967		0.492			0.386		
Satd. Flow (perm)	0	0	0	1610	3278	1583	1778	5085	1583	1395	5085	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						119			423			119
Link Speed (mph)		30			30			30				30
Link Distance (ft)		440			1021			458				636
Travel Time (s)		10.0			23.2			10.4				14.5

Intersection Summary

Area Type: Other

Timings  
8: S. Yosemite St. & Park Meadow Center Dr.

Park Meadows  
07/19/2022

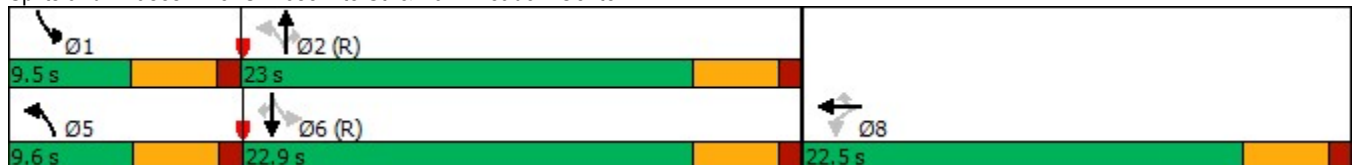


Lane Group	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↙↘	↘	↘↙	↕	↘	↘↙	↕↘	↘
Traffic Volume (vph)	170	39	31	281	616	389	37	254	29
Future Volume (vph)	170	39	31	281	616	389	37	254	29
Turn Type	Perm	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases		8		5	2		1	6	
Permitted Phases	8		8	2		2	6		6
Detector Phase	8	8	8	5	2	2	1	6	6
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5	22.5
Total Split (s)	22.5	22.5	22.5	9.6	23.0	23.0	9.5	22.9	22.9
Total Split (%)	40.9%	40.9%	40.9%	17.5%	41.8%	41.8%	17.3%	41.6%	41.6%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag				Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?				Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	C-Max	C-Max	None	C-Max	C-Max
Act Effct Green (s)	8.7	8.7	8.7	38.5	36.0	36.0	33.3	27.6	27.6
Actuated g/C Ratio	0.16	0.16	0.16	0.70	0.65	0.65	0.61	0.50	0.50
v/c Ratio	0.36	0.26	0.10	0.21	0.20	0.36	0.04	0.11	0.04
Control Delay	13.0	10.1	1.7	3.8	6.6	2.3	4.2	9.3	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	13.0	10.1	1.7	3.8	6.6	2.3	4.2	9.3	0.1
LOS	B	B	A	A	A	A	A	A	A
Approach Delay		10.0			4.7			7.8	
Approach LOS		B			A			A	

Intersection Summary

Cycle Length: 55  
 Actuated Cycle Length: 55  
 Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green  
 Natural Cycle: 55  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.36  
 Intersection Signal Delay: 5.9  
 Intersection LOS: A  
 Intersection Capacity Utilization 35.8%  
 ICU Level of Service A  
 Analysis Period (min) 15

Splits and Phases: 8: S. Yosemite St. & Park Meadow Center Dr.



Queues  
8: S. Yosemite St. & Park Meadow Center Dr.

Park Meadows  
07/19/2022



Lane Group	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	92	135	34	305	670	423	40	276	32
v/c Ratio	0.36	0.26	0.10	0.21	0.20	0.36	0.04	0.11	0.04
Control Delay	13.0	10.1	1.7	3.8	6.6	2.3	4.2	9.3	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	13.0	10.1	1.7	3.8	6.6	2.3	4.2	9.3	0.1
Queue Length 50th (ft)	32	21	0	13	22	0	1	17	0
Queue Length 95th (ft)	20	13	0	31	74	43	6	36	0
Internal Link Dist (ft)		941			378			556	
Turn Bay Length (ft)	240		240	110		275	220		235
Base Capacity (vph)	526	1072	598	1461	3330	1182	1056	2549	853
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.17	0.13	0.06	0.21	0.20	0.36	0.04	0.11	0.04

Intersection Summary

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HCM 6th Edition methodology does not support turning movements with shared & exclusive lanes.

Lanes and Geometrics  
 9: S. Yosemite St. & SW Access Drive

Park Meadows  
 07/19/2022



Lane Group	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
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	140		0	450		0
Storage Lanes	1		0	1		0	1		1	2		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	0.97	0.91	0.91
Ped Bike Factor												
Frt		0.850			0.850				0.850		0.999	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1583	0	1770	1583	0	1770	3539	1583	3433	5080	0
Flt Permitted							0.950			0.950		
Satd. Flow (perm)	1863	1583	0	1863	1583	0	1770	3539	1583	3433	5080	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		510			352				94			2
Link Speed (mph)		30			30			30				30
Link Distance (ft)		205			367			636				1050
Travel Time (s)		4.7			8.3			14.5				23.9

Intersection Summary

Area Type: Other

Timings  
9: S. Yosemite St. & SW Access Drive

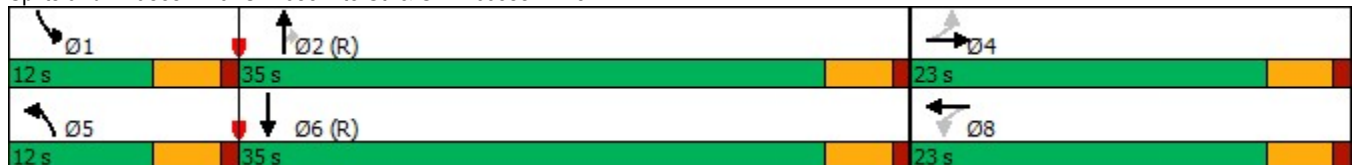


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations	↖	↗	↖	↗	↖	↑↑	↗	↖↗	↑↑↗
Traffic Volume (vph)	1	0	4	0	12	567	65	11	338
Future Volume (vph)	1	0	4	0	12	567	65	11	338
Turn Type	Perm	NA	Perm	NA	Prot	NA	Perm	Prot	NA
Protected Phases		4		8	5	2		1	6
Permitted Phases	4		8				2		
Detector Phase	4	4	8	8	5	2	2	1	6
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5
Total Split (s)	23.0	23.0	23.0	23.0	12.0	35.0	35.0	12.0	35.0
Total Split (%)	32.9%	32.9%	32.9%	32.9%	17.1%	50.0%	50.0%	17.1%	50.0%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag					Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?					Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	C-Max	C-Max	None	C-Max
Act Effct Green (s)	5.7	5.7	5.8	5.8	6.1	64.7	64.7	5.8	64.6
Actuated g/C Ratio	0.08	0.08	0.08	0.08	0.09	0.92	0.92	0.08	0.92
v/c Ratio	0.01	0.01	0.03	0.00	0.08	0.19	0.05	0.04	0.08
Control Delay	29.0	0.0	29.5	0.0	30.2	1.9	0.8	29.7	1.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	29.0	0.0	29.5	0.0	30.2	1.9	0.8	29.7	1.8
LOS	C	A	C	A	C	A	A	C	A
Approach Delay		5.8		23.6		2.3			2.7
Approach LOS		A		C		A			A

Intersection Summary

Cycle Length: 70  
 Actuated Cycle Length: 70  
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green  
 Natural Cycle: 55  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.19  
 Intersection Signal Delay: 2.5  
 Intersection Capacity Utilization 27.3%  
 Analysis Period (min) 15  
 Intersection LOS: A  
 ICU Level of Service A

Splits and Phases: 9: S. Yosemite St. & SW Access Drive





Queues  
9: S. Yosemite St. & SW Access Drive

Park Meadows  
07/19/2022



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	1	4	4	1	13	616	71	12	370
v/c Ratio	0.01	0.01	0.03	0.00	0.08	0.19	0.05	0.04	0.08
Control Delay	29.0	0.0	29.5	0.0	30.2	1.9	0.8	29.7	1.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	29.0	0.0	29.5	0.0	30.2	1.9	0.8	29.7	1.8
Queue Length 50th (ft)	0	0	2	0	5	0	0	2	0
Queue Length 95th (ft)	5	0	10	0	20	78	9	10	32
Internal Link Dist (ft)		125		287		556			970
Turn Bay Length (ft)					140			450	
Base Capacity (vph)	492	793	492	677	189	3273	1471	367	4685
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.00	0.01	0.01	0.00	0.07	0.19	0.05	0.03	0.08
Intersection Summary									

HCM 6th Signalized Intersection Summary  
 9: S. Yosemite St. & SW Access Drive

Park Meadows  
 07/19/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗		↖	↑↑	↗	↖↗	↑↑↗	
Traffic Volume (veh/h)	1	0	4	4	0	1	12	567	65	11	338	3
Future Volume (veh/h)	1	0	4	4	0	1	12	567	65	11	338	3
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	1	0	4	4	0	1	13	616	71	12	367	3
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	120	0	20	117	0	20	28	2771	1236	51	4067	33
Arrive On Green	0.01	0.00	0.01	0.01	0.00	0.01	0.02	0.78	0.78	0.01	0.78	0.78
Sat Flow, veh/h	1416	0	1585	1412	0	1585	1781	3554	1585	3456	5224	43
Grp Volume(v), veh/h	1	0	4	4	0	1	13	616	71	12	239	131
Grp Sat Flow(s),veh/h/ln	1416	0	1585	1412	0	1585	1781	1777	1585	1728	1702	1863
Q Serve(g_s), s	0.0	0.0	0.2	0.2	0.0	0.0	0.5	3.2	0.7	0.2	1.2	1.2
Cycle Q Clear(g_c), s	0.1	0.0	0.2	0.4	0.0	0.0	0.5	3.2	0.7	0.2	1.2	1.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.02
Lane Grp Cap(c), veh/h	120	0	20	117	0	20	28	2771	1236	51	2650	1450
V/C Ratio(X)	0.01	0.00	0.20	0.03	0.00	0.05	0.46	0.22	0.06	0.23	0.09	0.09
Avail Cap(c_a), veh/h	476	0	419	473	0	419	191	2771	1236	370	2650	1450
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.99	0.99	0.99	0.99	0.99	0.99
Uniform Delay (d), s/veh	34.2	0.0	34.2	34.4	0.0	34.1	34.1	2.1	1.8	34.1	1.8	1.8
Incr Delay (d2), s/veh	0.0	0.0	4.8	0.1	0.0	1.0	10.9	0.2	0.1	2.3	0.1	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.1	0.1	0.0	0.0	0.3	0.6	0.1	0.1	0.2	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	34.2	0.0	39.0	34.5	0.0	35.2	45.1	2.2	1.9	36.4	1.9	2.0
LnGrp LOS	C	A	D	C	A	D	D	A	A	D	A	A
Approach Vol, veh/h		5			5			700			382	
Approach Delay, s/veh		38.0			34.6			3.0			3.0	
Approach LOS		D			C			A			A	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	5.5	59.1		5.4	5.6	59.0		5.4				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	7.5	30.5		18.5	7.5	30.5		18.5				
Max Q Clear Time (g_c+I1), s	2.2	5.2		2.2	2.5	3.2		2.4				
Green Ext Time (p_c), s	0.0	4.7		0.0	0.0	2.4		0.0				

Intersection Summary

HCM 6th Ctrl Delay	3.3
HCM 6th LOS	A

Lanes and Geometrics  
 10: S. Yosemite St. & S. Chester St.

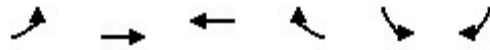


Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)		0%	0%		0%	
Storage Length (ft)	200			0	0	140
Storage Lanes	1			1	2	1
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	0.91	0.95	1.00	0.97	1.00
Ped Bike Factor						
Frt				0.850		0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1770	5085	3539	1583	3433	1583
Flt Permitted	0.386				0.950	
Satd. Flow (perm)	719	5085	3539	1583	3433	1583
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)				332		23
Link Speed (mph)		30	30		30	
Link Distance (ft)		1842	1050		476	
Travel Time (s)		41.9	23.9		10.8	

Intersection Summary

Area Type: Other

Timings  
10: S. Yosemite St. & S. Chester St.

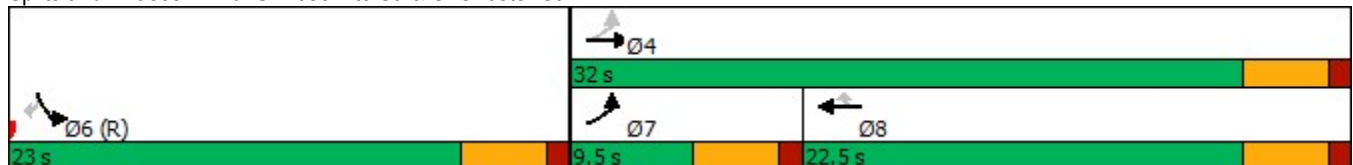


Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↖	↗↗↗	↖↖	↗	↘↘	↘
Traffic Volume (vph)	16	241	325	305	95	21
Future Volume (vph)	16	241	325	305	95	21
Turn Type	pm+pt	NA	NA	Perm	Prot	Perm
Protected Phases	7	4	8		6	
Permitted Phases	4			8		6
Detector Phase	7	4	8	8	6	6
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	22.5	22.5	22.5	22.5
Total Split (s)	9.5	32.0	22.5	22.5	23.0	23.0
Total Split (%)	17.3%	58.2%	40.9%	40.9%	41.8%	41.8%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead		Lag	Lag		
Lead-Lag Optimize?	Yes		Yes	Yes		
Recall Mode	None	None	None	None	C-Max	C-Max
Act Effct Green (s)	14.5	14.5	12.6	12.6	31.5	31.5
Actuated g/C Ratio	0.26	0.26	0.23	0.23	0.57	0.57
v/c Ratio	0.06	0.20	0.44	0.54	0.05	0.03
Control Delay	11.6	14.6	19.1	5.8	6.1	3.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	11.6	14.6	19.1	5.8	6.1	3.0
LOS	B	B	B	A	A	A
Approach Delay		14.4	12.6		5.5	
Approach LOS		B	B		A	

Intersection Summary

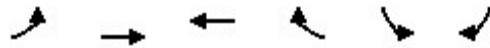
Cycle Length: 55  
 Actuated Cycle Length: 55  
 Offset: 0 (0%), Referenced to phase 2: and 6:SBL, Start of Green  
 Natural Cycle: 55  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.54  
 Intersection Signal Delay: 12.3  
 Intersection Capacity Utilization 30.6%  
 Analysis Period (min) 15  
 Intersection LOS: B  
 ICU Level of Service A

Splits and Phases: 10: S. Yosemite St. & S. Chester St.



Queues

10: S. Yosemite St. & S. Chester St.



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Group Flow (vph)	17	262	353	332	103	23
v/c Ratio	0.06	0.20	0.44	0.54	0.05	0.03
Control Delay	11.6	14.6	19.1	5.8	6.1	3.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	11.6	14.6	19.1	5.8	6.1	3.0
Queue Length 50th (ft)	4	25	52	0	5	0
Queue Length 95th (ft)	10	26	73	46	12	2
Internal Link Dist (ft)		1762	970		396	
Turn Bay Length (ft)	200					140
Base Capacity (vph)	284	2542	1158	741	1967	917
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.06	0.10	0.30	0.45	0.05	0.03

Intersection Summary

HCM 6th Signalized Intersection Summary  
 10: S. Yosemite St. & S. Chester St.

Park Meadows  
 07/19/2022



Movement	EBL	EBT	WBT	WBR	SBL	SBR	
Lane Configurations							
Traffic Volume (veh/h)	16	241	325	305	95	21	
Future Volume (veh/h)	16	241	325	305	95	21	
Initial Q (Qb), veh	0	0	0	0	0	0	
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	
Work Zone On Approach		No	No		No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	
Adj Flow Rate, veh/h	17	262	353	332	103	23	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	
Percent Heavy Veh, %	2	2	2	2	2	2	
Cap, veh/h	305	1864	933	416	1629	747	
Arrive On Green	0.02	0.37	0.26	0.26	0.47	0.47	
Sat Flow, veh/h	1781	5274	3647	1585	3456	1585	
Grp Volume(v), veh/h	17	262	353	332	103	23	
Grp Sat Flow(s),veh/h/ln	1781	1702	1777	1585	1728	1585	
Q Serve(g_s), s	0.4	1.9	4.5	10.7	0.9	0.4	
Cycle Q Clear(g_c), s	0.4	1.9	4.5	10.7	0.9	0.4	
Prop In Lane	1.00			1.00	1.00	1.00	
Lane Grp Cap(c), veh/h	305	1864	933	416	1629	747	
V/C Ratio(X)	0.06	0.14	0.38	0.80	0.06	0.03	
Avail Cap(c_a), veh/h	430	2553	1163	519	1629	747	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	
Upstream Filter(l)	0.99	0.99	0.99	0.99	1.00	1.00	
Uniform Delay (d), s/veh	13.2	11.7	16.6	18.9	7.9	7.8	
Incr Delay (d2), s/veh	0.1	0.0	0.3	6.9	0.1	0.1	
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	
%ile BackOfQ(50%),veh/ln	0.1	0.6	1.7	4.3	0.3	0.6	
Unsig. Movement Delay, s/veh							
LnGrp Delay(d),s/veh	13.3	11.7	16.9	25.8	8.0	7.9	
LnGrp LOS	B	B	B	C	A	A	
Approach Vol, veh/h		279	685		126		
Approach Delay, s/veh		11.8	21.2		8.0		
Approach LOS		B	C		A		
Timer - Assigned Phs				4	6	7	8
Phs Duration (G+Y+Rc), s				24.6	30.4	5.6	18.9
Change Period (Y+Rc), s				4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s				27.5	18.5	5.0	18.0
Max Q Clear Time (g_c+I1), s				3.9	2.9	2.4	12.7
Green Ext Time (p_c), s				1.7	0.3	0.0	1.7
<b>Intersection Summary</b>							
HCM 6th Ctrl Delay			17.3				
HCM 6th LOS			B				

Lanes and Geometrics  
 11: S. Chester St. & Westview Rd./NW Access Drive

Park Meadows  
 07/19/2022



Lane Group	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
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	85		0	0		0	90		0	190		0
Storage Lanes	1		0	1		1	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.97	0.95	0.95
Ped Bike Factor		0.865				0.850		0.995			0.959	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1611	0	1770	1863	1583	1770	3522	0	3433	3394	0
Flt Permitted							0.950			0.950		
Satd. Flow (perm)	1863	1611	0	1863	1863	1583	1770	3522	0	3433	3394	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		9				119		7				43
Link Speed (mph)		30			30			30				30
Link Distance (ft)		259			217			476				565
Travel Time (s)		5.9			4.9			10.8				12.8

Intersection Summary

Area Type: Other

Timings  
11: S. Chester St. & Westview Rd./NW Access Drive

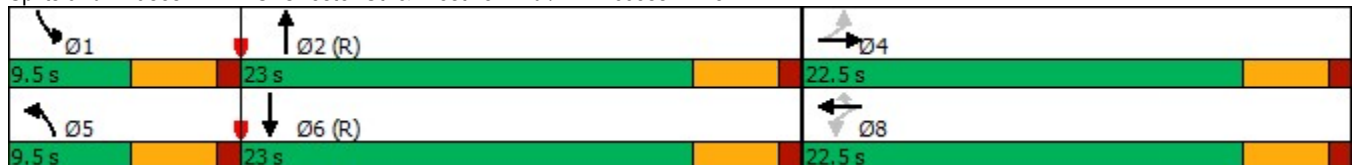
Park Meadows  
07/19/2022

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	9	1	1	1	13	10	305	29	106
Future Volume (vph)	9	1	1	1	13	10	305	29	106
Turn Type	Perm	NA	Perm	NA	Perm	Prot	NA	Prot	NA
Protected Phases		4		8		5	2	1	6
Permitted Phases	4		8		8				
Detector Phase	4	4	8	8	8	5	2	1	6
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	22.5	22.5	9.5	22.5	9.5	22.5
Total Split (s)	22.5	22.5	22.5	22.5	22.5	9.5	23.0	9.5	23.0
Total Split (%)	40.9%	40.9%	40.9%	40.9%	40.9%	17.3%	41.8%	17.3%	41.8%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag						Lead	Lag	Lead	Lag
Lead-Lag Optimize?						Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	C-Max	None	C-Max
Act Effct Green (s)	6.0	6.0	5.8	5.8	5.8	6.0	46.5	6.0	49.5
Actuated g/C Ratio	0.11	0.11	0.11	0.11	0.11	0.11	0.85	0.11	0.90
v/c Ratio	0.05	0.05	0.01	0.01	0.05	0.06	0.12	0.09	0.05
Control Delay	22.1	14.4	21.0	21.0	0.4	27.9	2.4	22.3	2.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	22.1	14.4	21.0	21.0	0.4	27.9	2.4	22.3	2.3
LOS	C	B	C	C	A	C	A	C	A
Approach Delay		18.3		3.0			3.2		5.7
Approach LOS		B		A			A		A

Intersection Summary

Cycle Length: 55  
 Actuated Cycle Length: 55  
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green  
 Natural Cycle: 55  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.12  
 Intersection Signal Delay: 4.5  
 Intersection Capacity Utilization 28.4%  
 Analysis Period (min) 15  
 Intersection LOS: A  
 ICU Level of Service A

Splits and Phases: 11: S. Chester St. & Westview Rd./NW Access Drive





Queues  
 11: S. Chester St. & Westview Rd./NW Access Drive

Park Meadows  
 07/19/2022



Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	10	10	1	1	14	11	344	32	158
v/c Ratio	0.05	0.05	0.01	0.01	0.05	0.06	0.12	0.09	0.05
Control Delay	22.1	14.4	21.0	21.0	0.4	27.9	2.4	22.3	2.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	22.1	14.4	21.0	21.0	0.4	27.9	2.4	22.3	2.3
Queue Length 50th (ft)	3	0	0	0	0	3	0	5	0
Queue Length 95th (ft)	14	11	4	4	0	m8	31	14	21
Internal Link Dist (ft)		179		137			396		485
Turn Bay Length (ft)	85					90		190	
Base Capacity (vph)	609	533	609	609	598	191	2977	375	3061
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.02	0.02	0.00	0.00	0.02	0.06	0.12	0.09	0.05

Intersection Summary

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

HCM 6th Signalized Intersection Summary  
 11: S. Chester St. & Westview Rd./NW Access Drive

Park Meadows  
 07/19/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗	↖	↖	↕		↖	↗	
Traffic Volume (veh/h)	9	1	8	1	1	13	10	305	11	29	106	40
Future Volume (veh/h)	9	1	8	1	1	13	10	305	11	29	106	40
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	10	1	9	1	1	0	11	332	12	32	115	43
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	167	4	38	159	49		25	2426	87	121	1832	656
Arrive On Green	0.03	0.03	0.03	0.03	0.03	0.00	0.01	0.69	0.69	0.04	0.71	0.71
Sat Flow, veh/h	1416	161	1449	1405	1870	1585	1781	3498	126	3456	2564	918
Grp Volume(v), veh/h	10	0	10	1	1	0	11	168	176	32	78	80
Grp Sat Flow(s),veh/h/ln	1416	0	1610	1405	1870	1585	1781	1777	1848	1728	1777	1705
Q Serve(g_s), s	0.4	0.0	0.3	0.0	0.0	0.0	0.3	1.8	1.8	0.5	0.7	0.8
Cycle Q Clear(g_c), s	0.4	0.0	0.3	0.4	0.0	0.0	0.3	1.8	1.8	0.5	0.7	0.8
Prop In Lane	1.00		0.90	1.00		1.00	1.00		0.07	1.00		0.54
Lane Grp Cap(c), veh/h	167	0	42	159	49		25	1232	1281	121	1270	1218
V/C Ratio(X)	0.06	0.00	0.24	0.01	0.02		0.44	0.14	0.14	0.26	0.06	0.07
Avail Cap(c_a), veh/h	594	0	527	582	612		162	1232	1281	314	1270	1218
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	0.00	1.00	1.00	1.00	0.00	0.85	0.85	0.85	0.93	0.93	0.93
Uniform Delay (d), s/veh	26.3	0.0	26.3	26.4	26.1	0.0	26.9	2.9	2.9	25.8	2.3	2.4
Incr Delay (d2), s/veh	0.1	0.0	2.9	0.0	0.2	0.0	9.9	0.2	0.2	1.1	0.1	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	0.2	0.0	0.0	0.0	0.2	0.4	0.4	0.2	0.2	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	26.5	0.0	29.2	26.5	26.3	0.0	36.8	3.1	3.0	26.9	2.4	2.4
LnGrp LOS	C	A	C	C	C		D	A	A	C	A	A
Approach Vol, veh/h		20			2	A		355				190
Approach Delay, s/veh		27.8			26.4			4.1				6.6
Approach LOS		C			C			A				A
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	6.4	42.6		5.9	5.3	43.8		5.9				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	5.0	18.5		18.0	5.0	18.5		18.0				
Max Q Clear Time (g_c+I1), s	2.5	3.8		2.4	2.3	2.8		2.4				
Green Ext Time (p_c), s	0.0	1.7		0.0	0.0	0.7		0.0				

Intersection Summary

HCM 6th Ctrl Delay	5.8
HCM 6th LOS	A

Notes

Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

Lanes and Geometrics  
 12: Park Meadows Ring Rd. & North Access Drive

Park Meadows  
 07/19/2022



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕↕	↕	↕	↕	↕
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)		0%	0%		0%	
Storage Length (ft)	0			0	0	0
Storage Lanes	0			1	1	1
Taper Length (ft)	25				25	
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt				0.850		0.850
Flt Protected		0.988			0.950	
Satd. Flow (prot)	0	3497	1863	1583	1770	1583
Flt Permitted		0.988			0.950	
Satd. Flow (perm)	0	3497	1863	1583	1770	1583
Link Speed (mph)		30	30		30	
Link Distance (ft)		1249	1271		255	
Travel Time (s)		28.4	28.9		5.8	

Intersection Summary

Area Type: Other

HCM Unsignalized Intersection Capacity Analysis  
 12: Park Meadows Ring Rd. & North Access Drive

Park Meadows  
 07/19/2022



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↔↕	↕	↕	↕	↕
Traffic Volume (veh/h)	4	11	8	14	78	35
Future Volume (Veh/h)	4	11	8	14	78	35
Sign Control		Stop	Stop		Free	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	4	12	9	15	85	38
<b>Pedestrians</b>						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage (veh)						
Upstream signal (ft)	255					
pX, platoon unblocked						
vC, conflicting volume	174	170	170	0	0	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	174	170	170	0	0	
tC, single (s)	7.1	6.5	6.5	6.2	4.1	
tC, 2 stage (s)						
tF (s)	3.5	4.0	4.0	3.3	2.2	
p0 queue free %	99	98	99	99	95	
cM capacity (veh/h)	739	685	685	1085	1623	
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	SB 1	SB 2
Volume Total	8	8	9	15	85	38
Volume Left	4	0	0	0	85	0
Volume Right	0	0	0	15	0	38
cSH	711	685	685	1085	1623	1700
Volume to Capacity	0.01	0.01	0.01	0.01	0.05	0.02
Queue Length 95th (ft)	1	1	1	1	4	0
Control Delay (s)	10.1	10.3	10.3	8.4	7.3	0.0
Lane LOS	B	B	B	A	A	
Approach Delay (s)	10.2		9.1		5.1	
Approach LOS	B		A			
<b>Intersection Summary</b>						
Average Delay			6.2			
Intersection Capacity Utilization			14.3%	ICU Level of Service	A	
Analysis Period (min)			15			

Lanes and Geometrics  
 13: Park Meadows Ring Rd. & East Access Drive

Park Meadows  
 07/19/2022















Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%		0%			0%
Storage Length (ft)	0	0		0	0	
Storage Lanes	1	1		1	0	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	0.95
Ped Bike Factor						
Frt		0.850		0.850		
Flt Protected	0.950					0.980
Satd. Flow (prot)	1770	1583	1863	1583	0	3468
Flt Permitted	0.950					0.980
Satd. Flow (perm)	1770	1583	1863	1583	0	3468
Link Speed (mph)	30		30			30
Link Distance (ft)	204		1336			1271
Travel Time (s)	4.6		30.4			28.9

Intersection Summary

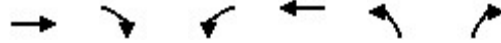
Area Type: Other

HCM Unsignalized Intersection Capacity Analysis  
 13: Park Meadows Ring Rd. & East Access Drive

Park Meadows  
 07/19/2022

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						 
Traffic Volume (veh/h)	46	48	12	20	18	27
Future Volume (Veh/h)	46	48	12	20	18	27
Sign Control	Free		Stop		Stop	
Grade	0%		0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	50	52	13	22	20	29
<b>Pedestrians</b>						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage (veh)						
Upstream signal (ft)	204					
pX, platoon unblocked						
vC, conflicting volume	0		100	0	106	100
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	0		100	0	106	100
tC, single (s)	4.1		6.5	6.2	7.1	6.5
tC, 2 stage (s)						
tF (s)	2.2		4.0	3.3	3.5	4.0
p0 queue free %	97		98	98	98	96
cM capacity (veh/h)	1623		766	1085	824	766
<b>Direction, Lane #</b>	<b>WB 1</b>	<b>WB 2</b>	<b>NB 1</b>	<b>NB 2</b>	<b>SB 1</b>	<b>SB 2</b>
Volume Total	50	52	13	22	30	19
Volume Left	50	0	0	0	20	0
Volume Right	0	52	0	22	0	0
cSH	1623	1700	766	1085	804	766
Volume to Capacity	0.03	0.03	0.02	0.02	0.04	0.03
Queue Length 95th (ft)	2	0	1	2	3	2
Control Delay (s)	7.3	0.0	9.8	8.4	9.6	9.8
Lane LOS	A		A	A	A	A
Approach Delay (s)	3.6		8.9		9.7	
Approach LOS			A		A	
<b>Intersection Summary</b>						
Average Delay			6.2			
Intersection Capacity Utilization			17.7%	ICU Level of Service	A	
Analysis Period (min)			15			

Lanes and Geometrics  
 14: SE Access Drive & Park Meadows Ring Rd.



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↑		↑↑	↑	↑
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)		0	0		0	0
Storage Lanes		1	0		1	1
Taper Length (ft)			25		25	
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	1.00
Ped Bike Factor						
Frt		0.850				0.850
Flt Protected				0.976	0.950	
Satd. Flow (prot)	1863	1583	0	3454	1770	1583
Flt Permitted				0.976	0.950	
Satd. Flow (perm)	1863	1583	0	3454	1770	1583
Link Speed (mph)	30			30	30	
Link Distance (ft)	1566			1336	207	
Travel Time (s)	35.6			30.4	4.7	

Intersection Summary

Area Type: Other

HCM Unsignalized Intersection Capacity Analysis  
 14: SE Access Drive & Park Meadows Ring Rd.

Park Meadows  
 07/19/2022



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↗		↖	↖	↗
Traffic Volume (veh/h)	8	11	5	5	7	18
Future Volume (Veh/h)	8	11	5	5	7	18
Sign Control	Stop			Stop	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	9	12	5	5	8	20
<b>Pedestrians</b>						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage (veh)						
Upstream signal (ft)	207					
pX, platoon unblocked						
vC, conflicting volume	16	0	20	16	0	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	16	0	20	16	0	
tC, single (s)	6.5	6.2	7.1	6.5	4.1	
tC, 2 stage (s)						
tF (s)	4.0	3.3	3.5	4.0	2.2	
p0 queue free %	99	99	99	99	100	
cM capacity (veh/h)	874	1085	970	874	1623	
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	NB 2
Volume Total	9	12	7	3	8	20
Volume Left	0	0	5	0	8	0
Volume Right	0	12	0	0	0	20
cSH	874	1085	944	874	1623	1700
Volume to Capacity	0.01	0.01	0.01	0.00	0.00	0.01
Queue Length 95th (ft)	1	1	1	0	0	0
Control Delay (s)	9.2	8.4	8.8	9.1	7.2	0.0
Lane LOS	A	A	A	A	A	
Approach Delay (s)	8.7		8.9		2.1	
Approach LOS	A		A			
<b>Intersection Summary</b>						
Average Delay			5.6			
Intersection Capacity Utilization			14.3%		ICU Level of Service	A
Analysis Period (min)			15			



Lanes and Geometrics  
 15: Park Meadows Ring Rd. & SW Access Drive

Park Meadows  
 07/19/2022



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)	0	0	0			0
Storage Lanes	1	1	0			1
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	1.00
Ped Bike Factor						
Frt		0.850				0.850
Flt Protected	0.950			0.985		
Satd. Flow (prot)	1770	1583	0	3486	1863	1583
Flt Permitted	0.950			0.985		
Satd. Flow (perm)	1770	1583	0	3486	1863	1583
Link Speed (mph)	30			30	30	
Link Distance (ft)	367			1566	1358	
Travel Time (s)	8.3			35.6	30.9	

Intersection Summary

Area Type: Other

HCM Unsignalized Intersection Capacity Analysis  
 15: Park Meadows Ring Rd. & SW Access Drive

Park Meadows  
 07/19/2022



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	48	27	3	6	12	1
Future Volume (Veh/h)	48	27	3	6	12	1
Sign Control	Free			Stop	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	52	29	3	7	13	1
<b>Pedestrians</b>						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage (veh)						
Upstream signal (ft)	367					
pX, platoon unblocked						
vC, conflicting volume	0		110	104	104	0
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	0		110	104	104	0
tC, single (s)	4.1		7.1	6.5	6.5	6.2
tC, 2 stage (s)						
tF (s)	2.2		3.5	4.0	4.0	3.3
p0 queue free %	97		100	99	98	100
cM capacity (veh/h)	1623		835	761	761	1085
Direction, Lane #	EB 1	EB 2	NB 1	NB 2	SB 1	SB 2
Volume Total	52	29	5	5	13	1
Volume Left	52	0	3	0	0	0
Volume Right	0	29	0	0	0	1
cSH	1623	1700	801	761	761	1085
Volume to Capacity	0.03	0.02	0.01	0.01	0.02	0.00
Queue Length 95th (ft)	2	0	1	0	1	0
Control Delay (s)	7.3	0.0	9.5	9.8	9.8	8.3
Lane LOS	A		A	A	A	A
Approach Delay (s)	4.7		9.6		9.7	
Approach LOS			A		A	
<b>Intersection Summary</b>						
Average Delay			5.8			
Intersection Capacity Utilization			13.3%	ICU Level of Service	A	
Analysis Period (min)			15			

Lanes and Geometrics  
 16: Park Meadows Ring Rd. & NW Access Drive

Park Meadows  
 07/19/2022



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)	0	0	0			0
Storage Lanes	1	1	0			1
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	1.00
Ped Bike Factor						
Frt		0.850				0.850
Flt Protected	0.950			0.968		
Satd. Flow (prot)	1770	1583	0	3426	1863	1583
Flt Permitted	0.950			0.968		
Satd. Flow (perm)	1770	1583	0	3426	1863	1583
Link Speed (mph)	30			30	30	
Link Distance (ft)	217			1358	1249	
Travel Time (s)	4.9			30.9	28.4	

Intersection Summary

Area Type: Other

HCM Unsignalized Intersection Capacity Analysis  
 16: Park Meadows Ring Rd. & NW Access Drive

Park Meadows  
 07/19/2022



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	10	31	16	8	17	5
Future Volume (Veh/h)	10	31	16	8	17	5
Sign Control	Free			Stop	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	11	34	17	9	18	5
<b>Pedestrians</b>						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage (veh)						
Upstream signal (ft)	217					
pX, platoon unblocked						
vC, conflicting volume	0		31	22	22	0
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	0		31	22	22	0
tC, single (s)	4.1		7.1	6.5	6.5	6.2
tC, 2 stage (s)						
tF (s)	2.2		3.5	4.0	4.0	3.3
p0 queue free %	99		98	99	98	100
cM capacity (veh/h)	1623		952	866	866	1085
<b>Direction, Lane #</b>	<b>EB 1</b>	<b>EB 2</b>	<b>NB 1</b>	<b>NB 2</b>	<b>SB 1</b>	<b>SB 2</b>
Volume Total	11	34	20	6	18	5
Volume Left	11	0	17	0	0	0
Volume Right	0	34	0	0	0	5
cSH	1623	1700	938	866	866	1085
Volume to Capacity	0.01	0.02	0.02	0.01	0.02	0.00
Queue Length 95th (ft)	1	0	2	1	2	0
Control Delay (s)	7.2	0.0	8.9	9.2	9.2	8.3
Lane LOS	A		A	A	A	A
Approach Delay (s)	1.8		9.0		9.0	
Approach LOS			A		A	
<b>Intersection Summary</b>						
Average Delay			5.5			
Intersection Capacity Utilization			17.6%	ICU Level of Service	A	
Analysis Period (min)			15			

Lanes and Geometrics  
 1: S. Yosemite St. & E. County Line Rd.

Park Meadows  
 07/19/2022



Lane Group	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
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)	0%		0%				0%			0%		
Storage Length (ft)	175		350	600		0	235		0	210		0
Storage Lanes	2		1	2		1	2		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.97	0.91	1.00	0.97	0.91	1.00	0.97	0.95	1.00	1.00	0.95	0.95
Ped Bike Factor	Frt			0.850			0.850			0.850		0.943
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	5085	1583	3433	5085	1583	3433	3539	1583	1770	3337	0
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3433	5085	1583	3433	5085	1583	3433	3539	1583	1770	3337	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			145			142			142			122
Link Speed (mph)		30			30			30				30
Link Distance (ft)		556			1568			1842				710
Travel Time (s)		12.6			35.6			41.9				16.1

Intersection Summary

Area Type: Other

Timings  
1: S. Yosemite St. & E. County Line Rd.

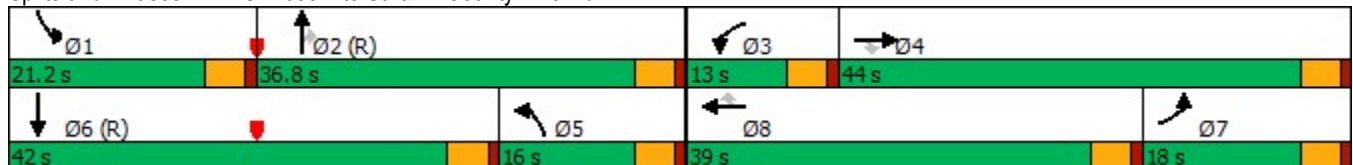
Park Meadows  
07/19/2022

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations											
Traffic Volume (vph)	195	652	133	105	990	81	170	332	64	126	432
Future Volume (vph)	195	652	133	105	990	81	170	332	64	126	432
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA
Protected Phases	7	4		3	8		5	2		1	6
Permitted Phases			4			8			2		
Detector Phase	7	4	4	3	8	8	5	2	2	1	6
Switch Phase											
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5
Total Split (s)	18.0	44.0	44.0	13.0	39.0	39.0	16.0	36.8	36.8	21.2	42.0
Total Split (%)	15.7%	38.3%	38.3%	11.3%	33.9%	33.9%	13.9%	32.0%	32.0%	18.4%	36.5%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lag	Lag	Lag	Lead	Lead	Lead	Lag	Lag	Lag	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	C-Max	C-Max	None	C-Max
Act Effct Green (s)	11.9	36.0	36.0	8.1	32.2	32.2	11.5	39.3	39.3	13.6	41.4
Actuated g/C Ratio	0.10	0.31	0.31	0.07	0.28	0.28	0.10	0.34	0.34	0.12	0.36
v/c Ratio	0.60	0.45	0.24	0.47	0.76	0.16	0.54	0.30	0.11	0.66	0.59
Control Delay	56.4	32.1	5.3	40.7	32.3	7.1	55.6	30.3	0.4	63.1	27.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	56.4	32.1	5.3	40.7	32.3	7.1	55.6	30.3	0.4	63.1	27.8
LOS	E	C	A	D	C	A	E	C	A	E	C
Approach Delay		33.3			31.3			34.5			33.2
Approach LOS		C			C			C			C

Intersection Summary

Cycle Length: 115  
 Actuated Cycle Length: 115  
 Offset: 24 (21%), Referenced to phase 2:NBT and 6:SBT, Start of Green  
 Natural Cycle: 65  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.76  
 Intersection Signal Delay: 32.8  
 Intersection LOS: C  
 Intersection Capacity Utilization 65.0%  
 ICU Level of Service C  
 Analysis Period (min) 15

Splits and Phases: 1: S. Yosemite St. & E. County Line Rd.



Queues

1: S. Yosemite St. & E. County Line Rd.




































Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	212	709	145	114	1076	88	185	361	70	137	760
v/c Ratio	0.60	0.45	0.24	0.47	0.76	0.16	0.54	0.30	0.11	0.66	0.59
Control Delay	56.4	32.1	5.3	40.7	32.3	7.1	55.6	30.3	0.4	63.1	27.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	56.4	32.1	5.3	40.7	32.3	7.1	55.6	30.3	0.4	63.1	27.8
Queue Length 50th (ft)	78	149	0	44	267	20	68	106	0	98	207
Queue Length 95th (ft)	117	182	43	72	333	48	106	156	0	162	281
Internal Link Dist (ft)		476			1488			1762			630
Turn Bay Length (ft)	175		350	600			235			210	
Base Capacity (vph)	403	1746	638	253	1525	574	343	1210	634	257	1279
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.53	0.41	0.23	0.45	0.71	0.15	0.54	0.30	0.11	0.53	0.59

Intersection Summary

HCM 6th Signalized Intersection Summary  
 1: S. Yosemite St. & E. County Line Rd.

Park Meadows  
 07/19/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 	  		 	  		 	 			 	
Traffic Volume (veh/h)	195	652	133	105	990	81	170	332	64	126	432	267
Future Volume (veh/h)	195	652	133	105	990	81	170	332	64	126	432	267
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	212	709	145	114	1076	88	185	361	70	137	470	290
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	276	1439	447	168	1280	397	646	1492	665	166	690	423
Arrive On Green	0.08	0.28	0.28	0.10	0.50	0.50	0.19	0.42	0.42	0.09	0.33	0.33
Sat Flow, veh/h	3456	5106	1585	3456	5106	1585	3456	3554	1585	1781	2115	1298
Grp Volume(v), veh/h	212	709	145	114	1076	88	185	361	70	137	394	366
Grp Sat Flow(s),veh/h/ln	1728	1702	1585	1728	1702	1585	1728	1777	1585	1781	1777	1637
Q Serve(g_s), s	6.9	13.3	5.2	3.7	20.9	2.8	5.3	7.5	3.1	8.7	22.1	22.3
Cycle Q Clear(g_c), s	6.9	13.3	5.2	3.7	20.9	2.8	5.3	7.5	3.1	8.7	22.1	22.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.79
Lane Grp Cap(c), veh/h	276	1439	447	168	1280	397	646	1492	665	166	579	534
V/C Ratio(X)	0.77	0.49	0.32	0.68	0.84	0.22	0.29	0.24	0.11	0.83	0.68	0.68
Avail Cap(c_a), veh/h	406	1754	544	255	1532	476	646	1492	665	259	579	534
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.78	0.78	0.78	0.83	0.83	0.83	1.00	1.00	1.00
Uniform Delay (d), s/veh	51.9	34.4	13.0	51.0	26.7	13.3	40.2	21.5	20.2	51.2	33.6	33.6
Incr Delay (d2), s/veh	5.2	0.3	0.4	3.7	3.0	0.2	0.2	0.3	0.3	11.7	6.3	7.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.2	5.5	3.1	1.6	6.6	1.3	2.3	3.2	1.2	4.4	10.5	9.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	57.0	34.7	13.4	54.8	29.7	13.5	40.4	21.9	20.5	63.0	39.9	40.6
LnGrp LOS	E	C	B	D	C	B	D	C	C	E	D	D
Approach Vol, veh/h		1066			1278			616			897	
Approach Delay, s/veh		36.2			30.8			27.3			43.7	
Approach LOS		D			C			C			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	15.2	52.8	10.1	36.9	26.0	42.0	13.7	33.3				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	16.7	32.3	8.5	39.5	11.5	37.5	13.5	34.5				
Max Q Clear Time (g_c+I1), s	10.7	9.5	5.7	15.3	7.3	24.3	8.9	22.9				
Green Ext Time (p_c), s	0.2	2.6	0.1	5.8	0.2	4.1	0.3	5.9				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay			34.7									
HCM 6th LOS			C									



Lanes and Geometrics  
2: S. Chester St. & E. County Line Rd.

Park Meadows  
07/19/2022



Lane Group	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
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	550		0	525		0	135		0	125		110
Storage Lanes	2		1	2		0	2		1	2		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.97	0.91	1.00	0.97	0.86	0.86	0.97	0.95	1.00	0.97	0.95	1.00
Ped Bike Factor												
Frt			0.850		0.979				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	5085	1583	3433	6273	0	3433	3539	1583	3433	3539	1583
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3433	5085	1583	3433	6273	0	3433	3539	1583	3433	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			142		37				329			262
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1568			1050			565			792	
Travel Time (s)		35.6			23.9			12.8			18.0	

Intersection Summary

Area Type: Other

Timings  
2: S. Chester St. & E. County Line Rd.

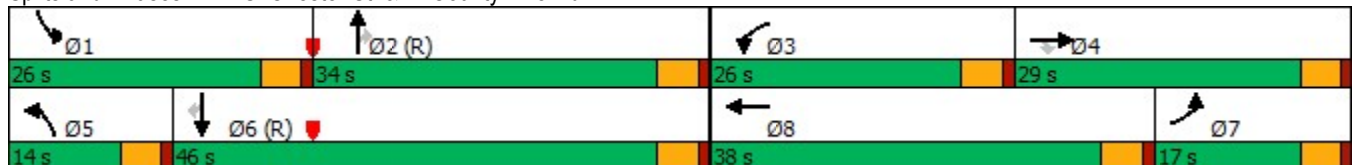
Park Meadows  
07/19/2022

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations												
Traffic Volume (vph)	162	628	84	334	748	123	210	303	332	224	241	
Future Volume (vph)	162	628	84	334	748	123	210	303	332	224	241	
Turn Type	Prot	NA	Perm	Prot	NA	Prot	NA	Perm	Prot	NA	Perm	
Protected Phases	7	4		3	8	5	2		1	6		
Permitted Phases			4					2			6	
Detector Phase	7	4	4	3	8	5	2	2	1	6	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	9.5	22.5	22.5	9.5	22.5	9.5	22.5	22.5	9.5	22.5	22.5	
Total Split (s)	17.0	29.0	29.0	26.0	38.0	14.0	34.0	34.0	26.0	46.0	46.0	
Total Split (%)	14.8%	25.2%	25.2%	22.6%	33.0%	12.2%	29.6%	29.6%	22.6%	40.0%	40.0%	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	
Lead/Lag	Lag	Lag	Lag	Lead	Lead	Lead	Lag	Lag	Lead	Lag	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	None	None	None	None	None	C-Max	C-Max	None	C-Max	C-Max	
Act Effct Green (s)	13.9	22.1	22.1	17.3	25.4	9.2	40.4	40.4	17.2	48.4	48.4	
Actuated g/C Ratio	0.12	0.19	0.19	0.15	0.22	0.08	0.35	0.35	0.15	0.42	0.42	
v/c Ratio	0.42	0.70	0.22	0.70	0.67	0.49	0.18	0.43	0.70	0.16	0.32	
Control Delay	31.6	28.5	11.4	32.3	20.1	56.7	28.7	5.5	53.8	22.6	4.2	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	31.6	28.5	11.4	32.3	20.1	56.7	28.7	5.5	53.8	22.6	4.2	
LOS	C	C	B	C	C	E	C	A	D	C	A	
Approach Delay		27.5			23.5		23.1			30.1		
Approach LOS		C			C		C			C		

Intersection Summary

Cycle Length: 115  
 Actuated Cycle Length: 115  
 Offset: 82 (71%), Referenced to phase 2:NBT and 6:SBT, Start of Green  
 Natural Cycle: 75  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.70  
 Intersection Signal Delay: 25.9  
 Intersection Capacity Utilization 51.9%  
 Analysis Period (min) 15  
 Intersection LOS: C  
 ICU Level of Service A

Splits and Phases: 2: S. Chester St. & E. County Line Rd.



Queues  
2: S. Chester St. & E. County Line Rd.

Park Meadows  
07/19/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	176	683	91	363	948	134	228	329	361	243	262
v/c Ratio	0.42	0.70	0.22	0.70	0.67	0.49	0.18	0.43	0.70	0.16	0.32
Control Delay	31.6	28.5	11.4	32.3	20.1	56.7	28.7	5.5	53.8	22.6	4.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	31.6	28.5	11.4	32.3	20.1	56.7	28.7	5.5	53.8	22.6	4.2
Queue Length 50th (ft)	60	165	21	89	139	49	62	0	132	59	0
Queue Length 95th (ft)	94	208	61	141	145	82	105	71	175	94	54
Internal Link Dist (ft)		1488			970		485			712	
Turn Bay Length (ft)	550			525		135			125		110
Base Capacity (vph)	428	1085	449	641	1853	293	1243	769	641	1490	818
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.41	0.63	0.20	0.57	0.51	0.46	0.18	0.43	0.56	0.16	0.32

Intersection Summary

HCM 6th Signalized Intersection Summary  
 2: S. Chester St. & E. County Line Rd.

Park Meadows  
 07/19/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↑↑↑	↔	↔↔	↑↑↑		↔↔	↑↑	↔	↔↔	↑↑	↔
Traffic Volume (veh/h)	162	628	84	334	748	124	123	210	303	332	224	241
Future Volume (veh/h)	162	628	84	334	748	124	123	210	303	332	224	241
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	176	683	91	363	813	135	134	228	329	361	243	262
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	317	890	276	444	1186	193	192	1472	657	437	1723	769
Arrive On Green	0.03	0.06	0.06	0.04	0.07	0.07	0.06	0.41	0.41	0.13	0.48	0.48
Sat Flow, veh/h	3456	5106	1585	3456	5617	914	3456	3554	1585	3456	3554	1585
Grp Volume(v), veh/h	176	683	91	363	696	252	134	228	329	361	243	262
Grp Sat Flow(s),veh/h/ln	1728	1702	1585	1728	1609	1706	1728	1777	1585	1728	1777	1585
Q Serve(g_s), s	5.8	15.2	6.3	12.0	16.2	16.6	4.4	4.6	17.6	11.7	4.3	7.9
Cycle Q Clear(g_c), s	5.8	15.2	6.3	12.0	16.2	16.6	4.4	4.6	17.6	11.7	4.3	7.9
Prop In Lane	1.00		1.00	1.00		0.54	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	317	890	276	444	1019	360	192	1472	657	437	1723	769
V/C Ratio(X)	0.55	0.77	0.33	0.82	0.68	0.70	0.70	0.15	0.50	0.83	0.14	0.34
Avail Cap(c_a), veh/h	376	1088	338	646	1406	497	285	1472	657	646	1723	769
HCM Platoon Ratio	0.33	0.33	0.33	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.89	0.89	0.89	0.98	0.98	0.98	0.93	0.93	0.93	1.00	1.00	1.00
Uniform Delay (d), s/veh	53.4	51.9	47.7	53.7	49.7	49.9	53.4	21.1	24.9	49.0	16.4	8.2
Incr Delay (d2), s/veh	1.3	2.4	0.6	5.2	0.8	2.5	4.2	0.2	2.5	5.6	0.2	1.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.7	7.1	2.7	5.9	7.1	7.9	2.0	2.0	7.0	5.4	1.8	2.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	54.8	54.3	48.3	58.9	50.5	52.5	57.6	21.3	27.4	54.7	16.5	9.4
LnGrp LOS	D	D	D	E	D	D	E	C	C	D	B	A
Approach Vol, veh/h		950			1311			691			866	
Approach Delay, s/veh		53.8			53.2			31.3			30.3	
Approach LOS		D			D			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	19.0	52.1	19.3	24.6	10.9	60.3	15.1	28.8				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	21.5	29.5	21.5	24.5	9.5	41.5	12.5	33.5				
Max Q Clear Time (g_c+I1), s	13.7	19.6	14.0	17.2	6.4	9.9	7.8	18.6				
Green Ext Time (p_c), s	0.8	1.9	0.8	2.9	0.1	2.6	0.2	5.7				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay			44.2									
HCM 6th LOS			D									

Lanes and Geometrics  
 3: North Access Drive & E. County Line Rd.



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑	↑	↙↘	↑↑↑		↙↘
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)		0	350		0	0
Storage Lanes		1	2		0	2
Taper Length (ft)			25		25	
Lane Util. Factor	0.91	1.00	0.97	0.86	1.00	0.88
Ped Bike Factor						
Frt		0.850				0.850
Flt Protected			0.950			
Satd. Flow (prot)	5085	1583	3433	6408	0	2787
Flt Permitted			0.950			
Satd. Flow (perm)	5085	1583	3433	6408	0	2787
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		152				113
Link Speed (mph)	30			30	30	
Link Distance (ft)	1050			651	255	
Travel Time (s)	23.9			14.8	5.8	

Intersection Summary

Area Type: Other

Timings  
3: North Access Drive & E. County Line Rd.



Lane Group	EBT	EBR	WBL	WBT	NBR	Ø8
Lane Configurations	↑↑↑	↗	↖	↑↑↑	↗	
Traffic Volume (vph)	1178	140	300	1343	267	
Future Volume (vph)	1178	140	300	1343	267	
Turn Type	NA	Perm	Prot	NA	Over	
Protected Phases	4		2	2 8	2	8
Permitted Phases		4			2	
Detector Phase	4	4	2	2 8	2	
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	22.5	22.5	9.5	9.5	22.5	
Total Split (s)	74.0	74.0	41.0	41.0	74.0	
Total Split (%)	64.3%	64.3%	35.7%	35.7%	64%	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.0	
All-Red Time (s)	1.0	1.0	1.0	1.0	0.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		
Total Lost Time (s)	4.5	4.5	4.5	4.5		
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	None	None	C-Max	C-Max	None	
Act Effct Green (s)	45.0	45.0	61.0	115.0	61.0	
Actuated g/C Ratio	0.39	0.39	0.53	1.00	0.53	
v/c Ratio	0.64	0.21	0.18	0.23	0.19	
Control Delay	9.4	0.6	9.1	0.1	10.0	
Queue Delay	0.0	0.0	0.0	0.0	0.0	
Total Delay	9.4	0.6	9.1	0.1	10.0	
LOS	A	A	A	A	A	
Approach Delay	8.5			1.7		
Approach LOS	A			A		

Intersection Summary

Cycle Length: 115  
 Actuated Cycle Length: 115  
 Offset: 0 (0%), Referenced to phase 2:WBTL and 6:, Start of Green  
 Natural Cycle: 40  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.64  
 Intersection Signal Delay: 5.2  
 Intersection Capacity Utilization 39.6%  
 Analysis Period (min) 15  
 Intersection LOS: A  
 ICU Level of Service A

Splits and Phases: 3: North Access Drive & E. County Line Rd.



Queues  
3: North Access Drive & E. County Line Rd.

Park Meadows  
07/19/2022



Lane Group	EBT	EBR	WBL	WBT	NBR
Lane Group Flow (vph)	1280	152	326	1460	290
v/c Ratio	0.64	0.21	0.18	0.23	0.19
Control Delay	9.4	0.6	9.1	0.1	10.0
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	9.4	0.6	9.1	0.1	10.0
Queue Length 50th (ft)	65	0	35	0	35
Queue Length 95th (ft)	76	1	127	0	75
Internal Link Dist (ft)	970		571		
Turn Bay Length (ft)	350				
Base Capacity (vph)	3073	1016	1820	6408	1531
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.42	0.15	0.18	0.23	0.19
<b>Intersection Summary</b>					

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HCM 6th Edition methodology expects strict NEMA phasing.



Lanes and Geometrics  
 4: Park Meadow Center Dr. & E. County Line Rd.

Park Meadows  
 07/19/2022



Lane Group	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
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		325	0		100	0		250	250		175
Storage Lanes	0		1	0		1	0		1	3		2
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.86	1.00	1.00	0.91	1.00	1.00	1.00	0.76	0.94	0.95	0.88
Ped Bike Factor												
Frt			0.850			0.850			0.850			0.850
Flt Protected										0.950		
Satd. Flow (prot)	0	6408	1583	0	5085	1583	0	0	3610	4990	3539	2787
Flt Permitted										0.950		
Satd. Flow (perm)	0	6408	1583	0	5085	1583	0	0	3610	4990	3539	2787
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			82			157			620			664
Link Speed (mph)		30			30			30				30
Link Distance (ft)		651			987			1238				614
Travel Time (s)		14.8			22.4			28.1				14.0

Intersection Summary

Area Type: Other

Timings  
4: Park Meadow Center Dr. & E. County Line Rd.

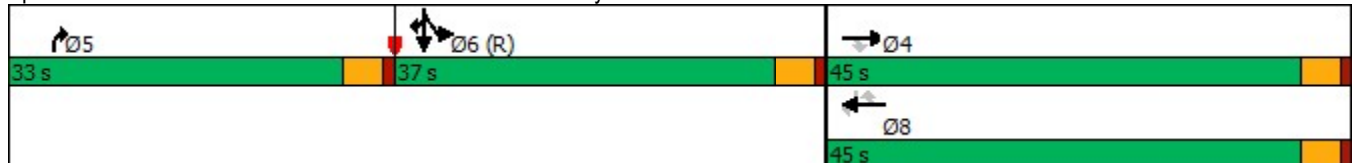


Lane Group	EBT	EBR	WBT	WBR	NBR	SBL	SBT	SBR
Lane Configurations	↑↑↑↑	↗	↑↑↑↑	↗	↗↗↗	↘↘↘	↑↑	↗↗
Traffic Volume (vph)	1393	75	1001	239	741	119	493	611
Future Volume (vph)	1393	75	1001	239	741	119	493	611
Turn Type	NA	Perm	NA	Perm	Prot	Split	NA	custom
Protected Phases	4		8		5	6	6	6
Permitted Phases		4		8				8
Detector Phase	4	4	8	8	5	6	6	6
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	22.5	9.5	22.5	22.5	22.5
Total Split (s)	45.0	45.0	45.0	45.0	33.0	37.0	37.0	37.0
Total Split (%)	39.1%	39.1%	39.1%	39.1%	28.7%	32.2%	32.2%	32.2%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag					Lead	Lag	Lag	Lag
Lead-Lag Optimize?					Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	C-Max	C-Max	C-Max
Act Effct Green (s)	38.8	38.8	38.8	38.8	13.5	49.2	49.2	92.5
Actuated g/C Ratio	0.34	0.34	0.34	0.34	0.12	0.43	0.43	0.80
v/c Ratio	0.70	0.14	0.63	0.41	0.83	0.06	0.35	0.28
Control Delay	17.4	2.3	21.0	7.5	18.8	21.7	24.6	0.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	17.4	2.3	21.0	7.5	18.8	21.7	24.6	0.6
LOS	B	A	C	A	B	C	C	A
Approach Delay	16.6		18.4				12.4	
Approach LOS	B		B				B	

Intersection Summary

Cycle Length: 115  
 Actuated Cycle Length: 115  
 Offset: 32 (28%), Referenced to phase 6:SBTL, Start of Green  
 Natural Cycle: 55  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.83  
 Intersection Signal Delay: 16.3  
 Intersection Capacity Utilization 52.9%  
 Analysis Period (min) 15  
 Intersection LOS: B  
 ICU Level of Service A

Splits and Phases: 4: Park Meadow Center Dr. & E. County Line Rd.





Lane Group	EBT	EBR	WBT	WBR	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	1514	82	1088	260	805	129	536	664
v/c Ratio	0.70	0.14	0.63	0.41	0.83	0.06	0.35	0.28
Control Delay	17.4	2.3	21.0	7.5	18.8	21.7	24.6	0.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	17.4	2.3	21.0	7.5	18.8	21.7	24.6	0.6
Queue Length 50th (ft)	238	4	264	111	57	19	141	0
Queue Length 95th (ft)	294	2	289	122	107	37	212	15
Internal Link Dist (ft)	571		907				534	
Turn Bay Length (ft)		325		100	250	250		175
Base Capacity (vph)	2256	610	1790	659	1361	2133	1512	2371
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.67	0.13	0.61	0.39	0.59	0.06	0.35	0.28

#### Intersection Summary

HCM 6th Signalized Intersection Summary  
 4: Park Meadow Center Dr. & E. County Line Rd.

Park Meadows  
 07/19/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑	↗		↑↑↑	↗			↗↗↗	↘↘↘	↑↑	↗↗
Traffic Volume (veh/h)	0	1393	75	0	1001	239	0	0	741	119	493	611
Future Volume (veh/h)	0	1393	75	0	1001	239	0	0	741	119	493	611
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	0	1870	1870	0	1870	1870	0	0	1870	1870	1870	1870
Adj Flow Rate, veh/h	0	1514	0	0	1088	0	0	0	805	129	536	664
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	2	2	0	2	2	0	0	2	2	2	2
Cap, veh/h	0	1950		0	1548		0	0	0	3108	2199	1726
Arrive On Green	0.00	0.40	0.00	0.00	0.30	0.00	0.00	0.00	0.00	0.62	0.62	0.62
Sat Flow, veh/h	0	6696	1585	0	5274	1585		0		5023	3554	2790
Grp Volume(v), veh/h	0	1514	0	0	1088	0		0.0		129	536	664
Grp Sat Flow(s),veh/h/ln	0	1609	1585	0	1702	1585				1674	1777	1395
Q Serve(g_s), s	0.0	23.5	0.0	0.0	21.7	0.0				1.2	7.8	13.7
Cycle Q Clear(g_c), s	0.0	23.5	0.0	0.0	21.7	0.0				1.2	7.8	13.7
Prop In Lane	0.00		1.00	0.00		1.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	1950		0	1548					3108	2199	1726
V/C Ratio(X)	0.00	0.78		0.00	0.70					0.04	0.24	0.38
Avail Cap(c_a), veh/h	0	2266		0	1798					3108	2199	1726
HCM Platoon Ratio	1.00	1.33	1.33	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.81	0.00	0.00	0.84	0.00				1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	30.9	0.0	0.0	35.5	0.0				8.6	9.8	11.0
Incr Delay (d2), s/veh	0.0	1.2	0.0	0.0	0.9	0.0				0.0	0.3	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	8.5	0.0	0.0	9.1	0.0				0.4	3.0	4.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	32.2	0.0	0.0	36.4	0.0				8.6	10.1	11.6
LnGrp LOS	A	C		A	D					A	B	B
Approach Vol, veh/h		1514	A		1088	A					1329	
Approach Delay, s/veh		32.2			36.4						10.7	
Approach LOS		C			D						B	
Timer - Assigned Phs				4		6		8				
Phs Duration (G+Y+Rc), s				39.4		75.6		39.4				
Change Period (Y+Rc), s				4.5		4.5		4.5				
Max Green Setting (Gmax), s				40.5		32.5		40.5				
Max Q Clear Time (g_c+I1), s				25.5		15.7		23.7				
Green Ext Time (p_c), s				9.3		6.7		7.2				

Intersection Summary

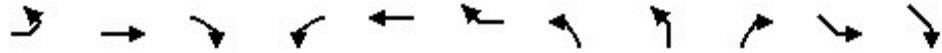
HCM 6th Ctrl Delay	26.1
HCM 6th LOS	C

Notes

Unsignalized Delay for [EBR, WBR] is excluded from calculations of the approach delay and intersection delay.

Lanes and Geometrics  
5: I-25 Ramps & E. County Line Rd.

Park Meadows  
07/19/2022

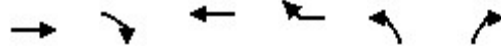


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL2	NBL	NBR	SEL	SER
Lane Configurations		↑↑↑	↑↑		↑↑↑	↑	↑↑		↑		
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%		0%	
Storage Length (ft)	0		200	0		100		180	0	0	0
Storage Lanes	0		1	0		1		2	1	0	0
Taper Length (ft)	25			25				25		25	
Lane Util. Factor	1.00	0.91	0.88	1.00	0.91	1.00	0.97	1.00	1.00	1.00	1.00
Ped Bike Factor											
Frt			0.850			0.850			0.850		
Flt Protected							0.950				
Satd. Flow (prot)	0	5085	2787	0	5085	1583	3433	0	1583	0	0
Flt Permitted							0.950				
Satd. Flow (perm)	0	5085	2787	0	5085	1583	3433	0	1583	0	0
Right Turn on Red			Yes			Yes			Yes		
Satd. Flow (RTOR)			1048			249			601		
Link Speed (mph)		30			30			30		30	
Link Distance (ft)		987			920			594		465	
Travel Time (s)		22.4			20.9			13.5		10.6	

Intersection Summary

Area Type: Other

Timings  
5: I-25 Ramps & E. County Line Rd.

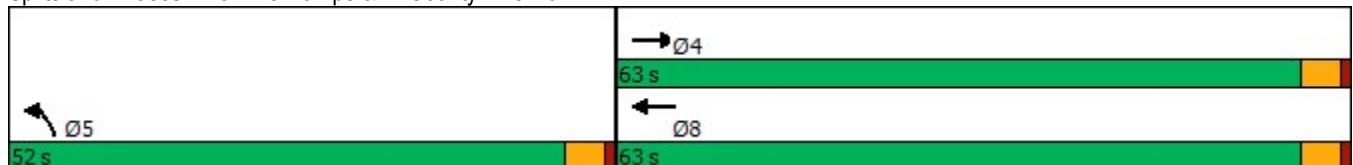


Lane Group	EBT	EBR	WBT	WBR	NBL2	NBR
Lane Configurations	↑↑↑	↑↑	↑↑↑	↑	↑↑	↑
Traffic Volume (vph)	601	964	848	494	401	107
Future Volume (vph)	601	964	848	494	401	107
Turn Type	NA	Free	NA	Free	Prot	Free
Protected Phases	4		8		5	
Permitted Phases		Free		Free		Free
Detector Phase	4		8		5	
Switch Phase						
Minimum Initial (s)	5.0		5.0		5.0	
Minimum Split (s)	22.5		22.5		9.5	
Total Split (s)	63.0		63.0		52.0	
Total Split (%)	54.8%		54.8%		45.2%	
Yellow Time (s)	3.5		3.5		3.5	
All-Red Time (s)	1.0		1.0		1.0	
Lost Time Adjust (s)	0.0		0.0		0.0	
Total Lost Time (s)	4.5		4.5		4.5	
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	None		None		None	
Act Effct Green (s)	30.5	115.0	30.5	115.0	75.5	115.0
Actuated g/C Ratio	0.27	1.00	0.27	1.00	0.66	1.00
v/c Ratio	0.49	0.38	0.68	0.34	0.19	0.07
Control Delay	41.4	0.8	40.3	0.6	8.6	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	41.4	0.8	40.3	0.6	8.6	0.1
LOS	D	A	D	A	A	A
Approach Delay	16.4		25.7			
Approach LOS	B		C			

Intersection Summary

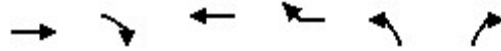
Cycle Length: 115  
 Actuated Cycle Length: 115  
 Offset: 16 (14%), Referenced to phase 2: and 6:, Start of Green  
 Natural Cycle: 40  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.68  
 Intersection Signal Delay: 18.6  
 Intersection Capacity Utilization 34.9%  
 Analysis Period (min) 15  
 Intersection LOS: B  
 ICU Level of Service A

Splits and Phases: 5: I-25 Ramps & E. County Line Rd.



Queues  
5: I-25 Ramps & E. County Line Rd.

Park Meadows  
07/19/2022



Lane Group	EBT	EBR	WBT	WBR	NBL2	NBR
Lane Group Flow (vph)	653	1048	922	537	436	116
v/c Ratio	0.49	0.38	0.68	0.34	0.19	0.07
Control Delay	41.4	0.8	40.3	0.6	8.6	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	41.4	0.8	40.3	0.6	8.6	0.1
Queue Length 50th (ft)	173	13	224	0	59	0
Queue Length 95th (ft)	212	8	250	0	97	0
Internal Link Dist (ft)	907		840			
Turn Bay Length (ft)		200		100	180	
Base Capacity (vph)	2586	2787	2586	1583	2254	1583
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.25	0.38	0.36	0.34	0.19	0.07

Intersection Summary

HCM 6th Signalized Intersection Summary  
5: I-25 Ramps & E. County Line Rd.

Park Meadows  
07/19/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL2	NBL	NBR	SEL	SER
Lane Configurations		↑↑↑	↑↑		↑↑↑	↑	↑↑		↑		
Traffic Volume (veh/h)	0	601	964	0	848	494	401	0	107	0	0
Future Volume (veh/h)	0	601	964	0	848	494	401	0	107	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00	1.00	1.00		
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
Work Zone On Approach		No			No			No			
Adj Sat Flow, veh/h/ln	0	1870	1870	0	1870	1870	1870	1870	1870		
Adj Flow Rate, veh/h	0	653	0	0	922	0	436	436	0		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92		
Percent Heavy Veh, %	0	2	2	0	2	2	2	2	2		
Cap, veh/h	0	1283		0	1283		2317	2317			
Arrive On Green	0.00	0.42	0.00	0.00	0.25	0.00	0.67	0.67	0.00		
Sat Flow, veh/h	0	5274	2790	0	5274	1585	3456	3456	1585		
Grp Volume(v), veh/h	0	653	0	0	922	0	436	436	0		
Grp Sat Flow(s),veh/h/ln	0	1702	1395	0	1702	1585	1728	1728	1585		
Q Serve(g_s), s	0.0	10.9	0.0	0.0	19.0	0.0	5.5	5.5	0.0		
Cycle Q Clear(g_c), s	0.0	10.9	0.0	0.0	19.0	0.0	5.5	5.5	0.0		
Prop In Lane	0.00		1.00	0.00		1.00	1.00	1.00	1.00		
Lane Grp Cap(c), veh/h	0	1283		0	1283		2317	2317			
V/C Ratio(X)	0.00	0.51		0.00	0.72		0.19	0.19			
Avail Cap(c_a), veh/h	0	2597		0	2597		2317	2317			
HCM Platoon Ratio	1.00	1.67	1.67	1.00	1.00	1.00	1.00	1.00	1.00		
Upstream Filter(l)	0.00	0.64	0.00	0.00	1.00	0.00	1.00	1.00	0.00		
Uniform Delay (d), s/veh	0.0	28.1	0.0	0.0	39.3	0.0	7.1	7.1	0.0		
Incr Delay (d2), s/veh	0.0	0.2	0.0	0.0	0.8	0.0	0.0	0.0	0.0		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln	0.0	4.0	0.0	0.0	8.0	0.0	1.9	1.9	0.0		
Unsig. Movement Delay, s/veh											
LnGrp Delay(d),s/veh	0.0	28.3	0.0	0.0	40.1	0.0	7.2	7.2	0.0		
LnGrp LOS	A	C		A	D		A	A			
Approach Vol, veh/h		653	A		922	A	436	436	A		
Approach Delay, s/veh		28.3			40.1		7.2	7.2			
Approach LOS		C			D		A	A			
Timer - Assigned Phs		2		4				8			
Phs Duration (G+Y+Rc), s		81.6		33.4				33.4			
Change Period (Y+Rc), s		4.5		4.5				4.5			
Max Green Setting (Gmax), s		47.5		58.5				58.5			
Max Q Clear Time (g_c+I1), s		7.5		12.9				21.0			
Green Ext Time (p_c), s		1.6		5.3				7.9			

Intersection Summary

HCM 6th Ctrl Delay			29.2								
HCM 6th LOS			C								

Notes

Unsignalized Delay for [NBR, EBR, WBR] is excluded from calculations of the approach delay and intersection delay.



Lanes and Geometrics  
 6: Park Meadow Center Dr. & East Access Drive



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)	0	0	110			0
Storage Lanes	2	1	1			0
Taper Length (ft)	25		25			
Lane Util. Factor	0.97	1.00	1.00	0.95	0.95	0.95
Ped Bike Factor						
Frt		0.850			0.942	
Flt Protected	0.950		0.950			
Satd. Flow (prot)	3433	1583	1770	3539	3334	0
Flt Permitted	0.950		0.301			
Satd. Flow (perm)	3433	1583	561	3539	3334	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		179			265	
Link Speed (mph)	30			30	30	
Link Distance (ft)	204			1551	1238	
Travel Time (s)	4.6			35.3	28.1	

Intersection Summary

Area Type: Other

Timings  
6: Park Meadow Center Dr. & East Access Drive

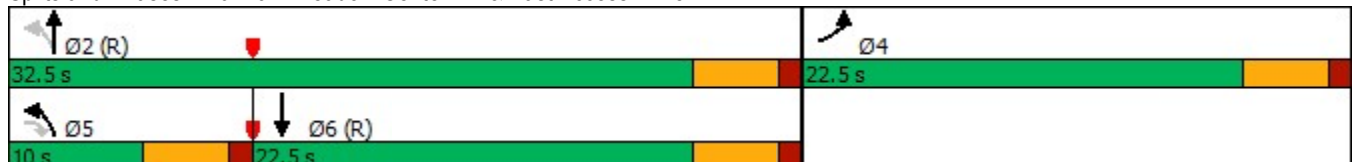


Lane Group	EBL	EBR	NBL	NBT	SBT
Lane Configurations	↖ ↗	↗	↖	↑ ↑	↑ ↓
Traffic Volume (vph)	224	165	83	502	384
Future Volume (vph)	224	165	83	502	384
Turn Type	Prot	Perm	pm+pt	NA	NA
Protected Phases	4		5	2	6
Permitted Phases		5	2		
Detector Phase	4	5	5	2	6
Switch Phase					
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	9.5	9.5	22.5	22.5
Total Split (s)	22.5	10.0	10.0	32.5	22.5
Total Split (%)	40.9%	18.2%	18.2%	59.1%	40.9%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5
Lead/Lag		Lead	Lead		Lag
Lead-Lag Optimize?		Yes	Yes		Yes
Recall Mode	None	None	None	C-Max	C-Max
Act Effct Green (s)	9.2	7.2	36.8	36.8	27.1
Actuated g/C Ratio	0.17	0.13	0.67	0.67	0.49
v/c Ratio	0.42	0.49	0.17	0.23	0.38
Control Delay	22.4	9.2	7.3	5.4	7.2
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	22.4	9.2	7.3	5.4	7.2
LOS	C	A	A	A	A
Approach Delay	16.8			5.7	7.2
Approach LOS	B			A	A

Intersection Summary

Cycle Length: 55  
 Actuated Cycle Length: 55  
 Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBT, Start of Green  
 Natural Cycle: 55  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.49  
 Intersection Signal Delay: 9.0  
 Intersection LOS: A  
 Intersection Capacity Utilization 40.7%  
 ICU Level of Service A  
 Analysis Period (min) 15

Splits and Phases: 6: Park Meadow Center Dr. & East Access Drive





Lane Group	EBL	EBR	NBL	NBT	SBT
Lane Group Flow (vph)	243	179	90	546	682
v/c Ratio	0.42	0.49	0.17	0.23	0.38
Control Delay	22.4	9.2	7.3	5.4	7.2
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	22.4	9.2	7.3	5.4	7.2
Queue Length 50th (ft)	37	0	8	30	40
Queue Length 95th (ft)	61	42	36	76	91
Internal Link Dist (ft)	124			1471	1158
Turn Bay Length (ft)			110		
Base Capacity (vph)	1123	363	533	2367	1777
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.22	0.49	0.17	0.23	0.38

## Intersection Summary

HCM 6th Signalized Intersection Summary  
6: Park Meadow Center Dr. & East Access Drive

Park Meadows  
07/19/2022



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	224	165	83	502	384	244
Future Volume (veh/h)	224	165	83	502	384	244
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	243	179	90	546	417	265
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	562	258	558	2394	1097	690
Arrive On Green	0.16	0.16	0.07	0.67	0.52	0.52
Sat Flow, veh/h	3456	1585	1781	3647	2186	1317
Grp Volume(v), veh/h	243	179	90	546	353	329
Grp Sat Flow(s),veh/h/ln	1728	1585	1781	1777	1777	1633
Q Serve(g_s), s	3.5	5.9	1.1	3.3	6.5	6.6
Cycle Q Clear(g_c), s	3.5	5.9	1.1	3.3	6.5	6.6
Prop In Lane	1.00	1.00	1.00			0.81
Lane Grp Cap(c), veh/h	562	258	558	2394	931	856
V/C Ratio(X)	0.43	0.69	0.16	0.23	0.38	0.38
Avail Cap(c_a), veh/h	1131	519	616	2394	931	856
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	0.87	0.87	0.95	0.95
Uniform Delay (d), s/veh	20.7	21.7	4.8	3.5	7.8	7.8
Incr Delay (d2), s/veh	0.5	3.3	0.1	0.2	1.1	1.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	5.3	0.3	0.7	2.2	2.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	21.3	25.1	4.9	3.7	8.9	9.0
LnGrp LOS	C	C	A	A	A	A
Approach Vol, veh/h	422			636	682	
Approach Delay, s/veh	22.9			3.8	9.0	
Approach LOS	C			A	A	
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		41.6		13.4	8.2	33.3
Change Period (Y+Rc), s		4.5		4.5	4.5	4.5
Max Green Setting (Gmax), s		28.0		18.0	5.5	18.0
Max Q Clear Time (g_c+I1), s		5.3		7.9	3.1	8.6
Green Ext Time (p_c), s		3.8		1.1	0.0	3.0
<b>Intersection Summary</b>						
HCM 6th Ctrl Delay			10.5			
HCM 6th LOS			B			

Lanes and Geometrics  
7: SE Access Drive & Park Meadow Center Dr.

Park Meadows  
07/19/2022



Lane Group	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
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%				0%
Storage Length (ft)	150		0	100		0	0		0	0		0
Storage Lanes	1		0	1		0	1		0	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.994			0.991			0.886				0.850
Flt Protected	0.950			0.950			0.950				0.975	
Satd. Flow (prot)	1770	3518	0	1770	3507	0	1770	1650	0	0	1816	1583
Flt Permitted	0.338			0.442			0.674				0.822	
Satd. Flow (perm)	630	3518	0	823	3507	0	1255	1650	0	0	1531	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		8			13			93				165
Link Speed (mph)		30			30			30				30
Link Distance (ft)		1110			1551			164				207
Travel Time (s)		25.2			35.3			3.7				4.7

Intersection Summary

Area Type: Other

Timings  
7: SE Access Drive & Park Meadow Center Dr.

Park Meadows  
07/19/2022



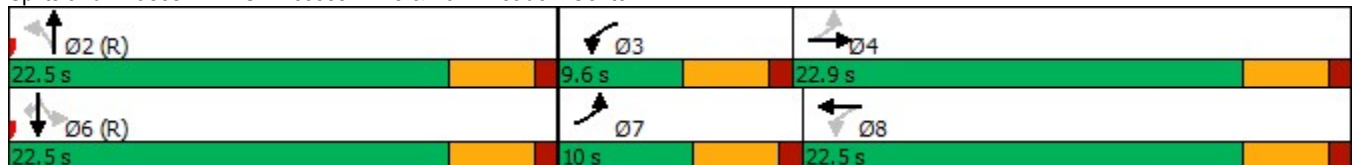
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations	↖	↕	↖	↕	↖	↕		↕	↗
Traffic Volume (vph)	119	441	71	456	70	27	62	57	152
Future Volume (vph)	119	441	71	456	70	27	62	57	152
Turn Type	pm+pt	NA	pm+pt	NA	Perm	NA	Perm	NA	Perm
Protected Phases	7	4	3	8		2		6	
Permitted Phases	4		8		2		6		6
Detector Phase	7	4	3	8	2	2	6	6	6
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	9.5	22.5	22.5	22.5	22.5	22.5	22.5
Total Split (s)	10.0	22.9	9.6	22.5	22.5	22.5	22.5	22.5	22.5
Total Split (%)	18.2%	41.6%	17.5%	40.9%	40.9%	40.9%	40.9%	40.9%	40.9%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5		4.5	4.5
Lead/Lag	Lead	Lag	Lead	Lag					
Lead-Lag Optimize?	Yes	Yes	Yes	Yes					
Recall Mode	None	None	None	None	C-Max	C-Max	C-Max	C-Max	C-Max
Act Effct Green (s)	19.3	16.0	17.9	13.8	24.2	24.2		24.2	24.2
Actuated g/C Ratio	0.35	0.29	0.33	0.25	0.44	0.44		0.44	0.44
v/c Ratio	0.39	0.48	0.22	0.59	0.14	0.16		0.19	0.21
Control Delay	12.4	17.3	6.9	15.4	12.9	5.6		13.0	3.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0
Total Delay	12.4	17.3	6.9	15.4	12.9	5.6		13.0	3.6
LOS	B	B	A	B	B	A		B	A
Approach Delay		16.3		14.3		8.4		7.7	
Approach LOS		B		B		A		A	

Intersection Summary

Cycle Length: 55  
 Actuated Cycle Length: 55  
 Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green  
 Natural Cycle: 55  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.59  
 Intersection Signal Delay: 13.2  
 Intersection Capacity Utilization 44.5%  
 Analysis Period (min) 15

Intersection LOS: B  
 ICU Level of Service A

Splits and Phases: 7: SE Access Drive & Park Meadow Center Dr.

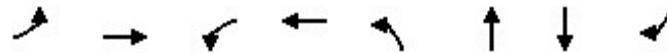


## Queues

Park Meadows

## 7: SE Access Drive &amp; Park Meadow Center Dr.

07/19/2022



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	129	499	77	528	76	122	129	165
v/c Ratio	0.39	0.48	0.22	0.59	0.14	0.16	0.19	0.21
Control Delay	12.4	17.3	6.9	15.4	12.9	5.6	13.0	3.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	12.4	17.3	6.9	15.4	12.9	5.6	13.0	3.6
Queue Length 50th (ft)	24	72	10	76	15	6	27	0
Queue Length 95th (ft)	43	99	m12	57	43	35	65	32
Internal Link Dist (ft)		1030		1471		84	127	
Turn Bay Length (ft)	150		100					
Base Capacity (vph)	335	1225	355	1156	552	778	673	788
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.39	0.41	0.22	0.46	0.14	0.16	0.19	0.21

## Intersection Summary

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

HCM 6th Signalized Intersection Summary  
 7: SE Access Drive & Park Meadow Center Dr.

Park Meadows  
 07/19/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗		↖	↗			↖	↗
Traffic Volume (veh/h)	119	441	18	71	456	29	70	27	86	62	57	152
Future Volume (veh/h)	119	441	18	71	456	29	70	27	86	62	57	152
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	129	479	20	77	496	32	76	29	93	67	62	165
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	337	786	33	335	710	46	609	182	584	429	368	738
Arrive On Green	0.08	0.23	0.23	0.06	0.21	0.21	0.47	0.47	0.47	0.47	0.47	0.47
Sat Flow, veh/h	1781	3476	145	1781	3390	218	1154	391	1254	708	790	1585
Grp Volume(v), veh/h	129	244	255	77	259	269	76	0	122	129	0	165
Grp Sat Flow(s),veh/h/ln	1781	1777	1844	1781	1777	1831	1154	0	1645	1498	0	1585
Q Serve(g_s), s	3.1	6.8	6.8	1.8	7.4	7.5	2.3	0.0	2.4	0.5	0.0	3.4
Cycle Q Clear(g_c), s	3.1	6.8	6.8	1.8	7.4	7.5	5.1	0.0	2.4	2.8	0.0	3.4
Prop In Lane	1.00		0.08	1.00		0.12	1.00		0.76	0.52		1.00
Lane Grp Cap(c), veh/h	337	402	417	335	372	384	609	0	766	797	0	738
V/C Ratio(X)	0.38	0.61	0.61	0.23	0.70	0.70	0.12	0.00	0.16	0.16	0.00	0.22
Avail Cap(c_a), veh/h	374	594	617	388	582	599	609	0	766	797	0	738
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00	0.92	0.92	0.92	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	15.6	19.1	19.1	15.6	20.1	20.1	10.1	0.0	8.5	8.5	0.0	8.8
Incr Delay (d2), s/veh	0.7	1.5	1.5	0.3	2.2	2.1	0.4	0.0	0.4	0.4	0.0	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	2.7	2.8	0.7	3.0	3.1	0.6	0.0	0.8	0.8	0.0	1.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	16.3	20.6	20.6	15.9	22.3	22.3	10.5	0.0	8.9	8.9	0.0	9.5
LnGrp LOS	B	C	C	B	C	C	B	A	A	A	A	A
Approach Vol, veh/h		628			605			198				294
Approach Delay, s/veh		19.7			21.5			9.5				9.2
Approach LOS		B			C			A				A
Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		30.1	8.0	16.9		30.1	8.9	16.0				
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5	4.5	4.5				
Max Green Setting (Gmax), s		18.0	5.1	18.4		18.0	5.5	18.0				
Max Q Clear Time (g_c+I1), s		7.1	3.8	8.8		5.4	5.1	9.5				
Green Ext Time (p_c), s		0.7	0.0	2.1		1.0	0.0	2.1				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay				17.4								
HCM 6th LOS				B								



Lanes and Geometrics  
8: S. Yosemite St. & Park Meadow Center Dr.

Park Meadows  
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


















Lane Group	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
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	240		240	110		275	220		235
Storage Lanes	0		0	1		1	2		1	2		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	0.91	0.91	1.00	0.97	0.91	1.00	0.97	0.91	1.00
Ped Bike Factor												
Frt						0.850			0.850			0.850
Flt Protected				0.950	0.983		0.950			0.950		
Satd. Flow (prot)	0	0	0	1610	3333	1583	3433	5085	1583	3433	5085	1583
Flt Permitted				0.950	0.983		0.271			0.254		
Satd. Flow (perm)	0	0	0	1610	3333	1583	979	5085	1583	918	5085	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						196			703			227
Link Speed (mph)		30			30			30				30
Link Distance (ft)		440			1021			458				636
Travel Time (s)		10.0			23.2			10.4				14.5

Intersection Summary

Area Type: Other

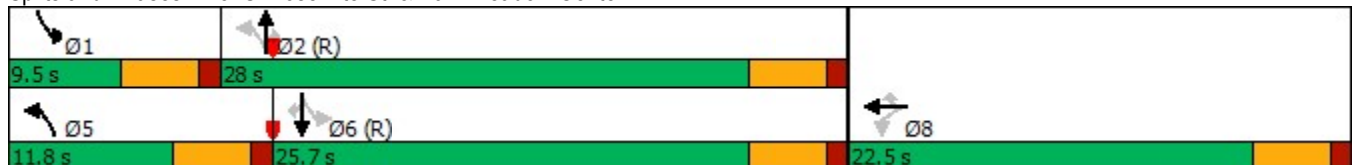
Timings  
8: S. Yosemite St. & Park Meadow Center Dr.

									
Lane Group	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations									
Traffic Volume (vph)	404	308	180	348	938	647	156	723	216
Future Volume (vph)	404	308	180	348	938	647	156	723	216
Turn Type	Perm	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases		8		5	2		1	6	
Permitted Phases	8		8	2		2	6		6
Detector Phase	8	8	8	5	2	2	1	6	6
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5	22.5
Total Split (s)	22.5	22.5	22.5	11.8	28.0	28.0	9.5	25.7	25.7
Total Split (%)	37.5%	37.5%	37.5%	19.7%	46.7%	46.7%	15.8%	42.8%	42.8%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag				Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?				Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	C-Max	C-Max	None	C-Max	C-Max
Act Effct Green (s)	15.8	15.8	15.8	33.3	27.3	27.3	28.9	23.4	23.4
Actuated g/C Ratio	0.26	0.26	0.26	0.56	0.46	0.46	0.48	0.39	0.39
v/c Ratio	0.60	0.59	0.35	0.45	0.44	0.64	0.25	0.40	0.31
Control Delay	25.3	21.8	4.9	8.2	13.2	4.4	7.5	14.6	3.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	25.3	21.8	4.9	8.2	13.2	4.4	7.5	14.6	3.9
LOS	C	C	A	A	B	A	A	B	A
Approach Delay		19.3			9.3			11.4	
Approach LOS		B			A			B	

Intersection Summary

Cycle Length: 60  
 Actuated Cycle Length: 60  
 Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green  
 Natural Cycle: 60  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.64  
 Intersection Signal Delay: 12.2  
 Intersection Capacity Utilization 52.0%  
 Analysis Period (min) 15  
 Intersection LOS: B  
 ICU Level of Service A

Splits and Phases: 8: S. Yosemite St. & Park Meadow Center Dr.



Queues

8: S. Yosemite St. & Park Meadow Center Dr.



Lane Group	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	255	519	196	378	1020	703	170	786	235
v/c Ratio	0.60	0.59	0.35	0.45	0.44	0.64	0.25	0.40	0.31
Control Delay	25.3	21.8	4.9	8.2	13.2	4.4	7.5	14.6	3.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	25.3	21.8	4.9	8.2	13.2	4.4	7.5	14.6	3.9
Queue Length 50th (ft)	83	84	0	31	98	0	13	77	2
Queue Length 95th (ft)	152	128	39	50	133	58	24	107	41
Internal Link Dist (ft)		941			378			556	
Turn Bay Length (ft)	240		240	110		275	220		235
Base Capacity (vph)	483	999	612	845	2315	1103	668	1986	756
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.53	0.52	0.32	0.45	0.44	0.64	0.25	0.40	0.31

Intersection Summary

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HCM 6th Edition methodology does not support turning movements with shared & exclusive lanes.

Lanes and Geometrics  
 9: S. Yosemite St. & SW Access Drive

Park Meadows  
 07/19/2022



Lane Group	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
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%				0%
Storage Length (ft)	0		0	0		0	140		0	450		0
Storage Lanes	1		0	1		0	1		1	2		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	0.97	0.91	0.91
Ped Bike Factor												
Frt		0.883			0.850				0.850		0.998	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1645	0	1770	1583	0	1770	3539	1583	3433	5075	0
Flt Permitted	0.702			0.742			0.950			0.950		
Satd. Flow (perm)	1308	1645	0	1382	1583	0	1770	3539	1583	3433	5075	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		18			219				301			4
Link Speed (mph)		30			30			30				30
Link Distance (ft)		205			367			636				1050
Travel Time (s)		4.7			8.3			14.5				23.9

Intersection Summary

Area Type: Other

Timings  
9: S. Yosemite St. & SW Access Drive

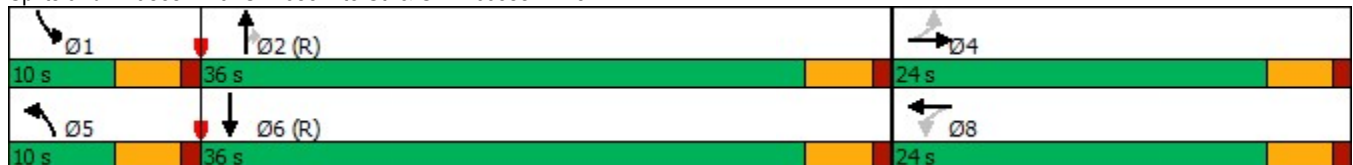


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations	↶	↷	↶	↷	↶	↑↑	↷	↶↷	↑↑↷
Traffic Volume (vph)	16	5	170	0	17	867	277	91	932
Future Volume (vph)	16	5	170	0	17	867	277	91	932
Turn Type	Perm	NA	Perm	NA	Prot	NA	Perm	Prot	NA
Protected Phases		4		8	5	2		1	6
Permitted Phases	4		8				2		
Detector Phase	4	4	8	8	5	2	2	1	6
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5
Total Split (s)	24.0	24.0	24.0	24.0	10.0	36.0	36.0	10.0	36.0
Total Split (%)	34.3%	34.3%	34.3%	34.3%	14.3%	51.4%	51.4%	14.3%	51.4%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag					Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?					Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	C-Max	C-Max	None	C-Max
Act Effct Green (s)	14.3	14.3	14.3	14.3	5.9	37.6	37.6	6.6	44.7
Actuated g/C Ratio	0.20	0.20	0.20	0.20	0.08	0.54	0.54	0.09	0.64
v/c Ratio	0.06	0.07	0.66	0.17	0.12	0.50	0.30	0.30	0.32
Control Delay	20.5	11.4	36.2	0.7	31.7	13.0	2.6	32.2	7.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	20.5	11.4	36.2	0.7	31.7	13.0	2.6	32.2	7.3
LOS	C	B	D	A	C	B	A	C	A
Approach Delay		15.3		25.0		10.8			9.5
Approach LOS		B		C		B			A

Intersection Summary

Cycle Length: 70  
 Actuated Cycle Length: 70  
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green  
 Natural Cycle: 60  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.66  
 Intersection Signal Delay: 11.8  
 Intersection Capacity Utilization 55.5%  
 Analysis Period (min) 15  
 Intersection LOS: B  
 ICU Level of Service B

Splits and Phases: 9: S. Yosemite St. & SW Access Drive



Queues  
9: S. Yosemite St. & SW Access Drive

Park Meadows  
07/19/2022



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	17	23	185	85	18	942	301	99	1029
v/c Ratio	0.06	0.07	0.66	0.17	0.12	0.50	0.30	0.30	0.32
Control Delay	20.5	11.4	36.2	0.7	31.7	13.0	2.6	32.2	7.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	20.5	11.4	36.2	0.7	31.7	13.0	2.6	32.2	7.3
Queue Length 50th (ft)	6	2	73	0	7	138	0	20	57
Queue Length 95th (ft)	19	17	124	0	26	209	39	43	138
Internal Link Dist (ft)		125		287		556			970
Turn Bay Length (ft)					140			450	
Base Capacity (vph)	364	471	384	598	148	1900	989	325	3242
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.05	0.05	0.48	0.14	0.12	0.50	0.30	0.30	0.32
Intersection Summary									

HCM 6th Signalized Intersection Summary  
 9: S. Yosemite St. & SW Access Drive

Park Meadows  
 07/19/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗		↖	↑↑	↗	↖↗	↑↑↗	
Traffic Volume (veh/h)	16	5	17	170	0	78	17	867	277	91	932	15
Future Volume (veh/h)	16	5	17	170	0	78	17	867	277	91	932	15
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	17	5	18	185	0	85	18	942	301	99	1013	16
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	274	63	227	332	0	280	38	2023	902	211	3154	50
Arrive On Green	0.18	0.18	0.18	0.18	0.00	0.18	0.02	0.57	0.57	0.06	0.61	0.61
Sat Flow, veh/h	1313	356	1283	1388	0	1585	1781	3554	1585	3456	5178	82
Grp Volume(v), veh/h	17	0	23	185	0	85	18	942	301	99	666	363
Grp Sat Flow(s),veh/h/ln	1313	0	1639	1388	0	1585	1781	1777	1585	1728	1702	1856
Q Serve(g_s), s	0.8	0.0	0.8	9.0	0.0	3.3	0.7	10.9	7.1	1.9	6.7	6.7
Cycle Q Clear(g_c), s	4.1	0.0	0.8	9.8	0.0	3.3	0.7	10.9	7.1	1.9	6.7	6.7
Prop In Lane	1.00		0.78	1.00		1.00	1.00		1.00	1.00		0.04
Lane Grp Cap(c), veh/h	274	0	290	332	0	280	38	2023	902	211	2073	1130
V/C Ratio(X)	0.06	0.00	0.08	0.56	0.00	0.30	0.48	0.47	0.33	0.47	0.32	0.32
Avail Cap(c_a), veh/h	407	0	457	473	0	442	140	2023	902	272	2073	1130
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	0.00	1.00	1.00	0.00	1.00	0.91	0.91	0.91	0.95	0.95	0.95
Uniform Delay (d), s/veh	26.8	0.0	24.0	28.1	0.0	25.1	33.9	8.8	8.0	31.8	6.6	6.6
Incr Delay (d2), s/veh	0.1	0.0	0.1	1.5	0.0	0.6	8.4	0.7	0.9	1.5	0.4	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	0.3	3.0	0.0	1.2	0.4	3.7	2.3	0.8	2.1	2.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	26.9	0.0	24.2	29.6	0.0	25.7	42.2	9.5	8.9	33.3	7.0	7.4
LnGrp LOS	C	A	C	C	A	C	D	A	A	C	A	A
Approach Vol, veh/h		40			270			1261			1128	
Approach Delay, s/veh		25.3			28.4			9.9			9.4	
Approach LOS		C			C			A			A	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.8	44.3		16.9	6.0	47.1		16.9				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	5.5	31.5		19.5	5.5	31.5		19.5				
Max Q Clear Time (g_c+I1), s	3.9	12.9		6.1	2.7	8.7		11.8				
Green Ext Time (p_c), s	0.0	7.7		0.1	0.0	7.4		0.6				

Intersection Summary												
HCM 6th Ctrl Delay				11.8								
HCM 6th LOS				B								





Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)		0%	0%		0%	
Storage Length (ft)	200			0	0	140
Storage Lanes	1			1	2	1
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	0.91	0.95	1.00	0.97	1.00
Ped Bike Factor						
Frt				0.850		0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1770	5085	3539	1583	3433	1583
Flt Permitted	0.256				0.950	
Satd. Flow (perm)	477	5085	3539	1583	3433	1583
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)				434		51
Link Speed (mph)		30	30		30	
Link Distance (ft)		1842	1050		476	
Travel Time (s)		41.9	23.9		10.8	

**Intersection Summary**

Area Type: Other

Timings  
10: S. Yosemite St. & S. Chester St.

Park Meadows  
07/19/2022

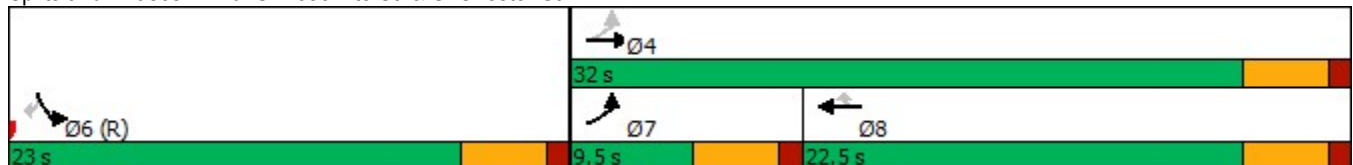


Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↖	↑↑↑	↑↑	↗	↙↘	↘
Traffic Volume (vph)	43	633	554	399	374	47
Future Volume (vph)	43	633	554	399	374	47
Turn Type	pm+pt	NA	NA	Perm	Prot	Perm
Protected Phases	7	4	8		6	
Permitted Phases	4			8		6
Detector Phase	7	4	8	8	6	6
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	22.5	22.5	22.5	22.5
Total Split (s)	9.5	32.0	22.5	22.5	23.0	23.0
Total Split (%)	17.3%	58.2%	40.9%	40.9%	41.8%	41.8%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead		Lag	Lag		
Lead-Lag Optimize?	Yes		Yes	Yes		
Recall Mode	None	None	None	None	C-Max	C-Max
Act Effct Green (s)	20.1	20.1	16.3	16.3	25.9	25.9
Actuated g/C Ratio	0.37	0.37	0.30	0.30	0.47	0.47
v/c Ratio	0.16	0.37	0.58	0.56	0.25	0.07
Control Delay	9.9	12.6	18.5	5.0	8.6	3.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	9.9	12.6	18.5	5.0	8.6	3.0
LOS	A	B	B	A	A	A
Approach Delay		12.4	12.8		7.9	
Approach LOS		B	B		A	

Intersection Summary

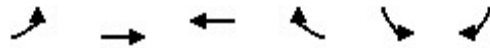
Cycle Length: 55  
 Actuated Cycle Length: 55  
 Offset: 0 (0%), Referenced to phase 2: and 6:SBL, Start of Green  
 Natural Cycle: 55  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.58  
 Intersection Signal Delay: 11.7  
 Intersection Capacity Utilization 41.4%  
 Analysis Period (min) 15  
 Intersection LOS: B  
 ICU Level of Service A

Splits and Phases: 10: S. Yosemite St. & S. Chester St.



Queues

10: S. Yosemite St. & S. Chester St.



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Group Flow (vph)	47	688	602	434	407	51
v/c Ratio	0.16	0.37	0.58	0.56	0.25	0.07
Control Delay	9.9	12.6	18.5	5.0	8.6	3.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	9.9	12.6	18.5	5.0	8.6	3.0
Queue Length 50th (ft)	10	61	81	0	29	0
Queue Length 95th (ft)	20	62	124	51	51	10
Internal Link Dist (ft)		1762	970		396	
Turn Bay Length (ft)	200					140
Base Capacity (vph)	291	2542	1163	812	1618	773
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.16	0.27	0.52	0.53	0.25	0.07

Intersection Summary

HCM 6th Signalized Intersection Summary  
 10: S. Yosemite St. & S. Chester St.

Park Meadows  
 07/19/2022



Movement	EBL	EBT	WBT	WBR	SBL	SBR	
Lane Configurations							
Traffic Volume (veh/h)	43	633	554	399	374	47	
Future Volume (veh/h)	43	633	554	399	374	47	
Initial Q (Qb), veh	0	0	0	0	0	0	
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	
Work Zone On Approach		No	No		No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	
Adj Flow Rate, veh/h	47	688	602	434	407	51	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	
Percent Heavy Veh, %	2	2	2	2	2	2	
Cap, veh/h	308	2257	1115	497	1363	625	
Arrive On Green	0.05	0.44	0.31	0.31	0.39	0.39	
Sat Flow, veh/h	1781	5274	3647	1585	3456	1585	
Grp Volume(v), veh/h	47	688	602	434	407	51	
Grp Sat Flow(s),veh/h/ln	1781	1702	1777	1585	1728	1585	
Q Serve(g_s), s	0.9	4.8	7.7	14.2	4.4	1.1	
Cycle Q Clear(g_c), s	0.9	4.8	7.7	14.2	4.4	1.1	
Prop In Lane	1.00			1.00	1.00	1.00	
Lane Grp Cap(c), veh/h	308	2257	1115	497	1363	625	
V/C Ratio(X)	0.15	0.30	0.54	0.87	0.30	0.08	
Avail Cap(c_a), veh/h	387	2553	1163	519	1363	625	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	
Upstream Filter(l)	0.83	0.83	0.87	0.87	0.98	0.98	
Uniform Delay (d), s/veh	11.2	9.9	15.6	17.8	11.4	10.4	
Incr Delay (d2), s/veh	0.2	0.1	0.4	13.1	0.6	0.3	
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	
%ile BackOfQ(50%),veh/ln	0.3	1.5	2.8	6.4	1.6	1.3	
Unsig. Movement Delay, s/veh							
LnGrp Delay(d),s/veh	11.4	10.0	16.0	30.9	12.0	10.7	
LnGrp LOS	B	A	B	C	B	B	
Approach Vol, veh/h		735	1036		458		
Approach Delay, s/veh		10.0	22.3		11.8		
Approach LOS		B	C		B		
Timer - Assigned Phs				4	6	7	8
Phs Duration (G+Y+Rc), s				28.8	26.2	7.1	21.8
Change Period (Y+Rc), s				4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s				27.5	18.5	5.0	18.0
Max Q Clear Time (g_c+I1), s				6.8	6.4	2.9	16.2
Green Ext Time (p_c), s				4.8	1.3	0.0	1.0
<b>Intersection Summary</b>							
HCM 6th Ctrl Delay			16.1				
HCM 6th LOS			B				

Lanes and Geometrics  
 11: S. Chester St. & Westview Rd./NW Access Drive

Park Meadows  
 07/19/2022



Lane Group	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
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	85		0	0		0	90		0	190		0
Storage Lanes	1		0	1		1	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.97	0.95	0.95
Ped Bike Factor		0.889				0.850		0.980			0.959	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1656	0	1770	1863	1583	1770	3468	0	3433	3394	0
Flt Permitted	0.731			0.692			0.950			0.950		
Satd. Flow (perm)	1362	1656	0	1289	1863	1583	1770	3468	0	3433	3394	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		74				272		32			106	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		259			217			476			565	
Travel Time (s)		5.9			4.9			10.8			12.8	

Intersection Summary

Area Type: Other

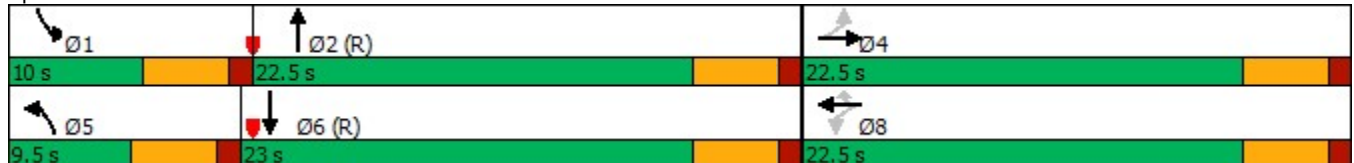
Timings  
 11: S. Chester St. & Westview Rd./NW Access Drive

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT	
Lane Configurations										
Traffic Volume (vph)	78	24	36	37	250	68	330	194	305	
Future Volume (vph)	78	24	36	37	250	68	330	194	305	
Turn Type	Perm	NA	Perm	NA	Perm	Prot	NA	Prot	NA	
Protected Phases		4		8		5	2	1	6	
Permitted Phases	4		8		8					
Detector Phase	4	4	8	8	8	5	2	1	6	
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	22.5	22.5	22.5	22.5	22.5	9.5	22.5	9.5	22.5	
Total Split (s)	22.5	22.5	22.5	22.5	22.5	9.5	22.5	10.0	23.0	
Total Split (%)	40.9%	40.9%	40.9%	40.9%	40.9%	17.3%	40.9%	18.2%	41.8%	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	
Lead/Lag						Lead	Lag	Lead	Lag	
Lead-Lag Optimize?						Yes	Yes	Yes	Yes	
Recall Mode	None	None	None	None	None	None	C-Max	None	C-Max	
Act Effct Green (s)	9.2	9.2	9.2	9.2	9.2	7.5	24.0	8.4	29.1	
Actuated g/C Ratio	0.17	0.17	0.17	0.17	0.17	0.14	0.44	0.15	0.53	
v/c Ratio	0.37	0.30	0.18	0.13	0.56	0.31	0.27	0.40	0.25	
Control Delay	23.9	10.1	20.0	18.7	7.7	22.2	10.6	23.2	7.9	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	23.9	10.1	20.0	18.7	7.7	22.2	10.6	23.2	7.9	
LOS	C	B	C	B	A	C	B	C	A	
Approach Delay		16.5		10.3			12.4		12.8	
Approach LOS		B		B			B		B	

Intersection Summary

Cycle Length: 55  
 Actuated Cycle Length: 55  
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green  
 Natural Cycle: 55  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.56  
 Intersection Signal Delay: 12.5  
 Intersection LOS: B  
 Intersection Capacity Utilization 41.8%  
 ICU Level of Service A  
 Analysis Period (min) 15

Splits and Phases: 11: S. Chester St. & Westview Rd./NW Access Drive



Queues  
 11: S. Chester St. & Westview Rd./NW Access Drive

Park Meadows  
 07/19/2022



Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	85	100	39	40	272	74	413	211	457
v/c Ratio	0.37	0.30	0.18	0.13	0.56	0.31	0.27	0.40	0.25
Control Delay	23.9	10.1	20.0	18.7	7.7	22.2	10.6	23.2	7.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	23.9	10.1	20.0	18.7	7.7	22.2	10.6	23.2	7.9
Queue Length 50th (ft)	25	7	11	11	0	21	42	32	34
Queue Length 95th (ft)	53	36	29	29	46	m35	92	57	75
Internal Link Dist (ft)		179		137			396		485
Turn Bay Length (ft)	85					90		190	
Base Capacity (vph)	445	591	421	609	701	240	1528	523	1845
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.19	0.17	0.09	0.07	0.39	0.31	0.27	0.40	0.25

Intersection Summary

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

HCM 6th Signalized Intersection Summary  
 11: S. Chester St. & Westview Rd./NW Access Drive

Park Meadows  
 07/19/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	78	24	68	36	37	250	68	330	50	194	305	115
Future Volume (veh/h)	78	24	68	36	37	250	68	330	50	194	305	115
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	85	26	74	39	40	0	74	359	54	211	332	125
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	273	53	150	217	230		110	1673	250	318	1447	535
Arrive On Green	0.12	0.12	0.12	0.12	0.12	0.00	0.06	0.54	0.54	0.09	0.57	0.57
Sat Flow, veh/h	1367	429	1221	1295	1870	1585	1781	3101	463	3456	2539	939
Grp Volume(v), veh/h	85	0	100	39	40	0	74	204	209	211	231	226
Grp Sat Flow(s),veh/h/ln	1367	0	1651	1295	1870	1585	1781	1777	1787	1728	1777	1701
Q Serve(g_s), s	3.3	0.0	3.1	1.6	1.1	0.0	2.2	3.3	3.3	3.2	3.5	3.6
Cycle Q Clear(g_c), s	4.3	0.0	3.1	4.7	1.1	0.0	2.2	3.3	3.3	3.2	3.5	3.6
Prop In Lane	1.00		0.74	1.00		1.00	1.00		0.26	1.00		0.55
Lane Grp Cap(c), veh/h	273	0	203	217	230		110	959	964	318	1013	970
V/C Ratio(X)	0.31	0.00	0.49	0.18	0.17		0.67	0.21	0.22	0.66	0.23	0.23
Avail Cap(c_a), veh/h	552	0	540	481	612		162	959	964	346	1013	970
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	0.00	1.00	1.00	1.00	0.00	0.84	0.84	0.84	0.89	0.89	0.89
Uniform Delay (d), s/veh	23.5	0.0	22.5	24.7	21.6	0.0	25.3	6.6	6.6	24.2	5.8	5.9
Incr Delay (d2), s/veh	0.6	0.0	1.8	0.4	0.4	0.0	5.9	0.4	0.4	3.8	0.5	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	0.0	1.2	0.5	0.5	0.0	1.1	1.1	1.1	1.4	1.1	1.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	24.2	0.0	24.4	25.1	22.0	0.0	31.2	7.0	7.0	27.9	6.3	6.4
LnGrp LOS	C	A	C	C	C		C	A	A	C	A	A
Approach Vol, veh/h		185			79	A		487			668	
Approach Delay, s/veh		24.3			23.5			10.7			13.2	
Approach LOS		C			C			B			B	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.6	34.2		11.3	7.9	35.8		11.3				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	5.5	18.0		18.0	5.0	18.5		18.0				
Max Q Clear Time (g_c+I1), s	5.2	5.3		6.3	4.2	5.6		6.7				
Green Ext Time (p_c), s	0.0	2.0		0.6	0.0	2.3		0.2				

Intersection Summary

HCM 6th Ctrl Delay	14.3
HCM 6th LOS	B

Notes

Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.



Lanes and Geometrics  
 12: Park Meadows Ring Rd. & North Access Drive

Park Meadows  
 07/19/2022



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↔↑	↑	↗	↖	↗
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)		0%	0%		0%	
Storage Length (ft)	0			0	0	0
Storage Lanes	0			1	1	1
Taper Length (ft)	25				25	
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt				0.850		0.850
Flt Protected		0.974			0.950	
Satd. Flow (prot)	0	3447	1863	1583	1770	1583
Flt Permitted		0.974			0.950	
Satd. Flow (perm)	0	3447	1863	1583	1770	1583
Link Speed (mph)		30	30		30	
Link Distance (ft)		1249	1271		255	
Travel Time (s)		28.4	28.9		5.8	

Intersection Summary

Area Type: Other

HCM Unsignalized Intersection Capacity Analysis  
 12: Park Meadows Ring Rd. & North Access Drive

Park Meadows  
 07/19/2022



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↔↑	↑	↗	↖	↗
Traffic Volume (veh/h)	93	81	120	177	296	130
Future Volume (Veh/h)	93	81	120	177	296	130
Sign Control		Stop	Stop		Free	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	101	88	130	192	322	141
<b>Pedestrians</b>						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage (veh)						
Upstream signal (ft)	255					
pX, platoon unblocked						
vC, conflicting volume	709	644	644	0	0	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	709	644	644	0	0	
tC, single (s)	7.1	6.5	6.5	6.2	4.1	
tC, 2 stage (s)						
tF (s)	3.5	4.0	4.0	3.3	2.2	
p0 queue free %	39	72	59	82	80	
cM capacity (veh/h)	167	314	314	1085	1623	
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	SB 1	SB 2
Volume Total	130	59	130	192	322	141
Volume Left	101	0	0	0	322	0
Volume Right	0	0	0	192	0	141
cSH	186	314	314	1085	1623	1700
Volume to Capacity	0.70	0.19	0.41	0.18	0.20	0.08
Queue Length 95th (ft)	108	17	49	16	18	0
Control Delay (s)	59.8	19.1	24.4	9.0	7.8	0.0
Lane LOS	F	C	C	A	A	
Approach Delay (s)	47.2		15.2		5.4	
Approach LOS	E		C			
<b>Intersection Summary</b>						
Average Delay			16.8			
Intersection Capacity Utilization			34.9%	ICU Level of Service	A	
Analysis Period (min)			15			

Lanes and Geometrics  
 13: Park Meadows Ring Rd. & East Access Drive

Park Meadows  
 07/19/2022



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%		0%			0%
Storage Length (ft)	0	0		0	0	
Storage Lanes	1	1		1	0	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	0.95
Ped Bike Factor						
Frt		0.850		0.850		
Flt Protected	0.950					0.965
Satd. Flow (prot)	1770	1583	1863	1583	0	3415
Flt Permitted	0.950					0.965
Satd. Flow (perm)	1770	1583	1863	1583	0	3415
Link Speed (mph)	30		30			30
Link Distance (ft)	204		1336			1271
Travel Time (s)	4.6		30.4			28.9

Intersection Summary

Area Type: Other

HCM Unsignalized Intersection Capacity Analysis  
 13: Park Meadows Ring Rd. & East Access Drive

Park Meadows  
 07/19/2022



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						 
Traffic Volume (veh/h)	143	183	77	176	215	85
Future Volume (Veh/h)	143	183	77	176	215	85
Sign Control	Free		Stop		Stop	
Grade	0%		0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	155	199	84	191	234	92
<b>Pedestrians</b>						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage (veh)						
Upstream signal (ft)	204					
pX, platoon unblocked						
vC, conflicting volume	0		310	0	352	310
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	0		310	0	352	310
tC, single (s)	4.1		6.5	6.2	7.1	6.5
tC, 2 stage (s)						
tF (s)	2.2		4.0	3.3	3.5	4.0
p0 queue free %	90		85	82	43	83
cM capacity (veh/h)	1623		547	1085	407	547
<b>Direction, Lane #</b>	<b>WB 1</b>	<b>WB 2</b>	<b>NB 1</b>	<b>NB 2</b>	<b>SB 1</b>	<b>SB 2</b>
Volume Total	155	199	84	191	265	61
Volume Left	155	0	0	0	234	0
Volume Right	0	199	0	191	0	0
cSH	1623	1700	547	1085	419	547
Volume to Capacity	0.10	0.12	0.15	0.18	0.63	0.11
Queue Length 95th (ft)	8	0	13	16	105	9
Control Delay (s)	7.5	0.0	12.8	9.0	27.2	12.4
Lane LOS	A		B	A	D	B
Approach Delay (s)	3.3		10.2		24.4	
Approach LOS			B		C	
<b>Intersection Summary</b>						
Average Delay			12.5			
Intersection Capacity Utilization			33.2%	ICU Level of Service	A	
Analysis Period (min)			15			

Lanes and Geometrics  
 14: SE Access Drive & Park Meadows Ring Rd.



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↑		↑↑	↑	↑
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)		0	0		0	0
Storage Lanes		1	0		1	1
Taper Length (ft)			25		25	
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	1.00
Ped Bike Factor						
Frt		0.850				0.850
Flt Protected				0.963	0.950	
Satd. Flow (prot)	1863	1583	0	3408	1770	1583
Flt Permitted				0.963	0.950	
Satd. Flow (perm)	1863	1583	0	3408	1770	1583
Link Speed (mph)	30			30	30	
Link Distance (ft)	1566			1336	207	
Travel Time (s)	35.6			30.4	4.7	

Intersection Summary

Area Type: Other

HCM Unsignalized Intersection Capacity Analysis  
 14: SE Access Drive & Park Meadows Ring Rd.

Park Meadows  
 07/19/2022



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↗		↖	↖	↗
Traffic Volume (veh/h)	41	155	120	36	83	95
Future Volume (Veh/h)	41	155	120	36	83	95
Sign Control	Stop			Stop	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	45	168	130	39	90	103
<b>Pedestrians</b>						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage (veh)						
Upstream signal (ft)	207					
pX, platoon unblocked						
vC, conflicting volume	180	0	202	180	0	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	180	0	202	180	0	
tC, single (s)	6.5	6.2	7.1	6.5	4.1	
tC, 2 stage (s)						
tF (s)	4.0	3.3	3.5	4.0	2.2	
p0 queue free %	93	85	78	94	94	
cM capacity (veh/h)	674	1085	581	674	1623	
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	NB 2
Volume Total	45	168	143	26	90	103
Volume Left	0	0	130	0	90	0
Volume Right	0	168	0	0	0	103
cSH	674	1085	588	674	1623	1700
Volume to Capacity	0.07	0.15	0.24	0.04	0.06	0.06
Queue Length 95th (ft)	5	14	24	3	4	0
Control Delay (s)	10.7	8.9	13.1	10.6	7.3	0.0
Lane LOS	B	A	B	B	A	
Approach Delay (s)	9.3		12.7		3.4	
Approach LOS	A		B			
<b>Intersection Summary</b>						
Average Delay			8.3			
Intersection Capacity Utilization			24.6%		ICU Level of Service	A
Analysis Period (min)			15			

Lanes and Geometrics  
 15: Park Meadows Ring Rd. & SW Access Drive

Park Meadows  
 07/19/2022



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)	0	0	0			0
Storage Lanes	1	1	0			1
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	1.00
Ped Bike Factor						
Frt		0.850				0.850
FIt Protected	0.950			0.967		
Satd. Flow (prot)	1770	1583	0	3422	1863	1583
FIt Permitted	0.950			0.967		
Satd. Flow (perm)	1770	1583	0	3422	1863	1583
Link Speed (mph)	30			30	30	
Link Distance (ft)	367			1566	1358	
Travel Time (s)	8.3			35.6	30.9	

Intersection Summary

Area Type: Other

HCM Unsignalized Intersection Capacity Analysis  
 15: Park Meadows Ring Rd. & SW Access Drive

Park Meadows  
 07/19/2022



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	181	157	159	74	88	118
Future Volume (Veh/h)	181	157	159	74	88	118
Sign Control	Free			Stop	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	197	171	173	80	96	128
<b>Pedestrians</b>						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage (veh)						
Upstream signal (ft)	367					
pX, platoon unblocked						
vC, conflicting volume	0		442	394	394	0
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	0		442	394	394	0
tC, single (s)	4.1		7.1	6.5	6.5	6.2
tC, 2 stage (s)						
tF (s)	2.2		3.5	4.0	4.0	3.3
p0 queue free %	88		51	83	80	88
cM capacity (veh/h)	1623		357	477	477	1085
Direction, Lane #	EB 1	EB 2	NB 1	NB 2	SB 1	SB 2
Volume Total	197	171	200	53	96	128
Volume Left	197	0	173	0	0	0
Volume Right	0	171	0	0	0	128
cSH	1623	1700	369	477	477	1085
Volume to Capacity	0.12	0.10	0.54	0.11	0.20	0.12
Queue Length 95th (ft)	10	0	77	9	19	10
Control Delay (s)	7.5	0.0	25.7	13.5	14.4	8.8
Lane LOS	A		D	B	B	A
Approach Delay (s)	4.0		23.1		11.2	
Approach LOS			C		B	
<b>Intersection Summary</b>						
Average Delay			11.6			
Intersection Capacity Utilization			32.2%	ICU Level of Service	A	
Analysis Period (min)			15			



Lanes and Geometrics  
 16: Park Meadows Ring Rd. & NW Access Drive

Park Meadows  
 07/19/2022



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)	0	0	0			0
Storage Lanes	1	1	0			1
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	1.00
Ped Bike Factor						
Frt		0.850				0.850
FIt Protected	0.950			0.961		
Satd. Flow (prot)	1770	1583	0	3401	1863	1583
FIt Permitted	0.950			0.961		
Satd. Flow (perm)	1770	1583	0	3401	1863	1583
Link Speed (mph)	30			30	30	
Link Distance (ft)	217			1358	1249	
Travel Time (s)	4.9			30.9	28.4	

Intersection Summary

Area Type: Other

HCM Unsignalized Intersection Capacity Analysis  
 16: Park Meadows Ring Rd. & NW Access Drive

Park Meadows  
 07/19/2022



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	71	151	201	49	136	113
Future Volume (Veh/h)	71	151	201	49	136	113
Sign Control	Free			Stop	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	77	164	218	53	148	123
<b>Pedestrians</b>						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage (veh)						
Upstream signal (ft)	217					
pX, platoon unblocked						
vC, conflicting volume	0		228	154	154	0
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	0		228	154	154	0
tC, single (s)	4.1		7.1	6.5	6.5	6.2
tC, 2 stage (s)						
tF (s)	2.2		3.5	4.0	4.0	3.3
p0 queue free %	95		58	92	79	89
cM capacity (veh/h)	1623		521	703	703	1085
<b>Direction, Lane #</b>	<b>EB 1</b>	<b>EB 2</b>	<b>NB 1</b>	<b>NB 2</b>	<b>SB 1</b>	<b>SB 2</b>
Volume Total	77	164	236	35	148	123
Volume Left	77	0	218	0	0	0
Volume Right	0	164	0	0	0	123
cSH	1623	1700	532	703	703	1085
Volume to Capacity	0.05	0.10	0.44	0.05	0.21	0.11
Queue Length 95th (ft)	4	0	56	4	20	10
Control Delay (s)	7.3	0.0	17.1	10.4	11.5	8.7
Lane LOS	A		C	B	B	A
Approach Delay (s)	2.3		16.2		10.2	
Approach LOS			C		B	
<b>Intersection Summary</b>						
Average Delay			9.9			
Intersection Capacity Utilization			32.2%	ICU Level of Service	A	
Analysis Period (min)			15			

Lanes and Geometrics  
 1: S. Yosemite St. & E. County Line Rd.

Park Meadows  
 07/19/2022



Lane Group	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	
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12	
Grade (%)	0%		0%		0%		0%		0%		0%		
Storage Length (ft)	175		350	600		0	235		0	210		0	
Storage Lanes	2		1	2		1	2		1	1		0	
Taper Length (ft)	25			25			25			25			
Lane Util. Factor	0.97	0.91	1.00	0.97	0.91	1.00	0.97	0.95	1.00	1.00	0.95	0.95	
Ped Bike Factor				0.850				0.850			0.850	0.937	
Flt Protected	0.950			0.950			0.950			0.950			
Satd. Flow (prot)	3433	5085	1583	3433	5085	1583	3433	3539	1583	1770	3316	0	
Flt Permitted	0.950			0.950			0.950			0.950			
Satd. Flow (perm)	3433	5085	1583	3433	5085	1583	3433	3539	1583	1770	3316	0	
Right Turn on Red			Yes			Yes			Yes			Yes	
Satd. Flow (RTOR)			235			142			185			162	
Link Speed (mph)	30				30				30		30		
Link Distance (ft)	556				1568				1842		710		
Travel Time (s)	12.6				35.6				41.9		16.1		

Intersection Summary

Area Type: Other

Timings  
1: S. Yosemite St. & E. County Line Rd.

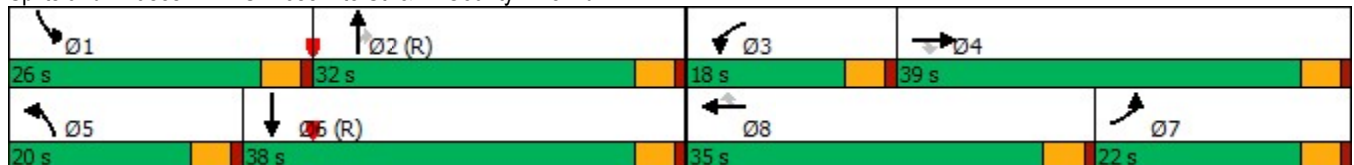
Park Meadows  
07/19/2022

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	
Lane Configurations												
Traffic Volume (vph)	216	684	216	152	694	71	174	262	95	128	296	
Future Volume (vph)	216	684	216	152	694	71	174	262	95	128	296	
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	9.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5	
Total Split (s)	22.0	39.0	39.0	18.0	35.0	35.0	20.0	32.0	32.0	26.0	38.0	
Total Split (%)	19.1%	33.9%	33.9%	15.7%	30.4%	30.4%	17.4%	27.8%	27.8%	22.6%	33.0%	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	
Lead/Lag	Lag	Lag	Lag	Lead	Lead	Lead	Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	None	None	None	None	None	None	C-Max	C-Max	None	C-Max	
Act Effct Green (s)	13.1	27.1	27.1	10.8	24.7	24.7	11.6	44.9	44.9	14.3	47.5	
Actuated g/C Ratio	0.11	0.24	0.24	0.09	0.21	0.21	0.10	0.39	0.39	0.12	0.41	
v/c Ratio	0.60	0.62	0.43	0.51	0.69	0.17	0.55	0.21	0.14	0.63	0.38	
Control Delay	54.7	41.3	6.6	48.1	36.0	9.0	54.8	26.4	0.4	60.2	18.7	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	54.7	41.3	6.6	48.1	36.0	9.0	54.8	26.4	0.4	60.2	18.7	
LOS	D	D	A	D	D	A	D	C	A	E	B	
Approach Delay		37.2			35.9			31.1			27.0	
Approach LOS		D			D			C			C	

Intersection Summary

Cycle Length: 115  
 Actuated Cycle Length: 115  
 Offset: 44 (38%), Referenced to phase 2:NBT and 6:SBT, Start of Green  
 Natural Cycle: 65  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.69  
 Intersection Signal Delay: 33.7  
 Intersection LOS: C  
 Intersection Capacity Utilization 54.6%  
 ICU Level of Service A  
 Analysis Period (min) 15

Splits and Phases: 1: S. Yosemite St. & E. County Line Rd.



Queues

1: S. Yosemite St. & E. County Line Rd.

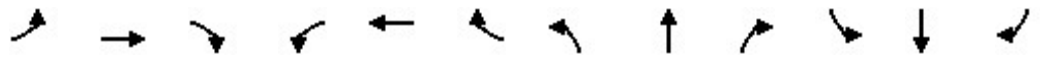


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	235	743	235	165	754	77	189	285	103	139	557
v/c Ratio	0.60	0.62	0.43	0.51	0.69	0.17	0.55	0.21	0.14	0.63	0.38
Control Delay	54.7	41.3	6.6	48.1	36.0	9.0	54.8	26.4	0.4	60.2	18.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	54.7	41.3	6.6	48.1	36.0	9.0	54.8	26.4	0.4	60.2	18.7
Queue Length 50th (ft)	86	181	0	65	186	15	69	72	0	99	102
Queue Length 95th (ft)	123	208	58	102	225	46	104	128	0	158	178
Internal Link Dist (ft)		476			1488			1762			630
Turn Bay Length (ft)	175		350	600			235			210	
Base Capacity (vph)	522	1525	639	403	1348	524	462	1380	730	330	1465
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.45	0.49	0.37	0.41	0.56	0.15	0.41	0.21	0.14	0.42	0.38

Intersection Summary

HCM 6th Signalized Intersection Summary  
 1: S. Yosemite St. & E. County Line Rd.

Park Meadows  
 07/19/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖↗	↑↑↑	↖	↖↗	↑↑↑	↖	↖↗	↑↑	↖	↖	↑↑	
Traffic Volume (veh/h)	216	684	216	152	694	71	174	262	95	128	296	216
Future Volume (veh/h)	216	684	216	152	694	71	174	262	95	128	296	216
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	235	743	235	165	754	77	189	285	103	139	322	235
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	304	1077	334	225	960	298	255	1679	749	169	978	698
Arrive On Green	0.09	0.21	0.21	0.13	0.38	0.38	0.07	0.47	0.47	0.09	0.49	0.49
Sat Flow, veh/h	3456	5106	1585	3456	5106	1585	3456	3554	1585	1781	1980	1413
Grp Volume(v), veh/h	235	743	235	165	754	77	189	285	103	139	288	269
Grp Sat Flow(s),veh/h/ln	1728	1702	1585	1728	1702	1585	1728	1777	1585	1781	1777	1616
Q Serve(g_s), s	7.7	15.5	15.8	5.3	15.0	3.0	6.2	5.3	4.2	8.8	11.3	11.6
Cycle Q Clear(g_c), s	7.7	15.5	15.8	5.3	15.0	3.0	6.2	5.3	4.2	8.8	11.3	11.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.87
Lane Grp Cap(c), veh/h	304	1077	334	225	960	298	255	1679	749	169	877	798
V/C Ratio(X)	0.77	0.69	0.70	0.73	0.79	0.26	0.74	0.17	0.14	0.82	0.33	0.34
Avail Cap(c_a), veh/h	526	1532	476	406	1354	420	466	1679	749	333	877	798
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.79	0.79	0.79	0.84	0.84	0.84	1.00	1.00	1.00
Uniform Delay (d), s/veh	51.3	41.9	42.0	49.1	33.8	18.8	52.2	17.4	17.1	51.1	17.6	17.7
Incr Delay (d2), s/veh	4.2	0.8	2.7	3.6	1.6	0.4	3.6	0.2	0.3	9.5	1.0	1.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.5	6.5	6.4	2.3	5.2	1.4	2.8	2.2	1.6	4.4	4.8	4.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	55.5	42.7	44.7	52.7	35.4	19.1	55.8	17.6	17.4	60.6	18.6	18.8
LnGrp LOS	E	D	D	D	D	B	E	B	B	E	B	B
Approach Vol, veh/h		1213			996			577			696	
Approach Delay, s/veh		45.6			37.0			30.1			27.1	
Approach LOS		D			D			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	15.4	58.8	12.0	28.8	13.0	61.3	14.6	26.1				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	21.5	27.5	13.5	34.5	15.5	33.5	17.5	30.5				
Max Q Clear Time (g_c+I1), s	10.8	7.3	7.3	17.8	8.2	13.6	9.7	17.0				
Green Ext Time (p_c), s	0.2	2.1	0.2	5.6	0.3	3.5	0.5	4.6				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay											36.9	
HCM 6th LOS											D	

Lanes and Geometrics  
2: S. Chester St. & E. County Line Rd.

Park Meadows  
07/19/2022



Lane Group	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
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	550		0	525		0	135		0	125		110
Storage Lanes	2		1	2		0	2		1	2		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.97	0.91	1.00	0.97	0.86	0.86	0.97	0.95	1.00	0.97	0.95	1.00
Ped Bike Factor												
Frt			0.850		0.956				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	5085	1583	3433	6126	0	3433	3539	1583	3433	3539	1583
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3433	5085	1583	3433	6126	0	3433	3539	1583	3433	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			142		89				329			212
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1568			1050			565			792	
Travel Time (s)		35.6			23.9			12.8			18.0	

Intersection Summary

Area Type: Other

Timings  
2: S. Chester St. & E. County Line Rd.

Park Meadows  
07/19/2022

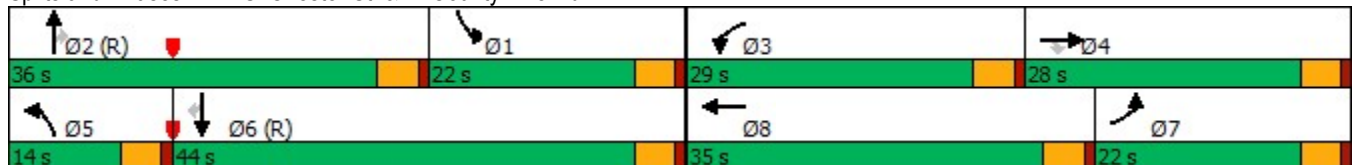


Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖↗	↑↑↑	↖	↖↗	↑↑↑	↖↗	↑↑	↖	↖↗	↑↑	↖
Traffic Volume (vph)	267	592	107	403	585	106	242	303	255	242	195
Future Volume (vph)	267	592	107	403	585	106	242	303	255	242	195
Turn Type	Prot	NA	Perm	Prot	NA	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8	5	2		1	6	
Permitted Phases			4					2			6
Detector Phase	7	4	4	3	8	5	2	2	1	6	6
Switch Phase											
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	22.5	9.5	22.5	9.5	22.5	22.5	9.5	22.5	22.5
Total Split (s)	22.0	28.0	28.0	29.0	35.0	14.0	36.0	36.0	22.0	44.0	44.0
Total Split (%)	19.1%	24.3%	24.3%	25.2%	30.4%	12.2%	31.3%	31.3%	19.1%	38.3%	38.3%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lag	Lag	Lag	Lead	Lead	Lead	Lead	Lead	Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	C-Max	C-Max	None	C-Max	C-Max
Act Effct Green (s)	16.9	21.0	21.0	19.8	23.9	8.8	38.7	38.7	17.5	47.4	47.4
Actuated g/C Ratio	0.15	0.18	0.18	0.17	0.21	0.08	0.34	0.34	0.15	0.41	0.41
v/c Ratio	0.58	0.69	0.29	0.74	0.67	0.44	0.22	0.44	0.53	0.18	0.27
Control Delay	27.9	25.3	9.0	32.7	21.0	56.0	29.5	5.5	49.1	23.5	4.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	27.9	25.3	9.0	32.7	21.0	56.0	29.5	5.5	49.1	23.5	4.5
LOS	C	C	A	C	C	E	C	A	D	C	A
Approach Delay		24.2			24.8		22.6			27.6	
Approach LOS		C			C		C			C	

Intersection Summary

Cycle Length: 115  
 Actuated Cycle Length: 115  
 Offset: 78 (68%), Referenced to phase 2:NBT and 6:SBT, Start of Green  
 Natural Cycle: 70  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.74  
 Intersection Signal Delay: 24.8  
 Intersection LOS: C  
 Intersection Capacity Utilization 51.9%  
 ICU Level of Service A  
 Analysis Period (min) 15

Splits and Phases: 2: S. Chester St. & E. County Line Rd.





Queues  
2: S. Chester St. & E. County Line Rd.

Park Meadows  
07/19/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	290	643	116	438	900	115	263	329	277	263	212
v/c Ratio	0.58	0.69	0.29	0.74	0.67	0.44	0.22	0.44	0.53	0.18	0.27
Control Delay	27.9	25.3	9.0	32.7	21.0	56.0	29.5	5.5	49.1	23.5	4.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	27.9	25.3	9.0	32.7	21.0	56.0	29.5	5.5	49.1	23.5	4.5
Queue Length 50th (ft)	101	158	38	153	157	42	73	0	98	64	0
Queue Length 95th (ft)	152	208	84	191	170	72	117	69	142	105	51
Internal Link Dist (ft)		1488			970		485			712	
Turn Bay Length (ft)	550			525		135			125		110
Base Capacity (vph)	542	1042	437	731	1690	287	1191	750	522	1459	777
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.54	0.62	0.27	0.60	0.53	0.40	0.22	0.44	0.53	0.18	0.27

Intersection Summary

HCM 6th Signalized Intersection Summary  
 2: S. Chester St. & E. County Line Rd.

Park Meadows  
 07/19/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	267	592	107	403	585	243	106	242	303	255	242	195
Future Volume (veh/h)	267	592	107	403	585	243	106	242	303	255	242	195
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	290	643	116	438	636	264	115	263	329	277	263	212
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	363	871	270	526	1050	345	172	973	434	853	1674	747
Arrive On Green	0.03	0.06	0.06	0.05	0.07	0.07	0.05	0.27	0.27	0.25	0.47	0.47
Sat Flow, veh/h	3456	5106	1585	3456	4826	1585	3456	3554	1585	3456	3554	1585
Grp Volume(v), veh/h	290	643	116	438	636	264	115	263	329	277	263	212
Grp Sat Flow(s),veh/h/ln	1728	1702	1585	1728	1609	1585	1728	1777	1585	1728	1777	1585
Q Serve(g_s), s	9.6	14.3	8.1	14.4	14.7	18.8	3.8	6.7	14.9	7.5	4.9	6.1
Cycle Q Clear(g_c), s	9.6	14.3	8.1	14.4	14.7	18.8	3.8	6.7	14.9	7.5	4.9	6.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	363	871	270	526	1050	345	172	973	434	853	1674	747
V/C Ratio(X)	0.80	0.74	0.43	0.83	0.61	0.77	0.67	0.27	0.76	0.32	0.16	0.28
Avail Cap(c_a), veh/h	526	1043	324	736	1280	420	285	973	434	853	1674	747
HCM Platoon Ratio	0.33	0.33	0.33	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.80	0.80	0.80	0.97	0.97	0.97	0.93	0.93	0.93	1.00	1.00	1.00
Uniform Delay (d), s/veh	54.3	51.7	48.9	53.2	48.6	50.5	53.7	32.7	17.8	35.5	17.4	7.9
Incr Delay (d2), s/veh	4.4	1.8	0.9	5.6	0.6	6.5	4.2	0.6	11.0	0.2	0.2	1.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.6	6.7	3.5	7.1	6.4	8.6	1.7	3.0	6.7	3.2	2.0	3.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	58.7	53.6	49.7	58.8	49.1	57.0	57.9	33.4	28.8	35.7	17.6	8.9
LnGrp LOS	E	D	D	E	D	E	E	C	C	D	B	A
Approach Vol, veh/h		1049			1338			707			752	
Approach Delay, s/veh		54.6			53.8			35.2			21.8	
Approach LOS		D			D			D			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	32.9	36.0	22.0	24.1	10.2	58.7	16.6	29.5				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	17.5	31.5	24.5	23.5	9.5	39.5	17.5	30.5				
Max Q Clear Time (g_c+I1), s	9.5	16.9	16.4	16.3	5.8	8.1	11.6	20.8				
Green Ext Time (p_c), s	0.6	2.5	1.1	2.8	0.1	2.5	0.5	4.2				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay			44.4									
HCM 6th LOS			D									

Lanes and Geometrics  
 3: North Access Drive & E. County Line Rd.



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑	↑	↙↘	↑↑↑		↙↘
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)		0	350		0	0
Storage Lanes		1	2		0	2
Taper Length (ft)			25		25	
Lane Util. Factor	0.91	1.00	0.97	0.86	1.00	0.88
Ped Bike Factor						
Frt		0.850				0.850
Flt Protected			0.950			
Satd. Flow (prot)	5085	1583	3433	6408	0	2787
Flt Permitted			0.950			
Satd. Flow (perm)	5085	1583	3433	6408	0	2787
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		172				106
Link Speed (mph)	30			30	30	
Link Distance (ft)	1050			651	255	
Travel Time (s)	23.9			14.8	5.8	

Intersection Summary

Area Type: Other

Timings  
3: North Access Drive & E. County Line Rd.

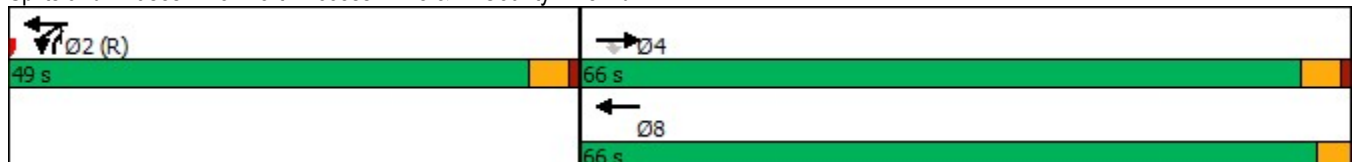


Lane Group	EBT	EBR	WBL	WBT	NBR	Ø8
Lane Configurations	↑↑↑	↑	↔	↑↑↑	↔	
Traffic Volume (vph)	1066	158	438	1553	226	
Future Volume (vph)	1066	158	438	1553	226	
Turn Type	NA	Perm	Prot	NA	Over	
Protected Phases	4		2	2 8	2	8
Permitted Phases		4			2	
Detector Phase	4	4	2	2 8	2	
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	22.5	22.5	9.5	9.5	22.5	
Total Split (s)	66.0	66.0	49.0	49.0	66.0	
Total Split (%)	57.4%	57.4%	42.6%	42.6%	57%	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.0	
All-Red Time (s)	1.0	1.0	1.0	1.0	0.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		
Total Lost Time (s)	4.5	4.5	4.5	4.5		
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	None	None	C-Max	C-Max	None	
Act Effct Green (s)	40.0	40.0	66.0	115.0	66.0	
Actuated g/C Ratio	0.35	0.35	0.57	1.00	0.57	
v/c Ratio	0.65	0.26	0.24	0.26	0.15	
Control Delay	18.8	3.7	8.7	0.1	7.7	
Queue Delay	0.0	0.0	0.0	0.0	0.0	
Total Delay	18.8	3.7	8.7	0.1	7.7	
LOS	B	A	A	A	A	
Approach Delay	16.8			2.0		
Approach LOS	B			A		

Intersection Summary

Cycle Length: 115  
 Actuated Cycle Length: 115  
 Offset: 112 (97%), Referenced to phase 2:WBTL and 6:, Start of Green  
 Natural Cycle: 40  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.65  
 Intersection Signal Delay: 7.6  
 Intersection Capacity Utilization 40.6%  
 Analysis Period (min) 15  
 Intersection LOS: A  
 ICU Level of Service A

Splits and Phases: 3: North Access Drive & E. County Line Rd.



Queues  
3: North Access Drive & E. County Line Rd.



Lane Group	EBT	EBR	WBL	WBT	NBR
Lane Group Flow (vph)	1159	172	476	1688	246
v/c Ratio	0.65	0.26	0.24	0.26	0.15
Control Delay	18.8	3.7	8.7	0.1	7.7
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	18.8	3.7	8.7	0.1	7.7
Queue Length 50th (ft)	143	7	71	0	25
Queue Length 95th (ft)	146	22	177	0	56
Internal Link Dist (ft)	970			571	
Turn Bay Length (ft)			350		
Base Capacity (vph)	2719	926	1968	6408	1643
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.43	0.19	0.24	0.26	0.15
<b>Intersection Summary</b>					

HCM 6th Edition methodology expects strict NEMA phasing.

Lanes and Geometrics  
 4: Park Meadow Center Dr. & E. County Line Rd.

Park Meadows  
 07/19/2022



Lane Group	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
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		325	0		100	0		250	250		175
Storage Lanes	0		1	0		1	0		1	3		2
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.86	1.00	1.00	0.91	1.00	1.00	1.00	0.76	0.94	0.95	0.88
Ped Bike Factor												
Frt			0.850			0.850			0.850			0.850
Flt Protected										0.950		
Satd. Flow (prot)	0	6408	1583	0	5085	1583	0	0	3610	4990	3539	2787
Flt Permitted										0.950		
Satd. Flow (perm)	0	6408	1583	0	5085	1583	0	0	3610	4990	3539	2787
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			93			63			616			834
Link Speed (mph)		30			30			30				30
Link Distance (ft)		651			987			1238				614
Travel Time (s)		14.8			22.4			28.1				14.0

Intersection Summary

Area Type: Other

Timings  
4: Park Meadow Center Dr. & E. County Line Rd.

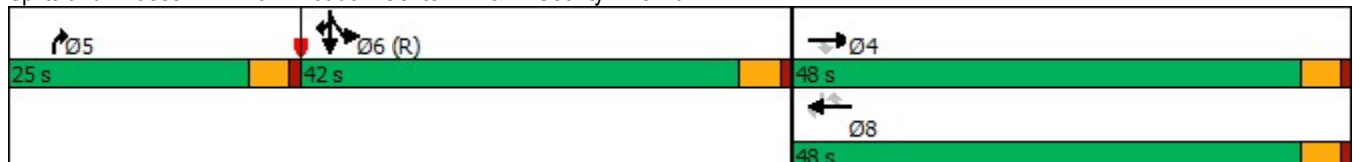


Lane Group	EBT	EBR	WBT	WBR	NBR	SBL	SBT	SBR
Lane Configurations	↑↑↑↑	↑	↑↑↑↑	↑	↑↑↑↑	↑↑↑↑	↑↑	↑↑
Traffic Volume (vph)	1206	86	1194	109	620	151	614	767
Future Volume (vph)	1206	86	1194	109	620	151	614	767
Turn Type	NA	Perm	NA	Perm	Prot	Split	NA	custom
Protected Phases	4		8		5	6	6	6
Permitted Phases		4		8				8
Detector Phase	4	4	8	8	5	6	6	6
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	22.5	9.5	22.5	22.5	22.5
Total Split (s)	48.0	48.0	48.0	48.0	25.0	42.0	42.0	42.0
Total Split (%)	41.7%	41.7%	41.7%	41.7%	21.7%	36.5%	36.5%	36.5%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag					Lead	Lag	Lag	Lag
Lead-Lag Optimize?					Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	C-Max	C-Max	C-Max
Act Effct Green (s)	40.0	40.0	40.0	40.0	9.1	52.4	52.4	96.9
Actuated g/C Ratio	0.35	0.35	0.35	0.35	0.08	0.46	0.46	0.84
v/c Ratio	0.59	0.15	0.73	0.20	0.79	0.07	0.41	0.34
Control Delay	11.1	1.0	23.3	3.4	13.6	19.6	23.4	0.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	11.1	1.0	23.3	3.4	13.6	19.6	23.4	0.6
LOS	B	A	C	A	B	B	C	A
Approach Delay	10.4		21.6				11.6	
Approach LOS	B		C				B	

Intersection Summary

Cycle Length: 115  
 Actuated Cycle Length: 115  
 Offset: 24 (21%), Referenced to phase 6:SBTL, Start of Green  
 Natural Cycle: 55  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.79  
 Intersection Signal Delay: 14.3  
 Intersection Capacity Utilization 57.4%  
 Analysis Period (min) 15  
 Intersection LOS: B  
 ICU Level of Service B

Splits and Phases: 4: Park Meadow Center Dr. & E. County Line Rd.





## 4: Park Meadow Center Dr. &amp; E. County Line Rd.

07/19/2022



Lane Group	EBT	EBR	WBT	WBR	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	1311	93	1298	118	674	164	667	834
v/c Ratio	0.59	0.15	0.73	0.20	0.79	0.07	0.41	0.34
Control Delay	11.1	1.0	23.3	3.4	13.6	19.6	23.4	0.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	11.1	1.0	23.3	3.4	13.6	19.6	23.4	0.6
Queue Length 50th (ft)	99	0	293	14	18	23	170	0
Queue Length 95th (ft)	163	0	325	12	62	43	257	11
Internal Link Dist (ft)	571		907				534	
Turn Bay Length (ft)		325		100	250	250		175
Base Capacity (vph)	2423	656	1923	637	1149	2272	1611	2479
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.54	0.14	0.67	0.19	0.59	0.07	0.41	0.34

## Intersection Summary

HCM 6th Signalized Intersection Summary  
 4: Park Meadow Center Dr. & E. County Line Rd.

Park Meadows  
 07/19/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑	↗		↑↑↑	↗			↗↗↗	↘↘↘	↑↑	↗↗
Traffic Volume (veh/h)	0	1206	86	0	1194	109	0	0	620	151	614	767
Future Volume (veh/h)	0	1206	86	0	1194	109	0	0	620	151	614	767
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	0	1870	1870	0	1870	1870	0	0	1870	1870	1870	1870
Adj Flow Rate, veh/h	0	1311	0	0	1298	0	0	0	674	164	667	834
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	2	2	0	2	2	0	0	2	2	2	2
Cap, veh/h	0	2054		0	1630		0	0	0	3027	2141	1681
Arrive On Green	0.00	0.64	0.00	0.00	0.32	0.00	0.00	0.00	0.00	0.60	0.60	0.60
Sat Flow, veh/h	0	6696	1585	0	5274	1585		0		5023	3554	2790
Grp Volume(v), veh/h	0	1311	0	0	1298	0		0.0		164	667	834
Grp Sat Flow(s),veh/h/ln	0	1609	1585	0	1702	1585				1674	1777	1395
Q Serve(g_s), s	0.0	14.3	0.0	0.0	26.7	0.0				1.5	10.6	19.5
Cycle Q Clear(g_c), s	0.0	14.3	0.0	0.0	26.7	0.0				1.5	10.6	19.5
Prop In Lane	0.00		1.00	0.00		1.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	2054		0	1630					3027	2141	1681
V/C Ratio(X)	0.00	0.64		0.00	0.80					0.05	0.31	0.50
Avail Cap(c_a), veh/h	0	2434		0	1931					3027	2141	1681
HCM Platoon Ratio	1.00	2.00	2.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.80	0.00	0.00	0.86	0.00				1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	16.7	0.0	0.0	35.7	0.0				9.4	11.2	13.0
Incr Delay (d2), s/veh	0.0	0.3	0.0	0.0	1.8	0.0				0.0	0.4	1.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	3.7	0.0	0.0	11.2	0.0				0.6	4.1	6.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	17.1	0.0	0.0	37.5	0.0				9.4	11.6	14.0
LnGrp LOS	A	B		A	D					A	B	B
Approach Vol, veh/h		1311	A		1298	A					1665	
Approach Delay, s/veh		17.1			37.5						12.6	
Approach LOS		B			D						B	
Timer - Assigned Phs				4		6		8				
Phs Duration (G+Y+Rc), s				41.2		73.8		41.2				
Change Period (Y+Rc), s				4.5		4.5		4.5				
Max Green Setting (Gmax), s				43.5		37.5		43.5				
Max Q Clear Time (g_c+I1), s				16.3		21.5		28.7				
Green Ext Time (p_c), s				11.3		8.3		8.0				

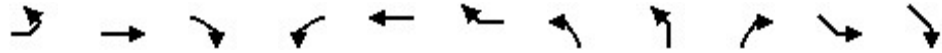
Intersection Summary		
HCM 6th Ctrl Delay		21.5
HCM 6th LOS		C

Notes

Unsignalized Delay for [EBR, WBR] is excluded from calculations of the approach delay and intersection delay.

Lanes and Geometrics  
5: I-25 Ramps & E. County Line Rd.

Park Meadows  
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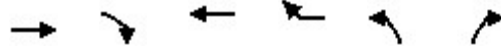


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL2	NBL	NBR	SEL	SER
Lane Configurations		↑↑↑	↑↑		↑↑↑	↑	↑↑		↑		
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%		0%	
Storage Length (ft)	0		200	0		100		180	0	0	0
Storage Lanes	0		1	0		1		2	1	0	0
Taper Length (ft)	25			25				25		25	
Lane Util. Factor	1.00	0.91	0.88	1.00	0.91	1.00	0.97	1.00	1.00	1.00	1.00
Ped Bike Factor											
Frt			0.850			0.850			0.850		
Flt Protected							0.950				
Satd. Flow (prot)	0	5085	2787	0	5085	1583	3433	0	1583	0	0
Flt Permitted							0.950				
Satd. Flow (perm)	0	5085	2787	0	5085	1583	3433	0	1583	0	0
Right Turn on Red			Yes			Yes			Yes		
Satd. Flow (RTOR)			1015			183			684		
Link Speed (mph)		30			30			30		30	
Link Distance (ft)		987			920			594		465	
Travel Time (s)		22.4			20.9			13.5		10.6	

Intersection Summary

Area Type: Other

Timings  
5: I-25 Ramps & E. County Line Rd.



Lane Group	EBT	EBR	WBT	WBR	NBL2	NBR
Lane Configurations	↑↑↑	↑↑	↑↑↑	↑	↑↑	↑
Traffic Volume (vph)	537	934	688	294	600	104
Future Volume (vph)	537	934	688	294	600	104
Turn Type	NA	Free	NA	Free	Prot	Free
Protected Phases	4		8		5	
Permitted Phases		Free		Free		Free
Detector Phase	4		8		5	
Switch Phase						
Minimum Initial (s)	5.0		5.0		5.0	
Minimum Split (s)	22.5		22.5		9.5	
Total Split (s)	51.0		51.0		64.0	
Total Split (%)	44.3%		44.3%		55.7%	
Yellow Time (s)	3.5		3.5		3.5	
All-Red Time (s)	1.0		1.0		1.0	
Lost Time Adjust (s)	0.0		0.0		0.0	
Total Lost Time (s)	4.5		4.5		4.5	
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	None		None		None	
Act Effct Green (s)	24.6	115.0	24.6	115.0	81.4	115.0
Actuated g/C Ratio	0.21	1.00	0.21	1.00	0.71	1.00
v/c Ratio	0.54	0.36	0.69	0.20	0.27	0.07
Control Delay	48.7	1.7	44.8	0.3	6.8	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	48.7	1.7	44.8	0.3	6.8	0.1
LOS	D	A	D	A	A	A
Approach Delay	18.8		31.4			
Approach LOS	B		C			

Intersection Summary

Cycle Length: 115  
 Actuated Cycle Length: 115  
 Offset: 16 (14%), Referenced to phase 2: and 6:, Start of Green  
 Natural Cycle: 40  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.69  
 Intersection Signal Delay: 19.9  
 Intersection Capacity Utilization 37.5%  
 Analysis Period (min) 15

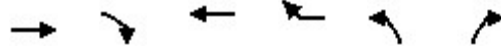
Intersection LOS: B  
 ICU Level of Service A

Splits and Phases: 5: I-25 Ramps & E. County Line Rd.



Queues  
5: I-25 Ramps & E. County Line Rd.

Park Meadows  
07/19/2022



Lane Group	EBT	EBR	WBT	WBR	NBL2	NBR
Lane Group Flow (vph)	584	1015	748	320	652	113
v/c Ratio	0.54	0.36	0.69	0.20	0.27	0.07
Control Delay	48.7	1.7	44.8	0.3	6.8	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	48.7	1.7	44.8	0.3	6.8	0.1
Queue Length 50th (ft)	161	39	189	0	78	0
Queue Length 95th (ft)	200	34	218	0	124	0
Internal Link Dist (ft)	907		840			
Turn Bay Length (ft)		200		100	180	
Base Capacity (vph)	2056	2787	2056	1583	2429	1583
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.28	0.36	0.36	0.20	0.27	0.07

Intersection Summary

HCM 6th Signalized Intersection Summary  
5: I-25 Ramps & E. County Line Rd.

Park Meadows  
07/19/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL2	NBL	NBR	SEL	SER
Lane Configurations		↑↑↑	↑↑		↑↑↑	↑	↑↑		↑		
Traffic Volume (veh/h)	0	537	934	0	688	294	600	0	104	0	0
Future Volume (veh/h)	0	537	934	0	688	294	600	0	104	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00	1.00	1.00		
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
Work Zone On Approach		No			No			No			
Adj Sat Flow, veh/h/ln	0	1870	1870	0	1870	1870	1870	1870	1870		
Adj Flow Rate, veh/h	0	584	0	0	748	0	652	652	0		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92		
Percent Heavy Veh, %	0	2	2	0	2	2	2	2	2		
Cap, veh/h	0	1044		0	1044		2479	2479			
Arrive On Green	0.00	0.34	0.00	0.00	0.20	0.00	0.72	0.72	0.00		
Sat Flow, veh/h	0	5274	2790	0	5274	1585	3456	3456	1585		
Grp Volume(v), veh/h	0	584	0	0	748	0	652	652	0		
Grp Sat Flow(s),veh/h/ln	0	1702	1395	0	1702	1585	1728	1728	1585		
Q Serve(g_s), s	0.0	10.7	0.0	0.0	15.7	0.0	7.6	7.6	0.0		
Cycle Q Clear(g_c), s	0.0	10.7	0.0	0.0	15.7	0.0	7.6	7.6	0.0		
Prop In Lane	0.00		1.00	0.00		1.00	1.00	1.00	1.00		
Lane Grp Cap(c), veh/h	0	1044		0	1044		2479	2479			
V/C Ratio(X)	0.00	0.56		0.00	0.72		0.26	0.26			
Avail Cap(c_a), veh/h	0	2065		0	2065		2479	2479			
HCM Platoon Ratio	1.00	1.67	1.67	1.00	1.00	1.00	1.00	1.00	1.00		
Upstream Filter(l)	0.00	0.76	0.00	0.00	1.00	0.00	1.00	1.00	0.00		
Uniform Delay (d), s/veh	0.0	33.7	0.0	0.0	42.6	0.0	5.7	5.7	0.0		
Incr Delay (d2), s/veh	0.0	0.4	0.0	0.0	0.9	0.0	0.1	0.1	0.0		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln	0.0	4.0	0.0	0.0	6.7	0.0	2.5	2.5	0.0		
Unsig. Movement Delay, s/veh											
LnGrp Delay(d),s/veh	0.0	34.0	0.0	0.0	43.6	0.0	5.7	5.7	0.0		
LnGrp LOS	A	C		A	D		A	A			
Approach Vol, veh/h		584	A		748	A	652	652	A		
Approach Delay, s/veh		34.0			43.6		5.7	5.7			
Approach LOS		C			D		A	A			
Timer - Assigned Phs		2		4				8			
Phs Duration (G+Y+Rc), s		87.0		28.0				28.0			
Change Period (Y+Rc), s		4.5		4.5				4.5			
Max Green Setting (Gmax), s		59.5		46.5				46.5			
Max Q Clear Time (g_c+I1), s		9.6		12.7				17.7			
Green Ext Time (p_c), s		2.6		4.5				5.8			

Intersection Summary

HCM 6th Ctrl Delay	28.3
HCM 6th LOS	C

Notes

Unsignalized Delay for [NBR, EBR, WBR] is excluded from calculations of the approach delay and intersection delay.

Lanes and Geometrics  
 6: Park Meadow Center Dr. & East Access Drive

Park Meadows  
 07/19/2022



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)	0	0	110			0
Storage Lanes	2	1	1			0
Taper Length (ft)	25		25			
Lane Util. Factor	0.97	1.00	1.00	0.95	0.95	0.95
Ped Bike Factor						
Frt		0.850			0.930	
Flt Protected	0.950		0.950			
Satd. Flow (prot)	3433	1583	1770	3539	3291	0
Flt Permitted	0.950		0.286			
Satd. Flow (perm)	3433	1583	533	3539	3291	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		142			337	
Link Speed (mph)	30			30	30	
Link Distance (ft)	204			1551	1238	
Travel Time (s)	4.6			35.3	28.1	

Intersection Summary

Area Type: Other

Timings  
6: Park Meadow Center Dr. & East Access Drive

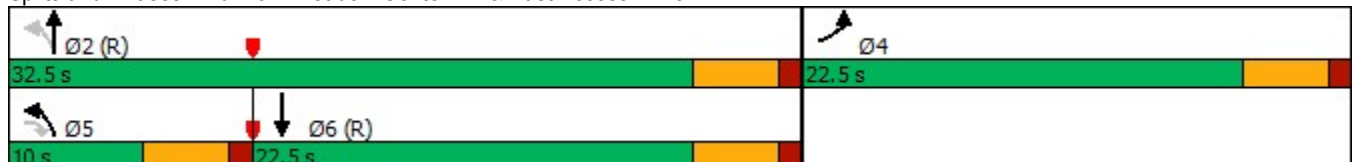


Lane Group	EBL	EBR	NBL	NBT	SBT
Lane Configurations	↖ ↗	↗	↖	↑ ↑	↑ ↓
Traffic Volume (vph)	180	131	96	439	359
Future Volume (vph)	180	131	96	439	359
Turn Type	Prot	Perm	pm+pt	NA	NA
Protected Phases	4		5	2	6
Permitted Phases		5	2		
Detector Phase	4	5	5	2	6
Switch Phase					
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	9.5	9.5	22.5	22.5
Total Split (s)	22.5	10.0	10.0	32.5	22.5
Total Split (%)	40.9%	18.2%	18.2%	59.1%	40.9%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5
Lead/Lag		Lead	Lead		Lag
Lead-Lag Optimize?		Yes	Yes		Yes
Recall Mode	None	None	None	C-Max	C-Max
Act Effect Green (s)	8.5	7.0	37.5	37.5	28.0
Actuated g/C Ratio	0.15	0.13	0.68	0.68	0.51
v/c Ratio	0.37	0.44	0.20	0.20	0.40
Control Delay	22.5	9.3	8.1	4.7	6.1
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	22.5	9.3	8.1	4.7	6.1
LOS	C	A	A	A	A
Approach Delay	16.9			5.3	6.1
Approach LOS	B			A	A

Intersection Summary

Cycle Length: 55  
 Actuated Cycle Length: 55  
 Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBT, Start of Green  
 Natural Cycle: 55  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.44  
 Intersection Signal Delay: 8.0  
 Intersection LOS: A  
 Intersection Capacity Utilization 41.6%  
 ICU Level of Service A  
 Analysis Period (min) 15

Splits and Phases: 6: Park Meadow Center Dr. & East Access Drive





Queues

6: Park Meadow Center Dr. & East Access Drive



Lane Group	EBL	EBR	NBL	NBT	SBT
Lane Group Flow (vph)	196	142	104	477	727
v/c Ratio	0.37	0.44	0.20	0.20	0.40
Control Delay	22.5	9.3	8.1	4.7	6.1
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	22.5	9.3	8.1	4.7	6.1
Queue Length 50th (ft)	29	0	9	22	36
Queue Length 95th (ft)	52	38	44	60	83
Internal Link Dist (ft)	124			1471	1158
Turn Bay Length (ft)			110		
Base Capacity (vph)	1123	326	522	2415	1840
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.17	0.44	0.20	0.20	0.40

Intersection Summary

HCM 6th Signalized Intersection Summary  
 6: Park Meadow Center Dr. & East Access Drive

Park Meadows  
 07/19/2022



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	180	131	96	439	359	310
Future Volume (veh/h)	180	131	96	439	359	310
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	196	142	104	477	390	337
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	472	217	565	2486	990	847
Arrive On Green	0.14	0.14	0.07	0.70	0.55	0.55
Sat Flow, veh/h	3456	1585	1781	3647	1908	1553
Grp Volume(v), veh/h	196	142	104	477	382	345
Grp Sat Flow(s),veh/h/ln	1728	1585	1781	1777	1777	1591
Q Serve(g_s), s	2.9	4.7	1.2	2.6	6.8	6.9
Cycle Q Clear(g_c), s	2.9	4.7	1.2	2.6	6.8	6.9
Prop In Lane	1.00	1.00	1.00			0.98
Lane Grp Cap(c), veh/h	472	217	565	2486	969	868
V/C Ratio(X)	0.41	0.66	0.18	0.19	0.39	0.40
Avail Cap(c_a), veh/h	1131	519	614	2486	969	868
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	0.86	0.86	0.93	0.93
Uniform Delay (d), s/veh	21.7	22.5	4.3	2.9	7.2	7.3
Incr Delay (d2), s/veh	0.6	3.3	0.1	0.1	1.1	1.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	4.2	0.3	0.5	2.3	2.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	22.3	25.9	4.5	3.0	8.4	8.5
LnGrp LOS	C	C	A	A	A	A
Approach Vol, veh/h	338			581	727	
Approach Delay, s/veh	23.8			3.3	8.4	
Approach LOS	C			A	A	
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		43.0		12.0	8.5	34.5
Change Period (Y+Rc), s		4.5		4.5	4.5	4.5
Max Green Setting (Gmax), s		28.0		18.0	5.5	18.0
Max Q Clear Time (g_c+I1), s		4.6		6.7	3.2	8.9
Green Ext Time (p_c), s		3.3		0.9	0.0	3.2
<b>Intersection Summary</b>						
HCM 6th Ctrl Delay			9.8			
HCM 6th LOS			A			

Lanes and Geometrics  
7: SE Access Drive & Park Meadow Center Dr.

Park Meadows  
07/19/2022



Lane Group	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
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%				0%
Storage Length (ft)	150		0	100		0	0		0	0		0
Storage Lanes	1		0	1		0	1		0	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.989			0.983			0.897				0.850
Flt Protected	0.950			0.950			0.950				0.976	
Satd. Flow (prot)	1770	3500	0	1770	3479	0	1770	1671	0	0	1818	1583
Flt Permitted	0.391			0.457			0.674				0.831	
Satd. Flow (perm)	728	3500	0	851	3479	0	1255	1671	0	0	1548	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		16			28			89				160
Link Speed (mph)		30			30			30				30
Link Distance (ft)		1110			1551			164				207
Travel Time (s)		25.2			35.3			3.7				4.7

Intersection Summary

Area Type: Other

Timings  
7: SE Access Drive & Park Meadow Center Dr.

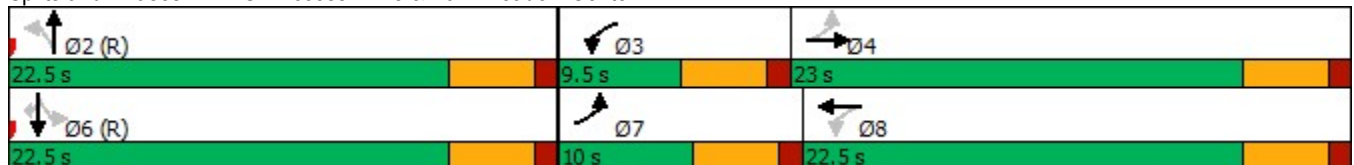


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations									
Traffic Volume (vph)	117	408	78	363	59	37	59	61	147
Future Volume (vph)	117	408	78	363	59	37	59	61	147
Turn Type	pm+pt	NA	pm+pt	NA	Perm	NA	Perm	NA	Perm
Protected Phases	7	4	3	8		2		6	
Permitted Phases	4		8		2		6		6
Detector Phase	7	4	3	8	2	2	6	6	6
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	9.5	22.5	22.5	22.5	22.5	22.5	22.5
Total Split (s)	10.0	23.0	9.5	22.5	22.5	22.5	22.5	22.5	22.5
Total Split (%)	18.2%	41.8%	17.3%	40.9%	40.9%	40.9%	40.9%	40.9%	40.9%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5		4.5	4.5
Lead/Lag	Lead	Lag	Lead	Lag					
Lead-Lag Optimize?	Yes	Yes	Yes	Yes					
Recall Mode	None	None	None	None	C-Max	C-Max	C-Max	C-Max	C-Max
Act Effect Green (s)	18.3	15.0	16.7	12.7	25.3	25.3		25.3	25.3
Actuated g/C Ratio	0.33	0.27	0.30	0.23	0.46	0.46		0.46	0.46
v/c Ratio	0.37	0.50	0.25	0.54	0.11	0.16		0.18	0.20
Control Delay	12.7	17.9	8.2	15.2	11.8	5.6		12.1	3.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0
Total Delay	12.7	17.9	8.2	15.2	11.8	5.6		12.1	3.4
LOS	B	B	A	B	B	A		B	A
Approach Delay		16.8		14.1		7.7		7.3	
Approach LOS		B		B		A		A	

Intersection Summary

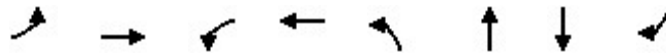
Cycle Length: 55  
 Actuated Cycle Length: 55  
 Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green  
 Natural Cycle: 55  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.54  
 Intersection Signal Delay: 13.1  
 Intersection Capacity Utilization 42.4%  
 Analysis Period (min) 15  
 Intersection LOS: B  
 ICU Level of Service A

Splits and Phases: 7: SE Access Drive & Park Meadow Center Dr.



Queues

7: SE Access Drive & Park Meadow Center Dr.



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	127	479	85	447	64	129	130	160
v/c Ratio	0.37	0.50	0.25	0.54	0.11	0.16	0.18	0.20
Control Delay	12.7	17.9	8.2	15.2	11.8	5.6	12.1	3.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	12.7	17.9	8.2	15.2	11.8	5.6	12.1	3.4
Queue Length 50th (ft)	25	69	12	62	12	7	26	0
Queue Length 95th (ft)	45	97	14	51	36	38	63	31
Internal Link Dist (ft)		1030		1471		84	127	
Turn Bay Length (ft)	150		100					
Base Capacity (vph)	346	1212	341	1157	577	816	712	814
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.37	0.40	0.25	0.39	0.11	0.16	0.18	0.20

Intersection Summary

HCM 6th Signalized Intersection Summary  
 7: SE Access Drive & Park Meadow Center Dr.

Park Meadows  
 07/19/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	117	408	33	78	363	48	59	37	82	59	61	147
Future Volume (veh/h)	117	408	33	78	363	48	59	37	82	59	61	147
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	127	443	36	85	395	52	64	40	89	64	66	160
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	338	666	54	319	590	77	643	252	560	429	412	774
Arrive On Green	0.08	0.20	0.20	0.07	0.19	0.19	0.49	0.49	0.49	0.49	0.49	0.49
Sat Flow, veh/h	1781	3329	270	1781	3160	413	1155	516	1148	678	843	1585
Grp Volume(v), veh/h	127	236	243	85	221	226	64	0	129	130	0	160
Grp Sat Flow(s),veh/h/ln	1781	1777	1822	1781	1777	1796	1155	0	1664	1522	0	1585
Q Serve(g_s), s	3.1	6.7	6.8	2.1	6.4	6.4	1.8	0.0	2.4	0.1	0.0	3.2
Cycle Q Clear(g_c), s	3.1	6.7	6.8	2.1	6.4	6.4	4.2	0.0	2.4	2.4	0.0	3.2
Prop In Lane	1.00		0.15	1.00		0.23	1.00		0.69	0.49		1.00
Lane Grp Cap(c), veh/h	338	356	365	319	332	335	643	0	812	841	0	774
V/C Ratio(X)	0.38	0.66	0.67	0.27	0.67	0.67	0.10	0.00	0.16	0.15	0.00	0.21
Avail Cap(c_a), veh/h	375	598	613	363	582	588	643	0	812	841	0	774
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00	0.92	0.92	0.92	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	16.4	20.3	20.3	16.5	20.8	20.8	9.0	0.0	7.8	7.7	0.0	8.0
Incr Delay (d2), s/veh	0.7	2.1	2.1	0.4	2.1	2.2	0.3	0.0	0.4	0.4	0.0	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	2.7	2.8	0.8	2.6	2.7	0.4	0.0	0.8	0.8	0.0	1.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	17.1	22.4	22.4	16.9	22.9	23.0	9.3	0.0	8.2	8.1	0.0	8.6
LnGrp LOS	B	C	C	B	C	C	A	A	A	A	A	A
Approach Vol, veh/h		606			532			193				290
Approach Delay, s/veh		21.3			22.0			8.6				8.4
Approach LOS		C			C			A				A
Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		31.4	8.1	15.5		31.4	8.9	14.8				
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5	4.5	4.5				
Max Green Setting (Gmax), s		18.0	5.0	18.5		18.0	5.5	18.0				
Max Q Clear Time (g_c+I1), s		6.2	4.1	8.8		5.2	5.1	8.4				
Green Ext Time (p_c), s		0.7	0.0	2.0		1.0	0.0	1.8				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay				17.7								
HCM 6th LOS				B								

Lanes and Geometrics  
8: S. Yosemite St. & Park Meadow Center Dr.

Park Meadows  
07/19/2022



Lane Group	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
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	240		240	110		275	220		235
Storage Lanes	0		0	1		1	2		1	2		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	0.91	0.91	1.00	0.97	0.91	1.00	0.97	0.91	1.00
Ped Bike Factor												
Frt						0.850			0.850			0.850
Flt Protected				0.950	0.984		0.950			0.950		
Satd. Flow (prot)	0	0	0	1610	3336	1583	3433	5085	1583	3433	5085	1583
Flt Permitted				0.950	0.984		0.393			0.192		
Satd. Flow (perm)	0	0	0	1610	3336	1583	1420	5085	1583	694	5085	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						214			649			197
Link Speed (mph)		30			30			30				30
Link Distance (ft)		440			1021			458				636
Travel Time (s)		10.0			23.2			10.4				14.5

Intersection Summary

Area Type: Other

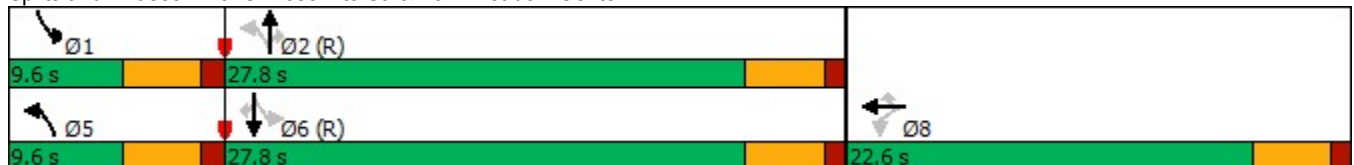
Timings  
8: S. Yosemite St. & Park Meadow Center Dr.

Lane Group	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations									
Traffic Volume (vph)	307	254	197	210	1029	597	191	580	181
Future Volume (vph)	307	254	197	210	1029	597	191	580	181
Turn Type	Perm	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases		8		5	2		1	6	
Permitted Phases	8		8	2		2	6		6
Detector Phase	8	8	8	5	2	2	1	6	6
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5	22.5
Total Split (s)	22.6	22.6	22.6	9.6	27.8	27.8	9.6	27.8	27.8
Total Split (%)	37.7%	37.7%	37.7%	16.0%	46.3%	46.3%	16.0%	46.3%	46.3%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag				Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?				Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	C-Max	C-Max	None	C-Max	C-Max
Act Effct Green (s)	14.5	14.5	14.5	32.1	26.1	26.1	31.9	26.0	26.0
Actuated g/C Ratio	0.24	0.24	0.24	0.54	0.44	0.44	0.53	0.43	0.43
v/c Ratio	0.51	0.51	0.39	0.24	0.51	0.62	0.33	0.29	0.25
Control Delay	23.7	21.3	5.2	6.6	13.9	4.3	7.4	12.1	3.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	23.7	21.3	5.2	6.6	13.9	4.3	7.4	12.1	3.2
LOS	C	C	A	A	B	A	A	B	A
Approach Delay		17.7			9.9			9.4	
Approach LOS		B			A			A	

Intersection Summary

Cycle Length: 60	
Actuated Cycle Length: 60	
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.62	
Intersection Signal Delay: 11.5	Intersection LOS: B
Intersection Capacity Utilization 49.9%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 8: S. Yosemite St. & Park Meadow Center Dr.





Queues  
8: S. Yosemite St. & Park Meadow Center Dr.

Park Meadows  
07/19/2022



Lane Group	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	200	410	214	228	1118	649	208	630	197
v/c Ratio	0.51	0.51	0.39	0.24	0.51	0.62	0.33	0.29	0.25
Control Delay	23.7	21.3	5.2	6.6	13.9	4.3	7.4	12.1	3.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	23.7	21.3	5.2	6.6	13.9	4.3	7.4	12.1	3.2
Queue Length 50th (ft)	68	69	0	15	108	0	14	54	0
Queue Length 95th (ft)	118	100	40	31	149	57	29	80	33
Internal Link Dist (ft)		941			378			556	
Turn Bay Length (ft)	240		240	110		275	220		235
Base Capacity (vph)	485	1006	626	959	2213	1055	637	2206	798
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.41	0.41	0.34	0.24	0.51	0.62	0.33	0.29	0.25

Intersection Summary

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HCM 6th Edition methodology does not support turning movements with shared & exclusive lanes.

Lanes and Geometrics  
 9: S. Yosemite St. & SW Access Drive

Park Meadows  
 07/19/2022



Lane Group	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
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	140		0	450		0
Storage Lanes	1		0	1		0	1		1	2		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	0.97	0.91	0.91
Ped Bike Factor												
Frt		0.901			0.856				0.850		0.997	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1678	0	1770	1595	0	1770	3539	1583	3433	5070	0
Flt Permitted	0.690			0.732			0.950			0.950		
Satd. Flow (perm)	1285	1678	0	1364	1595	0	1770	3539	1583	3433	5070	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		25			99				347			5
Link Speed (mph)		30			30			30				30
Link Distance (ft)		205			367			636				1050
Travel Time (s)		4.7			8.3			14.5				23.9

Intersection Summary

Area Type: Other

Timings  
 9: S. Yosemite St. & SW Access Drive

Park Meadows  
 07/19/2022

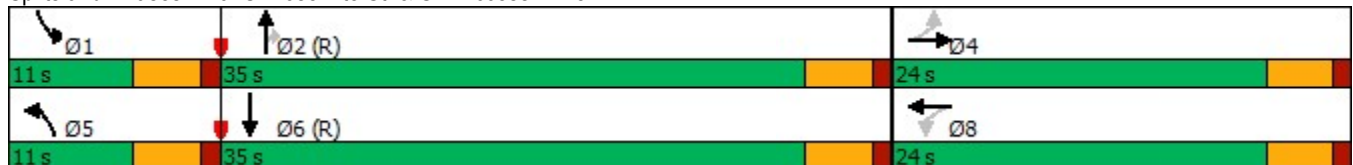


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations	↙	↳	↙	↳	↙	↑↑	↗	↖↗	↑↑↳
Traffic Volume (vph)	12	12	163	4	40	875	319	104	782
Future Volume (vph)	12	12	163	4	40	875	319	104	782
Turn Type	Perm	NA	Perm	NA	Prot	NA	Perm	Prot	NA
Protected Phases		4		8	5	2		1	6
Permitted Phases	4		8				2		
Detector Phase	4	4	8	8	5	2	2	1	6
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5
Total Split (s)	24.0	24.0	24.0	24.0	11.0	35.0	35.0	11.0	35.0
Total Split (%)	34.3%	34.3%	34.3%	34.3%	15.7%	50.0%	50.0%	15.7%	50.0%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag					Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?					Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	C-Max	C-Max	None	C-Max
Act Effct Green (s)	14.1	14.1	14.1	14.1	6.6	37.4	37.4	7.0	39.9
Actuated g/C Ratio	0.20	0.20	0.20	0.20	0.09	0.53	0.53	0.10	0.57
v/c Ratio	0.05	0.11	0.65	0.26	0.26	0.50	0.34	0.33	0.30
Control Delay	20.3	11.9	36.0	7.1	33.2	13.3	2.7	31.9	9.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	20.3	11.9	36.0	7.1	33.2	13.3	2.7	31.9	9.9
LOS	C	B	D	A	C	B	A	C	A
Approach Delay		14.1		25.4		11.2			12.5
Approach LOS		B		C		B			B

**Intersection Summary**

Cycle Length: 70  
 Actuated Cycle Length: 70  
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green  
 Natural Cycle: 60  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.65  
 Intersection Signal Delay: 13.2  
 Intersection LOS: B  
 Intersection Capacity Utilization 55.3%  
 ICU Level of Service B  
 Analysis Period (min) 15

Splits and Phases: 9: S. Yosemite St. & SW Access Drive



Queues  
9: S. Yosemite St. & SW Access Drive

Park Meadows  
07/19/2022



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	13	38	177	103	43	951	347	113	868
v/c Ratio	0.05	0.11	0.65	0.26	0.26	0.50	0.34	0.33	0.30
Control Delay	20.3	11.9	36.0	7.1	33.2	13.3	2.7	31.9	9.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	20.3	11.9	36.0	7.1	33.2	13.3	2.7	31.9	9.9
Queue Length 50th (ft)	5	5	70	1	17	140	0	23	76
Queue Length 95th (ft)	16	24	119	34	46	217	42	46	118
Internal Link Dist (ft)		125		287		556			970
Turn Bay Length (ft)					140			450	
Base Capacity (vph)	357	485	379	515	175	1890	1007	352	2890
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.04	0.08	0.47	0.20	0.25	0.50	0.34	0.32	0.30

Intersection Summary

HCM 6th Signalized Intersection Summary  
 9: S. Yosemite St. & SW Access Drive

Park Meadows  
 07/19/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↗	↘		↗	↘		↗	↑↑	↗	↗↘	↑↑↘	
Traffic Volume (veh/h)	12	12	23	163	4	91	40	875	319	104	782	17
Future Volume (veh/h)	12	12	23	163	4	91	40	875	319	104	782	17
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	13	13	25	177	4	99	43	951	347	113	850	18
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	264	104	199	325	11	278	72	1999	892	219	3013	64
Arrive On Green	0.18	0.18	0.18	0.18	0.18	0.18	0.04	0.56	0.56	0.06	0.59	0.59
Sat Flow, veh/h	1291	572	1100	1370	62	1533	1781	3554	1585	3456	5146	109
Grp Volume(v), veh/h	13	0	38	177	0	103	43	951	347	113	562	306
Grp Sat Flow(s),veh/h/ln	1291	0	1672	1370	0	1594	1781	1777	1585	1728	1702	1851
Q Serve(g_s), s	0.6	0.0	1.3	8.7	0.0	4.0	1.7	11.2	8.6	2.2	5.7	5.7
Cycle Q Clear(g_c), s	4.6	0.0	1.3	10.0	0.0	4.0	1.7	11.2	8.6	2.2	5.7	5.7
Prop In Lane	1.00		0.66	1.00		0.96	1.00		1.00	1.00		0.06
Lane Grp Cap(c), veh/h	264	0	303	325	0	289	72	1999	892	219	1993	1084
V/C Ratio(X)	0.05	0.00	0.13	0.54	0.00	0.36	0.60	0.48	0.39	0.52	0.28	0.28
Avail Cap(c_a), veh/h	390	0	466	458	0	444	165	1999	892	321	1993	1084
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.87	0.87	0.87	0.97	0.97	0.97
Uniform Delay (d), s/veh	27.1	0.0	24.0	28.2	0.0	25.1	33.0	9.1	8.6	31.7	7.2	7.2
Incr Delay (d2), s/veh	0.1	0.0	0.2	1.4	0.0	0.7	6.7	0.7	1.1	1.8	0.3	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	0.5	2.9	0.0	1.5	0.8	3.9	2.8	0.9	1.8	2.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	27.2	0.0	24.2	29.6	0.0	25.8	39.7	9.9	9.7	33.5	7.5	7.8
LnGrp LOS	C	A	C	C	A	C	D	A	A	C	A	A
Approach Vol, veh/h		51			280			1341				981
Approach Delay, s/veh		25.0			28.2			10.8				10.6
Approach LOS		C			C			B				B
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.9	43.9		17.2	7.3	45.5		17.2				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	6.5	30.5		19.5	6.5	30.5		19.5				
Max Q Clear Time (g_c+I1), s	4.2	13.2		6.6	3.7	7.7		12.0				
Green Ext Time (p_c), s	0.1	7.7		0.1	0.0	6.0		0.7				

Intersection Summary

HCM 6th Ctrl Delay	12.8
HCM 6th LOS	B

Lanes and Geometrics  
 10: S. Yosemite St. & S. Chester St.



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)		0%	0%		0%	
Storage Length (ft)	200			0	0	140
Storage Lanes	1			1	2	1
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	0.91	0.95	1.00	0.97	1.00
Ped Bike Factor						
Frt				0.850		0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1770	5085	3539	1583	3433	1583
Flt Permitted	0.253				0.950	
Satd. Flow (perm)	471	5085	3539	1583	3433	1583
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)				435		73
Link Speed (mph)		30	30		30	
Link Distance (ft)		1842	1050		476	
Travel Time (s)		41.9	23.9		10.8	

Intersection Summary

Area Type: Other

Timings  
10: S. Yosemite St. & S. Chester St.

Park Meadows  
07/19/2022

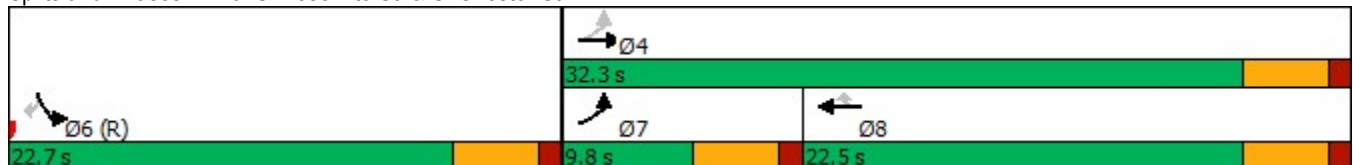


Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↖	↑↑↑	↑↑	↗	↖↗	↗
Traffic Volume (vph)	68	612	557	400	291	67
Future Volume (vph)	68	612	557	400	291	67
Turn Type	pm+pt	NA	NA	Perm	Prot	Perm
Protected Phases	7	4	8		6	
Permitted Phases	4			8		6
Detector Phase	7	4	8	8	6	6
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	22.5	22.5	22.5	22.5
Total Split (s)	9.8	32.3	22.5	22.5	22.7	22.7
Total Split (%)	17.8%	58.7%	40.9%	40.9%	41.3%	41.3%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead		Lag	Lag		
Lead-Lag Optimize?	Yes		Yes	Yes		
Recall Mode	None	None	None	None	C-Max	C-Max
Act Effct Green (s)	22.1	22.1	16.2	16.2	23.9	23.9
Actuated g/C Ratio	0.40	0.40	0.29	0.29	0.43	0.43
v/c Ratio	0.24	0.33	0.58	0.56	0.21	0.10
Control Delay	9.7	11.0	18.6	5.0	10.2	3.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	9.7	11.0	18.6	5.0	10.2	3.2
LOS	A	B	B	A	B	A
Approach Delay		10.9	12.9		8.9	
Approach LOS		B	B		A	

Intersection Summary

Cycle Length: 55  
 Actuated Cycle Length: 55  
 Offset: 0 (0%), Referenced to phase 2: and 6:SBL, Start of Green  
 Natural Cycle: 55  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.58  
 Intersection Signal Delay: 11.5  
 Intersection Capacity Utilization 39.1%  
 Analysis Period (min) 15  
 Intersection LOS: B  
 ICU Level of Service A

Splits and Phases: 10: S. Yosemite St. & S. Chester St.





Queues  
10: S. Yosemite St. & S. Chester St.

Park Meadows  
07/19/2022



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Group Flow (vph)	74	665	605	435	316	73
v/c Ratio	0.24	0.33	0.58	0.56	0.21	0.10
Control Delay	9.7	11.0	18.6	5.0	10.2	3.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	9.7	11.0	18.6	5.0	10.2	3.2
Queue Length 50th (ft)	11	41	82	0	30	0
Queue Length 95th (ft)	28	59	124	51	46	14
Internal Link Dist (ft)		1762	970		396	
Turn Bay Length (ft)	200					140
Base Capacity (vph)	314	2570	1158	810	1492	729
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.24	0.26	0.52	0.54	0.21	0.10

Intersection Summary

HCM 6th Signalized Intersection Summary  
 10: S. Yosemite St. & S. Chester St.

Park Meadows  
 07/19/2022



Movement	EBL	EBT	WBT	WBR	SBL	SBR	
Lane Configurations							
Traffic Volume (veh/h)	68	612	557	400	291	67	
Future Volume (veh/h)	68	612	557	400	291	67	
Initial Q (Qb), veh	0	0	0	0	0	0	
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	
Work Zone On Approach		No	No		No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	
Adj Flow Rate, veh/h	74	665	605	435	316	73	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	
Percent Heavy Veh, %	2	2	2	2	2	2	
Cap, veh/h	335	2336	1116	498	1309	601	
Arrive On Green	0.06	0.46	0.31	0.31	0.38	0.38	
Sat Flow, veh/h	1781	5274	3647	1585	3456	1585	
Grp Volume(v), veh/h	74	665	605	435	316	73	
Grp Sat Flow(s),veh/h/ln	1781	1702	1777	1585	1728	1585	
Q Serve(g_s), s	1.4	4.5	7.7	14.3	3.4	1.6	
Cycle Q Clear(g_c), s	1.4	4.5	7.7	14.3	3.4	1.6	
Prop In Lane	1.00			1.00	1.00	1.00	
Lane Grp Cap(c), veh/h	335	2336	1116	498	1309	601	
V/C Ratio(X)	0.22	0.28	0.54	0.87	0.24	0.12	
Avail Cap(c_a), veh/h	397	2581	1163	519	1309	601	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	
Upstream Filter(l)	0.91	0.91	0.86	0.86	0.97	0.97	
Uniform Delay (d), s/veh	10.9	9.3	15.6	17.8	11.7	11.1	
Incr Delay (d2), s/veh	0.3	0.1	0.4	13.1	0.4	0.4	
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	
%ile BackOfQ(50%),veh/ln	0.5	1.4	2.8	6.4	1.2	1.9	
Unsig. Movement Delay, s/veh							
LnGrp Delay(d),s/veh	11.2	9.4	16.0	30.9	12.1	11.5	
LnGrp LOS	B	A	B	C	B	B	
Approach Vol, veh/h		739	1040		389		
Approach Delay, s/veh		9.6	22.2		12.0		
Approach LOS		A	C		B		
Timer - Assigned Phs				4	6	7	8
Phs Duration (G+Y+Rc), s				29.7	25.3	7.9	21.8
Change Period (Y+Rc), s				4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s				27.8	18.2	5.3	18.0
Max Q Clear Time (g_c+I1), s				6.5	5.4	3.4	16.3
Green Ext Time (p_c), s				4.7	1.1	0.0	1.0
<b>Intersection Summary</b>							
HCM 6th Ctrl Delay			16.1				
HCM 6th LOS			B				

Lanes and Geometrics  
 11: S. Chester St. & Westview Rd./NW Access Drive

Park Meadows  
 07/19/2022



Lane Group	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
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	85		0	0		0	90		0	190		0
Storage Lanes	1		0	1		1	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.97	0.95	0.95
Ped Bike Factor												
Frt		0.918				0.850		0.978			0.940	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1710	0	1770	1863	1583	1770	3461	0	3433	3327	0
Flt Permitted	0.730			0.689			0.950			0.950		
Satd. Flow (perm)	1360	1710	0	1283	1863	1583	1770	3461	0	3433	3327	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		58				234		38			199	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		259			217			476			565	
Travel Time (s)		5.9			4.9			10.8			12.8	

Intersection Summary

Area Type: Other

Timings  
 11: S. Chester St. & Westview Rd./NW Access Drive

Park Meadows  
 07/19/2022

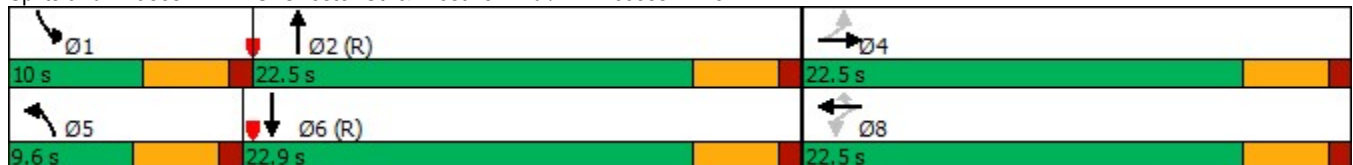


Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	107	44	41	39	215	86	331	213	278
Future Volume (vph)	107	44	41	39	215	86	331	213	278
Turn Type	Perm	NA	Perm	NA	Perm	Prot	NA	Prot	NA
Protected Phases		4		8		5	2	1	6
Permitted Phases	4		8		8				
Detector Phase	4	4	8	8	8	5	2	1	6
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	22.5	22.5	9.5	22.5	9.5	22.5
Total Split (s)	22.5	22.5	22.5	22.5	22.5	9.6	22.5	10.0	22.9
Total Split (%)	40.9%	40.9%	40.9%	40.9%	40.9%	17.5%	40.9%	18.2%	41.6%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag						Lead	Lag	Lead	Lag
Lead-Lag Optimize?						Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	C-Max	None	C-Max
Act Effct Green (s)	10.0	10.0	10.0	10.0	10.0	7.9	22.8	8.7	25.6
Actuated g/C Ratio	0.18	0.18	0.18	0.18	0.18	0.14	0.41	0.16	0.47
v/c Ratio	0.47	0.30	0.19	0.12	0.49	0.36	0.29	0.43	0.30
Control Delay	25.5	11.9	19.5	18.0	6.9	22.3	11.3	23.3	7.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	25.5	11.9	19.5	18.0	6.9	22.3	11.3	23.3	7.6
LOS	C	B	B	B	A	C	B	C	A
Approach Delay		19.0		10.1			13.3		12.6
Approach LOS		B		B			B		B

Intersection Summary

Cycle Length: 55  
 Actuated Cycle Length: 55  
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green  
 Natural Cycle: 55  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.49  
 Intersection Signal Delay: 13.1  
 Intersection LOS: B  
 Intersection Capacity Utilization 42.2%  
 ICU Level of Service A  
 Analysis Period (min) 15

Splits and Phases: 11: S. Chester St. & Westview Rd./NW Access Drive



Queues  
 11: S. Chester St. & Westview Rd./NW Access Drive

Park Meadows  
 07/19/2022



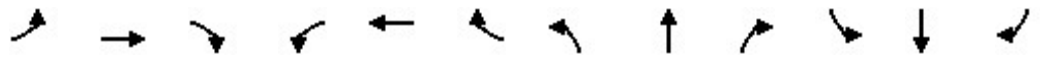
Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	116	106	45	42	234	93	423	232	501
v/c Ratio	0.47	0.30	0.19	0.12	0.49	0.36	0.29	0.43	0.30
Control Delay	25.5	11.9	19.5	18.0	6.9	22.3	11.3	23.3	7.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	25.5	11.9	19.5	18.0	6.9	22.3	11.3	23.3	7.6
Queue Length 50th (ft)	34	13	13	12	0	25	45	35	31
Queue Length 95th (ft)	68	43	32	30	43	m46	94	62	68
Internal Link Dist (ft)		179		137			396		485
Turn Bay Length (ft)	85					90		190	
Base Capacity (vph)	445	598	419	609	675	255	1459	541	1656
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.26	0.18	0.11	0.07	0.35	0.36	0.29	0.43	0.30

Intersection Summary

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

HCM 6th Signalized Intersection Summary  
 11: S. Chester St. & Westview Rd./NW Access Drive

Park Meadows  
 07/19/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↖	↗	↖	↖↗		↖↗	↖↗	
Traffic Volume (veh/h)	107	44	53	41	39	215	86	331	58	213	278	183
Future Volume (veh/h)	107	44	53	41	39	215	86	331	58	213	278	183
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	116	48	58	45	42	0	93	360	63	232	302	199
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	305	114	137	248	275		123	1541	267	340	1117	717
Arrive On Green	0.15	0.15	0.15	0.15	0.15	0.00	0.07	0.51	0.51	0.10	0.54	0.54
Sat Flow, veh/h	1365	771	932	1288	1870	1585	1781	3028	525	3456	2075	1332
Grp Volume(v), veh/h	116	0	106	45	42	0	93	210	213	232	257	244
Grp Sat Flow(s),veh/h/ln	1365	0	1703	1288	1870	1585	1781	1777	1776	1728	1777	1631
Q Serve(g_s), s	4.5	0.0	3.1	1.8	1.1	0.0	2.8	3.6	3.7	3.6	4.3	4.5
Cycle Q Clear(g_c), s	5.5	0.0	3.1	4.9	1.1	0.0	2.8	3.6	3.7	3.6	4.3	4.5
Prop In Lane	1.00		0.55	1.00		1.00	1.00		0.30	1.00		0.82
Lane Grp Cap(c), veh/h	305	0	251	248	275		123	904	904	340	957	878
V/C Ratio(X)	0.38	0.00	0.42	0.18	0.15		0.76	0.23	0.24	0.68	0.27	0.28
Avail Cap(c_a), veh/h	551	0	557	479	612		165	904	904	346	957	878
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	0.00	1.00	1.00	1.00	0.00	0.85	0.85	0.85	0.86	0.86	0.86
Uniform Delay (d), s/veh	22.9	0.0	21.3	23.6	20.5	0.0	25.2	7.5	7.5	24.0	6.9	6.9
Incr Delay (d2), s/veh	0.8	0.0	1.1	0.3	0.3	0.0	11.1	0.5	0.5	4.6	0.6	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.4	0.0	1.2	0.5	0.5	0.0	1.5	1.2	1.3	1.6	1.4	1.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	23.7	0.0	22.5	23.9	20.7	0.0	36.3	8.0	8.1	28.6	7.4	7.6
LnGrp LOS	C	A	C	C	C		D	A	A	C	A	A
Approach Vol, veh/h		222			87	A		516			733	
Approach Delay, s/veh		23.1			22.4			13.1			14.2	
Approach LOS		C			C			B			B	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.9	32.5		12.6	8.3	34.1		12.6				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	5.5	18.0		18.0	5.1	18.4		18.0				
Max Q Clear Time (g_c+I1), s	5.6	5.7		7.5	4.8	6.5		6.9				
Green Ext Time (p_c), s	0.0	2.0		0.6	0.0	2.4		0.2				

Intersection Summary

HCM 6th Ctrl Delay	15.6
HCM 6th LOS	B

Notes

Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

Lanes and Geometrics  
 12: Park Meadows Ring Rd. & North Access Drive



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕↕	↕	↗	↖	↗
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)		0%	0%		0%	
Storage Length (ft)	0			0	0	0
Storage Lanes	0			1	1	1
Taper Length (ft)	25				25	
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt				0.850		0.850
Flt Protected		0.987			0.950	
Satd. Flow (prot)	0	3493	1863	1583	1770	1583
Flt Permitted		0.987			0.950	
Satd. Flow (perm)	0	3493	1863	1583	1770	1583
Link Speed (mph)		30	30		30	
Link Distance (ft)		1249	1271		255	
Travel Time (s)		28.4	28.9		5.8	

Intersection Summary

Area Type: Other

HCM Unsignalized Intersection Capacity Analysis  
 12: Park Meadows Ring Rd. & North Access Drive

Park Meadows  
 07/19/2022



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↔↕	↕	↕	↕	↕
Traffic Volume (veh/h)	42	114	86	186	451	146
Future Volume (Veh/h)	42	114	86	186	451	146
Sign Control		Stop	Stop		Free	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	46	124	93	202	490	159
<b>Pedestrians</b>						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage (veh)						
Upstream signal (ft)	255					
pX, platoon unblocked						
vC, conflicting volume	1026	980	980	0	0	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1026	980	980	0	0	
tC, single (s)	7.1	6.5	6.5	6.2	4.1	
tC, 2 stage (s)						
tF (s)	3.5	4.0	4.0	3.3	2.2	
p0 queue free %	42	29	47	81	70	
cM capacity (veh/h)	79	174	174	1085	1623	
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	SB 1	SB 2
Volume Total	87	83	93	202	490	159
Volume Left	46	0	0	0	490	0
Volume Right	0	0	0	202	0	159
cSH	107	174	174	1085	1623	1700
Volume to Capacity	0.82	0.47	0.53	0.19	0.30	0.09
Queue Length 95th (ft)	116	56	68	17	32	0
Control Delay (s)	116.8	43.0	47.1	9.1	8.2	0.0
Lane LOS	F	E	E	A	A	
Approach Delay (s)	80.9		21.1		6.2	
Approach LOS	F		C			
<b>Intersection Summary</b>						
Average Delay	21.5					
Intersection Capacity Utilization	40.6%					
ICU Level of Service	A					
Analysis Period (min)	15					



Lanes and Geometrics  
 13: Park Meadows Ring Rd. & East Access Drive

Park Meadows  
 07/19/2022



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%		0%			0%
Storage Length (ft)	0	0		0	0	
Storage Lanes	1	1		1	0	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	0.95
Ped Bike Factor						
Frt		0.850		0.850		
Flt Protected	0.950					0.966
Satd. Flow (prot)	1770	1583	1863	1583	0	3419
Flt Permitted	0.950					0.966
Satd. Flow (perm)	1770	1583	1863	1583	0	3419
Link Speed (mph)	30		30			30
Link Distance (ft)	204		1336			1271
Travel Time (s)	4.6		30.4			28.9

Intersection Summary

Area Type: Other

HCM Unsignalized Intersection Capacity Analysis  
 13: Park Meadows Ring Rd. & East Access Drive

Park Meadows  
 07/19/2022



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						 
Traffic Volume (veh/h)	220	186	58	113	263	114
Future Volume (Veh/h)	220	186	58	113	263	114
Sign Control	Free		Stop		Stop	
Grade	0%		0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	239	202	63	123	286	124
<b>Pedestrians</b>						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage (veh)						
Upstream signal (ft)	204					
pX, platoon unblocked						
vC, conflicting volume	0		478	0	510	478
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	0		478	0	510	478
tC, single (s)	4.1		6.5	6.2	7.1	6.5
tC, 2 stage (s)						
tF (s)	2.2		4.0	3.3	3.5	4.0
p0 queue free %	85		85	89	13	70
cM capacity (veh/h)	1623		415	1085	331	415
<b>Direction, Lane #</b>	<b>WB 1</b>	<b>WB 2</b>	<b>NB 1</b>	<b>NB 2</b>	<b>SB 1</b>	<b>SB 2</b>
Volume Total	239	202	63	123	327	83
Volume Left	239	0	0	0	286	0
Volume Right	0	202	0	123	0	0
cSH	1623	1700	415	1085	339	415
Volume to Capacity	0.15	0.12	0.15	0.11	0.96	0.20
Queue Length 95th (ft)	13	0	13	10	259	18
Control Delay (s)	7.6	0.0	15.2	8.7	76.0	15.8
Lane LOS	A		C	A	F	C
Approach Delay (s)	4.1		10.9		63.9	
Approach LOS			B		F	
<b>Intersection Summary</b>						
Average Delay			29.0			
Intersection Capacity Utilization			40.1%	ICU Level of Service	A	
Analysis Period (min)			15			

Lanes and Geometrics  
 14: SE Access Drive & Park Meadows Ring Rd.



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↑		↑↑	↑	↑
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)		0	0		0	0
Storage Lanes		1	0		1	1
Taper Length (ft)			25		25	
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	1.00
Ped Bike Factor						
Frt		0.850				0.850
Flt Protected				0.969	0.950	
Satd. Flow (prot)	1863	1583	0	3429	1770	1583
Flt Permitted				0.969	0.950	
Satd. Flow (perm)	1863	1583	0	3429	1770	1583
Link Speed (mph)	30			30	30	
Link Distance (ft)	1566			1336	207	
Travel Time (s)	35.6			30.4	4.7	

Intersection Summary

Area Type: Other

HCM Unsignalized Intersection Capacity Analysis  
 14: SE Access Drive & Park Meadows Ring Rd.

Park Meadows  
 07/19/2022



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↗		↖	↖	↗
Traffic Volume (veh/h)	55	161	107	61	95	108
Future Volume (Veh/h)	55	161	107	61	95	108
Sign Control	Stop			Stop	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	60	175	116	66	103	117
<b>Pedestrians</b>						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage (veh)						
Upstream signal (ft)	207					
pX, platoon unblocked						
vC, conflicting volume	206	0	236	206	0	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	206	0	236	206	0	
tC, single (s)	6.5	6.2	7.1	6.5	4.1	
tC, 2 stage (s)						
tF (s)	4.0	3.3	3.5	4.0	2.2	
p0 queue free %	91	84	78	90	94	
cM capacity (veh/h)	647	1085	533	647	1623	
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	NB 2
Volume Total	60	175	138	44	103	117
Volume Left	0	0	116	0	103	0
Volume Right	0	175	0	0	0	117
cSH	647	1085	548	647	1623	1700
Volume to Capacity	0.09	0.16	0.25	0.07	0.06	0.07
Queue Length 95th (ft)	8	14	25	5	5	0
Control Delay (s)	11.1	9.0	13.8	11.0	7.4	0.0
Lane LOS	B	A	B	B	A	
Approach Delay (s)	9.5		13.1		3.4	
Approach LOS	A		B			
<b>Intersection Summary</b>						
Average Delay			8.4			
Intersection Capacity Utilization			24.5%		ICU Level of Service	A
Analysis Period (min)			15			

Lanes and Geometrics  
 15: Park Meadows Ring Rd. & SW Access Drive



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)	0	0	0			0
Storage Lanes	1	1	0			1
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	1.00
Ped Bike Factor						
Frt		0.850				0.850
Flt Protected	0.950			0.968		
Satd. Flow (prot)	1770	1583	0	3426	1863	1583
Flt Permitted	0.950			0.968		
Satd. Flow (perm)	1770	1583	0	3426	1863	1583
Link Speed (mph)	30			30	30	
Link Distance (ft)	367			1566	1358	
Travel Time (s)	8.3			35.6	30.9	

Intersection Summary

Area Type: Other

HCM Unsignalized Intersection Capacity Analysis  
 15: Park Meadows Ring Rd. & SW Access Drive

Park Meadows  
 07/19/2022



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	212	228	166	82	103	85
Future Volume (Veh/h)	212	228	166	82	103	85
Sign Control	Free		Stop		Stop	
Grade	0%		0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	230	248	180	89	112	92
<b>Pedestrians</b>						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage (veh)						
Upstream signal (ft)	367					
pX, platoon unblocked						
vC, conflicting volume	0		516	460	460	0
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	0		516	460	460	0
tC, single (s)	4.1		7.1	6.5	6.5	6.2
tC, 2 stage (s)						
tF (s)	2.2		3.5	4.0	4.0	3.3
p0 queue free %	86		41	79	74	92
cM capacity (veh/h)	1623		307	427	427	1085
Direction, Lane #	EB 1	EB 2	NB 1	NB 2	SB 1	SB 2
Volume Total	230	248	210	59	112	92
Volume Left	230	0	180	0	0	0
Volume Right	0	248	0	0	0	92
cSH	1623	1700	320	427	427	1085
Volume to Capacity	0.14	0.15	0.66	0.14	0.26	0.08
Queue Length 95th (ft)	12	0	108	12	26	7
Control Delay (s)	7.6	0.0	35.3	14.8	16.4	8.6
Lane LOS	A		E	B	C	A
Approach Delay (s)	3.6		30.8		12.9	
Approach LOS			D		B	
<b>Intersection Summary</b>						
Average Delay			13.3			
Intersection Capacity Utilization			34.3%	ICU Level of Service	A	
Analysis Period (min)			15			

Lanes and Geometrics  
 16: Park Meadows Ring Rd. & NW Access Drive

Park Meadows  
 07/19/2022



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%		0%		0%	
Storage Length (ft)	0	0	0			0
Storage Lanes	1	1	0			1
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	1.00
Ped Bike Factor						
Frt	0.850				0.850	
Flt Protected	0.950		0.959			
Satd. Flow (prot)	1770	1583	0	3394	1863	1583
Flt Permitted	0.950		0.959			
Satd. Flow (perm)	1770	1583	0	3394	1863	1583
Link Speed (mph)	30		30		30	
Link Distance (ft)	217		1358		1249	
Travel Time (s)	4.9		30.9		28.4	

Intersection Summary

Area Type: Other

HCM Unsignalized Intersection Capacity Analysis  
 16: Park Meadows Ring Rd. & NW Access Drive

Park Meadows  
 07/19/2022



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	165	138	200	35	95	112
Future Volume (Veh/h)	165	138	200	35	95	112
Sign Control	Free			Stop	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	179	150	217	38	103	122
<b>Pedestrians</b>						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage (veh)						
Upstream signal (ft)	217					
pX, platoon unblocked						
vC, conflicting volume	0		410	358	358	0
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	0		410	358	358	0
tC, single (s)	4.1		7.1	6.5	6.5	6.2
tC, 2 stage (s)						
tF (s)	2.2		3.5	4.0	4.0	3.3
p0 queue free %	89		43	92	80	89
cM capacity (veh/h)	1623		380	506	506	1085
<b>Direction, Lane #</b>	<b>EB 1</b>	<b>EB 2</b>	<b>NB 1</b>	<b>NB 2</b>	<b>SB 1</b>	<b>SB 2</b>
Volume Total	179	150	230	25	103	122
Volume Left	179	0	217	0	0	0
Volume Right	0	150	0	0	0	122
cSH	1623	1700	385	506	506	1085
Volume to Capacity	0.11	0.09	0.60	0.05	0.20	0.11
Queue Length 95th (ft)	9	0	93	4	19	9
Control Delay (s)	7.5	0.0	27.3	12.5	13.9	8.7
Lane LOS	A		D	B	B	A
Approach Delay (s)	4.1		25.8		11.1	
Approach LOS			D		B	
<b>Intersection Summary</b>						
Average Delay			12.9			
Intersection Capacity Utilization			33.6%	ICU Level of Service	A	
Analysis Period (min)			15			



Lanes and Geometrics  
 1: S. Yosemite St. & E. County Line Rd.

Park Meadows  
 07/19/2022



Lane Group	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	
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12	
Grade (%)	0%		0%		0%		0%		0%		0%		
Storage Length (ft)	175		350	600		0	235		0	210		0	
Storage Lanes	2		1	2		1	2		1	1		0	
Taper Length (ft)	25			25			25			25			
Lane Util. Factor	0.97	0.91	1.00	0.97	0.91	1.00	0.97	0.95	1.00	1.00	0.95	0.95	
Ped Bike Factor	Frt			0.850			0.850			0.850			0.948
Flt Protected	0.950			0.950			0.950			0.950			
Satd. Flow (prot)	3433	5085	1583	3433	5085	1583	3433	3539	1583	1770	3355	0	
Flt Permitted	0.950			0.950			0.950			0.950			
Satd. Flow (perm)	3433	5085	1583	3433	5085	1583	3433	3539	1583	1770	3355	0	
Right Turn on Red			Yes			Yes			Yes			Yes	
Satd. Flow (RTOR)			211			142			142			85	
Link Speed (mph)		30			30			30				30	
Link Distance (ft)		556			1568			1842				710	
Travel Time (s)		12.6			35.6			41.9				16.1	

Intersection Summary

Area Type: Other

Timings  
1: S. Yosemite St. & E. County Line Rd.

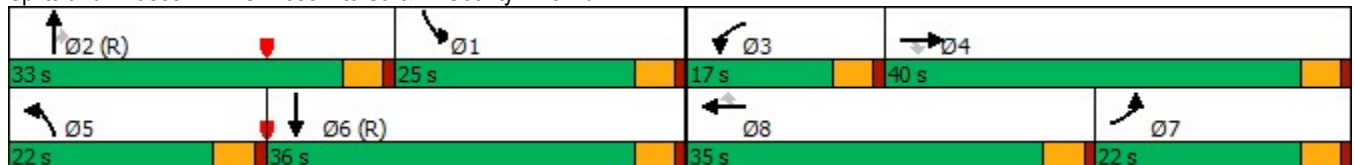
Park Meadows  
07/19/2022

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations											
Traffic Volume (vph)	191	772	194	121	650	68	201	263	83	105	256
Future Volume (vph)	191	772	194	121	650	68	201	263	83	105	256
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA
Protected Phases	7	4		3	8		5	2		1	6
Permitted Phases			4			8			2		
Detector Phase	7	4	4	3	8	8	5	2	2	1	6
Switch Phase											
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5
Total Split (s)	22.0	40.0	40.0	17.0	35.0	35.0	22.0	33.0	33.0	25.0	36.0
Total Split (%)	19.1%	34.8%	34.8%	14.8%	30.4%	30.4%	19.1%	28.7%	28.7%	21.7%	31.3%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lag	Lag	Lag	Lead	Lead	Lead	Lead	Lead	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	C-Max	C-Max	None	C-Max
Act Effct Green (s)	14.8	28.6	28.6	9.8	23.6	23.6	12.6	38.1	38.1	20.5	46.1
Actuated g/C Ratio	0.13	0.25	0.25	0.09	0.21	0.21	0.11	0.33	0.33	0.18	0.40
v/c Ratio	0.47	0.66	0.38	0.45	0.68	0.17	0.58	0.24	0.15	0.36	0.31
Control Delay	49.5	41.1	6.2	57.9	40.9	9.5	54.8	30.4	1.7	45.3	21.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	49.5	41.1	6.2	57.9	40.9	9.5	54.8	30.4	1.7	45.3	21.2
LOS	D	D	A	E	D	A	D	C	A	D	C
Approach Delay		36.7			40.8			35.0			26.3
Approach LOS		D			D			C			C

Intersection Summary

Cycle Length: 115  
 Actuated Cycle Length: 115  
 Offset: 72 (63%), Referenced to phase 2:NBT and 6:SBT, Start of Green  
 Natural Cycle: 65  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.68  
 Intersection Signal Delay: 35.8  
 Intersection LOS: D  
 Intersection Capacity Utilization 51.3%  
 ICU Level of Service A  
 Analysis Period (min) 15

Splits and Phases: 1: S. Yosemite St. & E. County Line Rd.



## Queues

Park Meadows

1: S. Yosemite St. &amp; E. County Line Rd.

07/19/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	208	839	211	132	707	74	218	286	90	114	427
v/c Ratio	0.47	0.66	0.38	0.45	0.68	0.17	0.58	0.24	0.15	0.36	0.31
Control Delay	49.5	41.1	6.2	57.9	40.9	9.5	54.8	30.4	1.7	45.3	21.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	49.5	41.1	6.2	57.9	40.9	9.5	54.8	30.4	1.7	45.3	21.2
Queue Length 50th (ft)	74	206	0	52	161	12	80	80	0	75	87
Queue Length 95th (ft)	109	231	54	86	197	36	117	132	10	132	154
Internal Link Dist (ft)		476			1488			1762			630
Turn Bay Length (ft)	175		350	600			235			210	
Base Capacity (vph)	529	1570	634	373	1348	524	522	1173	619	315	1394
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.39	0.53	0.33	0.35	0.52	0.14	0.42	0.24	0.15	0.36	0.31

## Intersection Summary

HCM 6th Signalized Intersection Summary  
 1: S. Yosemite St. & E. County Line Rd.

Park Meadows  
 07/19/2022

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	191	772	194	121	650	68	201	263	83	105	256	137
Future Volume (veh/h)	191	772	194	121	650	68	201	263	83	105	256	137
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	208	839	211	132	707	74	218	286	90	114	278	149
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	307	1137	353	194	970	301	287	881	393	565	1088	567
Arrive On Green	0.09	0.22	0.22	0.02	0.06	0.06	0.08	0.25	0.25	0.32	0.48	0.48
Sat Flow, veh/h	3456	5106	1585	3456	5106	1585	3456	3554	1585	1781	2259	1177
Grp Volume(v), veh/h	208	839	211	132	707	74	218	286	90	114	217	210
Grp Sat Flow(s),veh/h/ln	1728	1702	1585	1728	1702	1585	1728	1777	1585	1781	1777	1659
Q Serve(g_s), s	6.7	17.6	13.7	4.4	15.6	5.1	7.1	7.6	4.3	5.4	8.3	8.6
Cycle Q Clear(g_c), s	6.7	17.6	13.7	4.4	15.6	5.1	7.1	7.6	4.3	5.4	8.3	8.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.71
Lane Grp Cap(c), veh/h	307	1137	353	194	970	301	287	881	393	565	856	799
V/C Ratio(X)	0.68	0.74	0.60	0.68	0.73	0.25	0.76	0.32	0.23	0.20	0.25	0.26
Avail Cap(c_a), veh/h	526	1576	489	376	1354	420	526	881	393	565	856	799
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.78	0.78	0.78	0.82	0.82	0.82	1.00	1.00	1.00
Uniform Delay (d), s/veh	50.8	41.6	40.1	55.4	51.0	46.1	51.6	35.4	23.3	28.7	17.6	17.7
Incr Delay (d2), s/veh	2.6	1.2	1.6	3.3	1.0	0.3	3.4	0.8	1.1	0.2	0.7	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.0	7.5	5.5	2.0	7.2	2.1	3.2	3.4	2.1	2.3	3.5	3.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	53.4	42.8	41.7	58.7	52.0	46.4	55.0	36.2	24.4	28.8	18.3	18.5
LnGrp LOS	D	D	D	E	D	D	E	D	C	C	B	B
Approach Vol, veh/h		1258			913			594			541	
Approach Delay, s/veh		44.3			52.5			41.3			20.6	
Approach LOS		D			D			D			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	40.9	33.0	10.9	30.1	14.0	59.9	14.7	26.3				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	20.5	28.5	12.5	35.5	17.5	31.5	17.5	30.5				
Max Q Clear Time (g_c+I1), s	7.4	9.6	6.4	19.6	9.1	10.6	8.7	17.6				
Green Ext Time (p_c), s	0.2	2.0	0.2	6.0	0.4	2.6	0.4	4.2				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay			42.2									
HCM 6th LOS			D									

Lanes and Geometrics  
 2: S. Chester St. & E. County Line Rd.

Park Meadows  
 07/19/2022



Lane Group	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
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	550		0	525		0	135		0	125		110
Storage Lanes	2		1	2		0	2		1	2		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.97	0.91	1.00	0.97	0.86	0.86	0.97	0.95	1.00	0.97	0.95	1.00
Ped Bike Factor												
Frt			0.850		0.957				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	5085	1583	3433	6132	0	3433	3539	1583	3433	3539	1583
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3433	5085	1583	3433	6132	0	3433	3539	1583	3433	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			142		94				340			225
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1568			1050			565			792	
Travel Time (s)		35.6			23.9			12.8			18.0	

Intersection Summary

Area Type: Other

Timings  
2: S. Chester St. & E. County Line Rd.

Park Meadows  
07/19/2022

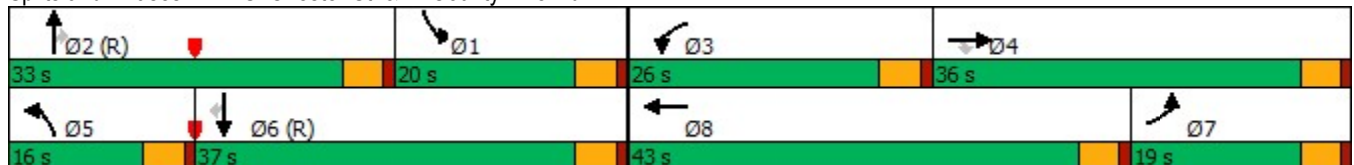


Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖↗	↑↑↑	↖	↖↗	↑↑↑	↖↗	↑↑	↖	↖↗	↑↑	↖
Traffic Volume (vph)	228	906	97	354	556	166	238	313	247	162	207
Future Volume (vph)	228	906	97	354	556	166	238	313	247	162	207
Turn Type	Prot	NA	Perm	Prot	NA	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8	5	2		1	6	
Permitted Phases			4					2			6
Detector Phase	7	4	4	3	8	5	2	2	1	6	6
Switch Phase											
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	22.5	9.5	22.5	9.5	22.5	22.5	9.5	22.5	22.5
Total Split (s)	19.0	36.0	36.0	26.0	43.0	16.0	33.0	33.0	20.0	37.0	37.0
Total Split (%)	16.5%	31.3%	31.3%	22.6%	37.4%	13.9%	28.7%	28.7%	17.4%	32.2%	32.2%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lag	Lag	Lag	Lead	Lead	Lead	Lead	Lead	Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	C-Max	C-Max	None	C-Max	C-Max
Act Effct Green (s)	25.5	30.0	30.0	17.8	22.4	10.5	33.6	33.6	15.5	38.6	38.6
Actuated g/C Ratio	0.22	0.26	0.26	0.15	0.19	0.09	0.29	0.29	0.13	0.34	0.34
v/c Ratio	0.33	0.74	0.20	0.72	0.66	0.57	0.25	0.48	0.58	0.15	0.33
Control Delay	19.5	23.5	1.5	42.1	29.2	57.5	33.3	6.3	52.3	29.0	5.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	19.5	23.5	1.5	42.1	29.2	57.5	33.3	6.3	52.3	29.0	5.6
LOS	B	C	A	D	C	E	C	A	D	C	A
Approach Delay		21.0			33.2		27.1			30.5	
Approach LOS		C			C		C			C	

Intersection Summary

Cycle Length: 115  
 Actuated Cycle Length: 115  
 Offset: 104 (90%), Referenced to phase 2:NBT and 6:SBT, Start of Green  
 Natural Cycle: 70  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.74  
 Intersection Signal Delay: 27.5  
 Intersection LOS: C  
 Intersection Capacity Utilization 56.2%  
 ICU Level of Service B  
 Analysis Period (min) 15

Splits and Phases: 2: S. Chester St. & E. County Line Rd.



Queues  
2: S. Chester St. & E. County Line Rd.

Park Meadows  
07/19/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	248	985	105	385	843	180	259	340	268	176	225
v/c Ratio	0.33	0.74	0.20	0.72	0.66	0.57	0.25	0.48	0.58	0.15	0.33
Control Delay	19.5	23.5	1.5	42.1	29.2	57.5	33.3	6.3	52.3	29.0	5.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	19.5	23.5	1.5	42.1	29.2	57.5	33.3	6.3	52.3	29.0	5.6
Queue Length 50th (ft)	61	262	0	144	155	66	79	0	97	49	0
Queue Length 95th (ft)	106	302	2	191	183	103	120	74	141	81	58
Internal Link Dist (ft)		1488			970		485			712	
Turn Bay Length (ft)	550			525		135			125		110
Base Capacity (vph)	759	1411	541	641	2115	343	1034	703	462	1187	680
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.33	0.70	0.19	0.60	0.40	0.52	0.25	0.48	0.58	0.15	0.33

Intersection Summary

HCM 6th Signalized Intersection Summary  
 2: S. Chester St. & E. County Line Rd.

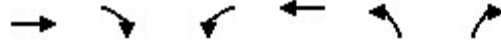
Park Meadows  
 07/19/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	228	906	97	354	556	220	166	238	313	247	162	207
Future Volume (veh/h)	228	906	97	354	556	220	166	238	313	247	162	207
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	248	985	105	385	604	239	180	259	340	268	176	225
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	563	1241	385	466	1037	341	241	881	393	753	1406	627
Arrive On Green	0.05	0.08	0.08	0.04	0.07	0.07	0.07	0.25	0.25	0.22	0.40	0.40
Sat Flow, veh/h	3456	5106	1585	3456	4826	1585	3456	3554	1585	3456	3554	1585
Grp Volume(v), veh/h	248	985	105	385	604	239	180	259	340	268	176	225
Grp Sat Flow(s),veh/h/ln	1728	1702	1585	1728	1609	1585	1728	1777	1585	1728	1777	1585
Q Serve(g_s), s	8.0	21.8	7.2	12.7	13.9	17.0	5.9	6.8	16.9	7.6	3.6	6.9
Cycle Q Clear(g_c), s	8.0	21.8	7.2	12.7	13.9	17.0	5.9	6.8	16.9	7.6	3.6	6.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	563	1241	385	466	1037	341	241	881	393	753	1406	627
V/C Ratio(X)	0.44	0.79	0.27	0.83	0.58	0.70	0.75	0.29	0.87	0.36	0.13	0.36
Avail Cap(c_a), veh/h	563	1399	434	646	1616	531	346	881	393	753	1406	627
HCM Platoon Ratio	0.33	0.33	0.33	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	0.78	0.78	0.78	0.99	0.99	0.99	0.89	0.89	0.89	1.00	1.00	1.00
Uniform Delay (d), s/veh	49.3	50.1	43.3	53.6	48.4	49.8	52.5	35.1	21.3	38.1	22.1	8.8
Incr Delay (d2), s/veh	0.4	2.3	0.3	6.1	0.5	2.6	4.7	0.8	19.8	0.3	0.2	1.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.7	10.2	3.0	6.3	6.1	7.5	2.7	3.0	8.4	3.2	1.6	4.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	49.7	52.3	43.6	59.7	48.9	52.4	57.1	35.8	41.0	38.4	22.3	10.4
LnGrp LOS	D	D	D	E	D	D	E	D	D	D	C	B
Approach Vol, veh/h		1338			1228			779			669	
Approach Delay, s/veh		51.2			53.0			43.0			24.8	
Approach LOS		D			D			D			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	29.5	33.0	20.0	32.4	12.5	50.0	23.2	29.2				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	15.5	28.5	21.5	31.5	11.5	32.5	14.5	38.5				
Max Q Clear Time (g_c+I1), s	9.6	18.9	14.7	23.8	7.9	8.9	10.0	19.0				
Green Ext Time (p_c), s	0.5	2.1	0.8	4.1	0.2	1.9	0.3	5.8				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay			45.8									
HCM 6th LOS			D									



Lanes and Geometrics  
 3: North Access Drive & E. County Line Rd.



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑	↑	↙↘	↑↑↑		↙↘
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)		0	350		0	0
Storage Lanes		1	2		0	2
Taper Length (ft)			25		25	
Lane Util. Factor	0.91	1.00	0.97	0.86	1.00	0.88
Ped Bike Factor						
Frt		0.850				0.850
Flt Protected			0.950			
Satd. Flow (prot)	5085	1583	3433	6408	0	2787
Flt Permitted			0.950			
Satd. Flow (perm)	5085	1583	3433	6408	0	2787
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		174				55
Link Speed (mph)	30			30	30	
Link Distance (ft)	1050			651	255	
Travel Time (s)	23.9			14.8	5.8	

Intersection Summary

Area Type: Other

Timings  
3: North Access Drive & E. County Line Rd.

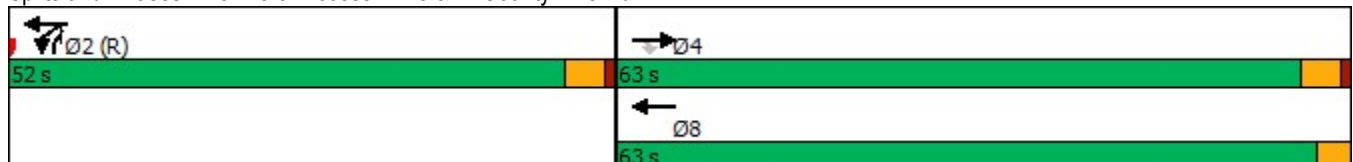


Lane Group	EBT	EBR	WBL	WBT	NBR	Ø8
Lane Configurations	↑↑↑	↗	↖	↑↑↑	↗	
Traffic Volume (vph)	1229	160	491	1209	485	
Future Volume (vph)	1229	160	491	1209	485	
Turn Type	NA	Perm	Prot	NA	Over	
Protected Phases	4		2	2 8	2	8
Permitted Phases		4			2	
Detector Phase	4	4	2	2 8	2	
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0		5.0	5.0
Minimum Split (s)	22.5	22.5	9.5		9.5	22.5
Total Split (s)	63.0	63.0	52.0		52.0	63.0
Total Split (%)	54.8%	54.8%	45.2%		45.2%	55%
Yellow Time (s)	3.5	3.5	3.5		3.5	3.0
All-Red Time (s)	1.0	1.0	1.0		1.0	0.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	
Total Lost Time (s)	4.5	4.5	4.5		4.5	
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	None	None	C-Max		C-Max	None
Act Effct Green (s)	45.8	45.8	60.2	115.0	60.2	
Actuated g/C Ratio	0.40	0.40	0.52	1.00	0.52	
v/c Ratio	0.66	0.24	0.30	0.21	0.36	
Control Delay	11.2	1.8	10.9	0.1	16.3	
Queue Delay	0.0	0.0	0.0	0.0	0.0	
Total Delay	11.2	1.8	10.9	0.1	16.3	
LOS	B	A	B	A	B	
Approach Delay	10.1			3.2		
Approach LOS	B			A		

Intersection Summary

Cycle Length: 115  
 Actuated Cycle Length: 115  
 Offset: 112 (97%), Referenced to phase 2:WBTL and 6:, Start of Green  
 Natural Cycle: 40  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.66  
 Intersection Signal Delay: 7.7  
 Intersection Capacity Utilization 48.2%  
 Analysis Period (min) 15  
 Intersection LOS: A  
 ICU Level of Service A

Splits and Phases: 3: North Access Drive & E. County Line Rd.



Queues  
3: North Access Drive & E. County Line Rd.



Lane Group	EBT	EBR	WBL	WBT	NBR
Lane Group Flow (vph)	1336	174	534	1314	527
v/c Ratio	0.66	0.24	0.30	0.21	0.36
Control Delay	11.2	1.8	10.9	0.1	16.3
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	11.2	1.8	10.9	0.1	16.3
Queue Length 50th (ft)	125	5	91	0	110
Queue Length 95th (ft)	139	m14	165	0	185
Internal Link Dist (ft)	970			571	
Turn Bay Length (ft)			350		
Base Capacity (vph)	2586	890	1796	6382	1484
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.52	0.20	0.30	0.21	0.36

Intersection Summary

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

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HCM 6th Edition methodology expects strict NEMA phasing.

Lanes and Geometrics  
 4: Park Meadow Center Dr. & E. County Line Rd.

Park Meadows  
 07/19/2022



Lane Group	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
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		325	0		100	0		250	250		175
Storage Lanes	0		1	0		1	0		1	3		2
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.86	1.00	1.00	0.91	1.00	1.00	1.00	0.76	0.94	0.95	0.88
Ped Bike Factor												
Frt			0.850			0.850			0.850			0.850
Flt Protected										0.950		
Satd. Flow (prot)	0	6408	1583	0	5085	1583	0	0	3610	4990	3539	2787
Flt Permitted										0.950		
Satd. Flow (perm)	0	6408	1583	0	5085	1583	0	0	3610	4990	3539	2787
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			203			57			858			755
Link Speed (mph)		30			30			30				30
Link Distance (ft)		651			987			1238				614
Travel Time (s)		14.8			22.4			28.1				14.0

Intersection Summary

Area Type: Other

Timings  
4: Park Meadow Center Dr. & E. County Line Rd.

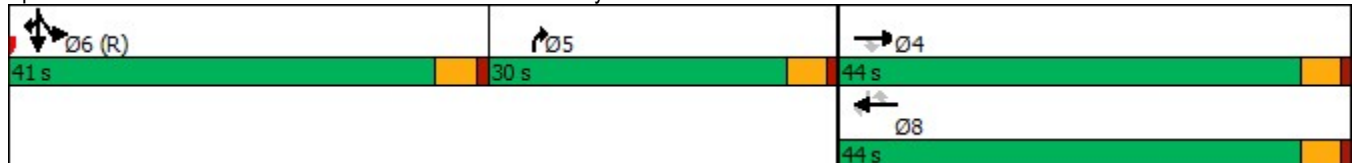


Lane Group	EBT	EBR	WBT	WBR	NBR	SBL	SBT	SBR
Lane Configurations	↑↑↑↑	↗	↑↑↑↑	↗	↗↗↗	↘↘↘	↑↑	↗↗
Traffic Volume (vph)	1435	187	770	39	870	76	641	695
Future Volume (vph)	1435	187	770	39	870	76	641	695
Turn Type	NA	Perm	NA	Perm	Prot	Split	NA	custom
Protected Phases	4		8		5	6	6	6
Permitted Phases		4		8				8
Detector Phase	4	4	8	8	5	6	6	6
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	22.5	9.5	22.5	22.5	22.5
Total Split (s)	44.0	44.0	44.0	44.0	30.0	41.0	41.0	41.0
Total Split (%)	38.3%	38.3%	38.3%	38.3%	26.1%	35.7%	35.7%	35.7%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag					Lag	Lead	Lead	Lead
Lead-Lag Optimize?					Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	C-Max	C-Max	C-Max
Act Effct Green (s)	43.8	43.8	43.8	43.8	11.5	46.2	46.2	94.5
Actuated g/C Ratio	0.38	0.38	0.38	0.38	0.10	0.40	0.40	0.82
v/c Ratio	0.64	0.28	0.43	0.07	0.83	0.04	0.49	0.31
Control Delay	14.4	3.0	26.2	5.9	12.9	24.3	29.0	0.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	14.4	3.0	26.2	5.9	12.9	24.3	29.0	0.6
LOS	B	A	C	A	B	C	C	A
Approach Delay	13.1		25.2				14.8	
Approach LOS	B		C				B	

Intersection Summary

Cycle Length: 115  
 Actuated Cycle Length: 115  
 Offset: 24 (21%), Referenced to phase 6:SBTL, Start of Green  
 Natural Cycle: 55  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.83  
 Intersection Signal Delay: 15.7  
 Intersection Capacity Utilization 56.5%  
 Analysis Period (min) 15  
 Intersection LOS: B  
 ICU Level of Service B

Splits and Phases: 4: Park Meadow Center Dr. & E. County Line Rd.





Lane Group	EBT	EBR	WBT	WBR	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	1560	203	837	42	946	83	697	755
v/c Ratio	0.64	0.28	0.43	0.07	0.83	0.04	0.49	0.31
Control Delay	14.4	3.0	26.2	5.9	12.9	24.3	29.0	0.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	14.4	3.0	26.2	5.9	12.9	24.3	29.0	0.6
Queue Length 50th (ft)	136	13	195	1	27	13	202	0
Queue Length 95th (ft)	261	29	238	9	74	27	294	14
Internal Link Dist (ft)	571		907				534	
Turn Bay Length (ft)		325		100	250	250		175
Base Capacity (vph)	2481	737	1969	648	1468	2002	1420	2424
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.63	0.28	0.43	0.06	0.64	0.04	0.49	0.31

#### Intersection Summary

HCM 6th Signalized Intersection Summary  
 4: Park Meadow Center Dr. & E. County Line Rd.

Park Meadows  
 07/19/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑	↗		↑↑↑	↗			↗↗↗	↘↘↘	↑↑	↗↗
Traffic Volume (veh/h)	0	1435	187	0	770	39	0	0	870	76	641	695
Future Volume (veh/h)	0	1435	187	0	770	39	0	0	870	76	641	695
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	0	1870	1870	0	1870	1870	0	0	1870	1870	1870	1870
Adj Flow Rate, veh/h	0	1560	0	0	837	0	0	0	946	83	697	755
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	2	2	0	2	2	0	0	2	2	2	2
Cap, veh/h	0	2036		0	1616		0	0	0	3040	2151	1689
Arrive On Green	0.00	0.10	0.00	0.00	0.32	0.00	0.00	0.00	0.00	0.61	0.61	0.61
Sat Flow, veh/h	0	6696	1585	0	5274	1585		0		5023	3554	2790
Grp Volume(v), veh/h	0	1560	0	0	837	0		0.0		83	697	755
Grp Sat Flow(s),veh/h/ln	0	1609	1585	0	1702	1585				1674	1777	1395
Q Serve(g_s), s	0.0	27.1	0.0	0.0	15.4	0.0				0.8	11.1	16.8
Cycle Q Clear(g_c), s	0.0	27.1	0.0	0.0	15.4	0.0				0.8	11.1	16.8
Prop In Lane	0.00		1.00	0.00		1.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	2036		0	1616					3040	2151	1689
V/C Ratio(X)	0.00	0.77		0.00	0.52					0.03	0.32	0.45
Avail Cap(c_a), veh/h	0	2210		0	1754					3040	2151	1689
HCM Platoon Ratio	1.00	0.33	0.33	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.80	0.00	0.00	0.96	0.00				1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	47.4	0.0	0.0	32.1	0.0				9.1	11.1	12.3
Incr Delay (d2), s/veh	0.0	1.2	0.0	0.0	0.2	0.0				0.0	0.4	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	11.9	0.0	0.0	6.4	0.0				0.3	4.3	5.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	48.6	0.0	0.0	32.4	0.0				9.1	11.5	13.1
LnGrp LOS	A	D		A	C					A	B	B
Approach Vol, veh/h		1560	A		837	A					1535	
Approach Delay, s/veh		48.6			32.4						12.2	
Approach LOS		D			C						B	
Timer - Assigned Phs				4		6		8				
Phs Duration (G+Y+Rc), s				40.9		74.1		40.9				
Change Period (Y+Rc), s				4.5		4.5		4.5				
Max Green Setting (Gmax), s				39.5		36.5		39.5				
Max Q Clear Time (g_c+I1), s				29.1		18.8		17.4				
Green Ext Time (p_c), s				7.2		8.3		6.1				

Intersection Summary		
HCM 6th Ctrl Delay		30.9
HCM 6th LOS		C

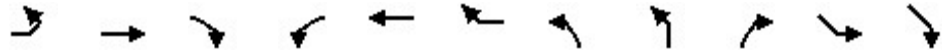
Notes

Unsignalized Delay for [EBR, WBR] is excluded from calculations of the approach delay and intersection delay.



Lanes and Geometrics  
 5: I-25 Ramps & E. County Line Rd.

Park Meadows  
 07/19/2022

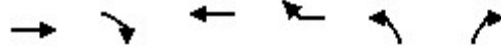


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL2	NBL	NBR	SEL	SER
Lane Configurations		↑↑↑	↑↑		↑↑↑	↑	↑↑		↑		
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%		0%	
Storage Length (ft)	0		200	0		100		180	0	0	0
Storage Lanes	0		1	0		1		2	1	0	0
Taper Length (ft)	25			25				25		25	
Lane Util. Factor	1.00	0.91	0.88	1.00	0.91	1.00	0.97	1.00	1.00	1.00	1.00
Ped Bike Factor											
Frt			0.850			0.850			0.850		
Flt Protected							0.950				
Satd. Flow (prot)	0	5085	2787	0	5085	1583	3433	0	1583	0	0
Flt Permitted							0.950				
Satd. Flow (perm)	0	5085	2787	0	5085	1583	3433	0	1583	0	0
Right Turn on Red			Yes			Yes			Yes		
Satd. Flow (RTOR)			1436			528			738		
Link Speed (mph)		30			30			30		30	
Link Distance (ft)		987			920			594		465	
Travel Time (s)		22.4			20.9			13.5		10.6	

Intersection Summary

Area Type: Other

Timings  
5: I-25 Ramps & E. County Line Rd.



Lane Group	EBT	EBR	WBT	WBR	NBL2	NBR
Lane Configurations	↑↑↑	↑↑	↑↑↑	↑	↑↑	↑
Traffic Volume (vph)	443	1321	307	486	514	58
Future Volume (vph)	443	1321	307	486	514	58
Turn Type	NA	Free	NA	Free	Prot	Free
Protected Phases	4		8		5	
Permitted Phases		Free		Free		Free
Detector Phase	4		8		5	
Switch Phase						
Minimum Initial (s)	5.0		5.0		5.0	
Minimum Split (s)	22.5		22.5		9.5	
Total Split (s)	46.0		46.0		69.0	
Total Split (%)	40.0%		40.0%		60.0%	
Yellow Time (s)	3.5		3.5		3.5	
All-Red Time (s)	1.0		1.0		1.0	
Lost Time Adjust (s)	0.0		0.0		0.0	
Total Lost Time (s)	4.5		4.5		4.5	
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	None		None		None	
Act Effct Green (s)	17.0	115.0	17.0	115.0	89.0	115.0
Actuated g/C Ratio	0.15	1.00	0.15	1.00	0.77	1.00
v/c Ratio	0.64	0.52	0.44	0.33	0.21	0.04
Control Delay	41.9	3.8	46.0	0.6	4.0	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	41.9	3.8	46.0	0.6	4.0	0.1
LOS	D	A	D	A	A	A
Approach Delay	13.4		18.2			
Approach LOS	B		B			

Intersection Summary

Cycle Length: 115  
 Actuated Cycle Length: 115  
 Offset: 18 (16%), Referenced to phase 2: and 6:, Start of Green  
 Natural Cycle: 40  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.64  
 Intersection Signal Delay: 12.8  
 Intersection Capacity Utilization 30.3%  
 Analysis Period (min) 15

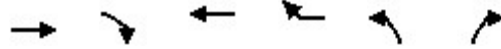
Intersection LOS: B  
 ICU Level of Service A

Splits and Phases: 5: I-25 Ramps & E. County Line Rd.



Queues  
5: I-25 Ramps & E. County Line Rd.

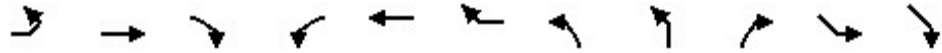
Park Meadows  
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Lane Group	EBT	EBR	WBT	WBR	NBL2	NBR
Lane Group Flow (vph)	482	1436	334	528	559	63
v/c Ratio	0.64	0.52	0.44	0.33	0.21	0.04
Control Delay	41.9	3.8	46.0	0.6	4.0	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	41.9	3.8	46.0	0.6	4.0	0.1
Queue Length 50th (ft)	132	268	83	0	48	0
Queue Length 95th (ft)	169	452	110	0	77	0
Internal Link Dist (ft)	907		840			
Turn Bay Length (ft)		200		100	180	
Base Capacity (vph)	1835	2787	1835	1583	2655	1583
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.26	0.52	0.18	0.33	0.21	0.04
<b>Intersection Summary</b>						

HCM 6th Signalized Intersection Summary  
5: I-25 Ramps & E. County Line Rd.

Park Meadows  
07/19/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL2	NBL	NBR	SEL	SER
Lane Configurations		↑↑↑	↑↑		↑↑↑	↑	↑↑		↑		
Traffic Volume (veh/h)	0	443	1321	0	307	486	514	0	58	0	0
Future Volume (veh/h)	0	443	1321	0	307	486	514	0	58	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00	1.00	1.00		
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
Work Zone On Approach		No			No			No			
Adj Sat Flow, veh/h/ln	0	1870	1870	0	1870	1870	1870	1870	1870		
Adj Flow Rate, veh/h	0	482	0	0	334	0	559	559	0		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92		
Percent Heavy Veh, %	0	2	2	0	2	2	2	2	2		
Cap, veh/h	0	720		0	720		2698	2698			
Arrive On Green	0.00	0.05	0.00	0.00	0.14	0.00	0.78	0.78	0.00		
Sat Flow, veh/h	0	5274	2790	0	5274	1585	3456	3456	1585		
Grp Volume(v), veh/h	0	482	0	0	334	0	559	559	0		
Grp Sat Flow(s),veh/h/ln	0	1702	1395	0	1702	1585	1728	1728	1585		
Q Serve(g_s), s	0.0	10.7	0.0	0.0	6.9	0.0	4.9	4.9	0.0		
Cycle Q Clear(g_c), s	0.0	10.7	0.0	0.0	6.9	0.0	4.9	4.9	0.0		
Prop In Lane	0.00		1.00	0.00		1.00	1.00	1.00	1.00		
Lane Grp Cap(c), veh/h	0	720		0	720		2698	2698			
V/C Ratio(X)	0.00	0.67		0.00	0.46		0.21	0.21			
Avail Cap(c_a), veh/h	0	1843		0	1843		2698	2698			
HCM Platoon Ratio	1.00	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00		
Upstream Filter(I)	0.00	0.66	0.00	0.00	1.00	0.00	1.00	1.00	0.00		
Uniform Delay (d), s/veh	0.0	52.2	0.0	0.0	45.4	0.0	3.3	3.3	0.0		
Incr Delay (d2), s/veh	0.0	0.7	0.0	0.0	0.5	0.0	0.0	0.0	0.0		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln	0.0	4.9	0.0	0.0	3.0	0.0	1.4	1.4	0.0		
Unsig. Movement Delay, s/veh											
LnGrp Delay(d),s/veh	0.0	52.9	0.0	0.0	45.9	0.0	3.3	3.3	0.0		
LnGrp LOS	A	D		A	D		A	A			
Approach Vol, veh/h		482	A		334	A	559	559	A		
Approach Delay, s/veh		52.9			45.9		3.3	3.3			
Approach LOS		D			D		A	A			
Timer - Assigned Phs		2		4				8			
Phs Duration (G+Y+Rc), s		94.3		20.7				20.7			
Change Period (Y+Rc), s		4.5		4.5				4.5			
Max Green Setting (Gmax), s		64.5		41.5				41.5			
Max Q Clear Time (g_c+I1), s		6.9		12.7				8.9			
Green Ext Time (p_c), s		2.2		3.5				2.4			

Intersection Summary

HCM 6th Ctrl Delay	31.0
HCM 6th LOS	C

Notes

Unsignalized Delay for [NBR, EBR, WBR] is excluded from calculations of the approach delay and intersection delay.

Lanes and Geometrics  
 6: Park Meadow Center Dr. & East Access Drive



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)	0	0	110			0
Storage Lanes	2	1	1			0
Taper Length (ft)	25		25			
Lane Util. Factor	0.97	1.00	1.00	0.95	0.95	0.95
Ped Bike Factor						
Frt		0.850			0.923	
Flt Protected	0.950		0.950			
Satd. Flow (prot)	3433	1583	1770	3539	3267	0
Flt Permitted	0.950		0.183			
Satd. Flow (perm)	3433	1583	341	3539	3267	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		207			463	
Link Speed (mph)	30			30	30	
Link Distance (ft)	204			1551	1238	
Travel Time (s)	4.6			35.3	28.1	

Intersection Summary

Area Type: Other

Timings  
6: Park Meadow Center Dr. & East Access Drive

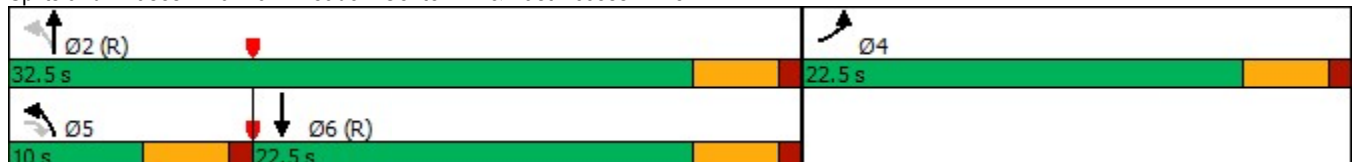


Lane Group	EBL	EBR	NBL	NBT	SBT
Lane Configurations	↖ ↗	↗	↖	↑ ↑	↑ ↓
Traffic Volume (vph)	374	190	94	486	402
Future Volume (vph)	374	190	94	486	402
Turn Type	Prot	Perm	pm+pt	NA	NA
Protected Phases	4		5	2	6
Permitted Phases		5	2		
Detector Phase	4	5	5	2	6
Switch Phase					
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	9.5	9.5	22.5	22.5
Total Split (s)	22.5	10.0	10.0	32.5	22.5
Total Split (%)	40.9%	18.2%	18.2%	59.1%	40.9%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5
Lead/Lag		Lead	Lead		Lag
Lead-Lag Optimize?		Yes	Yes		Yes
Recall Mode	None	None	None	C-Max	C-Max
Act Effect Green (s)	11.7	7.0	34.3	34.3	22.8
Actuated g/C Ratio	0.21	0.13	0.62	0.62	0.41
v/c Ratio	0.56	0.54	0.26	0.24	0.55
Control Delay	22.0	9.9	13.0	6.8	7.8
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	22.0	9.9	13.0	6.8	7.8
LOS	C	A	B	A	A
Approach Delay	17.9			7.8	7.8
Approach LOS	B			A	A

Intersection Summary

Cycle Length: 55  
 Actuated Cycle Length: 55  
 Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBT, Start of Green  
 Natural Cycle: 55  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.56  
 Intersection Signal Delay: 10.7  
 Intersection LOS: B  
 Intersection Capacity Utilization 51.9%  
 ICU Level of Service A  
 Analysis Period (min) 15

Splits and Phases: 6: Park Meadow Center Dr. & East Access Drive





Lane Group	EBL	EBR	NBL	NBT	SBT
Lane Group Flow (vph)	407	207	102	528	900
v/c Ratio	0.56	0.54	0.26	0.24	0.55
Control Delay	22.0	9.9	13.0	6.8	7.8
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	22.0	9.9	13.0	6.8	7.8
Queue Length 50th (ft)	61	0	19	38	47
Queue Length 95th (ft)	90	47	58	85	108
Internal Link Dist (ft)	124			1471	1158
Turn Bay Length (ft)			110		
Base Capacity (vph)	1123	381	393	2205	1625
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.36	0.54	0.26	0.24	0.55

## Intersection Summary

HCM 6th Signalized Intersection Summary  
6: Park Meadow Center Dr. & East Access Drive

Park Meadows  
07/19/2022



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	374	190	94	486	402	426
Future Volume (veh/h)	374	190	94	486	402	426
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	407	207	102	528	437	463
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	650	298	436	2304	879	784
Arrive On Green	0.19	0.19	0.07	0.65	0.49	0.49
Sat Flow, veh/h	3456	1585	1781	3647	1870	1585
Grp Volume(v), veh/h	407	207	102	528	437	463
Grp Sat Flow(s),veh/h/ln	1728	1585	1781	1777	1777	1585
Q Serve(g_s), s	6.0	6.7	1.3	3.4	9.1	11.5
Cycle Q Clear(g_c), s	6.0	6.7	1.3	3.4	9.1	11.5
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	650	298	436	2304	879	784
V/C Ratio(X)	0.63	0.69	0.23	0.23	0.50	0.59
Avail Cap(c_a), veh/h	1131	519	486	2304	879	784
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	0.79	0.79	0.90	0.90
Uniform Delay (d), s/veh	20.6	20.9	6.6	4.0	9.3	9.9
Incr Delay (d2), s/veh	1.0	2.9	0.2	0.2	1.8	2.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.3	6.0	0.4	0.8	3.2	3.8
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	21.5	23.8	6.8	4.2	11.1	12.8
LnGrp LOS	C	C	A	A	B	B
Approach Vol, veh/h	614			630	900	
Approach Delay, s/veh	22.3			4.6	12.0	
Approach LOS	C			A	B	
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		40.2		14.8	8.4	31.7
Change Period (Y+Rc), s		4.5		4.5	4.5	4.5
Max Green Setting (Gmax), s		28.0		18.0	5.5	18.0
Max Q Clear Time (g_c+I1), s		5.4		8.7	3.3	13.5
Green Ext Time (p_c), s		3.6		1.6	0.0	2.4
<b>Intersection Summary</b>						
HCM 6th Ctrl Delay			12.8			
HCM 6th LOS			B			



Lanes and Geometrics  
7: SE Access Drive & Park Meadow Center Dr.

Park Meadows  
07/19/2022



Lane Group	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
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%				0%
Storage Length (ft)	150		0	100		0	0		0	0		0
Storage Lanes	1		0	1		0	1		0	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.988			0.979			0.890				0.850
Flt Protected	0.950			0.950			0.950				0.974	
Satd. Flow (prot)	1770	3497	0	1770	3465	0	1770	1658	0	0	1814	1583
Flt Permitted	0.351			0.374			0.654				0.790	
Satd. Flow (perm)	654	3497	0	697	3465	0	1218	1658	0	0	1472	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		17			35			114				274
Link Speed (mph)		30			30			30				30
Link Distance (ft)		1110			1551			164				207
Travel Time (s)		25.2			35.3			3.7				4.7

Intersection Summary

Area Type: Other

Timings  
7: SE Access Drive & Park Meadow Center Dr.

Park Meadows  
07/19/2022

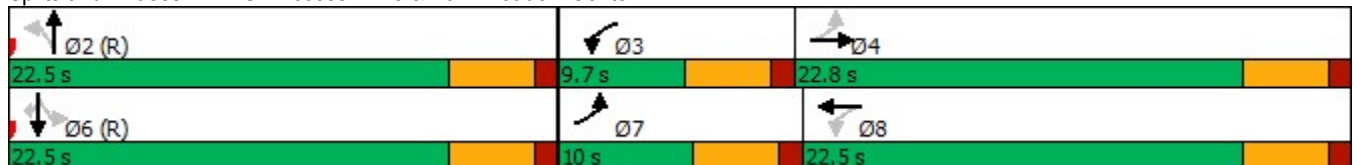


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations	↖	↕	↖	↕	↖	↕		↕	↗
Traffic Volume (vph)	163	437	91	418	95	38	81	69	252
Future Volume (vph)	163	437	91	418	95	38	81	69	252
Turn Type	pm+pt	NA	pm+pt	NA	Perm	NA	Perm	NA	Perm
Protected Phases	7	4	3	8		2		6	
Permitted Phases	4		8		2		6		6
Detector Phase	7	4	3	8	2	2	6	6	6
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	9.5	22.5	22.5	22.5	22.5	22.5	22.5
Total Split (s)	10.0	22.8	9.7	22.5	22.5	22.5	22.5	22.5	22.5
Total Split (%)	18.2%	41.5%	17.6%	40.9%	40.9%	40.9%	40.9%	40.9%	40.9%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5		4.5	4.5
Lead/Lag	Lead	Lag	Lead	Lag					
Lead-Lag Optimize?	Yes	Yes	Yes	Yes					
Recall Mode	None	None	None	None	C-Max	C-Max	C-Max	C-Max	C-Max
Act Effct Green (s)	18.3	13.9	17.8	13.6	24.4	24.4		24.4	24.4
Actuated g/C Ratio	0.33	0.25	0.32	0.25	0.44	0.44		0.44	0.44
v/c Ratio	0.54	0.58	0.30	0.60	0.19	0.19		0.25	0.32
Control Delay	16.2	19.6	7.9	14.5	13.4	5.5		13.4	3.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0
Total Delay	16.2	19.6	7.9	14.5	13.4	5.5		13.4	3.4
LOS	B	B	A	B	B	A		B	A
Approach Delay		18.7		13.5		8.7		7.1	
Approach LOS		B		B		A		A	

Intersection Summary

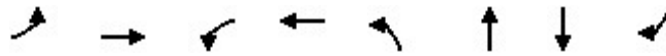
Cycle Length: 55  
 Actuated Cycle Length: 55  
 Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green  
 Natural Cycle: 55  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.60  
 Intersection Signal Delay: 13.3  
 Intersection Capacity Utilization 54.3%  
 Analysis Period (min) 15  
 Intersection LOS: B  
 ICU Level of Service A

Splits and Phases: 7: SE Access Drive & Park Meadow Center Dr.



Queues

7: SE Access Drive & Park Meadow Center Dr.



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	177	516	99	527	103	155	163	274
v/c Ratio	0.54	0.58	0.30	0.60	0.19	0.19	0.25	0.32
Control Delay	16.2	19.6	7.9	14.5	13.4	5.5	13.4	3.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	16.2	19.6	7.9	14.5	13.4	5.5	13.4	3.4
Queue Length 50th (ft)	34	74	14	52	21	8	34	0
Queue Length 95th (ft)	57	101	m14	63	56	42	81	41
Internal Link Dist (ft)		1030		1471		84	127	
Turn Bay Length (ft)	150		100					
Base Capacity (vph)	328	1174	326	1157	539	798	652	854
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.54	0.44	0.30	0.46	0.19	0.19	0.25	0.32

Intersection Summary

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

HCM 6th Signalized Intersection Summary  
 7: SE Access Drive & Park Meadow Center Dr.

Park Meadows  
 07/19/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	163	437	38	91	418	67	95	38	105	81	69	252
Future Volume (veh/h)	163	437	38	91	418	67	95	38	105	81	69	252
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	177	475	41	99	454	73	103	41	114	88	75	274
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	374	797	69	357	649	104	495	194	538	405	317	702
Arrive On Green	0.10	0.24	0.24	0.07	0.21	0.21	0.44	0.44	0.44	0.44	0.44	0.44
Sat Flow, veh/h	1781	3311	285	1781	3068	491	1032	437	1215	686	716	1585
Grp Volume(v), veh/h	177	254	262	99	262	265	103	0	155	163	0	274
Grp Sat Flow(s),veh/h/ln	1781	1777	1819	1781	1777	1782	1032	0	1652	1402	0	1585
Q Serve(g_s), s	4.2	7.0	7.0	2.3	7.5	7.6	3.9	0.0	3.2	1.8	0.0	6.4
Cycle Q Clear(g_c), s	4.2	7.0	7.0	2.3	7.5	7.6	8.9	0.0	3.2	5.0	0.0	6.4
Prop In Lane	1.00		0.16	1.00		0.28	1.00		0.74	0.54		1.00
Lane Grp Cap(c), veh/h	374	428	438	357	376	377	495	0	732	722	0	702
V/C Ratio(X)	0.47	0.59	0.60	0.28	0.70	0.70	0.21	0.00	0.21	0.23	0.00	0.39
Avail Cap(c_a), veh/h	374	591	605	399	582	583	495	0	732	722	0	702
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00	0.81	0.81	0.81	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	15.1	18.5	18.5	15.3	20.1	20.1	12.8	0.0	9.4	9.8	0.0	10.3
Incr Delay (d2), s/veh	0.9	1.3	1.3	0.3	1.9	2.0	1.0	0.0	0.7	0.7	0.0	1.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	2.7	2.8	0.9	3.0	3.1	0.9	0.0	1.1	1.2	0.0	2.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	16.1	19.8	19.8	15.6	22.0	22.0	13.7	0.0	10.1	10.5	0.0	11.9
LnGrp LOS	B	B	B	B	C	C	B	A	B	B	A	B
Approach Vol, veh/h		693			626			258				437
Approach Delay, s/veh		18.9			21.0			11.5				11.4
Approach LOS		B			C			B				B
Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		28.9	8.4	17.7		28.9	10.0	16.1				
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5	4.5	4.5				
Max Green Setting (Gmax), s		18.0	5.2	18.3		18.0	5.5	18.0				
Max Q Clear Time (g_c+I1), s		10.9	4.3	9.0		8.4	6.2	9.6				
Green Ext Time (p_c), s		0.7	0.0	2.1		1.4	0.0	2.1				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay				17.0								
HCM 6th LOS				B								

Lanes and Geometrics  
 8: S. Yosemite St. & Park Meadow Center Dr.

Park Meadows  
 07/19/2022



Lane Group	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
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	240		240	110		275	220		235
Storage Lanes	0		0	1		1	2		1	2		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	0.91	0.91	1.00	0.97	0.91	1.00	0.97	0.91	1.00
Ped Bike Factor												
Frt						0.850			0.850			0.850
Flt Protected				0.950	0.985		0.950			0.950		
Satd. Flow (prot)	0	0	0	1610	3339	1583	3433	5085	1583	3433	5085	1583
Flt Permitted				0.950	0.985		0.403			0.205		
Satd. Flow (perm)	0	0	0	1610	3339	1583	1456	5085	1583	741	5085	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						216			732			239
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		440			1021			458			636	
Travel Time (s)		10.0			23.2			10.4			14.5	

Intersection Summary

Area Type: Other

Timings  
8: S. Yosemite St. & Park Meadow Center Dr.

Park Meadows  
07/19/2022



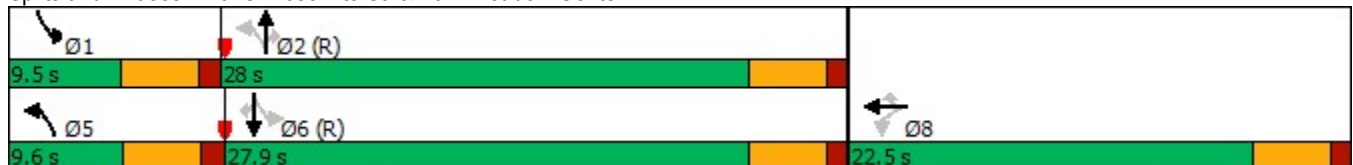
Lane Group	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations									
Traffic Volume (vph)	399	359	245	188	969	673	203	558	267
Future Volume (vph)	399	359	245	188	969	673	203	558	267
Turn Type	Perm	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases		8		5	2		1	6	
Permitted Phases	8		8	2		2	6		6
Detector Phase	8	8	8	5	2	2	1	6	6
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5	22.5
Total Split (s)	22.5	22.5	22.5	9.6	28.0	28.0	9.5	27.9	27.9
Total Split (%)	37.5%	37.5%	37.5%	16.0%	46.7%	46.7%	15.8%	46.5%	46.5%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag				Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?				Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	C-Max	C-Max	None	C-Max	C-Max
Act Effct Green (s)	16.4	16.4	16.4	30.2	24.6	24.6	30.1	24.6	24.6
Actuated g/C Ratio	0.27	0.27	0.27	0.50	0.41	0.41	0.50	0.41	0.41
v/c Ratio	0.61	0.61	0.45	0.22	0.50	0.68	0.36	0.29	0.37
Control Delay	25.3	21.9	7.2	7.0	14.5	5.0	8.2	12.7	4.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	25.3	21.9	7.2	7.0	14.5	5.0	8.2	12.7	4.8
LOS	C	C	A	A	B	A	A	B	A
Approach Delay		19.1			10.3			9.7	
Approach LOS		B			B			A	

Intersection Summary

Cycle Length: 60  
 Actuated Cycle Length: 60  
 Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green  
 Natural Cycle: 60  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.68  
 Intersection Signal Delay: 12.4  
 Intersection Capacity Utilization 55.0%  
 Analysis Period (min) 15

Intersection LOS: B  
 ICU Level of Service A

Splits and Phases: 8: S. Yosemite St. & Park Meadow Center Dr.



Queues

8: S. Yosemite St. & Park Meadow Center Dr.



Lane Group	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	269	555	266	204	1053	732	221	607	290
v/c Ratio	0.61	0.61	0.45	0.22	0.50	0.68	0.36	0.29	0.37
Control Delay	25.3	21.9	7.2	7.0	14.5	5.0	8.2	12.7	4.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	25.3	21.9	7.2	7.0	14.5	5.0	8.2	12.7	4.8
Queue Length 50th (ft)	89	91	13	16	103	0	17	53	11
Queue Length 95th (ft)	161	137	61	28	138	59	30	77	53
Internal Link Dist (ft)		941			378			556	
Turn Bay Length (ft)	240		240	110		275	220		235
Base Capacity (vph)	483	1001	626	914	2086	1081	619	2085	790
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.56	0.55	0.42	0.22	0.50	0.68	0.36	0.29	0.37

Intersection Summary

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HCM 6th Edition methodology does not support turning movements with shared & exclusive lanes.



Lanes and Geometrics  
 9: S. Yosemite St. & SW Access Drive

Park Meadows  
 07/19/2022



Lane Group	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
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	140		0	450		0
Storage Lanes	1		0	1		0	1		1	2		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	0.97	0.91	0.91
Ped Bike Factor												
Frt		0.878			0.861				0.850		0.990	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1635	0	1770	1604	0	1770	3539	1583	3433	5034	0
Flt Permitted	0.664			0.719			0.950			0.950		
Satd. Flow (perm)	1237	1635	0	1339	1604	0	1770	3539	1583	3433	5034	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		47			133				336		19	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		205			367			636			1050	
Travel Time (s)		4.7			8.3			14.5			23.9	

Intersection Summary

Area Type: Other

Timings  
9: S. Yosemite St. & SW Access Drive

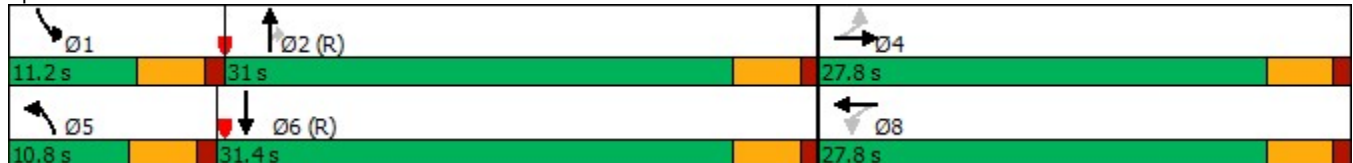


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations	↖	↗	↖	↗	↖	↑↑	↗	↖↗	↑↑↗
Traffic Volume (vph)	37	10	232	10	49	854	309	124	780
Future Volume (vph)	37	10	232	10	49	854	309	124	780
Turn Type	Perm	NA	Perm	NA	Prot	NA	Perm	Prot	NA
Protected Phases		4		8	5	2		1	6
Permitted Phases	4		8				2		
Detector Phase	4	4	8	8	5	2	2	1	6
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5
Total Split (s)	27.8	27.8	27.8	27.8	10.8	31.0	31.0	11.2	31.4
Total Split (%)	39.7%	39.7%	39.7%	39.7%	15.4%	44.3%	44.3%	16.0%	44.9%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag					Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?					Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	C-Max	C-Max	None	C-Max
Act Effct Green (s)	17.9	17.9	17.9	17.9	6.7	33.5	33.5	7.2	36.1
Actuated g/C Ratio	0.26	0.26	0.26	0.26	0.10	0.48	0.48	0.10	0.52
v/c Ratio	0.13	0.13	0.73	0.28	0.32	0.55	0.36	0.38	0.35
Control Delay	18.7	7.9	36.2	5.9	34.8	16.6	3.2	32.7	12.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	18.7	7.9	36.2	5.9	34.8	16.6	3.2	32.7	12.4
LOS	B	A	D	A	C	B	A	C	B
Approach Delay		12.3		25.2		13.9			15.0
Approach LOS		B		C		B			B

Intersection Summary

Cycle Length: 70  
 Actuated Cycle Length: 70  
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green  
 Natural Cycle: 60  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.73  
 Intersection Signal Delay: 15.8  
 Intersection LOS: B  
 Intersection Capacity Utilization 59.8%  
 ICU Level of Service B  
 Analysis Period (min) 15

Splits and Phases: 9: S. Yosemite St. & SW Access Drive



Queues  
9: S. Yosemite St. & SW Access Drive

Park Meadows  
07/19/2022



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	40	58	252	144	53	928	336	135	911
v/c Ratio	0.13	0.13	0.73	0.28	0.32	0.55	0.36	0.38	0.35
Control Delay	18.7	7.9	36.2	5.9	34.8	16.6	3.2	32.7	12.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	18.7	7.9	36.2	5.9	34.8	16.6	3.2	32.7	12.4
Queue Length 50th (ft)	13	4	98	4	21	155	0	28	91
Queue Length 95th (ft)	32	26	158	38	54	235	47	54	136
Internal Link Dist (ft)		125		287		556			970
Turn Bay Length (ft)					140			450	
Base Capacity (vph)	411	575	445	622	172	1691	932	360	2604
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.10	0.10	0.57	0.23	0.31	0.55	0.36	0.38	0.35

Intersection Summary

HCM 6th Signalized Intersection Summary  
 9: S. Yosemite St. & SW Access Drive

Park Meadows  
 07/19/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗		↖	↑↑	↗	↖↗	↑↑↗	
Traffic Volume (veh/h)	37	10	43	232	10	122	49	854	309	124	780	58
Future Volume (veh/h)	37	10	43	232	10	122	49	854	309	124	780	58
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	40	11	47	252	11	133	53	928	336	135	848	63
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	321	77	330	401	31	369	82	1747	779	229	2482	184
Arrive On Green	0.25	0.25	0.25	0.25	0.25	0.25	0.05	0.49	0.49	0.07	0.51	0.51
Sat Flow, veh/h	1244	310	1323	1345	123	1481	1781	3554	1585	3456	4851	359
Grp Volume(v), veh/h	40	0	58	252	0	144	53	928	336	135	594	317
Grp Sat Flow(s),veh/h/ln	1244	0	1632	1345	0	1604	1781	1777	1585	1728	1702	1806
Q Serve(g_s), s	1.9	0.0	1.9	12.6	0.0	5.2	2.0	12.6	9.6	2.7	7.2	7.3
Cycle Q Clear(g_c), s	7.1	0.0	1.9	14.5	0.0	5.2	2.0	12.6	9.6	2.7	7.2	7.3
Prop In Lane	1.00		0.81	1.00		0.92	1.00		1.00	1.00		0.20
Lane Grp Cap(c), veh/h	321	0	407	401	0	400	82	1747	779	229	1742	924
V/C Ratio(X)	0.12	0.00	0.14	0.63	0.00	0.36	0.65	0.53	0.43	0.59	0.34	0.34
Avail Cap(c_a), veh/h	425	0	543	513	0	534	160	1747	779	331	1742	924
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.86	0.86	0.86	0.97	0.97	0.97
Uniform Delay (d), s/veh	24.6	0.0	20.4	26.1	0.0	21.7	32.8	12.3	11.5	31.8	10.1	10.1
Incr Delay (d2), s/veh	0.2	0.0	0.2	1.6	0.0	0.5	7.2	1.0	1.5	2.3	0.5	1.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	0.0	0.7	4.0	0.0	1.9	1.0	4.6	3.3	1.1	2.5	2.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	24.8	0.0	20.6	27.7	0.0	22.2	40.0	13.3	13.0	34.1	10.6	11.1
LnGrp LOS	C	A	C	C	A	C	D	B	B	C	B	B
Approach Vol, veh/h		98			396			1317			1046	
Approach Delay, s/veh		22.3			25.7			14.3			13.8	
Approach LOS		C			C			B			B	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.1	38.9		22.0	7.7	40.3		22.0				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	6.7	26.5		23.3	6.3	26.9		23.3				
Max Q Clear Time (g_c+I1), s	4.7	14.6		9.1	4.0	9.3		16.5				
Green Ext Time (p_c), s	0.1	6.0		0.3	0.0	5.8		1.0				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay				16.0								
HCM 6th LOS				B								

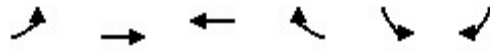


Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)		0%	0%		0%	
Storage Length (ft)	200			0	0	140
Storage Lanes	1			1	2	1
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	0.91	0.95	1.00	0.97	1.00
Ped Bike Factor						
Frt				0.850		0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1770	5085	3539	1583	3433	1583
Flt Permitted	0.234				0.950	
Satd. Flow (perm)	436	5085	3539	1583	3433	1583
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)				462		91
Link Speed (mph)		30	30		30	
Link Distance (ft)		1842	1050		476	
Travel Time (s)		41.9	23.9		10.8	

Intersection Summary

Area Type: Other

Timings  
10: S. Yosemite St. & S. Chester St.

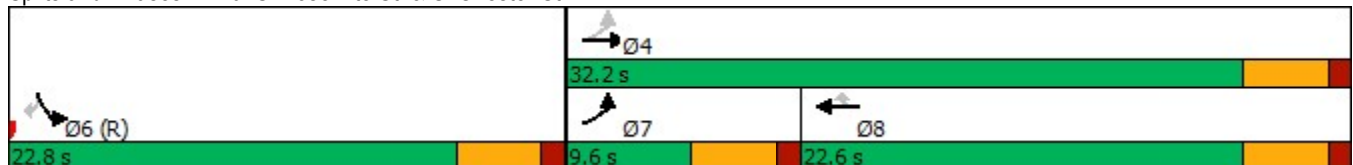


Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↖	↑↑↑	↑↑	↗	↙↘	↘
Traffic Volume (vph)	75	581	595	425	373	84
Future Volume (vph)	75	581	595	425	373	84
Turn Type	pm+pt	NA	NA	Perm	Prot	Perm
Protected Phases	7	4	8		6	
Permitted Phases	4			8		6
Detector Phase	7	4	8	8	6	6
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	22.5	22.5	22.5	22.5
Total Split (s)	9.6	32.2	22.6	22.6	22.8	22.8
Total Split (%)	17.5%	58.5%	41.1%	41.1%	41.5%	41.5%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead		Lag	Lag		
Lead-Lag Optimize?	Yes		Yes	Yes		
Recall Mode	None	None	None	None	C-Max	C-Max
Act Effct Green (s)	22.4	22.4	16.6	16.6	23.6	23.6
Actuated g/C Ratio	0.41	0.41	0.30	0.30	0.43	0.43
v/c Ratio	0.27	0.31	0.60	0.58	0.27	0.12
Control Delay	10.2	10.7	18.7	5.0	10.7	3.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	10.2	10.7	18.7	5.0	10.7	3.3
LOS	B	B	B	A	B	A
Approach Delay		10.6	13.0		9.3	
Approach LOS		B	B		A	

Intersection Summary

Cycle Length: 55  
 Actuated Cycle Length: 55  
 Offset: 0 (0%), Referenced to phase 2: and 6:SBL, Start of Green  
 Natural Cycle: 55  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.60  
 Intersection Signal Delay: 11.5  
 Intersection Capacity Utilization 42.5%  
 Analysis Period (min) 15  
 Intersection LOS: B  
 ICU Level of Service A

Splits and Phases: 10: S. Yosemite St. & S. Chester St.

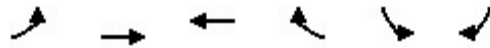


Queues

10: S. Yosemite St. & S. Chester St.

Park Meadows

07/19/2022



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Group Flow (vph)	82	632	647	462	405	91
v/c Ratio	0.27	0.31	0.60	0.58	0.27	0.12
Control Delay	10.2	10.7	18.7	5.0	10.7	3.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	10.2	10.7	18.7	5.0	10.7	3.3
Queue Length 50th (ft)	13	39	89	0	40	0
Queue Length 95th (ft)	30	57	133	52	60	16
Internal Link Dist (ft)		1762	970		396	
Turn Bay Length (ft)	200					140
Base Capacity (vph)	301	2560	1164	830	1473	731
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.27	0.25	0.56	0.56	0.27	0.12

Intersection Summary

HCM 6th Signalized Intersection Summary  
 10: S. Yosemite St. & S. Chester St.

Park Meadows  
 07/19/2022



Movement	EBL	EBT	WBT	WBR	SBL	SBR	
Lane Configurations							
Traffic Volume (veh/h)	75	581	595	425	373	84	
Future Volume (veh/h)	75	581	595	425	373	84	
Initial Q (Qb), veh	0	0	0	0	0	0	
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	
Work Zone On Approach		No	No		No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	
Adj Flow Rate, veh/h	82	632	647	462	405	91	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	
Percent Heavy Veh, %	2	2	2	2	2	2	
Cap, veh/h	335	2403	1151	513	1264	580	
Arrive On Green	0.06	0.47	0.32	0.32	0.37	0.37	
Sat Flow, veh/h	1781	5274	3647	1585	3456	1585	
Grp Volume(v), veh/h	82	632	647	462	405	91	
Grp Sat Flow(s),veh/h/ln	1781	1702	1777	1585	1728	1585	
Q Serve(g_s), s	1.5	4.1	8.3	15.3	4.6	2.1	
Cycle Q Clear(g_c), s	1.5	4.1	8.3	15.3	4.6	2.1	
Prop In Lane	1.00			1.00	1.00	1.00	
Lane Grp Cap(c), veh/h	335	2403	1151	513	1264	580	
V/C Ratio(X)	0.25	0.26	0.56	0.90	0.32	0.16	
Avail Cap(c_a), veh/h	384	2572	1169	522	1264	580	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	
Upstream Filter(l)	0.94	0.94	0.83	0.83	0.97	0.97	
Uniform Delay (d), s/veh	10.7	8.8	15.4	17.7	12.5	11.7	
Incr Delay (d2), s/veh	0.4	0.1	0.5	15.9	0.6	0.6	
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	
%ile BackOfQ(50%),veh/ln	0.5	1.3	3.0	7.1	1.7	2.4	
Unsig. Movement Delay, s/veh							
LnGrp Delay(d),s/veh	11.0	8.9	15.9	33.7	13.2	12.3	
LnGrp LOS	B	A	B	C	B	B	
Approach Vol, veh/h		714	1109		496		
Approach Delay, s/veh		9.1	23.3		13.0		
Approach LOS		A	C		B		
Timer - Assigned Phs				4	6	7	8
Phs Duration (G+Y+Rc), s				30.4	24.6	8.1	22.3
Change Period (Y+Rc), s				4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s				27.7	18.3	5.1	18.1
Max Q Clear Time (g_c+I1), s				6.1	6.6	3.5	17.3
Green Ext Time (p_c), s				4.4	1.4	0.0	0.5
<b>Intersection Summary</b>							
HCM 6th Ctrl Delay			16.7				
HCM 6th LOS			B				



Lanes and Geometrics  
 11: S. Chester St. & Westview Rd./NW Access Drive

Park Meadows  
 07/19/2022



Lane Group	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
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	85		0	0		0	90		0	190		0
Storage Lanes	1		0	1		1	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.97	0.95	0.95
Ped Bike Factor		0.903				0.850		0.974			0.950	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1682	0	1770	1863	1583	1770	3447	0	3433	3362	0
Flt Permitted	0.726			0.655			0.950			0.950		
Satd. Flow (perm)	1352	1682	0	1220	1863	1583	1770	3447	0	3433	3362	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		104				366		47			160	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		259			217			476			565	
Travel Time (s)		5.9			4.9			10.8			12.8	

Intersection Summary

Area Type: Other

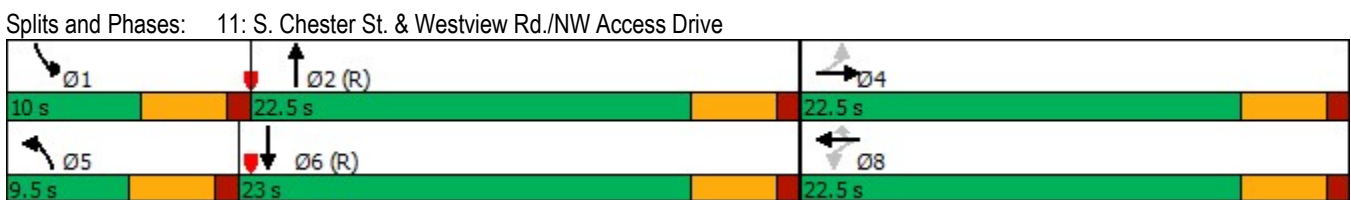
Timings  
11: S. Chester St. & Westview Rd./NW Access Drive

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT	
Lane Configurations										
Traffic Volume (vph)	113	52	50	44	337	83	350	265	296	
Future Volume (vph)	113	52	50	44	337	83	350	265	296	
Turn Type	Perm	NA	Perm	NA	Perm	Prot	NA	Prot	NA	
Protected Phases		4		8		5	2	1	6	
Permitted Phases	4		8		8					
Detector Phase	4	4	8	8	8	5	2	1	6	
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	22.5	22.5	22.5	22.5	22.5	9.5	22.5	9.5	22.5	
Total Split (s)	22.5	22.5	22.5	22.5	22.5	9.5	22.5	10.0	23.0	
Total Split (%)	40.9%	40.9%	40.9%	40.9%	40.9%	17.3%	40.9%	18.2%	41.8%	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	
Lead/Lag						Lead	Lag	Lead	Lag	
Lead-Lag Optimize?						Yes	Yes	Yes	Yes	
Recall Mode	None	None	None	None	None	None	C-Max	None	C-Max	
Act Effct Green (s)	10.6	10.6	10.6	10.6	10.6	7.4	21.7	9.2	25.5	
Actuated g/C Ratio	0.19	0.19	0.19	0.19	0.19	0.13	0.39	0.17	0.46	
v/c Ratio	0.47	0.39	0.23	0.13	0.61	0.38	0.33	0.50	0.29	
Control Delay	24.5	10.3	19.3	17.2	7.1	23.7	12.1	24.9	8.2	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	24.5	10.3	19.3	17.2	7.1	23.7	12.1	24.9	8.2	
LOS	C	B	B	B	A	C	B	C	A	
Approach Delay		16.5		9.5			14.0		14.5	
Approach LOS		B		A			B		B	

**Intersection Summary**

Cycle Length: 55  
 Actuated Cycle Length: 55  
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green  
 Natural Cycle: 55  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.61  
 Intersection Signal Delay: 13.5  
 Intersection Capacity Utilization 50.3%  
 Analysis Period (min) 15

Intersection LOS: B  
 ICU Level of Service A





Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	123	161	54	48	366	90	458	288	482
v/c Ratio	0.47	0.39	0.23	0.13	0.61	0.38	0.33	0.50	0.29
Control Delay	24.5	10.3	19.3	17.2	7.1	23.7	12.1	24.9	8.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	24.5	10.3	19.3	17.2	7.1	23.7	12.1	24.9	8.2
Queue Length 50th (ft)	36	16	15	13	0	24	51	43	34
Queue Length 95th (ft)	67	49	35	30	50	m45	101	#89	71
Internal Link Dist (ft)		179		137			396		485
Turn Bay Length (ft)	85					90		190	
Base Capacity (vph)	442	620	399	609	764	238	1385	575	1644
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.28	0.26	0.14	0.08	0.48	0.38	0.33	0.50	0.29

**Intersection Summary**

- # 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.
- m Volume for 95th percentile queue is metered by upstream signal.

HCM 6th Signalized Intersection Summary  
 11: S. Chester St. & Westview Rd./NW Access Drive

Park Meadows  
 07/19/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗	↖	↖	↖↗		↖↗	↖↗	
Traffic Volume (veh/h)	113	52	96	50	44	337	83	350	72	265	296	147
Future Volume (veh/h)	113	52	96	50	44	337	83	350	72	265	296	147
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	123	57	104	54	48	0	90	380	78	288	322	160
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	332	101	184	231	318		121	1425	290	346	1197	582
Arrive On Green	0.17	0.17	0.17	0.17	0.17	0.00	0.07	0.48	0.48	0.10	0.52	0.52
Sat Flow, veh/h	1357	593	1082	1225	1870	1585	1781	2942	598	3456	2317	1127
Grp Volume(v), veh/h	123	0	161	54	48	0	90	228	230	288	245	237
Grp Sat Flow(s),veh/h/ln	1357	0	1676	1225	1870	1585	1781	1777	1763	1728	1777	1667
Q Serve(g_s), s	4.7	0.0	4.9	2.3	1.2	0.0	2.7	4.2	4.3	4.5	4.3	4.4
Cycle Q Clear(g_c), s	5.9	0.0	4.9	7.2	1.2	0.0	2.7	4.2	4.3	4.5	4.3	4.4
Prop In Lane	1.00		0.65	1.00		1.00	1.00		0.34	1.00		0.68
Lane Grp Cap(c), veh/h	332	0	285	231	318		121	861	854	346	918	861
V/C Ratio(X)	0.37	0.00	0.56	0.23	0.15		0.74	0.26	0.27	0.83	0.27	0.27
Avail Cap(c_a), veh/h	545	0	548	424	612		162	861	854	346	918	861
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	0.00	1.00	1.00	1.00	0.00	0.83	0.83	0.83	0.87	0.87	0.87
Uniform Delay (d), s/veh	21.9	0.0	21.0	24.2	19.4	0.0	25.2	8.4	8.4	24.3	7.5	7.5
Incr Delay (d2), s/veh	0.7	0.0	1.8	0.5	0.2	0.0	10.0	0.6	0.6	14.1	0.6	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.4	0.0	1.9	0.7	0.5	0.0	1.4	1.5	1.5	2.4	1.4	1.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	22.6	0.0	22.7	24.8	19.7	0.0	35.2	9.0	9.1	38.4	8.1	8.2
LnGrp LOS	C	A	C	C	B		D	A	A	D	A	A
Approach Vol, veh/h		284			102	A		548			770	
Approach Delay, s/veh		22.7			22.4			13.3			19.4	
Approach LOS		C			C			B			B	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	10.0	31.1		13.9	8.2	32.9		13.9				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	5.5	18.0		18.0	5.0	18.5		18.0				
Max Q Clear Time (g_c+I1), s	6.5	6.3		7.9	4.7	6.4		9.2				
Green Ext Time (p_c), s	0.0	2.1		0.9	0.0	2.3		0.2				

Intersection Summary

HCM 6th Ctrl Delay	18.2
HCM 6th LOS	B

Notes

Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

Lanes and Geometrics  
 12: Park Meadows Ring Rd. & North Access Drive

Park Meadows  
 07/19/2022



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕↕	↕	↕	↕	↕
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)		0%	0%		0%	
Storage Length (ft)	0			0	0	0
Storage Lanes	0			1	1	1
Taper Length (ft)	25				25	
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt				0.850		0.850
Flt Protected		0.978			0.950	
Satd. Flow (prot)	0	3461	1863	1583	1770	1583
Flt Permitted		0.978			0.950	
Satd. Flow (perm)	0	3461	1863	1583	1770	1583
Link Speed (mph)		30	30		30	
Link Distance (ft)		1249	1271		255	
Travel Time (s)		28.4	28.9		5.8	

Intersection Summary

Area Type: Other

HCM Unsignalized Intersection Capacity Analysis  
 12: Park Meadows Ring Rd. & North Access Drive

Park Meadows  
 07/19/2022



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕↕	↕	↕	↕	↕
Traffic Volume (veh/h)	100	123	177	385	476	175
Future Volume (Veh/h)	100	123	177	385	476	175
Sign Control		Stop	Stop		Free	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	109	134	192	418	517	190
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	1130	1034	1034	0	0	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1130	1034	1034	0	0	
tC, single (s)	7.1	6.5	6.5	6.2	4.1	
tC, 2 stage (s)						
tF (s)	3.5	4.0	4.0	3.3	2.2	
p0 queue free %	0	15	0	61	68	
cM capacity (veh/h)	0	158	158	1085	1623	
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	SB 1	SB 2
Volume Total	154	89	192	418	517	190
Volume Left	109	0	0	0	517	0
Volume Right	0	0	0	418	0	190
cSH	0	158	158	1085	1623	1700
Volume to Capacity	Err	0.56	1.21	0.39	0.32	0.11
Queue Length 95th (ft)	Err	73	271	46	35	0
Control Delay (s)	Err	53.8	197.2	10.4	8.3	0.0
Lane LOS	F	F	F	B	A	
Approach Delay (s)	Err		69.2		6.0	
Approach LOS	F		F			
Intersection Summary						
Average Delay			Err			
Intersection Capacity Utilization			52.0%		ICU Level of Service	A
Analysis Period (min)			15			

Lanes and Geometrics  
 13: Park Meadows Ring Rd. & East Access Drive

Park Meadows  
 07/19/2022



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%		0%			0%
Storage Length (ft)	0	0		0	0	
Storage Lanes	1	1		1	0	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	0.95
Ped Bike Factor						
Frt		0.850		0.850		
Flt Protected	0.950					0.966
Satd. Flow (prot)	1770	1583	1863	1583	0	3419
Flt Permitted	0.950					0.966
Satd. Flow (perm)	1770	1583	1863	1583	0	3419
Link Speed (mph)	30		30			30
Link Distance (ft)	204		1336			1271
Travel Time (s)	4.6		30.4			28.9

Intersection Summary

Area Type: Other

HCM Unsignalized Intersection Capacity Analysis  
 13: Park Meadows Ring Rd. & East Access Drive

Park Meadows  
 07/19/2022



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						 
Traffic Volume (veh/h)	203	347	86	168	335	138
Future Volume (Veh/h)	203	347	86	168	335	138
Sign Control	Free		Stop		Stop	
Grade	0%		0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	221	377	93	183	364	150
<b>Pedestrians</b>						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage (veh)						
Upstream signal (ft)	204					
pX, platoon unblocked						
vC, conflicting volume	0		442	0	488	442
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	0		442	0	488	442
tC, single (s)	4.1		6.5	6.2	7.1	6.5
tC, 2 stage (s)						
tF (s)	2.2		4.0	3.3	3.5	4.0
p0 queue free %	86		79	83	0	66
cM capacity (veh/h)	1623		440	1085	307	440
<b>Direction, Lane #</b>	<b>WB 1</b>	<b>WB 2</b>	<b>NB 1</b>	<b>NB 2</b>	<b>SB 1</b>	<b>SB 2</b>
Volume Total	221	377	93	183	414	100
Volume Left	221	0	0	0	364	0
Volume Right	0	377	0	183	0	0
cSH	1623	1700	440	1085	318	440
Volume to Capacity	0.14	0.22	0.21	0.17	1.30	0.23
Queue Length 95th (ft)	12	0	20	15	495	22
Control Delay (s)	7.6	0.0	15.4	9.0	189.8	15.6
Lane LOS	A		C	A	F	C
Approach Delay (s)	2.8		11.1		155.9	
Approach LOS			B		F	
<b>Intersection Summary</b>						
Average Delay			61.2			
Intersection Capacity Utilization			43.1%	ICU Level of Service	A	
Analysis Period (min)			15			



Lanes and Geometrics  
 14: SE Access Drive & Park Meadows Ring Rd.



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↑		↑↑	↑	↑
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)		0	0		0	0
Storage Lanes		1	0		1	1
Taper Length (ft)			25		25	
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	1.00
Ped Bike Factor						
Frt		0.850				0.850
Flt Protected				0.966	0.950	
Satd. Flow (prot)	1863	1583	0	3419	1770	1583
Flt Permitted				0.966	0.950	
Satd. Flow (perm)	1863	1583	0	3419	1770	1583
Link Speed (mph)	30			30	30	
Link Distance (ft)	1566			1336	207	
Travel Time (s)	35.6			30.4	4.7	

Intersection Summary

Area Type: Other

HCM Unsignalized Intersection Capacity Analysis  
 14: SE Access Drive & Park Meadows Ring Rd.

Park Meadows  
 07/19/2022



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↑		↑↑	↑	↑
Traffic Volume (veh/h)	85	217	184	75	130	124
Future Volume (Veh/h)	85	217	184	75	130	124
Sign Control	Stop			Stop	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	92	236	200	82	141	135
<b>Pedestrians</b>						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage (veh)						
Upstream signal (ft)	207					
pX, platoon unblocked						
vC, conflicting volume	282	0	328	282	0	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	282	0	328	282	0	
tC, single (s)	6.5	6.2	7.1	6.5	4.1	
tC, 2 stage (s)						
tF (s)	4.0	3.3	3.5	4.0	2.2	
p0 queue free %	84	78	50	86	91	
cM capacity (veh/h)	572	1085	401	572	1623	
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	NB 2
Volume Total	92	236	227	55	141	135
Volume Left	0	0	200	0	141	0
Volume Right	0	236	0	0	0	135
cSH	572	1085	416	572	1623	1700
Volume to Capacity	0.16	0.22	0.55	0.10	0.09	0.08
Queue Length 95th (ft)	14	21	80	8	7	0
Control Delay (s)	12.5	9.2	23.6	12.0	7.4	0.0
Lane LOS	B	A	C	B	A	
Approach Delay (s)	10.2		21.3		3.8	
Approach LOS	B		C			
<b>Intersection Summary</b>						
Average Delay	11.7					
Intersection Capacity Utilization	30.7%		ICU Level of Service			A
Analysis Period (min)	15					

Lanes and Geometrics  
 15: Park Meadows Ring Rd. & SW Access Drive

Park Meadows  
 07/19/2022



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)	0	0	0			0
Storage Lanes	1	1	0			1
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	1.00
Ped Bike Factor						
Frt		0.850				0.850
FIt Protected	0.950			0.965		
Satd. Flow (prot)	1770	1583	0	3415	1863	1583
FIt Permitted	0.950			0.965		
Satd. Flow (perm)	1770	1583	0	3415	1863	1583
Link Speed (mph)	30			30	30	
Link Distance (ft)	367			1566	1358	
Travel Time (s)	8.3			35.6	30.9	

Intersection Summary

Area Type: Other

HCM Unsignalized Intersection Capacity Analysis  
 15: Park Meadows Ring Rd. & SW Access Drive

Park Meadows  
 07/19/2022



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	172	250	254	99	132	150
Future Volume (Veh/h)	172	250	254	99	132	150
Sign Control	Free			Stop	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	187	272	276	108	143	163
<b>Pedestrians</b>						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage (veh)						
Upstream signal (ft)	367					
pX, platoon unblocked						
vC, conflicting volume	0		446	374	374	0
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	0		446	374	374	0
tC, single (s)	4.1		7.1	6.5	6.5	6.2
tC, 2 stage (s)						
tF (s)	2.2		3.5	4.0	4.0	3.3
p0 queue free %	88		13	78	71	85
cM capacity (veh/h)	1623		316	493	493	1085
Direction, Lane #	EB 1	EB 2	NB 1	NB 2	SB 1	SB 2
Volume Total	187	272	312	72	143	163
Volume Left	187	0	276	0	0	0
Volume Right	0	272	0	0	0	163
cSH	1623	1700	329	493	493	1085
Volume to Capacity	0.12	0.16	0.95	0.15	0.29	0.15
Queue Length 95th (ft)	10	0	245	13	30	13
Control Delay (s)	7.5	0.0	73.3	13.6	15.3	8.9
Lane LOS	A		F	B	C	A
Approach Delay (s)	3.1		62.1		11.9	
Approach LOS			F		B	
<b>Intersection Summary</b>						
Average Delay			25.1			
Intersection Capacity Utilization			40.5%	ICU Level of Service	A	
Analysis Period (min)			15			

Lanes and Geometrics  
 16: Park Meadows Ring Rd. & NW Access Drive

Park Meadows  
 07/19/2022



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)	0	0	0			0
Storage Lanes	1	1	0			1
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	1.00
Ped Bike Factor						
Frt		0.850				0.850
Flt Protected	0.950			0.964		
Satd. Flow (prot)	1770	1583	0	3412	1863	1583
Flt Permitted	0.950			0.964		
Satd. Flow (perm)	1770	1583	0	3412	1863	1583
Link Speed (mph)	30			30	30	
Link Distance (ft)	217			1358	1249	
Travel Time (s)	4.9			30.9	28.4	

Intersection Summary

Area Type: Other

HCM Unsignalized Intersection Capacity Analysis  
 16: Park Meadows Ring Rd. & NW Access Drive



































Park Meadows  
 07/19/2022



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	95	260	300	107	126	179
Future Volume (Veh/h)	95	260	300	107	126	179
Sign Control	Free			Stop	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	103	283	326	116	137	195
<b>Pedestrians</b>						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage (veh)						
Upstream signal (ft)	217					
pX, platoon unblocked						
vC, conflicting volume	0		274	206	206	0
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	0		274	206	206	0
tC, single (s)	4.1		7.1	6.5	6.5	6.2
tC, 2 stage (s)						
tF (s)	2.2		3.5	4.0	4.0	3.3
p0 queue free %	94		27	82	79	82
cM capacity (veh/h)	1623		444	647	647	1085
<b>Direction, Lane #</b>	<b>EB 1</b>	<b>EB 2</b>	<b>NB 1</b>	<b>NB 2</b>	<b>SB 1</b>	<b>SB 2</b>
Volume Total	103	283	365	77	137	195
Volume Left	103	0	326	0	0	0
Volume Right	0	283	0	0	0	195
cSH	1623	1700	459	647	647	1085
Volume to Capacity	0.06	0.17	0.79	0.12	0.21	0.18
Queue Length 95th (ft)	5	0	180	10	20	16
Control Delay (s)	7.4	0.0	36.9	11.3	12.1	9.0
Lane LOS	A		E	B	B	A
Approach Delay (s)	2.0		32.4		10.3	
Approach LOS			D		B	
<b>Intersection Summary</b>						
Average Delay			16.0			
Intersection Capacity Utilization			38.5%	ICU Level of Service	A	
Analysis Period (min)			15			

Lanes and Geometrics  
 1: S. Yosemite St. & E. County Line Rd.

Park Meadows  
 07/19/2022

												
Lane Group	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
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	175		350	600		0	235		0	210		0
Storage Lanes	2		1	2		1	2		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.97	0.91	1.00	0.97	0.91	1.00	0.97	0.95	1.00	1.00	0.95	0.95
Ped Bike Factor												
Frt			0.850			0.850			0.850		0.948	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	5085	1583	3433	5085	1583	3433	3539	1583	1770	3355	0
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3433	5085	1583	3433	5085	1583	3433	3539	1583	1770	3355	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			316			111			142			85
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		556			1568			1842			710	
Travel Time (s)		12.6			35.6			41.9			16.1	

Intersection Summary

Area Type: Other

Timings  
1: S. Yosemite St. & E. County Line Rd.

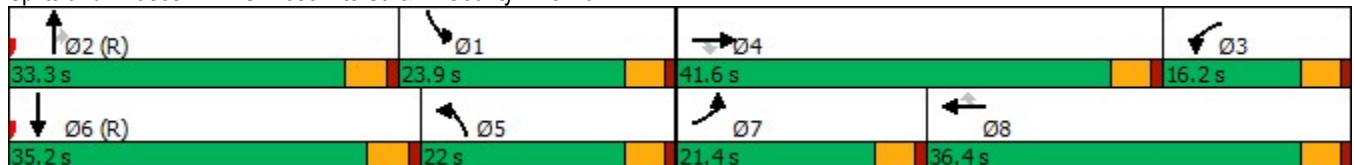
Park Meadows  
07/19/2022

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations											
Traffic Volume (vph)	287	1158	291	182	975	102	302	395	125	158	384
Future Volume (vph)	287	1158	291	182	975	102	302	395	125	158	384
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA
Protected Phases	7	4		3	8		5	2		1	6
Permitted Phases			4			8			2		
Detector Phase	7	4	4	3	8	8	5	2	2	1	6
Switch Phase											
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5
Total Split (s)	21.4	41.6	41.6	16.2	36.4	36.4	22.0	33.3	33.3	23.9	35.2
Total Split (%)	18.6%	36.2%	36.2%	14.1%	31.7%	31.7%	19.1%	29.0%	29.0%	20.8%	30.6%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead	Lead	Lead	Lag	Lag	Lag	Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	C-Max	C-Max	None	C-Max
Act Effct Green (s)	15.0	36.9	36.9	10.9	32.8	32.8	15.5	31.8	31.8	17.4	33.7
Actuated g/C Ratio	0.13	0.32	0.32	0.09	0.29	0.29	0.13	0.28	0.28	0.15	0.29
v/c Ratio	0.70	0.77	0.44	0.61	0.73	0.21	0.71	0.44	0.25	0.64	0.61
Control Delay	56.5	39.0	5.2	37.9	23.7	1.9	56.3	36.9	6.4	57.2	33.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	56.5	39.0	5.2	37.9	23.7	1.9	56.3	36.9	6.4	57.2	33.9
LOS	E	D	A	D	C	A	E	D	A	E	C
Approach Delay		36.2			24.0			39.4			38.8
Approach LOS		D			C			D			D

Intersection Summary

Cycle Length: 115  
 Actuated Cycle Length: 115  
 Offset: 94 (82%), Referenced to phase 2:NBT and 6:SBT, Start of Green  
 Natural Cycle: 70  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.77  
 Intersection Signal Delay: 33.8  
 Intersection LOS: C  
 Intersection Capacity Utilization 68.4%  
 ICU Level of Service C  
 Analysis Period (min) 15

Splits and Phases: 1: S. Yosemite St. & E. County Line Rd.





Queues

1: S. Yosemite St. & E. County Line Rd.




































Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	312	1259	316	198	1060	111	328	429	136	172	641
v/c Ratio	0.70	0.77	0.44	0.61	0.73	0.21	0.71	0.44	0.25	0.64	0.61
Control Delay	56.5	39.0	5.2	37.9	23.7	1.9	56.3	36.9	6.4	57.2	33.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	56.5	39.0	5.2	37.9	23.7	1.9	56.3	36.9	6.4	57.2	33.9
Queue Length 50th (ft)	114	300	0	52	100	0	120	143	0	120	194
Queue Length 95th (ft)	161	362	63	m91	197	m1	168	194	45	193	260
Internal Link Dist (ft)		476			1488			1762			630
Turn Bay Length (ft)	175		350	600			235			210	
Base Capacity (vph)	504	1664	730	349	1461	534	522	979	540	298	1044
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.62	0.76	0.43	0.57	0.73	0.21	0.63	0.44	0.25	0.58	0.61

Intersection Summary

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

HCM 6th Signalized Intersection Summary  
 1: S. Yosemite St. & E. County Line Rd.

Park Meadows  
 07/19/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 	  		 	  		 	 			 	
Traffic Volume (veh/h)	287	1158	291	182	975	102	302	395	125	158	384	206
Future Volume (veh/h)	287	1158	291	182	975	102	302	395	125	158	384	206
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	312	1259	316	198	1060	111	328	429	136	172	417	224
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	380	1523	473	262	1349	419	700	890	397	390	598	318
Arrive On Green	0.11	0.30	0.30	0.03	0.09	0.09	0.20	0.25	0.25	0.22	0.27	0.27
Sat Flow, veh/h	3456	5106	1585	3456	5106	1585	3456	3554	1585	1781	2241	1191
Grp Volume(v), veh/h	312	1259	316	198	1060	111	328	429	136	172	330	311
Grp Sat Flow(s),veh/h/ln	1728	1702	1585	1728	1702	1585	1728	1777	1585	1781	1777	1656
Q Serve(g_s), s	10.2	26.4	20.1	6.5	23.4	4.5	9.6	11.8	8.1	9.6	19.2	19.5
Cycle Q Clear(g_c), s	10.2	26.4	20.1	6.5	23.4	4.5	9.6	11.8	8.1	9.6	19.2	19.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.72
Lane Grp Cap(c), veh/h	380	1523	473	262	1349	419	700	890	397	390	474	442
V/C Ratio(X)	0.82	0.83	0.67	0.76	0.79	0.27	0.47	0.48	0.34	0.44	0.69	0.70
Avail Cap(c_a), veh/h	508	1647	511	352	1416	440	700	890	397	390	474	442
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.69	0.69	0.69	0.68	0.68	0.68	1.00	1.00	1.00
Uniform Delay (d), s/veh	50.1	37.6	35.4	55.0	49.3	14.9	40.4	36.7	35.3	38.8	37.9	38.1
Incr Delay (d2), s/veh	7.9	3.4	3.0	4.4	2.0	0.2	0.3	1.3	1.6	0.8	8.2	9.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.8	11.4	8.1	3.1	11.0	3.0	4.1	5.3	3.3	4.3	9.4	9.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	57.9	41.0	38.4	59.5	51.3	15.2	40.7	38.0	36.9	39.6	46.1	47.1
LnGrp LOS	E	D	D	E	D	B	D	D	D	D	D	D
Approach Vol, veh/h		1887			1369			893				813
Approach Delay, s/veh		43.4			49.6			38.9				45.1
Approach LOS		D			D			D				D
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	29.7	33.3	13.2	38.8	27.8	35.2	17.1	34.9				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	19.4	28.8	11.7	37.1	17.5	30.7	16.9	31.9				
Max Q Clear Time (g_c+I1), s	11.6	13.8	8.5	28.4	11.6	21.5	12.2	25.4				
Green Ext Time (p_c), s	0.3	2.9	0.2	5.9	0.6	2.8	0.5	3.9				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay			44.5									
HCM 6th LOS			D									

Lanes and Geometrics  
 2: S. Chester St. & E. County Line Rd.

Park Meadows  
 07/19/2022



Lane Group	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
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	550		0	525		0	135		0	125		110
Storage Lanes	2		1	2		0	2		1	2		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.97	0.91	1.00	0.97	0.86	0.86	0.97	0.95	1.00	0.97	0.95	1.00
Ped Bike Factor												
Frt			0.850		0.957				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	5085	1583	3433	6132	0	3433	3539	1583	3433	3539	1583
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3433	5085	1583	3433	6132	0	3433	3539	1583	3433	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			146		92				367			338
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1568			1050			565			792	
Travel Time (s)		35.6			23.9			12.8			18.0	

Intersection Summary

Area Type: Other

Timings  
2: S. Chester St. & E. County Line Rd.

Park Meadows  
07/19/2022

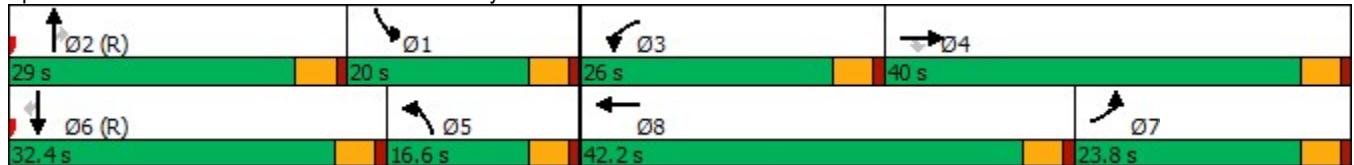


Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖↗	↑↑↑	↗	↖↗	↑↑↑	↖↗	↑↑	↗	↖↗	↑↑	↗
Traffic Volume (vph)	342	1359	146	531	834	249	357	470	371	243	311
Future Volume (vph)	342	1359	146	531	834	249	357	470	371	243	311
Turn Type	Prot	NA	Perm	Prot	NA	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8	5	2		1	6	
Permitted Phases			4					2			6
Detector Phase	7	4	4	3	8	5	2	2	1	6	6
Switch Phase											
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	22.5	9.5	22.5	9.5	22.5	22.5	9.5	22.5	22.5
Total Split (s)	23.8	40.0	40.0	26.0	42.2	16.6	29.0	29.0	20.0	32.4	32.4
Total Split (%)	20.7%	34.8%	34.8%	22.6%	36.7%	14.4%	25.2%	25.2%	17.4%	28.2%	28.2%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lag	Lag	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	C-Max	C-Max	None	C-Max	C-Max
Act Effct Green (s)	23.8	35.9	35.9	21.2	33.3	12.0	24.5	24.5	15.4	27.9	27.9
Actuated g/C Ratio	0.21	0.31	0.31	0.18	0.29	0.10	0.21	0.21	0.13	0.24	0.24
v/c Ratio	0.52	0.93	0.27	0.91	0.69	0.76	0.52	0.82	0.88	0.31	0.53
Control Delay	27.6	30.8	3.6	51.1	24.6	64.5	42.8	23.9	70.0	36.8	7.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	27.6	30.8	3.6	51.1	24.6	64.5	42.8	23.9	70.0	36.8	7.1
LOS	C	C	A	D	C	E	D	C	E	D	A
Approach Delay		28.1			32.9		39.6			40.1	
Approach LOS		C			C		D			D	

Intersection Summary

Cycle Length: 115  
 Actuated Cycle Length: 115  
 Offset: 100 (87%), Referenced to phase 2:NBT and 6:SBT, Start of Green  
 Natural Cycle: 90  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.93  
 Intersection Signal Delay: 33.8  
 Intersection LOS: C  
 Intersection Capacity Utilization 77.2%  
 ICU Level of Service D  
 Analysis Period (min) 15

Splits and Phases: 2: S. Chester St. & E. County Line Rd.





Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	372	1477	159	577	1266	271	388	511	403	264	338
v/c Ratio	0.52	0.93	0.27	0.91	0.69	0.76	0.52	0.82	0.88	0.31	0.53
Control Delay	27.6	30.8	3.6	51.1	24.6	64.5	42.8	23.9	70.0	36.8	7.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	27.6	30.8	3.6	51.1	24.6	64.5	42.8	23.9	70.0	36.8	7.1
Queue Length 50th (ft)	63	163	1	221	243	102	134	102	153	84	0
Queue Length 95th (ft)	m147	#466	m25	#318	278	#159	185	#285	#236	123	74
Internal Link Dist (ft)		1488			970		485			712	
Turn Bay Length (ft)	550			525		135			125		110
Base Capacity (vph)	711	1588	594	641	2072	361	753	626	462	858	640
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.52	0.93	0.27	0.90	0.61	0.75	0.52	0.82	0.87	0.31	0.53

Intersection Summary

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

Queue shown is maximum after two cycles.

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

HCM 6th Signalized Intersection Summary  
 2: S. Chester St. & E. County Line Rd.

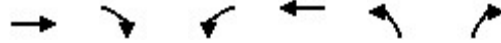
Park Meadows  
 07/19/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	342	1359	146	531	834	330	249	357	470	371	243	311
Future Volume (veh/h)	342	1359	146	531	834	330	249	357	470	371	243	311
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	372	1477	159	577	907	359	271	388	511	403	264	338
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	697	1571	488	637	1402	460	376	757	338	478	862	385
Arrive On Green	0.14	0.21	0.21	0.06	0.10	0.10	0.11	0.21	0.21	0.14	0.24	0.24
Sat Flow, veh/h	3456	5106	1585	3456	4826	1585	3456	3554	1585	3456	3554	1585
Grp Volume(v), veh/h	372	1477	159	577	907	359	271	388	511	403	264	338
Grp Sat Flow(s),veh/h/ln	1728	1702	1585	1728	1609	1585	1728	1777	1585	1728	1777	1585
Q Serve(g_s), s	11.5	32.8	7.2	19.1	20.8	25.5	8.7	11.1	16.3	13.1	7.0	23.6
Cycle Q Clear(g_c), s	11.5	32.8	7.2	19.1	20.8	25.5	8.7	11.1	16.3	13.1	7.0	23.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	697	1571	488	637	1402	460	376	757	338	478	862	385
V/C Ratio(X)	0.53	0.94	0.33	0.91	0.65	0.78	0.72	0.51	1.51	0.84	0.31	0.88
Avail Cap(c_a), veh/h	697	1576	489	646	1582	520	376	757	338	478	862	385
HCM Platoon Ratio	0.67	0.67	0.67	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.63	0.63	0.63	0.96	0.96	0.96	0.70	0.70	0.70	1.00	1.00	1.00
Uniform Delay (d), s/veh	44.7	44.6	18.9	53.0	46.3	48.4	49.6	40.0	20.1	48.3	35.6	41.9
Incr Delay (d2), s/veh	0.5	7.9	0.2	15.8	0.7	6.4	4.7	1.7	241.5	12.9	0.9	23.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.2	15.5	2.8	10.3	9.1	11.7	4.0	5.0	28.6	6.5	3.1	11.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	45.2	52.5	19.1	68.8	47.0	54.8	54.3	41.7	261.6	61.2	36.6	65.6
LnGrp LOS	D	D	B	E	D	D	D	D	F	E	D	E
Approach Vol, veh/h		2008			1843			1170			1005	
Approach Delay, s/veh		48.5			55.4			140.6			56.2	
Approach LOS		D			E			F			E	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	20.4	29.0	25.7	39.9	17.0	32.4	27.7	37.9				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	15.5	24.5	21.5	35.5	12.1	27.9	19.3	37.7				
Max Q Clear Time (g_c+I1), s	15.1	18.3	21.1	34.8	10.7	25.6	13.5	27.5				
Green Ext Time (p_c), s	0.1	2.4	0.1	0.6	0.1	0.7	0.7	6.0				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay				69.8								
HCM 6th LOS				E								

Lanes and Geometrics  
 3: North Access Drive & E. County Line Rd.

Park Meadows  
 07/19/2022



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑	↑	↙↘	↑↑↑		↙↘
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)		0	350		0	0
Storage Lanes		1	2		0	2
Taper Length (ft)			25		25	
Lane Util. Factor	0.91	1.00	0.97	0.86	1.00	0.88
Ped Bike Factor						
Frt		0.850				0.850
Flt Protected			0.950			
Satd. Flow (prot)	5085	1583	3433	6408	0	2787
Flt Permitted			0.950			
Satd. Flow (perm)	5085	1583	3433	6408	0	2787
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		83				8
Link Speed (mph)	30			30	30	
Link Distance (ft)	1050			651	255	
Travel Time (s)	23.9			14.8	5.8	

Intersection Summary

Area Type: Other

Timings  
3: North Access Drive & E. County Line Rd.

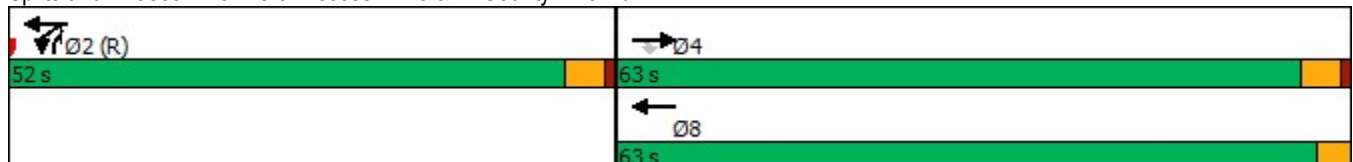


Lane Group	EBT	EBR	WBL	WBT	NBR	Ø8
Lane Configurations	↑↑↑	↑	↙↘	↑↑↑	↙↘	
Traffic Volume (vph)	1844	240	737	1814	728	
Future Volume (vph)	1844	240	737	1814	728	
Turn Type	NA	Perm	Prot	NA	Over	
Protected Phases	4		2	2 8	2	8
Permitted Phases		4			2	
Detector Phase	4	4	2	2 8	2	
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	22.5	22.5	9.5	9.5	22.5	
Total Split (s)	63.0	63.0	52.0	52.0	63.0	
Total Split (%)	54.8%	54.8%	45.2%	45.2%	55%	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.0	
All-Red Time (s)	1.0	1.0	1.0	1.0	0.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		
Total Lost Time (s)	4.5	4.5	4.5	4.5		
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	None	None	C-Max	C-Max	None	
Act Effct Green (s)	58.2	58.2	47.8	115.0	47.8	
Actuated g/C Ratio	0.51	0.51	0.42	1.00	0.42	
v/c Ratio	0.78	0.31	0.56	0.31	0.68	
Control Delay	11.7	5.4	24.7	0.1	30.8	
Queue Delay	0.0	0.0	0.0	0.0	0.0	
Total Delay	11.7	5.4	24.7	0.1	30.8	
LOS	B	A	C	A	C	
Approach Delay	11.0			7.2		
Approach LOS	B			A		

Intersection Summary

Cycle Length: 115  
 Actuated Cycle Length: 115  
 Offset: 16 (14%), Referenced to phase 2:WBTL and 6:, Start of Green  
 Natural Cycle: 50  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.78  
 Intersection Signal Delay: 11.9  
 Intersection Capacity Utilization 68.6%  
 Analysis Period (min) 15  
 Intersection LOS: B  
 ICU Level of Service C

Splits and Phases: 3: North Access Drive & E. County Line Rd.







Lane Group	EBT	EBR	WBL	WBT	NBR
Lane Group Flow (vph)	2004	261	801	1972	791
v/c Ratio	0.78	0.31	0.56	0.31	0.68
Control Delay	11.7	5.4	24.7	0.1	30.8
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	11.7	5.4	24.7	0.1	30.8
Queue Length 50th (ft)	177	30	280	0	264
Queue Length 95th (ft)	m202	m37	345	0	344
Internal Link Dist (ft)	970			571	
Turn Bay Length (ft)			350		
Base Capacity (vph)	2586	846	1425	6373	1162
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.77	0.31	0.56	0.31	0.68

#### Intersection Summary

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

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HCM 6th Edition methodology expects strict NEMA phasing.

Lanes and Geometrics  
 4: Park Meadow Center Dr. & E. County Line Rd.

Park Meadows  
 07/19/2022



Lane Group	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
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		325	0		100	0		250	250		175
Storage Lanes	0		1	0		1	0		1	3		2
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.86	1.00	1.00	0.91	1.00	1.00	1.00	0.76	0.94	0.95	0.88
Ped Bike Factor			0.850			0.850			0.850			0.850
Flt Protected										0.950		
Satd. Flow (prot)	0	6408	1583	0	5085	1583	0	0	3610	4990	3539	2787
Flt Permitted										0.950		
Satd. Flow (perm)	0	6408	1583	0	5085	1583	0	0	3610	4990	3539	2787
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			303			57			675			1134
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		651			987			1238			614	
Travel Time (s)		14.8			22.4			28.1			14.0	

Intersection Summary

Area Type: Other

Timings  
4: Park Meadow Center Dr. & E. County Line Rd.



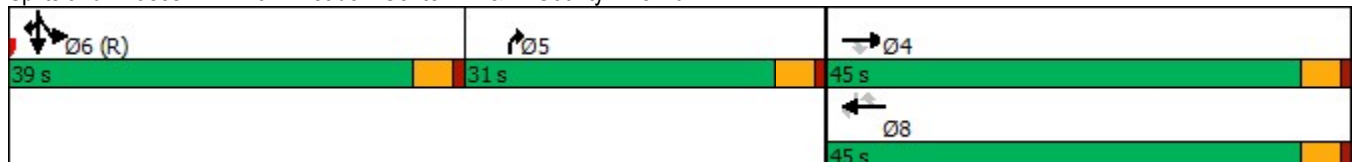
Lane Group	EBT	EBR	WBT	WBR	NBR	SBL	SBT	SBR
Lane Configurations	↑↑↑↑	↗	↑↑↑↑	↗	↗↗↗	↗↗↗	↑↑	↗↗
Traffic Volume (vph)	2153	281	1155	59	1305	114	962	1043
Future Volume (vph)	2153	281	1155	59	1305	114	962	1043
Turn Type	NA	Perm	NA	Perm	Prot	Split	NA	custom
Protected Phases	4		8		5	6	6	6
Permitted Phases		4		8				8
Detector Phase	4	4	8	8	5	6	6	6
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	22.5	9.5	22.5	22.5	22.5
Total Split (s)	45.0	45.0	45.0	45.0	31.0	39.0	39.0	39.0
Total Split (%)	39.1%	39.1%	39.1%	39.1%	27.0%	33.9%	33.9%	33.9%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag					Lag	Lead	Lead	Lead
Lead-Lag Optimize?					Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	C-Max	C-Max	C-Max
Act Effct Green (s)	40.5	40.5	40.5	40.5	26.5	34.5	34.5	79.5
Actuated g/C Ratio	0.35	0.35	0.35	0.35	0.23	0.30	0.30	0.69
v/c Ratio	1.04	0.41	0.70	0.11	1.05	0.08	0.99	0.50
Control Delay	51.5	1.8	38.1	10.2	61.6	29.1	64.8	1.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	51.5	1.8	38.1	10.2	61.6	29.1	64.8	1.2
LOS	D	A	D	B	E	C	E	A
Approach Delay	45.8		36.8				31.6	
Approach LOS	D		D				C	

Intersection Summary

Cycle Length: 115  
 Actuated Cycle Length: 115  
 Offset: 24 (21%), Referenced to phase 6:SBTL, Start of Green  
 Natural Cycle: 110  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 1.05  
 Intersection Signal Delay: 42.9  
 Intersection Capacity Utilization 77.1%  
 Analysis Period (min) 15

Intersection LOS: D  
 ICU Level of Service D

Splits and Phases: 4: Park Meadow Center Dr. & E. County Line Rd.





Lane Group	EBT	EBR	WBT	WBR	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	2340	305	1255	64	1418	124	1046	1134
v/c Ratio	1.04	0.41	0.70	0.11	1.05	0.08	0.99	0.50
Control Delay	51.5	1.8	38.1	10.2	61.6	29.1	64.8	1.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	51.5	1.8	38.1	10.2	61.6	29.1	64.8	1.2
Queue Length 50th (ft)	~539	11	324	8	~321	23	404	0
Queue Length 95th (ft)	#608	m15	376	20	#438	39	#551	20
Internal Link Dist (ft)	571		907				534	
Turn Bay Length (ft)		325		100	250	250		175
Base Capacity (vph)	2256	753	1790	594	1351	1497	1061	2276
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.04	0.41	0.70	0.11	1.05	0.08	0.99	0.50

Intersection Summary

- ~ Volume exceeds capacity, queue is theoretically infinite.  
Queue shown is maximum after two cycles.
- # 95th percentile volume exceeds capacity, queue may be longer.  
Queue shown is maximum after two cycles.
- m Volume for 95th percentile queue is metered by upstream signal.

HCM 6th Signalized Intersection Summary  
 4: Park Meadow Center Dr. & E. County Line Rd.

Park Meadows  
 07/19/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑	↗		↑↑↑	↗			↗↗↗	↘↘↘	↑↑	↗↗
Traffic Volume (veh/h)	0	2153	281	0	1155	59	0	0	1305	114	962	1043
Future Volume (veh/h)	0	2153	281	0	1155	59	0	0	1305	114	962	1043
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	0	1870	1870	0	1870	1870	0	0	1870	1870	1870	1870
Adj Flow Rate, veh/h	0	2340	0	0	1255	0	0	0	1418	124	1046	1134
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	2	2	0	2	2	0	0	2	2	2	2
Cap, veh/h	0	2266		0	1798		0	0	0	2861	2024	1589
Arrive On Green	0.00	0.70	0.00	0.00	0.35	0.00	0.00	0.00	0.00	0.57	0.57	0.57
Sat Flow, veh/h	0	6696	1585	0	5274	1585		0		5023	3554	2790
Grp Volume(v), veh/h	0	2340	0	0	1255	0		0.0		124	1046	1134
Grp Sat Flow(s),veh/h/ln	0	1609	1585	0	1702	1585				1674	1777	1395
Q Serve(g_s), s	0.0	40.5	0.0	0.0	24.3	0.0				1.3	20.6	33.9
Cycle Q Clear(g_c), s	0.0	40.5	0.0	0.0	24.3	0.0				1.3	20.6	33.9
Prop In Lane	0.00		1.00	0.00		1.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	2266		0	1798					2861	2024	1589
V/C Ratio(X)	0.00	1.03		0.00	0.70					0.04	0.52	0.71
Avail Cap(c_a), veh/h	0	2266		0	1798					2861	2024	1589
HCM Platoon Ratio	1.00	2.00	2.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.58	0.00	0.00	0.93	0.00				1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	17.0	0.0	0.0	32.0	0.0				10.9	15.1	17.9
Incr Delay (d2), s/veh	0.0	23.7	0.0	0.0	1.1	0.0				0.0	0.9	2.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	10.8	0.0	0.0	10.1	0.0				0.5	8.3	11.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	40.7	0.0	0.0	33.1	0.0				11.0	16.0	20.7
LnGrp LOS	A	F		A	C					B	B	C
Approach Vol, veh/h		2340	A		1255	A					2304	
Approach Delay, s/veh		40.7			33.1						18.1	
Approach LOS		D			C						B	
Timer - Assigned Phs				4		6		8				
Phs Duration (G+Y+Rc), s				45.0		70.0		45.0				
Change Period (Y+Rc), s				4.5		4.5		4.5				
Max Green Setting (Gmax), s				40.5		34.5		40.5				
Max Q Clear Time (g_c+I1), s				42.5		35.9		26.3				
Green Ext Time (p_c), s				0.0		0.0		7.6				

Intersection Summary

HCM 6th Ctrl Delay	30.3
HCM 6th LOS	C

Notes

Unsignalized Delay for [EBR, WBR] is excluded from calculations of the approach delay and intersection delay.

Lanes and Geometrics  
5: I-25 Ramps & E. County Line Rd.

Park Meadows  
07/19/2022

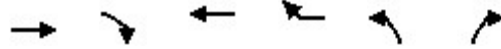


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL2	NBL	NBR	SEL	SER
Lane Configurations		↑↑↑	↑↑		↑↑↑	↑	↑↑		↑		
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%		0%	
Storage Length (ft)	0		200	0		100		180	0	0	0
Storage Lanes	0		1	0		1		2	1	0	0
Taper Length (ft)	25			25				25		25	
Lane Util. Factor	1.00	0.91	0.88	1.00	0.91	1.00	0.97	1.00	1.00	1.00	1.00
Ped Bike Factor											
Frt			0.850			0.850			0.850		
Flt Protected							0.950				
Satd. Flow (prot)	0	5085	2787	0	5085	1583	3433	0	1583	0	0
Flt Permitted							0.950				
Satd. Flow (perm)	0	5085	2787	0	5085	1583	3433	0	1583	0	0
Right Turn on Red			Yes			Yes			Yes		
Satd. Flow (RTOR)			1920			674			701		
Link Speed (mph)		30			30			30		30	
Link Distance (ft)		987			920			594		465	
Travel Time (s)		22.4			20.9			13.5		10.6	

Intersection Summary

Area Type: Other

Timings  
5: I-25 Ramps & E. County Line Rd.



Lane Group	EBT	EBR	WBT	WBR	NBL2	NBR
Lane Configurations	↑↑↑	↑↑	↑↑↑	↑	↑↑	↑
Traffic Volume (vph)	665	1982	461	729	771	87
Future Volume (vph)	665	1982	461	729	771	87
Turn Type	NA	Free	NA	Free	Prot	Free
Protected Phases	4		8		5	
Permitted Phases		Free		Free		Free
Detector Phase	4		8		5	
Switch Phase						
Minimum Initial (s)	5.0		5.0		5.0	
Minimum Split (s)	22.5		22.5		9.5	
Total Split (s)	45.0		45.0		70.0	
Total Split (%)	39.1%		39.1%		60.9%	
Yellow Time (s)	3.5		3.5		3.5	
All-Red Time (s)	1.0		1.0		1.0	
Lost Time Adjust (s)	0.0		0.0		0.0	
Total Lost Time (s)	4.5		4.5		4.5	
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	None		None		None	
Act Effct Green (s)	23.9	115.0	23.9	115.0	82.1	115.0
Actuated g/C Ratio	0.21	1.00	0.21	1.00	0.71	1.00
v/c Ratio	0.69	0.77	0.47	0.50	0.34	0.06
Control Delay	27.2	8.0	41.0	1.1	7.1	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	27.2	8.0	41.0	1.1	7.1	0.1
LOS	C	A	D	A	A	A
Approach Delay	12.8		16.6			
Approach LOS	B		B			

Intersection Summary

Cycle Length: 115  
 Actuated Cycle Length: 115  
 Offset: 4 (3%), Referenced to phase 2: and 6:, Start of Green  
 Natural Cycle: 40  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.77  
 Intersection Signal Delay: 12.6  
 Intersection Capacity Utilization 41.9%  
 Analysis Period (min) 15

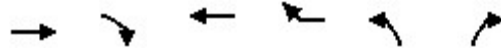
Intersection LOS: B  
 ICU Level of Service A

Splits and Phases: 5: I-25 Ramps & E. County Line Rd.





Queues  
5: I-25 Ramps & E. County Line Rd.



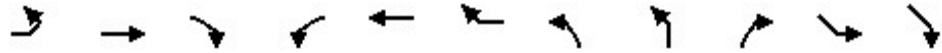
Lane Group	EBT	EBR	WBT	WBR	NBL2	NBR
Lane Group Flow (vph)	723	2154	501	792	838	95
v/c Ratio	0.69	0.77	0.47	0.50	0.34	0.06
Control Delay	27.2	8.0	41.0	1.1	7.1	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	27.2	8.0	41.0	1.1	7.1	0.1
Queue Length 50th (ft)	172	260	120	0	105	0
Queue Length 95th (ft)	m191	m230	147	0	162	0
Internal Link Dist (ft)	907		840			
Turn Bay Length (ft)		200		100	180	
Base Capacity (vph)	1790	2787	1790	1583	2451	1583
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.40	0.77	0.28	0.50	0.34	0.06

Intersection Summary

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

HCM 6th Signalized Intersection Summary  
5: I-25 Ramps & E. County Line Rd.

Park Meadows  
07/19/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL2	NBL	NBR	SEL	SER
Lane Configurations		↑↑↑	↑↑		↑↑↑	↑	↑↑		↑		
Traffic Volume (veh/h)	0	665	1982	0	461	729	771	0	87	0	0
Future Volume (veh/h)	0	665	1982	0	461	729	771	0	87	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00	1.00	1.00		
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
Work Zone On Approach		No			No			No			
Adj Sat Flow, veh/h/ln	0	1870	1870	0	1870	1870	1870	1870	1870		
Adj Flow Rate, veh/h	0	723	0	0	501	0	838	838	0		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92		
Percent Heavy Veh, %	0	2	2	0	2	2	2	2	2		
Cap, veh/h	0	1029		0	1029		2489	2489			
Arrive On Green	0.00	0.07	0.00	0.00	0.20	0.00	0.72	0.72	0.00		
Sat Flow, veh/h	0	5274	2790	0	5274	1585	3456	3456	1585		
Grp Volume(v), veh/h	0	723	0	0	501	0	838	838	0		
Grp Sat Flow(s),veh/h/ln	0	1702	1395	0	1702	1585	1728	1728	1585		
Q Serve(g_s), s	0.0	15.9	0.0	0.0	10.0	0.0	10.3	10.3	0.0		
Cycle Q Clear(g_c), s	0.0	15.9	0.0	0.0	10.0	0.0	10.3	10.3	0.0		
Prop In Lane	0.00		1.00	0.00		1.00	1.00	1.00	1.00		
Lane Grp Cap(c), veh/h	0	1029		0	1029		2489	2489			
V/C Ratio(X)	0.00	0.70		0.00	0.49		0.34	0.34			
Avail Cap(c_a), veh/h	0	1798		0	1798		2489	2489			
HCM Platoon Ratio	1.00	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00		
Upstream Filter(I)	0.00	0.09	0.00	0.00	1.00	0.00	1.00	1.00	0.00		
Uniform Delay (d), s/veh	0.0	50.3	0.0	0.0	40.7	0.0	5.9	5.9	0.0		
Incr Delay (d2), s/veh	0.0	0.1	0.0	0.0	0.4	0.0	0.1	0.1	0.0		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln	0.0	7.3	0.0	0.0	4.2	0.0	3.4	3.4	0.0		
Unsig. Movement Delay, s/veh											
LnGrp Delay(d),s/veh	0.0	50.4	0.0	0.0	41.0	0.0	6.0	6.0	0.0		
LnGrp LOS	A	D		A	D		A	A			
Approach Vol, veh/h		723	A		501	A	838	838	A		
Approach Delay, s/veh		50.4			41.0		6.0	6.0			
Approach LOS		D			D		A	A			
Timer - Assigned Phs		2		4				8			
Phs Duration (G+Y+Rc), s		87.3		27.7				27.7			
Change Period (Y+Rc), s		4.5		4.5				4.5			
Max Green Setting (Gmax), s		65.5		40.5				40.5			
Max Q Clear Time (g_c+I1), s		12.3		17.9				12.0			
Green Ext Time (p_c), s		3.5		5.2				3.7			

Intersection Summary

HCM 6th Ctrl Delay	30.1
HCM 6th LOS	C

Notes

Unsignalized Delay for [NBR, EBR, WBR] is excluded from calculations of the approach delay and intersection delay.

Lanes and Geometrics  
 6: Park Meadow Center Dr. & East Access Drive

Park Meadows  
 07/19/2022



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)	0	0	110			0
Storage Lanes	2	1	1			0
Taper Length (ft)	25		25			
Lane Util. Factor	0.97	1.00	1.00	0.95	0.95	0.95
Ped Bike Factor						
Frt		0.850			0.923	
Flt Protected	0.950		0.950			
Satd. Flow (prot)	3433	1583	1770	3539	3267	0
Flt Permitted	0.950		0.122			
Satd. Flow (perm)	3433	1583	227	3539	3267	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		310			490	
Link Speed (mph)	30			30	30	
Link Distance (ft)	204			1551	1238	
Travel Time (s)	4.6			35.3	28.1	

Intersection Summary

Area Type: Other

Timings  
6: Park Meadow Center Dr. & East Access Drive



Lane Group	EBL	EBR	NBL	NBT	SBT
Lane Configurations	↖↗	↗	↖	↑↑	↑↓
Traffic Volume (vph)	561	285	141	729	603
Future Volume (vph)	561	285	141	729	603
Turn Type	Prot	Perm	pm+pt	NA	NA
Protected Phases	4		5	2	6
Permitted Phases		5	2		
Detector Phase	4	5	5	2	6
Switch Phase					
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	9.5	9.5	22.5	22.5
Total Split (s)	22.5	12.0	12.0	42.5	30.5
Total Split (%)	34.6%	18.5%	18.5%	65.4%	46.9%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5
Lead/Lag		Lead	Lead		Lag
Lead-Lag Optimize?		Yes	Yes		Yes
Recall Mode	None	None	None	C-Max	C-Max
Act Effect Green (s)	15.9	7.2	40.1	40.1	28.4
Actuated g/C Ratio	0.24	0.11	0.62	0.62	0.44
v/c Ratio	0.73	0.69	0.50	0.36	0.79
Control Delay	27.8	13.1	12.7	7.1	14.8
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	27.8	13.1	12.7	7.1	14.8
LOS	C	B	B	A	B
Approach Delay	22.8			8.0	14.8
Approach LOS	C			A	B

Intersection Summary

Cycle Length: 65  
 Actuated Cycle Length: 65  
 Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBT, Start of Green  
 Natural Cycle: 65  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.79  
 Intersection Signal Delay: 15.1  
 Intersection LOS: B  
 Intersection Capacity Utilization 72.3%  
 ICU Level of Service C  
 Analysis Period (min) 15

Splits and Phases: 6: Park Meadow Center Dr. & East Access Drive





Lane Group	EBL	EBR	NBL	NBT	SBT
Lane Group Flow (vph)	610	310	153	792	1350
v/c Ratio	0.73	0.69	0.50	0.36	0.79
Control Delay	27.8	13.1	12.7	7.1	14.8
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	27.8	13.1	12.7	7.1	14.8
Queue Length 50th (ft)	112	0	23	73	153
Queue Length 95th (ft)	158	#84	59	110	#258
Internal Link Dist (ft)	124			1471	1158
Turn Bay Length (ft)			110		
Base Capacity (vph)	950	458	319	2181	1703
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.64	0.68	0.48	0.36	0.79

#### Intersection Summary

# 95th percentile volume exceeds capacity, queue may be longer.  
Queue shown is maximum after two cycles.

HCM 6th Signalized Intersection Summary  
6: Park Meadow Center Dr. & East Access Drive

Park Meadows  
07/19/2022



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↶↶	↷	↶	↶↶	↶↷	
Traffic Volume (veh/h)	561	285	141	729	603	639
Future Volume (veh/h)	561	285	141	729	603	639
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	610	310	153	792	655	695
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	824	378	270	2214	856	764
Arrive On Green	0.24	0.24	0.07	0.62	0.48	0.48
Sat Flow, veh/h	3456	1585	1781	3647	1870	1585
Grp Volume(v), veh/h	610	310	153	792	655	695
Grp Sat Flow(s),veh/h/ln	1728	1585	1781	1777	1777	1585
Q Serve(g_s), s	10.6	12.0	2.5	7.0	19.7	26.3
Cycle Q Clear(g_c), s	10.6	12.0	2.5	7.0	19.7	26.3
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	824	378	270	2214	856	764
V/C Ratio(X)	0.74	0.82	0.57	0.36	0.77	0.91
Avail Cap(c_a), veh/h	957	439	347	2214	856	764
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	0.76	0.76	0.40	0.40
Uniform Delay (d), s/veh	22.9	23.4	14.2	5.9	13.8	15.5
Incr Delay (d2), s/veh	2.6	10.4	1.4	0.3	2.7	8.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.3	10.9	1.1	2.1	7.3	9.7
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	25.5	33.8	15.6	6.3	16.5	23.5
LnGrp LOS	C	C	B	A	B	C
Approach Vol, veh/h				945	1350	
Approach Delay, s/veh				7.8	20.1	
Approach LOS				A	C	
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		45.0		20.0	9.2	35.8
Change Period (Y+Rc), s		4.5		4.5	4.5	4.5
Max Green Setting (Gmax), s		38.0		18.0	7.5	26.0
Max Q Clear Time (g_c+I1), s		9.0		14.0	4.5	28.3
Green Ext Time (p_c), s		6.3		1.5	0.1	0.0
<b>Intersection Summary</b>						
HCM 6th Ctrl Delay			18.8			
HCM 6th LOS			B			

Lanes and Geometrics  
7: SE Access Drive & Park Meadow Center Dr.

Park Meadows  
07/19/2022



Lane Group	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
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%				0%
Storage Length (ft)	150		0	100		0	0		0	0		0
Storage Lanes	1		0	1		0	1		0	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.988			0.979			0.890				0.850
Flt Protected	0.950			0.950			0.950				0.974	
Satd. Flow (prot)	1770	3497	0	1770	3465	0	1770	1658	0	0	1814	1583
Flt Permitted	0.183			0.297			0.543				0.654	
Satd. Flow (perm)	341	3497	0	553	3465	0	1011	1658	0	0	1218	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		16			31			172				346
Link Speed (mph)		30			30			30				30
Link Distance (ft)		1110			1551			164				207
Travel Time (s)		25.2			35.3			3.7				4.7

Intersection Summary

Area Type: Other

Timings  
7: SE Access Drive & Park Meadow Center Dr.

Park Meadows  
07/19/2022

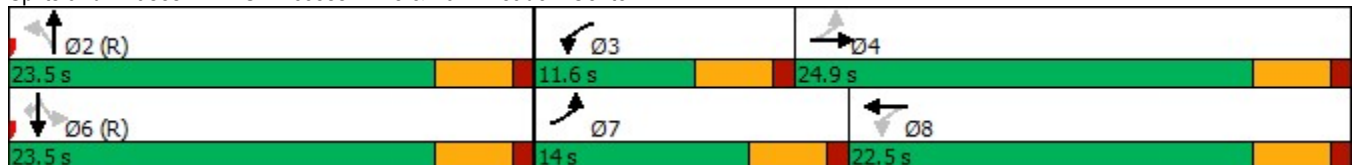


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations	↖	↕	↖	↕	↖	↕		↕	↗
Traffic Volume (vph)	245	656	137	627	143	57	122	104	378
Future Volume (vph)	245	656	137	627	143	57	122	104	378
Turn Type	pm+pt	NA	pm+pt	NA	Perm	NA	Perm	NA	Perm
Protected Phases	7	4	3	8		2		6	
Permitted Phases	4		8		2		6		6
Detector Phase	7	4	3	8	2	2	6	6	6
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	9.5	22.5	22.5	22.5	22.5	22.5	22.5
Total Split (s)	14.0	24.9	11.6	22.5	23.5	23.5	23.5	23.5	23.5
Total Split (%)	23.3%	41.5%	19.3%	37.5%	39.2%	39.2%	39.2%	39.2%	39.2%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5		4.5	4.5
Lead/Lag	Lead	Lag	Lead	Lag					
Lead-Lag Optimize?	Yes	Yes	Yes	Yes					
Recall Mode	None	None	None	None	C-Max	C-Max	C-Max	C-Max	C-Max
Act Effct Green (s)	29.4	21.8	24.2	17.3	19.9	19.9		19.9	19.9
Actuated g/C Ratio	0.49	0.36	0.40	0.29	0.33	0.33		0.33	0.33
v/c Ratio	0.68	0.60	0.41	0.78	0.46	0.35		0.61	0.54
Control Delay	17.9	16.6	11.5	24.8	22.0	6.8		25.5	6.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0
Total Delay	17.9	16.6	11.5	24.8	22.0	6.8		25.5	6.7
LOS	B	B	B	C	C	A		C	A
Approach Delay		17.0		22.7		12.9		13.7	
Approach LOS		B		C		B		B	

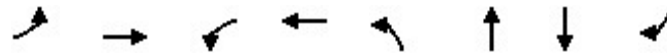
Intersection Summary

Cycle Length: 60  
 Actuated Cycle Length: 60  
 Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green  
 Natural Cycle: 60  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.78  
 Intersection Signal Delay: 17.5  
 Intersection Capacity Utilization 74.1%  
 Analysis Period (min) 15  
 Intersection LOS: B  
 ICU Level of Service D

Splits and Phases: 7: SE Access Drive & Park Meadow Center Dr.







Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	266	775	149	792	155	234	246	411
v/c Ratio	0.68	0.60	0.41	0.78	0.46	0.35	0.61	0.54
Control Delay	17.9	16.6	11.5	24.8	22.0	6.8	25.5	6.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	17.9	16.6	11.5	24.8	22.0	6.8	25.5	6.7
Queue Length 50th (ft)	52	96	25	128	45	16	75	17
Queue Length 95th (ft)	m71	m113	50	187	96	60	#162	77
Internal Link Dist (ft)		1030		1471		84	127	
Turn Bay Length (ft)	150		100					
Base Capacity (vph)	393	1283	368	1061	335	664	403	756
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.68	0.60	0.40	0.75	0.46	0.35	0.61	0.54

#### Intersection Summary

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

Queue shown is maximum after two cycles.

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

HCM 6th Signalized Intersection Summary  
 7: SE Access Drive & Park Meadow Center Dr.

Park Meadows  
 07/19/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	245	656	57	137	627	101	143	57	158	122	104	378
Future Volume (veh/h)	245	656	57	137	627	101	143	57	158	122	104	378
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	266	713	62	149	682	110	155	62	172	133	113	411
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	404	1060	92	365	826	133	255	162	448	292	223	585
Arrive On Green	0.14	0.32	0.32	0.09	0.27	0.27	0.37	0.37	0.37	0.37	0.37	0.37
Sat Flow, veh/h	1781	3308	287	1781	3065	494	878	438	1214	541	603	1585
Grp Volume(v), veh/h	266	383	392	149	395	397	155	0	234	246	0	411
Grp Sat Flow(s),veh/h/ln	1781	1777	1819	1781	1777	1781	878	0	1652	1145	0	1585
Q Serve(g_s), s	6.2	11.2	11.2	3.5	12.5	12.6	9.2	0.0	6.2	6.7	0.0	13.2
Cycle Q Clear(g_c), s	6.2	11.2	11.2	3.5	12.5	12.6	22.2	0.0	6.2	12.9	0.0	13.2
Prop In Lane	1.00		0.16	1.00		0.28	1.00		0.74	0.54		1.00
Lane Grp Cap(c), veh/h	404	569	583	365	479	480	255	0	610	515	0	585
V/C Ratio(X)	0.66	0.67	0.67	0.41	0.83	0.83	0.61	0.00	0.38	0.48	0.00	0.70
Avail Cap(c_a), veh/h	443	604	618	424	533	534	255	0	610	515	0	585
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00	0.54	0.54	0.54	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	14.1	17.7	17.7	14.3	20.6	20.6	26.0	0.0	13.9	16.8	0.0	16.1
Incr Delay (d2), s/veh	3.1	2.7	2.7	0.4	5.3	5.4	10.3	0.0	1.8	3.2	0.0	6.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.5	4.5	4.6	1.3	5.4	5.5	2.8	0.0	2.4	3.1	0.0	5.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	17.3	20.4	20.3	14.7	25.9	26.0	36.3	0.0	15.7	19.9	0.0	23.0
LnGrp LOS	B	C	C	B	C	C	D	A	B	B	A	C
Approach Vol, veh/h		1041			941			389				657
Approach Delay, s/veh		19.6			24.2			23.9				21.9
Approach LOS		B			C			C				C
Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		26.7	9.6	23.7		26.7	12.7	20.7				
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5	4.5	4.5				
Max Green Setting (Gmax), s		19.0	7.1	20.4		19.0	9.5	18.0				
Max Q Clear Time (g_c+I1), s		24.2	5.5	13.2		15.2	8.2	14.6				
Green Ext Time (p_c), s		0.0	0.1	2.8		1.2	0.1	1.6				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay				22.1								
HCM 6th LOS				C								

Lanes and Geometrics  
8: S. Yosemite St. & Park Meadow Center Dr.

Park Meadows  
07/19/2022



Lane Group	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
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	240		240	110		275	220		235
Storage Lanes	0		0	1		1	2		1	2		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	0.91	0.91	1.00	0.97	0.91	1.00	0.97	0.91	1.00
Ped Bike Factor												
Frt						0.850			0.850			0.850
Flt Protected				0.950	0.985		0.950			0.950		
Satd. Flow (prot)	0	0	0	1610	3339	1583	3433	5085	1583	3433	5085	1583
Flt Permitted				0.950	0.985		0.251			0.171		
Satd. Flow (perm)	0	0	0	1610	3339	1583	907	5085	1583	618	5085	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						195			867			109
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		440			1021			458			636	
Travel Time (s)		10.0			23.2			10.4			14.5	

Intersection Summary

Area Type: Other

Timings  
8: S. Yosemite St. & Park Meadow Center Dr.

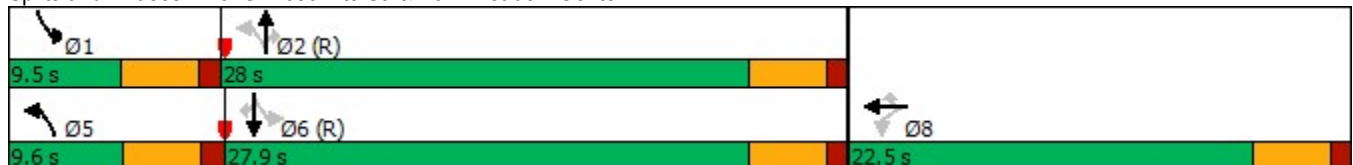


Lane Group	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↙↘	↘	↘↙	↕↕↕	↘	↘↙	↕↕↕	↘
Traffic Volume (vph)	599	539	368	282	1454	1010	305	837	401
Future Volume (vph)	599	539	368	282	1454	1010	305	837	401
Turn Type	Perm	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases		8		5	2		1	6	
Permitted Phases	8		8	2		2	6		6
Detector Phase	8	8	8	5	2	2	1	6	6
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5	22.5
Total Split (s)	22.5	22.5	22.5	9.6	28.0	28.0	9.5	27.9	27.9
Total Split (%)	37.5%	37.5%	37.5%	16.0%	46.7%	46.7%	15.8%	46.5%	46.5%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag				Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?				Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	C-Max	C-Max	None	C-Max	C-Max
Act Effct Green (s)	18.0	18.0	18.0	28.6	23.5	23.5	28.4	23.4	23.4
Actuated g/C Ratio	0.30	0.30	0.30	0.48	0.39	0.39	0.47	0.39	0.39
v/c Ratio	0.84	0.83	0.65	0.47	0.79	0.96	0.63	0.46	0.64
Control Delay	32.7	24.1	11.1	9.5	19.8	24.9	13.0	14.5	16.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	32.7	24.1	11.1	9.5	19.8	24.9	13.0	14.5	16.0
LOS	C	C	B	A	B	C	B	B	B
Approach Delay		23.0			20.6			14.6	
Approach LOS		C			C			B	

Intersection Summary

Cycle Length: 60  
 Actuated Cycle Length: 60  
 Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green  
 Natural Cycle: 60  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.96  
 Intersection Signal Delay: 19.6  
 Intersection Capacity Utilization 78.7%  
 Analysis Period (min) 15  
 Intersection LOS: B  
 ICU Level of Service D

Splits and Phases: 8: S. Yosemite St. & Park Meadow Center Dr.





Lane Group	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	404	833	400	307	1580	1098	332	910	436
v/c Ratio	0.84	0.83	0.65	0.47	0.79	0.96	0.63	0.46	0.64
Control Delay	32.7	24.1	11.1	9.5	19.8	24.9	13.0	14.5	16.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	32.7	24.1	11.1	9.5	19.8	24.9	13.0	14.5	16.0
Queue Length 50th (ft)	127	130	20	25	178	57	27	86	90
Queue Length 95th (ft)	m#284	#248	m69	41	230	#405	44	117	178
Internal Link Dist (ft)		941			378			556	
Turn Bay Length (ft)	240		240	110		275	220		235
Base Capacity (vph)	483	1001	611	647	1991	1147	527	1983	683
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.84	0.83	0.65	0.47	0.79	0.96	0.63	0.46	0.64

Intersection Summary

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

Queue shown is maximum after two cycles.

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

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HCM 6th Edition methodology does not support turning movements with shared & exclusive lanes.

Lanes and Geometrics  
 9: S. Yosemite St. & SW Access Drive

Park Meadows  
 07/19/2022



Lane Group	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
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	140		0	450		0
Storage Lanes	1		0	1		0	1		1	2		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	0.97	0.91	0.91
Ped Bike Factor												
Frt		0.878			0.861				0.850		0.990	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1635	0	1770	1604	0	1770	3539	1583	3433	5034	0
Flt Permitted	0.552			0.701			0.950			0.950		
Satd. Flow (perm)	1028	1635	0	1306	1604	0	1770	3539	1583	3433	5034	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		71			173				504			20
Link Speed (mph)		30			30			30				30
Link Distance (ft)		205			367			636				1050
Travel Time (s)		4.7			8.3			14.5				23.9

Intersection Summary

Area Type: Other

Timings  
9: S. Yosemite St. & SW Access Drive

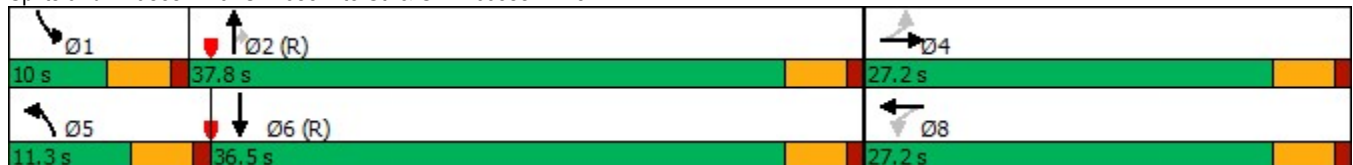


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations	↖	↗	↖	↗	↖	↑↑	↗	↖↗	↑↑↗
Traffic Volume (vph)	56	15	348	15	74	1281	464	186	1170
Future Volume (vph)	56	15	348	15	74	1281	464	186	1170
Turn Type	Perm	NA	Perm	NA	Prot	NA	Perm	Prot	NA
Protected Phases		4		8	5	2		1	6
Permitted Phases	4		8				2		
Detector Phase	4	4	8	8	5	2	2	1	6
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5
Total Split (s)	27.2	27.2	27.2	27.2	11.3	37.8	37.8	10.0	36.5
Total Split (%)	36.3%	36.3%	36.3%	36.3%	15.1%	50.4%	50.4%	13.3%	48.7%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag					Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?					Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	C-Max	C-Max	None	C-Max
Act Effct Green (s)	22.7	22.7	22.7	22.7	6.5	33.3	33.3	5.5	34.3
Actuated g/C Ratio	0.30	0.30	0.30	0.30	0.09	0.44	0.44	0.07	0.46
v/c Ratio	0.20	0.16	0.96	0.35	0.52	0.89	0.51	0.80	0.59
Control Delay	21.5	7.9	64.6	7.4	45.2	27.8	3.4	59.7	16.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	21.5	7.9	64.6	7.4	45.2	27.8	3.4	59.7	16.9
LOS	C	A	E	A	D	C	A	E	B
Approach Delay		13.5		43.9		22.3			22.4
Approach LOS		B		D		C			C

Intersection Summary

Cycle Length: 75  
 Actuated Cycle Length: 75  
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green  
 Natural Cycle: 75  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.96  
 Intersection Signal Delay: 25.0  
 Intersection Capacity Utilization 79.8%  
 Analysis Period (min) 15  
 Intersection LOS: C  
 ICU Level of Service D

Splits and Phases: 9: S. Yosemite St. & SW Access Drive







Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	61	87	378	215	80	1392	504	202	1367
v/c Ratio	0.20	0.16	0.96	0.35	0.52	0.89	0.51	0.80	0.59
Control Delay	21.5	7.9	64.6	7.4	45.2	27.8	3.4	59.7	16.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	21.5	7.9	64.6	7.4	45.2	27.8	3.4	59.7	16.9
Queue Length 50th (ft)	21	5	171	14	36	300	0	48	173
Queue Length 95th (ft)	50	35	#338	62	#80	#441	50	#103	219
Internal Link Dist (ft)		125		287		556			970
Turn Bay Length (ft)					140			450	
Base Capacity (vph)	311	544	395	606	160	1571	983	251	2310
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.20	0.16	0.96	0.35	0.50	0.89	0.51	0.80	0.59

**Intersection Summary**

# 95th percentile volume exceeds capacity, queue may be longer.  
Queue shown is maximum after two cycles.

HCM 6th Signalized Intersection Summary  
 9: S. Yosemite St. & SW Access Drive

Park Meadows  
 07/19/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	56	15	65	348	15	183	74	1281	464	186	1170	87
Future Volume (veh/h)	56	15	65	348	15	183	74	1281	464	186	1170	87
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	61	16	71	378	16	199	80	1392	504	202	1272	95
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	323	91	403	441	36	449	103	1578	704	253	2228	166
Arrive On Green	0.30	0.30	0.30	0.30	0.30	0.30	0.06	0.44	0.44	0.07	0.46	0.46
Sat Flow, veh/h	1166	300	1331	1310	119	1484	1781	3554	1585	3456	4847	362
Grp Volume(v), veh/h	61	0	87	378	0	215	80	1392	504	202	893	474
Grp Sat Flow(s),veh/h/ln	1166	0	1631	1310	0	1603	1781	1777	1585	1728	1702	1805
Q Serve(g_s), s	3.3	0.0	2.9	19.8	0.0	8.1	3.3	26.9	19.4	4.3	14.4	14.4
Cycle Q Clear(g_c), s	11.4	0.0	2.9	22.7	0.0	8.1	3.3	26.9	19.4	4.3	14.4	14.4
Prop In Lane	1.00		0.82	1.00		0.93	1.00		1.00	1.00		0.20
Lane Grp Cap(c), veh/h	323	0	494	441	0	485	103	1578	704	253	1564	830
V/C Ratio(X)	0.19	0.00	0.18	0.86	0.00	0.44	0.78	0.88	0.72	0.80	0.57	0.57
Avail Cap(c_a), veh/h	323	0	494	441	0	485	162	1578	704	253	1564	830
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	0.00	1.00	1.00	0.00	1.00	0.56	0.56	0.56	0.91	0.91	0.91
Uniform Delay (d), s/veh	25.7	0.0	19.3	28.5	0.0	21.1	34.9	19.1	17.0	34.2	14.8	14.9
Incr Delay (d2), s/veh	0.3	0.0	0.2	15.3	0.0	0.6	6.9	4.4	3.5	14.9	1.4	2.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	0.0	1.1	8.5	0.0	3.0	1.6	10.9	7.1	2.3	5.4	6.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	25.9	0.0	19.4	43.8	0.0	21.7	41.8	23.5	20.5	49.1	16.2	17.4
LnGrp LOS	C	A	B	D	A	C	D	C	C	D	B	B
Approach Vol, veh/h		148			593			1976			1569	
Approach Delay, s/veh		22.1			35.8			23.5			20.8	
Approach LOS		C			D			C			C	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	10.0	37.8		27.2	8.8	39.0		27.2				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	5.5	33.3		22.7	6.8	32.0		22.7				
Max Q Clear Time (g_c+I1), s	6.3	28.9		13.4	5.3	16.4		24.7				
Green Ext Time (p_c), s	0.0	3.7		0.4	0.0	8.4		0.0				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay				24.2								
HCM 6th LOS				C								



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)		0%	0%		0%	
Storage Length (ft)	200			0	0	140
Storage Lanes	1			1	2	1
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	0.91	0.95	1.00	0.97	1.00
Ped Bike Factor						
Frt				0.850		0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1770	5085	3539	1583	3433	1583
Flt Permitted	0.150				0.950	
Satd. Flow (perm)	279	5085	3539	1583	3433	1583
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)				693		137
Link Speed (mph)		30	30		30	
Link Distance (ft)		1842	1050		476	
Travel Time (s)		41.9	23.9		10.8	

Intersection Summary

Area Type: Other

Timings  
10: S. Yosemite St. & S. Chester St.

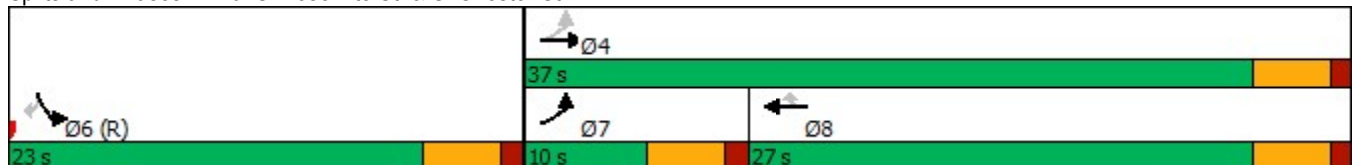


Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↖	↗↗↗	↖↖	↗	↖↖	↗
Traffic Volume (vph)	113	872	893	638	560	126
Future Volume (vph)	113	872	893	638	560	126
Turn Type	pm+pt	NA	NA	Perm	Prot	Perm
Protected Phases	7	4	8		6	
Permitted Phases	4			8		6
Detector Phase	7	4	8	8	6	6
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	22.5	22.5	22.5	22.5
Total Split (s)	10.0	37.0	27.0	27.0	23.0	23.0
Total Split (%)	16.7%	61.7%	45.0%	45.0%	38.3%	38.3%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead		Lag	Lag		
Lead-Lag Optimize?	Yes		Yes	Yes		
Recall Mode	None	None	None	None	C-Max	C-Max
Act Effct Green (s)	30.2	30.2	22.2	22.2	20.8	20.8
Actuated g/C Ratio	0.50	0.50	0.37	0.37	0.35	0.35
v/c Ratio	0.45	0.37	0.74	0.68	0.51	0.22
Control Delay	12.2	9.2	20.5	5.3	15.2	4.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	12.2	9.2	20.5	5.3	15.2	4.1
LOS	B	A	C	A	B	A
Approach Delay		9.6	14.2		13.2	
Approach LOS		A	B		B	

Intersection Summary

Cycle Length: 60  
 Actuated Cycle Length: 60  
 Offset: 0 (0%), Referenced to phase 2: and 6:SBL, Start of Green  
 Natural Cycle: 60  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.74  
 Intersection Signal Delay: 12.5  
 Intersection Capacity Utilization 58.2%  
 Analysis Period (min) 15  
 Intersection LOS: B  
 ICU Level of Service B

Splits and Phases: 10: S. Yosemite St. & S. Chester St.



Queues  
10: S. Yosemite St. & S. Chester St.

Park Meadows  
07/19/2022



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Group Flow (vph)	123	948	971	693	609	137
v/c Ratio	0.45	0.37	0.74	0.68	0.51	0.22
Control Delay	12.2	9.2	20.5	5.3	15.2	4.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	12.2	9.2	20.5	5.3	15.2	4.1
Queue Length 50th (ft)	20	63	153	0	63	0
Queue Length 95th (ft)	41	86	217	60	103	17
Internal Link Dist (ft)		1762	970		396	
Turn Bay Length (ft)	200					140
Base Capacity (vph)	276	2754	1327	1026	1188	637
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.45	0.34	0.73	0.68	0.51	0.22

Intersection Summary

HCM 6th Signalized Intersection Summary  
 10: S. Yosemite St. & S. Chester St.

Park Meadows  
 07/19/2022



Movement	EBL	EBT	WBT	WBR	SBL	SBR	
Lane Configurations							
Traffic Volume (veh/h)	113	872	893	638	560	126	
Future Volume (veh/h)	113	872	893	638	560	126	
Initial Q (Qb), veh	0	0	0	0	0	0	
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	
Work Zone On Approach		No	No		No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	
Adj Flow Rate, veh/h	123	948	971	693	609	137	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	
Percent Heavy Veh, %	2	2	2	2	2	2	
Cap, veh/h	291	2668	1333	594	1131	519	
Arrive On Green	0.07	0.52	0.38	0.38	0.33	0.33	
Sat Flow, veh/h	1781	5274	3647	1585	3456	1585	
Grp Volume(v), veh/h	123	948	971	693	609	137	
Grp Sat Flow(s),veh/h/ln	1781	1702	1777	1585	1728	1585	
Q Serve(g_s), s	2.3	6.5	14.1	22.5	8.6	3.8	
Cycle Q Clear(g_c), s	2.3	6.5	14.1	22.5	8.6	3.8	
Prop In Lane	1.00			1.00	1.00	1.00	
Lane Grp Cap(c), veh/h	291	2668	1333	594	1131	519	
V/C Ratio(X)	0.42	0.36	0.73	1.17	0.54	0.26	
Avail Cap(c_a), veh/h	325	2766	1333	594	1131	519	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	
Upstream Filter(l)	0.80	0.80	0.40	0.40	0.89	0.89	
Uniform Delay (d), s/veh	12.3	8.4	16.1	18.8	16.5	14.9	
Incr Delay (d2), s/veh	0.8	0.1	0.8	82.4	1.6	1.1	
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	
%ile BackOfQ(50%),veh/ln	0.8	2.0	5.2	20.7	3.3	4.0	
Unsig. Movement Delay, s/veh							
LnGrp Delay(d),s/veh	13.0	8.5	17.0	101.1	18.1	16.0	
LnGrp LOS	B	A	B	F	B	B	
Approach Vol, veh/h		1071	1664		746		
Approach Delay, s/veh		9.0	52.0		17.7		
Approach LOS		A	D		B		
Timer - Assigned Phs				4	6	7	8
Phs Duration (G+Y+Rc), s				35.9	24.1	8.9	27.0
Change Period (Y+Rc), s				4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s				32.5	18.5	5.5	22.5
Max Q Clear Time (g_c+I1), s				8.5	10.6	4.3	24.5
Green Ext Time (p_c), s				7.3	1.9	0.0	0.0
<b>Intersection Summary</b>							
HCM 6th Ctrl Delay			31.4				
HCM 6th LOS			C				

Lanes and Geometrics  
 11: S. Chester St. & Westview Rd./NW Access Drive

Park Meadows  
 07/19/2022



Lane Group	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
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	85		0	0		0	90		0	190		0
Storage Lanes	1		0	1		1	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.97	0.95	0.95
Ped Bike Factor												
Frt		0.903				0.850		0.974			0.950	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1682	0	1770	1863	1583	1770	3447	0	3433	3362	0
Flt Permitted	0.710			0.495			0.950			0.950		
Satd. Flow (perm)	1323	1682	0	922	1863	1583	1770	3447	0	3433	3362	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		157				381		41			157	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		259			217			476			565	
Travel Time (s)		5.9			4.9			10.8			12.8	

Intersection Summary

Area Type: Other







Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	185	242	82	72	550	136	688	433	723
v/c Ratio	0.60	0.47	0.38	0.16	0.83	0.58	0.54	0.70	0.46
Control Delay	27.7	10.1	23.0	17.3	18.7	32.9	17.3	30.9	11.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	27.7	10.1	23.0	17.3	18.7	32.9	17.3	30.9	11.9
Queue Length 50th (ft)	57	24	24	20	50	45	110	73	82
Queue Length 95th (ft)	107	70	55	44	#173	m69	173	#135	130
Internal Link Dist (ft)		179		137			396		485
Turn Bay Length (ft)	85					90		190	
Base Capacity (vph)	396	614	276	558	741	240	1269	623	1579
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.47	0.39	0.30	0.13	0.74	0.57	0.54	0.70	0.46

**Intersection Summary**

- # 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.
- m Volume for 95th percentile queue is metered by upstream signal.

HCM 6th Signalized Intersection Summary  
 11: S. Chester St. & Westview Rd./NW Access Drive

Park Meadows  
 07/19/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↖	↖	↖	↖↗		↖↗	↖↗	
Traffic Volume (veh/h)	170	78	144	75	66	506	125	525	108	398	444	221
Future Volume (veh/h)	170	78	144	75	66	506	125	525	108	398	444	221
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	185	85	157	82	72	0	136	571	117	433	483	240
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	392	138	256	241	440		173	1125	230	543	1019	504
Arrive On Green	0.24	0.24	0.24	0.24	0.24	0.00	0.10	0.38	0.38	0.16	0.44	0.44
Sat Flow, veh/h	1328	588	1087	1138	1870	1585	1781	2939	600	3456	2304	1138
Grp Volume(v), veh/h	185	0	242	82	72	0	136	345	343	433	372	351
Grp Sat Flow(s),veh/h/ln	1328	0	1675	1138	1870	1585	1781	1777	1762	1728	1777	1665
Q Serve(g_s), s	7.7	0.0	7.7	4.2	1.8	0.0	4.5	8.9	9.0	7.2	8.9	8.9
Cycle Q Clear(g_c), s	9.6	0.0	7.7	11.9	1.8	0.0	4.5	8.9	9.0	7.2	8.9	8.9
Prop In Lane	1.00		0.65	1.00		1.00	1.00		0.34	1.00		0.68
Lane Grp Cap(c), veh/h	392	0	394	241	440		173	680	674	543	786	737
V/C Ratio(X)	0.47	0.00	0.61	0.34	0.16		0.79	0.51	0.51	0.80	0.47	0.48
Avail Cap(c_a), veh/h	478	0	502	314	561		223	680	674	587	786	737
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	0.00	0.72	0.72	0.72	0.71	0.71	0.71
Uniform Delay (d), s/veh	22.0	0.0	20.5	25.8	18.2	0.0	26.5	14.2	14.2	24.4	11.8	11.8
Incr Delay (d2), s/veh	0.9	0.0	1.6	0.8	0.2	0.0	9.7	1.9	2.0	5.2	1.5	1.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.3	0.0	3.0	1.1	0.8	0.0	2.3	3.5	3.5	3.2	3.3	3.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	22.9	0.0	22.1	26.7	18.4	0.0	36.2	16.1	16.2	29.5	13.2	13.4
LnGrp LOS	C	A	C	C	B		D	B	B	C	B	B
Approach Vol, veh/h		427			154	A		824			1156	
Approach Delay, s/veh		22.4			22.8			19.5			19.4	
Approach LOS		C			C			B			B	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	13.9	27.5		18.6	10.3	31.0		18.6				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	10.2	18.3		18.0	7.5	21.0		18.0				
Max Q Clear Time (g_c+I1), s	9.2	11.0		11.6	6.5	10.9		13.9				
Green Ext Time (p_c), s	0.2	2.5		1.1	0.0	3.3		0.2				

Intersection Summary

HCM 6th Ctrl Delay	20.1
HCM 6th LOS	C

Notes

Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

Lanes and Geometrics  
 12: Park Meadows Ring Rd. & North Access Drive

Park Meadows  
 07/19/2022



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕↕	↕	↕	↕	↕
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)		0%	0%		0%	
Storage Length (ft)	0			0	0	0
Storage Lanes	0			1	1	1
Taper Length (ft)	25				25	
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt				0.850		0.850
Flt Protected		0.978			0.950	
Satd. Flow (prot)	0	3461	1863	1583	1770	1583
Flt Permitted		0.978			0.950	
Satd. Flow (perm)	0	3461	1863	1583	1770	1583
Link Speed (mph)		30	30		30	
Link Distance (ft)		1249	1271		255	
Travel Time (s)		28.4	28.9		5.8	

Intersection Summary

Area Type: Other

HCM Unsignalized Intersection Capacity Analysis  
 12: Park Meadows Ring Rd. & North Access Drive

Park Meadows  
 07/19/2022



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕↕	↕	↕	↕	↕
Traffic Volume (veh/h)	150	185	266	578	714	263
Future Volume (Veh/h)	150	185	266	578	714	263
Sign Control		Stop	Stop		Free	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	163	201	289	628	776	286
<b>Pedestrians</b>						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage (veh)						
Upstream signal (ft)	255					
pX, platoon unblocked						
vC, conflicting volume	1696	1552	1552	0	0	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1696	1552	1552	0	0	
tC, single (s)	7.1	6.5	6.5	6.2	4.1	
tC, 2 stage (s)						
tF (s)	3.5	4.0	4.0	3.3	2.2	
p0 queue free %	0	0	0	42	52	
cM capacity (veh/h)	0	59	59	1085	1623	
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	SB 1	SB 2
Volume Total	230	134	289	628	776	286
Volume Left	163	0	0	0	776	0
Volume Right	0	0	0	628	0	286
cSH	0	59	59	1085	1623	1700
Volume to Capacity	Err	2.26	4.88	0.58	0.48	0.17
Queue Length 95th (ft)	Err	329	Err	97	67	0
Control Delay (s)	Err	728.0	Err	12.8	9.2	0.0
Lane LOS	F	F	F	B	A	
Approach Delay (s)	Err		3160.0		6.7	
Approach LOS	F		F			
<b>Intersection Summary</b>						
Average Delay	Err					
Intersection Capacity Utilization	73.0%		ICU Level of Service			D
Analysis Period (min)	15					

Lanes and Geometrics  
 13: Park Meadows Ring Rd. & East Access Drive

Park Meadows  
 07/19/2022



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%		0%			0%
Storage Length (ft)	0	0		0	0	
Storage Lanes	1	1		1	0	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	0.95
Ped Bike Factor						
Frt		0.850		0.850		
Flt Protected	0.950					0.966
Satd. Flow (prot)	1770	1583	1863	1583	0	3419
Flt Permitted	0.950					0.966
Satd. Flow (perm)	1770	1583	1863	1583	0	3419
Link Speed (mph)	30		30			30
Link Distance (ft)	204		1336			1271
Travel Time (s)	4.6		30.4			28.9

Intersection Summary

Area Type: Other

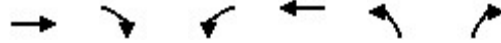
HCM Unsignalized Intersection Capacity Analysis  
 13: Park Meadows Ring Rd. & East Access Drive

Park Meadows  
 07/19/2022



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						 
Traffic Volume (veh/h)	305	521	129	252	503	207
Future Volume (Veh/h)	305	521	129	252	503	207
Sign Control	Free		Stop		Stop	
Grade	0%		0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	332	566	140	274	547	225
<b>Pedestrians</b>						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage (veh)						
Upstream signal (ft)	204					
pX, platoon unblocked						
vC, conflicting volume	0		664	0	734	664
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	0		664	0	734	664
tC, single (s)	4.1		6.5	6.2	7.1	6.5
tC, 2 stage (s)						
tF (s)	2.2		4.0	3.3	3.5	4.0
p0 queue free %	80		54	75	0	26
cM capacity (veh/h)	1623		303	1085	137	303
<b>Direction, Lane #</b>	<b>WB 1</b>	<b>WB 2</b>	<b>NB 1</b>	<b>NB 2</b>	<b>SB 1</b>	<b>SB 2</b>
Volume Total	332	566	140	274	622	150
Volume Left	332	0	0	0	547	0
Volume Right	0	566	0	274	0	0
cSH	1623	1700	303	1085	147	303
Volume to Capacity	0.20	0.33	0.46	0.25	4.24	0.49
Queue Length 95th (ft)	19	0	58	25	Err	65
Control Delay (s)	7.8	0.0	26.7	9.4	Err	28.0
Lane LOS	A		D	A	F	D
Approach Delay (s)	2.9		15.3		8061.6	
Approach LOS			C		F	
<b>Intersection Summary</b>						
Average Delay			2990.6			
Intersection Capacity Utilization			61.6%	ICU Level of Service	B	
Analysis Period (min)			15			

Lanes and Geometrics  
 14: SE Access Drive & Park Meadows Ring Rd.



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↑		↑↑	↑	↑
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)		0	0		0	0
Storage Lanes		1	0		1	1
Taper Length (ft)			25		25	
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	1.00
Ped Bike Factor						
Frt		0.850				0.850
Flt Protected				0.966	0.950	
Satd. Flow (prot)	1863	1583	0	3419	1770	1583
Flt Permitted				0.966	0.950	
Satd. Flow (perm)	1863	1583	0	3419	1770	1583
Link Speed (mph)	30			30	30	
Link Distance (ft)	1566			1336	207	
Travel Time (s)	35.6			30.4	4.7	

Intersection Summary

Area Type: Other

HCM Unsignalized Intersection Capacity Analysis  
 14: SE Access Drive & Park Meadows Ring Rd.

Park Meadows  
 07/19/2022



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↑		↑↑	↑	↑
Traffic Volume (veh/h)	128	326	276	113	195	186
Future Volume (Veh/h)	128	326	276	113	195	186
Sign Control	Stop			Stop	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	139	354	300	123	212	202
<b>Pedestrians</b>						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage (veh)						
Upstream signal (ft)	207					
pX, platoon unblocked						
vC, conflicting volume	424	0	494	424	0	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	424	0	494	424	0	
tC, single (s)	6.5	6.2	7.1	6.5	4.1	
tC, 2 stage (s)						
tF (s)	4.0	3.3	3.5	4.0	2.2	
p0 queue free %	69	67	0	73	87	
cM capacity (veh/h)	454	1085	226	454	1623	
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	NB 2
Volume Total	139	354	341	82	212	202
Volume Left	0	0	300	0	212	0
Volume Right	0	354	0	0	0	202
cSH	454	1085	241	454	1623	1700
Volume to Capacity	0.31	0.33	1.42	0.18	0.13	0.12
Queue Length 95th (ft)	32	36	480	16	11	0
Control Delay (s)	16.4	9.9	249.3	14.7	7.6	0.0
Lane LOS	C	A	F	B	A	
Approach Delay (s)	11.7		203.8		3.9	
Approach LOS	B		F			
<b>Intersection Summary</b>						
Average Delay	70.4					
Intersection Capacity Utilization	42.8%			ICU Level of Service		A
Analysis Period (min)	15					



Lanes and Geometrics  
 15: Park Meadows Ring Rd. & SW Access Drive

Park Meadows  
 07/19/2022



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%		0%		0%	
Storage Length (ft)	0	0	0			0
Storage Lanes	1	1	0			1
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	1.00
Ped Bike Factor						
Frt	0.850				0.850	
Flt Protected	0.950		0.965			
Satd. Flow (prot)	1770	1583	0	3415	1863	1583
Flt Permitted	0.950		0.965			
Satd. Flow (perm)	1770	1583	0	3415	1863	1583
Link Speed (mph)	30			30	30	
Link Distance (ft)	367			1566	1358	
Travel Time (s)	8.3			35.6	30.9	

Intersection Summary

Area Type: Other

HCM Unsignalized Intersection Capacity Analysis  
 15: Park Meadows Ring Rd. & SW Access Drive

Park Meadows  
 07/19/2022



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	258	375	381	149	198	225
Future Volume (Veh/h)	258	375	381	149	198	225
Sign Control	Free			Stop	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	280	408	414	162	215	245
<b>Pedestrians</b>						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage (veh)						
Upstream signal (ft)	367					
pX, platoon unblocked						
vC, conflicting volume	0		668	560	560	0
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	0		668	560	560	0
tC, single (s)	4.1		7.1	6.5	6.5	6.2
tC, 2 stage (s)						
tF (s)	2.2		3.5	4.0	4.0	3.3
p0 queue free %	83		0	55	41	77
cM capacity (veh/h)	1623		134	362	362	1085
<b>Direction, Lane #</b>	<b>EB 1</b>	<b>EB 2</b>	<b>NB 1</b>	<b>NB 2</b>	<b>SB 1</b>	<b>SB 2</b>
Volume Total	280	408	468	108	215	245
Volume Left	280	0	414	0	0	0
Volume Right	0	408	0	0	0	245
cSH	1623	1700	144	362	362	1085
Volume to Capacity	0.17	0.24	3.24	0.30	0.59	0.23
Queue Length 95th (ft)	16	0	Err	31	92	22
Control Delay (s)	7.7	0.0	Err	19.1	28.5	9.3
Lane LOS	A		F	C	D	A
Approach Delay (s)	3.1		8127.8		18.3	
Approach LOS			F		C	
<b>Intersection Summary</b>						
Average Delay	2721.7					
Intersection Capacity Utilization	55.8%			ICU Level of Service		B
Analysis Period (min)	15					

Lanes and Geometrics  
 16: Park Meadows Ring Rd. & NW Access Drive

Park Meadows  
 07/19/2022



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%		0%		0%	
Storage Length (ft)	0	0	0			0
Storage Lanes	1	1	0			1
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	1.00
Ped Bike Factor						
Frt	0.850				0.850	
Flt Protected	0.950		0.964			
Satd. Flow (prot)	1770	1583	0	3412	1863	1583
Flt Permitted	0.950		0.964			
Satd. Flow (perm)	1770	1583	0	3412	1863	1583
Link Speed (mph)	30		30		30	
Link Distance (ft)	217		1358		1249	
Travel Time (s)	4.9		30.9		28.4	

Intersection Summary

Area Type: Other

HCM Unsignalized Intersection Capacity Analysis  
 16: Park Meadows Ring Rd. & NW Access Drive

Park Meadows  
 07/19/2022



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	143	390	450	161	189	269
Future Volume (Veh/h)	143	390	450	161	189	269
Sign Control	Free			Stop	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	155	424	489	175	205	292
<b>Pedestrians</b>						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage (veh)						
Upstream signal (ft)	217					
pX, platoon unblocked						
vC, conflicting volume	0		412	310	310	0
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	0		412	310	310	0
tC, single (s)	4.1		7.1	6.5	6.5	6.2
tC, 2 stage (s)						
tF (s)	2.2		3.5	4.0	4.0	3.3
p0 queue free %	90		0	68	63	73
cM capacity (veh/h)	1623		265	547	547	1085
<b>Direction, Lane #</b>	<b>EB 1</b>	<b>EB 2</b>	<b>NB 1</b>	<b>NB 2</b>	<b>SB 1</b>	<b>SB 2</b>
Volume Total	155	424	547	117	205	292
Volume Left	155	0	489	0	0	0
Volume Right	0	424	0	0	0	292
cSH	1623	1700	281	547	547	1085
Volume to Capacity	0.10	0.25	1.95	0.21	0.37	0.27
Queue Length 95th (ft)	8	0	966	20	43	27
Control Delay (s)	7.5	0.0	470.1	13.4	15.5	9.5
Lane LOS	A		F	B	C	A
Approach Delay (s)	2.0		389.9		12.0	
Approach LOS			F		B	
<b>Intersection Summary</b>						
Average Delay	152.9					
Intersection Capacity Utilization	52.8%		ICU Level of Service			A
Analysis Period (min)	15					

Lanes and Geometrics  
 1: S. Yosemite St. & E. County Line Rd.

Park Meadows  
 07/19/2022



Lane Group	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
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%				0%
Storage Length (ft)	175		350	600		0	235		0	210		0
Storage Lanes	2		1	2		1	2		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.97	0.91	1.00	0.97	0.91	1.00	0.97	0.95	1.00	1.00	0.95	0.95
Ped Bike Factor												
Frt			0.850			0.850			0.850		0.946	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	5085	1583	3433	5085	1583	3433	3539	1583	1770	3348	0
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3433	5085	1583	3433	5085	1583	3433	3539	1583	1770	3348	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			142			142			142			94
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		556			1568			1842			710	
Travel Time (s)		12.6			35.6			41.9			16.1	

Intersection Summary

Area Type: Other

Timings  
1: S. Yosemite St. & E. County Line Rd.

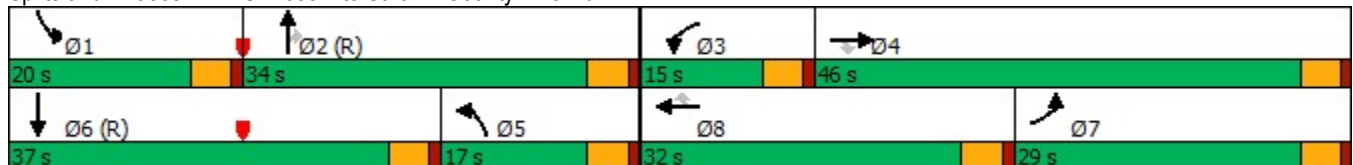
Park Meadows  
07/19/2022

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations											
Traffic Volume (vph)	245	585	91	52	386	39	75	214	22	43	188
Future Volume (vph)	245	585	91	52	386	39	75	214	22	43	188
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA
Protected Phases	7	4		3	8		5	2		1	6
Permitted Phases			4			8			2		
Detector Phase	7	4	4	3	8	8	5	2	2	1	6
Switch Phase											
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5
Total Split (s)	29.0	46.0	46.0	15.0	32.0	32.0	17.0	34.0	34.0	20.0	37.0
Total Split (%)	25.2%	40.0%	40.0%	13.0%	27.8%	27.8%	14.8%	29.6%	29.6%	17.4%	32.2%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lag	Lag	Lag	Lead	Lead	Lead	Lag	Lag	Lag	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	C-Max	C-Max	None	C-Max
Act Effct Green (s)	14.2	24.2	24.2	7.3	15.3	15.3	11.2	61.0	61.0	8.5	58.4
Actuated g/C Ratio	0.12	0.21	0.21	0.06	0.13	0.13	0.10	0.53	0.53	0.07	0.51
v/c Ratio	0.63	0.59	0.22	0.26	0.62	0.13	0.25	0.12	0.03	0.36	0.18
Control Delay	54.4	43.4	3.0	18.5	19.3	1.6	49.1	16.1	0.0	57.7	12.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	54.4	43.4	3.0	18.5	19.3	1.6	49.1	16.1	0.0	57.7	12.8
LOS	D	D	A	B	B	A	D	B	A	E	B
Approach Delay		42.3			17.8			22.9			18.6
Approach LOS		D			B			C			B

Intersection Summary

Cycle Length: 115  
 Actuated Cycle Length: 115  
 Offset: 16 (14%), Referenced to phase 2:NBT and 6:SBT, Start of Green  
 Natural Cycle: 65  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.63  
 Intersection Signal Delay: 29.7  
 Intersection LOS: C  
 Intersection Capacity Utilization 43.2%  
 ICU Level of Service A  
 Analysis Period (min) 15

Splits and Phases: 1: S. Yosemite St. & E. County Line Rd.



Queues

1: S. Yosemite St. & E. County Line Rd.



































Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	266	636	99	57	420	42	82	233	24	47	318
v/c Ratio	0.63	0.59	0.22	0.26	0.62	0.13	0.25	0.12	0.03	0.36	0.18
Control Delay	54.4	43.4	3.0	18.5	19.3	1.6	49.1	16.1	0.0	57.7	12.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	54.4	43.4	3.0	18.5	19.3	1.6	49.1	16.1	0.0	57.7	12.8
Queue Length 50th (ft)	97	161	0	6	101	0	28	45	0	34	46
Queue Length 95th (ft)	136	188	17	10	28	1	53	83	0	71	86
Internal Link Dist (ft)		476			1488			1762			630
Turn Bay Length (ft)	175		350	600			235			210	
Base Capacity (vph)	731	1835	662	313	1215	486	373	1877	906	238	1745
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.36	0.35	0.15	0.18	0.35	0.09	0.22	0.12	0.03	0.20	0.18

Intersection Summary

HCM 6th Signalized Intersection Summary  
 1: S. Yosemite St. & E. County Line Rd.

Park Meadows  
 07/19/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 	  		 	  		 	 			 	
Traffic Volume (veh/h)	245	585	91	52	386	39	75	214	22	43	188	105
Future Volume (veh/h)	245	585	91	52	386	39	75	214	22	43	188	105
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	266	636	99	57	420	42	82	233	24	47	204	114
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	342	941	292	126	621	193	1175	2092	933	61	632	338
Arrive On Green	0.10	0.18	0.18	0.01	0.04	0.04	0.34	0.59	0.59	0.03	0.28	0.28
Sat Flow, veh/h	3456	5106	1585	3456	5106	1585	3456	3554	1585	1781	2235	1197
Grp Volume(v), veh/h	266	636	99	57	420	42	82	233	24	47	160	158
Grp Sat Flow(s),veh/h/ln	1728	1702	1585	1728	1702	1585	1728	1777	1585	1781	1777	1655
Q Serve(g_s), s	8.6	13.3	3.0	1.9	9.3	2.6	1.8	3.3	0.7	3.0	8.2	8.7
Cycle Q Clear(g_c), s	8.6	13.3	3.0	1.9	9.3	2.6	1.8	3.3	0.7	3.0	8.2	8.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.72
Lane Grp Cap(c), veh/h	342	941	292	126	621	193	1175	2092	933	61	502	468
V/C Ratio(X)	0.78	0.68	0.34	0.45	0.68	0.22	0.07	0.11	0.03	0.77	0.32	0.34
Avail Cap(c_a), veh/h	736	1843	572	316	1221	379	1175	2092	933	240	502	468
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.91	0.91	0.91	0.90	0.90	0.90	1.00	1.00	1.00
Uniform Delay (d), s/veh	50.6	43.7	9.7	55.7	53.0	37.9	25.6	10.4	9.9	55.1	32.5	32.7
Incr Delay (d2), s/veh	3.8	0.9	0.7	2.3	1.2	0.5	0.0	0.1	0.0	18.3	1.7	1.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.9	5.7	2.4	0.9	4.3	1.2	0.8	1.3	0.3	1.7	3.8	3.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	54.4	44.6	10.4	58.0	54.1	38.4	25.7	10.5	9.9	73.4	34.2	34.7
LnGrp LOS	D	D	B	E	D	D	C	B	A	E	C	C
Approach Vol, veh/h		1001			519			339			365	
Approach Delay, s/veh		43.8			53.3			14.1			39.4	
Approach LOS		D			D			B			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	8.4	72.2	8.7	25.7	43.6	37.0	15.9	18.5				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	15.5	29.5	10.5	41.5	12.5	32.5	24.5	27.5				
Max Q Clear Time (g_c+I1), s	5.0	5.3	3.9	15.3	3.8	10.7	10.6	11.3				
Green Ext Time (p_c), s	0.0	1.5	0.1	5.1	0.1	1.9	0.8	2.7				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay			40.8									
HCM 6th LOS			D									



Lanes and Geometrics  
 2: S. Chester St. & E. County Line Rd.

Park Meadows  
 07/19/2022



Lane Group	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
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	550		0	525		0	135		0	125		110
Storage Lanes	2		1	2		0	2		1	2		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.97	0.91	1.00	0.97	0.86	0.86	0.97	0.95	1.00	0.97	0.95	1.00
Ped Bike Factor												
Frt			0.850		0.964				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	5085	1583	3433	6177	0	3433	3539	1583	3433	3539	1583
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3433	5085	1583	3433	6177	0	3433	3539	1583	3433	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			142		74				228			142
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1568			1050			565			792	
Travel Time (s)		35.6			23.9			12.8			18.0	

Intersection Summary

Area Type: Other

Timings  
2: S. Chester St. & E. County Line Rd.

Park Meadows  
07/19/2022

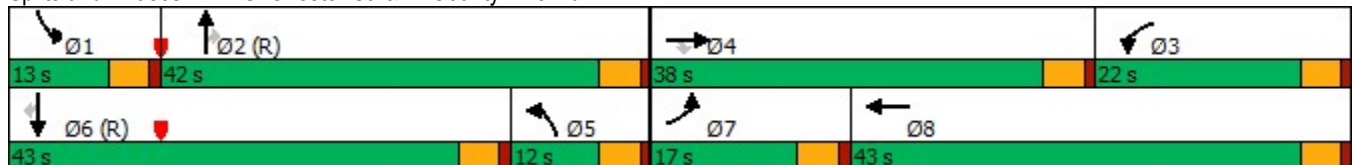


Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖↗	↑↑↑	↖	↖↗	↑↑↑	↖↗	↑↑	↖	↖↗	↑↑	↖
Traffic Volume (vph)	95	614	13	152	426	10	138	210	40	35	24
Future Volume (vph)	95	614	13	152	426	10	138	210	40	35	24
Turn Type	Prot	NA	Perm	Prot	NA	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8	5	2		1	6	
Permitted Phases			4					2			6
Detector Phase	7	4	4	3	8	5	2	2	1	6	6
Switch Phase											
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	22.5	9.5	22.5	9.5	22.5	22.5	9.5	22.5	22.5
Total Split (s)	17.0	38.0	38.0	22.0	43.0	12.0	42.0	42.0	13.0	43.0	43.0
Total Split (%)	14.8%	33.0%	33.0%	19.1%	37.4%	10.4%	36.5%	36.5%	11.3%	37.4%	37.4%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead	Lead	Lead	Lag	Lag	Lag	Lag	Lag	Lead	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	C-Max	C-Max	None	C-Max	C-Max
Act Effct Green (s)	8.8	22.0	22.0	10.9	24.0	6.1	59.3	59.3	6.9	66.3	66.3
Actuated g/C Ratio	0.08	0.19	0.19	0.09	0.21	0.05	0.52	0.52	0.06	0.58	0.58
v/c Ratio	0.39	0.69	0.03	0.51	0.45	0.06	0.08	0.25	0.21	0.02	0.03
Control Delay	24.4	21.0	0.7	64.4	44.2	52.0	16.6	3.3	53.4	13.9	0.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	24.4	21.0	0.7	64.4	44.2	52.0	16.6	3.3	53.4	13.9	0.0
LOS	C	C	A	E	D	D	B	A	D	B	A
Approach Delay		21.1			48.6		9.8			26.4	
Approach LOS		C			D		A			C	

Intersection Summary

Cycle Length: 115  
 Actuated Cycle Length: 115  
 Offset: 68 (59%), Referenced to phase 2:NBT and 6:SBT, Start of Green  
 Natural Cycle: 65  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.69  
 Intersection Signal Delay: 29.6  
 Intersection Capacity Utilization 40.3%  
 Analysis Period (min) 15  
 Intersection LOS: C  
 ICU Level of Service A

Splits and Phases: 2: S. Chester St. & E. County Line Rd.



Queues  
2: S. Chester St. & E. County Line Rd.

Park Meadows  
07/19/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	103	667	14	165	608	11	150	228	43	38	26
v/c Ratio	0.39	0.69	0.03	0.51	0.45	0.06	0.08	0.25	0.21	0.02	0.03
Control Delay	24.4	21.0	0.7	64.4	44.2	52.0	16.6	3.3	53.4	13.9	0.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	24.4	21.0	0.7	64.4	44.2	52.0	16.6	3.3	53.4	13.9	0.0
Queue Length 50th (ft)	28	178	0	64	114	4	30	0	15	5	0
Queue Length 95th (ft)	42	210	m3	99	143	13	56	46	34	19	0
Internal Link Dist (ft)		1488			970		485			712	
Turn Bay Length (ft)	550			525		135			125		110
Base Capacity (vph)	373	1481	561	522	2117	223	1824	926	253	2039	972
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.28	0.45	0.02	0.32	0.29	0.05	0.08	0.25	0.17	0.02	0.03

Intersection Summary

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

HCM 6th Signalized Intersection Summary  
 2: S. Chester St. & E. County Line Rd.

Park Meadows  
 07/19/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	95	614	13	152	426	133	10	138	210	40	35	24
Future Volume (veh/h)	95	614	13	152	426	133	10	138	210	40	35	24
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	103	667	14	165	463	145	11	150	228	43	38	26
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	160	935	290	228	1008	295	897	1997	891	112	1190	531
Arrive On Green	0.02	0.06	0.06	0.13	0.41	0.41	0.26	0.56	0.56	0.03	0.33	0.33
Sat Flow, veh/h	3456	5106	1585	3456	4975	1458	3456	3554	1585	3456	3554	1585
Grp Volume(v), veh/h	103	667	14	165	448	160	11	150	228	43	38	26
Grp Sat Flow(s),veh/h/ln	1728	1702	1585	1728	1609	1608	1728	1777	1585	1728	1777	1585
Q Serve(g_s), s	3.4	14.8	1.0	5.3	7.8	8.5	0.3	2.2	5.7	1.4	0.8	1.0
Cycle Q Clear(g_c), s	3.4	14.8	1.0	5.3	7.8	8.5	0.3	2.2	5.7	1.4	0.8	1.0
Prop In Lane	1.00		1.00	1.00		0.91	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	160	935	290	228	977	326	897	1997	891	112	1190	531
V/C Ratio(X)	0.64	0.71	0.05	0.72	0.46	0.49	0.01	0.08	0.26	0.38	0.03	0.05
Avail Cap(c_a), veh/h	376	1487	462	526	1616	538	897	1997	891	255	1190	531
HCM Platoon Ratio	0.33	0.33	0.33	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.81	0.81	0.81	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	55.7	51.1	44.6	48.9	29.6	29.8	31.6	11.5	5.8	54.5	25.7	17.1
Incr Delay (d2), s/veh	3.4	0.8	0.1	4.3	0.3	1.1	0.0	0.1	0.7	2.1	0.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	6.8	0.4	2.3	2.7	3.0	0.1	0.9	2.9	0.6	0.4	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	59.1	51.9	44.6	53.3	29.9	31.0	31.6	11.6	6.5	56.6	25.8	17.3
LnGrp LOS	E	D	D	D	C	C	C	B	A	E	C	B
Approach Vol, veh/h		784			773			389			107	
Approach Delay, s/veh		52.7			35.1			9.2			36.1	
Approach LOS		D			D			A			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	8.2	69.1	12.1	25.6	34.4	43.0	9.8	27.8				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	8.5	37.5	17.5	33.5	7.5	38.5	12.5	38.5				
Max Q Clear Time (g_c+I1), s	3.4	7.7	7.3	16.8	2.3	3.0	5.4	10.5				
Green Ext Time (p_c), s	0.0	1.8	0.3	4.3	0.0	0.3	0.1	4.4				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay			37.0									
HCM 6th LOS			D									

Lanes and Geometrics  
 3: North Access Drive & E. County Line Rd.

Park Meadows  
 07/19/2022



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑	↑	↙↘	↑↑↑		↙↘
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)		0	350		0	0
Storage Lanes		1	2		0	2
Taper Length (ft)			25		25	
Lane Util. Factor	0.91	1.00	0.97	0.86	1.00	0.88
Ped Bike Factor						
Frt		0.850				0.850
Flt Protected			0.950			
Satd. Flow (prot)	5085	1583	3433	6408	0	2787
Flt Permitted			0.950			
Satd. Flow (perm)	5085	1583	3433	6408	0	2787
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		22				326
Link Speed (mph)	30			30	30	
Link Distance (ft)	1050			651	255	
Travel Time (s)	23.9			14.8	5.8	

Intersection Summary

Area Type: Other

Timings  
3: North Access Drive & E. County Line Rd.



Lane Group	EBT	EBR	WBL	WBT	NBR	Ø8
Lane Configurations	↑↑↑	↗	↖	↑↑↑	↗	
Traffic Volume (vph)	827	20	108	833	20	
Future Volume (vph)	827	20	108	833	20	
Turn Type	NA	Perm	Prot	NA	Over	
Protected Phases	4		2	2 8	2	8
Permitted Phases		4			2	
Detector Phase	4	4	2	2 8	2	
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	22.5	22.5	9.5	9.5	22.5	
Total Split (s)	81.0	81.0	34.0	34.0	81.0	
Total Split (%)	70.4%	70.4%	29.6%	29.6%	70%	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.0	
All-Red Time (s)	1.0	1.0	1.0	1.0	0.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		
Total Lost Time (s)	4.5	4.5	4.5	4.5		
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	None	None	C-Max	C-Max	None	
Act Effct Green (s)	30.9	30.9	75.1	115.0	75.1	
Actuated g/C Ratio	0.27	0.27	0.65	1.00	0.65	
v/c Ratio	0.66	0.05	0.05	0.14	0.01	
Control Delay	13.2	1.2	5.4	0.0	0.0	
Queue Delay	0.0	0.0	0.0	0.0	0.0	
Total Delay	13.2	1.2	5.4	0.0	0.0	
LOS	B	A	A	A	A	
Approach Delay	12.9			0.7		
Approach LOS	B			A		

Intersection Summary

Cycle Length: 115  
 Actuated Cycle Length: 115  
 Offset: 92 (80%), Referenced to phase 2:WBTL and 6:, Start of Green  
 Natural Cycle: 40  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.66  
 Intersection Signal Delay: 6.4  
 Intersection Capacity Utilization 27.6%  
 Analysis Period (min) 15  
 Intersection LOS: A  
 ICU Level of Service A

Splits and Phases: 3: North Access Drive & E. County Line Rd.





Lane Group	EBT	EBR	WBL	WBT	NBR
Lane Group Flow (vph)	899	22	117	905	22
v/c Ratio	0.66	0.05	0.05	0.14	0.01
Control Delay	13.2	1.2	5.4	0.0	0.0
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	13.2	1.2	5.4	0.0	0.0
Queue Length 50th (ft)	58	1	8	0	0
Queue Length 95th (ft)	71	m0	30	0	0
Internal Link Dist (ft)	970			571	
Turn Bay Length (ft)			350		
Base Capacity (vph)	3382	1060	2240	6408	1932
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.27	0.02	0.05	0.14	0.01

#### Intersection Summary

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

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HCM 6th Edition methodology expects strict NEMA phasing.



Lanes and Geometrics  
 4: Park Meadow Center Dr. & E. County Line Rd.

Park Meadows  
 07/19/2022



Lane Group	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
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		325	0		100	0		250	250		175
Storage Lanes	0		1	0		1	0		1	3		2
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.86	1.00	1.00	0.91	1.00	1.00	1.00	0.76	0.94	0.95	0.88
Ped Bike Factor												
Frt			0.850			0.850			0.850			0.850
Flt Protected										0.950		
Satd. Flow (prot)	0	6408	1583	0	5085	1583	0	0	3610	4990	3539	2787
Flt Permitted										0.950		
Satd. Flow (perm)	0	6408	1583	0	5085	1583	0	0	3610	4990	3539	2787
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			57			64			163			450
Link Speed (mph)		30			30			30				30
Link Distance (ft)		651			987			1238				614
Travel Time (s)		14.8			22.4			28.1				14.0

Intersection Summary

Area Type: Other

Timings  
4: Park Meadow Center Dr. & E. County Line Rd.

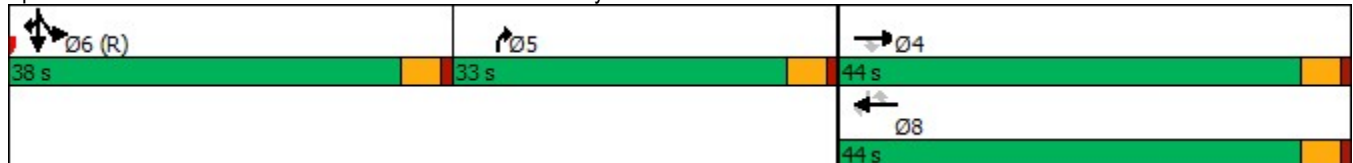


Lane Group	EBT	EBR	WBT	WBR	NBR	SBL	SBT	SBR
Lane Configurations	↑↑↑↑	↗	↑↑↑↑	↗	↗↗↗	↘↘↘	↑↑	↗↗
Traffic Volume (vph)	864	22	470	59	341	441	248	414
Future Volume (vph)	864	22	470	59	341	441	248	414
Turn Type	NA	Perm	NA	Perm	Prot	Split	NA	custom
Protected Phases	4		8		5	6	6	6
Permitted Phases		4		8				8
Detector Phase	4	4	8	8	5	6	6	6
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	22.5	9.5	22.5	22.5	22.5
Total Split (s)	44.0	44.0	44.0	44.0	33.0	38.0	38.0	38.0
Total Split (%)	38.3%	38.3%	38.3%	38.3%	28.7%	33.0%	33.0%	33.0%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag					Lag	Lead	Lead	Lead
Lead-Lag Optimize?					Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	C-Max	C-Max	C-Max
Act Effct Green (s)	25.8	25.8	25.8	25.8	12.3	63.4	63.4	93.7
Actuated g/C Ratio	0.22	0.22	0.22	0.22	0.11	0.55	0.55	0.81
v/c Ratio	0.65	0.06	0.45	0.16	0.70	0.17	0.14	0.19
Control Delay	9.4	0.5	46.6	19.2	34.4	14.1	14.1	0.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	9.4	0.5	46.6	19.2	34.4	14.1	14.1	0.5
LOS	A	A	D	B	C	B	B	A
Approach Delay	9.1		43.6				9.0	
Approach LOS	A		D				A	

Intersection Summary

Cycle Length: 115  
 Actuated Cycle Length: 115  
 Offset: 86 (75%), Referenced to phase 6:SBTL, Start of Green  
 Natural Cycle: 55  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.70  
 Intersection Signal Delay: 18.5  
 Intersection Capacity Utilization 40.1%  
 Analysis Period (min) 15  
 Intersection LOS: B  
 ICU Level of Service A

Splits and Phases: 4: Park Meadow Center Dr. & E. County Line Rd.



## 4: Park Meadow Center Dr. &amp; E. County Line Rd.

07/19/2022



Lane Group	EBT	EBR	WBT	WBR	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	939	24	511	64	371	479	270	450
v/c Ratio	0.65	0.06	0.45	0.16	0.70	0.17	0.14	0.19
Control Delay	9.4	0.5	46.6	19.2	34.4	14.1	14.1	0.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	9.4	0.5	46.6	19.2	34.4	14.1	14.1	0.5
Queue Length 50th (ft)	13	0	135	0	64	59	48	0
Queue Length 95th (ft)	12	0	168	50	103	96	86	10
Internal Link Dist (ft)	571		907				534	
Turn Bay Length (ft)		325		100	250	250		175
Base Capacity (vph)	2201	581	1746	585	1017	2751	1951	2354
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.43	0.04	0.29	0.11	0.36	0.17	0.14	0.19

## Intersection Summary

HCM 6th Signalized Intersection Summary  
 4: Park Meadow Center Dr. & E. County Line Rd.

Park Meadows  
 07/19/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑	↗		↑↑↑	↗			↗↗↗	↘↘↘	↑↑	↗↗
Traffic Volume (veh/h)	0	864	22	0	470	59	0	0	341	441	248	414
Future Volume (veh/h)	0	864	22	0	470	59	0	0	341	441	248	414
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	0	1870	1870	0	1870	1870	0	0	1870	1870	1870	1870
Adj Flow Rate, veh/h	0	939	0	0	511	0	0	0	371	479	270	450
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	2	2	0	2	2	0	0	2	2	2	2
Cap, veh/h	0	1410		0	1119		0	0	0	3529	2497	1960
Arrive On Green	0.00	0.07	0.00	0.00	0.22	0.00	0.00	0.00	0.00	0.70	0.70	0.70
Sat Flow, veh/h	0	6696	1585	0	5274	1585		0		5023	3554	2790
Grp Volume(v), veh/h	0	939	0	0	511	0		0.0		479	270	450
Grp Sat Flow(s),veh/h/ln	0	1609	1585	0	1702	1585				1674	1777	1395
Q Serve(g_s), s	0.0	16.4	0.0	0.0	10.0	0.0				3.6	2.8	6.6
Cycle Q Clear(g_c), s	0.0	16.4	0.0	0.0	10.0	0.0				3.6	2.8	6.6
Prop In Lane	0.00		1.00	0.00		1.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	1410		0	1119					3529	2497	1960
V/C Ratio(X)	0.00	0.67		0.00	0.46					0.14	0.11	0.23
Avail Cap(c_a), veh/h	0	2210		0	1754					3529	2497	1960
HCM Platoon Ratio	1.00	0.33	0.33	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.72	0.00	0.00	0.99	0.00				1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	49.2	0.0	0.0	39.0	0.0				5.6	5.5	6.1
Incr Delay (d2), s/veh	0.0	0.4	0.0	0.0	0.3	0.0				0.1	0.1	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	7.1	0.0	0.0	4.2	0.0				1.2	1.0	1.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	49.6	0.0	0.0	39.2	0.0				5.7	5.6	6.3
LnGrp LOS	A	D		A	D					A	A	A
Approach Vol, veh/h		939	A		511	A					1199	
Approach Delay, s/veh		49.6			39.2						5.9	
Approach LOS		D			D						A	
Timer - Assigned Phs				4		6		8				
Phs Duration (G+Y+Rc), s				29.7		85.3		29.7				
Change Period (Y+Rc), s				4.5		4.5		4.5				
Max Green Setting (Gmax), s				39.5		33.5		39.5				
Max Q Clear Time (g_c+I1), s				18.4		8.6		12.0				
Green Ext Time (p_c), s				6.9		6.0		3.7				

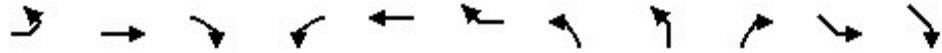
Intersection Summary		
HCM 6th Ctrl Delay		27.8
HCM 6th LOS		C

Notes

Unsignalized Delay for [EBR, WBR] is excluded from calculations of the approach delay and intersection delay.

Lanes and Geometrics  
 5: I-25 Ramps & E. County Line Rd.

Park Meadows  
 07/19/2022

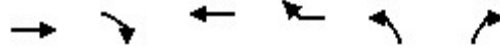


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL2	NBL	NBR	SEL	SER
Lane Configurations		↑↑↑	↑↑		↑↑↑	↑	↑↑		↑		
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%		0%	
Storage Length (ft)	0		200	0		100		180	0	0	0
Storage Lanes	0		1	0		1		2	1	0	0
Taper Length (ft)	25			25				25		25	
Lane Util. Factor	1.00	0.91	0.88	1.00	0.91	1.00	0.97	1.00	1.00	1.00	1.00
Ped Bike Factor											
Frt			0.850			0.850			0.850		
Flt Protected							0.950				
Satd. Flow (prot)	0	5085	2787	0	5085	1583	3433	0	1583	0	0
Flt Permitted							0.950				
Satd. Flow (perm)	0	5085	2787	0	5085	1583	3433	0	1583	0	0
Right Turn on Red			Yes			Yes			Yes		
Satd. Flow (RTOR)			533			238			462		
Link Speed (mph)		30			30			30		30	
Link Distance (ft)		987			920			594		465	
Travel Time (s)		22.4			20.9			13.5		10.6	

Intersection Summary

Area Type: Other

Timings  
5: I-25 Ramps & E. County Line Rd.



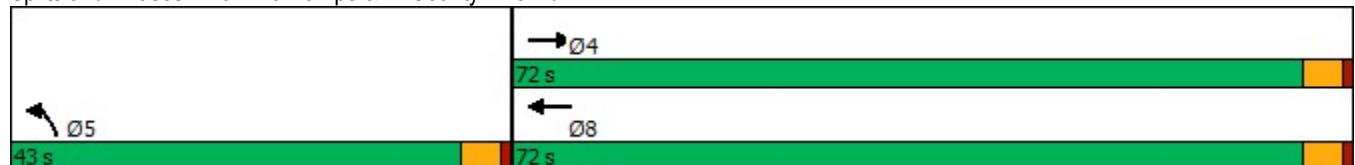
Lane Group	EBT	EBR	WBT	WBR	NBL2	NBR
Lane Configurations	↑↑↑	↑↑	↑↑↑	↑	↑↑	↑
Traffic Volume (vph)	961	546	256	219	276	242
Future Volume (vph)	961	546	256	219	276	242
Turn Type	NA	Free	NA	Free	Prot	Free
Protected Phases	4		8		5	
Permitted Phases		Free		Free		Free
Detector Phase	4		8		5	
Switch Phase						
Minimum Initial (s)	5.0		5.0		5.0	
Minimum Split (s)	22.5		22.5		9.5	
Total Split (s)	72.0		72.0		43.0	
Total Split (%)	62.6%		62.6%		37.4%	
Yellow Time (s)	3.5		3.5		3.5	
All-Red Time (s)	1.0		1.0		1.0	
Lost Time Adjust (s)	0.0		0.0		0.0	
Total Lost Time (s)	4.5		4.5		4.5	
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	None		None		None	
Act Effct Green (s)	34.9	115.0	34.9	115.0	71.1	115.0
Actuated g/C Ratio	0.30	1.00	0.30	1.00	0.62	1.00
v/c Ratio	0.68	0.21	0.18	0.15	0.14	0.17
Control Delay	18.7	0.2	28.8	0.2	10.2	0.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	18.7	0.2	28.8	0.2	10.2	0.2
LOS	B	A	C	A	B	A
Approach Delay	12.0		15.6			
Approach LOS	B		B			

Intersection Summary

Cycle Length: 115  
 Actuated Cycle Length: 115  
 Offset: 40 (35%), Referenced to phase 2: and 6:, Start of Green  
 Natural Cycle: 40  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.68  
 Intersection Signal Delay: 11.4  
 Intersection Capacity Utilization 33.5%  
 Analysis Period (min) 15

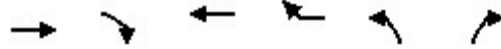
Intersection LOS: B  
 ICU Level of Service A

Splits and Phases: 5: I-25 Ramps & E. County Line Rd.



Queues  
5: I-25 Ramps & E. County Line Rd.

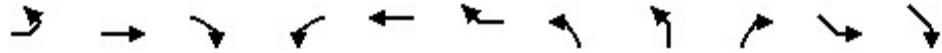
Park Meadows  
07/19/2022



Lane Group	EBT	EBR	WBT	WBR	NBL2	NBR
Lane Group Flow (vph)	1045	593	278	238	300	263
v/c Ratio	0.68	0.21	0.18	0.15	0.14	0.17
Control Delay	18.7	0.2	28.8	0.2	10.2	0.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	18.7	0.2	28.8	0.2	10.2	0.2
Queue Length 50th (ft)	182	0	55	0	44	0
Queue Length 95th (ft)	236	0	70	0	76	0
Internal Link Dist (ft)	907		840			
Turn Bay Length (ft)		200		100	180	
Base Capacity (vph)	2984	2787	2984	1583	2123	1583
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.35	0.21	0.09	0.15	0.14	0.17
<b>Intersection Summary</b>						

HCM 6th Signalized Intersection Summary  
5: I-25 Ramps & E. County Line Rd.

Park Meadows  
07/19/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL2	NBL	NBR	SEL	SER
Lane Configurations		↑↑↑	↑↑		↑↑↑	↑	↑↑		↑		
Traffic Volume (veh/h)	0	961	546	0	256	219	276	0	242	0	0
Future Volume (veh/h)	0	961	546	0	256	219	276	0	242	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00	1.00	1.00		
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
Work Zone On Approach		No			No			No			
Adj Sat Flow, veh/h/ln	0	1870	1870	0	1870	1870	1870	1870	1870		
Adj Flow Rate, veh/h	0	1045	0	0	278	0	300	300	0		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92		
Percent Heavy Veh, %	0	2	2	0	2	2	2	2	2		
Cap, veh/h	0	1488		0	1488		2178	2178			
Arrive On Green	0.00	0.20	0.00	0.00	0.29	0.00	0.63	0.63	0.00		
Sat Flow, veh/h	0	5274	2790	0	5274	1585	3456	3456	1585		
Grp Volume(v), veh/h	0	1045	0	0	278	0	300	300	0		
Grp Sat Flow(s),veh/h/ln	0	1702	1395	0	1702	1585	1728	1728	1585		
Q Serve(g_s), s	0.0	21.9	0.0	0.0	4.7	0.0	4.0	4.0	0.0		
Cycle Q Clear(g_c), s	0.0	21.9	0.0	0.0	4.7	0.0	4.0	4.0	0.0		
Prop In Lane	0.00		1.00	0.00		1.00	1.00	1.00	1.00		
Lane Grp Cap(c), veh/h	0	1488		0	1488		2178	2178			
V/C Ratio(X)	0.00	0.70		0.00	0.19		0.14	0.14			
Avail Cap(c_a), veh/h	0	2997		0	2997		2178	2178			
HCM Platoon Ratio	1.00	0.67	0.67	1.00	1.00	1.00	1.00	1.00	1.00		
Upstream Filter(I)	0.00	0.83	0.00	0.00	1.00	0.00	1.00	1.00	0.00		
Uniform Delay (d), s/veh	0.0	41.6	0.0	0.0	30.5	0.0	8.6	8.6	0.0		
Incr Delay (d2), s/veh	0.0	0.5	0.0	0.0	0.1	0.0	0.0	0.0	0.0		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln	0.0	9.7	0.0	0.0	1.9	0.0	1.5	1.5	0.0		
Unsig. Movement Delay, s/veh											
LnGrp Delay(d),s/veh	0.0	42.1	0.0	0.0	30.6	0.0	8.6	8.6	0.0		
LnGrp LOS	A	D		A	C		A	A			
Approach Vol, veh/h		1045	A		278	A	300	300	A		
Approach Delay, s/veh		42.1			30.6		8.6	8.6			
Approach LOS		D			C		A	A			
Timer - Assigned Phs		2		4				8			
Phs Duration (G+Y+Rc), s		77.0		38.0				38.0			
Change Period (Y+Rc), s		4.5		4.5				4.5			
Max Green Setting (Gmax), s		38.5		67.5				67.5			
Max Q Clear Time (g_c+I1), s		6.0		23.9				6.7			
Green Ext Time (p_c), s		1.1		9.6				2.1			

Intersection Summary

HCM 6th Ctrl Delay	34.0
HCM 6th LOS	C

Notes

Unsignalized Delay for [NBR, EBR, WBR] is excluded from calculations of the approach delay and intersection delay.



Lanes and Geometrics  
 6: Park Meadow Center Dr. & East Access Drive



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)	0	0	110			0
Storage Lanes	2	1	1			0
Taper Length (ft)	25		25			
Lane Util. Factor	0.97	1.00	1.00	0.95	0.95	0.95
Ped Bike Factor						
Frt		0.850			0.955	
Flt Protected	0.950		0.950			
Satd. Flow (prot)	3433	1583	1770	3539	3380	0
Flt Permitted	0.950		0.507			
Satd. Flow (perm)	3433	1583	944	3539	3380	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		17			90	
Link Speed (mph)	30			30	30	
Link Distance (ft)	204			1551	1238	
Travel Time (s)	4.6			35.3	28.1	

Intersection Summary

Area Type: Other

Timings  
6: Park Meadow Center Dr. & East Access Drive

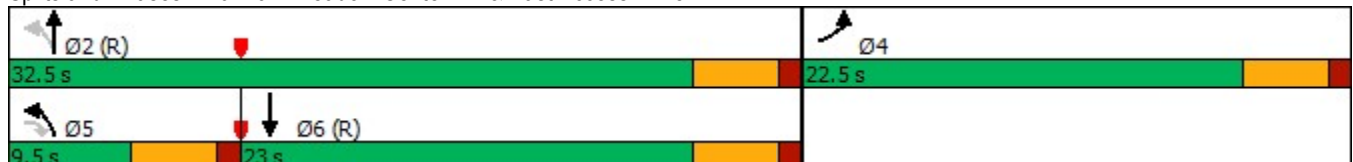


Lane Group	EBL	EBR	NBL	NBT	SBT
Lane Configurations	↖↗	↗	↖	↑↑	↑↓
Traffic Volume (vph)	16	16	13	324	194
Future Volume (vph)	16	16	13	324	194
Turn Type	Prot	Perm	pm+pt	NA	NA
Protected Phases	4		5	2	6
Permitted Phases		5	2		
Detector Phase	4	5	5	2	6
Switch Phase					
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	9.5	9.5	22.5	22.5
Total Split (s)	22.5	9.5	9.5	32.5	23.0
Total Split (%)	40.9%	17.3%	17.3%	59.1%	41.8%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5
Lead/Lag		Lead	Lead		Lag
Lead-Lag Optimize?		Yes	Yes		Yes
Recall Mode	None	None	None	C-Max	C-Max
Act Effect Green (s)	5.8	5.9	48.3	51.9	46.6
Actuated g/C Ratio	0.11	0.11	0.88	0.94	0.85
v/c Ratio	0.05	0.09	0.02	0.11	0.10
Control Delay	22.2	12.8	2.3	1.5	2.4
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	22.2	12.8	2.3	1.5	2.4
LOS	C	B	A	A	A
Approach Delay	17.5			1.5	2.4
Approach LOS	B			A	A

Intersection Summary

Cycle Length: 55  
 Actuated Cycle Length: 55  
 Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBT, Start of Green  
 Natural Cycle: 55  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.11  
 Intersection Signal Delay: 2.7  
 Intersection Capacity Utilization 22.5%  
 Analysis Period (min) 15  
 Intersection LOS: A  
 ICU Level of Service A

Splits and Phases: 6: Park Meadow Center Dr. & East Access Drive





Lane Group	EBL	EBR	NBL	NBT	SBT
Lane Group Flow (vph)	17	17	14	352	301
v/c Ratio	0.05	0.09	0.02	0.11	0.10
Control Delay	22.2	12.8	2.3	1.5	2.4
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	22.2	12.8	2.3	1.5	2.4
Queue Length 50th (ft)	2	0	0	0	0
Queue Length 95th (ft)	10	14	m6	36	33
Internal Link Dist (ft)	124			1471	1158
Turn Bay Length (ft)			110		
Base Capacity (vph)	1123	184	917	3341	2880
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.02	0.09	0.02	0.11	0.10

#### Intersection Summary

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

HCM 6th Signalized Intersection Summary  
 6: Park Meadow Center Dr. & East Access Drive

Park Meadows  
 07/19/2022



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	16	16	13	324	194	83
Future Volume (veh/h)	16	16	13	324	194	83
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	17	17	14	352	211	90
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	127	58	886	2841	1718	708
Arrive On Green	0.04	0.04	0.02	0.80	0.70	0.70
Sat Flow, veh/h	3456	1585	1781	3647	2547	1011
Grp Volume(v), veh/h	17	17	14	352	151	150
Grp Sat Flow(s),veh/h/ln	1728	1585	1781	1777	1777	1688
Q Serve(g_s), s	0.3	0.6	0.1	1.2	1.5	1.6
Cycle Q Clear(g_c), s	0.3	0.6	0.1	1.2	1.5	1.6
Prop In Lane	1.00	1.00	1.00			0.60
Lane Grp Cap(c), veh/h	127	58	886	2841	1244	1182
V/C Ratio(X)	0.13	0.29	0.02	0.12	0.12	0.13
Avail Cap(c_a), veh/h	1131	519	1016	2841	1244	1182
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.85	0.85	1.00	1.00
Uniform Delay (d), s/veh	25.6	25.8	1.8	1.2	2.7	2.7
Incr Delay (d2), s/veh	0.5	2.7	0.0	0.1	0.2	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.6	0.0	0.1	0.3	0.3
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	26.1	28.5	1.8	1.3	2.9	2.9
LnGrp LOS	C	C	A	A	A	A
Approach Vol, veh/h	34			366	301	
Approach Delay, s/veh	27.3			1.3	2.9	
Approach LOS	C			A	A	
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		48.5		6.5	5.5	43.0
Change Period (Y+Rc), s		4.5		4.5	4.5	4.5
Max Green Setting (Gmax), s		28.0		18.0	5.0	18.5
Max Q Clear Time (g_c+I1), s		3.2		2.6	2.1	3.6
Green Ext Time (p_c), s		2.3		0.0	0.0	1.5
<b>Intersection Summary</b>						
HCM 6th Ctrl Delay			3.3			
HCM 6th LOS			A			

Lanes and Geometrics  
7: SE Access Drive & Park Meadow Center Dr.

Park Meadows  
07/19/2022

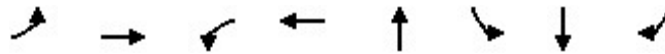


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%				0%
Storage Length (ft)	150		0	100		0	0		0	0		0
Storage Lanes	1		0	1		0	1		0	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.997			0.998			0.850				0.850
Flt Protected	0.950			0.950								0.964
Satd. Flow (prot)	1770	3529	0	1770	3532	0	1863	1583	0	0	1796	1583
Flt Permitted	0.620			0.502								0.940
Satd. Flow (perm)	1155	3529	0	935	3532	0	1863	1583	0	0	1751	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		4			3			446				119
Link Speed (mph)		30			30			30				30
Link Distance (ft)		1110			1551			164				207
Travel Time (s)		25.2			35.3			3.7				4.7

Intersection Summary

Area Type: Other

Timings  
7: SE Access Drive & Park Meadow Center Dr.

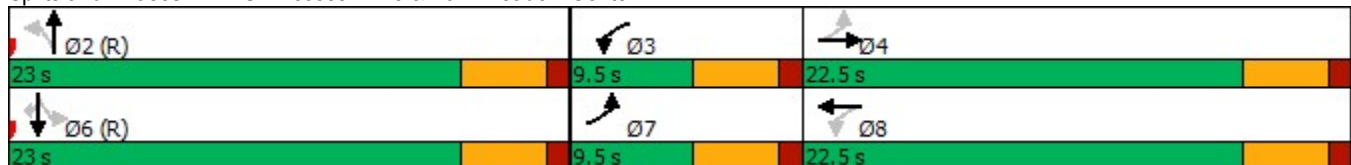


Lane Group	EBL	EBT	WBL	WBT	NBT	SBL	SBT	SBR
Lane Configurations	↖	↕	↖	↕	↕		↖	↗
Traffic Volume (vph)	21	326	17	191	0	3	1	11
Future Volume (vph)	21	326	17	191	0	3	1	11
Turn Type	pm+pt	NA	pm+pt	NA	NA	Perm	NA	Perm
Protected Phases	7	4	3	8	2		6	
Permitted Phases	4		8			6		6
Detector Phase	7	4	3	8	2	6	6	6
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	9.5	22.5	22.5	22.5	22.5	22.5
Total Split (s)	9.5	22.5	9.5	22.5	23.0	23.0	23.0	23.0
Total Split (%)	17.3%	40.9%	17.3%	40.9%	41.8%	41.8%	41.8%	41.8%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5		4.5	4.5
Lead/Lag	Lead	Lag	Lead	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes				
Recall Mode	None	None	None	None	C-Max	C-Max	C-Max	C-Max
Act Effct Green (s)	12.0	11.0	12.0	11.0	33.1		33.1	33.1
Actuated g/C Ratio	0.22	0.20	0.22	0.20	0.60		0.60	0.60
v/c Ratio	0.08	0.51	0.06	0.30	0.00		0.00	0.01
Control Delay	16.2	23.0	11.1	16.7	0.0		7.8	0.0
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0
Total Delay	16.2	23.0	11.1	16.7	0.0		7.8	0.0
LOS	B	C	B	B	A		A	A
Approach Delay		22.6		16.2			1.9	
Approach LOS		C		B			A	

Intersection Summary

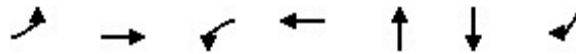
Cycle Length: 55  
 Actuated Cycle Length: 55  
 Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green  
 Natural Cycle: 55  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.51  
 Intersection Signal Delay: 19.7  
 Intersection Capacity Utilization 28.8%  
 Analysis Period (min) 15  
 Intersection LOS: B  
 ICU Level of Service A

Splits and Phases: 7: SE Access Drive & Park Meadow Center Dr.



Queues

7: SE Access Drive & Park Meadow Center Dr.



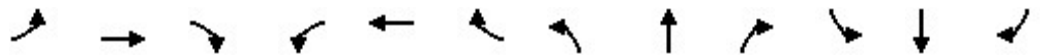
Lane Group	EBL	EBT	WBL	WBT	NBT	SBT	SBR
Lane Group Flow (vph)	23	361	18	211	3	4	12
v/c Ratio	0.08	0.51	0.06	0.30	0.00	0.00	0.01
Control Delay	16.2	23.0	11.1	16.7	0.0	7.8	0.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	16.2	23.0	11.1	16.7	0.0	7.8	0.0
Queue Length 50th (ft)	6	54	5	31	0	1	0
Queue Length 95th (ft)	m13	80	6	52	0	5	0
Internal Link Dist (ft)		1030		1471	84	127	
Turn Bay Length (ft)	150		100				
Base Capacity (vph)	306	1157	279	1157	1130	1055	1000
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.08	0.31	0.06	0.18	0.00	0.00	0.01

Intersection Summary

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

HCM 6th Signalized Intersection Summary  
 7: SE Access Drive & Park Meadow Center Dr.

Park Meadows  
 07/19/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	21	326	6	17	191	3	0	0	3	3	1	11
Future Volume (veh/h)	21	326	6	17	191	3	0	0	3	3	1	11
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	23	354	7	18	208	3	0	0	3	3	1	12
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	296	560	11	235	545	8	131	0	912	751	235	912
Arrive On Green	0.03	0.16	0.16	0.02	0.15	0.15	0.00	0.00	0.58	0.58	0.58	0.58
Sat Flow, veh/h	1781	3564	70	1781	3586	52	1401	0	1585	1105	408	1585
Grp Volume(v), veh/h	23	176	185	18	103	108	0	0	3	4	0	12
Grp Sat Flow(s),veh/h/ln	1781	1777	1858	1781	1777	1861	1401	0	1585	1513	0	1585
Q Serve(g_s), s	0.6	5.1	5.1	0.5	2.9	2.9	0.0	0.0	0.0	0.0	0.0	0.2
Cycle Q Clear(g_c), s	0.6	5.1	5.1	0.5	2.9	2.9	0.0	0.0	0.0	0.1	0.0	0.2
Prop In Lane	1.00		0.04	1.00		0.03	1.00		1.00	0.75		1.00
Lane Grp Cap(c), veh/h	296	279	292	235	270	283	131	0	912	986	0	912
V/C Ratio(X)	0.08	0.63	0.63	0.08	0.38	0.38	0.00	0.00	0.00	0.00	0.00	0.01
Avail Cap(c_a), veh/h	410	582	608	358	582	609	131	0	912	986	0	912
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	18.9	21.7	21.7	19.2	21.0	21.0	0.0	0.0	5.0	5.0	0.0	5.0
Incr Delay (d2), s/veh	0.1	2.4	2.3	0.1	0.9	0.8	0.0	0.0	0.0	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	2.1	2.2	0.2	1.2	1.2	0.0	0.0	0.0	0.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	19.0	24.0	24.0	19.3	21.9	21.8	0.0	0.0	5.0	5.0	0.0	5.0
LnGrp LOS	B	C	C	B	C	C	A	A	A	A	A	A
Approach Vol, veh/h		384			229			3				16
Approach Delay, s/veh		23.7			21.7			5.0				5.0
Approach LOS		C			C			A				A
Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		36.2	5.7	13.1		36.2	6.0	12.9				
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5	4.5	4.5				
Max Green Setting (Gmax), s		18.5	5.0	18.0		18.5	5.0	18.0				
Max Q Clear Time (g_c+I1), s		2.0	2.5	7.1		2.2	2.6	4.9				
Green Ext Time (p_c), s		0.0	0.0	1.5		0.0	0.0	0.9				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay				22.4								
HCM 6th LOS				C								



Lanes and Geometrics  
 8: S. Yosemite St. & Park Meadow Center Dr.

Park Meadows  
 07/19/2022



Lane Group	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
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	240		240	110		275	220		235
Storage Lanes	0		0	1		1	2		1	2		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	0.91	0.91	1.00	0.97	0.91	1.00	0.97	0.91	1.00
Ped Bike Factor												
Frt						0.850			0.850			0.850
Flt Protected				0.950	0.967		0.950			0.950		
Satd. Flow (prot)	0	0	0	1610	3278	1583	3433	5085	1583	3433	5085	1583
Flt Permitted				0.950	0.967		0.477			0.359		
Satd. Flow (perm)	0	0	0	1610	3278	1583	1724	5085	1583	1297	5085	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						119			466			119
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		440			1021			458			636	
Travel Time (s)		10.0			23.2			10.4			14.5	

Intersection Summary

Area Type: Other

Timings  
8: S. Yosemite St. & Park Meadow Center Dr.

Park Meadows  
07/19/2022

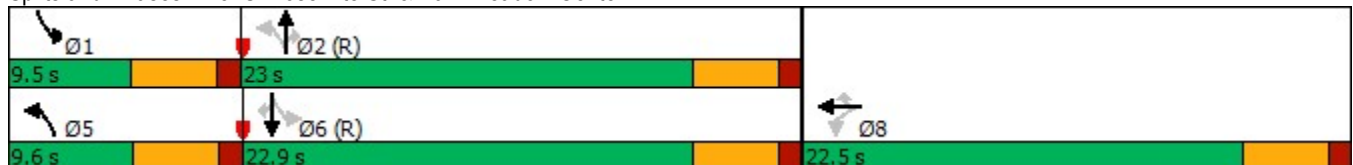


Lane Group	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations									
Traffic Volume (vph)	187	43	35	311	680	429	40	280	33
Future Volume (vph)	187	43	35	311	680	429	40	280	33
Turn Type	Perm	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases		8		5	2		1	6	
Permitted Phases	8		8	2		2	6		6
Detector Phase	8	8	8	5	2	2	1	6	6
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5	22.5
Total Split (s)	22.5	22.5	22.5	9.6	23.0	23.0	9.5	22.9	22.9
Total Split (%)	40.9%	40.9%	40.9%	17.5%	41.8%	41.8%	17.3%	41.6%	41.6%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag				Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?				Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	C-Max	C-Max	None	C-Max	C-Max
Act Effct Green (s)	9.0	9.0	9.0	38.3	35.7	35.7	32.8	27.1	27.1
Actuated g/C Ratio	0.16	0.16	0.16	0.70	0.65	0.65	0.60	0.49	0.49
v/c Ratio	0.38	0.28	0.11	0.24	0.22	0.39	0.04	0.12	0.04
Control Delay	13.1	10.0	1.8	4.0	6.9	2.5	4.4	9.7	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	13.1	10.0	1.8	4.0	6.9	2.5	4.4	9.7	0.1
LOS	B	B	A	A	A	A	A	A	A
Approach Delay		10.0			4.9			8.2	
Approach LOS		B			A			A	

Intersection Summary

Cycle Length: 55  
 Actuated Cycle Length: 55  
 Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green  
 Natural Cycle: 55  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.39  
 Intersection Signal Delay: 6.2  
 Intersection LOS: A  
 Intersection Capacity Utilization 38.2%  
 ICU Level of Service A  
 Analysis Period (min) 15

Splits and Phases: 8: S. Yosemite St. & Park Meadow Center Dr.



Queues

8: S. Yosemite St. & Park Meadow Center Dr.



Lane Group	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	101	149	38	338	739	466	43	304	36
v/c Ratio	0.38	0.28	0.11	0.24	0.22	0.39	0.04	0.12	0.04
Control Delay	13.1	10.0	1.8	4.0	6.9	2.5	4.4	9.7	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	13.1	10.0	1.8	4.0	6.9	2.5	4.4	9.7	0.1
Queue Length 50th (ft)	36	24	0	15	26	0	2	19	0
Queue Length 95th (ft)	21	14	0	36	84	46	7	40	0
Internal Link Dist (ft)		941			378			556	
Turn Bay Length (ft)	240		240	110		275	220		235
Base Capacity (vph)	526	1072	598	1432	3300	1190	997	2501	839
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.19	0.14	0.06	0.24	0.22	0.39	0.04	0.12	0.04

Intersection Summary

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HCM 6th Edition methodology does not support turning movements with shared & exclusive lanes.

Lanes and Geometrics  
 9: S. Yosemite St. & SW Access Drive

Park Meadows  
 07/19/2022



Lane Group	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
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	140		0	450		0
Storage Lanes	1		0	1		0	1		1	2		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	0.97	0.91	0.91
Ped Bike Factor												
Frt		0.850			0.850				0.850		0.999	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1583	0	1770	1583	0	1770	3539	1583	3433	5080	0
Flt Permitted							0.950			0.950		
Satd. Flow (perm)	1863	1583	0	1863	1583	0	1770	3539	1583	3433	5080	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		461			314				94			2
Link Speed (mph)		30			30			30				30
Link Distance (ft)		205			367			636				1050
Travel Time (s)		4.7			8.3			14.5				23.9

Intersection Summary

Area Type: Other

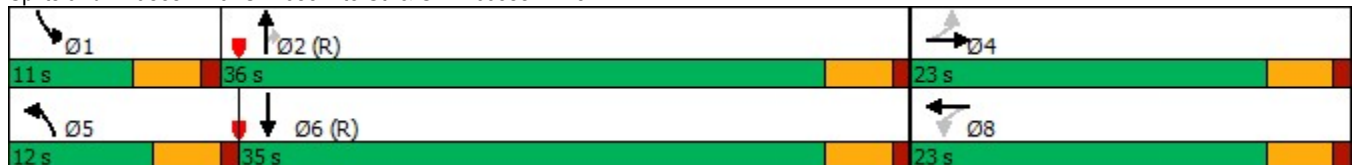
Timings  
9: S. Yosemite St. & SW Access Drive

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	1	0	4	0	13	627	72	12	373
Future Volume (vph)	1	0	4	0	13	627	72	12	373
Turn Type	Perm	NA	Perm	NA	Prot	NA	Perm	Prot	NA
Protected Phases		4		8	5	2		1	6
Permitted Phases	4		8				2		
Detector Phase	4	4	8	8	5	2	2	1	6
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5
Total Split (s)	23.0	23.0	23.0	23.0	12.0	36.0	36.0	11.0	35.0
Total Split (%)	32.9%	32.9%	32.9%	32.9%	17.1%	51.4%	51.4%	15.7%	50.0%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag					Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?					Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	C-Max	C-Max	None	C-Max
Act Effct Green (s)	5.7	5.7	5.8	5.8	6.2	64.7	64.7	5.8	64.5
Actuated g/C Ratio	0.08	0.08	0.08	0.08	0.09	0.92	0.92	0.08	0.92
v/c Ratio	0.01	0.01	0.03	0.00	0.09	0.21	0.05	0.05	0.09
Control Delay	29.0	0.0	29.5	0.0	30.2	1.9	0.9	29.8	1.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	29.0	0.0	29.5	0.0	30.2	1.9	0.9	29.8	1.8
LOS	C	A	C	A	C	A	A	C	A
Approach Delay		5.8		23.6		2.4			2.6
Approach LOS		A		C		A			A

Intersection Summary

Cycle Length: 70  
 Actuated Cycle Length: 70  
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green  
 Natural Cycle: 55  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.21  
 Intersection Signal Delay: 2.6  
 Intersection Capacity Utilization 29.0%  
 Analysis Period (min) 15  
 Intersection LOS: A  
 ICU Level of Service A

Splits and Phases: 9: S. Yosemite St. & SW Access Drive



Queues  
9: S. Yosemite St. & SW Access Drive

Park Meadows  
07/19/2022



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	1	4	4	1	14	682	78	13	408
v/c Ratio	0.01	0.01	0.03	0.00	0.09	0.21	0.05	0.05	0.09
Control Delay	29.0	0.0	29.5	0.0	30.2	1.9	0.9	29.8	1.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	29.0	0.0	29.5	0.0	30.2	1.9	0.9	29.8	1.8
Queue Length 50th (ft)	0	0	2	0	6	0	0	2	0
Queue Length 95th (ft)	5	0	10	0	21	88	10	10	35
Internal Link Dist (ft)		125		287		556			970
Turn Bay Length (ft)					140			450	
Base Capacity (vph)	492	757	492	649	189	3273	1471	318	4684
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.00	0.01	0.01	0.00	0.07	0.21	0.05	0.04	0.09
Intersection Summary									

HCM 6th Signalized Intersection Summary  
 9: S. Yosemite St. & SW Access Drive

Park Meadows  
 07/19/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↶	↷		↶	↷		↶	↑↑	↷	↶↷	↑↑↷	
Traffic Volume (veh/h)	1	0	4	4	0	1	13	627	72	12	373	3
Future Volume (veh/h)	1	0	4	4	0	1	13	627	72	12	373	3
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	1	0	4	4	0	1	14	682	78	13	405	3
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	120	0	20	117	0	20	30	2767	1234	55	4065	30
Arrive On Green	0.01	0.00	0.01	0.01	0.00	0.01	0.02	0.78	0.78	0.02	0.78	0.78
Sat Flow, veh/h	1416	0	1585	1412	0	1585	1781	3554	1585	3456	5229	39
Grp Volume(v), veh/h	1	0	4	4	0	1	14	682	78	13	263	145
Grp Sat Flow(s),veh/h/ln	1416	0	1585	1412	0	1585	1781	1777	1585	1728	1702	1863
Q Serve(g_s), s	0.0	0.0	0.2	0.2	0.0	0.0	0.5	3.7	0.8	0.3	1.3	1.3
Cycle Q Clear(g_c), s	0.1	0.0	0.2	0.4	0.0	0.0	0.5	3.7	0.8	0.3	1.3	1.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.02
Lane Grp Cap(c), veh/h	120	0	20	117	0	20	30	2767	1234	55	2647	1449
V/C Ratio(X)	0.01	0.00	0.20	0.03	0.00	0.05	0.46	0.25	0.06	0.24	0.10	0.10
Avail Cap(c_a), veh/h	476	0	419	473	0	419	191	2767	1234	321	2647	1449
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	0.00	1.00	1.00	0.00	1.00	0.98	0.98	0.98	0.99	0.99	0.99
Uniform Delay (d), s/veh	34.2	0.0	34.2	34.4	0.0	34.1	34.1	2.1	1.8	34.0	1.9	1.9
Incr Delay (d2), s/veh	0.0	0.0	4.8	0.1	0.0	1.0	10.3	0.2	0.1	2.1	0.1	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.1	0.1	0.0	0.0	0.3	0.7	0.2	0.1	0.2	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	34.2	0.0	39.0	34.5	0.0	35.2	44.4	2.3	1.9	36.2	2.0	2.0
LnGrp LOS	C	A	D	C	A	D	D	A	A	D	A	A
Approach Vol, veh/h		5			5			774			421	
Approach Delay, s/veh		38.0			34.6			3.1			3.0	
Approach LOS		D			C			A			A	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	5.6	59.0		5.4	5.7	58.9		5.4				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	6.5	31.5		18.5	7.5	30.5		18.5				
Max Q Clear Time (g_c+I1), s	2.3	5.7		2.2	2.5	3.3		2.4				
Green Ext Time (p_c), s	0.0	5.3		0.0	0.0	2.7		0.0				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay				3.3								
HCM 6th LOS				A								



Lanes and Geometrics  
 10: S. Yosemite St. & S. Chester St.



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)		0%	0%		0%	
Storage Length (ft)	200			0	0	140
Storage Lanes	1			1	2	1
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	0.91	0.95	1.00	0.97	1.00
Ped Bike Factor						
Frt				0.850		0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1770	5085	3539	1583	3433	1583
Flt Permitted	0.363				0.950	
Satd. Flow (perm)	676	5085	3539	1583	3433	1583
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)				365		26
Link Speed (mph)		30	30		30	
Link Distance (ft)		1842	1050		476	
Travel Time (s)		41.9	23.9		10.8	

Intersection Summary

Area Type: Other

Timings  
10: S. Yosemite St. & S. Chester St.

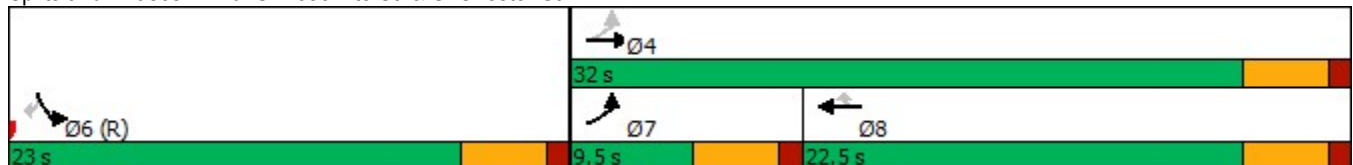


Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↖	↗↗↗	↖↖	↗	↖↖	↗
Traffic Volume (vph)	18	266	359	336	105	24
Future Volume (vph)	18	266	359	336	105	24
Turn Type	pm+pt	NA	NA	Perm	Prot	Perm
Protected Phases	7	4	8		6	
Permitted Phases	4			8		6
Detector Phase	7	4	8	8	6	6
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	22.5	22.5	22.5	22.5
Total Split (s)	9.5	32.0	22.5	22.5	23.0	23.0
Total Split (%)	17.3%	58.2%	40.9%	40.9%	41.8%	41.8%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead		Lag	Lag		
Lead-Lag Optimize?	Yes		Yes	Yes		
Recall Mode	None	None	None	None	C-Max	C-Max
Act Effct Green (s)	15.1	15.1	13.2	13.2	30.9	30.9
Actuated g/C Ratio	0.27	0.27	0.24	0.24	0.56	0.56
v/c Ratio	0.07	0.21	0.46	0.56	0.06	0.03
Control Delay	11.3	14.3	18.9	5.6	6.0	2.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	11.3	14.3	18.9	5.6	6.0	2.6
LOS	B	B	B	A	A	A
Approach Delay		14.1	12.5		5.4	
Approach LOS		B	B		A	

Intersection Summary

Cycle Length: 55  
 Actuated Cycle Length: 55  
 Offset: 0 (0%), Referenced to phase 2: and 6:SBL, Start of Green  
 Natural Cycle: 55  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.56  
 Intersection Signal Delay: 12.1  
 Intersection Capacity Utilization 32.5%  
 Analysis Period (min) 15  
 Intersection LOS: B  
 ICU Level of Service A

Splits and Phases: 10: S. Yosemite St. & S. Chester St.



Queues  
10: S. Yosemite St. & S. Chester St.

Park Meadows  
07/19/2022



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Group Flow (vph)	20	289	390	365	114	26
v/c Ratio	0.07	0.21	0.46	0.56	0.06	0.03
Control Delay	11.3	14.3	18.9	5.6	6.0	2.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	11.3	14.3	18.9	5.6	6.0	2.6
Queue Length 50th (ft)	5	28	57	0	6	0
Queue Length 95th (ft)	11	27	80	47	14	2
Internal Link Dist (ft)		1762	970		396	
Turn Bay Length (ft)	200					140
Base Capacity (vph)	285	2542	1158	763	1928	900
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.07	0.11	0.34	0.48	0.06	0.03
<b>Intersection Summary</b>						

HCM 6th Signalized Intersection Summary  
 10: S. Yosemite St. & S. Chester St.

Park Meadows  
 07/19/2022



Movement	EBL	EBT	WBT	WBR	SBL	SBR	
Lane Configurations							
Traffic Volume (veh/h)	18	266	359	336	105	24	
Future Volume (veh/h)	18	266	359	336	105	24	
Initial Q (Qb), veh	0	0	0	0	0	0	
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	
Work Zone On Approach		No	No		No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	
Adj Flow Rate, veh/h	20	289	390	365	114	26	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	
Percent Heavy Veh, %	2	2	2	2	2	2	
Cap, veh/h	309	1970	995	444	1557	714	
Arrive On Green	0.02	0.39	0.28	0.28	0.45	0.45	
Sat Flow, veh/h	1781	5274	3647	1585	3456	1585	
Grp Volume(v), veh/h	20	289	390	365	114	26	
Grp Sat Flow(s),veh/h/ln	1781	1702	1777	1585	1728	1585	
Q Serve(g_s), s	0.4	2.0	4.9	11.8	1.0	0.5	
Cycle Q Clear(g_c), s	0.4	2.0	4.9	11.8	1.0	0.5	
Prop In Lane	1.00			1.00	1.00	1.00	
Lane Grp Cap(c), veh/h	309	1970	995	444	1557	714	
V/C Ratio(X)	0.06	0.15	0.39	0.82	0.07	0.04	
Avail Cap(c_a), veh/h	428	2553	1163	519	1557	714	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	
Upstream Filter(l)	0.99	0.99	0.99	0.99	1.00	1.00	
Uniform Delay (d), s/veh	12.5	11.0	16.0	18.5	8.6	8.4	
Incr Delay (d2), s/veh	0.1	0.0	0.2	8.9	0.1	0.1	
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	
%ile BackOfQ(50%),veh/ln	0.2	0.7	1.8	4.9	0.3	0.6	
Unsig. Movement Delay, s/veh							
LnGrp Delay(d),s/veh	12.6	11.0	16.3	27.4	8.7	8.5	
LnGrp LOS	B	B	B	C	A	A	
Approach Vol, veh/h		309	755		140		
Approach Delay, s/veh		11.1	21.7		8.7		
Approach LOS		B	C		A		
Timer - Assigned Phs				4	6	7	8
Phs Duration (G+Y+Rc), s				25.7	29.3	5.8	19.9
Change Period (Y+Rc), s				4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s				27.5	18.5	5.0	18.0
Max Q Clear Time (g_c+I1), s				4.0	3.0	2.4	13.8
Green Ext Time (p_c), s				1.9	0.3	0.0	1.6
<b>Intersection Summary</b>							
HCM 6th Ctrl Delay			17.5				
HCM 6th LOS			B				

Lanes and Geometrics  
 11: S. Chester St. & Westview Rd./NW Access Drive

Park Meadows  
 07/19/2022



Lane Group	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
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	85		0	0		0	90		0	190		0
Storage Lanes	1		0	1		1	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.97	0.95	0.95
Ped Bike Factor												
Frt		0.864				0.850		0.995			0.959	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1609	0	1770	1863	1583	1770	3522	0	3433	3394	0
Flt Permitted							0.950			0.950		
Satd. Flow (perm)	1863	1609	0	1863	1863	1583	1770	3522	0	3433	3394	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		10				119		7			48	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		259			217			476			565	
Travel Time (s)		5.9			4.9			10.8			12.8	

Intersection Summary

Area Type: Other

Timings  
11: S. Chester St. & Westview Rd./NW Access Drive

Park Meadows  
07/19/2022

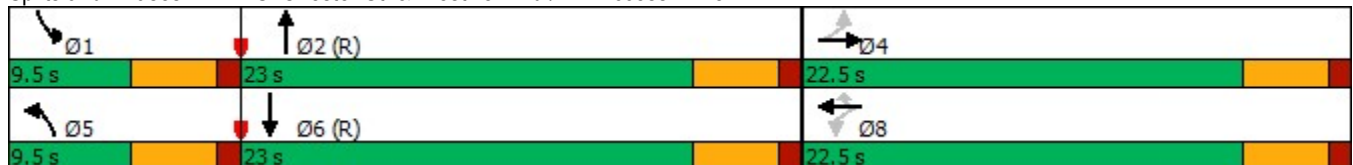
Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	10	1	1	1	15	11	336	33	117
Future Volume (vph)	10	1	1	1	15	11	336	33	117
Turn Type	Perm	NA	Perm	NA	Perm	Prot	NA	Prot	NA
Protected Phases		4		8		5	2	1	6
Permitted Phases	4		8		8				
Detector Phase	4	4	8	8	8	5	2	1	6
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	22.5	22.5	9.5	22.5	9.5	22.5
Total Split (s)	22.5	22.5	22.5	22.5	22.5	9.5	23.0	9.5	23.0
Total Split (%)	40.9%	40.9%	40.9%	40.9%	40.9%	17.3%	41.8%	17.3%	41.8%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag							Lead	Lag	Lead
Lead-Lag Optimize?							Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	C-Max	None	C-Max
Act Effct Green (s)	6.1	6.1	6.0	6.0	6.0	6.0	44.2	6.1	46.4
Actuated g/C Ratio	0.11	0.11	0.11	0.11	0.11	0.11	0.80	0.11	0.84
v/c Ratio	0.05	0.06	0.00	0.00	0.06	0.06	0.13	0.09	0.06
Control Delay	22.0	14.1	21.0	21.0	0.4	25.6	3.9	22.3	2.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	22.0	14.1	21.0	21.0	0.4	25.6	3.9	22.3	2.8
LOS	C	B	C	C	A	C	A	C	A
Approach Delay		18.1		2.7			4.6		6.1
Approach LOS		B		A			A		A

Intersection Summary

Cycle Length: 55  
 Actuated Cycle Length: 55  
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green  
 Natural Cycle: 55  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.13  
 Intersection Signal Delay: 5.5  
 Intersection Capacity Utilization 29.3%  
 Analysis Period (min) 15

Intersection LOS: A  
 ICU Level of Service A

Splits and Phases: 11: S. Chester St. & Westview Rd./NW Access Drive



Queues  
 11: S. Chester St. & Westview Rd./NW Access Drive

Park Meadows  
 07/19/2022



Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	11	11	1	1	16	12	378	36	175
v/c Ratio	0.05	0.06	0.00	0.00	0.06	0.06	0.13	0.09	0.06
Control Delay	22.0	14.1	21.0	21.0	0.4	25.6	3.9	22.3	2.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	22.0	14.1	21.0	21.0	0.4	25.6	3.9	22.3	2.8
Queue Length 50th (ft)	3	0	0	0	0	4	0	5	0
Queue Length 95th (ft)	15	12	4	4	0	m9	34	15	23
Internal Link Dist (ft)		179		137			396		485
Turn Bay Length (ft)	85					90		190	
Base Capacity (vph)	609	533	609	609	598	192	2834	379	2872
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.02	0.02	0.00	0.00	0.03	0.06	0.13	0.09	0.06

Intersection Summary

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

HCM 6th Signalized Intersection Summary  
 11: S. Chester St. & Westview Rd./NW Access Drive

Park Meadows  
 07/19/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	10	1	9	1	1	15	11	336	12	33	117	44
Future Volume (veh/h)	10	1	9	1	1	15	11	336	12	33	117	44
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	11	1	10	1	1	0	12	365	13	36	127	48
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	170	4	41	161	52		27	2409	86	133	1818	658
Arrive On Green	0.03	0.03	0.03	0.03	0.03	0.00	0.02	0.69	0.69	0.04	0.71	0.71
Sat Flow, veh/h	1416	146	1461	1404	1870	1585	1781	3500	124	3456	2555	925
Grp Volume(v), veh/h	11	0	11	1	1	0	12	185	193	36	87	88
Grp Sat Flow(s),veh/h/ln	1416	0	1607	1404	1870	1585	1781	1777	1848	1728	1777	1704
Q Serve(g_s), s	0.4	0.0	0.4	0.0	0.0	0.0	0.4	2.0	2.0	0.6	0.8	0.9
Cycle Q Clear(g_c), s	0.4	0.0	0.4	0.4	0.0	0.0	0.4	2.0	2.0	0.6	0.8	0.9
Prop In Lane	1.00		0.91	1.00		1.00	1.00		0.07	1.00		0.54
Lane Grp Cap(c), veh/h	170	0	45	161	52		27	1223	1272	133	1264	1212
V/C Ratio(X)	0.06	0.00	0.25	0.01	0.02		0.44	0.15	0.15	0.27	0.07	0.07
Avail Cap(c_a), veh/h	594	0	526	581	612		162	1223	1272	314	1264	1212
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	0.00	1.00	1.00	1.00	0.00	0.83	0.83	0.83	0.93	0.93	0.93
Uniform Delay (d), s/veh	26.2	0.0	26.2	26.4	26.0	0.0	26.8	3.0	3.0	25.7	2.4	2.4
Incr Delay (d2), s/veh	0.2	0.0	2.8	0.0	0.1	0.0	9.1	0.2	0.2	1.0	0.1	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	0.2	0.0	0.0	0.0	0.2	0.5	0.5	0.2	0.2	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	26.4	0.0	29.0	26.4	26.1	0.0	36.0	3.2	3.2	26.7	2.5	2.5
LnGrp LOS	C	A	C	C	C		D	A	A	C	A	A
Approach Vol, veh/h		22			2	A		390			211	
Approach Delay, s/veh		27.7			26.3			4.2			6.6	
Approach LOS		C			C			A			A	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	6.6	42.3		6.0	5.3	43.6		6.0				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	5.0	18.5		18.0	5.0	18.5		18.0				
Max Q Clear Time (g_c+I1), s	2.6	4.0		2.4	2.4	2.9		2.4				
Green Ext Time (p_c), s	0.0	1.9		0.0	0.0	0.8		0.0				

Intersection Summary

HCM 6th Ctrl Delay	5.9
HCM 6th LOS	A

Notes

Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.



Lanes and Geometrics  
 12: Park Meadows Ring Rd. & North Access Drive

Park Meadows  
 07/19/2022



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↔↑	↑	↔	↔	↔
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)		0%	0%		0%	
Storage Length (ft)	0			0	0	0
Storage Lanes	0			1	1	1
Taper Length (ft)	25				25	
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt				0.850		0.850
Flt Protected		0.988			0.950	
Satd. Flow (prot)	0	3497	1863	1583	1770	1583
Flt Permitted		0.988			0.950	
Satd. Flow (perm)	0	3497	1863	1583	1770	1583
Link Speed (mph)		30	30		30	
Link Distance (ft)		1249	1271		255	
Travel Time (s)		28.4	28.9		5.8	

Intersection Summary

Area Type: Other

HCM Unsignalized Intersection Capacity Analysis  
 12: Park Meadows Ring Rd. & North Access Drive

Park Meadows  
 07/19/2022



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↔↑	↑	↔	↔	↔
Traffic Volume (veh/h)	4	12	9	16	86	38
Future Volume (Veh/h)	4	12	9	16	86	38
Sign Control		Stop	Stop		Free	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	4	13	10	17	93	41
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	191	186	186	0	0	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	191	186	186	0	0	
tC, single (s)	7.1	6.5	6.5	6.2	4.1	
tC, 2 stage (s)						
tF (s)	3.5	4.0	4.0	3.3	2.2	
p0 queue free %	99	98	99	98	94	
cM capacity (veh/h)	715	668	668	1085	1623	
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	SB 1	SB 2
Volume Total	8	9	10	17	93	41
Volume Left	4	0	0	0	93	0
Volume Right	0	0	0	17	0	41
cSH	690	668	668	1085	1623	1700
Volume to Capacity	0.01	0.01	0.01	0.02	0.06	0.02
Queue Length 95th (ft)	1	1	1	1	5	0
Control Delay (s)	10.3	10.5	10.5	8.4	7.4	0.0
Lane LOS	B	B	B	A	A	
Approach Delay (s)	10.4		9.1		5.1	
Approach LOS	B		A			
Intersection Summary						
Average Delay			6.2			
Intersection Capacity Utilization			14.8%		ICU Level of Service	A
Analysis Period (min)			15			

Lanes and Geometrics  
 13: Park Meadows Ring Rd. & East Access Drive

Park Meadows  
 07/19/2022



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%		0%			0%
Storage Length (ft)	0	0		0	0	
Storage Lanes	1	1		1	0	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	0.95
Ped Bike Factor						
Frt		0.850		0.850		
Flt Protected	0.950					0.980
Satd. Flow (prot)	1770	1583	1863	1583	0	3468
Flt Permitted	0.950					0.980
Satd. Flow (perm)	1770	1583	1863	1583	0	3468
Link Speed (mph)	30		30			30
Link Distance (ft)	204		1336			1271
Travel Time (s)	4.6		30.4			28.9

Intersection Summary

Area Type: Other

HCM Unsignalized Intersection Capacity Analysis  
 13: Park Meadows Ring Rd. & East Access Drive

Park Meadows  
 07/19/2022



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						 
Traffic Volume (veh/h)	50	53	13	22	20	30
Future Volume (Veh/h)	50	53	13	22	20	30
Sign Control	Free		Stop		Stop	
Grade	0%		0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	54	58	14	24	22	33
<b>Pedestrians</b>						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage (veh)						
Upstream signal (ft)	204					
pX, platoon unblocked						
vC, conflicting volume	0		108	0	115	108
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	0		108	0	115	108
tC, single (s)	4.1		6.5	6.2	7.1	6.5
tC, 2 stage (s)						
tF (s)	2.2		4.0	3.3	3.5	4.0
p0 queue free %	97		98	98	97	96
cM capacity (veh/h)	1623		756	1085	810	756
<b>Direction, Lane #</b>	<b>WB 1</b>	<b>WB 2</b>	<b>NB 1</b>	<b>NB 2</b>	<b>SB 1</b>	<b>SB 2</b>
Volume Total	54	58	14	24	33	22
Volume Left	54	0	0	0	22	0
Volume Right	0	58	0	24	0	0
cSH	1623	1700	756	1085	791	756
Volume to Capacity	0.03	0.03	0.02	0.02	0.04	0.03
Queue Length 95th (ft)	3	0	1	2	3	2
Control Delay (s)	7.3	0.0	9.9	8.4	9.7	9.9
Lane LOS	A		A	A	A	A
Approach Delay (s)	3.5		8.9		9.8	
Approach LOS			A		A	
<b>Intersection Summary</b>						
Average Delay			6.2			
Intersection Capacity Utilization			17.8%	ICU Level of Service	A	
Analysis Period (min)			15			

Lanes and Geometrics  
 14: SE Access Drive & Park Meadows Ring Rd.



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↑		↑↑	↑	↑
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)		0	0		0	0
Storage Lanes		1	0		1	1
Taper Length (ft)			25		25	
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	1.00
Ped Bike Factor						
Frt		0.850				0.850
Flt Protected				0.976	0.950	
Satd. Flow (prot)	1863	1583	0	3454	1770	1583
Flt Permitted				0.976	0.950	
Satd. Flow (perm)	1863	1583	0	3454	1770	1583
Link Speed (mph)	30			30	30	
Link Distance (ft)	1566			1336	207	
Travel Time (s)	35.6			30.4	4.7	

Intersection Summary

Area Type: Other

HCM Unsignalized Intersection Capacity Analysis  
 14: SE Access Drive & Park Meadows Ring Rd.

Park Meadows  
 07/19/2022



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↗		↖	↖	↗
Traffic Volume (veh/h)	9	12	6	6	8	20
Future Volume (Veh/h)	9	12	6	6	8	20
Sign Control	Stop			Stop	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	10	13	7	7	9	22
<b>Pedestrians</b>						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage (veh)						
Upstream signal (ft)	207					
pX, platoon unblocked						
vC, conflicting volume	18	0	23	18	0	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	18	0	23	18	0	
tC, single (s)	6.5	6.2	7.1	6.5	4.1	
tC, 2 stage (s)						
tF (s)	4.0	3.3	3.5	4.0	2.2	
p0 queue free %	99	99	99	99	99	
cM capacity (veh/h)	871	1085	964	871	1623	
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	NB 2
Volume Total	10	13	9	5	9	22
Volume Left	0	0	7	0	9	0
Volume Right	0	13	0	0	0	22
cSH	871	1085	939	871	1623	1700
Volume to Capacity	0.01	0.01	0.01	0.01	0.01	0.01
Queue Length 95th (ft)	1	1	1	0	0	0
Control Delay (s)	9.2	8.4	8.9	9.2	7.2	0.0
Lane LOS	A	A	A	A	A	
Approach Delay (s)	8.7		9.0		2.1	
Approach LOS	A		A			
<b>Intersection Summary</b>						
Average Delay			5.8			
Intersection Capacity Utilization			15.1%		ICU Level of Service	A
Analysis Period (min)			15			

Lanes and Geometrics  
 15: Park Meadows Ring Rd. & SW Access Drive



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)	0	0	0			0
Storage Lanes	1	1	0			1
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	1.00
Ped Bike Factor						
Frt		0.850				0.850
Flt Protected	0.950			0.987		
Satd. Flow (prot)	1770	1583	0	3493	1863	1583
Flt Permitted	0.950			0.987		
Satd. Flow (perm)	1770	1583	0	3493	1863	1583
Link Speed (mph)	30			30	30	
Link Distance (ft)	367			1566	1358	
Travel Time (s)	8.3			35.6	30.9	

Intersection Summary

Area Type: Other

HCM Unsignalized Intersection Capacity Analysis  
 15: Park Meadows Ring Rd. & SW Access Drive

Park Meadows  
 07/19/2022



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	53	30	3	7	13	1
Future Volume (Veh/h)	53	30	3	7	13	1
Sign Control	Free			Stop	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	58	33	3	8	14	1
<b>Pedestrians</b>						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage (veh)						
Upstream signal (ft)	367					
pX, platoon unblocked						
vC, conflicting volume	0		123	116	116	0
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	0		123	116	116	0
tC, single (s)	4.1		7.1	6.5	6.5	6.2
tC, 2 stage (s)						
tF (s)	2.2		3.5	4.0	4.0	3.3
p0 queue free %	96		100	99	98	100
cM capacity (veh/h)	1623		816	747	747	1085
Direction, Lane #	EB 1	EB 2	NB 1	NB 2	SB 1	SB 2
Volume Total	58	33	6	5	14	1
Volume Left	58	0	3	0	0	0
Volume Right	0	33	0	0	0	1
cSH	1623	1700	782	747	747	1085
Volume to Capacity	0.04	0.02	0.01	0.01	0.02	0.00
Queue Length 95th (ft)	3	0	1	1	1	0
Control Delay (s)	7.3	0.0	9.6	9.9	9.9	8.3
Lane LOS	A		A	A	A	A
Approach Delay (s)	4.7		9.7		9.8	
Approach LOS			A		A	
<b>Intersection Summary</b>						
Average Delay			5.8			
Intersection Capacity Utilization			13.3%	ICU Level of Service	A	
Analysis Period (min)			15			



Lanes and Geometrics  
 16: Park Meadows Ring Rd. & NW Access Drive

Park Meadows  
 07/19/2022



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)	0	0	0			0
Storage Lanes	1	1	0			1
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	1.00
Ped Bike Factor						
Frt		0.850				0.850
Flt Protected	0.950			0.968		
Satd. Flow (prot)	1770	1583	0	3426	1863	1583
Flt Permitted	0.950			0.968		
Satd. Flow (perm)	1770	1583	0	3426	1863	1583
Link Speed (mph)	30			30	30	
Link Distance (ft)	217			1358	1249	
Travel Time (s)	4.9			30.9	28.4	

Intersection Summary

Area Type: Other

HCM Unsignalized Intersection Capacity Analysis  
 16: Park Meadows Ring Rd. & NW Access Drive

Park Meadows  
 07/19/2022



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	11	35	18	9	19	6
Future Volume (Veh/h)	11	35	18	9	19	6
Sign Control	Free			Stop	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	12	38	20	10	21	7
<b>Pedestrians</b>						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage (veh)						
Upstream signal (ft)	217					
pX, platoon unblocked						
vC, conflicting volume	0		34	24	24	0
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	0		34	24	24	0
tC, single (s)	4.1		7.1	6.5	6.5	6.2
tC, 2 stage (s)						
tF (s)	2.2		3.5	4.0	4.0	3.3
p0 queue free %	99		98	99	98	99
cM capacity (veh/h)	1623		942	863	863	1085
<b>Direction, Lane #</b>	<b>EB 1</b>	<b>EB 2</b>	<b>NB 1</b>	<b>NB 2</b>	<b>SB 1</b>	<b>SB 2</b>
Volume Total	12	38	23	7	21	7
Volume Left	12	0	20	0	0	0
Volume Right	0	38	0	0	0	7
cSH	1623	1700	930	863	863	1085
Volume to Capacity	0.01	0.02	0.03	0.01	0.02	0.01
Queue Length 95th (ft)	1	0	2	1	2	0
Control Delay (s)	7.2	0.0	9.0	9.2	9.3	8.3
Lane LOS	A		A	A	A	A
Approach Delay (s)	1.7		9.0		9.0	
Approach LOS			A		A	
<b>Intersection Summary</b>						
Average Delay			5.7			
Intersection Capacity Utilization			17.7%	ICU Level of Service	A	
Analysis Period (min)			15			

Lanes and Geometrics  
 1: S. Yosemite St. & E. County Line Rd.

Park Meadows  
 07/19/2022



Lane Group	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
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%				0%
Storage Length (ft)	175		350	600		0	235		0	210		0
Storage Lanes	2		1	2		1	2		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.97	0.91	1.00	0.97	0.91	1.00	0.97	0.95	1.00	1.00	0.95	0.95
Ped Bike Factor												
Frt			0.850			0.850			0.850		0.943	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	5085	1583	3433	5085	1583	3433	3539	1583	1770	3337	0
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3433	5085	1583	3433	5085	1583	3433	3539	1583	1770	3337	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			160			142			142			121
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		556			1568			1842			710	
Travel Time (s)		12.6			35.6			41.9			16.1	

Intersection Summary

Area Type: Other

Timings  
1: S. Yosemite St. & E. County Line Rd.

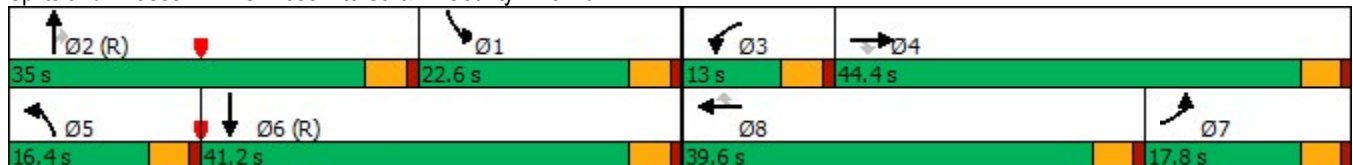
Park Meadows  
07/19/2022

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations											
Traffic Volume (vph)	215	720	147	115	1093	90	187	367	71	139	478
Future Volume (vph)	215	720	147	115	1093	90	187	367	71	139	478
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA
Protected Phases	7	4		3	8		5	2		1	6
Permitted Phases			4			8			2		
Detector Phase	7	4	4	3	8	8	5	2	2	1	6
Switch Phase											
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5
Total Split (s)	17.8	44.4	44.4	13.0	39.6	39.6	16.4	35.0	35.0	22.6	41.2
Total Split (%)	15.5%	38.6%	38.6%	11.3%	34.4%	34.4%	14.3%	30.4%	30.4%	19.7%	35.8%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lag	Lag	Lag	Lead	Lead	Lead	Lead	Lead	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	C-Max	C-Max	None	C-Max
Act Effct Green (s)	12.2	37.8	37.8	8.2	33.8	33.8	11.1	32.9	32.9	18.1	39.9
Actuated g/C Ratio	0.11	0.33	0.33	0.07	0.29	0.29	0.10	0.29	0.29	0.16	0.35
v/c Ratio	0.64	0.47	0.26	0.51	0.79	0.17	0.62	0.39	0.14	0.54	0.68
Control Delay	57.9	31.4	5.1	50.6	40.4	11.3	58.3	35.2	0.5	52.8	31.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	57.9	31.4	5.1	50.6	40.4	11.3	58.3	35.2	0.5	52.8	31.2
LOS	E	C	A	D	D	B	E	D	A	D	C
Approach Delay		33.1			39.2			38.1			34.5
Approach LOS		C			D			D			C

Intersection Summary

Cycle Length: 115  
 Actuated Cycle Length: 115  
 Offset: 32 (28%), Referenced to phase 2:NBT and 6:SBT, Start of Green  
 Natural Cycle: 65  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.79  
 Intersection Signal Delay: 36.3  
 Intersection LOS: D  
 Intersection Capacity Utilization 70.3%  
 ICU Level of Service C  
 Analysis Period (min) 15

Splits and Phases: 1: S. Yosemite St. & E. County Line Rd.



Queues

1: S. Yosemite St. & E. County Line Rd.





































Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	234	783	160	125	1188	98	203	399	77	151	841
v/c Ratio	0.64	0.47	0.26	0.51	0.79	0.17	0.62	0.39	0.14	0.54	0.68
Control Delay	57.9	31.4	5.1	50.6	40.4	11.3	58.3	35.2	0.5	52.8	31.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	57.9	31.4	5.1	50.6	40.4	11.3	58.3	35.2	0.5	52.8	31.2
Queue Length 50th (ft)	86	163	0	50	333	29	74	128	0	104	251
Queue Length 95th (ft)	128	201	45	83	371	56	114	176	0	174	326
Internal Link Dist (ft)		476			1488			1762			630
Turn Bay Length (ft)	175		350	600			235			210	
Base Capacity (vph)	397	1764	653	253	1552	581	356	1012	554	278	1238
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.59	0.44	0.25	0.49	0.77	0.17	0.57	0.39	0.14	0.54	0.68

Intersection Summary

HCM 6th Signalized Intersection Summary  
 1: S. Yosemite St. & E. County Line Rd.

Park Meadows  
 07/19/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 	  		  	  		 	 			 	
Traffic Volume (veh/h)	215	720	147	115	1093	90	187	367	71	139	478	295
Future Volume (veh/h)	215	720	147	115	1093	90	187	367	71	139	478	295
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	234	783	160	125	1188	98	203	399	77	151	520	321
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	297	1581	491	181	1409	437	265	942	420	385	855	527
Arrive On Green	0.09	0.31	0.31	0.07	0.37	0.37	0.08	0.27	0.27	0.22	0.40	0.40
Sat Flow, veh/h	3456	5106	1585	3456	5106	1585	3456	3554	1585	1781	2112	1301
Grp Volume(v), veh/h	234	783	160	125	1188	98	203	399	77	151	437	404
Grp Sat Flow(s),veh/h/ln	1728	1702	1585	1728	1702	1585	1728	1777	1585	1781	1777	1636
Q Serve(g_s), s	7.6	14.4	8.9	4.1	24.5	4.9	6.6	10.7	3.5	8.3	22.3	22.4
Cycle Q Clear(g_c), s	7.6	14.4	8.9	4.1	24.5	4.9	6.6	10.7	3.5	8.3	22.3	22.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.80
Lane Grp Cap(c), veh/h	297	1581	491	181	1409	437	265	942	420	385	719	662
V/C Ratio(X)	0.79	0.50	0.33	0.69	0.84	0.22	0.77	0.42	0.18	0.39	0.61	0.61
Avail Cap(c_a), veh/h	400	1772	550	255	1558	484	358	942	420	385	719	662
HCM Platoon Ratio	1.00	1.00	1.00	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.77	0.77	0.77	0.80	0.80	0.80	1.00	1.00	1.00
Uniform Delay (d), s/veh	51.5	32.4	30.5	52.6	34.1	27.9	52.1	35.0	22.1	38.6	27.0	27.0
Incr Delay (d2), s/veh	7.3	0.2	0.4	3.6	3.2	0.2	5.5	1.1	0.8	0.6	3.8	4.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.6	5.9	3.5	1.8	9.8	1.9	3.1	4.8	1.7	3.7	10.1	9.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	58.8	32.6	30.9	56.2	37.3	28.1	57.6	36.1	22.8	39.2	30.8	31.2
LnGrp LOS	E	C	C	E	D	C	E	D	C	D	C	C
Approach Vol, veh/h		1177			1411			679			992	
Approach Delay, s/veh		37.6			38.3			41.0			32.2	
Approach LOS		D			D			D			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	29.4	35.0	10.5	40.1	13.3	51.1	14.4	36.2				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	18.1	30.5	8.5	39.9	11.9	36.7	13.3	35.1				
Max Q Clear Time (g_c+I1), s	10.3	12.7	6.1	16.4	8.6	24.4	9.6	26.5				
Green Ext Time (p_c), s	0.2	2.7	0.1	6.4	0.2	4.4	0.3	5.2				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay			37.1									
HCM 6th LOS			D									

Lanes and Geometrics  
 2: S. Chester St. & E. County Line Rd.

Park Meadows  
 07/19/2022



Lane Group	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
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	550		0	525		0	135		0	125		110
Storage Lanes	2		1	2		0	2		1	2		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.97	0.91	1.00	0.97	0.86	0.86	0.97	0.95	1.00	0.97	0.95	1.00
Ped Bike Factor												
Frt			0.850		0.979				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	5085	1583	3433	6273	0	3433	3539	1583	3433	3539	1583
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3433	5085	1583	3433	6273	0	3433	3539	1583	3433	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			142		37				364			289
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1568			1050			565			792	
Travel Time (s)		35.6			23.9			12.8			18.0	

Intersection Summary

Area Type: Other

Timings  
2: S. Chester St. & E. County Line Rd.

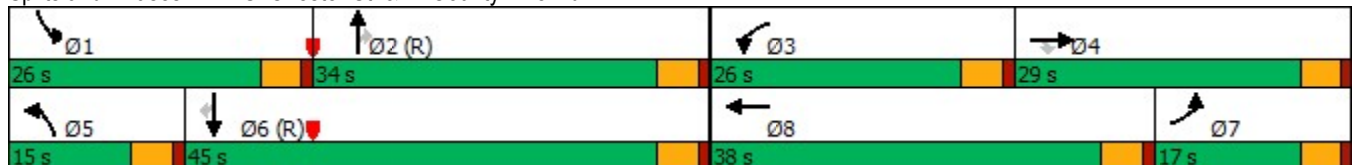
Park Meadows  
07/19/2022

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations												
Traffic Volume (vph)	179	694	93	369	826	136	232	335	367	248	266	
Future Volume (vph)	179	694	93	369	826	136	232	335	367	248	266	
Turn Type	Prot	NA	Perm	Prot	NA	Prot	NA	Perm	Prot	NA	Perm	
Protected Phases	7	4		3	8	5	2		1	6		
Permitted Phases			4					2			6	
Detector Phase	7	4	4	3	8	5	2	2	1	6	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	9.5	22.5	22.5	9.5	22.5	9.5	22.5	22.5	9.5	22.5	22.5	
Total Split (s)	17.0	29.0	29.0	26.0	38.0	15.0	34.0	34.0	26.0	45.0	45.0	
Total Split (%)	14.8%	25.2%	25.2%	22.6%	33.0%	13.0%	29.6%	29.6%	22.6%	39.1%	39.1%	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	
Lead/Lag	Lag	Lag	Lag	Lead	Lead	Lead	Lag	Lag	Lead	Lag	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	None	None	None	None	None	C-Max	C-Max	None	C-Max	C-Max	
Act Effct Green (s)	13.4	23.1	23.1	18.2	27.9	9.6	37.5	37.5	18.2	46.1	46.1	
Actuated g/C Ratio	0.12	0.20	0.20	0.16	0.24	0.08	0.33	0.33	0.16	0.40	0.40	
v/c Ratio	0.49	0.74	0.23	0.74	0.67	0.52	0.22	0.48	0.74	0.19	0.36	
Control Delay	31.9	27.4	6.4	33.3	18.4	57.1	30.8	5.8	54.5	24.2	4.4	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	31.9	27.4	6.4	33.3	18.4	57.1	30.8	5.8	54.5	24.2	4.4	
LOS	C	C	A	C	B	E	C	A	D	C	A	
Approach Delay		26.2			22.5		24.0			30.8		
Approach LOS		C			C		C			C		

Intersection Summary

Cycle Length: 115  
 Actuated Cycle Length: 115  
 Offset: 80 (70%), Referenced to phase 2:NBT and 6:SBT, Start of Green  
 Natural Cycle: 75  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.74  
 Intersection Signal Delay: 25.6  
 Intersection LOS: C  
 Intersection Capacity Utilization 55.9%  
 ICU Level of Service B  
 Analysis Period (min) 15

Splits and Phases: 2: S. Chester St. & E. County Line Rd.





Queues  
2: S. Chester St. & E. County Line Rd.

Park Meadows  
07/19/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	195	754	101	401	1047	148	252	364	399	270	289
v/c Ratio	0.49	0.74	0.23	0.74	0.67	0.52	0.22	0.48	0.74	0.19	0.36
Control Delay	31.9	27.4	6.4	33.3	18.4	57.1	30.8	5.8	54.5	24.2	4.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	31.9	27.4	6.4	33.3	18.4	57.1	30.8	5.8	54.5	24.2	4.4
Queue Length 50th (ft)	71	195	25	92	128	54	73	0	146	70	0
Queue Length 95th (ft)	113	247	69	145	135	88	115	75	193	106	57
Internal Link Dist (ft)		1488			970		485			712	
Turn Bay Length (ft)	550			525		135			125		110
Base Capacity (vph)	412	1093	451	641	1853	313	1154	761	641	1419	807
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.47	0.69	0.22	0.63	0.57	0.47	0.22	0.48	0.62	0.19	0.36

Intersection Summary

HCM 6th Signalized Intersection Summary  
 2: S. Chester St. & E. County Line Rd.

Park Meadows  
 07/19/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↑↑↑	↗	↔↔	↑↑↑		↔↔	↑↑	↗	↔↔	↑↑	↗
Traffic Volume (veh/h)	179	694	93	369	826	137	136	232	335	367	248	266
Future Volume (veh/h)	179	694	93	369	826	137	136	232	335	367	248	266
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	195	754	101	401	898	149	148	252	364	399	270	289
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	340	950	295	482	1276	208	208	1353	603	474	1627	726
Arrive On Green	0.03	0.06	0.06	0.05	0.07	0.07	0.06	0.38	0.38	0.14	0.46	0.46
Sat Flow, veh/h	3456	5106	1585	3456	5614	916	3456	3554	1585	3456	3554	1585
Grp Volume(v), veh/h	195	754	101	401	770	277	148	252	364	399	270	289
Grp Sat Flow(s),veh/h/ln	1728	1702	1585	1728	1609	1705	1728	1777	1585	1728	1777	1585
Q Serve(g_s), s	6.4	16.8	7.0	13.2	17.9	18.3	4.8	5.4	21.2	13.0	5.1	9.4
Cycle Q Clear(g_c), s	6.4	16.8	7.0	13.2	17.9	18.3	4.8	5.4	21.2	13.0	5.1	9.4
Prop In Lane	1.00		1.00	1.00		0.54	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	340	950	295	482	1097	388	208	1353	603	474	1627	726
V/C Ratio(X)	0.57	0.79	0.34	0.83	0.70	0.72	0.71	0.19	0.60	0.84	0.17	0.40
Avail Cap(c_a), veh/h	376	1088	338	646	1406	497	316	1353	603	646	1627	726
HCM Platoon Ratio	0.33	0.33	0.33	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.89	0.89	0.89	0.98	0.98	0.98	0.92	0.92	0.92	1.00	1.00	1.00
Uniform Delay (d), s/veh	53.3	51.8	47.2	53.5	49.4	49.6	53.1	23.7	28.6	48.4	18.3	9.4
Incr Delay (d2), s/veh	1.5	3.2	0.6	6.7	1.1	3.4	4.1	0.3	4.1	7.3	0.2	1.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.0	8.0	3.0	6.6	7.9	8.7	2.2	2.3	8.7	6.1	2.2	3.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	54.8	55.0	47.8	60.2	50.5	53.0	57.2	24.0	32.7	55.7	18.5	11.0
LnGrp LOS	D	E	D	E	D	D	E	C	C	E	B	B
Approach Vol, veh/h		1050			1448			764			958	
Approach Delay, s/veh		54.3			53.7			34.6			31.8	
Approach LOS		D			D			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	20.3	48.3	20.5	25.9	11.4	57.1	15.8	30.6				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	21.5	29.5	21.5	24.5	10.5	40.5	12.5	33.5				
Max Q Clear Time (g_c+I1), s	15.0	23.2	15.2	18.8	6.8	11.4	8.4	20.3				
Green Ext Time (p_c), s	0.8	1.6	0.8	2.6	0.1	2.9	0.2	5.9				

Intersection Summary												
HCM 6th Ctrl Delay			45.4									
HCM 6th LOS			D									

Lanes and Geometrics  
 3: North Access Drive & E. County Line Rd.

Park Meadows  
 07/19/2022



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑	↑	↙↘	↑↑↑		↙↘
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)		0	350		0	0
Storage Lanes		1	2		0	2
Taper Length (ft)			25		25	
Lane Util. Factor	0.91	1.00	0.97	0.86	1.00	0.88
Ped Bike Factor						
Frt		0.850				0.850
Flt Protected			0.950			
Satd. Flow (prot)	5085	1583	3433	6408	0	2787
Flt Permitted			0.950			
Satd. Flow (perm)	5085	1583	3433	6408	0	2787
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		168				83
Link Speed (mph)	30			30	30	
Link Distance (ft)	1050			651	255	
Travel Time (s)	23.9			14.8	5.8	

Intersection Summary

Area Type: Other

Timings  
3: North Access Drive & E. County Line Rd.



Lane Group	EBT	EBR	WBL	WBT	NBR	Ø8
Lane Configurations	↑↑↑	↑	↙↘	↑↑↑	↙↘	
Traffic Volume (vph)	1301	155	332	1483	295	
Future Volume (vph)	1301	155	332	1483	295	
Turn Type	NA	Perm	Prot	NA	Over	
Protected Phases	4		2	2 8	2	8
Permitted Phases		4			2	
Detector Phase	4	4	2	2 8	2	
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	22.5	22.5	9.5	9.5	22.5	
Total Split (s)	74.0	74.0	41.0	41.0	74.0	
Total Split (%)	64.3%	64.3%	35.7%	35.7%	64%	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.0	
All-Red Time (s)	1.0	1.0	1.0	1.0	0.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		
Total Lost Time (s)	4.5	4.5	4.5	4.5		
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	None	None	C-Max	C-Max	None	
Act Effct Green (s)	50.3	50.3	55.7	115.0	55.7	
Actuated g/C Ratio	0.44	0.44	0.48	1.00	0.48	
v/c Ratio	0.64	0.21	0.22	0.25	0.23	
Control Delay	7.7	0.5	11.2	0.1	14.5	
Queue Delay	0.0	0.0	0.0	0.0	0.0	
Total Delay	7.7	0.5	11.2	0.1	14.5	
LOS	A	A	B	A	B	
Approach Delay	6.9			2.1		
Approach LOS	A			A		

Intersection Summary

Cycle Length: 115  
 Actuated Cycle Length: 115  
 Offset: 112 (97%), Referenced to phase 2:WBTL and 6:, Start of Green  
 Natural Cycle: 40  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.64  
 Intersection Signal Delay: 5.1  
 Intersection Capacity Utilization 43.0%  
 Analysis Period (min) 15

Intersection LOS: A  
 ICU Level of Service A

Splits and Phases: 3: North Access Drive & E. County Line Rd.



Queues  
3: North Access Drive & E. County Line Rd.

Park Meadows  
07/19/2022



Lane Group	EBT	EBR	WBL	WBT	NBR
Lane Group Flow (vph)	1414	168	361	1612	321
v/c Ratio	0.64	0.21	0.22	0.25	0.23
Control Delay	7.7	0.5	11.2	0.1	14.5
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	7.7	0.5	11.2	0.1	14.5
Queue Length 50th (ft)	67	0	53	0	54
Queue Length 95th (ft)	73	m1	155	0	105
Internal Link Dist (ft)	970			571	
Turn Bay Length (ft)			350		
Base Capacity (vph)	3073	1023	1664	6408	1393
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.46	0.16	0.22	0.25	0.23

Intersection Summary

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

HCM 6th Edition methodology expects strict NEMA phasing.

Lanes and Geometrics  
 4: Park Meadow Center Dr. & E. County Line Rd.

Park Meadows  
 07/19/2022



Lane Group	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
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		325	0		100	0		250	250		175
Storage Lanes	0		1	0		1	0		1	3		2
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.86	1.00	1.00	0.91	1.00	1.00	1.00	0.76	0.94	0.95	0.88
Ped Bike Factor												
Frt			0.850			0.850			0.850			0.850
Flt Protected										0.950		
Satd. Flow (prot)	0	6408	1583	0	5085	1583	0	0	3610	4990	3539	2787
Flt Permitted										0.950		
Satd. Flow (perm)	0	6408	1583	0	5085	1583	0	0	3610	4990	3539	2787
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			90			157			583			734
Link Speed (mph)		30			30			30				30
Link Distance (ft)		651			987			1238				614
Travel Time (s)		14.8			22.4			28.1				14.0

Intersection Summary

Area Type: Other

Timings  
4: Park Meadow Center Dr. & E. County Line Rd.

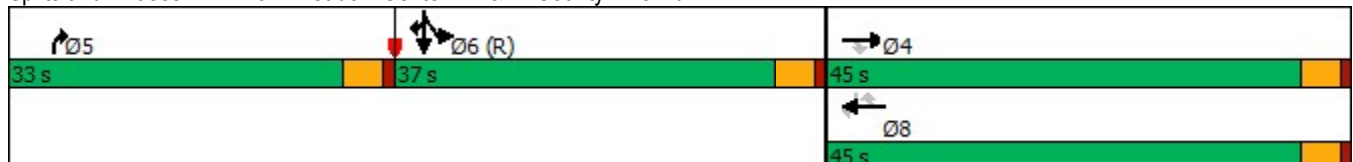


Lane Group	EBT	EBR	WBT	WBR	NBR	SBL	SBT	SBR
Lane Configurations	↑↑↑↑	↗	↑↑↑↑	↗	↗↗↗	↗↗↗	↑↑	↗↗
Traffic Volume (vph)	1538	83	1105	263	818	131	545	675
Future Volume (vph)	1538	83	1105	263	818	131	545	675
Turn Type	NA	Perm	NA	Perm	Prot	Split	NA	custom
Protected Phases	4		8		5	6	6	6
Permitted Phases		4		8				8
Detector Phase	4	4	8	8	5	6	6	6
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	22.5	9.5	22.5	22.5	22.5
Total Split (s)	45.0	45.0	45.0	45.0	33.0	37.0	37.0	37.0
Total Split (%)	39.1%	39.1%	39.1%	39.1%	28.7%	32.2%	32.2%	32.2%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag					Lead	Lag	Lag	Lag
Lead-Lag Optimize?					Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	C-Max	C-Max	C-Max
Act Effct Green (s)	39.9	39.9	39.9	39.9	17.7	43.8	43.8	88.3
Actuated g/C Ratio	0.35	0.35	0.35	0.35	0.15	0.38	0.38	0.77
v/c Ratio	0.75	0.15	0.68	0.44	0.85	0.07	0.44	0.32
Control Delay	20.1	2.6	24.0	9.8	23.7	24.8	29.2	0.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	20.1	2.6	24.0	9.8	23.7	24.8	29.2	0.8
LOS	C	A	C	A	C	C	C	A
Approach Delay	19.2		21.3				14.6	
Approach LOS	B		C				B	

Intersection Summary

Cycle Length: 115  
 Actuated Cycle Length: 115  
 Offset: 32 (28%), Referenced to phase 6:SBTL, Start of Green  
 Natural Cycle: 55  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.85  
 Intersection Signal Delay: 19.2  
 Intersection Capacity Utilization 56.8%  
 Analysis Period (min) 15  
 Intersection LOS: B  
 ICU Level of Service B

Splits and Phases: 4: Park Meadow Center Dr. & E. County Line Rd.







Lane Group	EBT	EBR	WBT	WBR	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	1672	90	1201	286	889	142	592	734
v/c Ratio	0.75	0.15	0.68	0.44	0.85	0.07	0.44	0.32
Control Delay	20.1	2.6	24.0	9.8	23.7	24.8	29.2	0.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	20.1	2.6	24.0	9.8	23.7	24.8	29.2	0.8
Queue Length 50th (ft)	284	5	287	122	98	23	171	0
Queue Length 95th (ft)	331	4	317	170	149	43	251	18
Internal Link Dist (ft)	571		907				534	
Turn Bay Length (ft)		325		100	250	250		175
Base Capacity (vph)	2256	615	1790	659	1333	1902	1348	2309
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.74	0.15	0.67	0.43	0.67	0.07	0.44	0.32

#### Intersection Summary

HCM 6th Signalized Intersection Summary  
 4: Park Meadow Center Dr. & E. County Line Rd.

Park Meadows  
 07/19/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑	↗		↑↑↑	↗			↗↗↗	↘↘↘	↑↑	↗↗
Traffic Volume (veh/h)	0	1538	83	0	1105	263	0	0	818	131	545	675
Future Volume (veh/h)	0	1538	83	0	1105	263	0	0	818	131	545	675
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	0	1870	1870	0	1870	1870	0	0	1870	1870	1870	1870
Adj Flow Rate, veh/h	0	1672	0	0	1201	0	0	0	889	142	592	734
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	2	2	0	2	2	0	0	2	2	2	2
Cap, veh/h	0	2093		0	1661		0	0	0	2996	2120	1664
Arrive On Green	0.00	0.33	0.00	0.00	0.33	0.00	0.00	0.00	0.00	0.60	0.60	0.60
Sat Flow, veh/h	0	6696	1585	0	5274	1585		0		5023	3554	2790
Grp Volume(v), veh/h	0	1672	0	0	1201	0		0.0		142	592	734
Grp Sat Flow(s),veh/h/ln	0	1609	1585	0	1702	1585				1674	1777	1395
Q Serve(g_s), s	0.0	27.2	0.0	0.0	23.9	0.0				1.3	9.3	16.6
Cycle Q Clear(g_c), s	0.0	27.2	0.0	0.0	23.9	0.0				1.3	9.3	16.6
Prop In Lane	0.00		1.00	0.00		1.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	2093		0	1661					2996	2120	1664
V/C Ratio(X)	0.00	0.80		0.00	0.72					0.05	0.28	0.44
Avail Cap(c_a), veh/h	0	2266		0	1798					2996	2120	1664
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.81	0.00	0.00	0.83	0.00				1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	35.4	0.0	0.0	34.2	0.0				9.6	11.2	12.7
Incr Delay (d2), s/veh	0.0	1.6	0.0	0.0	1.1	0.0				0.0	0.3	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	10.8	0.0	0.0	9.9	0.0				0.5	3.7	5.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	37.0	0.0	0.0	35.3	0.0				9.7	11.6	13.6
LnGrp LOS	A	D		A	D					A	B	B
Approach Vol, veh/h		1672	A		1201	A						1468
Approach Delay, s/veh		37.0			35.3							12.4
Approach LOS		D			D							B
Timer - Assigned Phs				4		6		8				
Phs Duration (G+Y+Rc), s				41.9		73.1		41.9				
Change Period (Y+Rc), s				4.5		4.5		4.5				
Max Green Setting (Gmax), s				40.5		32.5		40.5				
Max Q Clear Time (g_c+I1), s				29.2		18.6		25.9				
Green Ext Time (p_c), s				8.2		6.7		7.4				

Intersection Summary

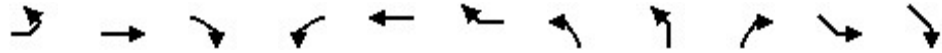
HCM 6th Ctrl Delay	28.2
HCM 6th LOS	C

Notes

Unsignalized Delay for [EBR, WBR] is excluded from calculations of the approach delay and intersection delay.

Lanes and Geometrics  
 5: I-25 Ramps & E. County Line Rd.

Park Meadows  
 07/19/2022

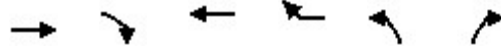


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL2	NBL	NBR	SEL	SER
Lane Configurations		↑↑↑	↑↑		↑↑↑	↑	↑↑		↑		
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%
Storage Length (ft)	0		200	0		100		180	0	0	0
Storage Lanes	0		1	0		1		2	1	0	0
Taper Length (ft)	25			25				25		25	
Lane Util. Factor	1.00	0.91	0.88	1.00	0.91	1.00	0.97	1.00	1.00	1.00	1.00
Ped Bike Factor											
Frt			0.850			0.850			0.850		
Flt Protected							0.950				
Satd. Flow (prot)	0	5085	2787	0	5085	1583	3433	0	1583	0	0
Flt Permitted							0.950				
Satd. Flow (perm)	0	5085	2787	0	5085	1583	3433	0	1583	0	0
Right Turn on Red			Yes			Yes			Yes		
Satd. Flow (RTOR)			1158			249			582		
Link Speed (mph)		30			30			30		30	
Link Distance (ft)		987			920			594		465	
Travel Time (s)		22.4			20.9			13.5		10.6	

Intersection Summary

Area Type: Other

Timings  
5: I-25 Ramps & E. County Line Rd.

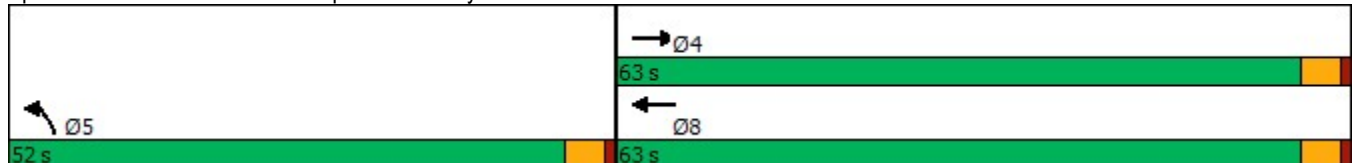


Lane Group	EBT	EBR	WBT	WBR	NBL2	NBR
Lane Configurations	↑↑↑	↑↑	↑↑↑	↑	↑↑	↑
Traffic Volume (vph)	664	1065	936	546	443	118
Future Volume (vph)	664	1065	936	546	443	118
Turn Type	NA	Free	NA	Free	Prot	Free
Protected Phases	4		8		5	
Permitted Phases		Free		Free		Free
Detector Phase	4		8		5	
Switch Phase						
Minimum Initial (s)	5.0		5.0		5.0	
Minimum Split (s)	22.5		22.5		9.5	
Total Split (s)	63.0		63.0		52.0	
Total Split (%)	54.8%		54.8%		45.2%	
Yellow Time (s)	3.5		3.5		3.5	
All-Red Time (s)	1.0		1.0		1.0	
Lost Time Adjust (s)	0.0		0.0		0.0	
Total Lost Time (s)	4.5		4.5		4.5	
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	None		None		None	
Act Effct Green (s)	33.6	115.0	33.6	115.0	72.4	115.0
Actuated g/C Ratio	0.29	1.00	0.29	1.00	0.63	1.00
v/c Ratio	0.49	0.42	0.68	0.37	0.22	0.08
Control Delay	36.0	1.0	38.1	0.7	10.2	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	36.0	1.0	38.1	0.7	10.2	0.1
LOS	D	A	D	A	B	A
Approach Delay	14.4		24.3			
Approach LOS	B		C			

Intersection Summary

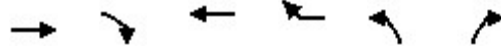
Cycle Length: 115  
 Actuated Cycle Length: 115  
 Offset: 10 (9%), Referenced to phase 2: and 6:, Start of Green  
 Natural Cycle: 40  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.68  
 Intersection Signal Delay: 17.4  
 Intersection Capacity Utilization 37.8%  
 Analysis Period (min) 15  
 Intersection LOS: B  
 ICU Level of Service A

Splits and Phases: 5: I-25 Ramps & E. County Line Rd.



Queues  
5: I-25 Ramps & E. County Line Rd.

Park Meadows  
07/19/2022

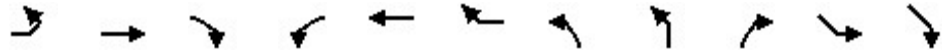


Lane Group	EBT	EBR	WBT	WBR	NBL2	NBR
Lane Group Flow (vph)	722	1158	1017	593	482	128
v/c Ratio	0.49	0.42	0.68	0.37	0.22	0.08
Control Delay	36.0	1.0	38.1	0.7	10.2	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	36.0	1.0	38.1	0.7	10.2	0.1
Queue Length 50th (ft)	192	13	243	0	73	0
Queue Length 95th (ft)	230	7	265	0	118	0
Internal Link Dist (ft)	907		840			
Turn Bay Length (ft)		200		100	180	
Base Capacity (vph)	2586	2787	2586	1583	2161	1583
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.28	0.42	0.39	0.37	0.22	0.08

Intersection Summary

HCM 6th Signalized Intersection Summary  
5: I-25 Ramps & E. County Line Rd.

Park Meadows  
07/19/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL2	NBL	NBR	SEL	SER
Lane Configurations		↑↑↑	↑↑		↑↑↑	↑	↑↑		↑		
Traffic Volume (veh/h)	0	664	1065	0	936	546	443	0	118	0	0
Future Volume (veh/h)	0	664	1065	0	936	546	443	0	118	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00	1.00	1.00		
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
Work Zone On Approach		No			No			No			
Adj Sat Flow, veh/h/ln	0	1870	1870	0	1870	1870	1870	1870	1870		
Adj Flow Rate, veh/h	0	722	0	0	1017	0	482	482	0		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92		
Percent Heavy Veh, %	0	2	2	0	2	2	2	2	2		
Cap, veh/h	0	1404		0	1404		2235	2235			
Arrive On Green	0.00	0.37	0.00	0.00	0.28	0.00	0.65	0.65	0.00		
Sat Flow, veh/h	0	5274	2790	0	5274	1585	3456	3456	1585		
Grp Volume(v), veh/h	0	722	0	0	1017	0	482	482	0		
Grp Sat Flow(s),veh/h/ln	0	1702	1395	0	1702	1585	1728	1728	1585		
Q Serve(g_s), s	0.0	12.7	0.0	0.0	20.7	0.0	6.6	6.6	0.0		
Cycle Q Clear(g_c), s	0.0	12.7	0.0	0.0	20.7	0.0	6.6	6.6	0.0		
Prop In Lane	0.00		1.00	0.00		1.00	1.00	1.00	1.00		
Lane Grp Cap(c), veh/h	0	1404		0	1404		2235	2235			
V/C Ratio(X)	0.00	0.51		0.00	0.72		0.22	0.22			
Avail Cap(c_a), veh/h	0	2597		0	2597		2235	2235			
HCM Platoon Ratio	1.00	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00		
Upstream Filter(I)	0.00	0.58	0.00	0.00	1.00	0.00	1.00	1.00	0.00		
Uniform Delay (d), s/veh	0.0	30.5	0.0	0.0	37.7	0.0	8.3	8.3	0.0		
Incr Delay (d2), s/veh	0.0	0.2	0.0	0.0	0.7	0.0	0.0	0.0	0.0		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln	0.0	4.9	0.0	0.0	8.7	0.0	2.4	2.4	0.0		
Unsig. Movement Delay, s/veh											
LnGrp Delay(d),s/veh	0.0	30.6	0.0	0.0	38.5	0.0	8.4	8.4	0.0		
LnGrp LOS	A	C		A	D		A	A			
Approach Vol, veh/h		722	A		1017	A	482	482	A		
Approach Delay, s/veh		30.6			38.5		8.4	8.4			
Approach LOS		C			D		A	A			
Timer - Assigned Phs		2		4				8			
Phs Duration (G+Y+Rc), s		78.9		36.1				36.1			
Change Period (Y+Rc), s		4.5		4.5				4.5			
Max Green Setting (Gmax), s		47.5		58.5				58.5			
Max Q Clear Time (g_c+I1), s		8.6		14.7				22.7			
Green Ext Time (p_c), s		1.8		5.9				8.9			

Intersection Summary

HCM 6th Ctrl Delay	29.4
HCM 6th LOS	C

Notes

Unsignalized Delay for [NBR, EBR, WBR] is excluded from calculations of the approach delay and intersection delay.

Lanes and Geometrics  
 6: Park Meadow Center Dr. & East Access Drive

Park Meadows  
 07/19/2022



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%		0%		0%	
Storage Length (ft)	0	0	110			0
Storage Lanes	2	1	1			0
Taper Length (ft)	25		25			
Lane Util. Factor	0.97	1.00	1.00	0.95	0.95	0.95
Ped Bike Factor						
Frt	0.850				0.942	
Flt Protected	0.950		0.950			
Satd. Flow (prot)	3433	1583	1770	3539	3334	0
Flt Permitted	0.950		0.257			
Satd. Flow (perm)	3433	1583	479	3539	3334	0
Right Turn on Red	Yes				Yes	
Satd. Flow (RTOR)	199				273	
Link Speed (mph)	30		30		30	
Link Distance (ft)	204		1551		1238	
Travel Time (s)	4.6		35.3		28.1	

Intersection Summary

Area Type: Other

Timings  
6: Park Meadow Center Dr. & East Access Drive

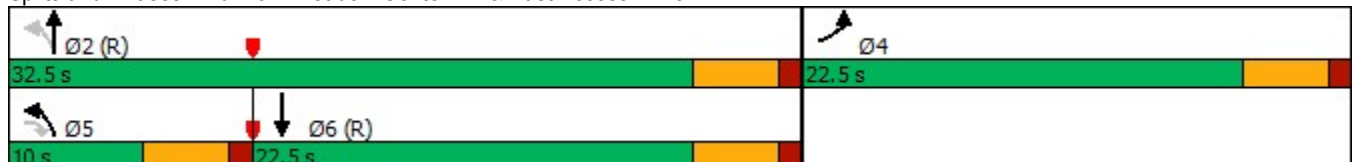


Lane Group	EBL	EBR	NBL	NBT	SBT
Lane Configurations	↖ ↗	↗	↖	↑ ↑	↑ ↗
Traffic Volume (vph)	248	183	92	555	424
Future Volume (vph)	248	183	92	555	424
Turn Type	Prot	Perm	pm+pt	NA	NA
Protected Phases	4		5	2	6
Permitted Phases		5	2		
Detector Phase	4	5	5	2	6
Switch Phase					
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	9.5	9.5	22.5	22.5
Total Split (s)	22.5	10.0	10.0	32.5	22.5
Total Split (%)	40.9%	18.2%	18.2%	59.1%	40.9%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5
Lead/Lag		Lead	Lead		Lag
Lead-Lag Optimize?		Yes	Yes		Yes
Recall Mode	None	None	None	C-Max	C-Max
Act Effct Green (s)	9.6	7.4	36.4	36.4	24.5
Actuated g/C Ratio	0.17	0.13	0.66	0.66	0.45
v/c Ratio	0.45	0.52	0.20	0.26	0.46
Control Delay	22.4	9.1	9.2	6.4	8.4
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	22.4	9.1	9.2	6.4	8.4
LOS	C	A	A	A	A
Approach Delay	16.8			6.8	8.4
Approach LOS	B			A	A

Intersection Summary

Cycle Length: 55  
 Actuated Cycle Length: 55  
 Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBT, Start of Green  
 Natural Cycle: 55  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.52  
 Intersection Signal Delay: 9.9  
 Intersection LOS: A  
 Intersection Capacity Utilization 43.8%  
 ICU Level of Service A  
 Analysis Period (min) 15

Splits and Phases: 6: Park Meadow Center Dr. & East Access Drive







Lane Group	EBL	EBR	NBL	NBT	SBT
Lane Group Flow (vph)	270	199	100	603	753
v/c Ratio	0.45	0.52	0.20	0.26	0.46
Control Delay	22.4	9.1	9.2	6.4	8.4
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	22.4	9.1	9.2	6.4	8.4
Queue Length 50th (ft)	41	0	12	44	48
Queue Length 95th (ft)	66	44	48	95	108
Internal Link Dist (ft)	124			1471	1158
Turn Bay Length (ft)			110		
Base Capacity (vph)	1123	384	489	2342	1638
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.24	0.52	0.20	0.26	0.46

## Intersection Summary

HCM 6th Signalized Intersection Summary  
 6: Park Meadow Center Dr. & East Access Drive

Park Meadows  
 07/19/2022



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	248	183	92	555	424	269
Future Volume (veh/h)	248	183	92	555	424	269
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	270	199	100	603	461	292
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	610	280	518	2345	1061	668
Arrive On Green	0.18	0.18	0.07	0.66	0.51	0.51
Sat Flow, veh/h	3456	1585	1781	3647	2186	1318
Grp Volume(v), veh/h	270	199	100	603	391	362
Grp Sat Flow(s),veh/h/ln	1728	1585	1781	1777	1777	1633
Q Serve(g_s), s	3.8	6.5	1.3	3.8	7.7	7.7
Cycle Q Clear(g_c), s	3.8	6.5	1.3	3.8	7.7	7.7
Prop In Lane	1.00	1.00	1.00			0.81
Lane Grp Cap(c), veh/h	610	280	518	2345	901	828
V/C Ratio(X)	0.44	0.71	0.19	0.26	0.43	0.44
Avail Cap(c_a), veh/h	1131	519	569	2345	901	828
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	0.85	0.85	0.92	0.92
Uniform Delay (d), s/veh	20.2	21.3	5.3	3.8	8.6	8.6
Incr Delay (d2), s/veh	0.5	3.3	0.2	0.2	1.4	1.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	5.8	0.3	0.9	2.7	2.5
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	20.7	24.7	5.5	4.1	10.0	10.1
LnGrp LOS	C	C	A	A	A	B
Approach Vol, veh/h	469			703	753	
Approach Delay, s/veh	22.4			4.3	10.0	
Approach LOS	C			A	B	
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		40.8		14.2	8.4	32.4
Change Period (Y+Rc), s		4.5		4.5	4.5	4.5
Max Green Setting (Gmax), s		28.0		18.0	5.5	18.0
Max Q Clear Time (g_c+I1), s		5.8		8.5	3.3	9.7
Green Ext Time (p_c), s		4.2		1.2	0.0	3.1
<b>Intersection Summary</b>						
HCM 6th Ctrl Delay			10.9			
HCM 6th LOS			B			

Lanes and Geometrics  
7: SE Access Drive & Park Meadow Center Dr.

Park Meadows  
07/19/2022



Lane Group	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
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%				0%
Storage Length (ft)	150		0	100		0	0		0	0		0
Storage Lanes	1		0	1		0	1		0	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.994			0.991			0.886				0.850
Flt Protected	0.950			0.950			0.950				0.975	
Satd. Flow (prot)	1770	3518	0	1770	3507	0	1770	1650	0	0	1816	1583
Flt Permitted	0.310			0.400			0.666				0.809	
Satd. Flow (perm)	577	3518	0	745	3507	0	1241	1650	0	0	1507	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		8			13			103				183
Link Speed (mph)		30			30			30				30
Link Distance (ft)		1110			1551			164				207
Travel Time (s)		25.2			35.3			3.7				4.7

Intersection Summary

Area Type: Other

Timings  
7: SE Access Drive & Park Meadow Center Dr.

Park Meadows  
07/19/2022

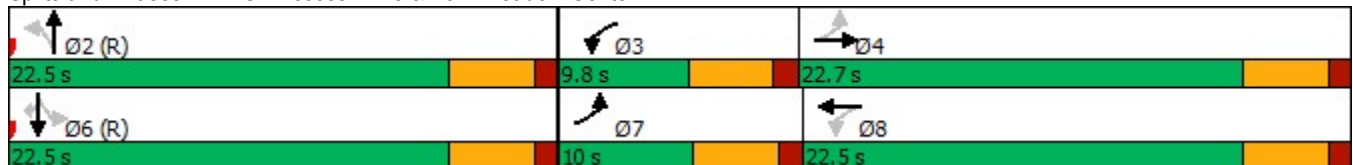


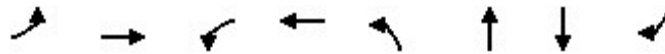
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations	↖	↕	↖	↕	↖	↕		↕	↗
Traffic Volume (vph)	131	487	78	503	77	30	68	63	168
Future Volume (vph)	131	487	78	503	77	30	68	63	168
Turn Type	pm+pt	NA	pm+pt	NA	Perm	NA	Perm	NA	Perm
Protected Phases	7	4	3	8		2		6	
Permitted Phases	4		8		2		6		6
Detector Phase	7	4	3	8	2	2	6	6	6
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	9.5	22.5	22.5	22.5	22.5	22.5	22.5
Total Split (s)	10.0	22.7	9.8	22.5	22.5	22.5	22.5	22.5	22.5
Total Split (%)	18.2%	41.3%	17.8%	40.9%	40.9%	40.9%	40.9%	40.9%	40.9%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5		4.5	4.5
Lead/Lag	Lead	Lag	Lead	Lag					
Lead-Lag Optimize?	Yes	Yes	Yes	Yes					
Recall Mode	None	None	None	None	C-Max	C-Max	C-Max	C-Max	C-Max
Act Effct Green (s)	20.2	16.9	19.0	14.7	23.3	23.3		23.3	23.3
Actuated g/C Ratio	0.37	0.31	0.35	0.27	0.42	0.42		0.42	0.42
v/c Ratio	0.43	0.51	0.24	0.61	0.16	0.18		0.22	0.24
Control Delay	12.8	17.1	6.5	14.4	13.6	5.7		13.8	3.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0
Total Delay	12.8	17.1	6.5	14.4	13.6	5.7		13.8	3.6
LOS	B	B	A	B	B	A		B	A
Approach Delay		16.2		13.4		8.7		8.1	
Approach LOS		B		B		A		A	

Intersection Summary

Cycle Length: 55  
 Actuated Cycle Length: 55  
 Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green  
 Natural Cycle: 55  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.61  
 Intersection Signal Delay: 13.0  
 Intersection Capacity Utilization 51.7%  
 Analysis Period (min) 15  
 Intersection LOS: B  
 ICU Level of Service A

Splits and Phases: 7: SE Access Drive & Park Meadow Center Dr.





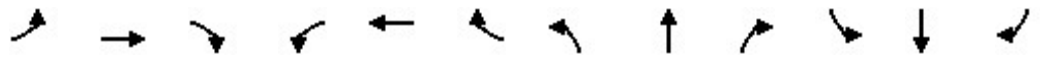
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	142	551	85	583	84	136	142	183
v/c Ratio	0.43	0.51	0.24	0.61	0.16	0.18	0.22	0.24
Control Delay	12.8	17.1	6.5	14.4	13.6	5.7	13.8	3.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	12.8	17.1	6.5	14.4	13.6	5.7	13.8	3.6
Queue Length 50th (ft)	26	79	10	81	17	7	30	0
Queue Length 95th (ft)	47	111	m12	62	47	38	71	34
Internal Link Dist (ft)		1030		1471		84	127	
Turn Bay Length (ft)	150		100					
Base Capacity (vph)	330	1235	356	1156	524	757	637	775
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.43	0.45	0.24	0.50	0.16	0.18	0.22	0.24

#### Intersection Summary

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

HCM 6th Signalized Intersection Summary  
 7: SE Access Drive & Park Meadow Center Dr.

Park Meadows  
 07/19/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	131	487	20	78	503	33	77	30	95	68	63	168
Future Volume (veh/h)	131	487	20	78	503	33	77	30	95	68	63	168
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	142	529	22	85	547	36	84	33	103	74	68	183
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	346	850	35	342	763	50	556	177	553	405	343	704
Arrive On Green	0.09	0.24	0.24	0.07	0.23	0.23	0.44	0.44	0.44	0.44	0.44	0.44
Sat Flow, veh/h	1781	3477	144	1781	3385	222	1129	399	1247	688	773	1585
Grp Volume(v), veh/h	142	270	281	85	287	296	84	0	136	142	0	183
Grp Sat Flow(s),veh/h/ln	1781	1777	1844	1781	1777	1830	1129	0	1646	1461	0	1585
Q Serve(g_s), s	3.3	7.4	7.5	2.0	8.2	8.2	2.8	0.0	2.8	1.0	0.0	4.0
Cycle Q Clear(g_c), s	3.3	7.4	7.5	2.0	8.2	8.2	6.5	0.0	2.8	3.7	0.0	4.0
Prop In Lane	1.00		0.08	1.00		0.12	1.00		0.76	0.52		1.00
Lane Grp Cap(c), veh/h	346	434	451	342	400	412	556	0	731	748	0	704
V/C Ratio(X)	0.41	0.62	0.62	0.25	0.72	0.72	0.15	0.00	0.19	0.19	0.00	0.26
Avail Cap(c_a), veh/h	372	588	610	396	582	599	556	0	731	748	0	704
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.88	0.88	0.88	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	14.9	18.5	18.5	14.9	19.7	19.7	11.6	0.0	9.3	9.4	0.0	9.6
Incr Delay (d2), s/veh	0.8	1.5	1.4	0.3	2.1	2.1	0.6	0.0	0.6	0.6	0.0	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	2.9	3.0	0.7	3.3	3.4	0.7	0.0	0.9	1.0	0.0	1.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	15.7	20.0	19.9	15.2	21.8	21.8	12.1	0.0	9.8	9.9	0.0	10.5
LnGrp LOS	B	B	B	B	C	C	B	A	A	A	A	B
Approach Vol, veh/h		693			668			220				325
Approach Delay, s/veh		19.1			21.0			10.7				10.3
Approach LOS		B			C			B				B
Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		28.9	8.1	17.9		28.9	9.2	16.9				
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5	4.5	4.5				
Max Green Setting (Gmax), s		18.0	5.3	18.2		18.0	5.5	18.0				
Max Q Clear Time (g_c+I1), s		8.5	4.0	9.5		6.0	5.3	10.2				
Green Ext Time (p_c), s		0.7	0.0	2.2		1.1	0.0	2.2				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay				17.3								
HCM 6th LOS				B								

Lanes and Geometrics  
 8: S. Yosemite St. & Park Meadow Center Dr.

Park Meadows  
 07/19/2022



Lane Group	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
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	240		240	110		275	220		235
Storage Lanes	0		0	1		1	2		1	2		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	0.91	0.91	1.00	0.97	0.91	1.00	0.97	0.91	1.00
Ped Bike Factor												
Frt						0.850			0.850			0.850
Flt Protected				0.950	0.983		0.950			0.950		
Satd. Flow (prot)	0	0	0	1610	3333	1583	3433	5085	1583	3433	5085	1583
Flt Permitted				0.950	0.983		0.239			0.197		
Satd. Flow (perm)	0	0	0	1610	3333	1583	864	5085	1583	712	5085	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						215			776			199
Link Speed (mph)		30			30			30				30
Link Distance (ft)		440			1021			458				636
Travel Time (s)		10.0			23.2			10.4				14.5

Intersection Summary

Area Type: Other

Timings  
8: S. Yosemite St. & Park Meadow Center Dr.

Park Meadows  
07/19/2022

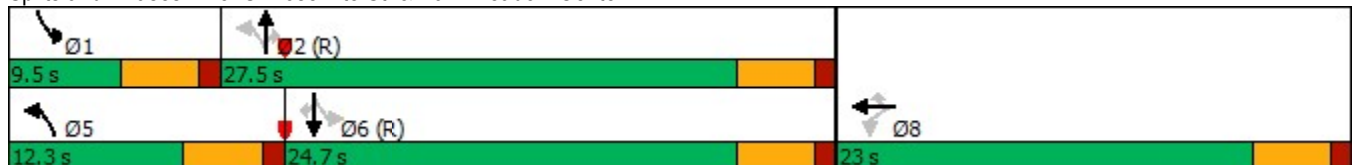
	↙	←	↖	↗	↑	↘	↓	↙	
Lane Group	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↙	↖↗	↖	↗↖	↗↖↗	↖	↗↖	↗↖↗	↖
Traffic Volume (vph)	446	340	198	385	1036	714	173	798	239
Future Volume (vph)	446	340	198	385	1036	714	173	798	239
Turn Type	Perm	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases		8		5	2		1	6	
Permitted Phases	8		8	2		2	6		6
Detector Phase	8	8	8	5	2	2	1	6	6
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5	22.5
Total Split (s)	23.0	23.0	23.0	12.3	27.5	27.5	9.5	24.7	24.7
Total Split (%)	38.3%	38.3%	38.3%	20.5%	45.8%	45.8%	15.8%	41.2%	41.2%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag				Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?				Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	C-Max	C-Max	None	C-Max	C-Max
Act Effect Green (s)	16.8	16.8	16.8	32.0	24.3	24.3	27.5	22.0	22.0
Actuated g/C Ratio	0.28	0.28	0.28	0.53	0.40	0.40	0.46	0.37	0.37
v/c Ratio	0.62	0.62	0.36	0.53	0.55	0.70	0.33	0.46	0.37
Control Delay	25.2	21.6	4.7	9.4	15.3	5.4	8.6	16.0	6.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	25.2	21.6	4.7	9.4	15.3	5.4	8.6	16.0	6.2
LOS	C	C	A	A	B	A	A	B	A
Approach Delay		19.2			10.9			13.0	
Approach LOS		B			B			B	

Intersection Summary

Cycle Length: 60  
 Actuated Cycle Length: 60  
 Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green  
 Natural Cycle: 60  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.70  
 Intersection Signal Delay: 13.4  
 Intersection Capacity Utilization 56.6%  
 Analysis Period (min) 15

Intersection LOS: B  
 ICU Level of Service B

Splits and Phases: 8: S. Yosemite St. & Park Meadow Center Dr.







Lane Group	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	281	574	215	418	1126	776	188	867	260
v/c Ratio	0.62	0.62	0.36	0.53	0.55	0.70	0.33	0.46	0.37
Control Delay	25.2	21.6	4.7	9.4	15.3	5.4	8.6	16.0	6.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	25.2	21.6	4.7	9.4	15.3	5.4	8.6	16.0	6.2
Queue Length 50th (ft)	92	93	0	36	114	0	15	89	15
Queue Length 95th (ft)	167	140	40	57	152	62	27	123	60
Internal Link Dist (ft)		941			378			556	
Turn Bay Length (ft)	240		240	110		275	220		235
Base Capacity (vph)	496	1027	636	800	2056	1102	573	1865	706
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.57	0.56	0.34	0.52	0.55	0.70	0.33	0.46	0.37

## Intersection Summary

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HCM 6th Edition methodology does not support turning movements with shared & exclusive lanes.

Lanes and Geometrics  
 9: S. Yosemite St. & SW Access Drive

Park Meadows  
 07/19/2022



Lane Group	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
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	140		0	450		0
Storage Lanes	1		0	1		0	1		1	2		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	0.97	0.91	0.91
Ped Bike Factor												
Frt		0.887			0.850				0.850		0.998	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1652	0	1770	1583	0	1770	3539	1583	3433	5075	0
Flt Permitted	0.697			0.739			0.950			0.950		
Satd. Flow (perm)	1298	1652	0	1377	1583	0	1770	3539	1583	3433	5075	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		21			192				333		4	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		205			367			636			1050	
Travel Time (s)		4.7			8.3			14.5			23.9	

Intersection Summary

Area Type: Other

Timings  
9: S. Yosemite St. & SW Access Drive

Park Meadows  
07/19/2022

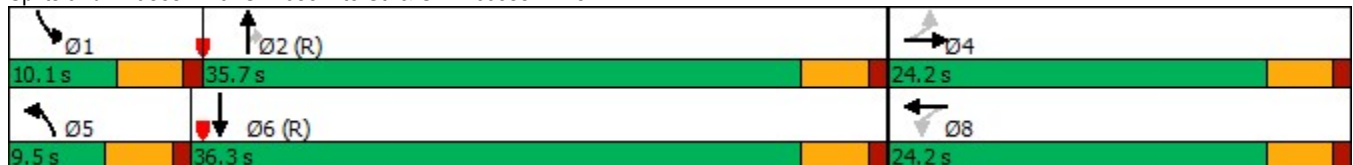


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations	↖	↗	↖	↗	↖	↑↑	↗	↖↗	↑↑↗
Traffic Volume (vph)	18	6	187	0	19	957	306	101	1029
Future Volume (vph)	18	6	187	0	19	957	306	101	1029
Turn Type	Perm	NA	Perm	NA	Prot	NA	Perm	Prot	NA
Protected Phases		4		8	5	2		1	6
Permitted Phases	4		8				2		
Detector Phase	4	4	8	8	5	2	2	1	6
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5
Total Split (s)	24.2	24.2	24.2	24.2	9.5	35.7	35.7	10.1	36.3
Total Split (%)	34.6%	34.6%	34.6%	34.6%	13.6%	51.0%	51.0%	14.4%	51.9%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag					Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?					Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	C-Max	C-Max	None	C-Max
Act Effct Green (s)	15.0	15.0	15.0	15.0	5.8	36.9	36.9	6.6	44.1
Actuated g/C Ratio	0.21	0.21	0.21	0.21	0.08	0.53	0.53	0.09	0.63
v/c Ratio	0.07	0.08	0.69	0.19	0.14	0.56	0.34	0.34	0.36
Control Delay	20.3	11.1	37.1	0.9	32.3	14.2	2.6	32.9	7.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	20.3	11.1	37.1	0.9	32.3	14.2	2.6	32.9	7.8
LOS	C	B	D	A	C	B	A	C	A
Approach Delay		14.9		25.7		11.7			10.0
Approach LOS		B		C		B			A

Intersection Summary

Cycle Length: 70  
 Actuated Cycle Length: 70  
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green  
 Natural Cycle: 60  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.69  
 Intersection Signal Delay: 12.4  
 Intersection LOS: B  
 Intersection Capacity Utilization 58.9%  
 ICU Level of Service B  
 Analysis Period (min) 15

Splits and Phases: 9: S. Yosemite St. & SW Access Drive



## Queues

Park Meadows

## 9: S. Yosemite St. &amp; SW Access Drive

07/19/2022



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	20	28	203	93	21	1040	333	110	1136
v/c Ratio	0.07	0.08	0.69	0.19	0.14	0.56	0.34	0.34	0.36
Control Delay	20.3	11.1	37.1	0.9	32.3	14.2	2.6	32.9	7.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	20.3	11.1	37.1	0.9	32.3	14.2	2.6	32.9	7.8
Queue Length 50th (ft)	7	2	80	0	9	164	0	23	68
Queue Length 95th (ft)	21	19	136	0	29	240	41	46	154
Internal Link Dist (ft)		125		287		556			970
Turn Bay Length (ft)					140			450	
Base Capacity (vph)	365	480	387	583	146	1867	992	323	3198
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.05	0.06	0.52	0.16	0.14	0.56	0.34	0.34	0.36

## Intersection Summary

HCM 6th Signalized Intersection Summary  
 9: S. Yosemite St. & SW Access Drive

Park Meadows  
 07/19/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗		↖	↑↑	↗	↖↗	↑↑↗	
Traffic Volume (veh/h)	18	6	19	187	0	86	19	957	306	101	1029	17
Future Volume (veh/h)	18	6	19	187	0	86	19	957	306	101	1029	17
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	20	7	21	203	0	93	21	1040	333	110	1118	18
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	289	79	238	350	0	306	43	1959	874	218	3056	49
Arrive On Green	0.19	0.19	0.19	0.19	0.00	0.19	0.02	0.55	0.55	0.06	0.59	0.59
Sat Flow, veh/h	1303	412	1236	1382	0	1585	1781	3554	1585	3456	5176	83
Grp Volume(v), veh/h	20	0	28	203	0	93	21	1040	333	110	735	401
Grp Sat Flow(s),veh/h/ln	1303	0	1648	1382	0	1585	1781	1777	1585	1728	1702	1855
Q Serve(g_s), s	0.9	0.0	1.0	9.9	0.0	3.5	0.8	13.0	8.4	2.2	7.9	7.9
Cycle Q Clear(g_c), s	4.5	0.0	1.0	10.9	0.0	3.5	0.8	13.0	8.4	2.2	7.9	7.9
Prop In Lane	1.00		0.75	1.00		1.00	1.00		1.00	1.00		0.04
Lane Grp Cap(c), veh/h	289	0	318	350	0	306	43	1959	874	218	2010	1095
V/C Ratio(X)	0.07	0.00	0.09	0.58	0.00	0.30	0.49	0.53	0.38	0.51	0.37	0.37
Avail Cap(c_a), veh/h	404	0	464	473	0	446	127	1959	874	276	2010	1095
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	0.00	1.00	1.00	0.00	1.00	0.84	0.84	0.84	0.95	0.95	0.95
Uniform Delay (d), s/veh	26.1	0.0	23.2	27.7	0.0	24.2	33.7	10.0	8.9	31.7	7.5	7.5
Incr Delay (d2), s/veh	0.1	0.0	0.1	1.5	0.0	0.6	7.2	0.9	1.1	1.7	0.5	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.0	0.4	3.3	0.0	1.3	0.4	4.5	2.7	0.9	2.5	2.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	26.2	0.0	23.3	29.2	0.0	24.8	40.9	10.8	10.0	33.5	8.0	8.4
LnGrp LOS	C	A	C	C	A	C	D	B	A	C	A	A
Approach Vol, veh/h		48			296			1394			1246	
Approach Delay, s/veh		24.5			27.8			11.1			10.4	
Approach LOS		C			C			B			B	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.9	43.1		18.0	6.2	45.8		18.0				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	5.6	31.2		19.7	5.0	31.8		19.7				
Max Q Clear Time (g_c+I1), s	4.2	15.0		6.5	2.8	9.9		12.9				
Green Ext Time (p_c), s	0.0	8.0		0.1	0.0	8.1		0.6				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay				12.7								
HCM 6th LOS				B								



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)		0%	0%		0%	
Storage Length (ft)	200			0	0	140
Storage Lanes	1			1	2	1
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	0.91	0.95	1.00	0.97	1.00
Ped Bike Factor						
Frt				0.850		0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1770	5085	3539	1583	3433	1583
Flt Permitted	0.226				0.950	
Satd. Flow (perm)	421	5085	3539	1583	3433	1583
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)				479		57
Link Speed (mph)		30	30		30	
Link Distance (ft)		1842	1050		476	
Travel Time (s)		41.9	23.9		10.8	

Intersection Summary

Area Type: Other

Timings  
10: S. Yosemite St. & S. Chester St.

Park Meadows  
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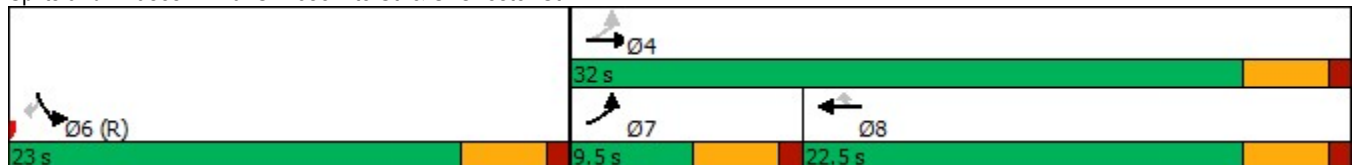


Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↖	↑↑↑	↑↑	↗	↙↘	↘
Traffic Volume (vph)	47	700	612	441	413	52
Future Volume (vph)	47	700	612	441	413	52
Turn Type	pm+pt	NA	NA	Perm	Prot	Perm
Protected Phases	7	4	8		6	
Permitted Phases	4			8		6
Detector Phase	7	4	8	8	6	6
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	22.5	22.5	22.5	22.5
Total Split (s)	9.5	32.0	22.5	22.5	23.0	23.0
Total Split (%)	17.3%	58.2%	40.9%	40.9%	41.8%	41.8%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead		Lag	Lag		
Lead-Lag Optimize?	Yes		Yes	Yes		
Recall Mode	None	None	None	None	C-Max	C-Max
Act Effct Green (s)	22.5	22.5	16.8	16.8	23.5	23.5
Actuated g/C Ratio	0.41	0.41	0.31	0.31	0.43	0.43
v/c Ratio	0.17	0.37	0.61	0.59	0.31	0.08
Control Delay	9.0	11.1	18.8	5.1	9.9	3.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	9.0	11.1	18.8	5.1	9.9	3.2
LOS	A	B	B	A	A	A
Approach Delay		11.0	13.1		9.1	
Approach LOS		B	B		A	

Intersection Summary

Cycle Length: 55  
 Actuated Cycle Length: 55  
 Offset: 0 (0%), Referenced to phase 2: and 6:SBL, Start of Green  
 Natural Cycle: 55  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.61  
 Intersection Signal Delay: 11.6  
 Intersection Capacity Utilization 44.1%  
 Analysis Period (min) 15  
 Intersection LOS: B  
 ICU Level of Service A

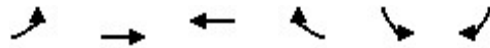
Splits and Phases: 10: S. Yosemite St. & S. Chester St.





Queues

10: S. Yosemite St. & S. Chester St.



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Group Flow (vph)	51	761	665	479	449	57
v/c Ratio	0.17	0.37	0.61	0.59	0.31	0.08
Control Delay	9.0	11.1	18.8	5.1	9.9	3.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	9.0	11.1	18.8	5.1	9.9	3.2
Queue Length 50th (ft)	8	49	92	0	37	0
Queue Length 95th (ft)	21	69	138	53	58	3
Internal Link Dist (ft)		1762	970		396	
Turn Bay Length (ft)	200					140
Base Capacity (vph)	295	2542	1158	840	1464	708
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.17	0.30	0.57	0.57	0.31	0.08

Intersection Summary

HCM 6th Signalized Intersection Summary  
 10: S. Yosemite St. & S. Chester St.

Park Meadows  
 07/19/2022



Movement	EBL	EBT	WBT	WBR	SBL	SBR	
Lane Configurations							
Traffic Volume (veh/h)	47	700	612	441	413	52	
Future Volume (veh/h)	47	700	612	441	413	52	
Initial Q (Qb), veh	0	0	0	0	0	0	
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	
Work Zone On Approach		No	No		No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	
Adj Flow Rate, veh/h	51	761	665	479	449	57	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	
Percent Heavy Veh, %	2	2	2	2	2	2	
Cap, veh/h	303	2340	1163	519	1307	599	
Arrive On Green	0.05	0.46	0.33	0.33	0.38	0.38	
Sat Flow, veh/h	1781	5274	3647	1585	3456	1585	
Grp Volume(v), veh/h	51	761	665	479	449	57	
Grp Sat Flow(s),veh/h/ln	1781	1702	1777	1585	1728	1585	
Q Serve(g_s), s	1.0	5.2	8.5	16.0	5.1	1.3	
Cycle Q Clear(g_c), s	1.0	5.2	8.5	16.0	5.1	1.3	
Prop In Lane	1.00			1.00	1.00	1.00	
Lane Grp Cap(c), veh/h	303	2340	1163	519	1307	599	
V/C Ratio(X)	0.17	0.33	0.57	0.92	0.34	0.10	
Avail Cap(c_a), veh/h	378	2553	1163	519	1307	599	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	
Upstream Filter(l)	0.77	0.77	0.82	0.82	0.97	0.97	
Uniform Delay (d), s/veh	10.9	9.5	15.3	17.8	12.2	11.0	
Incr Delay (d2), s/veh	0.2	0.1	0.6	19.3	0.7	0.3	
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	
%ile BackOfQ(50%),veh/ln	0.3	1.6	3.1	7.9	1.8	1.5	
Unsig. Movement Delay, s/veh							
LnGrp Delay(d),s/veh	11.1	9.5	15.9	37.2	12.9	11.3	
LnGrp LOS	B	A	B	D	B	B	
Approach Vol, veh/h		812	1144		506		
Approach Delay, s/veh		9.6	24.8		12.7		
Approach LOS		A	C		B		
Timer - Assigned Phs				4	6	7	8
Phs Duration (G+Y+Rc), s				29.7	25.3	7.2	22.5
Change Period (Y+Rc), s				4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s				27.5	18.5	5.0	18.0
Max Q Clear Time (g_c+I1), s				7.2	7.1	3.0	18.0
Green Ext Time (p_c), s				5.3	1.5	0.0	0.0
<b>Intersection Summary</b>							
HCM 6th Ctrl Delay			17.3				
HCM 6th LOS			B				

Lanes and Geometrics  
 11: S. Chester St. & Westview Rd./NW Access Drive

Park Meadows  
 07/19/2022



Lane Group	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
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	85		0	0		0	90		0	190		0
Storage Lanes	1		0	1		1	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.97	0.95	0.95
Ped Bike Factor												
Frt		0.889				0.850		0.980				0.959
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1656	0	1770	1863	1583	1770	3468	0	3433	3394	0
Flt Permitted	0.729			0.685			0.950			0.950		
Satd. Flow (perm)	1358	1656	0	1276	1863	1583	1770	3468	0	3433	3394	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		82				300		32				107
Link Speed (mph)		30			30			30				30
Link Distance (ft)		259			217			476				565
Travel Time (s)		5.9			4.9			10.8				12.8

Intersection Summary

Area Type: Other

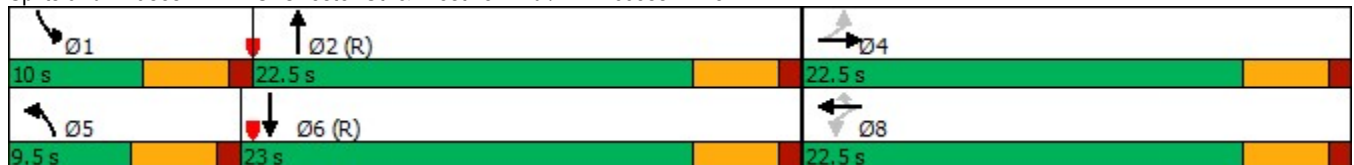


Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations	↖	↗	↖	↗	↗	↖	↕	↖↗	↕
Traffic Volume (vph)	86	27	39	40	276	75	364	214	336
Future Volume (vph)	86	27	39	40	276	75	364	214	336
Turn Type	Perm	NA	Perm	NA	Perm	Prot	NA	Prot	NA
Protected Phases		4		8		5	2	1	6
Permitted Phases	4		8		8				
Detector Phase	4	4	8	8	8	5	2	1	6
<b>Switch Phase</b>									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	22.5	22.5	9.5	22.5	9.5	22.5
Total Split (s)	22.5	22.5	22.5	22.5	22.5	9.5	22.5	10.0	23.0
Total Split (%)	40.9%	40.9%	40.9%	40.9%	40.9%	17.3%	40.9%	18.2%	41.8%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag						Lead	Lag	Lead	Lag
Lead-Lag Optimize?						Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	C-Max	None	C-Max
Act Effct Green (s)	9.5	9.5	9.5	9.5	9.5	7.6	23.4	8.6	28.7
Actuated g/C Ratio	0.17	0.17	0.17	0.17	0.17	0.14	0.43	0.16	0.52
v/c Ratio	0.40	0.31	0.19	0.13	0.58	0.34	0.31	0.43	0.28
Control Delay	24.1	9.9	19.8	18.4	7.6	22.9	11.1	23.5	8.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	24.1	9.9	19.8	18.4	7.6	22.9	11.1	23.5	8.4
LOS	C	A	B	B	A	C	B	C	A
Approach Delay		16.3		10.1			12.9		13.2
Approach LOS		B		B			B		B

**Intersection Summary**

Cycle Length: 55  
 Actuated Cycle Length: 55  
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green  
 Natural Cycle: 55  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.58  
 Intersection Signal Delay: 12.8  
 Intersection LOS: B  
 Intersection Capacity Utilization 44.9%  
 ICU Level of Service A  
 Analysis Period (min) 15

**Splits and Phases: 11: S. Chester St. & Westview Rd./NW Access Drive**



Queues  
 11: S. Chester St. & Westview Rd./NW Access Drive

Park Meadows  
 07/19/2022



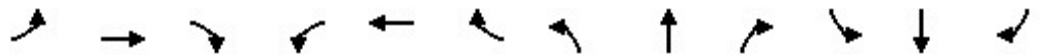
Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	93	111	42	43	300	82	456	233	503
v/c Ratio	0.40	0.31	0.19	0.13	0.58	0.34	0.31	0.43	0.28
Control Delay	24.1	9.9	19.8	18.4	7.6	22.9	11.1	23.5	8.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	24.1	9.9	19.8	18.4	7.6	22.9	11.1	23.5	8.4
Queue Length 50th (ft)	28	8	12	12	0	23	47	35	40
Queue Length 95th (ft)	56	38	30	30	48	m39	101	63	83
Internal Link Dist (ft)		179		137			396		485
Turn Bay Length (ft)	85					90		190	
Base Capacity (vph)	444	597	417	609	719	244	1492	539	1823
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.21	0.19	0.10	0.07	0.42	0.34	0.31	0.43	0.28

Intersection Summary

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

HCM 6th Signalized Intersection Summary  
 11: S. Chester St. & Westview Rd./NW Access Drive

Park Meadows  
 07/19/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	86	27	75	39	40	276	75	364	55	214	336	127
Future Volume (veh/h)	86	27	75	39	40	276	75	364	55	214	336	127
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	93	29	82	42	43	0	82	396	60	233	365	138
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	283	57	161	220	247		116	1623	244	341	1413	526
Arrive On Green	0.13	0.13	0.13	0.13	0.13	0.00	0.06	0.52	0.52	0.10	0.56	0.56
Sat Flow, veh/h	1364	431	1220	1282	1870	1585	1781	3097	466	3456	2534	944
Grp Volume(v), veh/h	93	0	111	42	43	0	82	226	230	233	254	249
Grp Sat Flow(s),veh/h/ln	1364	0	1651	1282	1870	1585	1781	1777	1786	1728	1777	1700
Q Serve(g_s), s	3.6	0.0	3.4	1.7	1.1	0.0	2.5	3.8	3.9	3.6	4.1	4.2
Cycle Q Clear(g_c), s	4.7	0.0	3.4	5.2	1.1	0.0	2.5	3.8	3.9	3.6	4.1	4.2
Prop In Lane	1.00		0.74	1.00		1.00	1.00		0.26	1.00		0.55
Lane Grp Cap(c), veh/h	283	0	218	220	247		116	931	936	341	991	948
V/C Ratio(X)	0.33	0.00	0.51	0.19	0.17		0.71	0.24	0.25	0.68	0.26	0.26
Avail Cap(c_a), veh/h	549	0	540	470	612		162	931	936	346	991	948
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	0.00	1.00	1.00	1.00	0.00	0.82	0.82	0.82	0.87	0.87	0.87
Uniform Delay (d), s/veh	23.3	0.0	22.2	24.6	21.2	0.0	25.2	7.1	7.2	24.0	6.3	6.3
Incr Delay (d2), s/veh	0.7	0.0	1.8	0.4	0.3	0.0	6.7	0.5	0.5	4.7	0.5	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	0.0	1.3	0.5	0.5	0.0	1.2	1.3	1.3	1.6	1.3	1.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	24.0	0.0	24.0	25.0	21.5	0.0	31.9	7.7	7.7	28.7	6.8	6.9
LnGrp LOS	C	A	C	C	C		C	A	A	C	A	A
Approach Vol, veh/h		204			85	A		538			736	
Approach Delay, s/veh		24.0			23.3			11.4			13.8	
Approach LOS		C			C			B			B	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.9	33.3		11.8	8.1	35.2		11.8				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	5.5	18.0		18.0	5.0	18.5		18.0				
Max Q Clear Time (g_c+I1), s	5.6	5.9		6.7	4.5	6.2		7.2				
Green Ext Time (p_c), s	0.0	2.1		0.6	0.0	2.5		0.2				

Intersection Summary

HCM 6th Ctrl Delay	14.8
HCM 6th LOS	B

Notes

Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

Lanes and Geometrics  
 12: Park Meadows Ring Rd. & North Access Drive



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕↕	↕	↗	↖	↗
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)		0%	0%		0%	
Storage Length (ft)	0			0	0	0
Storage Lanes	0			1	1	1
Taper Length (ft)	25				25	
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt				0.850		0.850
Flt Protected		0.974			0.950	
Satd. Flow (prot)	0	3447	1863	1583	1770	1583
Flt Permitted		0.974			0.950	
Satd. Flow (perm)	0	3447	1863	1583	1770	1583
Link Speed (mph)		30	30		30	
Link Distance (ft)		1249	1271		255	
Travel Time (s)		28.4	28.9		5.8	

Intersection Summary

Area Type: Other

HCM Unsignalized Intersection Capacity Analysis  
 12: Park Meadows Ring Rd. & North Access Drive

Park Meadows  
 07/19/2022



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↖↗	↗	↗	↖	↖
Traffic Volume (veh/h)	103	90	132	195	327	143
Future Volume (Veh/h)	103	90	132	195	327	143
Sign Control		Stop	Stop		Free	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	112	98	143	212	355	155
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	782	710	710	0	0	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	782	710	710	0	0	
tC, single (s)	7.1	6.5	6.5	6.2	4.1	
tC, 2 stage (s)						
tF (s)	3.5	4.0	4.0	3.3	2.2	
p0 queue free %	12	65	49	80	78	
cM capacity (veh/h)	127	280	280	1085	1623	
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	SB 1	SB 2
Volume Total	145	65	143	212	355	155
Volume Left	112	0	0	0	355	0
Volume Right	0	0	0	212	0	155
cSH	145	280	280	1085	1623	1700
Volume to Capacity	1.00	0.23	0.51	0.20	0.22	0.09
Queue Length 95th (ft)	184	22	68	18	21	0
Control Delay (s)	134.8	21.7	30.5	9.1	7.8	0.0
Lane LOS	F	C	D	A	A	
Approach Delay (s)	99.6		17.7		5.5	
Approach LOS	F		C			
Intersection Summary						
Average Delay			27.9			
Intersection Capacity Utilization			40.8%	ICU Level of Service	A	
Analysis Period (min)			15			



Lanes and Geometrics  
 13: Park Meadows Ring Rd. & East Access Drive

Park Meadows  
 07/19/2022



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%		0%			0%
Storage Length (ft)	0	0		0	0	
Storage Lanes	1	1		1	0	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	0.95
Ped Bike Factor						
Frt		0.850		0.850		
Flt Protected	0.950					0.965
Satd. Flow (prot)	1770	1583	1863	1583	0	3415
Flt Permitted	0.950					0.965
Satd. Flow (perm)	1770	1583	1863	1583	0	3415
Link Speed (mph)	30		30			30
Link Distance (ft)	204		1336			1271
Travel Time (s)	4.6		30.4			28.9

Intersection Summary

Area Type: Other

HCM Unsignalized Intersection Capacity Analysis  
 13: Park Meadows Ring Rd. & East Access Drive

Park Meadows  
 07/19/2022



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						 
Traffic Volume (veh/h)	158	202	85	194	238	94
Future Volume (Veh/h)	158	202	85	194	238	94
Sign Control	Free		Stop		Stop	
Grade	0%		0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	172	220	92	211	259	102
<b>Pedestrians</b>						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage (veh)						
Upstream signal (ft)	204					
pX, platoon unblocked						
vC, conflicting volume	0		344	0	390	344
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	0		344	0	390	344
tC, single (s)	4.1		6.5	6.2	7.1	6.5
tC, 2 stage (s)						
tF (s)	2.2		4.0	3.3	3.5	4.0
p0 queue free %	89		82	81	29	80
cM capacity (veh/h)	1623		517	1085	365	517
<b>Direction, Lane #</b>	<b>WB 1</b>	<b>WB 2</b>	<b>NB 1</b>	<b>NB 2</b>	<b>SB 1</b>	<b>SB 2</b>
Volume Total	172	220	92	211	293	68
Volume Left	172	0	0	0	259	0
Volume Right	0	220	0	211	0	0
cSH	1623	1700	517	1085	378	517
Volume to Capacity	0.11	0.13	0.18	0.19	0.78	0.13
Queue Length 95th (ft)	9	0	16	18	161	11
Control Delay (s)	7.5	0.0	13.5	9.1	40.8	13.0
Lane LOS	A		B	A	E	B
Approach Delay (s)	3.3		10.4		35.5	
Approach LOS			B		E	
<b>Intersection Summary</b>						
Average Delay			16.4			
Intersection Capacity Utilization			35.3%	ICU Level of Service	A	
Analysis Period (min)			15			

Lanes and Geometrics  
 14: SE Access Drive & Park Meadows Ring Rd.



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↑		↑↑	↑	↑
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)		0	0		0	0
Storage Lanes		1	0		1	1
Taper Length (ft)			25		25	
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	1.00
Ped Bike Factor						
Frt		0.850				0.850
Flt Protected				0.963	0.950	
Satd. Flow (prot)	1863	1583	0	3408	1770	1583
Flt Permitted				0.963	0.950	
Satd. Flow (perm)	1863	1583	0	3408	1770	1583
Link Speed (mph)	30			30	30	
Link Distance (ft)	1566			1336	207	
Travel Time (s)	35.6			30.4	4.7	

Intersection Summary

Area Type: Other

HCM Unsignalized Intersection Capacity Analysis  
 14: SE Access Drive & Park Meadows Ring Rd.

Park Meadows  
 07/19/2022



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↗		↖	↖	↗
Traffic Volume (veh/h)	45	172	132	39	92	105
Future Volume (Veh/h)	45	172	132	39	92	105
Sign Control	Stop			Stop	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	49	187	143	42	100	114
<b>Pedestrians</b>						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage (veh)						
Upstream signal (ft)	207					
pX, platoon unblocked						
vC, conflicting volume	200	0	224	200	0	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	200	0	224	200	0	
tC, single (s)	6.5	6.2	7.1	6.5	4.1	
tC, 2 stage (s)						
tF (s)	4.0	3.3	3.5	4.0	2.2	
p0 queue free %	92	83	74	94	94	
cM capacity (veh/h)	653	1085	544	653	1623	
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	NB 2
Volume Total	49	187	157	28	100	114
Volume Left	0	0	143	0	100	0
Volume Right	0	187	0	0	0	114
cSH	653	1085	552	653	1623	1700
Volume to Capacity	0.08	0.17	0.28	0.04	0.06	0.07
Queue Length 95th (ft)	6	16	29	3	5	0
Control Delay (s)	11.0	9.0	14.1	10.8	7.4	0.0
Lane LOS	B	A	B	B	A	
Approach Delay (s)	9.4		13.6		3.4	
Approach LOS	A		B			
<b>Intersection Summary</b>						
Average Delay			8.6			
Intersection Capacity Utilization			25.7%	ICU Level of Service	A	
Analysis Period (min)			15			

Lanes and Geometrics  
 15: Park Meadows Ring Rd. & SW Access Drive

Park Meadows  
 07/19/2022



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)	0	0	0			0
Storage Lanes	1	1	0			1
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	1.00
Ped Bike Factor						
Frt		0.850				0.850
Flt Protected	0.950			0.967		
Satd. Flow (prot)	1770	1583	0	3422	1863	1583
Flt Permitted	0.950			0.967		
Satd. Flow (perm)	1770	1583	0	3422	1863	1583
Link Speed (mph)	30			30	30	
Link Distance (ft)	367			1566	1358	
Travel Time (s)	8.3			35.6	30.9	

Intersection Summary

Area Type: Other

HCM Unsignalized Intersection Capacity Analysis  
 15: Park Meadows Ring Rd. & SW Access Drive

Park Meadows  
 07/19/2022



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	200	174	176	82	98	130
Future Volume (Veh/h)	200	174	176	82	98	130
Sign Control	Free			Stop	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	217	189	191	89	107	141
<b>Pedestrians</b>						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage (veh)						
Upstream signal (ft)	367					
pX, platoon unblocked						
vC, conflicting volume	0		488	434	434	0
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	0		488	434	434	0
tC, single (s)	4.1		7.1	6.5	6.5	6.2
tC, 2 stage (s)						
tF (s)	2.2		3.5	4.0	4.0	3.3
p0 queue free %	87		39	80	76	87
cM capacity (veh/h)	1623		314	446	446	1085
<b>Direction, Lane #</b>	<b>EB 1</b>	<b>EB 2</b>	<b>NB 1</b>	<b>NB 2</b>	<b>SB 1</b>	<b>SB 2</b>
Volume Total	217	189	221	59	107	141
Volume Left	217	0	191	0	0	0
Volume Right	0	189	0	0	0	141
cSH	1623	1700	327	446	446	1085
Volume to Capacity	0.13	0.11	0.68	0.13	0.24	0.13
Queue Length 95th (ft)	12	0	116	11	23	11
Control Delay (s)	7.6	0.0	36.2	14.3	15.6	8.8
Lane LOS	A		E	B	C	A
Approach Delay (s)	4.0		31.5		11.7	
Approach LOS			D		B	
<b>Intersection Summary</b>						
Average Delay			14.3			
Intersection Capacity Utilization			34.2%	ICU Level of Service	A	
Analysis Period (min)			15			

Lanes and Geometrics  
 16: Park Meadows Ring Rd. & NW Access Drive

Park Meadows  
 07/19/2022



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)	0	0	0			0
Storage Lanes	1	1	0			1
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	1.00
Ped Bike Factor						
Frt		0.850				0.850
Flt Protected	0.950			0.961		
Satd. Flow (prot)	1770	1583	0	3401	1863	1583
Flt Permitted	0.950			0.961		
Satd. Flow (perm)	1770	1583	0	3401	1863	1583
Link Speed (mph)	30			30	30	
Link Distance (ft)	217			1358	1249	
Travel Time (s)	4.9			30.9	28.4	

Intersection Summary

Area Type: Other

HCM Unsignalized Intersection Capacity Analysis  
 16: Park Meadows Ring Rd. & NW Access Drive

Park Meadows  
 07/19/2022



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	78	167	222	54	150	124
Future Volume (Veh/h)	78	167	222	54	150	124
Sign Control	Free			Stop	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	85	182	241	59	163	135
<b>Pedestrians</b>						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage (veh)						
Upstream signal (ft)	217					
pX, platoon unblocked						
vC, conflicting volume	0		252	170	170	0
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	0		252	170	170	0
tC, single (s)	4.1		7.1	6.5	6.5	6.2
tC, 2 stage (s)						
tF (s)	2.2		3.5	4.0	4.0	3.3
p0 queue free %	95		50	91	76	88
cM capacity (veh/h)	1623		483	685	685	1085
<b>Direction, Lane #</b>	<b>EB 1</b>	<b>EB 2</b>	<b>NB 1</b>	<b>NB 2</b>	<b>SB 1</b>	<b>SB 2</b>
Volume Total	85	182	261	39	163	135
Volume Left	85	0	241	0	0	0
Volume Right	0	182	0	0	0	135
cSH	1623	1700	494	685	685	1085
Volume to Capacity	0.05	0.11	0.53	0.06	0.24	0.12
Queue Length 95th (ft)	4	0	76	5	23	11
Control Delay (s)	7.3	0.0	20.2	10.6	11.9	8.8
Lane LOS	A		C	B	B	A
Approach Delay (s)	2.3		18.9		10.5	
Approach LOS			C		B	
<b>Intersection Summary</b>						
Average Delay	10.9					
Intersection Capacity Utilization	34.5%		ICU Level of Service			A
Analysis Period (min)	15					



Lanes and Geometrics  
 1: S. Yosemite St. & E. County Line Rd.

Park Meadows  
 07/19/2022



Lane Group	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	
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12	
Grade (%)	0%		0%		0%		0%		0%		0%		
Storage Length (ft)	175		350	600		0	235		0	210		0	
Storage Lanes	2		1	2		1	2		1	1		0	
Taper Length (ft)	25			25			25			25			
Lane Util. Factor	0.97	0.91	1.00	0.97	0.91	1.00	0.97	0.95	1.00	1.00	0.95	0.95	
Ped Bike Factor				0.850				0.850			0.850	0.937	
Flt Protected	0.950			0.950			0.950			0.950			
Satd. Flow (prot)	3433	5085	1583	3433	5085	1583	3433	3539	1583	1770	3316	0	
Flt Permitted	0.950			0.950			0.950			0.950			
Satd. Flow (perm)	3433	5085	1583	3433	5085	1583	3433	3539	1583	1770	3316	0	
Right Turn on Red			Yes			Yes			Yes			Yes	
Satd. Flow (RTOR)			260			142			185			164	
Link Speed (mph)		30			30			30			30		
Link Distance (ft)		556			1568			1842			710		
Travel Time (s)		12.6			35.6			41.9			16.1		

Intersection Summary

Area Type: Other

Timings  
1: S. Yosemite St. & E. County Line Rd.

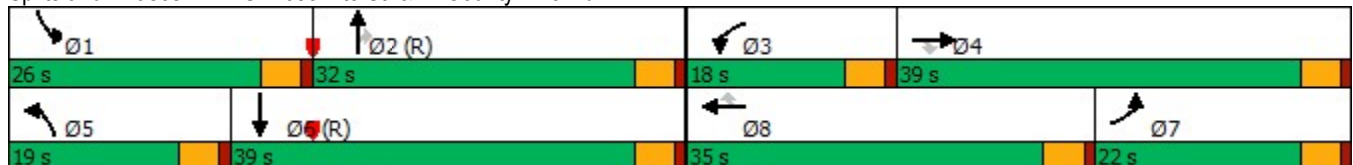
Park Meadows  
07/19/2022

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations											
Traffic Volume (vph)	239	756	239	168	767	78	192	289	105	141	327
Future Volume (vph)	239	756	239	168	767	78	192	289	105	141	327
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA
Protected Phases	7	4		3	8		5	2		1	6
Permitted Phases			4			8			2		
Detector Phase	7	4	4	3	8	8	5	2	2	1	6
Switch Phase											
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5
Total Split (s)	22.0	39.0	39.0	18.0	35.0	35.0	19.0	32.0	32.0	26.0	39.0
Total Split (%)	19.1%	33.9%	33.9%	15.7%	30.4%	30.4%	16.5%	27.8%	27.8%	22.6%	33.9%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lag	Lag	Lag	Lead	Lead	Lead	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	C-Max	C-Max	None	C-Max
Act Effct Green (s)	13.9	29.4	29.4	11.2	26.7	26.7	12.0	41.2	41.2	15.2	44.3
Actuated g/C Ratio	0.12	0.26	0.26	0.10	0.23	0.23	0.10	0.36	0.36	0.13	0.39
v/c Ratio	0.63	0.63	0.43	0.55	0.71	0.18	0.58	0.25	0.17	0.66	0.45
Control Delay	54.6	39.9	6.2	44.1	23.3	1.2	55.5	29.2	0.9	60.2	21.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	54.6	39.9	6.2	44.1	23.3	1.2	55.5	29.2	0.9	60.2	21.4
LOS	D	D	A	D	C	A	E	C	A	E	C
Approach Delay		36.2			25.1			32.8			29.1
Approach LOS		D			C			C			C

Intersection Summary

Cycle Length: 115  
 Actuated Cycle Length: 115  
 Offset: 86 (75%), Referenced to phase 2:NBT and 6:SBT, Start of Green  
 Natural Cycle: 70  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.71  
 Intersection Signal Delay: 31.0  
 Intersection Capacity Utilization 58.8%  
 Analysis Period (min) 15  
 Intersection LOS: C  
 ICU Level of Service B

Splits and Phases: 1: S. Yosemite St. & E. County Line Rd.



Queues

1: S. Yosemite St. & E. County Line Rd.




































Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	260	822	260	183	834	85	209	314	114	153	615
v/c Ratio	0.63	0.63	0.43	0.55	0.71	0.18	0.58	0.25	0.17	0.66	0.45
Control Delay	54.6	39.9	6.2	44.1	23.3	1.2	55.5	29.2	0.9	60.2	21.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	54.6	39.9	6.2	44.1	23.3	1.2	55.5	29.2	0.9	60.2	21.4
Queue Length 50th (ft)	95	197	0	44	168	0	76	86	0	109	128
Queue Length 95th (ft)	134	229	59	67	157	m1	114	144	3	170	205
Internal Link Dist (ft)		476			1488			1762			630
Turn Bay Length (ft)	175		350	600			235			210	
Base Capacity (vph)	522	1525	656	403	1348	524	432	1267	685	330	1379
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.50	0.54	0.40	0.45	0.62	0.16	0.48	0.25	0.17	0.46	0.45

Intersection Summary

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

HCM 6th Signalized Intersection Summary  
 1: S. Yosemite St. & E. County Line Rd.

Park Meadows  
 07/19/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 	  		 	  		 	 			 	
Traffic Volume (veh/h)	239	756	239	168	767	78	192	289	105	141	327	239
Future Volume (veh/h)	239	756	239	168	767	78	192	289	105	141	327	239
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	260	822	260	183	834	85	209	314	114	153	355	260
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	329	1217	378	249	1098	341	274	1528	682	184	895	644
Arrive On Green	0.10	0.24	0.24	0.02	0.07	0.07	0.08	0.43	0.43	0.10	0.45	0.45
Sat Flow, veh/h	3456	5106	1585	3456	5106	1585	3456	3554	1585	1781	1972	1420
Grp Volume(v), veh/h	260	822	260	183	834	85	209	314	114	153	319	296
Grp Sat Flow(s),veh/h/ln	1728	1702	1585	1728	1702	1585	1728	1777	1585	1781	1777	1615
Q Serve(g_s), s	8.5	16.8	17.2	6.1	18.4	4.5	6.8	6.4	5.1	9.7	13.8	14.1
Cycle Q Clear(g_c), s	8.5	16.8	17.2	6.1	18.4	4.5	6.8	6.4	5.1	9.7	13.8	14.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.88
Lane Grp Cap(c), veh/h	329	1217	378	249	1098	341	274	1528	682	184	806	733
V/C Ratio(X)	0.79	0.68	0.69	0.74	0.76	0.25	0.76	0.21	0.17	0.83	0.40	0.40
Avail Cap(c_a), veh/h	526	1532	476	406	1354	420	436	1528	682	333	806	733
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.79	0.79	0.79	0.81	0.81	0.81	1.00	1.00	1.00
Uniform Delay (d), s/veh	50.9	39.8	39.9	55.0	50.5	26.4	51.9	20.5	20.1	50.6	20.9	21.0
Incr Delay (d2), s/veh	4.2	0.8	3.0	3.3	1.6	0.3	3.6	0.2	0.4	9.4	1.5	1.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.9	7.1	7.0	2.8	8.6	2.4	3.1	2.7	2.0	4.8	6.0	5.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	55.1	40.6	42.9	58.4	52.1	26.7	55.4	20.7	20.6	60.0	22.4	22.6
LnGrp LOS	E	D	D	E	D	C	E	C	C	E	C	C
Approach Vol, veh/h		1342			1102			637			768	
Approach Delay, s/veh		43.9			51.2			32.1			30.0	
Approach LOS		D			D			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	16.4	54.0	12.8	31.9	13.6	56.7	15.5	29.2				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	21.5	27.5	13.5	34.5	14.5	34.5	17.5	30.5				
Max Q Clear Time (g_c+I1), s	11.7	8.4	8.1	19.2	8.8	16.1	10.5	20.4				
Green Ext Time (p_c), s	0.3	2.3	0.3	6.0	0.3	3.8	0.5	4.3				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay			41.2									
HCM 6th LOS			D									

Lanes and Geometrics  
 2: S. Chester St. & E. County Line Rd.

Park Meadows  
 07/19/2022



Lane Group	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
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	550		0	525		0	135		0	125		110
Storage Lanes	2		1	2		0	2		1	2		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.97	0.91	1.00	0.97	0.86	0.86	0.97	0.95	1.00	0.97	0.95	1.00
Ped Bike Factor												
Frt			0.850		0.956				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	5085	1583	3433	6126	0	3433	3539	1583	3433	3539	1583
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3433	5085	1583	3433	6126	0	3433	3539	1583	3433	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			142		89				364			234
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1568			1050			565			792	
Travel Time (s)		35.6			23.9			12.8			18.0	

Intersection Summary

Area Type: Other

Timings  
2: S. Chester St. & E. County Line Rd.

Park Meadows  
07/19/2022

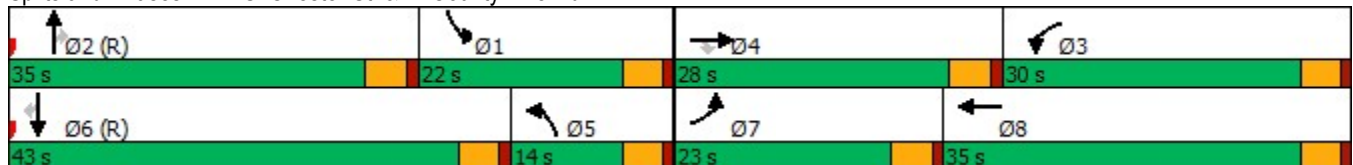


Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖↗	↑↑↑	↖	↖↗	↑↑↑	↖↗	↑↑	↖	↖↗	↑↑	↖
Traffic Volume (vph)	295	654	118	445	646	117	267	335	281	267	215
Future Volume (vph)	295	654	118	445	646	117	267	335	281	267	215
Turn Type	Prot	NA	Perm	Prot	NA	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8	5	2		1	6	
Permitted Phases			4					2			6
Detector Phase	7	4	4	3	8	5	2	2	1	6	6
Switch Phase											
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	22.5	9.5	22.5	9.5	22.5	22.5	9.5	22.5	22.5
Total Split (s)	23.0	28.0	28.0	30.0	35.0	14.0	35.0	35.0	22.0	43.0	43.0
Total Split (%)	20.0%	24.3%	24.3%	26.1%	30.4%	12.2%	30.4%	30.4%	19.1%	37.4%	37.4%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead	Lead	Lead	Lag	Lag	Lag	Lead	Lead	Lag	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	C-Max	C-Max	None	C-Max	C-Max
Act Effct Green (s)	15.6	21.9	21.9	21.2	27.5	8.8	37.1	37.1	16.8	45.1	45.1
Actuated g/C Ratio	0.14	0.19	0.19	0.18	0.24	0.08	0.32	0.32	0.15	0.39	0.39
v/c Ratio	0.69	0.73	0.31	0.77	0.65	0.48	0.25	0.48	0.61	0.21	0.31
Control Delay	33.1	27.3	2.6	34.5	20.7	57.2	31.0	5.8	51.6	25.0	4.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	33.1	27.3	2.6	34.5	20.7	57.2	31.0	5.8	51.6	25.0	4.6
LOS	C	C	A	C	C	E	C	A	D	C	A
Approach Delay		26.2			25.2		23.5			29.0	
Approach LOS		C			C		C			C	

Intersection Summary

Cycle Length: 115  
 Actuated Cycle Length: 115  
 Offset: 2 (2%), Referenced to phase 2:NBT and 6:SBT, Start of Green  
 Natural Cycle: 75  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.77  
 Intersection Signal Delay: 25.9  
 Intersection Capacity Utilization 55.7%  
 Analysis Period (min) 15  
 Intersection LOS: C  
 ICU Level of Service B

Splits and Phases: 2: S. Chester St. & E. County Line Rd.



Queues  
2: S. Chester St. & E. County Line Rd.

Park Meadows  
07/19/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	321	711	128	484	993	127	290	364	305	290	234
v/c Ratio	0.69	0.73	0.31	0.77	0.65	0.48	0.25	0.48	0.61	0.21	0.31
Control Delay	33.1	27.3	2.6	34.5	20.7	57.2	31.0	5.8	51.6	25.0	4.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	33.1	27.3	2.6	34.5	20.7	57.2	31.0	5.8	51.6	25.0	4.6
Queue Length 50th (ft)	61	117	2	123	64	46	85	0	109	76	0
Queue Length 95th (ft)	79	129	6	169	114	78	130	74	156	116	55
Internal Link Dist (ft)	1488			970			485			712	
Turn Bay Length (ft)	550			525			135			125	
Base Capacity (vph)	552	1039	436	761	1690	283	1142	757	522	1388	763
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.58	0.68	0.29	0.64	0.59	0.45	0.25	0.48	0.58	0.21	0.31

Intersection Summary

HCM 6th Signalized Intersection Summary  
 2: S. Chester St. & E. County Line Rd.

Park Meadows  
 07/19/2022

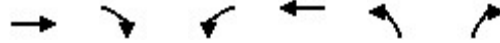


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	295	654	118	445	646	268	117	267	335	281	267	215
Future Volume (veh/h)	295	654	118	445	646	268	117	267	335	281	267	215
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	321	711	128	484	702	291	127	290	364	305	290	234
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	396	904	280	587	1120	368	560	942	420	800	1190	531
Arrive On Green	0.04	0.06	0.06	0.06	0.08	0.08	0.16	0.27	0.27	0.23	0.33	0.33
Sat Flow, veh/h	3456	5106	1585	3456	4826	1585	3456	3554	1585	3456	3554	1585
Grp Volume(v), veh/h	321	711	128	484	702	291	127	290	364	305	290	234
Grp Sat Flow(s),veh/h/ln	1728	1702	1585	1728	1609	1585	1728	1777	1585	1728	1777	1585
Q Serve(g_s), s	10.6	15.8	9.0	15.9	16.2	20.8	3.7	7.5	25.2	8.6	6.8	9.4
Cycle Q Clear(g_c), s	10.6	15.8	9.0	15.9	16.2	20.8	3.7	7.5	25.2	8.6	6.8	9.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	396	904	280	587	1120	368	560	942	420	800	1190	531
V/C Ratio(X)	0.81	0.79	0.46	0.83	0.63	0.79	0.23	0.31	0.87	0.38	0.24	0.44
Avail Cap(c_a), veh/h	556	1043	324	766	1280	420	560	942	420	800	1190	531
HCM Platoon Ratio	0.33	0.33	0.33	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	0.78	0.78	0.78	0.97	0.97	0.97	0.92	0.92	0.92	1.00	1.00	1.00
Uniform Delay (d), s/veh	54.1	52.0	48.8	52.6	48.3	50.4	41.9	33.8	40.3	37.2	27.7	15.0
Incr Delay (d2), s/veh	4.8	2.8	0.9	5.5	0.8	8.5	0.2	0.8	19.3	0.3	0.5	2.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.2	7.5	3.8	7.9	7.1	9.7	1.6	3.3	12.0	3.7	3.0	3.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	58.9	54.8	49.7	58.1	49.0	58.9	42.1	34.6	59.6	37.5	28.2	17.7
LnGrp LOS	E	D	D	E	D	E	D	C	E	D	C	B
Approach Vol, veh/h		1160			1477			781			829	
Approach Delay, s/veh		55.4			54.0			47.5			28.7	
Approach LOS		E			D			D			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	31.1	35.0	24.0	24.8	23.1	43.0	17.7	31.2				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	17.5	30.5	25.5	23.5	9.5	38.5	18.5	30.5				
Max Q Clear Time (g_c+I1), s	10.6	27.2	17.9	17.8	5.7	11.4	12.6	22.8				
Green Ext Time (p_c), s	0.6	1.1	1.1	2.5	0.1	2.8	0.6	3.9				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay			48.2									
HCM 6th LOS			D									



Lanes and Geometrics  
 3: North Access Drive & E. County Line Rd.

Park Meadows  
 07/19/2022



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑	↑	↙↘	↑↑↑		↙↘
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)		0	350		0	0
Storage Lanes		1	2		0	2
Taper Length (ft)			25		25	
Lane Util. Factor	0.91	1.00	0.97	0.86	1.00	0.88
Ped Bike Factor						
Frt		0.850				0.850
Flt Protected			0.950			
Satd. Flow (prot)	5085	1583	3433	6408	0	2787
Flt Permitted			0.950			
Satd. Flow (perm)	5085	1583	3433	6408	0	2787
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		183				77
Link Speed (mph)	30			30	30	
Link Distance (ft)	1050			651	255	
Travel Time (s)	23.9			14.8	5.8	

Intersection Summary

Area Type: Other

Timings  
3: North Access Drive & E. County Line Rd.

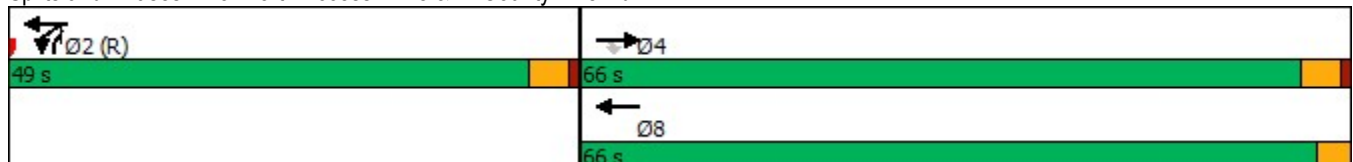


Lane Group	EBT	EBR	WBL	WBT	NBR	Ø8
Lane Configurations	↑↑↑	↑	↙↘	↑↑↑	↙↘	
Traffic Volume (vph)	1177	175	484	1715	250	
Future Volume (vph)	1177	175	484	1715	250	
Turn Type	NA	Perm	Prot	NA	Over	
Protected Phases	4		2	2 8	2	8
Permitted Phases		4			2	
Detector Phase	4	4	2	2 8	2	
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	22.5	22.5	9.5	9.5	22.5	
Total Split (s)	66.0	66.0	49.0	49.0	66.0	
Total Split (%)	57.4%	57.4%	42.6%	42.6%	57%	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.0	
All-Red Time (s)	1.0	1.0	1.0	1.0	0.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		
Total Lost Time (s)	4.5	4.5	4.5	4.5		
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	None	None	C-Max	C-Max	None	
Act Effct Green (s)	44.7	44.7	61.3	115.0	61.3	
Actuated g/C Ratio	0.39	0.39	0.53	1.00	0.53	
v/c Ratio	0.65	0.26	0.29	0.29	0.18	
Control Delay	44.6	15.4	14.6	0.1	11.4	
Queue Delay	0.0	0.0	0.0	0.0	0.0	
Total Delay	44.6	15.4	14.6	0.1	11.4	
LOS	D	B	B	A	B	
Approach Delay	40.8			3.3		
Approach LOS	D			A		

Intersection Summary

Cycle Length: 115  
 Actuated Cycle Length: 115  
 Offset: 90 (78%), Referenced to phase 2:WBTL and 6:, Start of Green  
 Natural Cycle: 40  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.65  
 Intersection Signal Delay: 17.2  
 Intersection Capacity Utilization 44.0%  
 Analysis Period (min) 15  
 Intersection LOS: B  
 ICU Level of Service A

Splits and Phases: 3: North Access Drive & E. County Line Rd.



Queues  
3: North Access Drive & E. County Line Rd.



Lane Group	EBT	EBR	WBL	WBT	NBR
Lane Group Flow (vph)	1279	190	526	1864	272
v/c Ratio	0.65	0.26	0.29	0.29	0.18
Control Delay	44.6	15.4	14.6	0.1	11.4
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	44.6	15.4	14.6	0.1	11.4
Queue Length 50th (ft)	292	51	141	0	39
Queue Length 95th (ft)	297	m91	237	0	79
Internal Link Dist (ft)	970			571	
Turn Bay Length (ft)			350		
Base Capacity (vph)	2719	931	1831	6408	1522
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.47	0.20	0.29	0.29	0.18

Intersection Summary

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

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HCM 6th Edition methodology expects strict NEMA phasing.

Lanes and Geometrics  
 4: Park Meadow Center Dr. & E. County Line Rd.

Park Meadows  
 07/19/2022



Lane Group	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
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		325	0		100	0		250	250		175
Storage Lanes	0		1	0		1	0		1	3		2
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.86	1.00	1.00	0.91	1.00	1.00	1.00	0.76	0.94	0.95	0.88
Ped Bike Factor												
Frt			0.850			0.850			0.850			0.850
Flt Protected										0.950		
Satd. Flow (prot)	0	6408	1583	0	5085	1583	0	0	3610	4990	3539	2787
Flt Permitted										0.950		
Satd. Flow (perm)	0	6408	1583	0	5085	1583	0	0	3610	4990	3539	2787
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			103			62			569			921
Link Speed (mph)		30			30			30				30
Link Distance (ft)		651			987			1238				614
Travel Time (s)		14.8			22.4			28.1				14.0

Intersection Summary

Area Type: Other

Timings  
4: Park Meadow Center Dr. & E. County Line Rd.

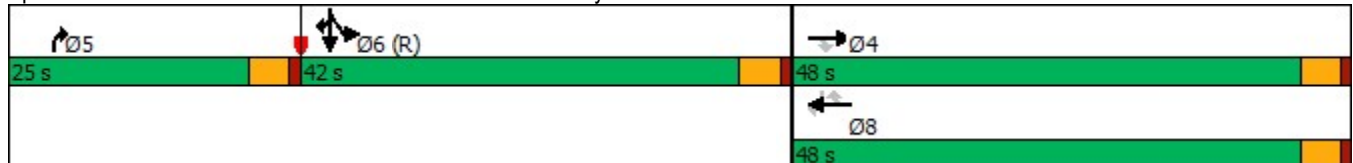


Lane Group	EBT	EBR	WBT	WBR	NBR	SBL	SBT	SBR
Lane Configurations	↑↑↑↑	↑	↑↑↑↑	↑	↑↑↑↑	↑↑↑↑	↑↑	↑↑
Traffic Volume (vph)	1332	95	1318	120	685	167	678	847
Future Volume (vph)	1332	95	1318	120	685	167	678	847
Turn Type	NA	Perm	NA	Perm	Prot	Split	NA	custom
Protected Phases	4		8		5	6	6	6
Permitted Phases		4		8				8
Detector Phase	4	4	8	8	5	6	6	6
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	22.5	9.5	22.5	22.5	22.5
Total Split (s)	48.0	48.0	48.0	48.0	25.0	42.0	42.0	42.0
Total Split (%)	41.7%	41.7%	41.7%	41.7%	21.7%	36.5%	36.5%	36.5%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag					Lead	Lag	Lag	Lag
Lead-Lag Optimize?					Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	C-Max	C-Max	C-Max
Act Effct Green (s)	42.0	42.0	42.0	42.0	12.6	46.9	46.9	93.4
Actuated g/C Ratio	0.37	0.37	0.37	0.37	0.11	0.41	0.41	0.81
v/c Ratio	0.62	0.16	0.77	0.21	0.83	0.09	0.51	0.38
Control Delay	13.6	1.4	27.4	6.3	19.8	23.0	28.5	0.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	13.6	1.4	27.4	6.3	19.8	23.0	28.5	0.7
LOS	B	A	C	A	B	C	C	A
Approach Delay	12.8		25.6				14.0	
Approach LOS	B		C				B	

Intersection Summary

Cycle Length: 115  
 Actuated Cycle Length: 115  
 Offset: 112 (97%), Referenced to phase 6:SBTL, Start of Green  
 Natural Cycle: 55  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.83  
 Intersection Signal Delay: 17.6  
 Intersection Capacity Utilization 62.6%  
 Analysis Period (min) 15  
 Intersection LOS: B  
 ICU Level of Service B

Splits and Phases: 4: Park Meadow Center Dr. & E. County Line Rd.





Lane Group	EBT	EBR	WBT	WBR	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	1448	103	1433	130	745	182	737	921
v/c Ratio	0.62	0.16	0.77	0.21	0.83	0.09	0.51	0.38
Control Delay	13.6	1.4	27.4	6.3	19.8	23.0	28.5	0.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	13.6	1.4	27.4	6.3	19.8	23.0	28.5	0.7
Queue Length 50th (ft)	55	0	386	38	54	29	217	0
Queue Length 95th (ft)	168	4	354	46	104	51	307	15
Internal Link Dist (ft)	571		907				534	
Turn Bay Length (ft)		325		100	250	250		175
Base Capacity (vph)	2423	662	1923	637	1111	2034	1443	2435
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.60	0.16	0.75	0.20	0.67	0.09	0.51	0.38

## Intersection Summary

HCM 6th Signalized Intersection Summary  
 4: Park Meadow Center Dr. & E. County Line Rd.

Park Meadows  
 07/19/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑	↗		↑↑↑	↗			↗↗↗	↘↘↘	↑↑	↗↗
Traffic Volume (veh/h)	0	1332	95	0	1318	120	0	0	685	167	678	847
Future Volume (veh/h)	0	1332	95	0	1318	120	0	0	685	167	678	847
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	0	1870	1870	0	1870	1870	0	0	1870	1870	1870	1870
Adj Flow Rate, veh/h	0	1448	0	0	1433	0	0	0	745	182	737	921
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	2	2	0	2	2	0	0	2	2	2	2
Cap, veh/h	0	2190		0	1738		0	0	0	2921	2066	1622
Arrive On Green	0.00	0.68	0.00	0.00	0.34	0.00	0.00	0.00	0.00	0.58	0.58	0.58
Sat Flow, veh/h	0	6696	1585	0	5274	1585		0		5023	3554	2790
Grp Volume(v), veh/h	0	1448	0	0	1433	0		0.0		182	737	921
Grp Sat Flow(s),veh/h/ln	0	1609	1585	0	1702	1585				1674	1777	1395
Q Serve(g_s), s	0.0	15.0	0.0	0.0	29.6	0.0				1.8	12.6	23.7
Cycle Q Clear(g_c), s	0.0	15.0	0.0	0.0	29.6	0.0				1.8	12.6	23.7
Prop In Lane	0.00		1.00	0.00		1.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	2190		0	1738					2921	2066	1622
V/C Ratio(X)	0.00	0.66		0.00	0.82					0.06	0.36	0.57
Avail Cap(c_a), veh/h	0	2434		0	1931					2921	2066	1622
HCM Platoon Ratio	1.00	2.00	2.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.80	0.00	0.00	0.85	0.00				1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	14.5	0.0	0.0	34.8	0.0				10.5	12.7	15.0
Incr Delay (d2), s/veh	0.0	0.5	0.0	0.0	2.4	0.0				0.0	0.5	1.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	3.6	0.0	0.0	12.5	0.0				0.7	5.0	7.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	15.0	0.0	0.0	37.2	0.0				10.5	13.2	16.5
LnGrp LOS	A	B		A	D					B	B	B
Approach Vol, veh/h		1448	A		1433	A					1840	
Approach Delay, s/veh		15.0			37.2						14.6	
Approach LOS		B			D						B	
Timer - Assigned Phs				4		6		8				
Phs Duration (G+Y+Rc), s				43.6		71.4		43.6				
Change Period (Y+Rc), s				4.5		4.5		4.5				
Max Green Setting (Gmax), s				43.5		37.5		43.5				
Max Q Clear Time (g_c+I1), s				17.0		25.7		31.6				
Green Ext Time (p_c), s				12.6		7.5		7.5				

Intersection Summary

HCM 6th Ctrl Delay	21.6
HCM 6th LOS	C

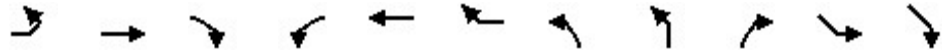
Notes

Unsignalized Delay for [EBR, WBR] is excluded from calculations of the approach delay and intersection delay.



Lanes and Geometrics  
 5: I-25 Ramps & E. County Line Rd.

Park Meadows  
 07/19/2022

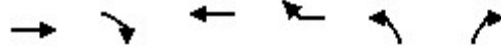


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL2	NBL	NBR	SEL	SER
Lane Configurations		↑↑↑	↑↑		↑↑↑	↑	↑↑		↑		
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%		0%	
Storage Length (ft)	0		200	0		100		180	0	0	0
Storage Lanes	0		1	0		1		2	1	0	0
Taper Length (ft)	25			25				25		25	
Lane Util. Factor	1.00	0.91	0.88	1.00	0.91	1.00	0.97	1.00	1.00	1.00	1.00
Ped Bike Factor											
Frt			0.850			0.850			0.850		
Flt Protected							0.950				
Satd. Flow (prot)	0	5085	2787	0	5085	1583	3433	0	1583	0	0
Flt Permitted							0.950				
Satd. Flow (perm)	0	5085	2787	0	5085	1583	3433	0	1583	0	0
Right Turn on Red			Yes			Yes			Yes		
Satd. Flow (RTOR)			1121			182			677		
Link Speed (mph)		30			30			30		30	
Link Distance (ft)		987			920			594		465	
Travel Time (s)		22.4			20.9			13.5		10.6	

Intersection Summary

Area Type: Other

Timings  
5: I-25 Ramps & E. County Line Rd.



Lane Group	EBT	EBR	WBT	WBR	NBL2	NBR
Lane Configurations	↑↑↑	↑↑	↑↑↑	↑	↑↑	↑
Traffic Volume (vph)	593	1031	760	325	663	114
Future Volume (vph)	593	1031	760	325	663	114
Turn Type	NA	Free	NA	Free	Prot	Free
Protected Phases	4		8		5	
Permitted Phases		Free		Free		Free
Detector Phase	4		8		5	
Switch Phase						
Minimum Initial (s)	5.0		5.0		5.0	
Minimum Split (s)	22.5		22.5		9.5	
Total Split (s)	50.0		50.0		65.0	
Total Split (%)	43.5%		43.5%		56.5%	
Yellow Time (s)	3.5		3.5		3.5	
All-Red Time (s)	1.0		1.0		1.0	
Lost Time Adjust (s)	0.0		0.0		0.0	
Total Lost Time (s)	4.5		4.5		4.5	
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	None		None		None	
Act Effct Green (s)	26.8	115.0	26.8	115.0	79.2	115.0
Actuated g/C Ratio	0.23	1.00	0.23	1.00	0.69	1.00
v/c Ratio	0.54	0.40	0.70	0.22	0.31	0.08
Control Delay	40.7	1.6	43.3	0.3	8.0	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	40.7	1.6	43.3	0.3	8.0	0.1
LOS	D	A	D	A	A	A
Approach Delay	15.9		30.4			
Approach LOS	B		C			

Intersection Summary

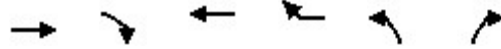
Cycle Length: 115  
 Actuated Cycle Length: 115  
 Offset: 94 (82%), Referenced to phase 2: and 6:, Start of Green  
 Natural Cycle: 40  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.70  
 Intersection Signal Delay: 18.4  
 Intersection Capacity Utilization 40.7%  
 Analysis Period (min) 15  
 Intersection LOS: B  
 ICU Level of Service A

Splits and Phases: 5: I-25 Ramps & E. County Line Rd.



Queues  
5: I-25 Ramps & E. County Line Rd.

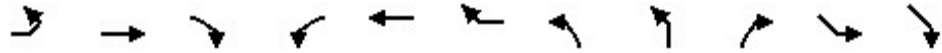
Park Meadows  
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Lane Group	EBT	EBR	WBT	WBR	NBL2	NBR
Lane Group Flow (vph)	645	1121	826	353	721	124
v/c Ratio	0.54	0.40	0.70	0.22	0.31	0.08
Control Delay	40.7	1.6	43.3	0.3	8.0	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	40.7	1.6	43.3	0.3	8.0	0.1
Queue Length 50th (ft)	170	29	205	0	97	0
Queue Length 95th (ft)	208	36	235	0	150	0
Internal Link Dist (ft)	907		840			
Turn Bay Length (ft)		200		100	180	
Base Capacity (vph)	2011	2787	2011	1583	2363	1583
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.32	0.40	0.41	0.22	0.31	0.08
Intersection Summary						

HCM 6th Signalized Intersection Summary  
5: I-25 Ramps & E. County Line Rd.

Park Meadows  
07/19/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL2	NBL	NBR	SEL	SER
Lane Configurations		↑↑↑	↑↑		↑↑↑	↑	↑↑		↑		
Traffic Volume (veh/h)	0	593	1031	0	760	325	663	0	114	0	0
Future Volume (veh/h)	0	593	1031	0	760	325	663	0	114	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00	1.00	1.00		
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
Work Zone On Approach		No			No			No			
Adj Sat Flow, veh/h/ln	0	1870	1870	0	1870	1870	1870	1870	1870		
Adj Flow Rate, veh/h	0	645	0	0	826	0	721	721	0		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92		
Percent Heavy Veh, %	0	2	2	0	2	2	2	2	2		
Cap, veh/h	0	1138		0	1138		2415	2415			
Arrive On Green	0.00	0.37	0.00	0.00	0.22	0.00	0.70	0.70	0.00		
Sat Flow, veh/h	0	5274	2790	0	5274	1585	3456	3456	1585		
Grp Volume(v), veh/h	0	645	0	0	826	0	721	721	0		
Grp Sat Flow(s),veh/h/ln	0	1702	1395	0	1702	1585	1728	1728	1585		
Q Serve(g_s), s	0.0	11.6	0.0	0.0	17.2	0.0	9.1	9.1	0.0		
Cycle Q Clear(g_c), s	0.0	11.6	0.0	0.0	17.2	0.0	9.1	9.1	0.0		
Prop In Lane	0.00		1.00	0.00		1.00	1.00	1.00	1.00		
Lane Grp Cap(c), veh/h	0	1138		0	1138		2415	2415			
V/C Ratio(X)	0.00	0.57		0.00	0.73		0.30	0.30			
Avail Cap(c_a), veh/h	0	2020		0	2020		2415	2415			
HCM Platoon Ratio	1.00	1.67	1.67	1.00	1.00	1.00	1.00	1.00	1.00		
Upstream Filter(I)	0.00	0.72	0.00	0.00	1.00	0.00	1.00	1.00	0.00		
Uniform Delay (d), s/veh	0.0	31.7	0.0	0.0	41.4	0.0	6.6	6.6	0.0		
Incr Delay (d2), s/veh	0.0	0.3	0.0	0.0	0.9	0.0	0.1	0.1	0.0		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln	0.0	4.3	0.0	0.0	7.3	0.0	3.1	3.1	0.0		
Unsig. Movement Delay, s/veh											
LnGrp Delay(d),s/veh	0.0	32.0	0.0	0.0	42.3	0.0	6.7	6.7	0.0		
LnGrp LOS	A	C		A	D		A	A			
Approach Vol, veh/h		645	A		826	A	721	721	A		
Approach Delay, s/veh		32.0			42.3		6.7	6.7			
Approach LOS		C			D		A	A			
Timer - Assigned Phs		2		4				8			
Phs Duration (G+Y+Rc), s		84.9		30.1				30.1			
Change Period (Y+Rc), s		4.5		4.5				4.5			
Max Green Setting (Gmax), s		60.5		45.5				45.5			
Max Q Clear Time (g_c+I1), s		11.1		13.6				19.2			
Green Ext Time (p_c), s		2.9		5.0				6.4			

Intersection Summary

HCM 6th Ctrl Delay	27.6
HCM 6th LOS	C

Notes

Unsignalized Delay for [NBR, EBR, WBR] is excluded from calculations of the approach delay and intersection delay.

Lanes and Geometrics  
 6: Park Meadow Center Dr. & East Access Drive

Park Meadows  
 07/19/2022



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)	0	0	110			0
Storage Lanes	2	1	1			0
Taper Length (ft)	25		25			
Lane Util. Factor	0.97	1.00	1.00	0.95	0.95	0.95
Ped Bike Factor						
Frt		0.850			0.931	
Flt Protected	0.950		0.950			
Satd. Flow (prot)	3433	1583	1770	3539	3295	0
Flt Permitted	0.950		0.250			
Satd. Flow (perm)	3433	1583	466	3539	3295	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		158			372	
Link Speed (mph)	30			30	30	
Link Distance (ft)	204			1551	1238	
Travel Time (s)	4.6			35.3	28.1	

Intersection Summary

Area Type: Other

Timings  
6: Park Meadow Center Dr. & East Access Drive

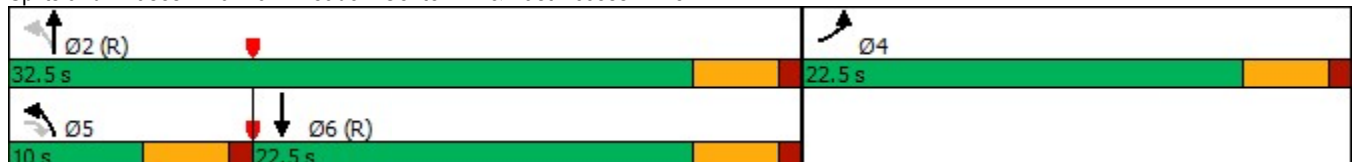


Lane Group	EBL	EBR	NBL	NBT	SBT
Lane Configurations	↖ ↗	↗	↖	↑ ↑	↑ ↓
Traffic Volume (vph)	198	145	106	485	397
Future Volume (vph)	198	145	106	485	397
Turn Type	Prot	Perm	pm+pt	NA	NA
Protected Phases	4		5	2	6
Permitted Phases		5	2		
Detector Phase	4	5	5	2	6
Switch Phase					
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	9.5	9.5	22.5	22.5
Total Split (s)	22.5	10.0	10.0	32.5	22.5
Total Split (%)	40.9%	18.2%	18.2%	59.1%	40.9%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5
Lead/Lag		Lead	Lead		Lag
Lead-Lag Optimize?		Yes	Yes		Yes
Recall Mode	None	None	None	C-Max	C-Max
Act Effect Green (s)	8.8	7.2	37.2	37.2	27.6
Actuated g/C Ratio	0.16	0.13	0.68	0.68	0.50
v/c Ratio	0.39	0.46	0.24	0.22	0.44
Control Delay	22.5	9.2	9.9	5.8	6.5
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	22.5	9.2	9.9	5.8	6.5
LOS	C	A	A	A	A
Approach Delay	16.8			6.5	6.5
Approach LOS	B			A	A

Intersection Summary

Cycle Length: 55  
 Actuated Cycle Length: 55  
 Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBT, Start of Green  
 Natural Cycle: 55  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.46  
 Intersection Signal Delay: 8.6  
 Intersection Capacity Utilization 44.7%  
 Analysis Period (min) 15  
 Intersection LOS: A  
 ICU Level of Service A

Splits and Phases: 6: Park Meadow Center Dr. & East Access Drive



Queues

6: Park Meadow Center Dr. & East Access Drive



Lane Group	EBL	EBR	NBL	NBT	SBT
Lane Group Flow (vph)	215	158	115	527	804
v/c Ratio	0.39	0.46	0.24	0.22	0.44
Control Delay	22.5	9.2	9.9	5.8	6.5
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	22.5	9.2	9.9	5.8	6.5
Queue Length 50th (ft)	32	0	16	34	42
Queue Length 95th (ft)	56	40	53	74	95
Internal Link Dist (ft)	124			1471	1158
Turn Bay Length (ft)			110		
Base Capacity (vph)	1123	343	485	2396	1837
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.19	0.46	0.24	0.22	0.44

Intersection Summary

HCM 6th Signalized Intersection Summary  
6: Park Meadow Center Dr. & East Access Drive

Park Meadows  
07/19/2022



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	198	145	106	485	397	342
Future Volume (veh/h)	198	145	106	485	397	342
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	215	158	115	527	432	372
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	511	235	525	2446	963	826
Arrive On Green	0.15	0.15	0.08	0.69	0.53	0.53
Sat Flow, veh/h	3456	1585	1781	3647	1907	1554
Grp Volume(v), veh/h	215	158	115	527	423	381
Grp Sat Flow(s),veh/h/ln	1728	1585	1781	1777	1777	1591
Q Serve(g_s), s	3.1	5.2	1.4	3.0	8.1	8.1
Cycle Q Clear(g_c), s	3.1	5.2	1.4	3.0	8.1	8.1
Prop In Lane	1.00	1.00	1.00			0.98
Lane Grp Cap(c), veh/h	511	235	525	2446	944	845
V/C Ratio(X)	0.42	0.67	0.22	0.22	0.45	0.45
Avail Cap(c_a), veh/h	1131	519	569	2446	944	845
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	0.77	0.77	0.88	0.88
Uniform Delay (d), s/veh	21.3	22.2	4.9	3.1	7.9	7.9
Incr Delay (d2), s/veh	0.6	3.3	0.2	0.2	1.4	1.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	4.7	0.3	0.6	2.7	2.5
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	21.8	25.5	5.0	3.3	9.3	9.5
LnGrp LOS	C	C	A	A	A	A
Approach Vol, veh/h	373			642	804	
Approach Delay, s/veh	23.4			3.6	9.4	
Approach LOS	C			A	A	
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		42.4		12.6	8.6	33.7
Change Period (Y+Rc), s		4.5		4.5	4.5	4.5
Max Green Setting (Gmax), s		28.0		18.0	5.5	18.0
Max Q Clear Time (g_c+I1), s		5.0		7.2	3.4	10.1
Green Ext Time (p_c), s		3.6		1.0	0.0	3.2
<b>Intersection Summary</b>						
HCM 6th Ctrl Delay			10.2			
HCM 6th LOS			B			



Lanes and Geometrics  
7: SE Access Drive & Park Meadow Center Dr.

Park Meadows  
07/19/2022



Lane Group	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
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%				0%
Storage Length (ft)	150		0	100		0	0		0	0		0
Storage Lanes	1		0	1		0	1		0	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.989			0.982			0.895				0.850
Flt Protected	0.950			0.950			0.950				0.976	
Satd. Flow (prot)	1770	3500	0	1770	3476	0	1770	1667	0	0	1818	1583
Flt Permitted	0.381			0.361			0.665				0.820	
Satd. Flow (perm)	710	3500	0	672	3476	0	1239	1667	0	0	1527	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		16			28			99				177
Link Speed (mph)		30			30			30				30
Link Distance (ft)		1110			1551			164				207
Travel Time (s)		25.2			35.3			3.7				4.7

Intersection Summary

Area Type: Other

Timings  
7: SE Access Drive & Park Meadow Center Dr.

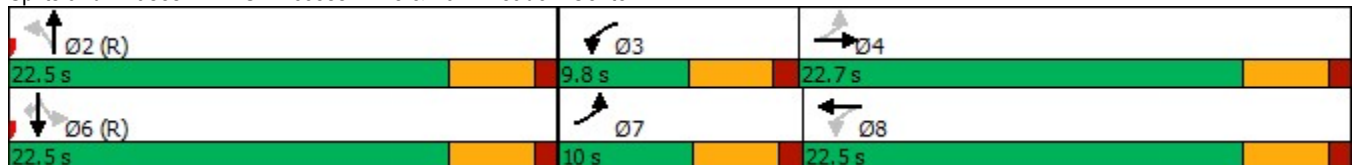


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations									
Traffic Volume (vph)	129	451	86	401	65	40	65	67	163
Future Volume (vph)	129	451	86	401	65	40	65	67	163
Turn Type	pm+pt	NA	pm+pt	NA	Perm	NA	Perm	NA	Perm
Protected Phases	7	4	3	8		2		6	
Permitted Phases	4		8		2		6		6
Detector Phase	7	4	3	8	2	2	6	6	6
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	9.5	22.5	22.5	22.5	22.5	22.5	22.5
Total Split (s)	10.0	22.7	9.8	22.5	22.5	22.5	22.5	22.5	22.5
Total Split (%)	18.2%	41.3%	17.8%	40.9%	40.9%	40.9%	40.9%	40.9%	40.9%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5		4.5	4.5
Lead/Lag	Lead	Lag	Lead	Lag					
Lead-Lag Optimize?	Yes	Yes	Yes	Yes					
Recall Mode	None	None	None	None	C-Max	C-Max	C-Max	C-Max	C-Max
Act Effct Green (s)	18.2	13.8	17.9	13.7	24.3	24.3		24.3	24.3
Actuated g/C Ratio	0.33	0.25	0.33	0.25	0.44	0.44		0.44	0.44
v/c Ratio	0.41	0.59	0.29	0.56	0.13	0.18		0.21	0.22
Control Delay	12.9	19.9	8.0	14.5	12.8	5.9		13.1	3.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0
Total Delay	12.9	19.9	8.0	14.5	12.8	5.9		13.1	3.5
LOS	B	B	A	B	B	A		B	A
Approach Delay		18.5		13.5		8.2		7.8	
Approach LOS		B		B		A		A	

Intersection Summary

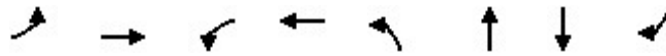
Cycle Length: 55  
 Actuated Cycle Length: 55  
 Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green  
 Natural Cycle: 55  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.59  
 Intersection Signal Delay: 13.7  
 Intersection LOS: B  
 Intersection Capacity Utilization 49.7%  
 ICU Level of Service A  
 Analysis Period (min) 15

Splits and Phases: 7: SE Access Drive & Park Meadow Center Dr.



Queues

7: SE Access Drive & Park Meadow Center Dr.



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	140	530	93	494	71	142	144	177
v/c Ratio	0.41	0.59	0.29	0.56	0.13	0.18	0.21	0.22
Control Delay	12.9	19.9	8.0	14.5	12.8	5.9	13.1	3.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	12.9	19.9	8.0	14.5	12.8	5.9	13.1	3.5
Queue Length 50th (ft)	27	76	12	66	14	8	30	0
Queue Length 95th (ft)	46	105	14	53	41	41	72	34
Internal Link Dist (ft)		1030		1471		84	127	
Turn Bay Length (ft)	150		100					
Base Capacity (vph)	341	1168	324	1156	547	792	675	798
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.41	0.45	0.29	0.43	0.13	0.18	0.21	0.22

Intersection Summary

HCM 6th Signalized Intersection Summary  
 7: SE Access Drive & Park Meadow Center Dr.

Park Meadows  
 07/19/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	129	451	37	86	401	53	65	40	91	65	67	163
Future Volume (veh/h)	129	451	37	86	401	53	65	40	91	65	67	163
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	140	490	40	93	436	58	71	43	99	71	73	177
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	349	725	59	326	634	84	591	235	542	407	388	741
Arrive On Green	0.09	0.22	0.22	0.07	0.20	0.20	0.47	0.47	0.47	0.47	0.47	0.47
Sat Flow, veh/h	1781	3328	271	1781	3155	417	1130	503	1159	661	829	1585
Grp Volume(v), veh/h	140	261	269	93	245	249	71	0	142	144	0	177
Grp Sat Flow(s),veh/h/ln	1781	1777	1822	1781	1777	1795	1130	0	1662	1490	0	1585
Q Serve(g_s), s	3.3	7.4	7.5	2.2	7.0	7.1	2.2	0.0	2.7	0.6	0.0	3.7
Cycle Q Clear(g_c), s	3.3	7.4	7.5	2.2	7.0	7.1	5.5	0.0	2.7	3.3	0.0	3.7
Prop In Lane	1.00		0.15	1.00		0.23	1.00		0.70	0.49		1.00
Lane Grp Cap(c), veh/h	349	387	397	326	357	361	591	0	777	795	0	741
V/C Ratio(X)	0.40	0.67	0.68	0.29	0.68	0.69	0.12	0.00	0.18	0.18	0.00	0.24
Avail Cap(c_a), veh/h	374	588	603	375	582	588	591	0	777	795	0	741
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00	0.90	0.90	0.90	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	15.7	19.7	19.7	15.9	20.4	20.4	10.3	0.0	8.5	8.5	0.0	8.8
Incr Delay (d2), s/veh	0.7	2.0	2.0	0.4	2.1	2.1	0.4	0.0	0.5	0.5	0.0	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	3.0	3.1	0.8	2.8	2.9	0.5	0.0	0.9	0.9	0.0	1.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	16.5	21.8	21.8	16.3	22.4	22.5	10.7	0.0	9.0	9.0	0.0	9.5
LnGrp LOS	B	C	C	B	C	C	B	A	A	A	A	A
Approach Vol, veh/h		670			587			213				321
Approach Delay, s/veh		20.7			21.5			9.6				9.3
Approach LOS		C			C			A				A
Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		30.2	8.3	16.5		30.2	9.2	15.6				
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5	4.5	4.5				
Max Green Setting (Gmax), s		18.0	5.3	18.2		18.0	5.5	18.0				
Max Q Clear Time (g_c+I1), s		7.5	4.2	9.5		5.7	5.3	9.1				
Green Ext Time (p_c), s		0.7	0.0	2.1		1.1	0.0	2.0				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay				17.6								
HCM 6th LOS				B								

Lanes and Geometrics  
 8: S. Yosemite St. & Park Meadow Center Dr.

Park Meadows  
 07/19/2022



Lane Group	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
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	240		240	110		275	220		235
Storage Lanes	0		0	1		1	2		1	2		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	0.91	0.91	1.00	0.97	0.91	1.00	0.97	0.91	1.00
Ped Bike Factor												
Frt						0.850			0.850			0.850
Flt Protected				0.950	0.984		0.950			0.950		
Satd. Flow (prot)	0	0	0	1610	3336	1583	3433	5085	1583	3433	5085	1583
Flt Permitted				0.950	0.984		0.357			0.157		
Satd. Flow (perm)	0	0	0	1610	3336	1583	1290	5085	1583	567	5085	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						204			716			217
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		440			1021			458			636	
Travel Time (s)		10.0			23.2			10.4			14.5	

Intersection Summary

Area Type: Other

Timings  
8: S. Yosemite St. & Park Meadow Center Dr.

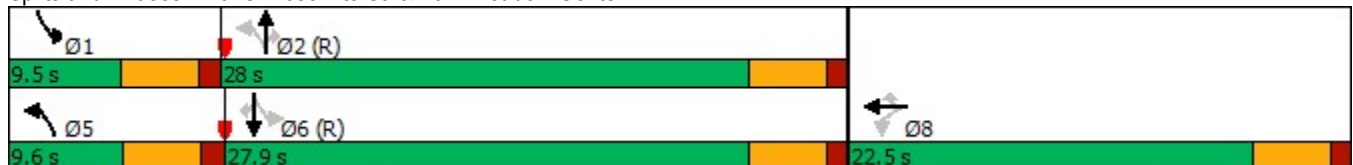


Lane Group	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↙↑	↘	↘↘	↑↑↑	↘	↘↘	↑↑↑	↘
Traffic Volume (vph)	339	280	217	232	1137	659	211	640	200
Future Volume (vph)	339	280	217	232	1137	659	211	640	200
Turn Type	Perm	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases		8		5	2		1	6	
Permitted Phases	8		8	2		2	6		6
Detector Phase	8	8	8	5	2	2	1	6	6
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5	22.5
Total Split (s)	22.5	22.5	22.5	9.6	28.0	28.0	9.5	27.9	27.9
Total Split (%)	37.5%	37.5%	37.5%	16.0%	46.7%	46.7%	15.8%	46.5%	46.5%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag				Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?				Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	C-Max	C-Max	None	C-Max	C-Max
Act Effct Green (s)	15.2	15.2	15.2	31.4	25.6	25.6	31.2	25.5	25.5
Actuated g/C Ratio	0.25	0.25	0.25	0.52	0.43	0.43	0.52	0.42	0.42
v/c Ratio	0.54	0.53	0.43	0.29	0.57	0.66	0.40	0.32	0.27
Control Delay	24.0	21.3	6.8	7.0	14.9	4.7	8.5	12.6	3.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	24.0	21.3	6.8	7.0	14.9	4.7	8.5	12.6	3.2
LOS	C	C	A	A	B	A	A	B	A
Approach Delay		18.2			10.7			10.0	
Approach LOS		B			B			A	

Intersection Summary

Cycle Length: 60  
 Actuated Cycle Length: 60  
 Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green  
 Natural Cycle: 60  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.66  
 Intersection Signal Delay: 12.1  
 Intersection Capacity Utilization 54.3%  
 Analysis Period (min) 15  
 Intersection LOS: B  
 ICU Level of Service A

Splits and Phases: 8: S. Yosemite St. & Park Meadow Center Dr.



Queues

8: S. Yosemite St. & Park Meadow Center Dr.



Lane Group	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	221	451	236	252	1236	716	229	696	217
v/c Ratio	0.54	0.53	0.43	0.29	0.57	0.66	0.40	0.32	0.27
Control Delay	24.0	21.3	6.8	7.0	14.9	4.7	8.5	12.6	3.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	24.0	21.3	6.8	7.0	14.9	4.7	8.5	12.6	3.2
Queue Length 50th (ft)	72	74	8	19	126	0	17	63	0
Queue Length 95th (ft)	131	110	52	35	167	59	31	88	35
Internal Link Dist (ft)		941			378			556	
Turn Bay Length (ft)	240		240	110		275	220		235
Base Capacity (vph)	483	1000	617	884	2167	1085	569	2159	796
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.46	0.45	0.38	0.29	0.57	0.66	0.40	0.32	0.27

Intersection Summary

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HCM 6th Edition methodology does not support turning movements with shared & exclusive lanes.



Lanes and Geometrics  
 9: S. Yosemite St. & SW Access Drive

Park Meadows  
 07/19/2022



Lane Group	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
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	140		0	450		0
Storage Lanes	1		0	1		0	1		1	2		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	0.97	0.91	0.91
Ped Bike Factor												
Frt		0.900			0.855				0.850		0.997	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1676	0	1770	1593	0	1770	3539	1583	3433	5070	0
Flt Permitted	0.684			0.730			0.950			0.950		
Satd. Flow (perm)	1274	1676	0	1360	1593	0	1770	3539	1583	3433	5070	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		28			110				383			6
Link Speed (mph)		30			30			30				30
Link Distance (ft)		205			367			636				1050
Travel Time (s)		4.7			8.3			14.5				23.9

Intersection Summary

Area Type: Other

Timings  
9: S. Yosemite St. & SW Access Drive

Park Meadows  
07/19/2022

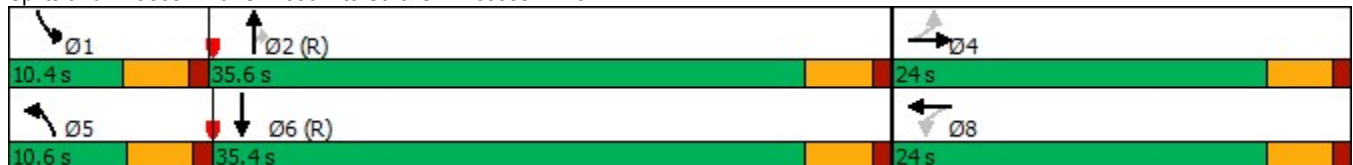


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations	↖	↗	↖	↗	↖	↑↑	↗	↖↗	↑↑↗
Traffic Volume (vph)	13	13	180	4	44	966	352	114	863
Future Volume (vph)	13	13	180	4	44	966	352	114	863
Turn Type	Perm	NA	Perm	NA	Prot	NA	Perm	Prot	NA
Protected Phases		4		8	5	2		1	6
Permitted Phases	4		8				2		
Detector Phase	4	4	8	8	5	2	2	1	6
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5
Total Split (s)	24.0	24.0	24.0	24.0	10.6	35.6	35.6	10.4	35.4
Total Split (%)	34.3%	34.3%	34.3%	34.3%	15.1%	50.9%	50.9%	14.9%	50.6%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag					Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?					Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	C-Max	C-Max	None	C-Max
Act Effct Green (s)	14.8	14.8	14.8	14.8	6.6	36.9	36.9	6.9	39.3
Actuated g/C Ratio	0.21	0.21	0.21	0.21	0.09	0.53	0.53	0.10	0.56
v/c Ratio	0.05	0.11	0.69	0.27	0.29	0.56	0.38	0.37	0.34
Control Delay	20.0	11.4	37.3	6.8	34.2	14.3	2.7	32.9	10.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	20.0	11.4	37.3	6.8	34.2	14.3	2.7	32.9	10.5
LOS	B	B	D	A	C	B	A	C	B
Approach Delay		13.6		26.0		12.0			13.0
Approach LOS		B		C		B			B

Intersection Summary

Cycle Length: 70  
 Actuated Cycle Length: 70  
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green  
 Natural Cycle: 60  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.69  
 Intersection Signal Delay: 13.9  
 Intersection Capacity Utilization 58.8%  
 Analysis Period (min) 15  
 Intersection LOS: B  
 ICU Level of Service B

Splits and Phases: 9: S. Yosemite St. & SW Access Drive



Queues  
9: S. Yosemite St. & SW Access Drive

Park Meadows  
07/19/2022



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	14	42	196	114	48	1050	383	124	959
v/c Ratio	0.05	0.11	0.69	0.27	0.29	0.56	0.38	0.37	0.34
Control Delay	20.0	11.4	37.3	6.8	34.2	14.3	2.7	32.9	10.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	20.0	11.4	37.3	6.8	34.2	14.3	2.7	32.9	10.5
Queue Length 50th (ft)	5	5	78	1	19	167	0	25	89
Queue Length 95th (ft)	17	25	132	35	50	243	44	51	130
Internal Link Dist (ft)		125		287		556			970
Turn Bay Length (ft)					140			450	
Base Capacity (vph)	354	487	378	523	170	1866	1015	337	2847
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.04	0.09	0.52	0.22	0.28	0.56	0.38	0.37	0.34

Intersection Summary

HCM 6th Signalized Intersection Summary  
 9: S. Yosemite St. & SW Access Drive

Park Meadows  
 07/19/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↗	↘		↗	↘		↗	↑↑	↗	↗↘	↑↑↘	
Traffic Volume (veh/h)	13	13	26	180	4	101	44	966	352	114	863	19
Future Volume (veh/h)	13	13	26	180	4	101	44	966	352	114	863	19
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	14	14	28	196	4	110	48	1050	383	124	938	21
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	276	110	219	343	11	303	77	1937	864	225	2913	65
Arrive On Green	0.20	0.20	0.20	0.20	0.20	0.20	0.04	0.55	0.55	0.07	0.57	0.57
Sat Flow, veh/h	1279	557	1113	1365	56	1538	1781	3554	1585	3456	5139	115
Grp Volume(v), veh/h	14	0	42	196	0	114	48	1050	383	124	621	338
Grp Sat Flow(s),veh/h/ln	1279	0	1670	1365	0	1594	1781	1777	1585	1728	1702	1850
Q Serve(g_s), s	0.7	0.0	1.5	9.7	0.0	4.3	1.9	13.4	10.1	2.4	6.8	6.8
Cycle Q Clear(g_c), s	5.0	0.0	1.5	11.1	0.0	4.3	1.9	13.4	10.1	2.4	6.8	6.8
Prop In Lane	1.00		0.67	1.00		0.96	1.00		1.00	1.00		0.06
Lane Grp Cap(c), veh/h	276	0	329	343	0	314	77	1937	864	225	1930	1049
V/C Ratio(X)	0.05	0.00	0.13	0.57	0.00	0.36	0.62	0.54	0.44	0.55	0.32	0.32
Avail Cap(c_a), veh/h	380	0	465	455	0	444	155	1937	864	291	1930	1049
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.82	0.82	0.82	0.96	0.96	0.96
Uniform Delay (d), s/veh	26.5	0.0	23.2	27.7	0.0	24.3	32.9	10.3	9.5	31.7	8.0	8.0
Incr Delay (d2), s/veh	0.1	0.0	0.2	1.5	0.0	0.7	6.5	0.9	1.4	2.0	0.4	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	0.6	3.1	0.0	1.6	0.9	4.7	3.3	1.0	2.2	2.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	26.5	0.0	23.3	29.2	0.0	25.0	39.5	11.2	10.9	33.8	8.5	8.8
LnGrp LOS	C	A	C	C	A	C	D	B	B	C	A	A
Approach Vol, veh/h		56			310			1481			1083	
Approach Delay, s/veh		24.1			27.7			12.0			11.5	
Approach LOS		C			C			B			B	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.1	42.7		18.3	7.5	44.2		18.3				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	5.9	31.1		19.5	6.1	30.9		19.5				
Max Q Clear Time (g_c+I1), s	4.4	15.4		7.0	3.9	8.8		13.1				
Green Ext Time (p_c), s	0.0	8.1		0.1	0.0	6.7		0.7				

Intersection Summary

HCM 6th Ctrl Delay	13.7
HCM 6th LOS	B

Lanes and Geometrics  
 10: S. Yosemite St. & S. Chester St.

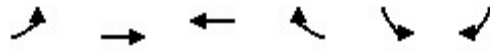


Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)		0%	0%		0%	
Storage Length (ft)	200			0	0	140
Storage Lanes	1			1	2	1
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	0.91	0.95	1.00	0.97	1.00
Ped Bike Factor						
Frt				0.850		0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1770	5085	3539	1583	3433	1583
Flt Permitted	0.226				0.950	
Satd. Flow (perm)	421	5085	3539	1583	3433	1583
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)				480		80
Link Speed (mph)		30	30		30	
Link Distance (ft)		1842	1050		476	
Travel Time (s)		41.9	23.9		10.8	

Intersection Summary

Area Type: Other

Timings  
10: S. Yosemite St. & S. Chester St.

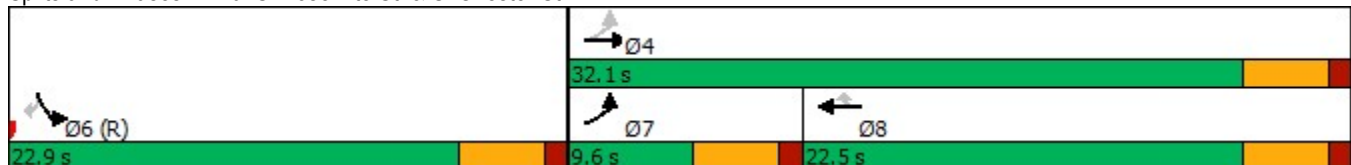


Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↖	↑↑↑	↑↑	↗	↙↘	↘
Traffic Volume (vph)	75	676	615	442	322	74
Future Volume (vph)	75	676	615	442	322	74
Turn Type	pm+pt	NA	NA	Perm	Prot	Perm
Protected Phases	7	4	8		6	
Permitted Phases	4			8		6
Detector Phase	7	4	8	8	6	6
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	22.5	22.5	22.5	22.5
Total Split (s)	9.6	32.1	22.5	22.5	22.9	22.9
Total Split (%)	17.5%	58.4%	40.9%	40.9%	41.6%	41.6%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead		Lag	Lag		
Lead-Lag Optimize?	Yes		Yes	Yes		
Recall Mode	None	None	None	None	C-Max	C-Max
Act Effct Green (s)	22.6	22.6	16.9	16.9	23.4	23.4
Actuated g/C Ratio	0.41	0.41	0.31	0.31	0.43	0.43
v/c Ratio	0.28	0.35	0.62	0.59	0.24	0.11
Control Delay	10.3	11.0	18.9	5.1	10.4	3.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	10.3	11.0	18.9	5.1	10.4	3.3
LOS	B	B	B	A	B	A
Approach Delay		10.9	13.1		9.1	
Approach LOS		B	B		A	

Intersection Summary

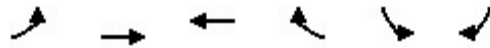
Cycle Length: 55  
 Actuated Cycle Length: 55  
 Offset: 0 (0%), Referenced to phase 2: and 6:SBL, Start of Green  
 Natural Cycle: 55  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.62  
 Intersection Signal Delay: 11.6  
 Intersection Capacity Utilization 41.6%  
 Analysis Period (min) 15  
 Intersection LOS: B  
 ICU Level of Service A

Splits and Phases: 10: S. Yosemite St. & S. Chester St.



Queues

10: S. Yosemite St. & S. Chester St.



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Group Flow (vph)	82	735	668	480	350	80
v/c Ratio	0.28	0.35	0.62	0.59	0.24	0.11
Control Delay	10.3	11.0	18.9	5.1	10.4	3.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	10.3	11.0	18.9	5.1	10.4	3.3
Queue Length 50th (ft)	13	46	93	0	33	0
Queue Length 95th (ft)	30	66	139	54	51	14
Internal Link Dist (ft)		1762	970		396	
Turn Bay Length (ft)	200					140
Base Capacity (vph)	298	2551	1158	840	1459	718
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.28	0.29	0.58	0.57	0.24	0.11

Intersection Summary

HCM 6th Signalized Intersection Summary  
 10: S. Yosemite St. & S. Chester St.

Park Meadows  
 07/19/2022



Movement	EBL	EBT	WBT	WBR	SBL	SBR	
Lane Configurations							
Traffic Volume (veh/h)	75	676	615	442	322	74	
Future Volume (veh/h)	75	676	615	442	322	74	
Initial Q (Qb), veh	0	0	0	0	0	0	
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	
Work Zone On Approach		No	No		No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	
Adj Flow Rate, veh/h	82	735	668	480	350	80	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	
Percent Heavy Veh, %	2	2	2	2	2	2	
Cap, veh/h	331	2420	1163	519	1252	574	
Arrive On Green	0.06	0.47	0.33	0.33	0.36	0.36	
Sat Flow, veh/h	1781	5274	3647	1585	3456	1585	
Grp Volume(v), veh/h	82	735	668	480	350	80	
Grp Sat Flow(s),veh/h/ln	1781	1702	1777	1585	1728	1585	
Q Serve(g_s), s	1.5	4.9	8.6	16.1	4.0	1.9	
Cycle Q Clear(g_c), s	1.5	4.9	8.6	16.1	4.0	1.9	
Prop In Lane	1.00			1.00	1.00	1.00	
Lane Grp Cap(c), veh/h	331	2420	1163	519	1252	574	
V/C Ratio(X)	0.25	0.30	0.57	0.93	0.28	0.14	
Avail Cap(c_a), veh/h	380	2562	1163	519	1252	574	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	
Upstream Filter(l)	0.89	0.89	0.81	0.81	0.95	0.95	
Uniform Delay (d), s/veh	10.6	8.9	15.3	17.9	12.4	11.8	
Incr Delay (d2), s/veh	0.3	0.1	0.6	19.5	0.5	0.5	
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	
%ile BackOfQ(50%),veh/ln	0.5	1.5	3.1	7.9	1.4	2.1	
Unsig. Movement Delay, s/veh							
LnGrp Delay(d),s/veh	11.0	8.9	15.9	37.3	13.0	12.3	
LnGrp LOS	B	A	B	D	B	B	
Approach Vol, veh/h		817	1148		430		
Approach Delay, s/veh		9.2	24.8		12.8		
Approach LOS		A	C		B		
Timer - Assigned Phs				4	6	7	8
Phs Duration (G+Y+Rc), s				30.6	24.4	8.1	22.5
Change Period (Y+Rc), s				4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s				27.6	18.4	5.1	18.0
Max Q Clear Time (g_c+I1), s				6.9	6.0	3.5	18.1
Green Ext Time (p_c), s				5.2	1.3	0.0	0.0
<b>Intersection Summary</b>							
HCM 6th Ctrl Delay			17.3				
HCM 6th LOS			B				



Lanes and Geometrics  
 11: S. Chester St. & Westview Rd./NW Access Drive

Park Meadows  
 07/19/2022



Lane Group	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
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	85		0	0		0	90		0	190		0
Storage Lanes	1		0	1		1	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.97	0.95	0.95
Ped Bike Factor												
Frt		0.918				0.850		0.978				0.940
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1710	0	1770	1863	1583	1770	3461	0	3433	3327	0
Flt Permitted	0.726			0.683			0.950			0.950		
Satd. Flow (perm)	1352	1710	0	1272	1863	1583	1770	3461	0	3433	3327	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		63				259		39			220	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		259			217			476			565	
Travel Time (s)		5.9			4.9			10.8			12.8	

Intersection Summary

Area Type: Other

Timings  
 11: S. Chester St. & Westview Rd./NW Access Drive

Park Meadows  
 07/19/2022

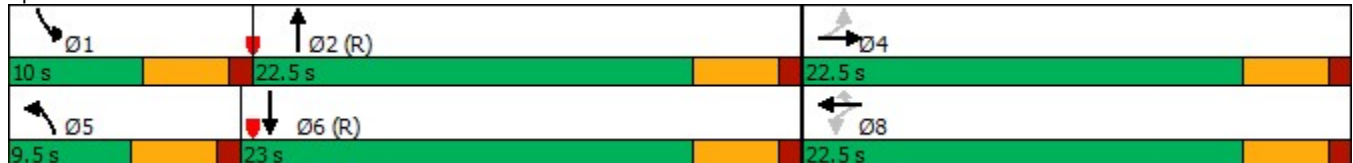


Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations	↖	↗	↖	↗	↗	↖	↕	↖↗	↕
Traffic Volume (vph)	118	48	45	43	238	95	365	235	307
Future Volume (vph)	118	48	45	43	238	95	365	235	307
Turn Type	Perm	NA	Perm	NA	Perm	Prot	NA	Prot	NA
Protected Phases		4		8		5	2	1	6
Permitted Phases	4		8		8				
Detector Phase	4	4	8	8	8	5	2	1	6
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	22.5	22.5	9.5	22.5	9.5	22.5
Total Split (s)	22.5	22.5	22.5	22.5	22.5	9.5	22.5	10.0	23.0
Total Split (%)	40.9%	40.9%	40.9%	40.9%	40.9%	17.3%	40.9%	18.2%	41.8%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag						Lead	Lag	Lead	Lag
Lead-Lag Optimize?						Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	C-Max	None	C-Max
Act Effct Green (s)	10.6	10.6	10.6	10.6	10.6	7.9	22.2	8.7	25.0
Actuated g/C Ratio	0.19	0.19	0.19	0.19	0.19	0.14	0.40	0.16	0.45
v/c Ratio	0.49	0.30	0.20	0.13	0.50	0.41	0.33	0.47	0.34
Control Delay	25.2	11.3	18.8	17.3	6.5	23.7	12.1	24.1	7.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	25.2	11.3	18.8	17.3	6.5	23.7	12.1	24.1	7.9
LOS	C	B	B	B	A	C	B	C	A
Approach Delay		18.6		9.6			14.2		13.0
Approach LOS		B		A			B		B

Intersection Summary

Cycle Length: 55  
 Actuated Cycle Length: 55  
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green  
 Natural Cycle: 55  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.50  
 Intersection Signal Delay: 13.4  
 Intersection LOS: B  
 Intersection Capacity Utilization 44.7%  
 ICU Level of Service A  
 Analysis Period (min) 15

Splits and Phases: 11: S. Chester St. & Westview Rd./NW Access Drive



Queues  
 11: S. Chester St. & Westview Rd./NW Access Drive

Park Meadows  
 07/19/2022



Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	128	115	49	47	259	103	467	255	554
v/c Ratio	0.49	0.30	0.20	0.13	0.50	0.41	0.33	0.47	0.34
Control Delay	25.2	11.3	18.8	17.3	6.5	23.7	12.1	24.1	7.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	25.2	11.3	18.8	17.3	6.5	23.7	12.1	24.1	7.9
Queue Length 50th (ft)	38	14	14	13	0	28	52	38	36
Queue Length 95th (ft)	71	43	33	31	43	m52	104	71	75
Internal Link Dist (ft)		179		137			396		485
Turn Bay Length (ft)	85					90		190	
Base Capacity (vph)	442	602	416	609	692	254	1417	544	1634
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.29	0.19	0.12	0.08	0.37	0.41	0.33	0.47	0.34

Intersection Summary

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

HCM 6th Signalized Intersection Summary  
 11: S. Chester St. & Westview Rd./NW Access Drive

Park Meadows  
 07/19/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↖	↖	↖	↖↗		↖↗	↖↗	
Traffic Volume (veh/h)	118	48	58	45	43	238	95	365	64	235	307	202
Future Volume (veh/h)	118	48	58	45	43	238	95	365	64	235	307	202
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	128	52	63	49	47	0	103	397	70	255	334	220
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	318	123	149	257	298		132	1497	262	346	1079	696
Arrive On Green	0.16	0.16	0.16	0.16	0.16	0.00	0.07	0.50	0.50	0.10	0.52	0.52
Sat Flow, veh/h	1359	770	933	1277	1870	1585	1781	3023	529	3456	2071	1336
Grp Volume(v), veh/h	128	0	115	49	47	0	103	232	235	255	286	268
Grp Sat Flow(s),veh/h/ln	1359	0	1702	1277	1870	1585	1781	1777	1775	1728	1777	1630
Q Serve(g_s), s	4.9	0.0	3.3	2.0	1.2	0.0	3.1	4.2	4.2	3.9	5.0	5.2
Cycle Q Clear(g_c), s	6.1	0.0	3.3	5.3	1.2	0.0	3.1	4.2	4.2	3.9	5.0	5.2
Prop In Lane	1.00		0.55	1.00		1.00	1.00		0.30	1.00		0.82
Lane Grp Cap(c), veh/h	318	0	271	257	298		132	880	879	346	926	850
V/C Ratio(X)	0.40	0.00	0.42	0.19	0.16		0.78	0.26	0.27	0.74	0.31	0.32
Avail Cap(c_a), veh/h	546	0	557	471	612		162	880	879	346	926	850
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	0.00	1.00	1.00	1.00	0.00	0.82	0.82	0.82	0.84	0.84	0.84
Uniform Delay (d), s/veh	22.6	0.0	20.8	23.2	19.9	0.0	25.0	8.1	8.1	24.0	7.5	7.5
Incr Delay (d2), s/veh	0.8	0.0	1.1	0.4	0.2	0.0	15.0	0.6	0.6	6.9	0.7	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	0.0	1.3	0.6	0.5	0.0	1.8	1.4	1.5	1.8	1.7	1.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	23.4	0.0	21.9	23.6	20.2	0.0	40.1	8.7	8.7	30.9	8.2	8.4
LnGrp LOS	C	A	C	C	C		D	A	A	C	A	A
Approach Vol, veh/h		243			96	A		570			809	
Approach Delay, s/veh		22.7			21.9			14.3			15.4	
Approach LOS		C			C			B			B	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	10.0	31.7		13.3	8.6	33.2		13.3				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	5.5	18.0		18.0	5.0	18.5		18.0				
Max Q Clear Time (g_c+I1), s	5.9	6.2		8.1	5.1	7.2		7.3				
Green Ext Time (p_c), s	0.0	2.2		0.7	0.0	2.7		0.2				

Intersection Summary

HCM 6th Ctrl Delay	16.5
HCM 6th LOS	B

Notes

Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

Lanes and Geometrics  
 12: Park Meadows Ring Rd. & North Access Drive

Park Meadows  
 07/19/2022



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕↕	↕	↕	↕	↕
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)		0%	0%		0%	
Storage Length (ft)	0			0	0	0
Storage Lanes	0			1	1	1
Taper Length (ft)	25				25	
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt				0.850		0.850
Flt Protected		0.987			0.950	
Satd. Flow (prot)	0	3493	1863	1583	1770	1583
Flt Permitted		0.987			0.950	
Satd. Flow (perm)	0	3493	1863	1583	1770	1583
Link Speed (mph)		30	30		30	
Link Distance (ft)		1249	1271		255	
Travel Time (s)		28.4	28.9		5.8	

Intersection Summary

Area Type: Other

HCM Unsignalized Intersection Capacity Analysis  
 12: Park Meadows Ring Rd. & North Access Drive

Park Meadows  
 07/19/2022



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕↕	↕	↕	↕	↕
Traffic Volume (veh/h)	46	126	95	205	498	161
Future Volume (Veh/h)	46	126	95	205	498	161
Sign Control		Stop	Stop		Free	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	50	137	103	223	541	175
<b>Pedestrians</b>						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage veh						
Upstream signal (ft)	255					
pX, platoon unblocked						
vC, conflicting volume	1134	1082	1082	0	0	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1134	1082	1082	0	0	
tC, single (s)	7.1	6.5	6.5	6.2	4.1	
tC, 2 stage (s)						
tF (s)	3.5	4.0	4.0	3.3	2.2	
p0 queue free %	0	6	29	79	67	
cM capacity (veh/h)	47	145	145	1085	1623	
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	SB 1	SB 2
Volume Total	96	91	103	223	541	175
Volume Left	50	0	0	0	541	0
Volume Right	0	0	0	223	0	175
cSH	69	145	145	1085	1623	1700
Volume to Capacity	1.38	0.63	0.71	0.21	0.33	0.10
Queue Length 95th (ft)	196	85	103	19	37	0
Control Delay (s)	341.2	64.8	75.1	9.2	8.3	0.0
Lane LOS	F	F	F	A	A	
Approach Delay (s)	206.2		30.0		6.3	
Approach LOS	F		D			
<b>Intersection Summary</b>						
Average Delay			43.0			
Intersection Capacity Utilization			43.5%		ICU Level of Service	A
Analysis Period (min)			15			

Lanes and Geometrics  
 13: Park Meadows Ring Rd. & East Access Drive

Park Meadows  
 07/19/2022



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%		0%			0%
Storage Length (ft)	0	0		0	0	
Storage Lanes	1	1		1	0	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	0.95
Ped Bike Factor						
Frt		0.850		0.850		
Flt Protected	0.950					0.966
Satd. Flow (prot)	1770	1583	1863	1583	0	3419
Flt Permitted	0.950					0.966
Satd. Flow (perm)	1770	1583	1863	1583	0	3419
Link Speed (mph)	30		30			30
Link Distance (ft)	204		1336			1271
Travel Time (s)	4.6		30.4			28.9

Intersection Summary

Area Type: Other

HCM Unsignalized Intersection Capacity Analysis  
 13: Park Meadows Ring Rd. & East Access Drive

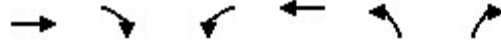
Park Meadows  
 07/19/2022



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						 
Traffic Volume (veh/h)	243	205	64	124	290	126
Future Volume (Veh/h)	243	205	64	124	290	126
Sign Control	Free		Stop		Stop	
Grade	0%		0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	264	223	70	135	315	137
<b>Pedestrians</b>						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage (veh)						
Upstream signal (ft)	204					
pX, platoon unblocked						
vC, conflicting volume	0		528	0	563	528
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	0		528	0	563	528
tC, single (s)	4.1		6.5	6.2	7.1	6.5
tC, 2 stage (s)						
tF (s)	2.2		4.0	3.3	3.5	4.0
p0 queue free %	84		82	88	0	64
cM capacity (veh/h)	1623		382	1085	289	382
<b>Direction, Lane #</b>	<b>WB 1</b>	<b>WB 2</b>	<b>NB 1</b>	<b>NB 2</b>	<b>SB 1</b>	<b>SB 2</b>
Volume Total	264	223	70	135	361	91
Volume Left	264	0	0	0	315	0
Volume Right	0	223	0	135	0	0
cSH	1623	1700	382	1085	298	382
Volume to Capacity	0.16	0.13	0.18	0.12	1.21	0.24
Queue Length 95th (ft)	15	0	17	11	405	23
Control Delay (s)	7.6	0.0	16.5	8.8	158.3	17.4
Lane LOS	A		C	A	F	C
Approach Delay (s)	4.1		11.4		129.8	
Approach LOS			B		F	
<b>Intersection Summary</b>						
Average Delay			55.1			
Intersection Capacity Utilization			42.9%		ICU Level of Service	A
Analysis Period (min)			15			



Lanes and Geometrics  
 14: SE Access Drive & Park Meadows Ring Rd.



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↑		↑↑	↑	↑
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)		0	0		0	0
Storage Lanes		1	0		1	1
Taper Length (ft)			25		25	
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	1.00
Ped Bike Factor						
Frt		0.850				0.850
Flt Protected				0.969	0.950	
Satd. Flow (prot)	1863	1583	0	3429	1770	1583
Flt Permitted				0.969	0.950	
Satd. Flow (perm)	1863	1583	0	3429	1770	1583
Link Speed (mph)	30			30	30	
Link Distance (ft)	1566			1336	207	
Travel Time (s)	35.6			30.4	4.7	

Intersection Summary

Area Type: Other

HCM Unsignalized Intersection Capacity Analysis  
 14: SE Access Drive & Park Meadows Ring Rd.

Park Meadows  
 07/19/2022



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↑		↑↑	↑	↑
Traffic Volume (veh/h)	61	178	118	67	95	108
Future Volume (Veh/h)	61	178	118	67	95	108
Sign Control	Stop			Stop	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	66	193	128	73	103	117
<b>Pedestrians</b>						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage (veh)						
Upstream signal (ft)	207					
pX, platoon unblocked						
vC, conflicting volume	206	0	239	206	0	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	206	0	239	206	0	
tC, single (s)	6.5	6.2	7.1	6.5	4.1	
tC, 2 stage (s)						
tF (s)	4.0	3.3	3.5	4.0	2.2	
p0 queue free %	90	82	75	89	94	
cM capacity (veh/h)	647	1085	516	647	1623	
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	NB 2
Volume Total	66	193	152	49	103	117
Volume Left	0	0	128	0	103	0
Volume Right	0	193	0	0	0	117
cSH	647	1085	533	647	1623	1700
Volume to Capacity	0.10	0.18	0.29	0.08	0.06	0.07
Queue Length 95th (ft)	8	16	29	6	5	0
Control Delay (s)	11.2	9.0	14.4	11.0	7.4	0.0
Lane LOS	B	A	B	B	A	
Approach Delay (s)	9.6		13.6		3.4	
Approach LOS	A		B			
<b>Intersection Summary</b>						
Average Delay			8.8			
Intersection Capacity Utilization			25.1%		ICU Level of Service	A
Analysis Period (min)			15			

Lanes and Geometrics  
 15: Park Meadows Ring Rd. & SW Access Drive

Park Meadows  
 07/19/2022



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)	0	0	0			0
Storage Lanes	1	1	0			1
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	1.00
Ped Bike Factor						
Frt		0.850				0.850
Flt Protected	0.950			0.968		
Satd. Flow (prot)	1770	1583	0	3426	1863	1583
Flt Permitted	0.950			0.968		
Satd. Flow (perm)	1770	1583	0	3426	1863	1583
Link Speed (mph)	30			30	30	
Link Distance (ft)	367			1566	1358	
Travel Time (s)	8.3			35.6	30.9	

Intersection Summary

Area Type: Other

HCM Unsignalized Intersection Capacity Analysis  
 15: Park Meadows Ring Rd. & SW Access Drive

Park Meadows  
 07/19/2022



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	234	252	184	91	113	94
Future Volume (Veh/h)	234	252	184	91	113	94
Sign Control	Free			Stop	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	254	274	200	99	123	102
<b>Pedestrians</b>						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage (veh)						
Upstream signal (ft)	367					
pX, platoon unblocked						
vC, conflicting volume	0		570	508	508	0
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	0		570	508	508	0
tC, single (s)	4.1		7.1	6.5	6.5	6.2
tC, 2 stage (s)						
tF (s)	2.2		3.5	4.0	4.0	3.3
p0 queue free %	84		24	75	69	91
cM capacity (veh/h)	1623		264	395	395	1085
<b>Direction, Lane #</b>	<b>EB 1</b>	<b>EB 2</b>	<b>NB 1</b>	<b>NB 2</b>	<b>SB 1</b>	<b>SB 2</b>
Volume Total	254	274	233	66	123	102
Volume Left	254	0	200	0	0	0
Volume Right	0	274	0	0	0	102
cSH	1623	1700	277	395	395	1085
Volume to Capacity	0.16	0.16	0.84	0.17	0.31	0.09
Queue Length 95th (ft)	14	0	175	15	33	8
Control Delay (s)	7.6	0.0	61.3	15.9	18.2	8.7
Lane LOS	A		F	C	C	A
Approach Delay (s)	3.7		51.3		13.9	
Approach LOS			F		B	
<b>Intersection Summary</b>						
Average Delay			19.4			
Intersection Capacity Utilization			36.5%	ICU Level of Service	A	
Analysis Period (min)			15			

Lanes and Geometrics  
 16: Park Meadows Ring Rd. & NW Access Drive

Park Meadows  
 07/19/2022



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%		0%		0%	
Storage Length (ft)	0	0	0			0
Storage Lanes	1	1	0			1
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	1.00
Ped Bike Factor						
Frt	0.850				0.850	
Flt Protected	0.950		0.959			
Satd. Flow (prot)	1770	1583	0	3394	1863	1583
Flt Permitted	0.950		0.959			
Satd. Flow (perm)	1770	1583	0	3394	1863	1583
Link Speed (mph)	30		30		30	
Link Distance (ft)	217		1358		1249	
Travel Time (s)	4.9		30.9		28.4	

Intersection Summary

Area Type: Other

HCM Unsignalized Intersection Capacity Analysis  
 16: Park Meadows Ring Rd. & NW Access Drive






































Park Meadows  
 07/19/2022



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	183	152	221	38	105	123
Future Volume (Veh/h)	183	152	221	38	105	123
Sign Control	Free			Stop	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	199	165	240	41	114	134
<b>Pedestrians</b>						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage (veh)						
Upstream signal (ft)	217					
pX, platoon unblocked						
vC, conflicting volume	0		455	398	398	0
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	0		455	398	398	0
tC, single (s)	4.1		7.1	6.5	6.5	6.2
tC, 2 stage (s)						
tF (s)	2.2		3.5	4.0	4.0	3.3
p0 queue free %	88		28	91	76	88
cM capacity (veh/h)	1623		335	474	474	1085
<b>Direction, Lane #</b>	<b>EB 1</b>	<b>EB 2</b>	<b>NB 1</b>	<b>NB 2</b>	<b>SB 1</b>	<b>SB 2</b>
Volume Total	199	165	254	27	114	134
Volume Left	199	0	240	0	0	0
Volume Right	0	165	0	0	0	134
cSH	1623	1700	340	474	474	1085
Volume to Capacity	0.12	0.10	0.75	0.06	0.24	0.12
Queue Length 95th (ft)	10	0	144	5	23	11
Control Delay (s)	7.5	0.0	41.0	13.1	15.0	8.8
Lane LOS	A		E	B	B	A
Approach Delay (s)	4.1		38.3		11.6	
Approach LOS			E		B	
<b>Intersection Summary</b>						
Average Delay			17.0			
Intersection Capacity Utilization			35.7%	ICU Level of Service	A	
Analysis Period (min)			15			

Lanes and Geometrics  
 1: S. Yosemite St. & E. County Line Rd.

Park Meadows  
 07/19/2022

												
Lane Group	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
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	175		350	600		0	235		0	210		0
Storage Lanes	2		1	2		1	2		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.97	0.91	1.00	0.97	0.91	1.00	0.97	0.95	1.00	1.00	0.95	0.95
Ped Bike Factor												
Frt			0.850			0.850			0.850		0.948	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	5085	1583	3433	5085	1583	3433	3539	1583	1770	3355	0
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3433	5085	1583	3433	5085	1583	3433	3539	1583	1770	3355	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			233			142			142			84
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		556			1568			1842			710	
Travel Time (s)		12.6			35.6			41.9			16.1	

Intersection Summary

Area Type: Other

Timings  
1: S. Yosemite St. & E. County Line Rd.

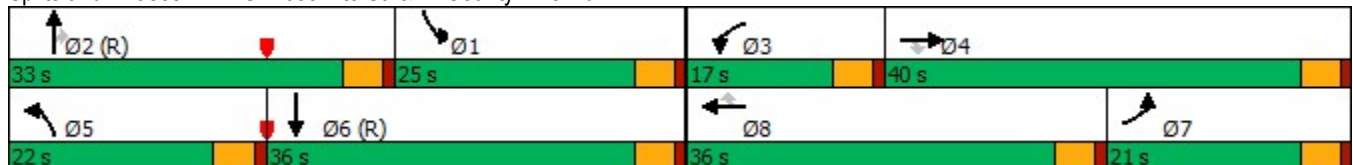
Park Meadows  
07/19/2022

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	
Lane Configurations												
Traffic Volume (vph)	211	853	214	133	717	75	222	290	92	115	282	
Future Volume (vph)	211	853	214	133	717	75	222	290	92	115	282	
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	9.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5	
Total Split (s)	21.0	40.0	40.0	17.0	36.0	36.0	22.0	33.0	33.0	25.0	36.0	
Total Split (%)	18.3%	34.8%	34.8%	14.8%	31.3%	31.3%	19.1%	28.7%	28.7%	21.7%	31.3%	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	
Lead/Lag	Lag	Lag	Lag	Lead	Lead	Lead	Lead	Lead	Lead	Lag	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	None	None	None	None	None	None	C-Max	C-Max	None	C-Max	
Act Effct Green (s)	15.3	30.6	30.6	10.1	25.4	25.4	13.3	35.8	35.8	20.5	43.0	
Actuated g/C Ratio	0.13	0.27	0.27	0.09	0.22	0.22	0.12	0.31	0.31	0.18	0.37	
v/c Ratio	0.50	0.68	0.39	0.48	0.69	0.18	0.61	0.29	0.17	0.40	0.36	
Control Delay	50.0	40.3	5.9	54.5	44.5	10.9	54.7	32.3	2.6	46.1	23.8	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	50.0	40.3	5.9	54.5	44.5	10.9	54.7	32.3	2.6	46.1	23.8	
LOS	D	D	A	D	D	B	D	C	A	D	C	
Approach Delay		36.1			43.2			36.0			28.5	
Approach LOS		D			D			D			C	

Intersection Summary

Cycle Length: 115  
 Actuated Cycle Length: 115  
 Offset: 78 (68%), Referenced to phase 2:NBT and 6:SBT, Start of Green  
 Natural Cycle: 65  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.69  
 Intersection Signal Delay: 36.8  
 Intersection LOS: D  
 Intersection Capacity Utilization 54.6%  
 ICU Level of Service A  
 Analysis Period (min) 15

Splits and Phases: 1: S. Yosemite St. & E. County Line Rd.





Queues

1: S. Yosemite St. & E. County Line Rd.




































Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	229	927	233	145	779	82	241	315	100	125	471
v/c Ratio	0.50	0.68	0.39	0.48	0.69	0.18	0.61	0.29	0.17	0.40	0.36
Control Delay	50.0	40.3	5.9	54.5	44.5	10.9	54.7	32.3	2.6	46.1	23.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	50.0	40.3	5.9	54.5	44.5	10.9	54.7	32.3	2.6	46.1	23.8
Queue Length 50th (ft)	81	224	0	53	182	14	88	93	0	83	107
Queue Length 95th (ft)	121	258	56	83	213	m41	126	144	18	142	175
Internal Link Dist (ft)		476			1488			1762			630
Turn Bay Length (ft)	175		350	600			235			210	
Base Capacity (vph)	499	1569	649	373	1392	536	522	1101	590	315	1306
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.46	0.59	0.36	0.39	0.56	0.15	0.46	0.29	0.17	0.40	0.36

Intersection Summary

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

HCM 6th Signalized Intersection Summary  
 1: S. Yosemite St. & E. County Line Rd.

Park Meadows  
 07/19/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 	  		 	  		 	 			 	
Traffic Volume (veh/h)	211	853	214	133	717	75	222	290	92	115	282	151
Future Volume (veh/h)	211	853	214	133	717	75	222	290	92	115	282	151
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	229	927	233	145	779	82	241	315	100	125	307	164
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	325	1228	381	208	1054	327	310	881	393	526	1023	534
Arrive On Green	0.09	0.24	0.24	0.02	0.07	0.07	0.09	0.25	0.25	0.30	0.45	0.45
Sat Flow, veh/h	3456	5106	1585	3456	5106	1585	3456	3554	1585	1781	2258	1177
Grp Volume(v), veh/h	229	927	233	145	779	82	241	315	100	125	240	231
Grp Sat Flow(s),veh/h/ln	1728	1702	1585	1728	1702	1585	1728	1777	1585	1781	1777	1658
Q Serve(g_s), s	7.4	19.4	15.1	4.8	17.2	5.6	7.8	8.4	4.8	6.1	9.8	10.2
Cycle Q Clear(g_c), s	7.4	19.4	15.1	4.8	17.2	5.6	7.8	8.4	4.8	6.1	9.8	10.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.71
Lane Grp Cap(c), veh/h	325	1228	381	208	1054	327	310	881	393	526	805	751
V/C Ratio(X)	0.70	0.76	0.61	0.70	0.74	0.25	0.78	0.36	0.25	0.24	0.30	0.31
Avail Cap(c_a), veh/h	496	1576	489	376	1399	434	526	881	393	526	805	751
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.76	0.76	0.76	0.78	0.78	0.78	1.00	1.00	1.00
Uniform Delay (d), s/veh	50.5	40.5	38.9	55.3	50.5	45.2	51.2	35.7	23.1	30.7	19.9	20.0
Incr Delay (d2), s/veh	2.8	1.6	1.6	3.2	1.1	0.3	3.3	0.9	1.2	0.2	0.9	1.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.3	8.2	6.0	2.2	8.0	0.0	3.5	3.8	2.4	2.7	4.3	4.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	53.3	42.1	40.5	58.5	51.7	45.5	54.5	36.6	24.3	31.0	20.8	21.0
LnGrp LOS	D	D	D	E	D	D	D	D	C	C	C	C
Approach Vol, veh/h		1389			1006			656			596	
Approach Delay, s/veh		43.7			52.1			41.3			23.0	
Approach LOS		D			D			D			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	38.4	33.0	11.4	32.1	14.8	56.6	15.3	28.2				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	20.5	28.5	12.5	35.5	17.5	31.5	16.5	31.5				
Max Q Clear Time (g_c+I1), s	8.1	10.4	6.8	21.4	9.8	12.2	9.4	19.2				
Green Ext Time (p_c), s	0.2	2.2	0.2	6.3	0.5	2.8	0.4	4.5				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay			42.2									
HCM 6th LOS			D									

Lanes and Geometrics  
2: S. Chester St. & E. County Line Rd.

Park Meadows  
07/19/2022



Lane Group	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
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	550		0	525		0	135		0	125		110
Storage Lanes	2		1	2		0	2		1	2		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.97	0.91	1.00	0.97	0.86	0.86	0.97	0.95	1.00	0.97	0.95	1.00
Ped Bike Factor												
Frt			0.850		0.957				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	5085	1583	3433	6132	0	3433	3539	1583	3433	3539	1583
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3433	5085	1583	3433	6132	0	3433	3539	1583	3433	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			142		94				375			249
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1568			1050			565			792	
Travel Time (s)		35.6			23.9			12.8			18.0	

Intersection Summary

Area Type: Other

Timings  
2: S. Chester St. & E. County Line Rd.

Park Meadows  
07/19/2022

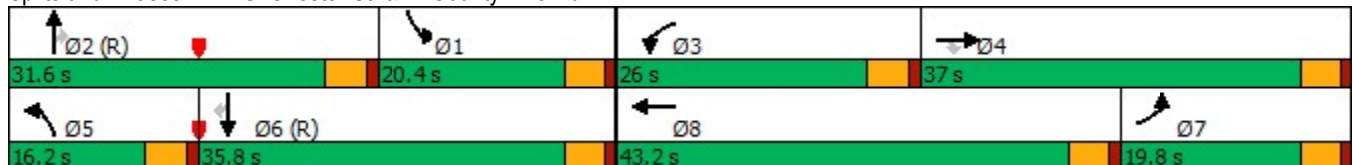


Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↑↑↑	↔	↔↔	↑↑↑	↔↔	↑↑	↔	↔↔	↑↑	↔
Traffic Volume (vph)	252	1001	108	391	614	184	262	345	272	179	229
Future Volume (vph)	252	1001	108	391	614	184	262	345	272	179	229
Turn Type	Prot	NA	Perm	Prot	NA	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8	5	2		1	6	
Permitted Phases				4				2			6
Detector Phase	7	4	4	3	8	5	2	2	1	6	6
Switch Phase											
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	22.5	9.5	22.5	9.5	22.5	22.5	9.5	22.5	22.5
Total Split (s)	19.8	37.0	37.0	26.0	43.2	16.2	31.6	31.6	20.4	35.8	35.8
Total Split (%)	17.2%	32.2%	32.2%	22.6%	37.6%	14.1%	27.5%	27.5%	17.7%	31.1%	31.1%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lag	Lag	Lag	Lead	Lead	Lead	Lead	Lead	Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	C-Max	C-Max	None	C-Max	C-Max
Act Effct Green (s)	25.7	31.6	31.6	18.8	24.8	10.9	30.7	30.7	15.9	35.7	35.7
Actuated g/C Ratio	0.22	0.27	0.27	0.16	0.22	0.09	0.27	0.27	0.14	0.31	0.31
v/c Ratio	0.36	0.78	0.22	0.76	0.67	0.62	0.30	0.54	0.62	0.18	0.38
Control Delay	17.6	19.8	1.0	43.5	30.6	58.6	35.9	6.9	53.2	31.1	5.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	17.6	19.8	1.0	43.5	30.6	58.6	35.9	6.9	53.2	31.1	5.8
LOS	B	B	A	D	C	E	D	A	D	C	A
Approach Delay		17.9			34.6		28.5			31.4	
Approach LOS		B			C		C			C	

Intersection Summary

Cycle Length: 115  
 Actuated Cycle Length: 115  
 Offset: 102 (89%), Referenced to phase 2:NBT and 6:SBT, Start of Green  
 Natural Cycle: 75  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.78  
 Intersection Signal Delay: 27.3  
 Intersection Capacity Utilization 60.5%  
 Analysis Period (min) 15  
 Intersection LOS: C  
 ICU Level of Service B

Splits and Phases: 2: S. Chester St. & E. County Line Rd.



Queues  
2: S. Chester St. & E. County Line Rd.

Park Meadows  
07/19/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	274	1088	117	425	931	200	285	375	296	195	249
v/c Ratio	0.36	0.78	0.22	0.76	0.67	0.62	0.30	0.54	0.62	0.18	0.38
Control Delay	17.6	19.8	1.0	43.5	30.6	58.6	35.9	6.9	53.2	31.1	5.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	17.6	19.8	1.0	43.5	30.6	58.6	35.9	6.9	53.2	31.1	5.8
Queue Length 50th (ft)	33	92	0	159	175	73	92	0	107	58	0
Queue Length 95th (ft)	80	150	3	193	184	113	133	79	154	90	61
Internal Link Dist (ft)		1488			970		485			712	
Turn Bay Length (ft)	550			525		135			125		110
Base Capacity (vph)	766	1457	555	641	2125	349	943	697	474	1098	663
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.36	0.75	0.21	0.66	0.44	0.57	0.30	0.54	0.62	0.18	0.38

Intersection Summary

HCM 6th Signalized Intersection Summary  
 2: S. Chester St. & E. County Line Rd.

Park Meadows  
 07/19/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	252	1001	108	391	614	243	184	262	345	272	179	229
Future Volume (veh/h)	252	1001	108	391	614	243	184	262	345	272	179	229
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	274	1088	117	425	667	264	200	285	375	296	195	249
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	599	1332	413	505	1128	371	262	837	374	694	1282	572
Arrive On Green	0.06	0.09	0.09	0.05	0.08	0.08	0.08	0.24	0.24	0.20	0.36	0.36
Sat Flow, veh/h	3456	5106	1585	3456	4826	1585	3456	3554	1585	3456	3554	1585
Grp Volume(v), veh/h	274	1088	117	425	667	264	200	285	375	296	195	249
Grp Sat Flow(s),veh/h/ln	1728	1702	1585	1728	1609	1585	1728	1777	1585	1728	1777	1585
Q Serve(g_s), s	8.8	24.1	8.0	14.0	15.4	18.7	6.5	7.7	19.1	8.6	4.3	8.3
Cycle Q Clear(g_c), s	8.8	24.1	8.0	14.0	15.4	18.7	6.5	7.7	19.1	8.6	4.3	8.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	599	1332	413	505	1128	371	262	837	374	694	1282	572
V/C Ratio(X)	0.46	0.82	0.28	0.84	0.59	0.71	0.76	0.34	1.00	0.43	0.15	0.44
Avail Cap(c_a), veh/h	599	1443	448	646	1624	533	352	837	374	694	1282	572
HCM Platoon Ratio	0.33	0.33	0.33	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.76	0.76	0.76	0.98	0.98	0.98	0.86	0.86	0.86	1.00	1.00	1.00
Uniform Delay (d), s/veh	49.0	49.9	42.5	53.4	47.7	49.3	52.1	36.5	21.9	40.2	24.9	10.3
Incr Delay (d2), s/veh	0.4	2.7	0.3	7.7	0.5	2.5	5.9	1.0	44.2	0.4	0.3	2.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.1	11.4	3.3	7.1	6.7	8.2	3.0	3.4	11.6	3.7	1.9	3.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	49.4	52.6	42.8	61.1	48.2	51.8	58.0	37.5	66.1	40.6	25.1	12.7
LnGrp LOS	D	D	D	E	D	D	E	D	F	D	C	B
Approach Vol, veh/h		1479			1356			860			740	
Approach Delay, s/veh		51.2			53.0			54.7			27.1	
Approach LOS		D			D			D			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	27.6	31.6	21.3	34.5	13.2	46.0	24.4	31.4				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	15.9	27.1	21.5	32.5	11.7	31.3	15.3	38.7				
Max Q Clear Time (g_c+I1), s	10.6	21.1	16.0	26.1	8.5	10.3	10.8	20.7				
Green Ext Time (p_c), s	0.5	1.7	0.8	3.9	0.2	2.0	0.4	6.2				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay			48.4									
HCM 6th LOS			D									

Lanes and Geometrics  
 3: North Access Drive & E. County Line Rd.



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑	↑	↙↘	↑↑↑		↙↘
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)		0	350		0	0
Storage Lanes		1	2		0	2
Taper Length (ft)			25		25	
Lane Util. Factor	0.91	1.00	0.97	0.86	1.00	0.88
Ped Bike Factor						
Frt		0.850				0.850
Flt Protected			0.950			
Satd. Flow (prot)	5085	1583	3433	6408	0	2787
Flt Permitted			0.950			
Satd. Flow (perm)	5085	1583	3433	6408	0	2787
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		167				37
Link Speed (mph)	30			30	30	
Link Distance (ft)	1050			651	255	
Travel Time (s)	23.9			14.8	5.8	

Intersection Summary

Area Type: Other

Timings  
3: North Access Drive & E. County Line Rd.



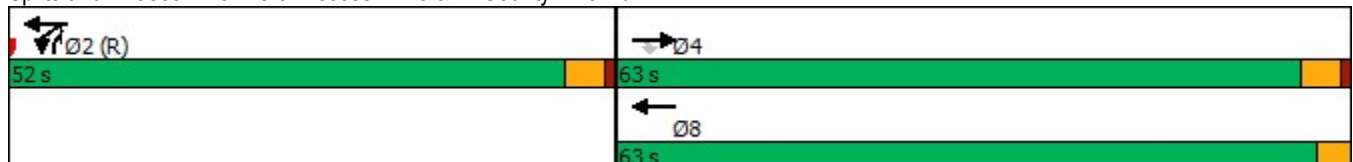
Lane Group	EBT	EBR	WBL	WBT	NBR	Ø8
Lane Configurations	↑↑↑	↑	↙↘	↑↑↑	↙↘	
Traffic Volume (vph)	1358	177	543	1335	536	
Future Volume (vph)	1358	177	543	1335	536	
Turn Type	NA	Perm	Prot	NA	Over	
Protected Phases	4		2	2 8	2	8
Permitted Phases		4			2	
Detector Phase	4	4	2	2 8	2	
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0		5.0	5.0
Minimum Split (s)	22.5	22.5	9.5		9.5	22.5
Total Split (s)	63.0	63.0	52.0		52.0	63.0
Total Split (%)	54.8%	54.8%	45.2%		45.2%	55%
Yellow Time (s)	3.5	3.5	3.5		3.5	3.0
All-Red Time (s)	1.0	1.0	1.0		1.0	0.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	
Total Lost Time (s)	4.5	4.5	4.5		4.5	
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	None	None	C-Max		C-Max	None
Act Effct Green (s)	50.2	50.2	55.8	115.0	55.8	
Actuated g/C Ratio	0.44	0.44	0.49	1.00	0.49	
v/c Ratio	0.66	0.24	0.35	0.23	0.43	
Control Delay	12.1	2.4	23.7	0.1	20.3	
Queue Delay	0.0	0.0	0.0	0.0	0.0	
Total Delay	12.1	2.4	23.7	0.1	20.3	
LOS	B	A	C		A	C
Approach Delay	11.0			6.9		
Approach LOS	B			A		

Intersection Summary

Cycle Length: 115  
 Actuated Cycle Length: 115  
 Offset: 10 (9%), Referenced to phase 2:WBTL and 6:, Start of Green  
 Natural Cycle: 40  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.66  
 Intersection Signal Delay: 10.3  
 Intersection Capacity Utilization 52.5%  
 Analysis Period (min) 15

Intersection LOS: B  
 ICU Level of Service A

Splits and Phases: 3: North Access Drive & E. County Line Rd.





Queues  
3: North Access Drive & E. County Line Rd.



Lane Group	EBT	EBR	WBL	WBT	NBR
Lane Group Flow (vph)	1476	192	590	1451	583
v/c Ratio	0.66	0.24	0.35	0.23	0.43
Control Delay	12.1	2.4	23.7	0.1	20.3
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	12.1	2.4	23.7	0.1	20.3
Queue Length 50th (ft)	127	7	185	0	145
Queue Length 95th (ft)	125	m16	254	0	224
Internal Link Dist (ft)	970			571	
Turn Bay Length (ft)			350		
Base Capacity (vph)	2586	887	1664	6390	1370
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.57	0.22	0.35	0.23	0.43

Intersection Summary

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

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HCM 6th Edition methodology expects strict NEMA phasing.

Lanes and Geometrics  
 4: Park Meadow Center Dr. & E. County Line Rd.

Park Meadows  
 07/19/2022



Lane Group	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
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		325	0		100	0		250	250		175
Storage Lanes	0		1	0		1	0		1	3		2
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.86	1.00	1.00	0.91	1.00	1.00	1.00	0.76	0.94	0.95	0.88
Ped Bike Factor												
Frt			0.850			0.850			0.850			0.850
Flt Protected										0.950		
Satd. Flow (prot)	0	6408	1583	0	5085	1583	0	0	3610	4990	3539	2787
Flt Permitted										0.950		
Satd. Flow (perm)	0	6408	1583	0	5085	1583	0	0	3610	4990	3539	2787
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			224			57			810			835
Link Speed (mph)		30			30			30				30
Link Distance (ft)		651			987			1238				614
Travel Time (s)		14.8			22.4			28.1				14.0

Intersection Summary

Area Type: Other

Timings  
4: Park Meadow Center Dr. & E. County Line Rd.

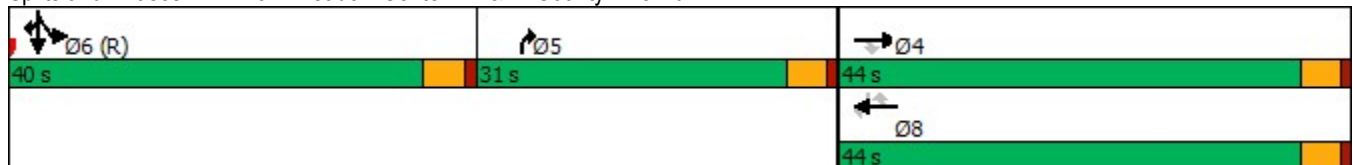


Lane Group	EBT	EBR	WBT	WBR	NBR	SBL	SBT	SBR
Lane Configurations	↑↑↑↑	↗	↑↑↑↑	↗	↗↗↗	↗↗↗	↑↑	↗↗
Traffic Volume (vph)	1585	206	851	43	961	84	708	768
Future Volume (vph)	1585	206	851	43	961	84	708	768
Turn Type	NA	Perm	NA	Perm	Prot	Split	NA	custom
Protected Phases	4		8		5	6	6	6
Permitted Phases		4		8				8
Detector Phase	4	4	8	8	5	6	6	6
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	22.5	9.5	22.5	22.5	22.5
Total Split (s)	44.0	44.0	44.0	44.0	31.0	40.0	40.0	40.0
Total Split (%)	38.3%	38.3%	38.3%	38.3%	27.0%	34.8%	34.8%	34.8%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag					Lag	Lead	Lead	Lead
Lead-Lag Optimize?					Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	C-Max	C-Max	C-Max
Act Effct Green (s)	44.3	44.3	44.3	44.3	16.5	40.7	40.7	89.5
Actuated g/C Ratio	0.39	0.39	0.39	0.39	0.14	0.35	0.35	0.78
v/c Ratio	0.70	0.30	0.47	0.07	0.86	0.05	0.61	0.35
Control Delay	17.3	1.8	17.2	0.5	18.1	26.9	34.7	0.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	17.3	1.8	17.2	0.5	18.1	26.9	34.7	0.8
LOS	B	A	B	A	B	C	C	A
Approach Delay	15.5		16.4				17.6	
Approach LOS	B		B				B	

Intersection Summary

Cycle Length: 115  
 Actuated Cycle Length: 115  
 Offset: 8 (7%), Referenced to phase 6:SBTL, Start of Green  
 Natural Cycle: 55  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.86  
 Intersection Signal Delay: 16.8  
 Intersection Capacity Utilization 60.8%  
 Analysis Period (min) 15  
 Intersection LOS: B  
 ICU Level of Service B

Splits and Phases: 4: Park Meadow Center Dr. & E. County Line Rd.





Lane Group	EBT	EBR	WBT	WBR	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	1723	224	925	47	1045	91	770	835
v/c Ratio	0.70	0.30	0.47	0.07	0.86	0.05	0.61	0.35
Control Delay	17.3	1.8	17.2	0.5	18.1	26.9	34.7	0.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	17.3	1.8	17.2	0.5	18.1	26.9	34.7	0.8
Queue Length 50th (ft)	116	5	100	0	71	16	264	0
Queue Length 95th (ft)	285	16	230	2	128	30	335	19
Internal Link Dist (ft)	571		907				534	
Turn Bay Length (ft)		325		100	250	250		175
Base Capacity (vph)	2467	747	1957	644	1455	1767	1253	2354
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.70	0.30	0.47	0.07	0.72	0.05	0.61	0.35

#### Intersection Summary

HCM 6th Signalized Intersection Summary  
 4: Park Meadow Center Dr. & E. County Line Rd.

Park Meadows  
 07/19/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑	↗		↑↑↑	↗			↗↗↗	↘↘↘	↑↑	↗↗
Traffic Volume (veh/h)	0	1585	206	0	851	43	0	0	961	84	708	768
Future Volume (veh/h)	0	1585	206	0	851	43	0	0	961	84	708	768
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	0	1870	1870	0	1870	1870	0	0	1870	1870	1870	1870
Adj Flow Rate, veh/h	0	1723	0	0	925	0	0	0	1045	91	770	835
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	2	2	0	2	2	0	0	2	2	2	2
Cap, veh/h	0	2014		0	1598		0	0	0	3058	2163	1698
Arrive On Green	0.00	0.63	0.00	0.00	0.31	0.00	0.00	0.00	0.00	0.61	0.61	0.61
Sat Flow, veh/h	0	6696	1585	0	5274	1585		0		5023	3554	2790
Grp Volume(v), veh/h	0	1723	0	0	925	0		0.0		91	770	835
Grp Sat Flow(s),veh/h/ln	0	1609	1585	0	1702	1585				1674	1777	1395
Q Serve(g_s), s	0.0	24.8	0.0	0.0	17.5	0.0				0.8	12.4	19.2
Cycle Q Clear(g_c), s	0.0	24.8	0.0	0.0	17.5	0.0				0.8	12.4	19.2
Prop In Lane	0.00		1.00	0.00		1.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	2014		0	1598					3058	2163	1698
V/C Ratio(X)	0.00	0.86		0.00	0.58					0.03	0.36	0.49
Avail Cap(c_a), veh/h	0	2210		0	1754					3058	2163	1698
HCM Platoon Ratio	1.00	2.00	2.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.77	0.00	0.00	0.96	0.00				1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	19.4	0.0	0.0	33.1	0.0				9.0	11.2	12.6
Incr Delay (d2), s/veh	0.0	2.6	0.0	0.0	0.4	0.0				0.0	0.5	1.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	6.1	0.0	0.0	7.2	0.0				0.3	4.9	6.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	22.0	0.0	0.0	33.5	0.0				9.0	11.7	13.6
LnGrp LOS	A	C		A	C					A	B	B
Approach Vol, veh/h		1723	A		925	A						1696
Approach Delay, s/veh		22.0			33.5							12.5
Approach LOS		C			C							B
Timer - Assigned Phs				4		6		8				
Phs Duration (G+Y+Rc), s				40.5		74.5		40.5				
Change Period (Y+Rc), s				4.5		4.5		4.5				
Max Green Setting (Gmax), s				39.5		35.5		39.5				
Max Q Clear Time (g_c+I1), s				26.8		21.2		19.5				
Green Ext Time (p_c), s				9.2		8.1		6.6				

Intersection Summary

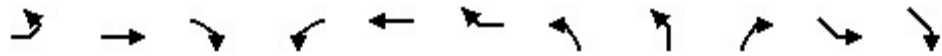
HCM 6th Ctrl Delay	20.7
HCM 6th LOS	C

Notes

Unsignalized Delay for [EBR, WBR] is excluded from calculations of the approach delay and intersection delay.

Lanes and Geometrics  
 5: I-25 Ramps & E. County Line Rd.

Park Meadows  
 07/19/2022

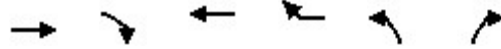


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL2	NBL	NBR	SEL	SER
Lane Configurations		↑↑↑	↑↑		↑↑↑	↑	↑↑		↑		
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%
Storage Length (ft)	0		200	0		100		180	0	0	0
Storage Lanes	0		1	0		1		2	1	0	0
Taper Length (ft)	25			25				25		25	
Lane Util. Factor	1.00	0.91	0.88	1.00	0.91	1.00	0.97	1.00	1.00	1.00	1.00
Ped Bike Factor											
Frt			0.850			0.850			0.850		
Flt Protected							0.950				
Satd. Flow (prot)	0	5085	2787	0	5085	1583	3433	0	1583	0	0
Flt Permitted							0.950				
Satd. Flow (perm)	0	5085	2787	0	5085	1583	3433	0	1583	0	0
Right Turn on Red			Yes			Yes			Yes		
Satd. Flow (RTOR)			1585			584			731		
Link Speed (mph)		30			30			30		30	
Link Distance (ft)		987			920			594		465	
Travel Time (s)		22.4			20.9			13.5		10.6	

Intersection Summary

Area Type: Other

Timings  
5: I-25 Ramps & E. County Line Rd.



Lane Group	EBT	EBR	WBT	WBR	NBL2	NBR
Lane Configurations	↑↑↑	↑↑	↑↑↑	↑	↑↑	↑
Traffic Volume (vph)	489	1458	337	537	567	64
Future Volume (vph)	489	1458	337	537	567	64
Turn Type	NA	Free	NA	Free	Prot	Free
Protected Phases	4		8		5	
Permitted Phases		Free		Free		Free
Detector Phase	4		8		5	
Switch Phase						
Minimum Initial (s)	5.0		5.0		5.0	
Minimum Split (s)	22.5		22.5		9.5	
Total Split (s)	45.0		45.0		70.0	
Total Split (%)	39.1%		39.1%		60.9%	
Yellow Time (s)	3.5		3.5		3.5	
All-Red Time (s)	1.0		1.0		1.0	
Lost Time Adjust (s)	0.0		0.0		0.0	
Total Lost Time (s)	4.5		4.5		4.5	
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	None		None		None	
Act Effct Green (s)	18.2	115.0	18.2	115.0	87.8	115.0
Actuated g/C Ratio	0.16	1.00	0.16	1.00	0.76	1.00
v/c Ratio	0.66	0.57	0.46	0.37	0.24	0.04
Control Delay	60.5	3.8	45.2	0.7	4.4	0.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	60.5	3.8	45.2	0.7	4.4	0.0
LOS	E	A	D	A	A	A
Approach Delay	18.1		17.8			
Approach LOS	B		B			

Intersection Summary

Cycle Length: 115  
 Actuated Cycle Length: 115  
 Offset: 38 (33%), Referenced to phase 2: and 6:, Start of Green  
 Natural Cycle: 40  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.66  
 Intersection Signal Delay: 15.4  
 Intersection Capacity Utilization 32.7%  
 Analysis Period (min) 15

Intersection LOS: B  
 ICU Level of Service A

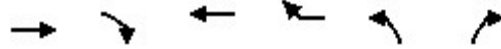
Splits and Phases: 5: I-25 Ramps & E. County Line Rd.





Queues  
5: I-25 Ramps & E. County Line Rd.

Park Meadows  
07/19/2022

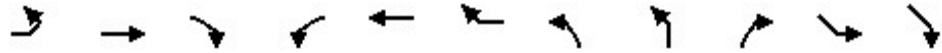


Lane Group	EBT	EBR	WBT	WBR	NBL2	NBR
Lane Group Flow (vph)	532	1585	366	584	616	70
v/c Ratio	0.66	0.57	0.46	0.37	0.24	0.04
Control Delay	60.5	3.8	45.2	0.7	4.4	0.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	60.5	3.8	45.2	0.7	4.4	0.0
Queue Length 50th (ft)	147	52	90	0	57	0
Queue Length 95th (ft)	175	433	117	0	90	0
Internal Link Dist (ft)	907		840			
Turn Bay Length (ft)		200		100	180	
Base Capacity (vph)	1790	2787	1790	1583	2621	1583
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.30	0.57	0.20	0.37	0.24	0.04

Intersection Summary

HCM 6th Signalized Intersection Summary  
5: I-25 Ramps & E. County Line Rd.

Park Meadows  
07/19/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL2	NBL	NBR	SEL	SER
Lane Configurations		↑↑↑	↑↑		↑↑↑	↑	↑↑		↑		
Traffic Volume (veh/h)	0	489	1458	0	337	537	567	0	64	0	0
Future Volume (veh/h)	0	489	1458	0	337	537	567	0	64	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00	1.00	1.00		
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
Work Zone On Approach		No			No			No			
Adj Sat Flow, veh/h/ln	0	1870	1870	0	1870	1870	1870	1870	1870		
Adj Flow Rate, veh/h	0	532	0	0	366	0	616	616	0		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92		
Percent Heavy Veh, %	0	2	2	0	2	2	2	2	2		
Cap, veh/h	0	766		0	766		2667	2667			
Arrive On Green	0.00	0.15	0.00	0.00	0.15	0.00	0.77	0.77	0.00		
Sat Flow, veh/h	0	5274	2790	0	5274	1585	3456	3456	1585		
Grp Volume(v), veh/h	0	532	0	0	366	0	616	616	0		
Grp Sat Flow(s),veh/h/ln	0	1702	1395	0	1702	1585	1728	1728	1585		
Q Serve(g_s), s	0.0	11.4	0.0	0.0	7.5	0.0	5.7	5.7	0.0		
Cycle Q Clear(g_c), s	0.0	11.4	0.0	0.0	7.5	0.0	5.7	5.7	0.0		
Prop In Lane	0.00		1.00	0.00		1.00	1.00	1.00	1.00		
Lane Grp Cap(c), veh/h	0	766		0	766		2667	2667			
V/C Ratio(X)	0.00	0.69		0.00	0.48		0.23	0.23			
Avail Cap(c_a), veh/h	0	1798		0	1798		2667	2667			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
Upstream Filter(l)	0.00	0.60	0.00	0.00	1.00	0.00	1.00	1.00	0.00		
Uniform Delay (d), s/veh	0.0	46.4	0.0	0.0	44.7	0.0	3.6	3.6	0.0		
Incr Delay (d2), s/veh	0.0	0.7	0.0	0.0	0.5	0.0	0.0	0.0	0.0		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln	0.0	4.9	0.0	0.0	3.2	0.0	1.7	1.7	0.0		
Unsig. Movement Delay, s/veh											
LnGrp Delay(d),s/veh	0.0	47.1	0.0	0.0	45.2	0.0	3.7	3.7	0.0		
LnGrp LOS	A	D		A	D		A	A			
Approach Vol, veh/h		532	A		366	A	616	616	A		
Approach Delay, s/veh		47.1			45.2		3.7	3.7			
Approach LOS		D			D		A	A			
Timer - Assigned Phs		2		4				8			
Phs Duration (G+Y+Rc), s		93.2		21.8				21.8			
Change Period (Y+Rc), s		4.5		4.5				4.5			
Max Green Setting (Gmax), s		65.5		40.5				40.5			
Max Q Clear Time (g_c+I1), s		7.7		13.4				9.5			
Green Ext Time (p_c), s		2.4		3.9				2.6			

Intersection Summary

HCM 6th Ctrl Delay	29.0
HCM 6th LOS	C

Notes

Unsignalized Delay for [NBR, EBR, WBR] is excluded from calculations of the approach delay and intersection delay.

Lanes and Geometrics  
 6: Park Meadow Center Dr. & East Access Drive



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)	0	0	110			0
Storage Lanes	2	1	1			0
Taper Length (ft)	25		25			
Lane Util. Factor	0.97	1.00	1.00	0.95	0.95	0.95
Ped Bike Factor						
Frt		0.850			0.923	
Flt Protected	0.950		0.950			
Satd. Flow (prot)	3433	1583	1770	3539	3267	0
Flt Permitted	0.950		0.150			
Satd. Flow (perm)	3433	1583	279	3539	3267	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		228			512	
Link Speed (mph)	30			30	30	
Link Distance (ft)	204			1551	1238	
Travel Time (s)	4.6			35.3	28.1	

Intersection Summary

Area Type: Other

Timings  
6: Park Meadow Center Dr. & East Access Drive

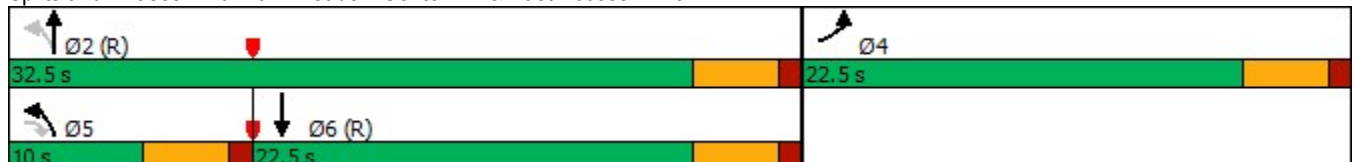


Lane Group	EBL	EBR	NBL	NBT	SBT
Lane Configurations					
Traffic Volume (vph)	413	210	104	537	444
Future Volume (vph)	413	210	104	537	444
Turn Type	Prot	Perm	pm+pt	NA	NA
Protected Phases	4		5	2	6
Permitted Phases		5	2		
Detector Phase	4	5	5	2	6
Switch Phase					
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	9.5	9.5	22.5	22.5
Total Split (s)	22.5	10.0	10.0	32.5	22.5
Total Split (%)	40.9%	18.2%	18.2%	59.1%	40.9%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5
Lead/Lag		Lead	Lead		Lag
Lead-Lag Optimize?		Yes	Yes		Yes
Recall Mode	None	None	None	C-Max	C-Max
Act Effct Green (s)	12.4	6.9	33.6	33.6	22.2
Actuated g/C Ratio	0.23	0.13	0.61	0.61	0.40
v/c Ratio	0.58	0.57	0.32	0.27	0.61
Control Delay	21.8	10.2	15.5	7.7	8.5
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	21.8	10.2	15.5	7.7	8.5
LOS	C	B	B	A	A
Approach Delay	17.9			9.0	8.5
Approach LOS	B			A	A

Intersection Summary

Cycle Length: 55  
 Actuated Cycle Length: 55  
 Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBT, Start of Green  
 Natural Cycle: 55  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.61  
 Intersection Signal Delay: 11.3  
 Intersection Capacity Utilization 56.2%  
 Analysis Period (min) 15  
 Intersection LOS: B  
 ICU Level of Service B

Splits and Phases: 6: Park Meadow Center Dr. & East Access Drive





Lane Group	EBL	EBR	NBL	NBT	SBT
Lane Group Flow (vph)	449	228	113	584	995
v/c Ratio	0.58	0.57	0.32	0.27	0.61
Control Delay	21.8	10.2	15.5	7.7	8.5
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	21.8	10.2	15.5	7.7	8.5
Queue Length 50th (ft)	67	0	25	47	55
Queue Length 95th (ft)	97	50	66	97	123
Internal Link Dist (ft)	124			1471	1158
Turn Bay Length (ft)			110		
Base Capacity (vph)	1123	398	358	2163	1623
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.40	0.57	0.32	0.27	0.61
<b>Intersection Summary</b>					

HCM 6th Signalized Intersection Summary  
6: Park Meadow Center Dr. & East Access Drive

Park Meadows  
07/19/2022



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	413	210	104	537	444	471
Future Volume (veh/h)	413	210	104	537	444	471
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	449	228	113	584	483	512
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	699	321	393	2253	848	757
Arrive On Green	0.20	0.20	0.07	0.63	0.48	0.48
Sat Flow, veh/h	3456	1585	1781	3647	1870	1585
Grp Volume(v), veh/h	449	228	113	584	483	512
Grp Sat Flow(s),veh/h/ln	1728	1585	1781	1777	1777	1585
Q Serve(g_s), s	6.6	7.4	1.5	4.0	10.7	13.7
Cycle Q Clear(g_c), s	6.6	7.4	1.5	4.0	10.7	13.7
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	699	321	393	2253	848	757
V/C Ratio(X)	0.64	0.71	0.29	0.26	0.57	0.68
Avail Cap(c_a), veh/h	1131	519	438	2253	848	757
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.84	0.84	0.82	0.82
Uniform Delay (d), s/veh	20.1	20.4	7.8	4.4	10.3	11.1
Incr Delay (d2), s/veh	1.0	2.9	0.3	0.2	2.3	4.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.5	6.5	0.4	1.0	3.9	4.7
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	21.1	23.4	8.1	4.6	12.6	15.1
LnGrp LOS	C	C	A	A	B	B
Approach Vol, veh/h	677			697	995	
Approach Delay, s/veh	21.9			5.2	13.9	
Approach LOS	C			A	B	
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		39.4		15.6	8.6	30.8
Change Period (Y+Rc), s		4.5		4.5	4.5	4.5
Max Green Setting (Gmax), s		28.0		18.0	5.5	18.0
Max Q Clear Time (g_c+I1), s		6.0		9.4	3.5	15.7
Green Ext Time (p_c), s		4.0		1.8	0.0	1.4
<b>Intersection Summary</b>						
HCM 6th Ctrl Delay			13.6			
HCM 6th LOS			B			

Lanes and Geometrics  
7: SE Access Drive & Park Meadow Center Dr.

Park Meadows  
07/19/2022



Lane Group	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
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%				0%
Storage Length (ft)	150		0	100		0	0		0	0		0
Storage Lanes	1		0	1		0	1		0	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.988			0.979			0.890				0.850
Flt Protected	0.950			0.950			0.950				0.974	
Satd. Flow (prot)	1770	3497	0	1770	3465	0	1770	1658	0	0	1814	1583
Flt Permitted	0.303			0.393			0.643				0.769	
Satd. Flow (perm)	564	3497	0	732	3465	0	1198	1658	0	0	1432	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		17			34			125				302
Link Speed (mph)		30			30			30				30
Link Distance (ft)		1110			1551			164				207
Travel Time (s)		25.2			35.3			3.7				4.7

Intersection Summary

Area Type: Other

Timings  
7: SE Access Drive & Park Meadow Center Dr.

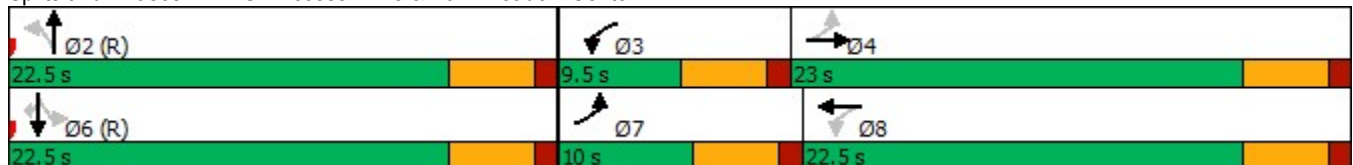


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations	↖	↕	↖	↕	↖	↕		↕	↗
Traffic Volume (vph)	180	483	101	462	105	41	90	76	278
Future Volume (vph)	180	483	101	462	105	41	90	76	278
Turn Type	pm+pt	NA	pm+pt	NA	Perm	NA	Perm	NA	Perm
Protected Phases	7	4	3	8		2		6	
Permitted Phases	4		8		2		6		6
Detector Phase	7	4	3	8	2	2	6	6	6
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	9.5	22.5	22.5	22.5	22.5	22.5	22.5
Total Split (s)	10.0	23.0	9.5	22.5	22.5	22.5	22.5	22.5	22.5
Total Split (%)	18.2%	41.8%	17.3%	40.9%	40.9%	40.9%	40.9%	40.9%	40.9%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5		4.5	4.5
Lead/Lag	Lead	Lag	Lead	Lag					
Lead-Lag Optimize?	Yes	Yes	Yes	Yes					
Recall Mode	None	None	None	None	C-Max	C-Max	C-Max	C-Max	C-Max
Act Effct Green (s)	21.4	17.0	19.6	14.6	21.4	21.4		21.4	21.4
Actuated g/C Ratio	0.39	0.31	0.36	0.27	0.39	0.39		0.39	0.39
v/c Ratio	0.58	0.52	0.31	0.62	0.24	0.24		0.32	0.38
Control Delay	16.5	17.3	7.4	14.0	14.6	5.8		15.1	3.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0
Total Delay	16.5	17.3	7.4	14.0	14.6	5.8		15.1	3.7
LOS	B	B	A	B	B	A		B	A
Approach Delay		17.1		13.0		9.3		8.0	
Approach LOS		B		B		A		A	

Intersection Summary

Cycle Length: 55  
 Actuated Cycle Length: 55  
 Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green  
 Natural Cycle: 55  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.62  
 Intersection Signal Delay: 12.8  
 Intersection Capacity Utilization 58.3%  
 Analysis Period (min) 15  
 Intersection LOS: B  
 ICU Level of Service B

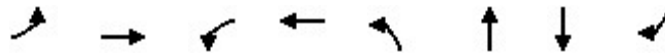
Splits and Phases: 7: SE Access Drive & Park Meadow Center Dr.





Queues

7: SE Access Drive & Park Meadow Center Dr.



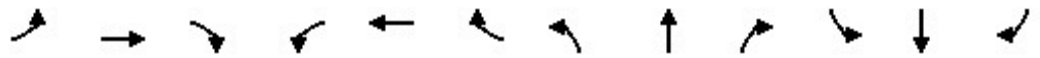
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	196	570	110	582	114	170	181	302
v/c Ratio	0.58	0.52	0.31	0.62	0.24	0.24	0.32	0.38
Control Delay	16.5	17.3	7.4	14.0	14.6	5.8	15.1	3.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	16.5	17.3	7.4	14.0	14.6	5.8	15.1	3.7
Queue Length 50th (ft)	37	81	15	54	24	9	40	0
Queue Length 95th (ft)	63	112	m15	70	61	45	90	43
Internal Link Dist (ft)		1030		1471		84	127	
Turn Bay Length (ft)	150		100					
Base Capacity (vph)	339	1206	355	1156	466	721	557	801
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.58	0.47	0.31	0.50	0.24	0.24	0.32	0.38

Intersection Summary

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

HCM 6th Signalized Intersection Summary  
 7: SE Access Drive & Park Meadow Center Dr.

Park Meadows  
 07/19/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	180	483	41	101	462	74	105	41	115	90	76	278
Future Volume (veh/h)	180	483	41	101	462	74	105	41	115	90	76	278
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	196	525	45	110	502	80	114	45	125	98	83	302
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	372	839	72	357	698	111	446	187	519	384	298	677
Arrive On Green	0.10	0.25	0.25	0.07	0.23	0.23	0.43	0.43	0.43	0.43	0.43	0.43
Sat Flow, veh/h	1781	3313	283	1781	3072	487	998	437	1215	663	697	1585
Grp Volume(v), veh/h	196	281	289	110	289	293	114	0	170	181	0	302
Grp Sat Flow(s),veh/h/ln	1781	1777	1819	1781	1777	1783	998	0	1652	1360	0	1585
Q Serve(g_s), s	4.6	7.7	7.8	2.5	8.3	8.3	4.9	0.0	3.6	2.5	0.0	7.4
Cycle Q Clear(g_c), s	4.6	7.7	7.8	2.5	8.3	8.3	11.0	0.0	3.6	6.1	0.0	7.4
Prop In Lane	1.00		0.16	1.00		0.27	1.00		0.74	0.54		1.00
Lane Grp Cap(c), veh/h	372	450	461	357	404	405	446	0	706	682	0	677
V/C Ratio(X)	0.53	0.62	0.63	0.31	0.72	0.72	0.26	0.00	0.24	0.27	0.00	0.45
Avail Cap(c_a), veh/h	372	598	612	387	582	583	446	0	706	682	0	677
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00	0.76	0.76	0.76	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	14.8	18.2	18.2	14.7	19.6	19.6	14.5	0.0	10.1	10.7	0.0	11.1
Incr Delay (d2), s/veh	1.4	1.4	1.4	0.4	1.8	1.9	1.4	0.0	0.8	1.0	0.0	2.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.8	3.0	3.1	0.9	3.3	3.3	1.1	0.0	1.3	1.5	0.0	2.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	16.2	19.6	19.6	15.1	21.4	21.5	15.9	0.0	10.9	11.7	0.0	13.3
LnGrp LOS	B	B	B	B	C	C	B	A	B	B	A	B
Approach Vol, veh/h		766			692			284			483	
Approach Delay, s/veh		18.8			20.5			12.9			12.7	
Approach LOS		B			C			B			B	
Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		28.0	8.6	18.4		28.0	10.0	17.0				
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5	4.5	4.5				
Max Green Setting (Gmax), s		18.0	5.0	18.5		18.0	5.5	18.0				
Max Q Clear Time (g_c+I1), s		13.0	4.5	9.8		9.4	6.6	10.3				
Green Ext Time (p_c), s		0.7	0.0	2.3		1.5	0.0	2.2				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay				17.2								
HCM 6th LOS				B								

Lanes and Geometrics  
 8: S. Yosemite St. & Park Meadow Center Dr.

Park Meadows  
 07/19/2022



Lane Group	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
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	240		240	110		275	220		235
Storage Lanes	0		0	1		1	2		1	2		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	0.91	0.91	1.00	0.97	0.91	1.00	0.97	0.91	1.00
Ped Bike Factor												
Frt						0.850			0.850			0.850
Flt Protected				0.950	0.985		0.950			0.950		
Satd. Flow (prot)	0	0	0	1610	3339	1583	3433	5085	1583	3433	5085	1583
Flt Permitted				0.950	0.985		0.366			0.167		
Satd. Flow (perm)	0	0	0	1610	3339	1583	1323	5085	1583	603	5085	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						210			808			203
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		440			1021			458			636	
Travel Time (s)		10.0			23.2			10.4			14.5	

Intersection Summary

Area Type: Other

Timings  
8: S. Yosemite St. & Park Meadow Center Dr.

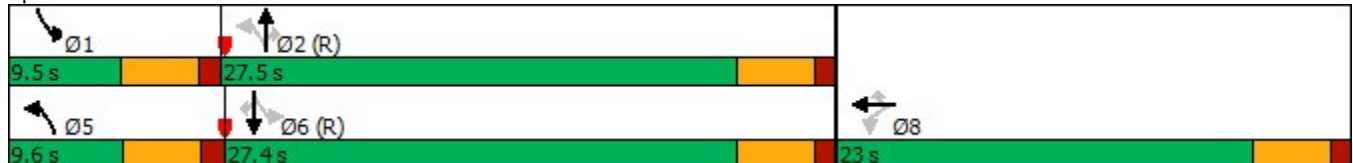


Lane Group	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations									
Traffic Volume (vph)	441	397	270	207	1071	743	224	617	295
Future Volume (vph)	441	397	270	207	1071	743	224	617	295
Turn Type	Perm	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases		8		5	2		1	6	
Permitted Phases	8		8	2		2	6		6
Detector Phase	8	8	8	5	2	2	1	6	6
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5	22.5
Total Split (s)	23.0	23.0	23.0	9.6	27.5	27.5	9.5	27.4	27.4
Total Split (%)	38.3%	38.3%	38.3%	16.0%	45.8%	45.8%	15.8%	45.7%	45.7%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag				Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?				Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	C-Max	C-Max	None	C-Max	C-Max
Act Effct Green (s)	17.2	17.2	17.2	29.4	24.0	24.0	29.3	23.9	23.9
Actuated g/C Ratio	0.29	0.29	0.29	0.49	0.40	0.40	0.49	0.40	0.40
v/c Ratio	0.65	0.64	0.49	0.27	0.57	0.72	0.44	0.33	0.43
Control Delay	25.7	22.0	8.5	7.6	15.7	5.7	9.6	13.4	7.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	25.7	22.0	8.5	7.6	15.7	5.7	9.6	13.4	7.3
LOS	C	C	A	A	B	A	A	B	A
Approach Delay		19.6			11.2			11.1	
Approach LOS		B			B			B	

Intersection Summary

Cycle Length: 60  
 Actuated Cycle Length: 60  
 Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green  
 Natural Cycle: 60  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.72  
 Intersection Signal Delay: 13.4  
 Intersection Capacity Utilization 59.9%  
 Analysis Period (min) 15  
 Intersection LOS: B  
 ICU Level of Service B

Splits and Phases: 8: S. Yosemite St. & Park Meadow Center Dr.



## Queues

Park Meadows

## 8: S. Yosemite St. &amp; Park Meadow Center Dr.

07/19/2022



Lane Group	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	297	614	293	225	1164	808	243	671	321
v/c Ratio	0.65	0.64	0.49	0.27	0.57	0.72	0.44	0.33	0.43
Control Delay	25.7	22.0	8.5	7.6	15.7	5.7	9.6	13.4	7.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	25.7	22.0	8.5	7.6	15.7	5.7	9.6	13.4	7.3
Queue Length 50th (ft)	98	102	22	18	119	0	20	61	28
Queue Length 95th (ft)	176	151	75	32	158	63	34	86	79
Internal Link Dist (ft)		941			378			556	
Turn Bay Length (ft)	240		240	110		275	220		235
Base Capacity (vph)	496	1029	633	839	2030	1117	548	2025	752
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.60	0.60	0.46	0.27	0.57	0.72	0.44	0.33	0.43

## Intersection Summary

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HCM 6th Edition methodology does not support turning movements with shared & exclusive lanes.

Lanes and Geometrics  
 9: S. Yosemite St. & SW Access Drive

Park Meadows  
 07/19/2022



Lane Group	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
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	140		0	450		0
Storage Lanes	1		0	1		0	1		1	2		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	0.97	0.91	0.91
Ped Bike Factor												
Frt		0.879			0.861				0.850		0.990	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1637	0	1770	1604	0	1770	3539	1583	3433	5034	0
Flt Permitted	0.638			0.716			0.950			0.950		
Satd. Flow (perm)	1188	1637	0	1334	1604	0	1770	3539	1583	3433	5034	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		51			147				371		20	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		205			367			636			1050	
Travel Time (s)		4.7			8.3			14.5			23.9	

Intersection Summary

Area Type: Other

Timings  
9: S. Yosemite St. & SW Access Drive

Park Meadows  
07/19/2022

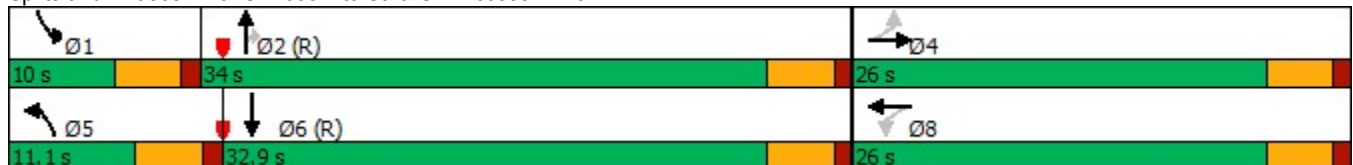


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations	↖	↗	↖	↗	↖	↑↑	↗	↖↗	↑↑↗
Traffic Volume (vph)	40	11	257	11	54	943	341	137	861
Future Volume (vph)	40	11	257	11	54	943	341	137	861
Turn Type	Perm	NA	Perm	NA	Prot	NA	Perm	Prot	NA
Protected Phases		4		8	5	2		1	6
Permitted Phases	4		8				2		
Detector Phase	4	4	8	8	5	2	2	1	6
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5
Total Split (s)	26.0	26.0	26.0	26.0	11.1	34.0	34.0	10.0	32.9
Total Split (%)	37.1%	37.1%	37.1%	37.1%	15.9%	48.6%	48.6%	14.3%	47.0%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag					Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?					Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	C-Max	C-Max	None	C-Max
Act Effct Green (s)	18.4	18.4	18.4	18.4	6.6	33.9	33.9	6.4	35.8
Actuated g/C Ratio	0.26	0.26	0.26	0.26	0.09	0.48	0.48	0.09	0.51
v/c Ratio	0.14	0.13	0.80	0.30	0.36	0.60	0.39	0.48	0.39
Control Delay	19.4	8.1	41.5	6.0	36.0	16.5	3.0	36.0	12.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	19.4	8.1	41.5	6.0	36.0	16.5	3.0	36.0	12.6
LOS	B	A	D	A	D	B	A	D	B
Approach Delay		12.7		28.6		13.8			15.6
Approach LOS		B		C		B			B

Intersection Summary

Cycle Length: 70  
 Actuated Cycle Length: 70  
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green  
 Natural Cycle: 60  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.80  
 Intersection Signal Delay: 16.5  
 Intersection LOS: B  
 Intersection Capacity Utilization 63.6%  
 ICU Level of Service B  
 Analysis Period (min) 15

Splits and Phases: 9: S. Yosemite St. & SW Access Drive





Queues  
9: S. Yosemite St. & SW Access Drive

Park Meadows  
07/19/2022



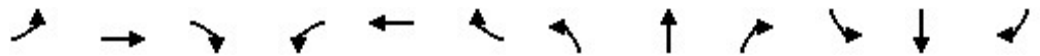
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	43	63	279	159	59	1025	371	149	1006
v/c Ratio	0.14	0.13	0.80	0.30	0.36	0.60	0.39	0.48	0.39
Control Delay	19.4	8.1	41.5	6.0	36.0	16.5	3.0	36.0	12.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	19.4	8.1	41.5	6.0	36.0	16.5	3.0	36.0	12.6
Queue Length 50th (ft)	14	4	108	4	24	182	0	31	109
Queue Length 95th (ft)	35	28	#205	42	58	247	45	59	146
Internal Link Dist (ft)		125		287		556			970
Turn Bay Length (ft)					140			450	
Base Capacity (vph)	364	538	409	594	172	1714	958	311	2581
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.12	0.12	0.68	0.27	0.34	0.60	0.39	0.48	0.39

Intersection Summary

# 95th percentile volume exceeds capacity, queue may be longer.  
Queue shown is maximum after two cycles.

HCM 6th Signalized Intersection Summary  
 9: S. Yosemite St. & SW Access Drive

Park Meadows  
 07/19/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	40	11	47	257	11	135	54	943	341	137	861	64
Future Volume (veh/h)	40	11	47	257	11	135	54	943	341	137	861	64
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	43	12	51	279	12	147	59	1025	371	149	936	70
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	333	83	354	422	32	397	87	1677	748	233	2378	177
Arrive On Green	0.27	0.27	0.27	0.27	0.27	0.27	0.05	0.47	0.47	0.07	0.49	0.49
Sat Flow, veh/h	1227	311	1322	1339	121	1482	1781	3554	1585	3456	4848	362
Grp Volume(v), veh/h	43	0	63	279	0	159	59	1025	371	149	657	349
Grp Sat Flow(s),veh/h/ln	1227	0	1632	1339	0	1604	1781	1777	1585	1728	1702	1805
Q Serve(g_s), s	2.1	0.0	2.1	14.0	0.0	5.6	2.3	15.0	11.3	2.9	8.5	8.6
Cycle Q Clear(g_c), s	7.7	0.0	2.1	16.1	0.0	5.6	2.3	15.0	11.3	2.9	8.5	8.6
Prop In Lane	1.00		0.81	1.00		0.92	1.00		1.00	1.00		0.20
Lane Grp Cap(c), veh/h	333	0	437	422	0	429	87	1677	748	233	1670	886
V/C Ratio(X)	0.13	0.00	0.14	0.66	0.00	0.37	0.68	0.61	0.50	0.64	0.39	0.39
Avail Cap(c_a), veh/h	381	0	501	475	0	493	168	1677	748	272	1670	886
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	0.00	1.00	1.00	0.00	1.00	0.81	0.81	0.81	0.96	0.96	0.96
Uniform Delay (d), s/veh	24.0	0.0	19.5	25.6	0.0	20.8	32.8	13.7	12.7	31.8	11.3	11.3
Incr Delay (d2), s/veh	0.2	0.0	0.1	2.9	0.0	0.5	7.3	1.4	1.9	3.7	0.7	1.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	0.0	0.8	4.5	0.0	2.1	1.1	5.6	4.0	1.3	3.0	3.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	24.1	0.0	19.7	28.5	0.0	21.4	40.1	15.1	14.6	35.6	11.9	12.5
LnGrp LOS	C	A	B	C	A	C	D	B	B	D	B	B
Approach Vol, veh/h		106			438			1455			1155	
Approach Delay, s/veh		21.5			25.9			16.0			15.2	
Approach LOS		C			C			B			B	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.2	37.5		23.2	7.9	38.8		23.2				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	5.5	29.5		21.5	6.6	28.4		21.5				
Max Q Clear Time (g_c+I1), s	4.9	17.0		9.7	4.3	10.6		18.1				
Green Ext Time (p_c), s	0.0	6.8		0.3	0.0	6.5		0.7				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay				17.2								
HCM 6th LOS				B								

Lanes and Geometrics  
 10: S. Yosemite St. & S. Chester St.



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)		0%	0%		0%	
Storage Length (ft)	200			0	0	140
Storage Lanes	1			1	2	1
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	0.91	0.95	1.00	0.97	1.00
Ped Bike Factor						
Frt				0.850		0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1770	5085	3539	1583	3433	1583
Flt Permitted	0.204				0.950	
Satd. Flow (perm)	380	5085	3539	1583	3433	1583
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)				511		101
Link Speed (mph)		30	30		30	
Link Distance (ft)		1842	1050		476	
Travel Time (s)		41.9	23.9		10.8	

Intersection Summary

Area Type: Other

Timings  
10: S. Yosemite St. & S. Chester St.

Park Meadows  
07/19/2022

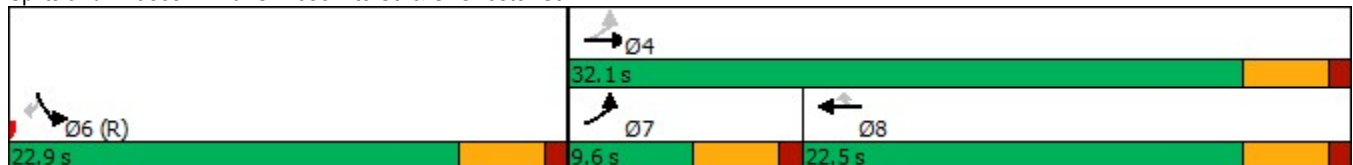


Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↖	↗↗↗	↖↖	↗	↖↖	↗
Traffic Volume (vph)	83	641	657	470	411	93
Future Volume (vph)	83	641	657	470	411	93
Turn Type	pm+pt	NA	NA	Perm	Prot	Perm
Protected Phases	7	4	8		6	
Permitted Phases	4			8		6
Detector Phase	7	4	8	8	6	6
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	22.5	22.5	22.5	22.5
Total Split (s)	9.6	32.1	22.5	22.5	22.9	22.9
Total Split (%)	17.5%	58.4%	40.9%	40.9%	41.6%	41.6%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead		Lag	Lag		
Lead-Lag Optimize?	Yes		Yes	Yes		
Recall Mode	None	None	None	None	C-Max	C-Max
Act Effct Green (s)	24.8	24.8	17.1	17.1	21.2	21.2
Actuated g/C Ratio	0.45	0.45	0.31	0.31	0.39	0.39
v/c Ratio	0.30	0.30	0.65	0.61	0.34	0.15
Control Delay	9.9	9.5	19.3	5.2	11.9	3.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	9.9	9.5	19.3	5.2	11.9	3.4
LOS	A	A	B	A	B	A
Approach Delay		9.5	13.4		10.3	
Approach LOS		A	B		B	

Intersection Summary

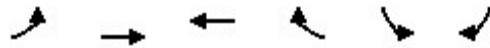
Cycle Length: 55  
 Actuated Cycle Length: 55  
 Offset: 0 (0%), Referenced to phase 2: and 6:SBL, Start of Green  
 Natural Cycle: 55  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.65  
 Intersection Signal Delay: 11.5  
 Intersection Capacity Utilization 45.7%  
 Analysis Period (min) 15  
 Intersection LOS: B  
 ICU Level of Service A

Splits and Phases: 10: S. Yosemite St. & S. Chester St.



Queues

10: S. Yosemite St. & S. Chester St.



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Group Flow (vph)	90	697	714	511	447	101
v/c Ratio	0.30	0.30	0.65	0.61	0.34	0.15
Control Delay	9.9	9.5	19.3	5.2	11.9	3.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	9.9	9.5	19.3	5.2	11.9	3.4
Queue Length 50th (ft)	14	43	101	0	44	0
Queue Length 95th (ft)	32	63	150	55	66	18
Internal Link Dist (ft)		1762	970		396	
Turn Bay Length (ft)	200					140
Base Capacity (vph)	300	2551	1158	861	1322	671
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.30	0.27	0.62	0.59	0.34	0.15

Intersection Summary

HCM 6th Signalized Intersection Summary  
 10: S. Yosemite St. & S. Chester St.

Park Meadows  
 07/19/2022



Movement	EBL	EBT	WBT	WBR	SBL	SBR	
Lane Configurations							
Traffic Volume (veh/h)	83	641	657	470	411	93	
Future Volume (veh/h)	83	641	657	470	411	93	
Initial Q (Qb), veh	0	0	0	0	0	0	
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	
Work Zone On Approach		No	No		No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	
Adj Flow Rate, veh/h	90	697	714	511	447	101	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	
Percent Heavy Veh, %	2	2	2	2	2	2	
Cap, veh/h	324	2436	1163	519	1242	570	
Arrive On Green	0.07	0.48	0.33	0.33	0.36	0.36	
Sat Flow, veh/h	1781	5274	3647	1585	3456	1585	
Grp Volume(v), veh/h	90	697	714	511	447	101	
Grp Sat Flow(s),veh/h/ln	1781	1702	1777	1585	1728	1585	
Q Serve(g_s), s	1.7	4.5	9.3	17.6	5.2	2.4	
Cycle Q Clear(g_c), s	1.7	4.5	9.3	17.6	5.2	2.4	
Prop In Lane	1.00			1.00	1.00	1.00	
Lane Grp Cap(c), veh/h	324	2436	1163	519	1242	570	
V/C Ratio(X)	0.28	0.29	0.61	0.99	0.36	0.18	
Avail Cap(c_a), veh/h	368	2562	1163	519	1242	570	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	
Upstream Filter(l)	0.93	0.93	0.79	0.79	0.96	0.96	
Uniform Delay (d), s/veh	10.8	8.7	15.6	18.4	13.0	12.1	
Incr Delay (d2), s/veh	0.4	0.1	0.8	31.3	0.8	0.7	
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	
%ile BackOfQ(50%),veh/ln	0.6	1.4	3.4	10.1	1.9	2.6	
Unsig. Movement Delay, s/veh							
LnGrp Delay(d),s/veh	11.2	8.8	16.3	49.6	13.7	12.7	
LnGrp LOS	B	A	B	D	B	B	
Approach Vol, veh/h		787	1225		548		
Approach Delay, s/veh		9.1	30.2		13.6		
Approach LOS		A	C		B		
Timer - Assigned Phs				4	6	7	8
Phs Duration (G+Y+Rc), s				30.7	24.3	8.2	22.5
Change Period (Y+Rc), s				4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s				27.6	18.4	5.1	18.0
Max Q Clear Time (g_c+I1), s				6.5	7.2	3.7	19.6
Green Ext Time (p_c), s				4.9	1.6	0.0	0.0
<b>Intersection Summary</b>							
HCM 6th Ctrl Delay			20.1				
HCM 6th LOS			C				

Lanes and Geometrics  
 11: S. Chester St. & Westview Rd./NW Access Drive

Park Meadows  
 07/19/2022



Lane Group	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
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	85		0	0		0	90		0	190		0
Storage Lanes	1		0	1		1	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.97	0.95	0.95
Ped Bike Factor												
Frt		0.903				0.850		0.974			0.950	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1682	0	1770	1863	1583	1770	3447	0	3433	3362	0
Flt Permitted	0.723			0.629			0.950			0.950		
Satd. Flow (perm)	1347	1682	0	1172	1863	1583	1770	3447	0	3433	3362	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		115				396		47			169	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		259			217			476			565	
Travel Time (s)		5.9			4.9			10.8			12.8	

Intersection Summary

Area Type: Other

Timings  
11: S. Chester St. & Westview Rd./NW Access Drive

Park Meadows  
07/19/2022

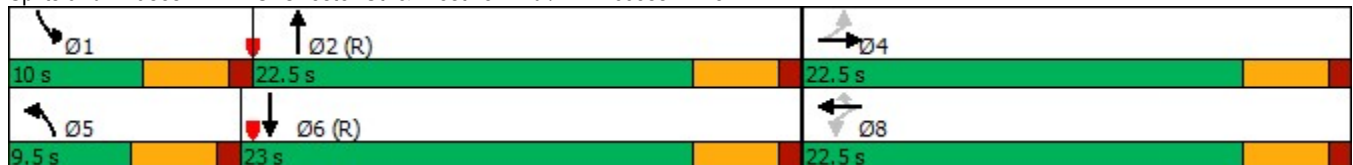
Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	124	57	55	48	372	92	387	293	327
Future Volume (vph)	124	57	55	48	372	92	387	293	327
Turn Type	Perm	NA	Perm	NA	Perm	Prot	NA	Prot	NA
Protected Phases		4		8		5	2	1	6
Permitted Phases	4		8		8				
Detector Phase	4	4	8	8	8	5	2	1	6
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	22.5	22.5	9.5	22.5	9.5	22.5
Total Split (s)	22.5	22.5	22.5	22.5	22.5	9.5	22.5	10.0	23.0
Total Split (%)	40.9%	40.9%	40.9%	40.9%	40.9%	17.3%	40.9%	18.2%	41.8%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag						Lead	Lag	Lead	Lag
Lead-Lag Optimize?						Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	C-Max	None	C-Max
Act Effct Green (s)	11.1	11.1	11.1	11.1	11.1	7.5	20.8	9.6	24.9
Actuated g/C Ratio	0.20	0.20	0.20	0.20	0.20	0.14	0.38	0.17	0.45
v/c Ratio	0.50	0.41	0.25	0.14	0.64	0.41	0.38	0.53	0.33
Control Delay	24.5	10.0	19.3	16.7	7.3	26.6	12.9	27.3	8.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	24.5	10.0	19.3	16.7	7.3	26.6	12.9	27.3	8.8
LOS	C	A	B	B	A	C	B	C	A
Approach Delay		16.3		9.7			15.2		15.7
Approach LOS		B		A			B		B

Intersection Summary

Cycle Length: 55  
 Actuated Cycle Length: 55  
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green  
 Natural Cycle: 55  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.64  
 Intersection Signal Delay: 14.3  
 Intersection Capacity Utilization 54.4%  
 Analysis Period (min) 15

Intersection LOS: B  
 ICU Level of Service A

Splits and Phases: 11: S. Chester St. & Westview Rd./NW Access Drive





Queues  
 11: S. Chester St. & Westview Rd./NW Access Drive

Park Meadows  
 07/19/2022



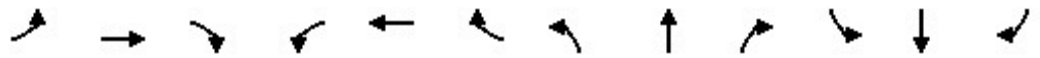
Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	135	177	60	52	404	100	508	318	532
v/c Ratio	0.50	0.41	0.25	0.14	0.64	0.41	0.38	0.53	0.33
Control Delay	24.5	10.0	19.3	16.7	7.3	26.6	12.9	27.3	8.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	24.5	10.0	19.3	16.7	7.3	26.6	12.9	27.3	8.8
Queue Length 50th (ft)	40	17	17	14	2	27	61	47	40
Queue Length 95th (ft)	71	51	37	31	53	m50	112	#113	79
Internal Link Dist (ft)		179		137			396		485
Turn Bay Length (ft)	85					90		190	
Base Capacity (vph)	440	627	383	609	784	241	1332	596	1615
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.31	0.28	0.16	0.09	0.52	0.41	0.38	0.53	0.33

Intersection Summary

- # 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.
- m Volume for 95th percentile queue is metered by upstream signal.

HCM 6th Signalized Intersection Summary  
 11: S. Chester St. & Westview Rd./NW Access Drive

Park Meadows  
 07/19/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	124	57	106	55	48	372	92	387	80	293	327	163
Future Volume (veh/h)	124	57	106	55	48	372	92	387	80	293	327	163
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	135	62	115	60	52	0	100	421	87	318	355	177
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	348	108	200	237	344		128	1381	283	346	1152	565
Arrive On Green	0.18	0.18	0.18	0.18	0.18	0.00	0.07	0.47	0.47	0.10	0.50	0.50
Sat Flow, veh/h	1352	587	1088	1207	1870	1585	1781	2937	602	3456	2311	1132
Grp Volume(v), veh/h	135	0	177	60	52	0	100	253	255	318	272	260
Grp Sat Flow(s),veh/h/ln	1352	0	1675	1207	1870	1585	1781	1777	1762	1728	1777	1667
Q Serve(g_s), s	5.1	0.0	5.3	2.6	1.3	0.0	3.0	4.8	4.9	5.0	5.0	5.1
Cycle Q Clear(g_c), s	6.4	0.0	5.3	7.9	1.3	0.0	3.0	4.8	4.9	5.0	5.0	5.1
Prop In Lane	1.00		0.65	1.00		1.00	1.00		0.34	1.00		0.68
Lane Grp Cap(c), veh/h	348	0	308	237	344		128	836	829	346	886	831
V/C Ratio(X)	0.39	0.00	0.57	0.25	0.15		0.78	0.30	0.31	0.92	0.31	0.31
Avail Cap(c_a), veh/h	542	0	548	410	612		162	836	829	346	886	831
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	0.00	1.00	1.00	1.00	0.00	0.81	0.81	0.81	0.84	0.84	0.84
Uniform Delay (d), s/veh	21.5	0.0	20.5	24.1	18.8	0.0	25.1	9.0	9.0	24.5	8.2	8.2
Incr Delay (d2), s/veh	0.7	0.0	1.7	0.6	0.2	0.0	14.4	0.8	0.8	25.7	0.8	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	0.0	2.0	0.7	0.5	0.0	1.7	1.7	1.7	3.1	1.7	1.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	22.2	0.0	22.2	24.6	19.0	0.0	39.5	9.8	9.8	50.3	8.9	9.0
LnGrp LOS	C	A	C	C	B		D	A	A	D	A	A
Approach Vol, veh/h		312			112	A		608			850	
Approach Delay, s/veh		22.2			22.0			14.7			24.4	
Approach LOS		C			C			B			C	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	10.0	30.4		14.6	8.4	31.9		14.6				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	5.5	18.0		18.0	5.0	18.5		18.0				
Max Q Clear Time (g_c+I1), s	7.0	6.9		8.4	5.0	7.1		9.9				
Green Ext Time (p_c), s	0.0	2.3		1.0	0.0	2.5		0.2				

Intersection Summary

HCM 6th Ctrl Delay	20.7
HCM 6th LOS	C

Notes

Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

Lanes and Geometrics  
 12: Park Meadows Ring Rd. & North Access Drive



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕↕	↕	↕	↕	↕
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)		0%	0%		0%	
Storage Length (ft)	0			0	0	0
Storage Lanes	0			1	1	1
Taper Length (ft)	25				25	
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt				0.850		0.850
Flt Protected		0.978			0.950	
Satd. Flow (prot)	0	3461	1863	1583	1770	1583
Flt Permitted		0.978			0.950	
Satd. Flow (perm)	0	3461	1863	1583	1770	1583
Link Speed (mph)		30	30		30	
Link Distance (ft)		1249	1271		255	
Travel Time (s)		28.4	28.9		5.8	

Intersection Summary

Area Type: Other

HCM Unsignalized Intersection Capacity Analysis  
 12: Park Meadows Ring Rd. & North Access Drive

Park Meadows  
 07/19/2022



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↔↕	↕	↕	↕	↕
Traffic Volume (veh/h)	111	136	195	425	526	193
Future Volume (Veh/h)	111	136	195	425	526	193
Sign Control		Stop	Stop		Free	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	121	148	212	462	572	210
<b>Pedestrians</b>						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage (veh)						
Upstream signal (ft)	255					
pX, platoon unblocked						
vC, conflicting volume	1250	1144	1144	0	0	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1250	1144	1144	0	0	
tC, single (s)	7.1	6.5	6.5	6.2	4.1	
tC, 2 stage (s)						
tF (s)	3.5	4.0	4.0	3.3	2.2	
p0 queue free %	0	0	0	57	65	
cM capacity (veh/h)	0	129	129	1085	1623	
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	SB 1	SB 2
Volume Total	170	99	212	462	572	210
Volume Left	121	0	0	0	572	0
Volume Right	0	0	0	462	0	210
cSH	0	129	129	1085	1623	1700
Volume to Capacity	Err	0.76	1.64	0.43	0.35	0.12
Queue Length 95th (ft)	Err	111	387	54	40	0
Control Delay (s)	Err	90.8	379.3	10.8	8.4	0.0
Lane LOS	F	F	F	B	A	
Approach Delay (s)	Err		126.7		6.2	
Approach LOS	F		F			
<b>Intersection Summary</b>						
Average Delay	Err					
Intersection Capacity Utilization	56.4%		ICU Level of Service			B
Analysis Period (min)	15					

Lanes and Geometrics  
 13: Park Meadows Ring Rd. & East Access Drive

Park Meadows  
 07/19/2022



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%		0%			0%
Storage Length (ft)	0	0		0	0	
Storage Lanes	1	1		1	0	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	0.95
Ped Bike Factor						
Frt		0.850		0.850		
Flt Protected	0.950					0.966
Satd. Flow (prot)	1770	1583	1863	1583	0	3419
Flt Permitted	0.950					0.966
Satd. Flow (perm)	1770	1583	1863	1583	0	3419
Link Speed (mph)	30		30			30
Link Distance (ft)	204		1336			1271
Travel Time (s)	4.6		30.4			28.9

Intersection Summary

Area Type: Other

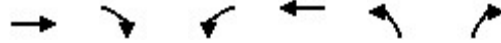
HCM Unsignalized Intersection Capacity Analysis  
 13: Park Meadows Ring Rd. & East Access Drive

Park Meadows  
 07/19/2022



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						 
Traffic Volume (veh/h)	224	383	95	186	370	152
Future Volume (Veh/h)	224	383	95	186	370	152
Sign Control	Free		Stop		Stop	
Grade	0%		0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	243	416	103	202	402	165
<b>Pedestrians</b>						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage (veh)						
Upstream signal (ft)	204					
pX, platoon unblocked						
vC, conflicting volume	0		486	0	538	486
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	0		486	0	538	486
tC, single (s)	4.1		6.5	6.2	7.1	6.5
tC, 2 stage (s)						
tF (s)	2.2		4.0	3.3	3.5	4.0
p0 queue free %	85		75	81	0	60
cM capacity (veh/h)	1623		409	1085	265	409
<b>Direction, Lane #</b>	<b>WB 1</b>	<b>WB 2</b>	<b>NB 1</b>	<b>NB 2</b>	<b>SB 1</b>	<b>SB 2</b>
Volume Total	243	416	103	202	457	110
Volume Left	243	0	0	0	402	0
Volume Right	0	416	0	202	0	0
cSH	1623	1700	409	1085	277	409
Volume to Capacity	0.15	0.24	0.25	0.19	1.65	0.27
Queue Length 95th (ft)	13	0	25	17	713	27
Control Delay (s)	7.6	0.0	16.7	9.1	340.5	17.0
Lane LOS	A		C	A	F	C
Approach Delay (s)	2.8		11.7		277.7	
Approach LOS			B		F	
<b>Intersection Summary</b>						
Average Delay			106.4			
Intersection Capacity Utilization			46.2%	ICU Level of Service	A	
Analysis Period (min)			15			

Lanes and Geometrics  
 14: SE Access Drive & Park Meadows Ring Rd.



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↑		↑↑	↑	↑
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)		0	0		0	0
Storage Lanes		1	0		1	1
Taper Length (ft)			25		25	
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	1.00
Ped Bike Factor						
Frt		0.850				0.850
Flt Protected				0.966	0.950	
Satd. Flow (prot)	1863	1583	0	3419	1770	1583
Flt Permitted				0.966	0.950	
Satd. Flow (perm)	1863	1583	0	3419	1770	1583
Link Speed (mph)	30			30	30	
Link Distance (ft)	1566			1336	207	
Travel Time (s)	35.6			30.4	4.7	

Intersection Summary

Area Type: Other

HCM Unsignalized Intersection Capacity Analysis  
 14: SE Access Drive & Park Meadows Ring Rd.

Park Meadows  
 07/19/2022



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↗		↖	↖	↗
Traffic Volume (veh/h)	94	240	203	83	143	137
Future Volume (Veh/h)	94	240	203	83	143	137
Sign Control	Stop			Stop	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	102	261	221	90	155	149
<b>Pedestrians</b>						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage (veh)						
Upstream signal (ft)	207					
pX, platoon unblocked						
vC, conflicting volume	310	0	361	310	0	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	310	0	361	310	0	
tC, single (s)	6.5	6.2	7.1	6.5	4.1	
tC, 2 stage (s)						
tF (s)	4.0	3.3	3.5	4.0	2.2	
p0 queue free %	81	76	39	84	90	
cM capacity (veh/h)	547	1085	359	547	1623	
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	NB 2
Volume Total	102	261	251	60	155	149
Volume Left	0	0	221	0	155	0
Volume Right	0	261	0	0	0	149
cSH	547	1085	375	547	1623	1700
Volume to Capacity	0.19	0.24	0.67	0.11	0.10	0.09
Queue Length 95th (ft)	17	24	117	9	8	0
Control Delay (s)	13.1	9.4	32.0	12.4	7.5	0.0
Lane LOS	B	A	D	B	A	
Approach Delay (s)	10.4		28.2		3.8	
Approach LOS	B		D			
<b>Intersection Summary</b>						
Average Delay			14.0			
Intersection Capacity Utilization			32.8%		ICU Level of Service	A
Analysis Period (min)			15			



Lanes and Geometrics  
 15: Park Meadows Ring Rd. & SW Access Drive

Park Meadows  
 07/19/2022



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)	0	0	0			0
Storage Lanes	1	1	0			1
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	1.00
Ped Bike Factor						
Frt		0.850				0.850
Flt Protected	0.950			0.965		
Satd. Flow (prot)	1770	1583	0	3415	1863	1583
Flt Permitted	0.950			0.965		
Satd. Flow (perm)	1770	1583	0	3415	1863	1583
Link Speed (mph)	30			30	30	
Link Distance (ft)	367			1566	1358	
Travel Time (s)	8.3			35.6	30.9	

Intersection Summary

Area Type: Other

HCM Unsignalized Intersection Capacity Analysis  
 15: Park Meadows Ring Rd. & SW Access Drive

Park Meadows  
 07/19/2022



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	189	276	280	110	146	166
Future Volume (Veh/h)	189	276	280	110	146	166
Sign Control	Free			Stop	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	205	300	304	120	159	180
<b>Pedestrians</b>						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage (veh)						
Upstream signal (ft)	367					
pX, platoon unblocked						
vC, conflicting volume	0		490	410	410	0
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	0		490	410	410	0
tC, single (s)	4.1		7.1	6.5	6.5	6.2
tC, 2 stage (s)						
tF (s)	2.2		3.5	4.0	4.0	3.3
p0 queue free %	87		0	74	66	83
cM capacity (veh/h)	1623		272	464	464	1085
<b>Direction, Lane #</b>	<b>EB 1</b>	<b>EB 2</b>	<b>NB 1</b>	<b>NB 2</b>	<b>SB 1</b>	<b>SB 2</b>
Volume Total	205	300	344	80	159	180
Volume Left	205	0	304	0	0	0
Volume Right	0	300	0	0	0	180
cSH	1623	1700	286	464	464	1085
Volume to Capacity	0.13	0.18	1.20	0.17	0.34	0.17
Queue Length 95th (ft)	11	0	389	15	38	15
Control Delay (s)	7.5	0.0	157.6	14.4	16.7	9.0
Lane LOS	A		F	B	C	A
Approach Delay (s)	3.1		130.5		12.6	
Approach LOS			F		B	
<b>Intersection Summary</b>						
Average Delay			48.2			
Intersection Capacity Utilization			43.7%	ICU Level of Service	A	
Analysis Period (min)			15			

Lanes and Geometrics  
 16: Park Meadows Ring Rd. & NW Access Drive

Park Meadows  
 07/19/2022



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)	0	0	0			0
Storage Lanes	1	1	0			1
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	1.00
Ped Bike Factor						
Frt		0.850				0.850
Flt Protected	0.950			0.964		
Satd. Flow (prot)	1770	1583	0	3412	1863	1583
Flt Permitted	0.950			0.964		
Satd. Flow (perm)	1770	1583	0	3412	1863	1583
Link Speed (mph)	30			30	30	
Link Distance (ft)	217			1358	1249	
Travel Time (s)	4.9			30.9	28.4	

Intersection Summary

Area Type: Other

HCM Unsignalized Intersection Capacity Analysis  
 16: Park Meadows Ring Rd. & NW Access Drive

Park Meadows  
 07/19/2022



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	105	287	332	118	139	197
Future Volume (Veh/h)	105	287	332	118	139	197
Sign Control	Free			Stop	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	114	312	361	128	151	214
<b>Pedestrians</b>						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage (veh)						
Upstream signal (ft)	217					
pX, platoon unblocked						
vC, conflicting volume	0		304	228	228	0
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	0		304	228	228	0
tC, single (s)	4.1		7.1	6.5	6.5	6.2
tC, 2 stage (s)						
tF (s)	2.2		3.5	4.0	4.0	3.3
p0 queue free %	93		10	79	76	80
cM capacity (veh/h)	1623		402	624	624	1085
<b>Direction, Lane #</b>	<b>EB 1</b>	<b>EB 2</b>	<b>NB 1</b>	<b>NB 2</b>	<b>SB 1</b>	<b>SB 2</b>
Volume Total	114	312	404	85	151	214
Volume Left	114	0	361	0	0	0
Volume Right	0	312	0	0	0	214
cSH	1623	1700	418	624	624	1085
Volume to Capacity	0.07	0.18	0.97	0.14	0.24	0.20
Queue Length 95th (ft)	6	0	287	12	24	18
Control Delay (s)	7.4	0.0	67.8	11.7	12.6	9.1
Lane LOS	A		F	B	B	A
Approach Delay (s)	2.0		58.0		10.6	
Approach LOS			F		B	
<b>Intersection Summary</b>						
Average Delay			25.8			
Intersection Capacity Utilization			41.5%	ICU Level of Service	A	
Analysis Period (min)			15			

Lanes and Geometrics  
 1: S. Yosemite St. & E. County Line Rd.

Park Meadows  
 07/19/2022



Lane Group	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	
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12	
Grade (%)	0%		0%		0%		0%		0%		0%		
Storage Length (ft)	175		350	600		0	235		0	210		0	
Storage Lanes	2		1	2		1	2		1	1		0	
Taper Length (ft)	25			25			25			25			
Lane Util. Factor	0.97	0.91	1.00	0.97	0.91	1.00	0.97	0.95	1.00	1.00	0.95	0.95	
Ped Bike Factor	Frt			0.850			0.850			0.850			0.948
Flt Protected	0.950			0.950			0.950			0.950			
Satd. Flow (prot)	3433	5085	1583	3433	5085	1583	3433	3539	1583	1770	3355	0	
Flt Permitted	0.950			0.950			0.950			0.950			
Satd. Flow (perm)	3433	5085	1583	3433	5085	1583	3433	3539	1583	1770	3355	0	
Right Turn on Red			Yes			Yes			Yes			Yes	
Satd. Flow (RTOR)			349			131			150			79	
Link Speed (mph)		30			30			30			30		
Link Distance (ft)		556			1568			1842			710		
Travel Time (s)		12.6			35.6			41.9			16.1		

Intersection Summary

Area Type: Other

Timings  
1: S. Yosemite St. & E. County Line Rd.

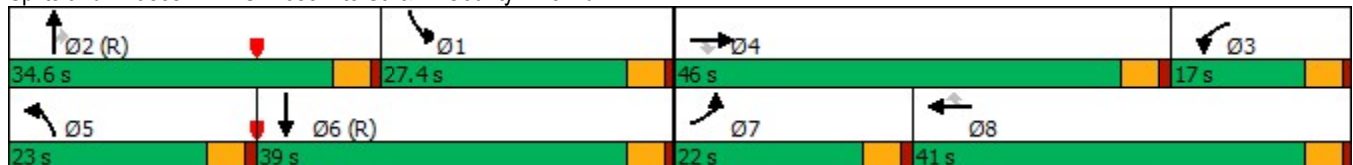
Park Meadows  
07/19/2022

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations											
Traffic Volume (vph)	317	1280	321	200	1076	113	333	435	138	173	423
Future Volume (vph)	317	1280	321	200	1076	113	333	435	138	173	423
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA
Protected Phases	7	4		3	8		5	2		1	6
Permitted Phases			4			8			2		
Detector Phase	7	4	4	3	8	8	5	2	2	1	6
Switch Phase											
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5
Total Split (s)	22.0	46.0	46.0	17.0	41.0	41.0	23.0	34.6	34.6	27.4	39.0
Total Split (%)	17.6%	36.8%	36.8%	13.6%	32.8%	32.8%	18.4%	27.7%	27.7%	21.9%	31.2%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead	Lead	Lead	Lag	Lag	Lag	Lead	Lead	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	C-Max	C-Max	None	C-Max
Act Effct Green (s)	16.3	41.2	41.2	11.8	36.6	36.6	17.1	31.2	31.2	22.9	37.0
Actuated g/C Ratio	0.13	0.33	0.33	0.09	0.29	0.29	0.14	0.25	0.25	0.18	0.30
v/c Ratio	0.77	0.83	0.46	0.67	0.79	0.22	0.77	0.54	0.30	0.58	0.67
Control Delay	64.6	43.9	5.2	38.9	20.9	1.4	63.7	43.6	7.5	54.8	38.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	64.6	43.9	5.2	38.9	20.9	1.4	63.7	43.6	7.5	54.8	38.5
LOS	E	D	A	D	C	A	E	D	A	D	D
Approach Delay		40.9			21.9			45.5			41.9
Approach LOS		D			C			D			D

Intersection Summary

Cycle Length: 125  
 Actuated Cycle Length: 125  
 Offset: 118 (94%), Referenced to phase 2:NBT and 6:SBT, Start of Green  
 Natural Cycle: 80  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.83  
 Intersection Signal Delay: 36.6  
 Intersection LOS: D  
 Intersection Capacity Utilization 73.9%  
 ICU Level of Service D  
 Analysis Period (min) 15

Splits and Phases: 1: S. Yosemite St. & E. County Line Rd.



Queues

1: S. Yosemite St. & E. County Line Rd.





































Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	345	1391	349	217	1170	123	362	473	150	188	707
v/c Ratio	0.77	0.83	0.46	0.67	0.79	0.22	0.77	0.54	0.30	0.58	0.67
Control Delay	64.6	43.9	5.2	38.9	20.9	1.4	63.7	43.6	7.5	54.8	38.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	64.6	43.9	5.2	38.9	20.9	1.4	63.7	43.6	7.5	54.8	38.5
Queue Length 50th (ft)	139	377	0	70	160	1	145	177	0	140	243
Queue Length 95th (ft)	192	438	66	m113	220	m2	198	234	53	220	315
Internal Link Dist (ft)		476			1488			1762			630
Turn Bay Length (ft)	175		350	600			235			210	
Base Capacity (vph)	480	1688	758	343	1491	556	508	882	507	324	1048
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.72	0.82	0.46	0.63	0.78	0.22	0.71	0.54	0.30	0.58	0.67

Intersection Summary

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

HCM 6th Signalized Intersection Summary  
 1: S. Yosemite St. & E. County Line Rd.

Park Meadows  
 07/19/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 	  		  	  		 	 			 	
Traffic Volume (veh/h)	317	1280	321	200	1076	113	333	435	138	173	423	227
Future Volume (veh/h)	317	1280	321	200	1076	113	333	435	138	173	423	227
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	345	1391	349	217	1170	123	362	473	150	188	460	247
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	405	1617	502	276	1426	443	423	856	382	390	754	402
Arrive On Green	0.12	0.32	0.32	0.03	0.09	0.09	0.12	0.24	0.24	0.22	0.34	0.34
Sat Flow, veh/h	3456	5106	1585	3456	5106	1585	3456	3554	1585	1781	2239	1194
Grp Volume(v), veh/h	345	1391	349	217	1170	123	362	473	150	188	364	343
Grp Sat Flow(s),veh/h/ln	1728	1702	1585	1728	1702	1585	1728	1777	1585	1781	1777	1655
Q Serve(g_s), s	12.2	32.0	17.3	7.8	28.1	5.4	12.8	14.6	9.9	11.5	21.4	21.6
Cycle Q Clear(g_c), s	12.2	32.0	17.3	7.8	28.1	5.4	12.8	14.6	9.9	11.5	21.4	21.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.72
Lane Grp Cap(c), veh/h	405	1617	502	276	1426	443	423	856	382	390	599	558
V/C Ratio(X)	0.85	0.86	0.70	0.79	0.82	0.28	0.86	0.55	0.39	0.48	0.61	0.61
Avail Cap(c_a), veh/h	484	1695	526	346	1491	463	511	856	382	390	599	558
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.65	0.65	0.65	0.61	0.61	0.61	1.00	1.00	1.00
Uniform Delay (d), s/veh	54.1	40.1	19.2	59.8	53.7	16.0	53.8	41.6	39.8	42.7	34.6	34.6
Incr Delay (d2), s/veh	11.9	4.6	3.8	6.1	2.4	0.2	7.4	1.6	1.9	0.9	4.6	5.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.0	14.0	6.8	3.8	13.2	3.7	6.0	6.6	4.1	5.2	10.0	9.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	66.1	44.7	22.9	65.9	56.1	16.2	61.2	43.1	41.6	43.6	39.1	39.6
LnGrp LOS	E	D	C	E	E	B	E	D	D	D	D	D
Approach Vol, veh/h		2085			1510			985			895	
Approach Delay, s/veh		44.6			54.2			49.5			40.3	
Approach LOS		D			D			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	31.8	34.6	14.5	44.1	19.8	46.6	19.1	39.4				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	22.9	30.1	12.5	41.5	18.5	34.5	17.5	36.5				
Max Q Clear Time (g_c+I1), s	13.5	16.6	9.8	34.0	14.8	23.6	14.2	30.1				
Green Ext Time (p_c), s	0.3	3.1	0.2	5.6	0.5	3.4	0.4	4.1				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay			47.4									
HCM 6th LOS			D									



Lanes and Geometrics  
 2: S. Chester St. & E. County Line Rd.

Park Meadows  
 07/19/2022



Lane Group	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
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	550		0	525		0	135		0	125		110
Storage Lanes	2		1	2		0	2		1	2		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.97	0.91	1.00	0.97	0.86	0.86	0.97	0.95	1.00	0.97	0.95	1.00
Ped Bike Factor												
Frt			0.850		0.957				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	5085	1583	3433	6132	0	3433	3539	1583	3433	3539	1583
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3433	5085	1583	3433	6132	0	3433	3539	1583	3433	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			139		87				357			340
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1568			1050			565			792	
Travel Time (s)		35.6			23.9			12.8			18.0	

Intersection Summary

Area Type: Other

Timings  
2: S. Chester St. & E. County Line Rd.

Park Meadows  
07/19/2022

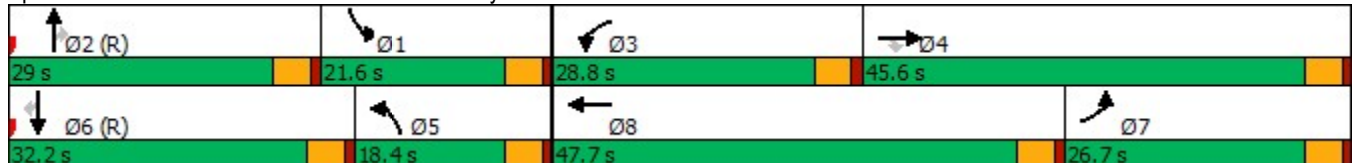


Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖↖	↑↑↑	↗	↖↖	↑↑↑	↖↖	↑↑	↗	↖↖	↑↑	↗
Traffic Volume (vph)	378	1502	162	587	921	276	393	518	408	269	344
Future Volume (vph)	378	1502	162	587	921	276	393	518	408	269	344
Turn Type	Prot	NA	Perm	Prot	NA	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8	5	2		1	6	
Permitted Phases			4					2			6
Detector Phase	7	4	4	3	8	5	2	2	1	6	6
Switch Phase											
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	22.5	9.5	22.5	9.5	22.5	22.5	9.5	22.5	22.5
Total Split (s)	26.7	45.6	45.6	28.8	47.7	18.4	29.0	29.0	21.6	32.2	32.2
Total Split (%)	21.4%	36.5%	36.5%	23.0%	38.2%	14.7%	23.2%	23.2%	17.3%	25.8%	25.8%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lag	Lag	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	C-Max	C-Max	None	C-Max	C-Max
Act Effct Green (s)	26.4	41.1	41.1	24.3	39.0	13.9	24.5	24.5	17.1	27.7	27.7
Actuated g/C Ratio	0.21	0.33	0.33	0.19	0.31	0.11	0.20	0.20	0.14	0.22	0.22
v/c Ratio	0.57	0.98	0.29	0.96	0.71	0.79	0.62	0.94	0.94	0.37	0.61
Control Delay	27.9	35.9	3.0	60.1	22.2	69.5	50.4	43.6	83.4	42.9	11.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	27.9	35.9	3.0	60.1	22.2	69.5	50.4	43.6	83.4	42.9	11.0
LOS	C	D	A	E	C	E	D	D	F	D	B
Approach Delay		31.8			34.1		51.9			48.3	
Approach LOS		C			C		D			D	

Intersection Summary

Cycle Length: 125  
 Actuated Cycle Length: 125  
 Offset: 104 (83%), Referenced to phase 2:NBT and 6:SBT, Start of Green  
 Natural Cycle: 100  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.98  
 Intersection Signal Delay: 39.1  
 Intersection Capacity Utilization 84.0%  
 Analysis Period (min) 15  
 Intersection LOS: D  
 ICU Level of Service E

Splits and Phases: 2: S. Chester St. & E. County Line Rd.





Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	411	1633	176	638	1398	300	427	563	443	292	374
v/c Ratio	0.57	0.98	0.29	0.96	0.71	0.79	0.62	0.94	0.94	0.37	0.61
Control Delay	27.9	35.9	3.0	60.1	22.2	69.5	50.4	43.6	83.4	42.9	11.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	27.9	35.9	3.0	60.1	22.2	69.5	50.4	43.6	83.4	42.9	11.0
Queue Length 50th (ft)	95	179	2	226	233	123	167	187	185	106	22
Queue Length 95th (ft)	m171	#568	m12	#373	245	#188	224	#420	#287	150	119
Internal Link Dist (ft)		1488			970		485			712	
Turn Bay Length (ft)	550			525		135			125		110
Base Capacity (vph)	723	1671	613	667	2176	381	693	597	469	784	615
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.57	0.98	0.29	0.96	0.64	0.79	0.62	0.94	0.94	0.37	0.61

Intersection Summary

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

Queue shown is maximum after two cycles.

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

HCM 6th Signalized Intersection Summary  
 2: S. Chester St. & E. County Line Rd.

Park Meadows  
 07/19/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↑↑↑	↔	↔↔	↑↑↑		↔↔	↑↑	↔	↔↔	↑↑	↔
Traffic Volume (veh/h)	378	1502	162	587	921	365	276	393	518	408	269	344
Future Volume (veh/h)	378	1502	162	587	921	365	276	393	518	408	269	344
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	411	1633	176	638	1001	397	300	427	563	443	292	374
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	723	1679	521	672	1514	497	384	697	311	473	787	351
Arrive On Green	0.21	0.33	0.33	0.06	0.10	0.10	0.11	0.20	0.20	0.14	0.22	0.22
Sat Flow, veh/h	3456	5106	1585	3456	4826	1585	3456	3554	1585	3456	3554	1585
Grp Volume(v), veh/h	411	1633	176	638	1001	397	300	427	563	443	292	374
Grp Sat Flow(s),veh/h/ln	1728	1702	1585	1728	1609	1585	1728	1777	1585	1728	1777	1585
Q Serve(g_s), s	13.3	39.4	7.6	23.0	25.0	30.6	10.6	13.7	16.4	15.9	8.7	27.7
Cycle Q Clear(g_c), s	13.3	39.4	7.6	23.0	25.0	30.6	10.6	13.7	16.4	15.9	8.7	27.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	723	1679	521	672	1514	497	384	697	311	473	787	351
V/C Ratio(X)	0.57	0.97	0.34	0.95	0.66	0.80	0.78	0.61	1.81	0.94	0.37	1.06
Avail Cap(c_a), veh/h	723	1679	521	672	1668	548	384	697	311	473	787	351
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.57	0.57	0.57	0.95	0.95	0.95	0.62	0.62	0.62	1.00	1.00	1.00
Uniform Delay (d), s/veh	44.3	41.4	16.7	57.9	49.6	52.2	54.1	45.9	22.5	53.4	41.3	48.7
Incr Delay (d2), s/veh	0.6	11.0	0.2	22.3	0.8	7.2	6.4	2.5	373.3	26.4	1.3	66.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.8	18.0	2.8	12.8	10.9	14.0	4.9	6.3	38.3	8.6	4.0	17.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	44.9	52.4	17.0	80.2	50.4	59.3	60.4	48.4	395.8	79.9	42.6	114.9
LnGrp LOS	D	D	B	F	D	E	E	D	F	E	D	F
Approach Vol, veh/h		2220			2036			1290			1109	
Approach Delay, s/veh		48.2			61.5			202.8			81.9	
Approach LOS		D			E			F			F	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	21.6	29.0	28.8	45.6	18.4	32.2	30.7	43.7				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	17.1	24.5	24.3	41.1	13.9	27.7	22.2	43.2				
Max Q Clear Time (g_c+I1), s	17.9	18.4	25.0	41.4	12.6	29.7	15.3	32.6				
Green Ext Time (p_c), s	0.0	2.7	0.0	0.0	0.2	0.0	0.9	6.6				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay				87.8								
HCM 6th LOS				F								

Lanes and Geometrics  
 3: North Access Drive & E. County Line Rd.



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑	↑	↙↘	↑↑↑		↙↘
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)		0	350		0	0
Storage Lanes		1	2		0	2
Taper Length (ft)			25		25	
Lane Util. Factor	0.91	1.00	0.97	0.86	1.00	0.88
Ped Bike Factor						
Frt		0.850				0.850
Flt Protected			0.950			
Satd. Flow (prot)	5085	1583	3433	6408	0	2787
Flt Permitted			0.950			
Satd. Flow (perm)	5085	1583	3433	6408	0	2787
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		62				5
Link Speed (mph)	30			30	30	
Link Distance (ft)	1050			651	255	
Travel Time (s)	23.9			14.8	5.8	

Intersection Summary

Area Type: Other

Timings  
3: North Access Drive & E. County Line Rd.

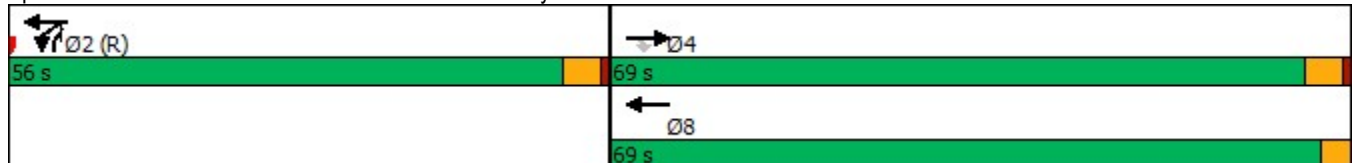


Lane Group	EBT	EBR	WBL	WBT	NBR	Ø8
Lane Configurations	↑↑↑	↑	↔	↑↑↑	↔	
Traffic Volume (vph)	2037	266	815	2003	804	
Future Volume (vph)	2037	266	815	2003	804	
Turn Type	NA	Perm	Prot	NA	Over	
Protected Phases	4		2	2 8	2	8
Permitted Phases		4			2	
Detector Phase	4	4	2	2 8	2	
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0		5.0	5.0
Minimum Split (s)	22.5	22.5	9.5		9.5	22.5
Total Split (s)	69.0	69.0	56.0		56.0	69.0
Total Split (%)	55.2%	55.2%	44.8%		44.8%	55%
Yellow Time (s)	3.5	3.5	3.5		3.5	3.0
All-Red Time (s)	1.0	1.0	1.0		1.0	0.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	
Total Lost Time (s)	4.5	4.5	4.5		4.5	
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	None	None	C-Max		C-Max	None
Act Effct Green (s)	64.5	64.5	51.5	125.0	51.5	
Actuated g/C Ratio	0.52	0.52	0.41	1.00	0.41	
v/c Ratio	0.84	0.34	0.63	0.34	0.76	
Control Delay	12.9	6.8	19.1	0.1	36.5	
Queue Delay	0.0	0.0	0.0	0.0	0.0	
Total Delay	12.9	6.8	19.1	0.1	36.5	
LOS	B	A	B	A	D	
Approach Delay	12.2			5.6		
Approach LOS	B			A		

Intersection Summary

Cycle Length: 125  
 Actuated Cycle Length: 125  
 Offset: 2 (2%), Referenced to phase 2:WBTL and 6:, Start of Green  
 Natural Cycle: 60  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.84  
 Intersection Signal Delay: 12.4  
 Intersection Capacity Utilization 75.0%  
 Analysis Period (min) 15  
 Intersection LOS: B  
 ICU Level of Service D

Splits and Phases: 3: North Access Drive & E. County Line Rd.



Queues  
3: North Access Drive & E. County Line Rd.



Lane Group	EBT	EBR	WBL	WBT	NBR
Lane Group Flow (vph)	2214	289	886	2177	874
v/c Ratio	0.84	0.34	0.63	0.34	0.76
Control Delay	12.9	6.8	19.1	0.1	36.5
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	12.9	6.8	19.1	0.1	36.5
Queue Length 50th (ft)	233	55	250	0	336
Queue Length 95th (ft)	m250	m59	309	0	427
Internal Link Dist (ft)	970			571	
Turn Bay Length (ft)			350		
Base Capacity (vph)	2623	846	1414	6408	1151
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.84	0.34	0.63	0.34	0.76

Intersection Summary

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

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HCM 6th Edition methodology expects strict NEMA phasing.



Lanes and Geometrics  
 4: Park Meadow Center Dr. & E. County Line Rd.

Park Meadows  
 07/19/2022



Lane Group	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
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		325	0		100	0		250	250		175
Storage Lanes	0		1	0		1	0		1	3		2
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.86	1.00	1.00	0.91	1.00	1.00	1.00	0.76	0.94	0.95	0.88
Ped Bike Factor												
Frt			0.850			0.850			0.850			0.850
Flt Protected										0.950		
Satd. Flow (prot)	0	6408	1583	0	5085	1583	0	0	3610	4990	3539	2787
Flt Permitted										0.950		
Satd. Flow (perm)	0	6408	1583	0	5085	1583	0	0	3610	4990	3539	2787
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			280			52			671			1252
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		651			987			1238			614	
Travel Time (s)		14.8			22.4			28.1			14.0	

Intersection Summary

Area Type: Other

Timings  
4: Park Meadow Center Dr. & E. County Line Rd.

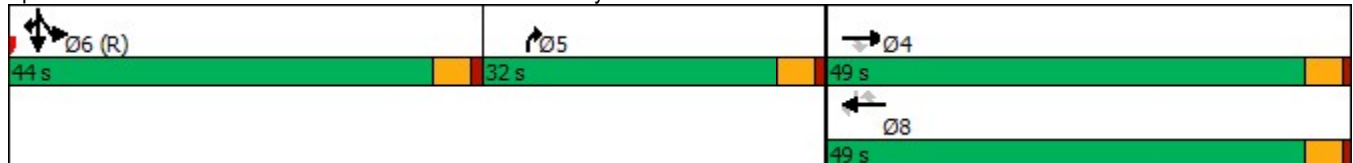


Lane Group	EBT	EBR	WBT	WBR	NBR	SBL	SBT	SBR
Lane Configurations	↑↑↑↑	↗	↑↑↑↑	↗	↗↗↗	↗↗↗	↑↑	↗↗
Traffic Volume (vph)	2378	309	1277	65	1442	126	1062	1152
Future Volume (vph)	2378	309	1277	65	1442	126	1062	1152
Turn Type	NA	Perm	NA	Perm	Prot	Split	NA	custom
Protected Phases	4		8		5	6	6	6
Permitted Phases		4		8				8
Detector Phase	4	4	8	8	5	6	6	6
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	22.5	9.5	22.5	22.5	22.5
Total Split (s)	49.0	49.0	49.0	49.0	32.0	44.0	44.0	44.0
Total Split (%)	39.2%	39.2%	39.2%	39.2%	25.6%	35.2%	35.2%	35.2%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag					Lag	Lead	Lead	Lead
Lead-Lag Optimize?					Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	C-Max	C-Max	C-Max
Act Effct Green (s)	44.5	44.5	44.5	44.5	27.5	39.5	39.5	88.5
Actuated g/C Ratio	0.36	0.36	0.36	0.36	0.22	0.32	0.32	0.71
v/c Ratio	1.13	0.45	0.77	0.12	1.19	0.09	1.03	0.54
Control Delay	96.6	5.0	44.5	13.7	118.2	30.3	77.5	1.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	96.6	5.0	44.5	13.7	118.2	30.3	77.5	1.2
LOS	F	A	D	B	F	C	E	A
Approach Delay	86.1		43.0				37.4	
Approach LOS	F		D				D	

Intersection Summary

Cycle Length: 125  
 Actuated Cycle Length: 125  
 Offset: 32 (26%), Referenced to phase 6:SBTL, Start of Green  
 Natural Cycle: 130  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 1.19  
 Intersection Signal Delay: 70.0  
 Intersection Capacity Utilization 83.5%  
 Analysis Period (min) 15  
 Intersection LOS: E  
 ICU Level of Service E

Splits and Phases: 4: Park Meadow Center Dr. & E. County Line Rd.





Lane Group	EBT	EBR	WBT	WBR	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	2585	336	1388	71	1567	137	1154	1252
v/c Ratio	1.13	0.45	0.77	0.12	1.19	0.09	1.03	0.54
Control Delay	96.6	5.0	44.5	13.7	118.2	30.3	77.5	1.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	96.6	5.0	44.5	13.7	118.2	30.3	77.5	1.2
Queue Length 50th (ft)	~710	29	398	15	~473	27	~526	0
Queue Length 95th (ft)	#787	m68	453	32	#591	44	#663	19
Internal Link Dist (ft)	571		907				534	
Turn Bay Length (ft)		325		100	250	250		175
Base Capacity (vph)	2281	743	1810	597	1317	1576	1118	2338
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.13	0.45	0.77	0.12	1.19	0.09	1.03	0.54

#### Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

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

Queue shown is maximum after two cycles.

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

HCM 6th Signalized Intersection Summary  
 4: Park Meadow Center Dr. & E. County Line Rd.

Park Meadows  
 07/19/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑	↗		↑↑↑	↗			↗↗↗	↘↘↘	↑↑	↗↗
Traffic Volume (veh/h)	0	2378	309	0	1277	65	0	0	1442	126	1062	1152
Future Volume (veh/h)	0	2378	309	0	1277	65	0	0	1442	126	1062	1152
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	0	1870	1870	0	1870	1870	0	0	1870	1870	1870	1870
Adj Flow Rate, veh/h	0	2585	0	0	1388	0	0	0	1567	137	1154	1252
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	2	2	0	2	2	0	0	2	2	2	2
Cap, veh/h	0	2291		0	1818		0	0	0	2873	2033	1596
Arrive On Green	0.00	0.36	0.00	0.00	0.36	0.00	0.00	0.00	0.00	0.57	0.57	0.57
Sat Flow, veh/h	0	6696	1585	0	5274	1585		0		5023	3554	2790
Grp Volume(v), veh/h	0	2585	0	0	1388	0		0.0		137	1154	1252
Grp Sat Flow(s),veh/h/ln	0	1609	1585	0	1702	1585				1674	1777	1395
Q Serve(g_s), s	0.0	44.5	0.0	0.0	30.1	0.0				1.5	25.7	43.6
Cycle Q Clear(g_c), s	0.0	44.5	0.0	0.0	30.1	0.0				1.5	25.7	43.6
Prop In Lane	0.00		1.00	0.00		1.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	2291		0	1818					2873	2033	1596
V/C Ratio(X)	0.00	1.13		0.00	0.76					0.05	0.57	0.78
Avail Cap(c_a), veh/h	0	2291		0	1818					2873	2033	1596
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.47	0.00	0.00	0.91	0.00				1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	40.3	0.0	0.0	35.6	0.0				11.8	17.0	20.8
Incr Delay (d2), s/veh	0.0	60.9	0.0	0.0	1.8	0.0				0.0	1.2	3.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	27.0	0.0	0.0	12.7	0.0				0.6	10.6	14.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	101.2	0.0	0.0	37.4	0.0				11.8	18.1	24.7
LnGrp LOS	A	F		A	D					B	B	C
Approach Vol, veh/h		2585	A		1388	A					2543	
Approach Delay, s/veh		101.2			37.4						21.0	
Approach LOS		F			D						C	
Timer - Assigned Phs				4		6		8				
Phs Duration (G+Y+Rc), s				49.0		76.0		49.0				
Change Period (Y+Rc), s				4.5		4.5		4.5				
Max Green Setting (Gmax), s				44.5		39.5		44.5				
Max Q Clear Time (g_c+I1), s				46.5		45.6		32.1				
Green Ext Time (p_c), s				0.0		0.0		7.6				

Intersection Summary

HCM 6th Ctrl Delay	56.3
HCM 6th LOS	E

Notes

Unsignalized Delay for [EBR, WBR] is excluded from calculations of the approach delay and intersection delay.

Lanes and Geometrics  
 5: I-25 Ramps & E. County Line Rd.

Park Meadows  
 07/19/2022

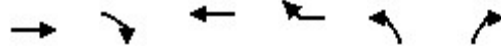


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL2	NBL	NBR	SEL	SER
Lane Configurations		↑↑↑	↑↑		↑↑↑	↑	↑↑		↑		
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%		0%	
Storage Length (ft)	0		200	0		100		180	0	0	0
Storage Lanes	0		1	0		1		2	1	0	0
Taper Length (ft)	25			25				25		25	
Lane Util. Factor	1.00	0.91	0.88	1.00	0.91	1.00	0.97	1.00	1.00	1.00	1.00
Ped Bike Factor											
Frt			0.850			0.850			0.850		
Flt Protected							0.950				
Satd. Flow (prot)	0	5085	2787	0	5085	1583	3433	0	1583	0	0
Flt Permitted							0.950				
Satd. Flow (perm)	0	5085	2787	0	5085	1583	3433	0	1583	0	0
Right Turn on Red			Yes			Yes			Yes		
Satd. Flow (RTOR)			1920			621			701		
Link Speed (mph)		30			30			30		30	
Link Distance (ft)		987			920			594		465	
Travel Time (s)		22.4			20.9			13.5		10.6	

Intersection Summary

Area Type: Other

Timings  
5: I-25 Ramps & E. County Line Rd.



Lane Group	EBT	EBR	WBT	WBR	NBL2	NBR
Lane Configurations	↑↑↑	↑↑	↑↑↑	↑	↑↑	↑
Traffic Volume (vph)	734	2187	509	806	851	96
Future Volume (vph)	734	2187	509	806	851	96
Turn Type	NA	Free	NA	Free	Prot	Free
Protected Phases	4		8		5	
Permitted Phases		Free		Free		Free
Detector Phase	4		8		5	
Switch Phase						
Minimum Initial (s)	5.0		5.0		5.0	
Minimum Split (s)	22.5		22.5		9.5	
Total Split (s)	48.0		48.0		77.0	
Total Split (%)	38.4%		38.4%		61.6%	
Yellow Time (s)	3.5		3.5		3.5	
All-Red Time (s)	1.0		1.0		1.0	
Lost Time Adjust (s)	0.0		0.0		0.0	
Total Lost Time (s)	4.5		4.5		4.5	
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	None		None		None	
Act Effct Green (s)	27.3	125.0	27.3	125.0	88.7	125.0
Actuated g/C Ratio	0.22	1.00	0.22	1.00	0.71	1.00
v/c Ratio	0.72	0.85	0.50	0.55	0.38	0.07
Control Delay	29.3	11.1	43.9	1.4	8.2	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	29.3	11.1	43.9	1.4	8.2	0.1
LOS	C	B	D	A	A	A
Approach Delay	15.7		17.9			
Approach LOS	B		B			

Intersection Summary

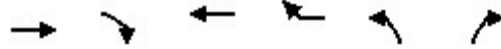
Cycle Length: 125  
 Actuated Cycle Length: 125  
 Offset: 6 (5%), Referenced to phase 2: and 6:, Start of Green  
 Natural Cycle: 45  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.85  
 Intersection Signal Delay: 14.7  
 Intersection Capacity Utilization 45.5%  
 Analysis Period (min) 15  
 Intersection LOS: B  
 ICU Level of Service A

Splits and Phases: 5: I-25 Ramps & E. County Line Rd.



Queues  
5: I-25 Ramps & E. County Line Rd.

Park Meadows  
07/19/2022



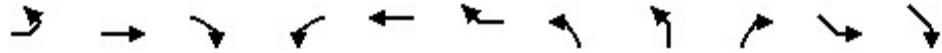
Lane Group	EBT	EBR	WBT	WBR	NBL2	NBR
Lane Group Flow (vph)	798	2377	553	876	925	104
v/c Ratio	0.72	0.85	0.50	0.55	0.38	0.07
Control Delay	29.3	11.1	43.9	1.4	8.2	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	29.3	11.1	43.9	1.4	8.2	0.1
Queue Length 50th (ft)	208	377	143	0	139	0
Queue Length 95th (ft)	m203	m246	173	0	202	0
Internal Link Dist (ft)	907		840			
Turn Bay Length (ft)		200		100	180	
Base Capacity (vph)	1769	2787	1769	1583	2435	1583
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.45	0.85	0.31	0.55	0.38	0.07

Intersection Summary

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

HCM 6th Signalized Intersection Summary  
5: I-25 Ramps & E. County Line Rd.

Park Meadows  
07/19/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL2	NBL	NBR	SEL	SER
Lane Configurations		↑↑↑	↑↑		↑↑↑	↑	↑↑		↑		
Traffic Volume (veh/h)	0	734	2187	0	509	806	851	0	96	0	0
Future Volume (veh/h)	0	734	2187	0	509	806	851	0	96	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00	1.00	1.00		
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
Work Zone On Approach		No			No			No			
Adj Sat Flow, veh/h/ln	0	1870	1870	0	1870	1870	1870	1870	1870		
Adj Flow Rate, veh/h	0	798	0	0	553	0	925	925	0		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92		
Percent Heavy Veh, %	0	2	2	0	2	2	2	2	2		
Cap, veh/h	0	1101		0	1101		2462	2462			
Arrive On Green	0.00	0.07	0.00	0.00	0.22	0.00	0.71	0.71	0.00		
Sat Flow, veh/h	0	5274	2790	0	5274	1585	3456	3456	1585		
Grp Volume(v), veh/h	0	798	0	0	553	0	925	925	0		
Grp Sat Flow(s),veh/h/ln	0	1702	1395	0	1702	1585	1728	1728	1585		
Q Serve(g_s), s	0.0	19.1	0.0	0.0	11.9	0.0	13.1	13.1	0.0		
Cycle Q Clear(g_c), s	0.0	19.1	0.0	0.0	11.9	0.0	13.1	13.1	0.0		
Prop In Lane	0.00		1.00	0.00		1.00	1.00	1.00	1.00		
Lane Grp Cap(c), veh/h	0	1101		0	1101		2462	2462			
V/C Ratio(X)	0.00	0.72		0.00	0.50		0.38	0.38			
Avail Cap(c_a), veh/h	0	1777		0	1777		2462	2462			
HCM Platoon Ratio	1.00	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00		
Upstream Filter(l)	0.00	0.09	0.00	0.00	1.00	0.00	1.00	1.00	0.00		
Uniform Delay (d), s/veh	0.0	54.4	0.0	0.0	43.1	0.0	7.1	7.1	0.0		
Incr Delay (d2), s/veh	0.0	0.1	0.0	0.0	0.4	0.0	0.1	0.1	0.0		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln	0.0	8.8	0.0	0.0	5.1	0.0	4.5	4.5	0.0		
Unsig. Movement Delay, s/veh											
LnGrp Delay(d),s/veh	0.0	54.5	0.0	0.0	43.5	0.0	7.2	7.2	0.0		
LnGrp LOS	A	D		A	D		A	A			
Approach Vol, veh/h		798	A		553	A	925	925	A		
Approach Delay, s/veh		54.5			43.5		7.2	7.2			
Approach LOS		D			D		A	A			
Timer - Assigned Phs		2		4				8			
Phs Duration (G+Y+Rc), s		93.5		31.5				31.5			
Change Period (Y+Rc), s		4.5		4.5				4.5			
Max Green Setting (Gmax), s		72.5		43.5				43.5			
Max Q Clear Time (g_c+I1), s		15.1		21.1				13.9			
Green Ext Time (p_c), s		4.0		5.8				4.1			

Intersection Summary

HCM 6th Ctrl Delay	32.6
HCM 6th LOS	C

Notes

Unsignalized Delay for [NBR, EBR, WBR] is excluded from calculations of the approach delay and intersection delay.



Lanes and Geometrics  
 6: Park Meadow Center Dr. & East Access Drive

Park Meadows  
 07/19/2022



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)	0	0	110			0
Storage Lanes	2	1	1			0
Taper Length (ft)	25		25			
Lane Util. Factor	0.97	1.00	1.00	0.95	0.95	0.95
Ped Bike Factor						
Frt		0.850			0.923	
Flt Protected	0.950		0.950			
Satd. Flow (prot)	3433	1583	1770	3539	3267	0
Flt Permitted	0.950		0.099			
Satd. Flow (perm)	3433	1583	184	3539	3267	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		342			467	
Link Speed (mph)	30			30	30	
Link Distance (ft)	204			1551	1238	
Travel Time (s)	4.6			35.3	28.1	

Intersection Summary

Area Type: Other

Timings  
6: Park Meadow Center Dr. & East Access Drive



Lane Group	EBL	EBR	NBL	NBT	SBT
Lane Configurations	↖↗	↗	↖	↑↑	↑↓
Traffic Volume (vph)	620	315	156	806	666
Future Volume (vph)	620	315	156	806	666
Turn Type	Prot	Perm	pm+pt	NA	NA
Protected Phases	4		5	2	6
Permitted Phases		5	2		
Detector Phase	4	5	5	2	6
Switch Phase					
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	9.5	9.5	22.5	22.5
Total Split (s)	22.6	14.0	14.0	52.4	38.4
Total Split (%)	30.1%	18.7%	18.7%	69.9%	51.2%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5
Lead/Lag		Lead	Lead		Lag
Lead-Lag Optimize?		Yes	Yes		Yes
Recall Mode	None	None	None	C-Max	C-Max
Act Effct Green (s)	17.5	8.2	48.5	48.5	35.8
Actuated g/C Ratio	0.23	0.11	0.65	0.65	0.48
v/c Ratio	0.84	0.72	0.58	0.38	0.83
Control Delay	38.5	13.3	18.0	6.9	16.9
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	38.5	13.3	18.0	6.9	16.9
LOS	D	B	B	A	B
Approach Delay	30.0			8.7	16.9
Approach LOS	C			A	B

Intersection Summary

Cycle Length: 75  
 Actuated Cycle Length: 75  
 Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBT, Start of Green  
 Natural Cycle: 75  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.84  
 Intersection Signal Delay: 18.2  
 Intersection LOS: B  
 Intersection Capacity Utilization 78.7%  
 ICU Level of Service D  
 Analysis Period (min) 15

Splits and Phases: 6: Park Meadow Center Dr. & East Access Drive





Lane Group	EBL	EBR	NBL	NBT	SBT
Lane Group Flow (vph)	674	342	170	876	1492
v/c Ratio	0.84	0.72	0.58	0.38	0.83
Control Delay	38.5	13.3	18.0	6.9	16.9
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	38.5	13.3	18.0	6.9	16.9
Queue Length 50th (ft)	153	0	28	90	215
Queue Length 95th (ft)	#233	74	83	122	#331
Internal Link Dist (ft)	124			1471	1158
Turn Bay Length (ft)			110		
Base Capacity (vph)	828	499	319	2287	1802
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.81	0.69	0.53	0.38	0.83

#### Intersection Summary

# 95th percentile volume exceeds capacity, queue may be longer.  
Queue shown is maximum after two cycles.

HCM 6th Signalized Intersection Summary  
 6: Park Meadow Center Dr. & East Access Drive

Park Meadows  
 07/19/2022



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	620	315	156	806	666	707
Future Volume (veh/h)	620	315	156	806	666	707
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	674	342	170	876	724	768
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	825	378	237	2279	912	813
Arrive On Green	0.24	0.24	0.07	0.64	0.51	0.51
Sat Flow, veh/h	3456	1585	1781	3647	1870	1585
Grp Volume(v), veh/h	674	342	170	876	724	768
Grp Sat Flow(s),veh/h/ln	1728	1585	1781	1777	1777	1585
Q Serve(g_s), s	13.8	15.7	3.1	8.8	25.1	34.3
Cycle Q Clear(g_c), s	13.8	15.7	3.1	8.8	25.1	34.3
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	825	378	237	2279	912	813
V/C Ratio(X)	0.82	0.90	0.72	0.38	0.79	0.94
Avail Cap(c_a), veh/h	834	383	341	2279	912	813
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.70	0.70	0.31	0.31
Uniform Delay (d), s/veh	27.0	27.7	17.1	6.4	15.0	17.3
Incr Delay (d2), s/veh	6.3	24.0	2.8	0.3	2.3	8.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.2	15.1	1.6	2.8	9.5	12.8
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	33.3	51.7	19.9	6.8	17.3	25.9
LnGrp LOS	C	D	B	A	B	C
Approach Vol, veh/h	1016			1046	1492	
Approach Delay, s/veh	39.5			8.9	21.7	
Approach LOS	D			A	C	
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		52.6		22.4	9.6	43.0
Change Period (Y+Rc), s		4.5		4.5	4.5	4.5
Max Green Setting (Gmax), s		47.9		18.1	9.5	33.9
Max Q Clear Time (g_c+I1), s		10.8		17.7	5.1	36.3
Green Ext Time (p_c), s		7.5		0.2	0.2	0.0
<b>Intersection Summary</b>						
HCM 6th Ctrl Delay			23.0			
HCM 6th LOS			C			

Lanes and Geometrics  
7: SE Access Drive & Park Meadow Center Dr.

Park Meadows  
07/19/2022



Lane Group	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
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%				0%
Storage Length (ft)	150		0	100		0	0		0	0		0
Storage Lanes	1		0	1		0	1		0	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.988			0.979			0.889				0.850
Flt Protected	0.950			0.950			0.950				0.974	
Satd. Flow (prot)	1770	3497	0	1770	3465	0	1770	1656	0	0	1814	1583
Flt Permitted	0.181			0.250			0.511				0.620	
Satd. Flow (perm)	337	3497	0	466	3465	0	952	1656	0	0	1155	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		16			31			188				304
Link Speed (mph)		30			30			30				30
Link Distance (ft)		1110			1551			164				207
Travel Time (s)		25.2			35.3			3.7				4.7

Intersection Summary

Area Type: Other

Timings  
7: SE Access Drive & Park Meadow Center Dr.

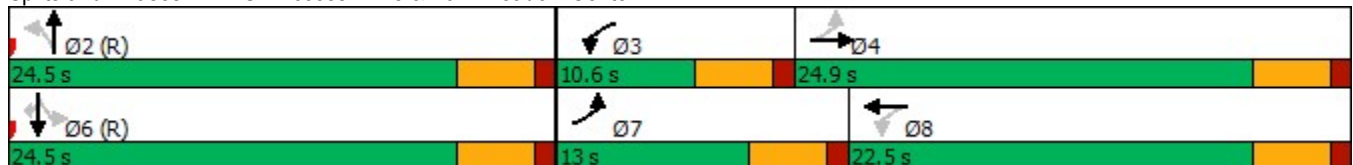


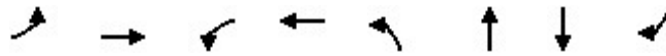
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations	↖	↕	↖	↕	↖	↕		↕	↗
Traffic Volume (vph)	270	725	152	693	158	62	135	114	417
Future Volume (vph)	270	725	152	693	158	62	135	114	417
Turn Type	pm+pt	NA	pm+pt	NA	Perm	NA	Perm	NA	Perm
Protected Phases	7	4	3	8		2		6	
Permitted Phases	4		8		2		6		6
Detector Phase	7	4	3	8	2	2	6	6	6
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	9.5	22.5	22.5	22.5	22.5	22.5	22.5
Total Split (s)	13.0	24.9	10.6	22.5	24.5	24.5	24.5	24.5	24.5
Total Split (%)	21.7%	41.5%	17.7%	37.5%	40.8%	40.8%	40.8%	40.8%	40.8%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5		4.5	4.5
Lead/Lag	Lead	Lag	Lead	Lag					
Lead-Lag Optimize?	Yes	Yes	Yes	Yes					
Recall Mode	None	None	None	None	C-Max	C-Max	C-Max	C-Max	C-Max
Act Effct Green (s)	28.9	22.1	23.7	17.6	20.4	20.4		20.4	20.4
Actuated g/C Ratio	0.48	0.37	0.40	0.29	0.34	0.34		0.34	0.34
v/c Ratio	0.80	0.66	0.52	0.84	0.53	0.37		0.69	0.61
Control Delay	21.7	17.0	14.8	28.4	23.5	6.6		29.1	9.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0
Total Delay	21.7	17.0	14.8	28.4	23.5	6.6		29.1	9.8
LOS	C	B	B	C	C	A		C	A
Approach Delay		18.2		26.3		13.4		17.0	
Approach LOS		B		C		B		B	

Intersection Summary

Cycle Length: 60  
 Actuated Cycle Length: 60  
 Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green  
 Natural Cycle: 60  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.84  
 Intersection Signal Delay: 19.9  
 Intersection Capacity Utilization 80.0%  
 Analysis Period (min) 15  
 Intersection LOS: B  
 ICU Level of Service D

Splits and Phases: 7: SE Access Drive & Park Meadow Center Dr.





Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	293	855	165	874	172	255	271	453
v/c Ratio	0.80	0.66	0.52	0.84	0.53	0.37	0.69	0.61
Control Delay	21.7	17.0	14.8	28.4	23.5	6.6	29.1	9.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	21.7	17.0	14.8	28.4	23.5	6.6	29.1	9.8
Queue Length 50th (ft)	65	110	29	147	50	17	84	39
Queue Length 95th (ft)	m72	m116	57	#240	106	61	#187	118
Internal Link Dist (ft)		1030		1471		84	127	
Turn Bay Length (ft)	150		100					
Base Capacity (vph)	365	1299	316	1061	323	687	393	738
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.80	0.66	0.52	0.82	0.53	0.37	0.69	0.61

#### Intersection Summary

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

Queue shown is maximum after two cycles.

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

HCM 6th Signalized Intersection Summary  
 7: SE Access Drive & Park Meadow Center Dr.

Park Meadows  
 07/19/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	270	725	62	152	693	111	158	62	173	135	114	417
Future Volume (veh/h)	270	725	62	152	693	111	158	62	173	135	114	417
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	293	788	67	165	753	121	172	67	188	147	124	453
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	405	1111	94	365	873	140	194	151	425	264	197	553
Arrive On Green	0.14	0.34	0.34	0.09	0.28	0.28	0.35	0.35	0.35	0.35	0.35	0.35
Sat Flow, veh/h	1781	3315	282	1781	3066	493	836	434	1217	492	565	1585
Grp Volume(v), veh/h	293	422	433	165	436	438	172	0	255	271	0	453
Grp Sat Flow(s),veh/h/ln	1781	1777	1820	1781	1777	1782	836	0	1651	1057	0	1585
Q Serve(g_s), s	6.7	12.4	12.4	3.8	14.0	14.0	5.3	0.0	7.1	8.5	0.0	15.6
Cycle Q Clear(g_c), s	6.7	12.4	12.4	3.8	14.0	14.0	20.9	0.0	7.1	15.6	0.0	15.6
Prop In Lane	1.00		0.15	1.00		0.28	1.00		0.74	0.54		1.00
Lane Grp Cap(c), veh/h	405	596	610	365	506	507	194	0	576	461	0	553
V/C Ratio(X)	0.72	0.71	0.71	0.45	0.86	0.86	0.89	0.00	0.44	0.59	0.00	0.82
Avail Cap(c_a), veh/h	405	604	619	384	533	535	194	0	576	461	0	553
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00	0.49	0.49	0.49	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	13.9	17.4	17.4	13.9	20.3	20.4	28.9	0.0	15.0	19.0	0.0	17.8
Incr Delay (d2), s/veh	6.3	3.8	3.7	0.4	7.0	7.0	40.5	0.0	2.5	5.4	0.0	12.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.0	5.2	5.3	1.4	6.2	6.2	4.5	0.0	2.8	3.8	0.0	7.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	20.1	21.2	21.1	14.3	27.4	27.4	69.4	0.0	17.5	24.4	0.0	30.6
LnGrp LOS	C	C	C	B	C	C	E	A	B	C	A	C
Approach Vol, veh/h		1148			1039			427				724
Approach Delay, s/veh		20.9			25.3			38.4				28.3
Approach LOS		C			C			D				C
Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		25.4	10.0	24.6		25.4	13.0	21.6				
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5	4.5	4.5				
Max Green Setting (Gmax), s		20.0	6.1	20.4		20.0	8.5	18.0				
Max Q Clear Time (g_c+I1), s		22.9	5.8	14.4		17.6	8.7	16.0				
Green Ext Time (p_c), s		0.0	0.0	2.7		0.9	0.0	1.1				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay				26.1								
HCM 6th LOS				C								



Lanes and Geometrics  
8: S. Yosemite St. & Park Meadow Center Dr.

Park Meadows  
07/19/2022



Lane Group	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
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	240		240	110		275	220		235
Storage Lanes	0		0	1		1	2		1	2		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	0.91	0.91	1.00	0.97	0.91	1.00	0.97	0.91	1.00
Ped Bike Factor												
Frt						0.850			0.850			0.850
Flt Protected				0.950	0.985		0.950			0.950		
Satd. Flow (prot)	0	0	0	1610	3339	1583	3433	5085	1583	3433	5085	1583
Flt Permitted				0.950	0.985		0.211			0.172		
Satd. Flow (perm)	0	0	0	1610	3339	1583	762	5085	1583	622	5085	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						195			863			109
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		440			1021			458			636	
Travel Time (s)		10.0			23.2			10.4			14.5	

Intersection Summary

Area Type: Other

Timings  
8: S. Yosemite St. & Park Meadow Center Dr.

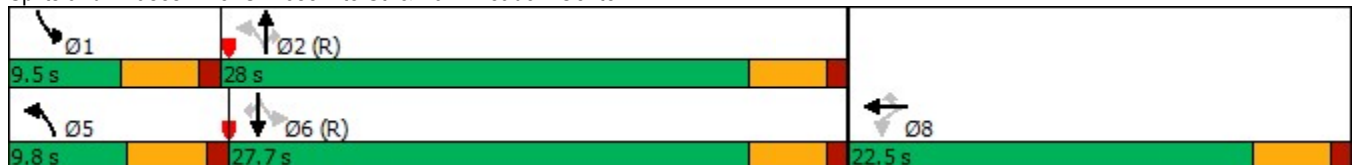


Lane Group	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations									
Traffic Volume (vph)	662	596	405	311	1607	1115	336	926	443
Future Volume (vph)	662	596	405	311	1607	1115	336	926	443
Turn Type	Perm	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases		8		5	2		1	6	
Permitted Phases	8		8	2		2	6		6
Detector Phase	8	8	8	5	2	2	1	6	6
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5	22.5
Total Split (s)	22.5	22.5	22.5	9.8	28.0	28.0	9.5	27.7	27.7
Total Split (%)	37.5%	37.5%	37.5%	16.3%	46.7%	46.7%	15.8%	46.2%	46.2%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag				Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?				Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	C-Max	C-Max	None	C-Max	C-Max
Act Effct Green (s)	18.0	18.0	18.0	28.8	23.5	23.5	28.2	23.2	23.2
Actuated g/C Ratio	0.30	0.30	0.30	0.48	0.39	0.39	0.47	0.39	0.39
v/c Ratio	0.92	0.92	0.72	0.56	0.88	1.06	0.69	0.51	0.71
Control Delay	43.7	32.1	14.2	10.9	23.7	52.9	15.9	15.2	19.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	43.7	32.1	14.2	10.9	23.7	52.9	15.9	15.2	19.1
LOS	D	C	B	B	C	D	B	B	B
Approach Delay		30.6			33.1			16.3	
Approach LOS		C			C			B	

Intersection Summary

Cycle Length: 60  
 Actuated Cycle Length: 60  
 Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green  
 Natural Cycle: 60  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 1.06  
 Intersection Signal Delay: 28.0  
 Intersection LOS: C  
 Intersection Capacity Utilization 86.1%  
 ICU Level of Service E  
 Analysis Period (min) 15

Splits and Phases: 8: S. Yosemite St. & Park Meadow Center Dr.





Lane Group	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	446	922	440	338	1747	1212	365	1007	482
v/c Ratio	0.92	0.92	0.72	0.56	0.88	1.06	0.69	0.51	0.71
Control Delay	43.7	32.1	14.2	10.9	23.7	52.9	15.9	15.2	19.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	43.7	32.1	14.2	10.9	23.7	52.9	15.9	15.2	19.1
Queue Length 50th (ft)	150	154	30	28	206	~281	30	98	108
Queue Length 95th (ft)	m#309	m#280	m87	45	#280	#505	#56	132	#215
Internal Link Dist (ft)		941			378			556	
Turn Bay Length (ft)	240		240	110		275	220		235
Base Capacity (vph)	483	1001	611	601	1991	1145	526	1966	678
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.92	0.92	0.72	0.56	0.88	1.06	0.69	0.51	0.71

Intersection Summary

- ~ Volume exceeds capacity, queue is theoretically infinite.  
Queue shown is maximum after two cycles.
- # 95th percentile volume exceeds capacity, queue may be longer.  
Queue shown is maximum after two cycles.
- m Volume for 95th percentile queue is metered by upstream signal.

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HCM 6th Edition methodology does not support turning movements with shared & exclusive lanes.

Lanes and Geometrics  
 9: S. Yosemite St. & SW Access Drive

Park Meadows  
 07/19/2022



Lane Group	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
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%				0%
Storage Length (ft)	0		0	0		0	140		0	450		0
Storage Lanes	1		0	1		0	1		1	2		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	0.97	0.91	0.91
Ped Bike Factor												
Frt		0.878			0.861				0.850		0.990	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1635	0	1770	1604	0	1770	3539	1583	3433	5034	0
Flt Permitted	0.506			0.695			0.950			0.950		
Satd. Flow (perm)	943	1635	0	1295	1604	0	1770	3539	1583	3433	5034	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		77			166				557			17
Link Speed (mph)		30			30			30				30
Link Distance (ft)		205			367			636				1050
Travel Time (s)		4.7			8.3			14.5				23.9

Intersection Summary

Area Type: Other

Timings  
9: S. Yosemite St. & SW Access Drive



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations	↖	↗	↖	↗	↖	↑↑	↗	↖↗	↑↑↗
Traffic Volume (vph)	60	17	386	17	81	1415	512	206	1292
Future Volume (vph)	60	17	386	17	81	1415	512	206	1292
Turn Type	Perm	NA	Perm	NA	Prot	NA	Perm	Prot	NA
Protected Phases		4		8	5	2		1	6
Permitted Phases	4		8				2		
Detector Phase	4	4	8	8	5	2	2	1	6
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5
Total Split (s)	33.2	33.2	33.2	33.2	12.4	45.6	45.6	11.2	44.4
Total Split (%)	36.9%	36.9%	36.9%	36.9%	13.8%	50.7%	50.7%	12.4%	49.3%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag					Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?					Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	C-Max	C-Max	None	C-Max
Act Effct Green (s)	28.7	28.7	28.7	28.7	7.6	41.1	41.1	6.7	42.4
Actuated g/C Ratio	0.32	0.32	0.32	0.32	0.08	0.46	0.46	0.07	0.47
v/c Ratio	0.22	0.17	1.02	0.38	0.59	0.95	0.54	0.88	0.63
Control Delay	24.9	8.2	82.0	9.9	56.8	38.0	3.6	75.1	19.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	24.9	8.2	82.0	9.9	56.8	38.0	3.6	75.1	19.9
LOS	C	A	F	A	E	D	A	E	B
Approach Delay		15.0		55.9		30.0			27.1
Approach LOS		B		E		C			C

Intersection Summary

Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.02	
Intersection Signal Delay: 32.0	Intersection LOS: C
Intersection Capacity Utilization 86.6%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 9: S. Yosemite St. & SW Access Drive





Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	65	95	420	239	88	1538	557	224	1508
v/c Ratio	0.22	0.17	1.02	0.38	0.59	0.95	0.54	0.88	0.63
Control Delay	24.9	8.2	82.0	9.9	56.8	38.0	3.6	75.1	19.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	24.9	8.2	82.0	9.9	56.8	38.0	3.6	75.1	19.9
Queue Length 50th (ft)	27	7	~245	29	49	426	0	66	238
Queue Length 95th (ft)	60	40	#434	87	#107	#593	55	#131	290
Internal Link Dist (ft)		125		287		556			970
Turn Bay Length (ft)					140			450	
Base Capacity (vph)	300	573	412	624	155	1616	1025	255	2379
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.22	0.17	1.02	0.38	0.57	0.95	0.54	0.88	0.63

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.  
Queue shown is maximum after two cycles.

# 95th percentile volume exceeds capacity, queue may be longer.  
Queue shown is maximum after two cycles.

HCM 6th Signalized Intersection Summary  
 9: S. Yosemite St. & SW Access Drive

Park Meadows  
 07/19/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	60	17	71	386	17	203	81	1415	512	206	1292	96
Future Volume (veh/h)	60	17	71	386	17	203	81	1415	512	206	1292	96
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	65	18	77	420	18	221	88	1538	557	224	1404	104
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	308	99	422	440	39	473	113	1623	724	257	2269	168
Arrive On Green	0.32	0.32	0.32	0.32	0.32	0.32	0.06	0.46	0.46	0.07	0.47	0.47
Sat Flow, veh/h	1141	309	1323	1301	121	1483	1781	3554	1585	3456	4850	359
Grp Volume(v), veh/h	65	0	95	420	0	239	88	1538	557	224	985	523
Grp Sat Flow(s),veh/h/ln	1141	0	1632	1301	0	1603	1781	1777	1585	1728	1702	1806
Q Serve(g_s), s	4.4	0.0	3.8	24.9	0.0	10.7	4.4	37.3	26.5	5.8	19.5	19.5
Cycle Q Clear(g_c), s	15.1	0.0	3.8	28.7	0.0	10.7	4.4	37.3	26.5	5.8	19.5	19.5
Prop In Lane	1.00		0.81	1.00		0.92	1.00		1.00	1.00		0.20
Lane Grp Cap(c), veh/h	308	0	520	440	0	511	113	1623	724	257	1593	845
V/C Ratio(X)	0.21	0.00	0.18	0.95	0.00	0.47	0.78	0.95	0.77	0.87	0.62	0.62
Avail Cap(c_a), veh/h	308	0	520	440	0	511	156	1623	724	257	1593	845
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	0.00	1.00	1.00	0.00	1.00	0.42	0.42	0.42	0.88	0.88	0.88
Uniform Delay (d), s/veh	30.6	0.0	22.2	34.3	0.0	24.5	41.5	23.4	20.5	41.2	17.9	17.9
Incr Delay (d2), s/veh	0.3	0.0	0.2	31.4	0.0	0.7	7.0	6.6	3.4	23.5	1.6	3.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	0.0	1.4	13.1	0.0	4.1	2.1	16.0	9.9	3.3	7.6	8.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	30.9	0.0	22.3	65.7	0.0	25.2	48.5	30.0	23.9	64.8	19.5	20.9
LnGrp LOS	C	A	C	E	A	C	D	C	C	E	B	C
Approach Vol, veh/h		160			659			2183			1732	
Approach Delay, s/veh		25.8			51.0			29.2			25.8	
Approach LOS		C			D			C			C	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	11.2	45.6		33.2	10.2	46.6		33.2				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	6.7	41.1		28.7	7.9	39.9		28.7				
Max Q Clear Time (g_c+I1), s	7.8	39.3		17.1	6.4	21.5		30.7				
Green Ext Time (p_c), s	0.0	1.6		0.5	0.0	10.3		0.0				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay				30.9								
HCM 6th LOS				C								



Lanes and Geometrics  
 10: S. Yosemite St. & S. Chester St.

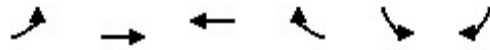


Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)		0%	0%		0%	
Storage Length (ft)	200			0	0	140
Storage Lanes	1			1	2	1
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	0.91	0.95	1.00	0.97	1.00
Ped Bike Factor						
Frt				0.850		0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1770	5085	3539	1583	3433	1583
Flt Permitted	0.147				0.950	
Satd. Flow (perm)	274	5085	3539	1583	3433	1583
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)				766		152
Link Speed (mph)		30	30		30	
Link Distance (ft)		1842	1050		476	
Travel Time (s)		41.9	23.9		10.8	

Intersection Summary

Area Type: Other

Timings  
10: S. Yosemite St. & S. Chester St.

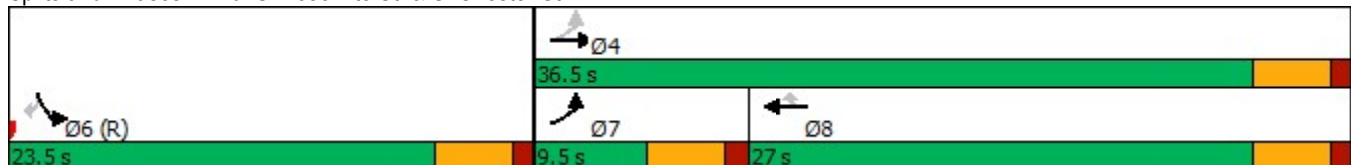


Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↶	↑↑↑	↑↑	↷	↶↷	↷
Traffic Volume (vph)	125	962	986	705	617	140
Future Volume (vph)	125	962	986	705	617	140
Turn Type	pm+pt	NA	NA	Perm	Prot	Perm
Protected Phases	7	4	8		6	
Permitted Phases	4			8		6
Detector Phase	7	4	8	8	6	6
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	22.5	22.5	22.5	22.5
Total Split (s)	9.5	36.5	27.0	27.0	23.5	23.5
Total Split (%)	15.8%	60.8%	45.0%	45.0%	39.2%	39.2%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead		Lag	Lag		
Lead-Lag Optimize?	Yes		Yes	Yes		
Recall Mode	None	None	None	None	C-Max	C-Max
Act Effct Green (s)	30.3	30.3	22.7	22.7	20.7	20.7
Actuated g/C Ratio	0.50	0.50	0.38	0.38	0.34	0.34
v/c Ratio	0.52	0.41	0.80	0.71	0.57	0.24
Control Delay	14.6	9.6	22.7	5.7	17.2	5.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	14.6	9.6	22.7	5.7	17.2	5.4
LOS	B	A	C	A	B	A
Approach Delay		10.1	15.6		15.0	
Approach LOS		B	B		B	

Intersection Summary

Cycle Length: 60  
 Actuated Cycle Length: 60  
 Offset: 0 (0%), Referenced to phase 2: and 6:SBL, Start of Green  
 Natural Cycle: 60  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.80  
 Intersection Signal Delay: 13.8  
 Intersection Capacity Utilization 63.0%  
 Analysis Period (min) 15  
 Intersection LOS: B  
 ICU Level of Service B

Splits and Phases: 10: S. Yosemite St. & S. Chester St.



Queues  
10: S. Yosemite St. & S. Chester St.



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Group Flow (vph)	136	1046	1072	766	671	152
v/c Ratio	0.52	0.41	0.80	0.71	0.57	0.24
Control Delay	14.6	9.6	22.7	5.7	17.2	5.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	14.6	9.6	22.7	5.7	17.2	5.4
Queue Length 50th (ft)	23	73	176	0	71	1
Queue Length 95th (ft)	46	99	#252	62	124	31
Internal Link Dist (ft)		1762	970		396	
Turn Bay Length (ft)	200					140
Base Capacity (vph)	262	2712	1336	1074	1186	646
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.52	0.39	0.80	0.71	0.57	0.24

Intersection Summary

# 95th percentile volume exceeds capacity, queue may be longer.  
Queue shown is maximum after two cycles.

HCM 6th Signalized Intersection Summary  
 10: S. Yosemite St. & S. Chester St.

Park Meadows  
 07/19/2022



Movement	EBL	EBT	WBT	WBR	SBL	SBR	
Lane Configurations	↗	↑↑↑	↑↑	↖	↗↖	↖	
Traffic Volume (veh/h)	125	962	986	705	617	140	
Future Volume (veh/h)	125	962	986	705	617	140	
Initial Q (Qb), veh	0	0	0	0	0	0	
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	
Work Zone On Approach		No	No		No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	
Adj Flow Rate, veh/h	136	1046	1072	766	671	152	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	
Percent Heavy Veh, %	2	2	2	2	2	2	
Cap, veh/h	280	2679	1333	594	1124	516	
Arrive On Green	0.07	0.52	0.38	0.38	0.33	0.33	
Sat Flow, veh/h	1781	5274	3647	1585	3456	1585	
Grp Volume(v), veh/h	136	1046	1072	766	671	152	
Grp Sat Flow(s),veh/h/ln	1781	1702	1777	1585	1728	1585	
Q Serve(g_s), s	2.6	7.3	16.2	22.5	9.8	4.3	
Cycle Q Clear(g_c), s	2.6	7.3	16.2	22.5	9.8	4.3	
Prop In Lane	1.00			1.00	1.00	1.00	
Lane Grp Cap(c), veh/h	280	2679	1333	594	1124	516	
V/C Ratio(X)	0.49	0.39	0.80	1.29	0.60	0.29	
Avail Cap(c_a), veh/h	295	2723	1333	594	1124	516	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	
Upstream Filter(l)	0.75	0.75	0.27	0.27	0.85	0.85	
Uniform Delay (d), s/veh	13.1	8.5	16.8	18.8	16.9	15.1	
Incr Delay (d2), s/veh	1.0	0.1	1.0	133.5	2.0	1.2	
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	
%ile BackOfQ(50%),veh/ln	0.9	2.2	6.0	29.2	3.8	4.4	
Unsig. Movement Delay, s/veh							
LnGrp Delay(d),s/veh	14.1	8.6	17.8	152.2	18.9	16.3	
LnGrp LOS	B	A	B	F	B	B	
Approach Vol, veh/h		1182	1838		823		
Approach Delay, s/veh		9.2	73.8		18.5		
Approach LOS		A	E		B		
Timer - Assigned Phs				4	6	7	8
Phs Duration (G+Y+Rc), s				36.0	24.0	9.0	27.0
Change Period (Y+Rc), s				4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s				32.0	19.0	5.0	22.5
Max Q Clear Time (g_c+I1), s				9.3	11.8	4.6	24.5
Green Ext Time (p_c), s				8.0	2.0	0.0	0.0
<b>Intersection Summary</b>							
HCM 6th Ctrl Delay			42.1				
HCM 6th LOS			D				

Lanes and Geometrics  
 11: S. Chester St. & Westview Rd./NW Access Drive

Park Meadows  
 07/19/2022



Lane Group	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
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	85		0	0		0	90		0	190		0
Storage Lanes	1		0	1		1	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.97	0.95	0.95
Ped Bike Factor												
Frt		0.902				0.850		0.974			0.950	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1680	0	1770	1863	1583	1770	3447	0	3433	3362	0
Flt Permitted	0.706			0.467			0.950			0.950		
Satd. Flow (perm)	1315	1680	0	870	1863	1583	1770	3447	0	3433	3362	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		159				382		42			156	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		259			217			476			565	
Travel Time (s)		5.9			4.9			10.8			12.8	

Intersection Summary

Area Type: Other

Timings  
 11: S. Chester St. & Westview Rd./NW Access Drive

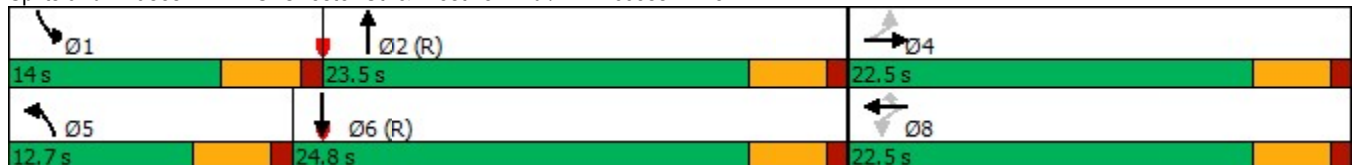
Park Meadows  
 07/19/2022

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	186	86	83	72	558	138	581	440	491
Future Volume (vph)	186	86	83	72	558	138	581	440	491
Turn Type	Perm	NA	Perm	NA	Perm	Prot	NA	Prot	NA
Protected Phases		4		8		5	2	1	6
Permitted Phases	4		8		8				
Detector Phase	4	4	8	8	8	5	2	1	6
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	22.5	22.5	9.5	22.5	9.5	22.5
Total Split (s)	22.5	22.5	22.5	22.5	22.5	12.7	23.5	14.0	24.8
Total Split (%)	37.5%	37.5%	37.5%	37.5%	37.5%	21.2%	39.2%	23.3%	41.3%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag						Lead	Lag	Lead	Lag
Lead-Lag Optimize?						Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	C-Max	None	C-Max
Act Effct Green (s)	15.2	15.2	15.2	15.2	15.2	8.0	20.9	10.4	25.5
Actuated g/C Ratio	0.25	0.25	0.25	0.25	0.25	0.13	0.35	0.17	0.42
v/c Ratio	0.61	0.49	0.41	0.17	0.89	0.64	0.62	0.80	0.53
Control Delay	27.3	10.7	23.4	16.8	24.6	34.2	18.5	37.4	13.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	27.3	10.7	23.4	16.8	24.6	34.2	18.5	37.4	13.4
LOS	C	B	C	B	C	C	B	D	B
Approach Delay		17.9		23.7			21.1		22.4
Approach LOS		B		C			C		C

Intersection Summary

Cycle Length: 60  
 Actuated Cycle Length: 60  
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green  
 Natural Cycle: 60  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.89  
 Intersection Signal Delay: 21.7  
 Intersection LOS: C  
 Intersection Capacity Utilization 76.0%  
 ICU Level of Service D  
 Analysis Period (min) 15

Splits and Phases: 11: S. Chester St. & Westview Rd./NW Access Drive



Queues  
 11: S. Chester St. & Westview Rd./NW Access Drive

Park Meadows  
 07/19/2022



Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	202	266	90	78	607	150	762	478	800
v/c Ratio	0.61	0.49	0.41	0.17	0.89	0.64	0.62	0.80	0.53
Control Delay	27.3	10.7	23.4	16.8	24.6	34.2	18.5	37.4	13.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	27.3	10.7	23.4	16.8	24.6	34.2	18.5	37.4	13.4
Queue Length 50th (ft)	60	29	25	20	66	52	123	88	99
Queue Length 95th (ft)	117	81	61	47	#247	m74	191	#164	153
Internal Link Dist (ft)		179		137			396		485
Turn Bay Length (ft)	85					90		190	
Base Capacity (vph)	394	615	261	558	742	245	1228	597	1520
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.51	0.43	0.34	0.14	0.82	0.61	0.62	0.80	0.53

Intersection Summary

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

Queue shown is maximum after two cycles.

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

HCM 6th Signalized Intersection Summary  
 11: S. Chester St. & Westview Rd./NW Access Drive

Park Meadows  
 07/19/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↖	↗	↖	↖↗		↖↗	↖↗	
Traffic Volume (veh/h)	186	86	159	83	72	558	138	581	120	440	491	245
Future Volume (veh/h)	186	86	159	83	72	558	138	581	120	440	491	245
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	202	93	173	90	78	0	150	632	130	478	534	266
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	414	149	278	247	477		190	1062	218	547	951	472
Arrive On Green	0.25	0.25	0.25	0.25	0.25	0.00	0.11	0.36	0.36	0.16	0.41	0.41
Sat Flow, veh/h	1321	585	1089	1113	1870	1585	1781	2936	603	3456	2299	1142
Grp Volume(v), veh/h	202	0	266	90	78	0	150	382	380	478	412	388
Grp Sat Flow(s),veh/h/ln	1321	0	1674	1113	1870	1585	1781	1777	1762	1728	1777	1665
Q Serve(g_s), s	8.4	0.0	8.4	4.7	1.9	0.0	4.9	10.5	10.5	8.1	10.6	10.7
Cycle Q Clear(g_c), s	10.4	0.0	8.4	13.1	1.9	0.0	4.9	10.5	10.5	8.1	10.6	10.7
Prop In Lane	1.00		0.65	1.00		1.00	1.00		0.34	1.00		0.69
Lane Grp Cap(c), veh/h	414	0	427	247	477		190	643	637	547	735	688
V/C Ratio(X)	0.49	0.00	0.62	0.36	0.16		0.79	0.59	0.60	0.87	0.56	0.56
Avail Cap(c_a), veh/h	473	0	502	297	561		243	643	637	547	735	688
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	0.00	1.00	1.00	1.00	0.00	0.67	0.67	0.67	0.66	0.66	0.66
Uniform Delay (d), s/veh	21.4	0.0	19.8	25.6	17.4	0.0	26.1	15.6	15.6	24.7	13.4	13.5
Incr Delay (d2), s/veh	0.9	0.0	1.8	0.9	0.2	0.0	8.7	2.7	2.7	10.2	2.0	2.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.5	0.0	3.2	1.2	0.8	0.0	2.4	4.3	4.2	3.9	4.1	3.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	22.3	0.0	21.6	26.5	17.5	0.0	34.8	18.3	18.3	34.9	15.5	15.7
LnGrp LOS	C	A	C	C	B		C	B	B	C	B	B
Approach Vol, veh/h		468			168	A		912			1278	
Approach Delay, s/veh		21.9			22.3			21.0			22.8	
Approach LOS		C			C			C			C	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	14.0	26.2		19.8	10.9	29.3		19.8				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	9.5	19.0		18.0	8.2	20.3		18.0				
Max Q Clear Time (g_c+I1), s	10.1	12.5		12.4	6.9	12.7		15.1				
Green Ext Time (p_c), s	0.0	2.6		1.2	0.0	3.1		0.2				

Intersection Summary

HCM 6th Ctrl Delay	22.0
HCM 6th LOS	C

Notes

Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.



Lanes and Geometrics  
 12: Park Meadows Ring Rd. & North Access Drive

Park Meadows  
 07/19/2022



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕↕	↕	↕	↕	↕
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)		0%	0%		0%	
Storage Length (ft)	0			0	0	0
Storage Lanes	0			1	1	1
Taper Length (ft)	25				25	
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt				0.850		0.850
Flt Protected		0.978			0.950	
Satd. Flow (prot)	0	3461	1863	1583	1770	1583
Flt Permitted		0.978			0.950	
Satd. Flow (perm)	0	3461	1863	1583	1770	1583
Link Speed (mph)		30	30		30	
Link Distance (ft)		1249	1271		255	
Travel Time (s)		28.4	28.9		5.8	

Intersection Summary

Area Type: Other

HCM Unsignalized Intersection Capacity Analysis  
 12: Park Meadows Ring Rd. & North Access Drive

Park Meadows  
 07/19/2022



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↔↑	↑	↔	↔	↔
Traffic Volume (veh/h)	167	204	293	638	789	290
Future Volume (Veh/h)	167	204	293	638	789	290
Sign Control		Stop	Stop		Free	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	182	222	318	693	858	315
<b>Pedestrians</b>						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage (veh)						
Upstream signal (ft)	255					
pX, platoon unblocked						
vC, conflicting volume	1875	1716	1716	0	0	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1875	1716	1716	0	0	
tC, single (s)	7.1	6.5	6.5	6.2	4.1	
tC, 2 stage (s)						
tF (s)	3.5	4.0	4.0	3.3	2.2	
p0 queue free %	0	0	0	36	47	
cM capacity (veh/h)	0	42	42	1085	1623	
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	SB 1	SB 2
Volume Total	256	148	318	693	858	315
Volume Left	182	0	0	0	858	0
Volume Right	0	0	0	693	0	315
cSH	0	42	42	1085	1623	1700
Volume to Capacity	Err	3.49	7.50	0.64	0.53	0.19
Queue Length 95th (ft)	Err	Err	Err	121	81	0
Control Delay (s)	Err	Err	Err	14.0	9.7	0.0
Lane LOS	F	F	F	B	A	
Approach Delay (s)	Err		3154.7		7.1	
Approach LOS	F		F			
<b>Intersection Summary</b>						
Average Delay	Err					
Intersection Capacity Utilization	79.6%		ICU Level of Service			D
Analysis Period (min)	15					

Lanes and Geometrics  
 13: Park Meadows Ring Rd. & East Access Drive

Park Meadows  
 07/19/2022



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%		0%			0%
Storage Length (ft)	0	0		0	0	
Storage Lanes	1	1		1	0	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	0.95
Ped Bike Factor						
Frt		0.850		0.850		
Flt Protected	0.950					0.966
Satd. Flow (prot)	1770	1583	1863	1583	0	3419
Flt Permitted	0.950					0.966
Satd. Flow (perm)	1770	1583	1863	1583	0	3419
Link Speed (mph)	30		30			30
Link Distance (ft)	204		1336			1271
Travel Time (s)	4.6		30.4			28.9

Intersection Summary

Area Type: Other

HCM Unsignalized Intersection Capacity Analysis  
 13: Park Meadows Ring Rd. & East Access Drive

Park Meadows  
 07/19/2022



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						 
Traffic Volume (veh/h)	336	575	143	279	555	228
Future Volume (Veh/h)	336	575	143	279	555	228
Sign Control	Free		Stop		Stop	
Grade	0%		0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	365	625	155	303	603	248
<b>Pedestrians</b>						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage (veh)						
Upstream signal (ft)	204					
pX, platoon unblocked						
vC, conflicting volume	0		730	0	808	730
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	0		730	0	808	730
tC, single (s)	4.1		6.5	6.2	7.1	6.5
tC, 2 stage (s)						
tF (s)	2.2		4.0	3.3	3.5	4.0
p0 queue free %	78		43	72	0	8
cM capacity (veh/h)	1623		271	1085	100	271
<b>Direction, Lane #</b>	<b>WB 1</b>	<b>WB 2</b>	<b>NB 1</b>	<b>NB 2</b>	<b>SB 1</b>	<b>SB 2</b>
Volume Total	365	625	155	303	686	165
Volume Left	365	0	0	0	603	0
Volume Right	0	625	0	303	0	0
cSH	1623	1700	271	1085	108	271
Volume to Capacity	0.22	0.37	0.57	0.28	6.36	0.61
Queue Length 95th (ft)	22	0	82	29	Err	92
Control Delay (s)	7.9	0.0	34.7	9.6	Err	37.1
Lane LOS	A		D	A	F	E
Approach Delay (s)	2.9		18.1		8063.6	
Approach LOS			C		F	
<b>Intersection Summary</b>						
Average Delay			2989.7			
Intersection Capacity Utilization			66.9%	ICU Level of Service	C	
Analysis Period (min)			15			

Lanes and Geometrics  
 14: SE Access Drive & Park Meadows Ring Rd.



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↑		↑↑	↑	↑
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)		0	0		0	0
Storage Lanes		1	0		1	1
Taper Length (ft)			25		25	
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	1.00
Ped Bike Factor						
Frt		0.850				0.850
Flt Protected				0.966	0.950	
Satd. Flow (prot)	1863	1583	0	3419	1770	1583
Flt Permitted				0.966	0.950	
Satd. Flow (perm)	1863	1583	0	3419	1770	1583
Link Speed (mph)	30			30	30	
Link Distance (ft)	1566			1336	207	
Travel Time (s)	35.6			30.4	4.7	

Intersection Summary

Area Type: Other

HCM Unsignalized Intersection Capacity Analysis  
 14: SE Access Drive & Park Meadows Ring Rd.

Park Meadows  
 07/19/2022



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↗		↖	↗	↖
Traffic Volume (veh/h)	141	360	305	125	215	206
Future Volume (Veh/h)	141	360	305	125	215	206
Sign Control	Stop			Stop	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	153	391	332	136	234	224
<b>Pedestrians</b>						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage (veh)						
Upstream signal (ft)	207					
pX, platoon unblocked						
vC, conflicting volume	468	0	544	468	0	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	468	0	544	468	0	
tC, single (s)	6.5	6.2	7.1	6.5	4.1	
tC, 2 stage (s)						
tF (s)	4.0	3.3	3.5	4.0	2.2	
p0 queue free %	64	64	0	68	86	
cM capacity (veh/h)	422	1085	185	422	1623	
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	NB 2
Volume Total	153	391	377	91	234	224
Volume Left	0	0	332	0	234	0
Volume Right	0	391	0	0	0	224
cSH	422	1085	198	422	1623	1700
Volume to Capacity	0.36	0.36	1.90	0.21	0.14	0.13
Queue Length 95th (ft)	41	41	688	20	13	0
Control Delay (s)	18.3	10.2	463.9	15.9	7.6	0.0
Lane LOS	C	B	F	C	A	
Approach Delay (s)	12.5		377.1		3.9	
Approach LOS	B		F			
<b>Intersection Summary</b>						
Average Delay			125.9			
Intersection Capacity Utilization			46.2%		ICU Level of Service	A
Analysis Period (min)			15			

Lanes and Geometrics  
 15: Park Meadows Ring Rd. & SW Access Drive

Park Meadows  
 07/19/2022



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)	0	0	0			0
Storage Lanes	1	1	0			1
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	1.00
Ped Bike Factor						
Frt		0.850				0.850
Flt Protected	0.950			0.965		
Satd. Flow (prot)	1770	1583	0	3415	1863	1583
Flt Permitted	0.950			0.965		
Satd. Flow (perm)	1770	1583	0	3415	1863	1583
Link Speed (mph)	30			30	30	
Link Distance (ft)	367			1566	1358	
Travel Time (s)	8.3			35.6	30.9	

Intersection Summary

Area Type: Other

HCM Unsignalized Intersection Capacity Analysis  
 15: Park Meadows Ring Rd. & SW Access Drive

Park Meadows  
 07/19/2022



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	284	414	420	165	219	249
Future Volume (Veh/h)	284	414	420	165	219	249
Sign Control	Free			Stop	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	309	450	457	179	238	271
<b>Pedestrians</b>						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage (veh)						
Upstream signal (ft)	367					
pX, platoon unblocked						
vC, conflicting volume	0		737	618	618	0
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	0		737	618	618	0
tC, single (s)	4.1		7.1	6.5	6.5	6.2
tC, 2 stage (s)						
tF (s)	2.2		3.5	4.0	4.0	3.3
p0 queue free %	81		0	45	27	75
cM capacity (veh/h)	1623		90	328	328	1085
<b>Direction, Lane #</b>	<b>EB 1</b>	<b>EB 2</b>	<b>NB 1</b>	<b>NB 2</b>	<b>SB 1</b>	<b>SB 2</b>
Volume Total	309	450	517	119	238	271
Volume Left	309	0	457	0	0	0
Volume Right	0	450	0	0	0	271
cSH	1623	1700	98	328	328	1085
Volume to Capacity	0.19	0.26	5.27	0.36	0.73	0.25
Queue Length 95th (ft)	18	0	Err	40	134	25
Control Delay (s)	7.7	0.0	Err	22.1	40.3	9.4
Lane LOS	A		F	C	E	A
Approach Delay (s)	3.2		8127.0		23.8	
Approach LOS			F		C	
<b>Intersection Summary</b>						
Average Delay			2722.3			
Intersection Capacity Utilization			60.5%	ICU Level of Service	B	
Analysis Period (min)			15			



Lanes and Geometrics  
 16: Park Meadows Ring Rd. & NW Access Drive

Park Meadows  
 07/19/2022



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)	0	0	0			0
Storage Lanes	1	1	0			1
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	1.00
Ped Bike Factor						
Frt		0.850				0.850
Flt Protected	0.950			0.964		
Satd. Flow (prot)	1770	1583	0	3412	1863	1583
Flt Permitted	0.950			0.964		
Satd. Flow (perm)	1770	1583	0	3412	1863	1583
Link Speed (mph)	30			30	30	
Link Distance (ft)	217			1358	1249	
Travel Time (s)	4.9			30.9	28.4	

Intersection Summary

Area Type: Other

HCM Unsignalized Intersection Capacity Analysis  
 16: Park Meadows Ring Rd. & NW Access Drive

Park Meadows  
 07/19/2022



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	158	431	498	177	209	296
Future Volume (Veh/h)	158	431	498	177	209	296
Sign Control	Free			Stop	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	172	468	541	192	227	322
<b>Pedestrians</b>						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage (veh)						
Upstream signal (ft)	217					
pX, platoon unblocked						
vC, conflicting volume	0		458	344	344	0
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	0		458	344	344	0
tC, single (s)	4.1		7.1	6.5	6.5	6.2
tC, 2 stage (s)						
tF (s)	2.2		3.5	4.0	4.0	3.3
p0 queue free %	89		0	63	56	70
cM capacity (veh/h)	1623		219	517	517	1085
<b>Direction, Lane #</b>	<b>EB 1</b>	<b>EB 2</b>	<b>NB 1</b>	<b>NB 2</b>	<b>SB 1</b>	<b>SB 2</b>
Volume Total	172	468	605	128	227	322
Volume Left	172	0	541	0	0	0
Volume Right	0	468	0	0	0	322
cSH	1623	1700	234	517	517	1085
Volume to Capacity	0.11	0.28	2.59	0.25	0.44	0.30
Queue Length 95th (ft)	9	0	1272	24	55	31
Control Delay (s)	7.5	0.0	759.5	14.2	17.3	9.7
Lane LOS	A		F	B	C	A
Approach Delay (s)	2.0		629.4		12.8	
Approach LOS			F		B	
<b>Intersection Summary</b>						
Average Delay			244.4			
Intersection Capacity Utilization			57.3%	ICU Level of Service	B	
Analysis Period (min)			15			

Lanes and Geometrics  
 1: S. Yosemite St. & E. County Line Rd.

Park Meadows  
 12/29/2022



Lane Group	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
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)	0%		0%				0%			0%		
Storage Length (ft)	175		350	600		0	235		0	210		0
Storage Lanes	2		1	2		1	2		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.97	0.91	1.00	0.97	0.91	1.00	0.97	0.95	1.00	1.00	0.95	0.95
Ped Bike Factor	Frt			0.850			0.850			0.850		0.947
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	5085	1583	3433	5085	1583	3433	3539	1583	1770	3352	0
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3433	5085	1583	3433	5085	1583	3433	3539	1583	1770	3352	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			142			142			142			90
Link Speed (mph)		30			30			30				30
Link Distance (ft)		556			1568			1842				710
Travel Time (s)		12.6			35.6			41.9				16.1

Intersection Summary

Area Type: Other

Timings  
1: S. Yosemite St. & E. County Line Rd.

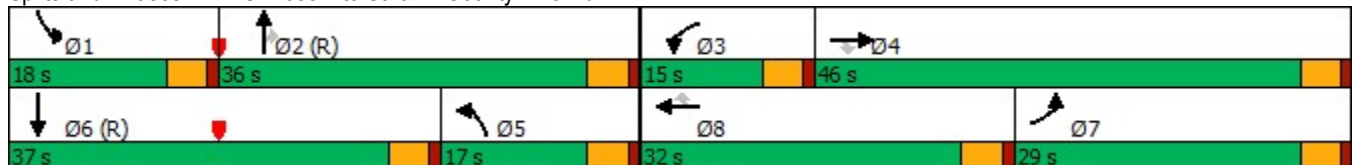
Park Meadows  
12/29/2022

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations											
Traffic Volume (vph)	222	538	86	47	359	38	73	197	20	41	173
Future Volume (vph)	222	538	86	47	359	38	73	197	20	41	173
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA
Protected Phases	7	4		3	8		5	2		1	6
Permitted Phases			4			8			2		
Detector Phase	7	4	4	3	8	8	5	2	2	1	6
Switch Phase											
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5
Total Split (s)	29.0	46.0	46.0	15.0	32.0	32.0	17.0	36.0	36.0	18.0	37.0
Total Split (%)	25.2%	40.0%	40.0%	13.0%	27.8%	27.8%	14.8%	31.3%	31.3%	15.7%	32.2%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lag	Lag	Lag	Lead	Lead	Lead	Lag	Lag	Lag	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	C-Max	C-Max	None	C-Max
Act Effct Green (s)	13.4	22.7	22.7	7.1	14.5	14.5	11.2	62.8	62.8	8.3	60.0
Actuated g/C Ratio	0.12	0.20	0.20	0.06	0.13	0.13	0.10	0.55	0.55	0.07	0.52
v/c Ratio	0.60	0.58	0.22	0.24	0.61	0.13	0.24	0.11	0.02	0.35	0.16
Control Delay	54.5	44.3	2.7	18.7	22.0	2.2	49.0	14.9	0.1	57.6	11.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	54.5	44.3	2.7	18.7	22.0	2.2	49.0	14.9	0.1	57.6	11.8
LOS	D	D	A	B	C	A	D	B	A	E	B
Approach Delay		42.8			19.9			22.4			17.9
Approach LOS		D			B			C			B

Intersection Summary

Cycle Length: 115  
 Actuated Cycle Length: 115  
 Offset: 12 (10%), Referenced to phase 2:NBT and 6:SBT, Start of Green  
 Natural Cycle: 65  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.61  
 Intersection Signal Delay: 30.2  
 Intersection LOS: C  
 Intersection Capacity Utilization 41.6%  
 ICU Level of Service A  
 Analysis Period (min) 15

Splits and Phases: 1: S. Yosemite St. & E. County Line Rd.



Queues

1: S. Yosemite St. & E. County Line Rd.



































Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	241	585	93	51	390	41	79	214	22	45	291
v/c Ratio	0.60	0.58	0.22	0.24	0.61	0.13	0.24	0.11	0.02	0.35	0.16
Control Delay	54.5	44.3	2.7	18.7	22.0	2.2	49.0	14.9	0.1	57.6	11.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	54.5	44.3	2.7	18.7	22.0	2.2	49.0	14.9	0.1	57.6	11.8
Queue Length 50th (ft)	88	149	0	9	108	4	27	40	0	32	40
Queue Length 95th (ft)	126	178	13	10	65	0	52	73	0	69	75
Internal Link Dist (ft)		476			1488			1762			630
Turn Bay Length (ft)	175		350	600			235			210	
Base Capacity (vph)	731	1835	662	313	1215	486	373	1932	928	207	1792
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.33	0.32	0.14	0.16	0.32	0.08	0.21	0.11	0.02	0.22	0.16

Intersection Summary

HCM 6th Signalized Intersection Summary  
 1: S. Yosemite St. & E. County Line Rd.

Park Meadows  
 12/29/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 	  		 	  		 	 			 	
Traffic Volume (veh/h)	222	538	86	47	359	38	73	197	20	41	173	95
Future Volume (veh/h)	222	538	86	47	359	38	73	197	20	41	173	95
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	241	585	93	51	390	41	79	214	22	45	188	103
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	316	873	271	121	585	181	1227	2148	958	59	637	334
Arrive On Green	0.09	0.17	0.17	0.01	0.04	0.04	0.35	0.60	0.60	0.03	0.28	0.28
Sat Flow, veh/h	3456	5106	1585	3456	5106	1585	3456	3554	1585	1781	2254	1181
Grp Volume(v), veh/h	241	585	93	51	390	41	79	214	22	45	146	145
Grp Sat Flow(s),veh/h/ln	1728	1702	1585	1728	1702	1585	1728	1777	1585	1781	1777	1658
Q Serve(g_s), s	7.8	12.3	2.8	1.7	8.7	2.5	1.7	2.9	0.6	2.9	7.4	7.9
Cycle Q Clear(g_c), s	7.8	12.3	2.8	1.7	8.7	2.5	1.7	2.9	0.6	2.9	7.4	7.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.71
Lane Grp Cap(c), veh/h	316	873	271	121	585	181	1227	2148	958	59	502	469
V/C Ratio(X)	0.76	0.67	0.34	0.42	0.67	0.23	0.06	0.10	0.02	0.76	0.29	0.31
Avail Cap(c_a), veh/h	736	1843	572	316	1221	379	1227	2148	958	209	502	469
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00	0.91	0.91	0.91	0.92	0.92	0.92	1.00	1.00	1.00
Uniform Delay (d), s/veh	51.0	44.6	9.6	55.7	53.2	38.5	24.5	9.6	9.1	55.1	32.2	32.4
Incr Delay (d2), s/veh	3.8	0.9	0.7	2.1	1.2	0.6	0.0	0.1	0.0	18.0	1.5	1.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.6	5.3	2.3	0.8	4.0	1.2	0.7	1.1	0.2	1.6	3.4	3.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	54.8	45.5	10.3	57.8	54.4	39.1	24.5	9.7	9.2	73.2	33.7	34.1
LnGrp LOS	D	D	B	E	D	D	C	A	A	E	C	C
Approach Vol, veh/h		919			482			315			336	
Approach Delay, s/veh		44.4			53.4			13.3			39.2	
Approach LOS		D			D			B			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	8.3	74.0	8.5	24.2	45.3	37.0	15.0	17.7				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	13.5	31.5	10.5	41.5	12.5	32.5	24.5	27.5				
Max Q Clear Time (g_c+I1), s	4.9	4.9	3.7	14.3	3.7	9.9	9.8	10.7				
Green Ext Time (p_c), s	0.0	1.4	0.0	4.7	0.1	1.7	0.7	2.5				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay			40.9									
HCM 6th LOS			D									

Lanes and Geometrics  
 2: S. Chester St. & E. County Line Rd.

Park Meadows  
 12/29/2022



Lane Group	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
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	550		0	525		0	135		0	125		110
Storage Lanes	2		1	2		0	2		1	2		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.97	0.91	1.00	0.97	0.86	0.86	0.97	0.95	1.00	0.97	0.95	1.00
Ped Bike Factor												
Frt			0.850		0.964				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	5085	1583	3433	6177	0	3433	3539	1583	3433	3539	1583
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3433	5085	1583	3433	6177	0	3433	3539	1583	3433	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			100		73				207			142
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1568			1050			565			792	
Travel Time (s)		35.6			23.9			12.8			18.0	

Intersection Summary

Area Type: Other

Timings  
2: S. Chester St. & E. County Line Rd.

Park Meadows  
12/29/2022

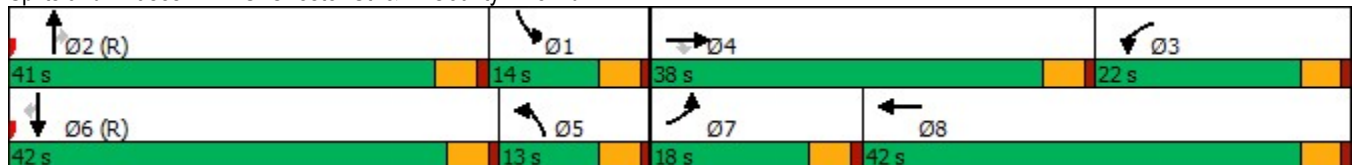


Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖↗	↑↑↑	↖	↖↗	↑↑↑	↖↗	↑↑	↖	↖↗	↑↑	↖
Traffic Volume (vph)	86	561	17	138	386	21	130	190	39	33	21
Future Volume (vph)	86	561	17	138	386	21	130	190	39	33	21
Turn Type	Prot	NA	Perm	Prot	NA	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8	5	2		1	6	
Permitted Phases			4					2			6
Detector Phase	7	4	4	3	8	5	2	2	1	6	6
Switch Phase											
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	22.5	9.5	22.5	9.5	22.5	22.5	9.5	22.5	22.5
Total Split (s)	18.0	38.0	38.0	22.0	42.0	13.0	41.0	41.0	14.0	42.0	42.0
Total Split (%)	15.7%	33.0%	33.0%	19.1%	36.5%	11.3%	35.7%	35.7%	12.2%	36.5%	36.5%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead	Lead	Lead	Lag	Lag	Lag	Lead	Lead	Lag	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	C-Max	C-Max	None	C-Max	C-Max
Act Effct Green (s)	8.5	20.3	20.3	10.4	22.2	6.3	61.3	61.3	7.0	64.1	64.1
Actuated g/C Ratio	0.07	0.18	0.18	0.09	0.19	0.05	0.53	0.53	0.06	0.56	0.56
v/c Ratio	0.37	0.68	0.05	0.49	0.44	0.12	0.07	0.22	0.20	0.02	0.02
Control Delay	23.4	18.9	1.9	61.2	41.1	52.9	15.5	3.2	53.2	15.4	0.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	23.4	18.9	1.9	61.2	41.1	52.9	15.5	3.2	53.2	15.4	0.0
LOS	C	B	A	E	D	D	B	A	D	B	A
Approach Delay		19.1			45.4		10.9			27.6	
Approach LOS		B			D		B			C	

Intersection Summary

Cycle Length: 115  
 Actuated Cycle Length: 115  
 Offset: 54 (47%), Referenced to phase 2:NBT and 6:SBT, Start of Green  
 Natural Cycle: 65  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.68  
 Intersection Signal Delay: 27.7  
 Intersection LOS: C  
 Intersection Capacity Utilization 38.3%  
 ICU Level of Service A  
 Analysis Period (min) 15

Splits and Phases: 2: S. Chester St. & E. County Line Rd.





Queues  
2: S. Chester St. & E. County Line Rd.

Park Meadows  
12/29/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	93	610	18	150	552	23	141	207	42	36	23
v/c Ratio	0.37	0.68	0.05	0.49	0.44	0.12	0.07	0.22	0.20	0.02	0.02
Control Delay	23.4	18.9	1.9	61.2	41.1	52.9	15.5	3.2	53.2	15.4	0.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	23.4	18.9	1.9	61.2	41.1	52.9	15.5	3.2	53.2	15.4	0.0
Queue Length 50th (ft)	24	161	1	58	103	8	26	0	15	6	0
Queue Length 95th (ft)	40	193	7	92	131	22	52	43	34	17	0
Internal Link Dist (ft)		1488			970		485			712	
Turn Bay Length (ft)	550			525		135			125		110
Base Capacity (vph)	403	1481	532	522	2063	253	1887	941	283	1972	944
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.23	0.41	0.03	0.29	0.27	0.09	0.07	0.22	0.15	0.02	0.02

Intersection Summary

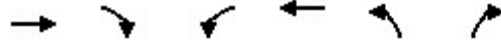
HCM 6th Signalized Intersection Summary  
 2: S. Chester St. & E. County Line Rd.

Park Meadows  
 12/29/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖↗	↑↑↑	↖	↖↗	↑↑↑		↖↗	↑↑	↖	↖↗	↑↑	↖
Traffic Volume (veh/h)	86	561	17	138	386	121	21	130	190	39	33	21
Future Volume (veh/h)	86	561	17	138	386	121	21	130	190	39	33	21
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	93	610	18	150	420	132	23	141	207	42	36	23
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	149	868	269	214	940	275	987	1128	503	1017	1159	517
Arrive On Green	0.01	0.06	0.06	0.08	0.25	0.25	0.29	0.32	0.32	0.29	0.33	0.33
Sat Flow, veh/h	3456	5106	1585	3456	4978	1456	3456	3554	1585	3456	3554	1585
Grp Volume(v), veh/h	93	610	18	150	406	146	23	141	207	42	36	23
Grp Sat Flow(s),veh/h/ln	1728	1702	1585	1728	1609	1608	1728	1777	1585	1728	1777	1585
Q Serve(g_s), s	3.1	13.5	1.2	4.9	8.2	8.9	0.6	3.2	11.8	1.0	0.8	0.9
Cycle Q Clear(g_c), s	3.1	13.5	1.2	4.9	8.2	8.9	0.6	3.2	11.8	1.0	0.8	0.9
Prop In Lane	1.00		1.00	1.00		0.91	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	149	868	269	214	911	304	987	1128	503	1017	1159	517
V/C Ratio(X)	0.63	0.70	0.07	0.70	0.45	0.48	0.02	0.13	0.41	0.04	0.03	0.04
Avail Cap(c_a), veh/h	406	1487	462	526	1574	524	987	1128	503	1017	1159	517
HCM Platoon Ratio	0.33	0.33	0.33	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	0.82	0.82	0.82	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	55.8	51.4	45.6	51.7	38.0	38.3	29.5	27.9	30.8	29.0	26.4	17.8
Incr Delay (d2), s/veh	3.5	0.9	0.1	4.1	0.3	1.2	0.0	0.2	2.5	0.0	0.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.4	6.3	0.5	2.2	3.1	3.5	0.2	1.4	4.8	0.4	0.3	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	59.3	52.3	45.7	55.9	38.3	39.4	29.6	28.1	33.3	29.0	26.4	18.0
LnGrp LOS	E	D	D	E	D	D	C	C	C	C	C	B
Approach Vol, veh/h		721			702			371			101	
Approach Delay, s/veh		53.0			42.3			31.1			25.6	
Approach LOS		D			D			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	38.3	41.0	11.6	24.0	37.3	42.0	9.4	26.2				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	9.5	36.5	17.5	33.5	8.5	37.5	13.5	37.5				
Max Q Clear Time (g_c+I1), s	3.0	13.8	6.9	15.5	2.6	2.9	5.1	10.9				
Green Ext Time (p_c), s	0.0	1.5	0.3	4.0	0.0	0.2	0.1	3.9				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay			43.3									
HCM 6th LOS			D									

Lanes and Geometrics  
 3: North Access Drive & E. County Line Rd.



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑	↑	↙↘	↑↑↑		↙↘
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)		0	350		0	0
Storage Lanes		1	2		0	2
Taper Length (ft)			25		25	
Lane Util. Factor	0.91	1.00	0.97	0.86	1.00	0.88
Ped Bike Factor						
Frt		0.850				0.850
Flt Protected			0.950			
Satd. Flow (prot)	5085	1583	3433	6408	0	2787
Flt Permitted			0.950			
Satd. Flow (perm)	5085	1583	3433	6408	0	2787
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		26				363
Link Speed (mph)	30			30	30	
Link Distance (ft)	1050			651	255	
Travel Time (s)	23.9			14.8	5.8	

Intersection Summary

Area Type: Other

Timings  
3: North Access Drive & E. County Line Rd.



Lane Group	EBT	EBR	WBL	WBT	NBR	Ø8
Lane Configurations	↑↑↑	↑	↙↘	↑↑↑	↙↘	
Traffic Volume (vph)	749	24	117	754	37	
Future Volume (vph)	749	24	117	754	37	
Turn Type	NA	Perm	Prot	NA	Over	
Protected Phases	4		2	2 8	2	8
Permitted Phases		4			2	
Detector Phase	4	4	2	2 8	2	
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	22.5	22.5	9.5	9.5	22.5	
Total Split (s)	78.0	78.0	37.0	37.0	78.0	
Total Split (%)	67.8%	67.8%	32.2%	32.2%	68%	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.0	
All-Red Time (s)	1.0	1.0	1.0	1.0	0.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		
Total Lost Time (s)	4.5	4.5	4.5	4.5		
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	None	None	C-Max	C-Max	None	
Act Effct Green (s)	27.6	27.6	78.4	115.0	78.4	
Actuated g/C Ratio	0.24	0.24	0.68	1.00	0.68	
v/c Ratio	0.67	0.07	0.05	0.13	0.02	
Control Delay	13.2	0.8	3.9	0.0	0.0	
Queue Delay	0.0	0.0	0.0	0.0	0.0	
Total Delay	13.2	0.8	3.9	0.0	0.0	
LOS	B	A	A	A	A	
Approach Delay	12.8			0.6		
Approach LOS	B			A		

Intersection Summary

Cycle Length: 115  
 Actuated Cycle Length: 115  
 Offset: 88 (77%), Referenced to phase 2:WBTL and 6:, Start of Green  
 Natural Cycle: 40  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.67  
 Intersection Signal Delay: 6.2  
 Intersection Capacity Utilization 26.1%  
 Analysis Period (min) 15  
 Intersection LOS: A  
 ICU Level of Service A

Splits and Phases: 3: North Access Drive & E. County Line Rd.



Queues  
3: North Access Drive & E. County Line Rd.



Lane Group	EBT	EBR	WBL	WBT	NBR
Lane Group Flow (vph)	814	26	127	820	40
v/c Ratio	0.67	0.07	0.05	0.13	0.02
Control Delay	13.2	0.8	3.9	0.0	0.0
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	13.2	0.8	3.9	0.0	0.0
Queue Length 50th (ft)	54	1	7	0	0
Queue Length 95th (ft)	67	m0	20	0	0
Internal Link Dist (ft)	970			571	
Turn Bay Length (ft)			350		
Base Capacity (vph)	3249	1021	2339	6408	2015
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.25	0.03	0.05	0.13	0.02

Intersection Summary

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

HCM 6th Edition methodology expects strict NEMA phasing.

Lanes and Geometrics  
 4: Park Meadow Center Dr. & E. County Line Rd.

Park Meadows  
 12/29/2022



Lane Group	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
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		325	0		100	0		250	250		175
Storage Lanes	0		1	0		1	0		1	3		2
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.86	1.00	1.00	0.91	1.00	1.00	1.00	0.76	0.94	0.95	0.88
Ped Bike Factor												
Frt			0.850			0.850			0.850			0.850
Flt Protected										0.950		
Satd. Flow (prot)	0	6408	1583	0	5085	1583	0	0	3610	4990	3539	2787
Flt Permitted										0.950		
Satd. Flow (perm)	0	6408	1583	0	5085	1583	0	0	3610	4990	3539	2787
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			57			100			216			412
Link Speed (mph)		30			30			30				30
Link Distance (ft)		651			987			1238				614
Travel Time (s)		14.8			22.4			28.1				14.0

Intersection Summary

Area Type: Other

Timings  
4: Park Meadow Center Dr. & E. County Line Rd.



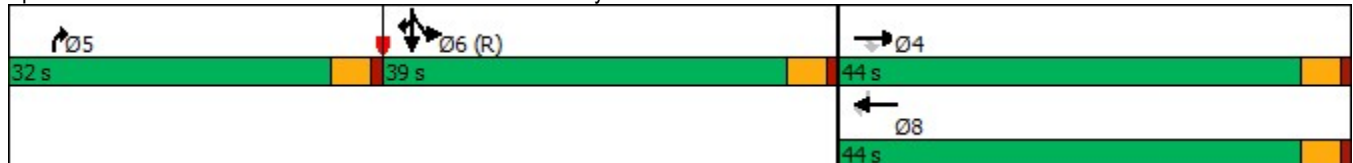
Lane Group	EBT	EBR	WBT	WBR	NBR	SBL	SBT	SBR
Lane Configurations	↑↑↑↑	↑	↑↑↑↑	↑	↑↑↑↑	↑↑↑↑	↑↑	↑↑
Traffic Volume (vph)	802	20	441	54	328	399	236	379
Future Volume (vph)	802	20	441	54	328	399	236	379
Turn Type	NA	Perm	NA	Free	Prot	Split	NA	custom
Protected Phases	4		8		5	6	6	6
Permitted Phases		4		Free				8
Detector Phase	4	4	8		5	6	6	6
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0		5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5		9.5	22.5	22.5	22.5
Total Split (s)	44.0	44.0	44.0		32.0	39.0	39.0	39.0
Total Split (%)	38.3%	38.3%	38.3%		27.8%	33.9%	33.9%	33.9%
Yellow Time (s)	3.5	3.5	3.5		3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0		1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5		4.5	4.5	4.5	4.5
Lead/Lag					Lead	Lag	Lag	Lag
Lead-Lag Optimize?					Yes	Yes	Yes	Yes
Recall Mode	None	None	None		None	C-Max	C-Max	C-Max
Act Effct Green (s)	24.3	24.3	24.3	115.0	10.1	67.0	67.0	95.9
Actuated g/C Ratio	0.21	0.21	0.21	1.00	0.09	0.58	0.58	0.83
v/c Ratio	0.64	0.06	0.45	0.04	0.69	0.15	0.12	0.17
Control Delay	7.2	0.5	41.3	0.0	26.8	12.1	12.2	0.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	7.2	0.5	41.3	0.0	26.8	12.1	12.2	0.4
LOS	A	A	D	A	C	B	B	A
Approach Delay	7.0		36.8				7.8	
Approach LOS	A		D				A	

Intersection Summary

Cycle Length: 115  
 Actuated Cycle Length: 115  
 Offset: 104 (90%), Referenced to phase 6:SBTL, Start of Green  
 Natural Cycle: 55  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.69  
 Intersection Signal Delay: 15.3  
 Intersection Capacity Utilization 38.1%  
 Analysis Period (min) 15

Intersection LOS: B  
 ICU Level of Service A

Splits and Phases: 4: Park Meadow Center Dr. & E. County Line Rd.





Queues

4: Park Meadow Center Dr. & E. County Line Rd.



Lane Group	EBT	EBR	WBT	WBR	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	872	22	479	59	357	434	257	412
v/c Ratio	0.64	0.06	0.45	0.04	0.69	0.15	0.12	0.17
Control Delay	7.2	0.5	41.3	0.0	26.8	12.1	12.2	0.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	7.2	0.5	41.3	0.0	26.8	12.1	12.2	0.4
Queue Length 50th (ft)	13	0	127	0	44	49	42	0
Queue Length 95th (ft)	15	0	160	0	82	81	77	9
Internal Link Dist (ft)	571		907				534	
Turn Bay Length (ft)		325		100	250	250		175
Base Capacity (vph)	2201	581	1746	1583	1027	2908	2063	2391
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.40	0.04	0.27	0.04	0.35	0.15	0.12	0.17

Intersection Summary

HCM 6th Signalized Intersection Summary  
 4: Park Meadow Center Dr. & E. County Line Rd.

Park Meadows  
 12/29/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑	↗		↑↑↑	↗			↗↗↗	↘↘↘	↑↑	↗↗
Traffic Volume (veh/h)	0	802	20	0	441	54	0	0	328	399	236	379
Future Volume (veh/h)	0	802	20	0	441	54	0	0	328	399	236	379
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	0	1870	1870	0	1870	1870	0	0	1870	1870	1870	1870
Adj Flow Rate, veh/h	0	872	0	0	479	0	0	0	357	434	257	412
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	2	2	0	2	2	0	0	2	2	2	2
Cap, veh/h	0	1224		0	971		0	0	0	3675	2600	2041
Arrive On Green	0.00	0.38	0.00	0.00	0.19	0.00	0.00	0.00	0.00	0.73	0.73	0.73
Sat Flow, veh/h	0	6696	1585	0	5274	1585		0		5023	3554	2790
Grp Volume(v), veh/h	0	872	0	0	479	0		0.0		434	257	412
Grp Sat Flow(s),veh/h/ln	0	1609	1585	0	1702	1585				1674	1777	1395
Q Serve(g_s), s	0.0	13.2	0.0	0.0	9.6	0.0				2.9	2.4	5.3
Cycle Q Clear(g_c), s	0.0	13.2	0.0	0.0	9.6	0.0				2.9	2.4	5.3
Prop In Lane	0.00		1.00	0.00		1.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	1224		0	971					3675	2600	2041
V/C Ratio(X)	0.00	0.71		0.00	0.49					0.12	0.10	0.20
Avail Cap(c_a), veh/h	0	2210		0	1754					3675	2600	2041
HCM Platoon Ratio	1.00	2.00	2.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.73	0.00	0.00	0.99	0.00				1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	33.0	0.0	0.0	41.6	0.0				4.5	4.5	4.9
Incr Delay (d2), s/veh	0.0	0.6	0.0	0.0	0.4	0.0				0.1	0.1	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	4.3	0.0	0.0	4.1	0.0				0.9	0.8	1.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	33.5	0.0	0.0	42.0	0.0				4.6	4.5	5.1
LnGrp LOS	A	C		A	D					A	A	A
Approach Vol, veh/h		872	A		479	A					1103	
Approach Delay, s/veh		33.5			42.0						4.8	
Approach LOS		C			D						A	
Timer - Assigned Phs				4		6		8				
Phs Duration (G+Y+Rc), s				26.4		88.6		26.4				
Change Period (Y+Rc), s				4.5		4.5		4.5				
Max Green Setting (Gmax), s				39.5		34.5		39.5				
Max Q Clear Time (g_c+I1), s				15.2		7.3		11.6				
Green Ext Time (p_c), s				6.6		5.6		3.5				

Intersection Summary













HCM 6th Ctrl Delay	22.3
HCM 6th LOS	C

Notes

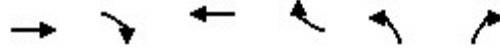
Unsignalized Delay for [EBR, WBR] is excluded from calculations of the approach delay and intersection delay.

Lanes and Geometrics  
 5: I-25 Ramps & E. County Line Rd.

Park Meadows  
 12/29/2022

												
Lane Group	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
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		200	0		100	180		0	0		0
Storage Lanes	0		1	0		1	2		1	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.91	0.88	1.00	0.91	1.00	0.97	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor			0.850			0.850			0.850			
Flt Protected							0.950					
Satd. Flow (prot)	0	5085	2787	0	5085	1583	3433	0	1583	0	0	0
Flt Permitted							0.950					
Satd. Flow (perm)	0	5085	2787	0	5085	1583	3433	0	1583	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			552			215			238			
Link Speed (mph)		30			30			30				30
Link Distance (ft)		987			920			594				487
Travel Time (s)		22.4			20.9			13.5				11.1
<b>Intersection Summary</b>												
Area Type:	Other											

Timings  
5: I-25 Ramps & E. County Line Rd.

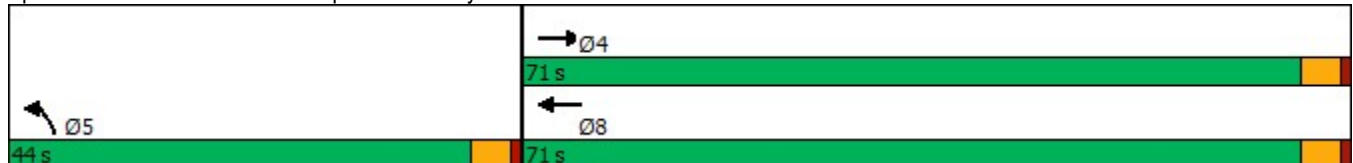


Lane Group	EBT	EBR	WBT	WBR	NBL	NBR
Lane Configurations	↑↑↑	↑↑	↑↑↑	↑	↑↑	↑
Traffic Volume (vph)	875	513	235	198	262	219
Future Volume (vph)	875	513	235	198	262	219
Turn Type	NA	Free	NA	Free	Prot	Free
Protected Phases	4		8		5	
Permitted Phases		Free		Free		Free
Detector Phase	4		8		5	
Switch Phase						
Minimum Initial (s)	5.0		5.0		5.0	
Minimum Split (s)	22.5		22.5		9.5	
Total Split (s)	71.0		71.0		44.0	
Total Split (%)	61.7%		61.7%		38.3%	
Yellow Time (s)	3.5		3.5		3.5	
All-Red Time (s)	1.0		1.0		1.0	
Lost Time Adjust (s)	0.0		0.0		0.0	
Total Lost Time (s)	4.5		4.5		4.5	
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	None		None		None	
Act Effct Green (s)	31.7	115.0	31.7	115.0	74.3	115.0
Actuated g/C Ratio	0.28	1.00	0.28	1.00	0.65	1.00
v/c Ratio	0.68	0.20	0.18	0.14	0.13	0.15
Control Delay	26.5	0.2	31.0	0.2	8.8	0.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	26.5	0.2	31.0	0.2	8.8	0.2
LOS	C	A	C	A	A	A
Approach Delay	16.7		16.9			
Approach LOS	B		B			

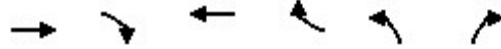
Intersection Summary

Cycle Length: 115  
 Actuated Cycle Length: 115  
 Offset: 56 (49%), Referenced to phase 2: and 6:, Start of Green  
 Natural Cycle: 40  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.68  
 Intersection Signal Delay: 14.3  
 Intersection Capacity Utilization 31.5%  
 Analysis Period (min) 15  
 Intersection LOS: B  
 ICU Level of Service A

Splits and Phases: 5: I-25 Ramps & E. County Line Rd.



Queues  
5: I-25 Ramps & E. County Line Rd.



Lane Group	EBT	EBR	WBT	WBR	NBL	NBR
Lane Group Flow (vph)	951	558	255	215	285	238
v/c Ratio	0.68	0.20	0.18	0.14	0.13	0.15
Control Delay	26.5	0.2	31.0	0.2	8.8	0.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	26.5	0.2	31.0	0.2	8.8	0.2
Queue Length 50th (ft)	215	0	52	0	38	0
Queue Length 95th (ft)	237	0	69	0	67	0
Internal Link Dist (ft)	907		840			
Turn Bay Length (ft)		200		100	180	
Base Capacity (vph)	2940	2787	2940	1583	2217	1583
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.32	0.20	0.09	0.14	0.13	0.15
<b>Intersection Summary</b>						

HCM 6th Signalized Intersection Summary  
5: I-25 Ramps & E. County Line Rd.

Park Meadows  
12/29/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑	↑↑		↑↑↑	↑	↑↑		↑			
Traffic Volume (veh/h)	0	875	513	0	235	198	262	0	219	0	0	0
Future Volume (veh/h)	0	875	513	0	235	198	262	0	219	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	0	1870	1870	0	1870	1870	1870	0	1870			
Adj Flow Rate, veh/h	0	951	0	0	255	0	285	0	0			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92			
Percent Heavy Veh, %	0	2	2	0	2	2	2	0	2			
Cap, veh/h	0	1386		0	1386		2247	0				
Arrive On Green	0.00	0.09	0.00	0.00	0.27	0.00	0.65	0.00	0.00			
Sat Flow, veh/h	0	5274	2790	0	5274	1585	3456	0	1585			
Grp Volume(v), veh/h	0	951	0	0	255	0	285	0	0			
Grp Sat Flow(s),veh/h/ln	0	1702	1395	0	1702	1585	1728	0	1585			
Q Serve(g_s), s	0.0	20.8	0.0	0.0	4.4	0.0	3.6	0.0	0.0			
Cycle Q Clear(g_c), s	0.0	20.8	0.0	0.0	4.4	0.0	3.6	0.0	0.0			
Prop In Lane	0.00		1.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	0	1386		0	1386		2247	0				
V/C Ratio(X)	0.00	0.69		0.00	0.18		0.13	0.00				
Avail Cap(c_a), veh/h	0	2953		0	2953		2247	0				
HCM Platoon Ratio	1.00	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.00	0.84	0.00	0.00	1.00	0.00	1.00	0.00	0.00			
Uniform Delay (d), s/veh	0.0	47.6	0.0	0.0	32.1	0.0	7.7	0.0	0.0			
Incr Delay (d2), s/veh	0.0	0.5	0.0	0.0	0.1	0.0	0.0	0.0	0.0			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	0.0	9.6	0.0	0.0	1.8	0.0	1.3	0.0	0.0			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	48.1	0.0	0.0	32.2	0.0	7.7	0.0	0.0			
LnGrp LOS	A	D		A	C		A	A				
Approach Vol, veh/h		951	A		255	A		285	A			
Approach Delay, s/veh		48.1			32.2			7.7				
Approach LOS		D			C			A				
Timer - Assigned Phs		2		4				8				
Phs Duration (G+Y+Rc), s		79.3		35.7				35.7				
Change Period (Y+Rc), s		4.5		4.5				4.5				
Max Green Setting (Gmax), s		39.5		66.5				66.5				
Max Q Clear Time (g_c+I1), s		5.6		22.8				6.4				
Green Ext Time (p_c), s		1.0		8.4				1.9				

Intersection Summary

HCM 6th Ctrl Delay	37.7
HCM 6th LOS	D

Notes

Unsignalized Delay for [NBR, EBR, WBR] is excluded from calculations of the approach delay and intersection delay.

Lanes and Geometrics  
 6: Park Meadow Center Dr. & East Access Drive



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)	0	0	110			0
Storage Lanes	2	1	1			0
Taper Length (ft)	25		25			
Lane Util. Factor	0.97	1.00	1.00	0.95	0.95	0.95
Ped Bike Factor						
Frt		0.850			0.950	
Flt Protected	0.950		0.950			
Satd. Flow (prot)	3433	1583	1770	3539	3362	0
Flt Permitted	0.950		0.511			
Satd. Flow (perm)	3433	1583	952	3539	3362	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		30			95	
Link Speed (mph)	30			30	30	
Link Distance (ft)	204			1551	1238	
Travel Time (s)	4.6			35.3	28.1	

Intersection Summary

Area Type: Other

Timings  
6: Park Meadow Center Dr. & East Access Drive

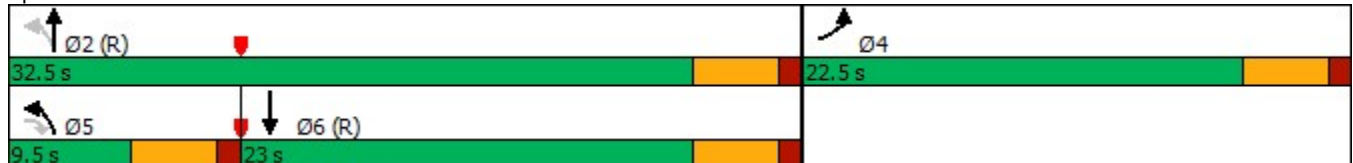


Lane Group	EBL	EBR	NBL	NBT	SBT
Lane Configurations	↖↗	↗	↖	↑↑	↑↓
Traffic Volume (vph)	33	28	24	293	176
Future Volume (vph)	33	28	24	293	176
Turn Type	Prot	Perm	pm+pt	NA	NA
Protected Phases	4		5	2	6
Permitted Phases		5	2		
Detector Phase	4	5	5	2	6
Switch Phase					
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	9.5	9.5	22.5	22.5
Total Split (s)	22.5	9.5	9.5	32.5	23.0
Total Split (%)	40.9%	17.3%	17.3%	59.1%	41.8%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5
Lead/Lag		Lead	Lead		Lag
Lead-Lag Optimize?		Yes	Yes		Yes
Recall Mode	None	None	None	C-Max	C-Max
Act Effect Green (s)	6.1	6.0	46.0	48.7	41.3
Actuated g/C Ratio	0.11	0.11	0.84	0.89	0.75
v/c Ratio	0.09	0.15	0.03	0.10	0.11
Control Delay	22.3	11.3	2.4	1.6	3.6
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	22.3	11.3	2.4	1.6	3.6
LOS	C	B	A	A	A
Approach Delay	17.3			1.7	3.6
Approach LOS	B			A	A

Intersection Summary

Cycle Length: 55  
 Actuated Cycle Length: 55  
 Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBT, Start of Green  
 Natural Cycle: 55  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.15  
 Intersection Signal Delay: 4.0  
 Intersection LOS: A  
 Intersection Capacity Utilization 27.2%  
 ICU Level of Service A  
 Analysis Period (min) 15

Splits and Phases: 6: Park Meadow Center Dr. & East Access Drive







Lane Group	EBL	EBR	NBL	NBT	SBT
Lane Group Flow (vph)	36	30	26	318	286
v/c Ratio	0.09	0.15	0.03	0.10	0.11
Control Delay	22.3	11.3	2.4	1.6	3.6
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	22.3	11.3	2.4	1.6	3.6
Queue Length 50th (ft)	5	0	0	0	6
Queue Length 95th (ft)	15	19	10	30	32
Internal Link Dist (ft)	124			1471	1158
Turn Bay Length (ft)			110		
Base Capacity (vph)	1123	200	886	3136	2549
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.03	0.15	0.03	0.10	0.11

## Intersection Summary

HCM 6th Signalized Intersection Summary  
 6: Park Meadow Center Dr. & East Access Drive

Park Meadows  
 12/29/2022



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↶↶	↷	↶	↶↶	↶↷	
Traffic Volume (veh/h)	33	28	24	293	176	87
Future Volume (veh/h)	33	28	24	293	176	87
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	36	30	26	318	191	95
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	200	92	879	2767	1556	743
Arrive On Green	0.06	0.06	0.03	0.78	0.67	0.67
Sat Flow, veh/h	3456	1585	1781	3647	2427	1113
Grp Volume(v), veh/h	36	30	26	318	144	142
Grp Sat Flow(s),veh/h/ln	1728	1585	1781	1777	1777	1670
Q Serve(g_s), s	0.5	1.0	0.2	1.2	1.6	1.7
Cycle Q Clear(g_c), s	0.5	1.0	0.2	1.2	1.6	1.7
Prop In Lane	1.00	1.00	1.00			0.67
Lane Grp Cap(c), veh/h	200	92	879	2767	1185	1114
V/C Ratio(X)	0.18	0.33	0.03	0.11	0.12	0.13
Avail Cap(c_a), veh/h	1131	519	988	2767	1185	1114
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.90	0.90	1.00	1.00
Uniform Delay (d), s/veh	24.7	24.9	2.1	1.5	3.3	3.3
Incr Delay (d2), s/veh	0.4	2.1	0.0	0.1	0.2	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.9	0.0	0.1	0.4	0.4
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	25.1	26.9	2.1	1.6	3.5	3.6
LnGrp LOS	C	C	A	A	A	A
Approach Vol, veh/h	66			344	286	
Approach Delay, s/veh	25.9			1.6	3.5	
Approach LOS	C			A	A	
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		47.3		7.7	6.1	41.2
Change Period (Y+Rc), s		4.5		4.5	4.5	4.5
Max Green Setting (Gmax), s		28.0		18.0	5.0	18.5
Max Q Clear Time (g_c+I1), s		3.2		3.0	2.2	3.7
Green Ext Time (p_c), s		2.1		0.1	0.0	1.4
<b>Intersection Summary</b>						
HCM 6th Ctrl Delay			4.7			
HCM 6th LOS			A			

Lanes and Geometrics  
7: SE Access Drive & Park Meadow Center Dr.

Park Meadows  
12/29/2022

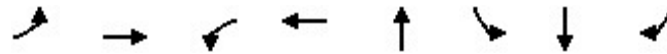


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%				0%
Storage Length (ft)	150		0	100		0	0		0	0		0
Storage Lanes	1		0	1		0	1		0	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.998			0.998			0.850				0.850
Flt Protected	0.950			0.950								0.964
Satd. Flow (prot)	1770	3532	0	1770	3532	0	1863	1583	0	0	1796	1583
Flt Permitted	0.571			0.548								0.939
Satd. Flow (perm)	1064	3532	0	1021	3532	0	1863	1583	0	0	1749	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		3			3			464				119
Link Speed (mph)		30			30			30				30
Link Distance (ft)		1110			1551			164				207
Travel Time (s)		25.2			35.3			3.7				4.7

Intersection Summary

Area Type: Other

Timings  
7: SE Access Drive & Park Meadow Center Dr.



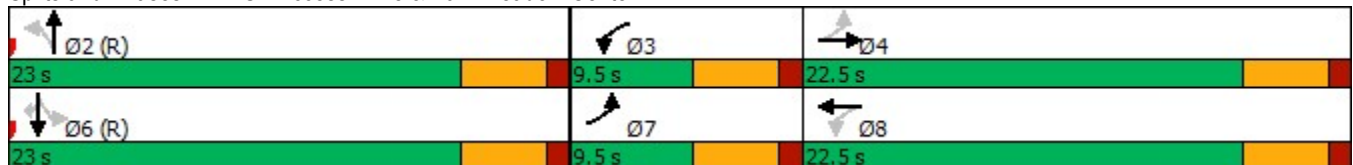
Lane Group	EBL	EBT	WBL	WBT	NBT	SBL	SBT	SBR
Lane Configurations	↖	↗	↖	↗	↗		↖	↗
Traffic Volume (vph)	27	307	15	187	0	3	1	22
Future Volume (vph)	27	307	15	187	0	3	1	22
Turn Type	pm+pt	NA	pm+pt	NA	NA	Perm	NA	Perm
Protected Phases	7	4	3	8	2		6	
Permitted Phases	4		8			6		6
Detector Phase	7	4	3	8	2	6	6	6
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	9.5	22.5	22.5	22.5	22.5	22.5
Total Split (s)	9.5	22.5	9.5	22.5	23.0	23.0	23.0	23.0
Total Split (%)	17.3%	40.9%	17.3%	40.9%	41.8%	41.8%	41.8%	41.8%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5		4.5	4.5
Lead/Lag	Lead	Lag	Lead	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes				
Recall Mode	None	None	None	None	C-Max	C-Max	C-Max	C-Max
Act Effct Green (s)	13.1	12.1	12.2	10.2	32.0		32.0	32.0
Actuated g/C Ratio	0.24	0.22	0.22	0.19	0.58		0.58	0.58
v/c Ratio	0.09	0.44	0.05	0.31	0.00		0.00	0.02
Control Delay	15.3	21.1	9.0	16.7	0.0		8.5	0.0
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0
Total Delay	15.3	21.1	9.0	16.7	0.0		8.5	0.0
LOS	B	C	A	B	A		A	A
Approach Delay		20.7		16.2			1.3	
Approach LOS		C		B			A	

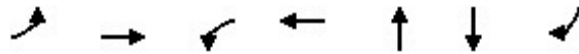
Intersection Summary

Cycle Length: 55  
 Actuated Cycle Length: 55  
 Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green  
 Natural Cycle: 55  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.44  
 Intersection Signal Delay: 18.1  
 Intersection Capacity Utilization 28.2%  
 Analysis Period (min) 15

Intersection LOS: B  
 ICU Level of Service A

Splits and Phases: 7: SE Access Drive & Park Meadow Center Dr.





Lane Group	EBL	EBT	WBL	WBT	NBT	SBT	SBR
Lane Group Flow (vph)	29	339	16	206	3	4	24
v/c Ratio	0.09	0.44	0.05	0.31	0.00	0.00	0.02
Control Delay	15.3	21.1	9.0	16.7	0.0	8.5	0.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	15.3	21.1	9.0	16.7	0.0	8.5	0.0
Queue Length 50th (ft)	8	51	4	30	0	1	0
Queue Length 95th (ft)	m18	77	7	52	0	5	0
Internal Link Dist (ft)		1030		1471	84	127	
Turn Bay Length (ft)	150		100				
Base Capacity (vph)	317	1169	294	1157	1115	1017	970
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.09	0.29	0.05	0.18	0.00	0.00	0.02

#### Intersection Summary

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

HCM 6th Signalized Intersection Summary  
 7: SE Access Drive & Park Meadow Center Dr.

Park Meadows  
 12/29/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗		↖	↗			↖	↗
Traffic Volume (veh/h)	27	307	5	15	187	3	0	0	3	3	1	22
Future Volume (veh/h)	27	307	5	15	187	3	0	0	3	3	1	22
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	29	334	5	16	203	3	0	0	3	3	1	24
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	289	537	8	231	491	7	131	0	927	761	238	927
Arrive On Green	0.03	0.15	0.15	0.02	0.14	0.14	0.00	0.00	0.59	0.59	0.59	0.59
Sat Flow, veh/h	1781	3584	54	1781	3585	53	1386	0	1585	1106	407	1585
Grp Volume(v), veh/h	29	165	174	16	100	106	0	0	3	4	0	24
Grp Sat Flow(s),veh/h/ln	1781	1777	1861	1781	1777	1861	1386	0	1585	1513	0	1585
Q Serve(g_s), s	0.8	4.8	4.8	0.4	2.8	2.9	0.0	0.0	0.0	0.0	0.0	0.4
Cycle Q Clear(g_c), s	0.8	4.8	4.8	0.4	2.8	2.9	0.0	0.0	0.0	0.0	0.0	0.4
Prop In Lane	1.00		0.03	1.00		0.03	1.00		1.00	0.75		1.00
Lane Grp Cap(c), veh/h	289	266	279	231	243	255	131	0	927	1000	0	927
V/C Ratio(X)	0.10	0.62	0.62	0.07	0.41	0.41	0.00	0.00	0.00	0.00	0.00	0.03
Avail Cap(c_a), veh/h	393	582	609	358	582	609	131	0	927	1000	0	927
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	19.4	21.9	21.9	19.9	21.7	21.7	0.0	0.0	4.7	4.7	0.0	4.8
Incr Delay (d2), s/veh	0.2	2.4	2.3	0.1	1.1	1.1	0.0	0.0	0.0	0.0	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	2.0	2.1	0.2	1.2	1.2	0.0	0.0	0.0	0.0	0.0	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	19.5	24.3	24.2	20.0	22.8	22.8	0.0	0.0	4.8	4.8	0.0	4.9
LnGrp LOS	B	C	C	C	C	C	A	A	A	A	A	A
Approach Vol, veh/h		368			222			3				28
Approach Delay, s/veh		23.9			22.6			4.8				4.8
Approach LOS		C			C			A				A
Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		36.7	5.6	12.7		36.7	6.3	12.0				
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5	4.5	4.5				
Max Green Setting (Gmax), s		18.5	5.0	18.0		18.5	5.0	18.0				
Max Q Clear Time (g_c+I1), s		2.0	2.4	6.8		2.4	2.8	4.9				
Green Ext Time (p_c), s		0.0	0.0	1.4		0.0	0.0	0.8				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay				22.5								
HCM 6th LOS				C								

Lanes and Geometrics  
 8: S. Yosemite St. & Park Meadow Center Dr.

Park Meadows  
 12/29/2022



Lane Group	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
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	240		240	110		275	220		235
Storage Lanes	0		0	1		1	2		1	2		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	0.91	0.91	1.00	0.97	0.91	1.00	0.97	0.91	1.00
Ped Bike Factor												
Frt						0.850			0.850			0.850
Flt Protected				0.950	0.969		0.950			0.950		
Satd. Flow (prot)	0	0	0	1610	3285	1583	3433	5085	1583	3433	5085	1583
Flt Permitted				0.950	0.969		0.490			0.383		
Satd. Flow (perm)	0	0	0	1610	3285	1583	1771	5085	1583	1384	5085	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						119			445			119
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		440			1021			458			636	
Travel Time (s)		10.0			23.2			10.4			14.5	

Intersection Summary

Area Type: Other

Timings  
8: S. Yosemite St. & Park Meadow Center Dr.

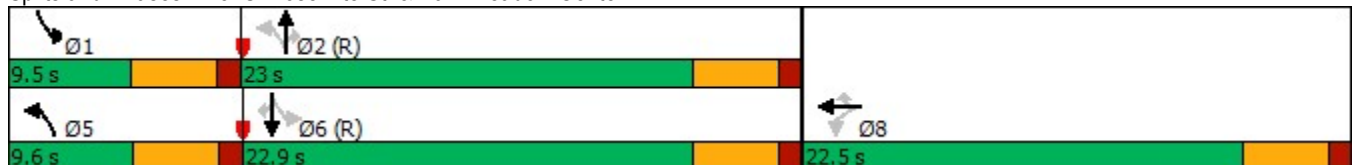


Lane Group	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↙↘	↘	↘↙	↕↕↕	↘	↘↙	↕↕↕	↘
Traffic Volume (vph)	182	53	31	281	624	409	37	257	34
Future Volume (vph)	182	53	31	281	624	409	37	257	34
Turn Type	Perm	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases		8		5	2		1	6	
Permitted Phases	8		8	2		2	6		6
Detector Phase	8	8	8	5	2	2	1	6	6
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5	22.5
Total Split (s)	22.5	22.5	22.5	9.6	23.0	23.0	9.5	22.9	22.9
Total Split (%)	40.9%	40.9%	40.9%	17.5%	41.8%	41.8%	17.3%	41.6%	41.6%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag				Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?				Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	C-Max	C-Max	None	C-Max	C-Max
Act Effct Green (s)	9.0	9.0	9.0	38.3	35.8	35.8	33.1	27.3	27.3
Actuated g/C Ratio	0.16	0.16	0.16	0.70	0.65	0.65	0.60	0.50	0.50
v/c Ratio	0.38	0.29	0.09	0.21	0.21	0.38	0.04	0.11	0.04
Control Delay	12.3	9.7	0.9	3.9	6.7	2.4	4.3	9.5	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	12.3	9.7	0.9	3.9	6.7	2.4	4.3	9.5	0.1
LOS	B	A	A	A	A	A	A	A	A
Approach Delay		9.6			4.8			7.9	
Approach LOS		A			A			A	

Intersection Summary

Cycle Length: 55  
 Actuated Cycle Length: 55  
 Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green  
 Natural Cycle: 55  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.38  
 Intersection Signal Delay: 6.0  
 Intersection LOS: A  
 Intersection Capacity Utilization 37.0%  
 ICU Level of Service A  
 Analysis Period (min) 15

Splits and Phases: 8: S. Yosemite St. & Park Meadow Center Dr.





Queues  
8: S. Yosemite St. & Park Meadow Center Dr.

Park Meadows  
12/29/2022



Lane Group	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	99	157	34	305	678	445	40	279	37
v/c Ratio	0.38	0.29	0.09	0.21	0.21	0.38	0.04	0.11	0.04
Control Delay	12.3	9.7	0.9	3.9	6.7	2.4	4.3	9.5	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	12.3	9.7	0.9	3.9	6.7	2.4	4.3	9.5	0.1
Queue Length 50th (ft)	35	26	0	13	23	0	1	17	0
Queue Length 95th (ft)	21	15	0	32	76	44	6	37	0
Internal Link Dist (ft)		941			378			556	
Turn Bay Length (ft)	240		240	110		275	220		235
Base Capacity (vph)	526	1075	598	1450	3307	1185	1046	2527	846
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.19	0.15	0.06	0.21	0.21	0.38	0.04	0.11	0.04

Intersection Summary

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HCM 6th Edition methodology does not support turning movements with shared & exclusive lanes.

Lanes and Geometrics  
 9: S. Yosemite St. & SW Access Drive

Park Meadows  
 12/29/2022



Lane Group	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
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	140		0	450		0
Storage Lanes	1		0	1		0	1		1	2		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	0.97	0.91	0.91
Ped Bike Factor												
Frt		0.850			0.850				0.850		0.999	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1583	0	1770	1583	0	1770	3539	1583	3433	5080	0
Flt Permitted							0.950			0.950		
Satd. Flow (perm)	1863	1583	0	1863	1583	0	1770	3539	1583	3433	5080	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		510			352				94			2
Link Speed (mph)		30			30			30				30
Link Distance (ft)		205			369			636				1050
Travel Time (s)		4.7			8.4			14.5				23.9

Intersection Summary

Area Type: Other

Timings  
9: S. Yosemite St. & SW Access Drive

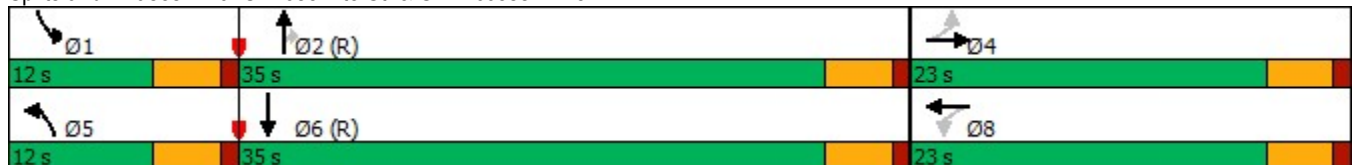


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations	↖	↗	↖	↗	↖	↑↑	↗	↖↗	↑↑↗
Traffic Volume (vph)	1	0	12	0	12	567	73	14	338
Future Volume (vph)	1	0	12	0	12	567	73	14	338
Turn Type	Perm	NA	Perm	NA	Prot	NA	Perm	Prot	NA
Protected Phases		4		8	5	2		1	6
Permitted Phases	4		8				2		
Detector Phase	4	4	8	8	5	2	2	1	6
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5
Total Split (s)	23.0	23.0	23.0	23.0	12.0	35.0	35.0	12.0	35.0
Total Split (%)	32.9%	32.9%	32.9%	32.9%	17.1%	50.0%	50.0%	17.1%	50.0%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag					Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?					Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	C-Max	C-Max	None	C-Max
Act Effct Green (s)	6.2	6.2	6.3	6.3	6.1	61.3	61.3	5.8	61.2
Actuated g/C Ratio	0.09	0.09	0.09	0.09	0.09	0.88	0.88	0.08	0.87
v/c Ratio	0.01	0.01	0.08	0.01	0.08	0.20	0.06	0.05	0.08
Control Delay	28.0	0.0	29.7	0.0	30.2	2.6	1.1	29.8	2.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	28.0	0.0	29.7	0.0	30.2	2.6	1.1	29.8	2.4
LOS	C	A	C	A	C	A	A	C	A
Approach Delay		5.6		21.4		2.9			3.5
Approach LOS		A		C		A			A

Intersection Summary

Cycle Length: 70  
 Actuated Cycle Length: 70  
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green  
 Natural Cycle: 55  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.20  
 Intersection Signal Delay: 3.4  
 Intersection Capacity Utilization 30.5%  
 Analysis Period (min) 15  
 Intersection LOS: A  
 ICU Level of Service A

Splits and Phases: 9: S. Yosemite St. & SW Access Drive



Queues  
9: S. Yosemite St. & SW Access Drive

Park Meadows  
12/29/2022



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	1	4	13	5	13	616	79	15	370
v/c Ratio	0.01	0.01	0.08	0.01	0.08	0.20	0.06	0.05	0.08
Control Delay	28.0	0.0	29.7	0.0	30.2	2.6	1.1	29.8	2.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	28.0	0.0	29.7	0.0	30.2	2.6	1.1	29.8	2.4
Queue Length 50th (ft)	0	0	5	0	5	0	0	3	0
Queue Length 95th (ft)	5	0	20	0	20	83	11	11	34
Internal Link Dist (ft)		125		289		556			970
Turn Bay Length (ft)					140			450	
Base Capacity (vph)	492	793	492	677	189	3101	1399	367	4440
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.00	0.01	0.03	0.01	0.07	0.20	0.06	0.04	0.08
Intersection Summary									

HCM 6th Signalized Intersection Summary  
 9: S. Yosemite St. & SW Access Drive

Park Meadows  
 12/29/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗		↖	↑↑	↗	↖↗	↑↑↗	
Traffic Volume (veh/h)	1	0	4	12	0	5	12	567	73	14	338	3
Future Volume (veh/h)	1	0	4	12	0	5	12	567	73	14	338	3
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	1	0	4	13	0	5	13	616	79	15	367	3
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	135	0	41	136	0	41	28	2713	1210	62	3999	33
Arrive On Green	0.03	0.00	0.03	0.03	0.00	0.03	0.02	0.76	0.76	0.02	0.77	0.77
Sat Flow, veh/h	1411	0	1585	1412	0	1585	1781	3554	1585	3456	5224	43
Grp Volume(v), veh/h	1	0	4	13	0	5	13	616	79	15	239	131
Grp Sat Flow(s),veh/h/ln	1411	0	1585	1412	0	1585	1781	1777	1585	1728	1702	1863
Q Serve(g_s), s	0.0	0.0	0.2	0.6	0.0	0.2	0.5	3.5	0.9	0.3	1.2	1.2
Cycle Q Clear(g_c), s	0.3	0.0	0.2	0.8	0.0	0.2	0.5	3.5	0.9	0.3	1.2	1.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.02
Lane Grp Cap(c), veh/h	135	0	41	136	0	41	28	2713	1210	62	2606	1426
V/C Ratio(X)	0.01	0.00	0.10	0.10	0.00	0.12	0.46	0.23	0.07	0.24	0.09	0.09
Avail Cap(c_a), veh/h	471	0	419	473	0	419	191	2713	1210	370	2606	1426
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	0.00	1.00	1.00	0.00	1.00	0.99	0.99	0.99	0.99	0.99	0.99
Uniform Delay (d), s/veh	33.5	0.0	33.3	33.7	0.0	33.3	34.1	2.4	2.1	33.9	2.1	2.1
Incr Delay (d2), s/veh	0.0	0.0	1.0	0.3	0.0	1.3	10.9	0.2	0.1	1.9	0.1	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.1	0.2	0.0	0.1	0.3	0.7	0.2	0.1	0.2	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	33.5	0.0	34.3	34.0	0.0	34.7	45.1	2.6	2.2	35.8	2.1	2.2
LnGrp LOS	C	A	C	C	A	C	D	A	A	D	A	A
Approach Vol, veh/h		5			18			708			385	
Approach Delay, s/veh		34.2			34.2			3.3			3.5	
Approach LOS		C			C			A			A	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	5.8	57.9		6.3	5.6	58.1		6.3				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	7.5	30.5		18.5	7.5	30.5		18.5				
Max Q Clear Time (g_c+I1), s	2.3	5.5		2.3	2.5	3.2		2.8				
Green Ext Time (p_c), s	0.0	4.7		0.0	0.0	2.4		0.0				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay				4.0								
HCM 6th LOS				A								

Lanes and Geometrics  
 10: S. Yosemite St. & S. Chester St.

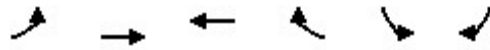


Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)		0%	0%		0%	
Storage Length (ft)	200			0	0	140
Storage Lanes	1			1	2	1
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	0.91	0.95	1.00	0.97	1.00
Ped Bike Factor						
Frt				0.850		0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1770	5085	3539	1583	3433	1583
Flt Permitted	0.383				0.950	
Satd. Flow (perm)	713	5085	3539	1583	3433	1583
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)				332		27
Link Speed (mph)		30	30		30	
Link Distance (ft)		1842	1050		476	
Travel Time (s)		41.9	23.9		10.8	

Intersection Summary

Area Type: Other

Timings  
10: S. Yosemite St. & S. Chester St.

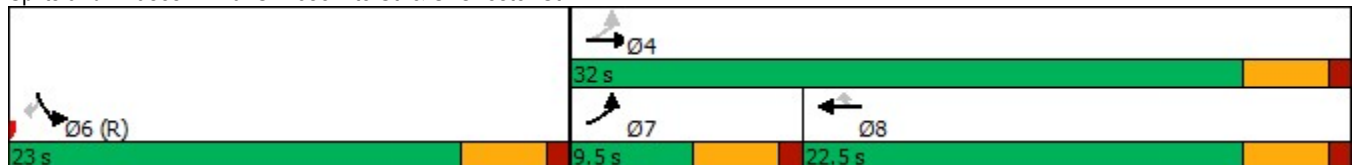


Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↶	↷↷↷	↶↶	↷	↶↷	↷
Traffic Volume (vph)	19	244	329	305	95	25
Future Volume (vph)	19	244	329	305	95	25
Turn Type	pm+pt	NA	NA	Perm	Prot	Perm
Protected Phases	7	4	8		6	
Permitted Phases	4			8		6
Detector Phase	7	4	8	8	6	6
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	22.5	22.5	22.5	22.5
Total Split (s)	9.5	32.0	22.5	22.5	23.0	23.0
Total Split (%)	17.3%	58.2%	40.9%	40.9%	41.8%	41.8%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead		Lag	Lag		
Lead-Lag Optimize?	Yes		Yes	Yes		
Recall Mode	None	None	None	None	C-Max	C-Max
Act Effct Green (s)	14.6	14.6	12.7	12.7	31.4	31.4
Actuated g/C Ratio	0.27	0.27	0.23	0.23	0.57	0.57
v/c Ratio	0.07	0.20	0.44	0.54	0.05	0.03
Control Delay	11.8	14.5	19.0	5.7	6.4	3.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	11.8	14.5	19.0	5.7	6.4	3.2
LOS	B	B	B	A	A	A
Approach Delay		14.3	12.6		5.7	
Approach LOS		B	B		A	

Intersection Summary

Cycle Length: 55  
 Actuated Cycle Length: 55  
 Offset: 0 (0%), Referenced to phase 2: and 6:SBL, Start of Green  
 Natural Cycle: 55  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.54  
 Intersection Signal Delay: 12.3  
 Intersection Capacity Utilization 30.6%  
 Analysis Period (min) 15  
 Intersection LOS: B  
 ICU Level of Service A

Splits and Phases: 10: S. Yosemite St. & S. Chester St.



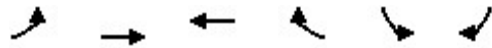


## Queues

Park Meadows

10: S. Yosemite St. &amp; S. Chester St.

12/29/2022



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Group Flow (vph)	21	265	358	332	103	27
v/c Ratio	0.07	0.20	0.44	0.54	0.05	0.03
Control Delay	11.8	14.5	19.0	5.7	6.4	3.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	11.8	14.5	19.0	5.7	6.4	3.2
Queue Length 50th (ft)	5	26	53	0	6	0
Queue Length 95th (ft)	12	26	74	45	14	2
Internal Link Dist (ft)		1762	970		396	
Turn Bay Length (ft)	200					140
Base Capacity (vph)	285	2542	1158	741	1961	915
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.07	0.10	0.31	0.45	0.05	0.03

## Intersection Summary

HCM 6th Signalized Intersection Summary  
 10: S. Yosemite St. & S. Chester St.

Park Meadows  
 12/29/2022



Movement	EBL	EBT	WBT	WBR	SBL	SBR	
Lane Configurations							
Traffic Volume (veh/h)	19	244	329	305	95	25	
Future Volume (veh/h)	19	244	329	305	95	25	
Initial Q (Qb), veh	0	0	0	0	0	0	
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	
Work Zone On Approach		No	No		No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	
Adj Flow Rate, veh/h	21	265	358	332	103	27	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	
Percent Heavy Veh, %	2	2	2	2	2	2	
Cap, veh/h	311	1886	933	416	1614	740	
Arrive On Green	0.02	0.37	0.26	0.26	0.47	0.47	
Sat Flow, veh/h	1781	5274	3647	1585	3456	1585	
Grp Volume(v), veh/h	21	265	358	332	103	27	
Grp Sat Flow(s),veh/h/ln	1781	1702	1777	1585	1728	1585	
Q Serve(g_s), s	0.4	1.9	4.5	10.7	0.9	0.5	
Cycle Q Clear(g_c), s	0.4	1.9	4.5	10.7	0.9	0.5	
Prop In Lane	1.00			1.00	1.00	1.00	
Lane Grp Cap(c), veh/h	311	1886	933	416	1614	740	
V/C Ratio(X)	0.07	0.14	0.38	0.80	0.06	0.04	
Avail Cap(c_a), veh/h	428	2553	1163	519	1614	740	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	
Upstream Filter(l)	0.99	0.99	0.99	0.99	1.00	1.00	
Uniform Delay (d), s/veh	13.1	11.5	16.6	18.9	8.1	8.0	
Incr Delay (d2), s/veh	0.1	0.0	0.3	6.8	0.1	0.1	
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	
%ile BackOfQ(50%),veh/ln	0.2	0.6	1.7	4.3	0.3	0.7	
Unsig. Movement Delay, s/veh							
LnGrp Delay(d),s/veh	13.2	11.6	16.9	25.7	8.1	8.0	
LnGrp LOS	B	B	B	C	A	A	
Approach Vol, veh/h		286	690		130		
Approach Delay, s/veh		11.7	21.1		8.1		
Approach LOS		B	C		A		
Timer - Assigned Phs				4	6	7	8
Phs Duration (G+Y+Rc), s				24.8	30.2	5.9	18.9
Change Period (Y+Rc), s				4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s				27.5	18.5	5.0	18.0
Max Q Clear Time (g_c+I1), s				3.9	2.9	2.4	12.7
Green Ext Time (p_c), s				1.7	0.3	0.0	1.7
<b>Intersection Summary</b>							
HCM 6th Ctrl Delay			17.2				
HCM 6th LOS			B				

Lanes and Geometrics  
 11: S. Chester St. & Westview Rd./NW Access Drive

Park Meadows  
 12/29/2022



Lane Group	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
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	85		0	0		0	90		0	190		0
Storage Lanes	1		0	1		1	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.97	0.95	0.95
Ped Bike Factor												
Frt		0.865				0.850		0.994				0.959
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1611	0	1770	1863	1583	1770	3518	0	3433	3394	0
Flt Permitted							0.950			0.950		
Satd. Flow (perm)	1863	1611	0	1863	1863	1583	1770	3518	0	3433	3394	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		9				208		9				43
Link Speed (mph)		30			30			30				30
Link Distance (ft)		259			217			476				565
Travel Time (s)		5.9			4.9			10.8				12.8

Intersection Summary

Area Type: Other

Timings  
11: S. Chester St. & Westview Rd./NW Access Drive

Park Meadows  
12/29/2022



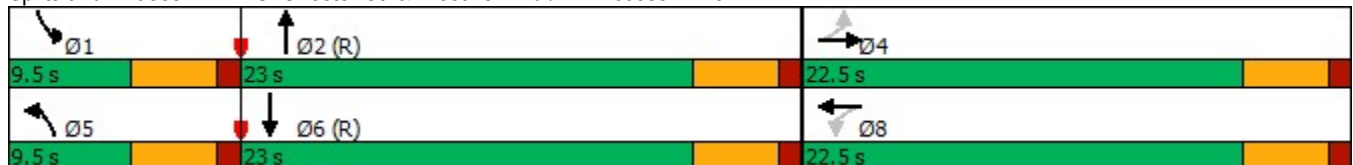
Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations	↖	↗	↖	↗	↗	↖	↕	↖↗	↕
Traffic Volume (vph)	9	1	5	1	29	10	305	36	106
Future Volume (vph)	9	1	5	1	29	10	305	36	106
Turn Type	Perm	NA	Perm	NA	Free	Prot	NA	Prot	NA
Protected Phases		4		8		5	2	1	6
Permitted Phases	4		8		Free				
Detector Phase	4	4	8	8		5	2	1	6
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0		5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	22.5		9.5	22.5	9.5	22.5
Total Split (s)	22.5	22.5	22.5	22.5		9.5	23.0	9.5	23.0
Total Split (%)	40.9%	40.9%	40.9%	40.9%		17.3%	41.8%	17.3%	41.8%
Yellow Time (s)	3.5	3.5	3.5	3.5		3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5		4.5	4.5	4.5	4.5
Lead/Lag						Lead	Lag	Lead	Lag
Lead-Lag Optimize?						Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None		None	C-Max	None	C-Max
Act Effct Green (s)	6.0	6.0	5.9	5.9	55.0	6.0	46.4	6.1	49.5
Actuated g/C Ratio	0.11	0.11	0.11	0.11	1.00	0.11	0.84	0.11	0.90
v/c Ratio	0.05	0.05	0.03	0.01	0.02	0.06	0.12	0.10	0.05
Control Delay	22.1	14.4	21.8	21.0	0.0	28.3	2.4	22.3	2.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	22.1	14.4	21.8	21.0	0.0	28.3	2.4	22.3	2.3
LOS	C	B	C	C	A	C	A	C	A
Approach Delay		18.3		3.5			3.2		6.3
Approach LOS		B		A			A		A

Intersection Summary

Cycle Length: 55  
 Actuated Cycle Length: 55  
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green  
 Natural Cycle: 55  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.12  
 Intersection Signal Delay: 4.7  
 Intersection Capacity Utilization 30.1%  
 Analysis Period (min) 15

Intersection LOS: A  
 ICU Level of Service A

Splits and Phases: 11: S. Chester St. & Westview Rd./NW Access Drive



Queues  
 11: S. Chester St. & Westview Rd./NW Access Drive

Park Meadows  
 12/29/2022



Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	10	10	5	1	32	11	347	39	158
v/c Ratio	0.05	0.05	0.03	0.01	0.02	0.06	0.12	0.10	0.05
Control Delay	22.1	14.4	21.8	21.0	0.0	28.3	2.4	22.3	2.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	22.1	14.4	21.8	21.0	0.0	28.3	2.4	22.3	2.3
Queue Length 50th (ft)	3	0	2	0	0	3	0	6	0
Queue Length 95th (ft)	14	11	10	4	0	m8	32	17	21
Internal Link Dist (ft)		179		137			396		485
Turn Bay Length (ft)	85					90		190	
Base Capacity (vph)	609	533	609	609	1583	191	2970	380	3061
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.02	0.02	0.01	0.00	0.02	0.06	0.12	0.10	0.05

Intersection Summary

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

HCM 6th Signalized Intersection Summary  
 11: S. Chester St. & Westview Rd./NW Access Drive

Park Meadows  
 12/29/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	9	1	8	5	1	29	10	305	14	36	106	40
Future Volume (veh/h)	9	1	8	5	1	29	10	305	14	36	106	40
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	10	1	9	5	1	0	11	332	15	39	115	43
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	172	5	43	164	56		25	2369	107	141	1822	652
Arrive On Green	0.03	0.03	0.03	0.03	0.03	0.00	0.01	0.68	0.68	0.04	0.71	0.71
Sat Flow, veh/h	1416	161	1449	1405	1870	1585	1781	3463	156	3456	2564	918
Grp Volume(v), veh/h	10	0	10	5	1	0	11	170	177	39	78	80
Grp Sat Flow(s),veh/h/ln	1416	0	1610	1405	1870	1585	1781	1777	1842	1728	1777	1705
Q Serve(g_s), s	0.4	0.0	0.3	0.2	0.0	0.0	0.3	1.8	1.8	0.6	0.7	0.8
Cycle Q Clear(g_c), s	0.4	0.0	0.3	0.5	0.0	0.0	0.3	1.8	1.8	0.6	0.7	0.8
Prop In Lane	1.00		0.90	1.00		1.00	1.00		0.08	1.00		0.54
Lane Grp Cap(c), veh/h	172	0	48	164	56		25	1215	1260	141	1263	1212
V/C Ratio(X)	0.06	0.00	0.21	0.03	0.02		0.44	0.14	0.14	0.28	0.06	0.07
Avail Cap(c_a), veh/h	594	0	527	582	612		162	1215	1260	314	1263	1212
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	0.00	1.00	1.00	1.00	0.00	0.85	0.85	0.85	0.94	0.94	0.94
Uniform Delay (d), s/veh	26.1	0.0	26.0	26.3	25.9	0.0	26.9	3.0	3.0	25.6	2.4	2.4
Incr Delay (d2), s/veh	0.1	0.0	2.1	0.1	0.1	0.0	9.9	0.2	0.2	1.0	0.1	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	0.1	0.1	0.0	0.0	0.2	0.4	0.4	0.3	0.2	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	26.2	0.0	28.2	26.4	26.0	0.0	36.8	3.2	3.2	26.6	2.5	2.5
LnGrp LOS	C	A	C	C	C		D	A	A	C	A	A
Approach Vol, veh/h		20			6	A		358			197	
Approach Delay, s/veh		27.2			26.3			4.3			7.3	
Approach LOS		C			C			A			A	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	6.7	42.1		6.1	5.3	43.6		6.1				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	5.0	18.5		18.0	5.0	18.5		18.0				
Max Q Clear Time (g_c+I1), s	2.6	3.8		2.4	2.3	2.8		2.5				
Green Ext Time (p_c), s	0.0	1.7		0.0	0.0	0.7		0.0				

Intersection Summary

HCM 6th Ctrl Delay	6.3
HCM 6th LOS	A

Notes

Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

Lanes and Geometrics  
 12: Park Meadows Ring Rd. & North Access Drive



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕↕	↕	↕	↕	↕
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)		0%	0%		0%	
Storage Length (ft)	0			0	0	0
Storage Lanes	0			1	1	1
Taper Length (ft)	25				25	
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt				0.850		0.850
Flt Protected		0.994			0.950	
Satd. Flow (prot)	0	3518	1863	1583	1770	1583
Flt Permitted		0.994			0.950	
Satd. Flow (perm)	0	3518	1863	1583	1770	1583
Link Speed (mph)		30	30		30	
Link Distance (ft)		1249	1271		255	
Travel Time (s)		28.4	28.9		5.8	

Intersection Summary

Area Type: Other

HCM Unsignalized Intersection Capacity Analysis  
 12: Park Meadows Ring Rd. & North Access Drive

Park Meadows  
 12/29/2022



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕↕	↕	↗	↘	↘
Traffic Volume (veh/h)	4	27	36	33	105	35
Future Volume (Veh/h)	4	27	36	33	105	35
Sign Control		Stop	Stop		Free	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	4	29	39	36	114	38
<b>Pedestrians</b>						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage (veh)						
Upstream signal (ft)	255					
pX, platoon unblocked						
vC, conflicting volume	248	228	228	0	0	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	248	228	228	0	0	
tC, single (s)	7.1	6.5	6.5	6.2	4.1	
tC, 2 stage (s)						
tF (s)	3.5	4.0	4.0	3.3	2.2	
p0 queue free %	99	95	94	97	93	
cM capacity (veh/h)	616	624	624	1085	1623	
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	SB 1	SB 2
Volume Total	14	19	39	36	114	38
Volume Left	4	0	0	0	114	0
Volume Right	0	0	0	36	0	38
cSH	622	624	624	1085	1623	1700
Volume to Capacity	0.02	0.03	0.06	0.03	0.07	0.02
Queue Length 95th (ft)	2	2	5	3	6	0
Control Delay (s)	10.9	11.0	11.1	8.4	7.4	0.0
Lane LOS	B	B	B	A	A	
Approach Delay (s)	10.9		9.8		5.5	
Approach LOS	B		A			
<b>Intersection Summary</b>						
Average Delay			7.5			
Intersection Capacity Utilization			16.3%	ICU Level of Service	A	
Analysis Period (min)			15			



Lanes and Geometrics  
 13: Park Meadows Ring Rd. & East Access Drive



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%		0%			0%
Storage Length (ft)	0	0		0	0	
Storage Lanes	1	1		1	0	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	0.95
Ped Bike Factor						
Frt		0.850		0.850		
Flt Protected	0.950					0.984
Satd. Flow (prot)	1770	1583	1863	1583	0	3483
Flt Permitted	0.950					0.984
Satd. Flow (perm)	1770	1583	1863	1583	0	3483
Link Speed (mph)	30		30			30
Link Distance (ft)	204		1336			1271
Travel Time (s)	4.6		30.4			28.9

Intersection Summary

Area Type: Other

HCM Unsignalized Intersection Capacity Analysis  
 13: Park Meadows Ring Rd. & East Access Drive

Park Meadows  
 12/29/2022



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						 
Traffic Volume (veh/h)	66	52	32	49	23	47
Future Volume (Veh/h)	66	52	32	49	23	47
Sign Control	Free		Stop		Stop	
Grade	0%		0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	72	57	35	53	25	51
<b>Pedestrians</b>						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage (veh)						
Upstream signal (ft)	204					
pX, platoon unblocked						
vC, conflicting volume	0		144	0	162	144
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	0		144	0	162	144
tC, single (s)	4.1		6.5	6.2	7.1	6.5
tC, 2 stage (s)						
tF (s)	2.2		4.0	3.3	3.5	4.0
p0 queue free %	96		95	95	96	93
cM capacity (veh/h)	1623		714	1085	711	714
<b>Direction, Lane #</b>	<b>WB 1</b>	<b>WB 2</b>	<b>NB 1</b>	<b>NB 2</b>	<b>SB 1</b>	<b>SB 2</b>
Volume Total	72	57	35	53	42	34
Volume Left	72	0	0	0	25	0
Volume Right	0	57	0	53	0	0
cSH	1623	1700	714	1085	712	714
Volume to Capacity	0.04	0.03	0.05	0.05	0.06	0.05
Queue Length 95th (ft)	3	0	4	4	5	4
Control Delay (s)	7.3	0.0	10.3	8.5	10.4	10.3
Lane LOS	A		B	A	B	B
Approach Delay (s)	4.1		9.2		10.3	
Approach LOS			A		B	
<b>Intersection Summary</b>						
Average Delay			7.2			
Intersection Capacity Utilization			18.3%	ICU Level of Service	A	
Analysis Period (min)			15			

Lanes and Geometrics  
 14: SE Access Drive & Park Meadows Ring Rd.



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↑		↑↑	↑	↑
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)		0	0		0	0
Storage Lanes		1	0		1	1
Taper Length (ft)			25		25	
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	1.00
Ped Bike Factor						
Frt		0.850				0.850
Flt Protected				0.969	0.950	
Satd. Flow (prot)	1863	1583	0	3429	1770	1583
Flt Permitted				0.969	0.950	
Satd. Flow (perm)	1863	1583	0	3429	1770	1583
Link Speed (mph)	30			30	30	
Link Distance (ft)	1563			1336	207	
Travel Time (s)	35.5			30.4	4.7	

Intersection Summary

Area Type: Other

HCM Unsignalized Intersection Capacity Analysis  
 14: SE Access Drive & Park Meadows Ring Rd.

Park Meadows  
 12/29/2022



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↗		↖	↗	↖
Traffic Volume (veh/h)	14	11	17	9	7	26
Future Volume (Veh/h)	14	11	17	9	7	26
Sign Control	Stop			Stop	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	15	12	18	10	8	28
<b>Pedestrians</b>						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage (veh)						
Upstream signal (ft)	207					
pX, platoon unblocked						
vC, conflicting volume	16	0	24	16	0	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	16	0	24	16	0	
tC, single (s)	6.5	6.2	7.1	6.5	4.1	
tC, 2 stage (s)						
tF (s)	4.0	3.3	3.5	4.0	2.2	
p0 queue free %	98	99	98	99	100	
cM capacity (veh/h)	874	1085	961	874	1623	
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	NB 2
Volume Total	15	12	21	7	8	28
Volume Left	0	0	18	0	8	0
Volume Right	0	12	0	0	0	28
cSH	874	1085	946	874	1623	1700
Volume to Capacity	0.02	0.01	0.02	0.01	0.00	0.02
Queue Length 95th (ft)	1	1	2	1	0	0
Control Delay (s)	9.2	8.4	8.9	9.2	7.2	0.0
Lane LOS	A	A	A	A	A	
Approach Delay (s)	8.8		9.0		1.6	
Approach LOS	A		A			
<b>Intersection Summary</b>						
Average Delay			6.0			
Intersection Capacity Utilization			17.6%		ICU Level of Service	A
Analysis Period (min)			15			

Lanes and Geometrics  
 15: Park Meadows Ring Rd. & SW Access Drive

Park Meadows  
 12/29/2022



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)	0	0	0			0
Storage Lanes	1	1	0			1
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	1.00
Ped Bike Factor						
Frt		0.850				0.850
Flt Protected	0.950			0.974		
Satd. Flow (prot)	1770	1583	0	3447	1863	1583
Flt Permitted	0.950			0.974		
Satd. Flow (perm)	1770	1583	0	3447	1863	1583
Link Speed (mph)	30			30	30	
Link Distance (ft)	369			1563	1358	
Travel Time (s)	8.4			35.5	30.9	

Intersection Summary

Area Type: Other

HCM Unsignalized Intersection Capacity Analysis  
 15: Park Meadows Ring Rd. & SW Access Drive

Park Meadows  
 12/29/2022



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	54	33	7	6	12	9
Future Volume (Veh/h)	54	33	7	6	12	9
Sign Control	Free			Stop	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	59	36	8	7	13	10
<b>Pedestrians</b>						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage (veh)						
Upstream signal (ft)	369					
pX, platoon unblocked						
vC, conflicting volume	0		124	118	118	0
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	0		124	118	118	0
tC, single (s)	4.1		7.1	6.5	6.5	6.2
tC, 2 stage (s)						
tF (s)	2.2		3.5	4.0	4.0	3.3
p0 queue free %	96		99	99	98	99
cM capacity (veh/h)	1623		808	744	744	1085
<b>Direction, Lane #</b>	<b>EB 1</b>	<b>EB 2</b>	<b>NB 1</b>	<b>NB 2</b>	<b>SB 1</b>	<b>SB 2</b>
Volume Total	59	36	10	5	13	10
Volume Left	59	0	8	0	0	0
Volume Right	0	36	0	0	0	10
cSH	1623	1700	792	744	744	1085
Volume to Capacity	0.04	0.02	0.01	0.01	0.02	0.01
Queue Length 95th (ft)	3	0	1	0	1	1
Control Delay (s)	7.3	0.0	9.6	9.9	9.9	8.3
Lane LOS	A		A	A	A	A
Approach Delay (s)	4.5		9.7		9.2	
Approach LOS			A		A	
<b>Intersection Summary</b>						
Average Delay			5.9			
Intersection Capacity Utilization			16.0%	ICU Level of Service	A	
Analysis Period (min)			15			

Lanes and Geometrics  
 16: Park Meadows Ring Rd. & NW Access Drive

Park Meadows  
 12/29/2022



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)	0	0	0			0
Storage Lanes	1	1	0			1
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	1.00
Ped Bike Factor						
Frt		0.850				0.850
Flt Protected	0.950			0.974		
Satd. Flow (prot)	1770	1583	0	3447	1863	1583
Flt Permitted	0.950			0.974		
Satd. Flow (perm)	1770	1583	0	3447	1863	1583
Link Speed (mph)	30			30	30	
Link Distance (ft)	217			1358	1249	
Travel Time (s)	4.9			30.9	28.4	

Intersection Summary

Area Type: Other

HCM Unsignalized Intersection Capacity Analysis  
 16: Park Meadows Ring Rd. & NW Access Drive

Park Meadows  
 12/29/2022



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	21	31	16	14	25	25
Future Volume (Veh/h)	21	31	16	14	25	25
Sign Control	Free			Stop	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	23	34	17	15	27	27
<b>Pedestrians</b>						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage (veh)						
Upstream signal (ft)	217					
pX, platoon unblocked						
vC, conflicting volume	0		60	46	46	0
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	0		60	46	46	0
tC, single (s)	4.1		7.1	6.5	6.5	6.2
tC, 2 stage (s)						
tF (s)	2.2		3.5	4.0	4.0	3.3
p0 queue free %	99		98	98	97	98
cM capacity (veh/h)	1623		881	834	834	1085
<b>Direction, Lane #</b>	<b>EB 1</b>	<b>EB 2</b>	<b>NB 1</b>	<b>NB 2</b>	<b>SB 1</b>	<b>SB 2</b>
Volume Total	23	34	22	10	27	27
Volume Left	23	0	17	0	0	0
Volume Right	0	34	0	0	0	27
cSH	1623	1700	870	834	834	1085
Volume to Capacity	0.01	0.02	0.03	0.01	0.03	0.02
Queue Length 95th (ft)	1	0	2	1	3	2
Control Delay (s)	7.2	0.0	9.2	9.4	9.5	8.4
Lane LOS	A		A	A	A	A
Approach Delay (s)	2.9		9.3		8.9	
Approach LOS			A		A	
<b>Intersection Summary</b>						
Average Delay			6.6			
Intersection Capacity Utilization			17.6%	ICU Level of Service	A	
Analysis Period (min)			15			



Lanes and Geometrics  
 17: Park Meadows Mall Ring Rd. & Road D

Park Meadows  
 12/30/2022



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)	0	0	0			0
Storage Lanes	1	0	0			0
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	0.95	0.95	0.95	0.95
Ped Bike Factor						
Frt	0.932				0.997	
Flt Protected	0.976			0.993		
Satd. Flow (prot)	1694	0	0	3514	3529	0
Flt Permitted	0.976			0.993		
Satd. Flow (perm)	1694	0	0	3514	3529	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	172			150	215	
Travel Time (s)	3.9			3.4	4.9	

Intersection Summary

Area Type: Other

Intersection						
Int Delay, s/veh	1.2					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T			T		
Traffic Vol, veh/h	7	7	6	40	82	2
Future Vol, veh/h	7	7	6	40	82	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	8	8	7	43	89	2

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	126	46	91	0	0
Stage 1	90	-	-	-	-
Stage 2	36	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-
Pot Cap-1 Maneuver	856	1014	1502	-	-
Stage 1	923	-	-	-	-
Stage 2	982	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	852	1014	1502	-	-
Mov Cap-2 Maneuver	852	-	-	-	-
Stage 1	918	-	-	-	-
Stage 2	982	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9	1	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1502	-	926	-	-
HCM Lane V/C Ratio	0.004	-	0.016	-	-
HCM Control Delay (s)	7.4	0	9	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Lanes and Geometrics  
 18: Park Meadows Mall Ring Rd. & Road C



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)	0	0	0			0
Storage Lanes	0	1	0			0
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	0.95
Ped Bike Factor						
Frt		0.865			0.985	
Flt Protected						
Satd. Flow (prot)	0	1611	0	3539	3486	0
Flt Permitted						
Satd. Flow (perm)	0	1611	0	3539	3486	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	184			215	83	
Travel Time (s)	4.2			4.9	1.9	

Intersection Summary

Area Type: Other

Intersection						
Int Delay, s/veh	0.4					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		↗		↑↑	↑↑	
Traffic Vol, veh/h	0	7	0	47	77	8
Future Vol, veh/h	0	7	0	47	77	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	8	0	51	84	9

Major/Minor	Minor2	Major1	Major2		
Conflicting Flow All	-	47	-	0	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-
Critical Hdwy	-	6.94	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-
Follow-up Hdwy	-	3.32	-	-	-
Pot Cap-1 Maneuver	0	1012	0	-	-
Stage 1	0	-	0	-	-
Stage 2	0	-	0	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	-	1012	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	8.6	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	-	1012	-	-
HCM Lane V/C Ratio	-	0.008	-	-
HCM Control Delay (s)	-	8.6	-	-
HCM Lane LOS	-	A	-	-
HCM 95th %tile Q(veh)	-	0	-	-

Lanes and Geometrics  
 19: Park Meadows Mall Ring Rd. & South Parking Garage

Park Meadows  
 01/04/2023



Lane Group	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
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		0	0		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	0.95	0.95
Ped Bike Factor		0.960									0.941	
Flt Protected		0.966						0.979				
Satd. Flow (prot)	0	1727	0	0	1863	0	0	3465	0	0	3330	0
Flt Permitted		0.966						0.979				
Satd. Flow (perm)	0	1727	0	0	1863	0	0	3465	0	0	3330	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		109			79			83			242	
Travel Time (s)		2.5			1.8			1.9			5.5	

Intersection Summary

Area Type: Other

Intersection	
Intersection Delay, s/veh	7.7
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	54	0	23	0	0	0	20	27	0	0	69	44
Future Vol, veh/h	54	0	23	0	0	0	20	27	0	0	69	44
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
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	59	0	25	0	0	0	22	29	0	0	75	48
Number of Lanes	0	1	0	0	1	0	0	2	0	0	2	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	1	1
HCM Control Delay	7.8	0	7.9	7.6
HCM LOS	A	-	A	A

Lane	NBLn1	NBLn2	EBLn1	WBLn1	SBLn1	SBLn2
Vol Left, %	69%	0%	70%	0%	0%	0%
Vol Thru, %	31%	100%	0%	100%	100%	34%
Vol Right, %	0%	0%	30%	0%	0%	66%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	29	18	77	0	46	67
LT Vol	20	0	54	0	0	0
Through Vol	9	18	0	0	46	23
RT Vol	0	0	23	0	0	44
Lane Flow Rate	32	20	84	0	50	73
Geometry Grp	7	7	2	2	7	7
Degree of Util (X)	0.045	0.026	0.1	0	0.065	0.086
Departure Headway (Hd)	5.092	4.747	4.299	4.431	4.708	4.248
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	696	746	839	0	755	835
Service Time	2.873	2.527	2.299	2.433	2.477	2.016
HCM Lane V/C Ratio	0.046	0.027	0.1	0	0.066	0.087
HCM Control Delay	8.1	7.7	7.8	7.4	7.8	7.4
HCM Lane LOS	A	A	A	N	A	A
HCM 95th-tile Q	0.1	0.1	0.3	0	0.2	0.3

Lanes and Geometrics  
 20: Park Meadows Mall Ring Rd. & Road B

Park Meadows  
 12/30/2022



Lane Group	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
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		0	1		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	0.95	0.95
Ped Bike Factor												
Frt		0.932			0.850			0.947			0.992	
Flt Protected		0.976		0.950				0.999			0.981	
Satd. Flow (prot)	0	1694	0	1770	1583	0	0	3348	0	0	3444	0
Flt Permitted		0.976		0.950				0.999			0.981	
Satd. Flow (perm)	0	1694	0	1770	1583	0	0	3348	0	0	3444	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		129			151			397			155	
Travel Time (s)		2.9			3.4			9.0			3.5	

Intersection Summary

Area Type: Other

Intersection	
Intersection Delay, s/veh	8.1
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕		↕	↕			↕			↕	
Traffic Vol, veh/h	7	0	7	37	0	37	2	82	45	44	64	6
Future Vol, veh/h	7	0	7	37	0	37	2	82	45	44	64	6
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
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	8	0	8	40	0	40	2	89	49	48	70	7
Number of Lanes	0	1	0	1	1	0	0	2	0	0	2	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	1	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	1	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	2	1
HCM Control Delay	8.2	8.1	7.9	8.3
HCM LOS	A	A	A	A

Lane	NBLn1	NBLn2	EBLn1	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	5%	0%	50%	100%	0%	58%	0%
Vol Thru, %	95%	48%	0%	0%	0%	42%	84%
Vol Right, %	0%	52%	50%	0%	100%	0%	16%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	43	86	14	37	37	76	38
LT Vol	2	0	7	37	0	44	0
Through Vol	41	41	0	0	0	32	32
RT Vol	0	45	7	0	37	0	6
Lane Flow Rate	47	93	15	40	40	83	41
Geometry Grp	7	7	6	7	7	7	7
Degree of Util (X)	0.064	0.117	0.021	0.063	0.05	0.119	0.055
Departure Headway (Hd)	4.913	4.522	5.064	5.681	4.476	5.184	4.783
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	731	795	708	633	802	694	751
Service Time	2.626	2.235	3.084	3.397	2.193	2.897	2.496
HCM Lane V/C Ratio	0.064	0.117	0.021	0.063	0.05	0.12	0.055
HCM Control Delay	8	7.8	8.2	8.8	7.4	8.6	7.8
HCM Lane LOS	A	A	A	A	A	A	A
HCM 95th-tile Q	0.2	0.4	0.1	0.2	0.2	0.4	0.2



Lanes and Geometrics  
 21: Park Meadows Mall Ring Rd. & Central Parking Garage Access

Park Meadows  
 12/30/2022



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)	0	0	0			0
Storage Lanes	1	0	0			0
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	0.95	0.95	0.95	0.95
Ped Bike Factor						
Frt	0.963				0.956	
Flt Protected	0.965			0.992		
Satd. Flow (prot)	1731	0	0	3511	3383	0
Flt Permitted	0.965			0.992		
Satd. Flow (perm)	1731	0	0	3511	3383	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	153			155	142	
Travel Time (s)	3.5			3.5	3.2	

Intersection Summary

Area Type: Other

Intersection	
Intersection Delay, s/veh	7.6
Intersection LOS	A

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	27	10	14	75	60	25
Future Vol, veh/h	27	10	14	75	60	25
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	29	11	15	82	65	27
Number of Lanes	1	0	0	2	2	0

Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	2	2
Conflicting Approach Left	SB	EB	
Conflicting Lanes Left	2	1	0
Conflicting Approach Right	NB		EB
Conflicting Lanes Right	2	0	1
HCM Control Delay	7.6	7.8	7.5
HCM LOS	A	A	A

Lane	NBLn1	NBLn2	EBLn1	SBLn1	SBLn2
Vol Left, %	36%	0%	73%	0%	0%
Vol Thru, %	64%	100%	0%	100%	44%
Vol Right, %	0%	0%	27%	0%	56%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	39	50	37	40	45
LT Vol	14	0	27	0	0
Through Vol	25	50	0	40	20
RT Vol	0	0	10	0	25
Lane Flow Rate	42	54	40	43	49
Geometry Grp	7	7	2	7	7
Degree of Util (X)	0.057	0.07	0.049	0.056	0.058
Departure Headway (Hd)	4.832	4.652	4.355	4.654	4.265
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	739	767	827	766	835
Service Time	2.577	2.398	2.355	2.405	2.016
HCM Lane V/C Ratio	0.057	0.07	0.048	0.056	0.059
HCM Control Delay	7.9	7.8	7.6	7.7	7.3
HCM Lane LOS	A	A	A	A	A
HCM 95th-tile Q	0.2	0.2	0.2	0.2	0.2

Lanes and Geometrics  
 22: Park Meadows Mall Ring Rd. & Road A



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)	0	0	0			0
Storage Lanes	1	0	0			0
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	0.95	0.95	0.95	0.95
Ped Bike Factor						
Frt	0.973				0.989	
Flt Protected	0.962			0.999		
Satd. Flow (prot)	1744	0	0	3536	3500	0
Flt Permitted	0.962			0.999		
Satd. Flow (perm)	1744	0	0	3536	3500	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	145			142	154	
Travel Time (s)	3.3			3.2	3.5	

Intersection Summary

Area Type: Other

Intersection	
Intersection Delay, s/veh	7.6
Intersection LOS	A



































Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	7	2	2	100	83	6
Future Vol, veh/h	7	2	2	100	83	6
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	8	2	2	109	90	7
Number of Lanes	1	0	0	2	2	0

Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	2	2
Conflicting Approach Left	SB	EB	
Conflicting Lanes Left	2	1	0
Conflicting Approach Right	NB		EB
Conflicting Lanes Right	2	0	1
HCM Control Delay	7.5	7.7	7.6
HCM LOS	A	A	A

Lane	NBLn1	NBLn2	EBLn1	SBLn1	SBLn2
Vol Left, %	6%	0%	78%	0%	0%
Vol Thru, %	94%	100%	0%	100%	82%
Vol Right, %	0%	0%	22%	0%	18%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	35	67	9	55	34
LT Vol	2	0	7	0	0
Through Vol	33	67	0	55	28
RT Vol	0	0	2	0	6
Lane Flow Rate	38	72	10	60	37
Geometry Grp	7	7	2	7	7
Degree of Util (X)	0.049	0.093	0.012	0.077	0.046
Departure Headway (Hd)	4.627	4.599	4.436	4.605	4.48
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	774	779	812	778	798
Service Time	2.354	2.326	2.436	2.336	2.212
HCM Lane V/C Ratio	0.049	0.092	0.012	0.077	0.046
HCM Control Delay	7.6	7.8	7.5	7.7	7.4
HCM Lane LOS	A	A	A	A	A
HCM 95th-tile Q	0.2	0.3	0	0.2	0.1

Lanes and Geometrics  
 1: S. Yosemite St. & E. County Line Rd.

Park Meadows  
 12/29/2022

												
Lane Group	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
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	175		350	600		0	235		0	210		0
Storage Lanes	2		1	2		1	2		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.97	0.91	1.00	0.97	0.91	1.00	0.97	0.95	1.00	1.00	0.95	0.95
Ped Bike Factor			0.850			0.850			0.850		0.943	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	5085	1583	3433	5085	1583	3433	3539	1583	1770	3337	0
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3433	5085	1583	3433	5085	1583	3433	3539	1583	1770	3337	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			152			100			142			119
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		556			1568			1842			710	
Travel Time (s)		12.6			35.6			41.9			16.1	

Intersection Summary

Area Type: Other

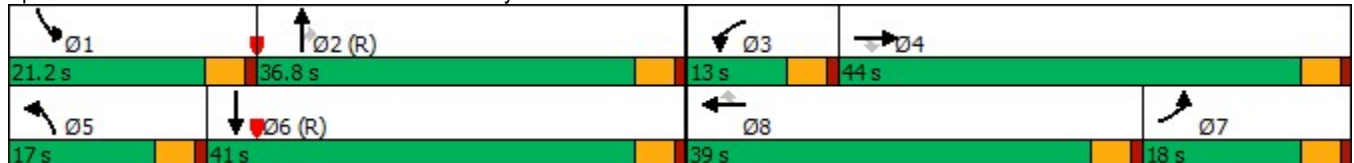
Timings  
1: S. Yosemite St. & E. County Line Rd.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations											
Traffic Volume (vph)	195	666	140	105	1001	83	175	335	64	129	436
Future Volume (vph)	195	666	140	105	1001	83	175	335	64	129	436
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA
Protected Phases	7	4		3	8		5	2		1	6
Permitted Phases			4			8			2		
Detector Phase	7	4	4	3	8	8	5	2	2	1	6
Switch Phase											
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5
Total Split (s)	18.0	44.0	44.0	13.0	39.0	39.0	17.0	36.8	36.8	21.2	41.0
Total Split (%)	15.7%	38.3%	38.3%	11.3%	33.9%	33.9%	14.8%	32.0%	32.0%	18.4%	35.7%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lag	Lag	Lag	Lead	Lead	Lead	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	C-Max	C-Max	None	C-Max
Act Effct Green (s)	11.9	36.2	36.2	8.1	32.4	32.4	11.1	39.0	39.0	13.7	41.6
Actuated g/C Ratio	0.10	0.31	0.31	0.07	0.28	0.28	0.10	0.34	0.34	0.12	0.36
v/c Ratio	0.60	0.45	0.25	0.47	0.76	0.17	0.57	0.30	0.11	0.67	0.60
Control Delay	56.4	32.1	5.3	55.0	22.9	1.6	56.6	30.5	0.4	63.5	28.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	56.4	32.1	5.3	55.0	22.9	1.6	56.6	30.5	0.4	63.5	28.2
LOS	E	C	A	E	C	A	E	C	A	E	C
Approach Delay		33.1			24.3			35.1			33.7
Approach LOS		C			C			D			C

Intersection Summary

Cycle Length: 115  
 Actuated Cycle Length: 115  
 Offset: 18 (16%), Referenced to phase 2:NBT and 6:SBT, Start of Green  
 Natural Cycle: 65  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.76  
 Intersection Signal Delay: 30.6  
 Intersection Capacity Utilization 65.5%  
 Analysis Period (min) 15  
 Intersection LOS: C  
 ICU Level of Service C

Splits and Phases: 1: S. Yosemite St. & E. County Line Rd.



Queues

1: S. Yosemite St. & E. County Line Rd.




































Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	212	724	152	114	1088	90	190	364	70	140	764
v/c Ratio	0.60	0.45	0.25	0.47	0.76	0.17	0.57	0.30	0.11	0.67	0.60
Control Delay	56.4	32.1	5.3	55.0	22.9	1.6	56.6	30.5	0.4	63.5	28.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	56.4	32.1	5.3	55.0	22.9	1.6	56.6	30.5	0.4	63.5	28.2
Queue Length 50th (ft)	78	151	0	29	297	0	70	108	0	100	212
Queue Length 95th (ft)	117	186	44	59	348	3	107	157	0	164	287
Internal Link Dist (ft)		476			1488			1762			630
Turn Bay Length (ft)	175		350	600			235			210	
Base Capacity (vph)	403	1746	643	253	1525	544	373	1200	630	257	1283
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.53	0.41	0.24	0.45	0.71	0.17	0.51	0.30	0.11	0.54	0.60

Intersection Summary

HCM 6th Signalized Intersection Summary  
 1: S. Yosemite St. & E. County Line Rd.

Park Meadows  
 12/29/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 	  		  	  		 	 			 	
Traffic Volume (veh/h)	195	666	140	105	1001	83	175	335	64	129	436	267
Future Volume (veh/h)	195	666	140	105	1001	83	175	335	64	129	436	267
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	212	724	152	114	1088	90	190	364	70	140	474	290
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	276	1498	465	170	1341	416	253	1443	644	169	908	553
Arrive On Green	0.08	0.29	0.29	0.05	0.26	0.26	0.07	0.41	0.41	0.09	0.43	0.43
Sat Flow, veh/h	3456	5106	1585	3456	5106	1585	3456	3554	1585	1781	2122	1292
Grp Volume(v), veh/h	212	724	152	114	1088	90	190	364	70	140	396	368
Grp Sat Flow(s),veh/h/ln	1728	1702	1585	1728	1702	1585	1728	1777	1585	1781	1777	1638
Q Serve(g_s), s	6.9	13.4	8.6	3.7	23.0	3.9	6.2	7.8	3.2	8.9	18.9	19.0
Cycle Q Clear(g_c), s	6.9	13.4	8.6	3.7	23.0	3.9	6.2	7.8	3.2	8.9	18.9	19.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.79
Lane Grp Cap(c), veh/h	276	1498	465	170	1341	416	253	1443	644	169	760	701
V/C Ratio(X)	0.77	0.48	0.33	0.67	0.81	0.22	0.75	0.25	0.11	0.83	0.52	0.52
Avail Cap(c_a), veh/h	406	1754	544	255	1532	476	376	1443	644	259	760	701
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.83	0.83	0.83	0.83	0.83	0.83	1.00	1.00	1.00
Uniform Delay (d), s/veh	51.9	33.5	31.8	53.8	39.7	19.4	52.3	22.6	21.2	51.1	24.2	24.3
Incr Delay (d2), s/veh	5.2	0.2	0.4	3.8	2.5	0.2	3.9	0.3	0.3	12.4	2.5	2.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.2	5.6	3.4	1.7	9.8	2.0	2.8	3.3	1.2	4.5	8.4	7.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	57.0	33.7	32.2	57.5	42.3	19.6	56.2	22.9	21.5	63.6	26.8	27.1
LnGrp LOS	E	C	C	E	D	B	E	C	C	E	C	C
Approach Vol, veh/h		1088			1292			624			904	
Approach Delay, s/veh		38.0			42.0			32.9			32.6	
Approach LOS		D			D			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	15.4	51.2	10.2	38.2	12.9	53.7	13.7	34.7				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	16.7	32.3	8.5	39.5	12.5	36.5	13.5	34.5				
Max Q Clear Time (g_c+I1), s	10.9	9.8	5.7	15.4	8.2	21.0	8.9	25.0				
Green Ext Time (p_c), s	0.2	2.6	0.1	5.9	0.2	4.5	0.3	5.2				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay			37.3									
HCM 6th LOS			D									



Lanes and Geometrics  
 2: S. Chester St. & E. County Line Rd.

Park Meadows  
 12/29/2022



Lane Group	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
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	550		0	525		0	135		0	125		110
Storage Lanes	2		1	2		0	2		1	2		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.97	0.91	1.00	0.97	0.86	0.86	0.97	0.95	1.00	0.97	0.95	1.00
Ped Bike Factor												
Frt			0.850		0.979				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	5085	1583	3433	6273	0	3433	3539	1583	3433	3539	1583
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3433	5085	1583	3433	6273	0	3433	3539	1583	3433	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			142		37				329			262
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1568			1050			565			792	
Travel Time (s)		35.6			23.9			12.8			18.0	

Intersection Summary

Area Type: Other

Timings  
2: S. Chester St. & E. County Line Rd.

Park Meadows  
12/29/2022

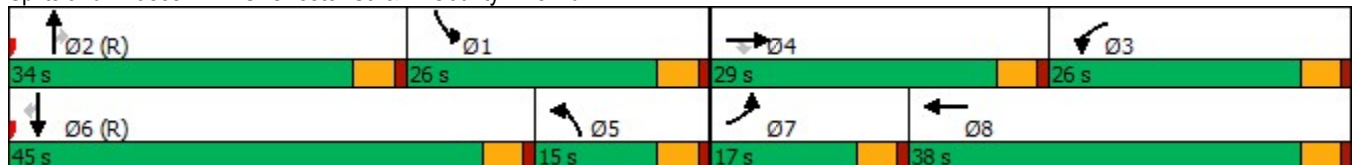


Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖↗	↑↑↑	↖	↖↗	↑↑↑	↖↗	↑↑	↖	↖↗	↑↑	↖
Traffic Volume (vph)	162	636	92	334	748	136	215	303	335	228	241
Future Volume (vph)	162	636	92	334	748	136	215	303	335	228	241
Turn Type	Prot	NA	Perm	Prot	NA	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8	5	2		1	6	
Permitted Phases			4					2			6
Detector Phase	7	4	4	3	8	5	2	2	1	6	6
Switch Phase											
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	22.5	9.5	22.5	9.5	22.5	22.5	9.5	22.5	22.5
Total Split (s)	17.0	29.0	29.0	26.0	38.0	15.0	34.0	34.0	26.0	45.0	45.0
Total Split (%)	14.8%	25.2%	25.2%	22.6%	33.0%	13.0%	29.6%	29.6%	22.6%	39.1%	39.1%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead	Lead	Lead	Lag	Lag	Lag	Lead	Lead	Lag	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	C-Max	C-Max	None	C-Max	C-Max
Act Effct Green (s)	10.8	22.1	22.1	17.3	28.6	9.6	37.0	37.0	20.6	48.0	48.0
Actuated g/C Ratio	0.09	0.19	0.19	0.15	0.25	0.08	0.32	0.32	0.18	0.42	0.42
v/c Ratio	0.54	0.71	0.24	0.70	0.60	0.52	0.21	0.45	0.59	0.17	0.32
Control Delay	37.9	31.0	5.9	58.2	41.9	57.1	30.7	5.8	47.7	22.9	4.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	37.9	31.0	5.9	58.2	41.9	57.1	30.7	5.8	47.7	22.9	4.2
LOS	D	C	A	E	D	E	C	A	D	C	A
Approach Delay		29.7			46.4		24.7			27.6	
Approach LOS		C			D		C			C	

Intersection Summary

Cycle Length: 115  
 Actuated Cycle Length: 115  
 Offset: 58 (50%), Referenced to phase 2:NBT and 6:SBT, Start of Green  
 Natural Cycle: 75  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.71  
 Intersection Signal Delay: 34.0  
 Intersection LOS: C  
 Intersection Capacity Utilization 52.3%  
 ICU Level of Service A  
 Analysis Period (min) 15

Splits and Phases: 2: S. Chester St. & E. County Line Rd.



Queues  
2: S. Chester St. & E. County Line Rd.

Park Meadows  
12/29/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	176	691	100	363	948	148	234	329	364	248	262
v/c Ratio	0.54	0.71	0.24	0.70	0.60	0.52	0.21	0.45	0.59	0.17	0.32
Control Delay	37.9	31.0	5.9	58.2	41.9	57.1	30.7	5.8	47.7	22.9	4.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	37.9	31.0	5.9	58.2	41.9	57.1	30.7	5.8	47.7	22.9	4.2
Queue Length 50th (ft)	65	179	25	143	199	54	67	0	127	61	0
Queue Length 95th (ft)	102	221	58	191	232	88	108	71	177	98	55
Internal Link Dist (ft)		1488			970		485			712	
Turn Bay Length (ft)	550			525		135			125		110
Base Capacity (vph)	373	1083	448	641	1853	313	1139	732	641	1477	813
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.47	0.64	0.22	0.57	0.51	0.47	0.21	0.45	0.57	0.17	0.32

Intersection Summary

HCM 6th Signalized Intersection Summary  
 2: S. Chester St. & E. County Line Rd.

Park Meadows  
 12/29/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖↗	↑↑↑	↖	↖↗	↑↑↑		↖↗	↑↑	↖	↖↗	↑↑	↖
Traffic Volume (veh/h)	162	636	92	334	748	124	136	215	303	335	228	241
Future Volume (veh/h)	162	636	92	334	748	124	136	215	303	335	228	241
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	176	691	100	363	813	135	148	234	329	364	248	262
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	241	898	279	430	1296	211	660	912	407	990	1252	558
Arrive On Green	0.02	0.06	0.06	0.25	0.46	0.46	0.19	0.26	0.26	0.29	0.35	0.35
Sat Flow, veh/h	3456	5106	1585	3456	5617	914	3456	3554	1585	3456	3554	1585
Grp Volume(v), veh/h	176	691	100	363	696	252	148	234	329	364	248	262
Grp Sat Flow(s),veh/h/ln	1728	1702	1585	1728	1609	1706	1728	1777	1585	1728	1777	1585
Q Serve(g_s), s	5.8	15.3	7.0	11.5	12.6	13.0	4.2	6.0	22.4	9.7	5.6	11.4
Cycle Q Clear(g_c), s	5.8	15.3	7.0	11.5	12.6	13.0	4.2	6.0	22.4	9.7	5.6	11.4
Prop In Lane	1.00		1.00	1.00		0.54	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	241	898	279	430	1114	394	660	912	407	990	1252	558
V/C Ratio(X)	0.73	0.77	0.36	0.84	0.63	0.64	0.22	0.26	0.81	0.37	0.20	0.47
Avail Cap(c_a), veh/h	376	1088	338	646	1406	497	660	912	407	990	1252	558
HCM Platoon Ratio	0.33	0.33	0.33	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	0.89	0.89	0.89	0.98	0.98	0.98	0.98	0.98	0.98	1.00	1.00	1.00
Uniform Delay (d), s/veh	55.1	51.9	47.9	42.1	27.2	27.3	39.3	34.0	40.1	32.7	25.9	17.2
Incr Delay (d2), s/veh	3.8	2.5	0.7	6.4	0.6	1.8	0.2	0.7	15.6	0.2	0.4	2.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.7	7.2	2.9	4.7	4.0	4.5	1.8	2.7	10.4	4.1	2.4	4.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	58.9	54.3	48.6	48.5	27.8	29.1	39.5	34.7	55.7	32.9	26.3	20.0
LnGrp LOS	E	D	D	D	C	C	D	C	E	C	C	C
Approach Vol, veh/h		967			1311			711			874	
Approach Delay, s/veh		54.6			33.8			45.4			27.2	
Approach LOS		D			C			D			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	37.5	34.0	18.8	24.7	26.5	45.0	12.5	31.0				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	21.5	29.5	21.5	24.5	10.5	40.5	12.5	33.5				
Max Q Clear Time (g_c+I1), s	11.7	24.4	13.5	17.3	6.2	13.4	7.8	15.0				
Green Ext Time (p_c), s	0.9	1.3	0.8	2.9	0.2	2.6	0.2	6.3				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay			39.6									
HCM 6th LOS			D									

Lanes and Geometrics  
 3: North Access Drive & E. County Line Rd.



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑	↑	↙↘	↑↑↑		↙↘
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)		0	350		0	0
Storage Lanes		1	2		0	2
Taper Length (ft)			25		25	
Lane Util. Factor	0.91	1.00	0.97	0.86	1.00	0.88
Ped Bike Factor						
Frt		0.850				0.850
Flt Protected			0.950			
Satd. Flow (prot)	5085	1583	3433	6408	0	2787
Flt Permitted			0.950			
Satd. Flow (perm)	5085	1583	3433	6408	0	2787
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		164				108
Link Speed (mph)	30			30	30	
Link Distance (ft)	1050			651	255	
Travel Time (s)	23.9			14.8	5.8	

Intersection Summary

Area Type: Other

Timings  
3: North Access Drive & E. County Line Rd.



Lane Group	EBT	EBR	WBL	WBT	NBR	Ø8
Lane Configurations	↑↑↑	↑	↔	↑↑↑	↔	
Traffic Volume (vph)	1178	151	335	1343	289	
Future Volume (vph)	1178	151	335	1343	289	
Turn Type	NA	Perm	Prot	NA	Over	
Protected Phases	4		2	2 8	2	8
Permitted Phases		4			2	
Detector Phase	4	4	2	2 8	2	
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	22.5	22.5	9.5	9.5	22.5	
Total Split (s)	73.0	73.0	42.0	42.0	73.0	
Total Split (%)	63.5%	63.5%	36.5%	36.5%	63%	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.0	
All-Red Time (s)	1.0	1.0	1.0	1.0	0.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		
Total Lost Time (s)	4.5	4.5	4.5	4.5		
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	None	None	C-Max	C-Max	None	
Act Effct Green (s)	45.1	45.1	60.9	115.0	60.9	
Actuated g/C Ratio	0.39	0.39	0.53	1.00	0.53	
v/c Ratio	0.64	0.23	0.20	0.23	0.21	
Control Delay	10.1	1.0	6.7	0.1	10.8	
Queue Delay	0.0	0.0	0.0	0.0	0.0	
Total Delay	10.1	1.0	6.7	0.1	10.8	
LOS	B	A	A	A	B	
Approach Delay	9.0			1.4		
Approach LOS	A			A		

Intersection Summary

Cycle Length: 115  
 Actuated Cycle Length: 115  
 Offset: 80 (70%), Referenced to phase 2:WBTL and 6:, Start of Green  
 Natural Cycle: 40  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.64  
 Intersection Signal Delay: 5.3  
 Intersection Capacity Utilization 40.4%  
 Analysis Period (min) 15  
 Intersection LOS: A  
 ICU Level of Service A

Splits and Phases: 3: North Access Drive & E. County Line Rd.



Queues  
3: North Access Drive & E. County Line Rd.

Park Meadows  
12/29/2022



Lane Group	EBT	EBR	WBL	WBT	NBR
Lane Group Flow (vph)	1280	164	364	1460	314
v/c Ratio	0.64	0.23	0.20	0.23	0.21
Control Delay	10.1	1.0	6.7	0.1	10.8
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	10.1	1.0	6.7	0.1	10.8
Queue Length 50th (ft)	153	0	29	0	42
Queue Length 95th (ft)	150	1	71	0	85
Internal Link Dist (ft)	970			571	
Turn Bay Length (ft)			350		
Base Capacity (vph)	3028	1009	1817	6408	1526
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.42	0.16	0.20	0.23	0.21
<b>Intersection Summary</b>					

HCM 6th Edition methodology expects strict NEMA phasing.



Lanes and Geometrics  
 4: Park Meadow Center Dr. & E. County Line Rd.

Park Meadows  
 12/29/2022



Lane Group	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
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		325	0		100	0		250	250		175
Storage Lanes	0		1	0		1	0		1	3		2
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.86	1.00	1.00	0.91	1.00	1.00	1.00	0.76	0.94	0.95	0.88
Ped Bike Factor												
Frt			0.850			0.850			0.850			0.850
Flt Protected										0.950		
Satd. Flow (prot)	0	6408	1583	0	5085	1583	0	0	3610	4990	3539	2787
Flt Permitted										0.950		
Satd. Flow (perm)	0	6408	1583	0	5085	1583	0	0	3610	4990	3539	2787
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			82			100			642			672
Link Speed (mph)		30			30			30				30
Link Distance (ft)		651			987			1238				614
Travel Time (s)		14.8			22.4			28.1				14.0

Intersection Summary

Area Type: Other

Timings  
4: Park Meadow Center Dr. & E. County Line Rd.



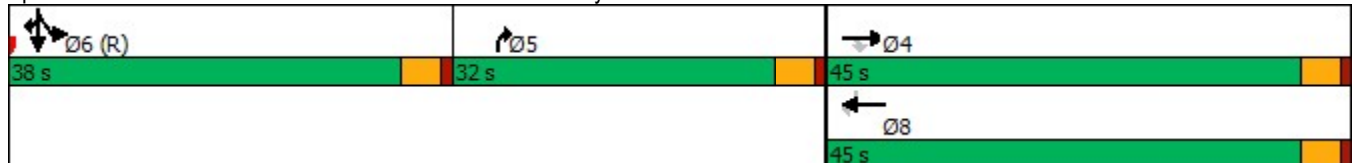
Lane Group	EBT	EBR	WBT	WBR	NBR	SBL	SBT	SBR
Lane Configurations	↑↑↑↑	↗	↑↑↑↑	↗	↗↗↗	↗↗↗	↑↑	↗↗
Traffic Volume (vph)	1415	75	1029	239	763	119	514	618
Future Volume (vph)	1415	75	1029	239	763	119	514	618
Turn Type	NA	Perm	NA	Free	Prot	Split	NA	custom
Protected Phases	4		8		5	6	6	6
Permitted Phases		4		Free				8
Detector Phase	4	4	8		5	6	6	6
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0		5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5		9.5	22.5	22.5	22.5
Total Split (s)	45.0	45.0	45.0		32.0	38.0	38.0	38.0
Total Split (%)	39.1%	39.1%	39.1%		27.8%	33.0%	33.0%	33.0%
Yellow Time (s)	3.5	3.5	3.5		3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0		1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5		4.5	4.5	4.5	4.5
Lead/Lag					Lag	Lead	Lead	Lead
Lead-Lag Optimize?					Yes	Yes	Yes	Yes
Recall Mode	None	None	None		None	C-Max	C-Max	C-Max
Act Effct Green (s)	42.1	42.1	42.1	115.0	13.6	45.7	45.7	92.4
Actuated g/C Ratio	0.37	0.37	0.37	1.00	0.12	0.40	0.40	0.80
v/c Ratio	0.66	0.13	0.60	0.16	0.83	0.07	0.40	0.28
Control Delay	15.8	3.9	25.4	0.2	18.7	24.7	28.1	0.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	15.8	3.9	25.4	0.2	18.7	24.7	28.1	0.6
LOS	B	A	C	A	B	C	C	A
Approach Delay	15.2		20.7				14.2	
Approach LOS	B		C				B	

Intersection Summary

Cycle Length: 115  
 Actuated Cycle Length: 115  
 Offset: 96 (83%), Referenced to phase 6:SBTL, Start of Green  
 Natural Cycle: 55  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.83  
 Intersection Signal Delay: 17.0  
 Intersection Capacity Utilization 53.7%  
 Analysis Period (min) 15

Intersection LOS: B  
 ICU Level of Service A

Splits and Phases: 4: Park Meadow Center Dr. & E. County Line Rd.





Lane Group	EBT	EBR	WBT	WBR	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	1538	82	1118	260	829	129	559	672
v/c Ratio	0.66	0.13	0.60	0.16	0.83	0.07	0.40	0.28
Control Delay	15.8	3.9	25.4	0.2	18.7	24.7	28.1	0.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	15.8	3.9	25.4	0.2	18.7	24.7	28.1	0.6
Queue Length 50th (ft)	270	10	115	0	57	20	156	0
Queue Length 95th (ft)	347	26	136	0	108	40	240	15
Internal Link Dist (ft)	571		907				534	
Turn Bay Length (ft)		325		100	250	250		175
Base Capacity (vph)	2426	650	1925	1583	1351	1983	1406	2370
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.63	0.13	0.58	0.16	0.61	0.07	0.40	0.28

## Intersection Summary

HCM 6th Signalized Intersection Summary  
 4: Park Meadow Center Dr. & E. County Line Rd.

Park Meadows  
 12/29/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑	↗		↑↑↑	↗			↗↗↗	↘↘↘	↑↑	↗↗
Traffic Volume (veh/h)	0	1415	75	0	1029	239	0	0	763	119	514	618
Future Volume (veh/h)	0	1415	75	0	1029	239	0	0	763	119	514	618
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	0	1870	1870	0	1870	1870	0	0	1870	1870	1870	1870
Adj Flow Rate, veh/h	0	1538	0	0	1118	0	0	0	829	129	559	672
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	2	2	0	2	2	0	0	2	2	2	2
Cap, veh/h	0	2050		0	1627		0	0	0	3030	2143	1682
Arrive On Green	0.00	0.11	0.00	0.00	0.32	0.00	0.00	0.00	0.00	0.60	0.60	0.60
Sat Flow, veh/h	0	6696	1585	0	5274	1585		0		5023	3554	2790
Grp Volume(v), veh/h	0	1538	0	0	1118	0		0.0		129	559	672
Grp Sat Flow(s),veh/h/ln	0	1609	1585	0	1702	1585				1674	1777	1395
Q Serve(g_s), s	0.0	26.7	0.0	0.0	22.0	0.0				1.2	8.5	14.5
Cycle Q Clear(g_c), s	0.0	26.7	0.0	0.0	22.0	0.0				1.2	8.5	14.5
Prop In Lane	0.00		1.00	0.00		1.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	2050		0	1627					3030	2143	1682
V/C Ratio(X)	0.00	0.75		0.00	0.69					0.04	0.26	0.40
Avail Cap(c_a), veh/h	0	2266		0	1798					3030	2143	1682
HCM Platoon Ratio	1.00	0.33	0.33	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.81	0.00	0.00	0.84	0.00				1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	47.0	0.0	0.0	34.2	0.0				9.3	10.7	11.9
Incr Delay (d2), s/veh	0.0	1.1	0.0	0.0	0.8	0.0				0.0	0.3	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	11.7	0.0	0.0	9.1	0.0				0.4	3.3	4.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	48.1	0.0	0.0	35.0	0.0				9.3	11.0	12.6
LnGrp LOS	A	D		A	D					A	B	B
Approach Vol, veh/h		1538	A		1118	A					1360	
Approach Delay, s/veh		48.1			35.0						11.7	
Approach LOS		D			D						B	
Timer - Assigned Phs				4		6		8				
Phs Duration (G+Y+Rc), s				41.1		73.9		41.1				
Change Period (Y+Rc), s				4.5		4.5		4.5				
Max Green Setting (Gmax), s				40.5		33.5		40.5				
Max Q Clear Time (g_c+I1), s				28.7		16.5		24.0				
Green Ext Time (p_c), s				7.9		6.9		7.4				

Intersection Summary













HCM 6th Ctrl Delay	32.1
HCM 6th LOS	C

Notes

Unsignalized Delay for [EBR, WBR] is excluded from calculations of the approach delay and intersection delay.

Lanes and Geometrics  
 5: I-25 Ramps & E. County Line Rd.

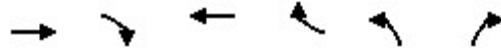
Park Meadows  
 12/29/2022

												
Lane Group	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
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		200	0		100	180		0	0		0
Storage Lanes	0		1	0		1	2		1	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.91	0.88	1.00	0.91	1.00	0.97	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor			0.850			0.850			0.850			
Flt Protected							0.950					
Satd. Flow (prot)	0	5085	2787	0	5085	1583	3433	0	1583	0	0	0
Flt Permitted							0.950					
Satd. Flow (perm)	0	5085	2787	0	5085	1583	3433	0	1583	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			1072			247			116			
Link Speed (mph)		30			30			30				30
Link Distance (ft)		987			920			594				487
Travel Time (s)		22.4			20.9			13.5				11.1

Intersection Summary

Area Type: Other

Timings  
5: I-25 Ramps & E. County Line Rd.

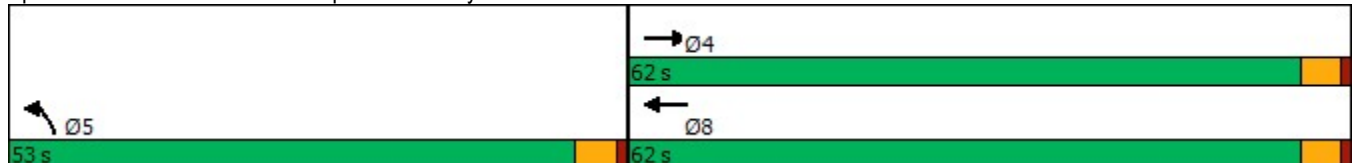


Lane Group	EBT	EBR	WBT	WBR	NBL	NBR
Lane Configurations	↑↑↑	↑↑	↑↑↑	↑	↑↑	↑
Traffic Volume (vph)	606	986	855	494	422	107
Future Volume (vph)	606	986	855	494	422	107
Turn Type	NA	Free	NA	Free	Prot	Free
Protected Phases	4		8		5	
Permitted Phases		Free		Free		Free
Detector Phase	4		8		5	
Switch Phase						
Minimum Initial (s)	5.0		5.0		5.0	
Minimum Split (s)	22.5		22.5		9.5	
Total Split (s)	62.0		62.0		53.0	
Total Split (%)	53.9%		53.9%		46.1%	
Yellow Time (s)	3.5		3.5		3.5	
All-Red Time (s)	1.0		1.0		1.0	
Lost Time Adjust (s)	0.0		0.0		0.0	
Total Lost Time (s)	4.5		4.5		4.5	
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	None		None		None	
Act Effct Green (s)	30.6	115.0	30.6	115.0	75.4	115.0
Actuated g/C Ratio	0.27	1.00	0.27	1.00	0.66	1.00
v/c Ratio	0.49	0.38	0.69	0.34	0.20	0.07
Control Delay	42.3	1.0	40.3	0.6	8.7	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	42.3	1.0	40.3	0.6	8.7	0.1
LOS	D	A	D	A	A	A
Approach Delay	16.7		25.8			
Approach LOS	B		C			

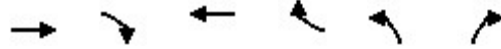
Intersection Summary

Cycle Length: 115  
 Actuated Cycle Length: 115  
 Offset: 24 (21%), Referenced to phase 2: and 6:, Start of Green  
 Natural Cycle: 40  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.69  
 Intersection Signal Delay: 18.8  
 Intersection Capacity Utilization 35.6%  
 Analysis Period (min) 15  
 Intersection LOS: B  
 ICU Level of Service A

Splits and Phases: 5: I-25 Ramps & E. County Line Rd.



Queues  
5: I-25 Ramps & E. County Line Rd.



Lane Group	EBT	EBR	WBT	WBR	NBL	NBR
Lane Group Flow (vph)	659	1072	929	537	459	116
v/c Ratio	0.49	0.38	0.69	0.34	0.20	0.07
Control Delay	42.3	1.0	40.3	0.6	8.7	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	42.3	1.0	40.3	0.6	8.7	0.1
Queue Length 50th (ft)	124	19	226	0	63	0
Queue Length 95th (ft)	154	14	252	0	103	0
Internal Link Dist (ft)	907		840			
Turn Bay Length (ft)		200		100	180	
Base Capacity (vph)	2542	2787	2542	1583	2251	1583
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.26	0.38	0.37	0.34	0.20	0.07

Intersection Summary

HCM 6th Signalized Intersection Summary  
5: I-25 Ramps & E. County Line Rd.

Park Meadows  
12/29/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑	↑↑		↑↑↑	↑	↑↑		↑			
Traffic Volume (veh/h)	0	606	986	0	855	494	422	0	107	0	0	0
Future Volume (veh/h)	0	606	986	0	855	494	422	0	107	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	0	1870	1870	0	1870	1870	1870	0	1870			
Adj Flow Rate, veh/h	0	659	0	0	929	0	459	0	0			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92			
Percent Heavy Veh, %	0	2	2	0	2	2	2	0	2			
Cap, veh/h	0	1290		0	1290		2312	0				
Arrive On Green	0.00	0.42	0.00	0.00	0.25	0.00	0.67	0.00	0.00			
Sat Flow, veh/h	0	5274	2790	0	5274	1585	3456	0	1585			
Grp Volume(v), veh/h	0	659	0	0	929	0	459	0	0			
Grp Sat Flow(s),veh/h/ln	0	1702	1395	0	1702	1585	1728	0	1585			
Q Serve(g_s), s	0.0	10.9	0.0	0.0	19.1	0.0	5.8	0.0	0.0			
Cycle Q Clear(g_c), s	0.0	10.9	0.0	0.0	19.1	0.0	5.8	0.0	0.0			
Prop In Lane	0.00		1.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	0	1290		0	1290		2312	0				
V/C Ratio(X)	0.00	0.51		0.00	0.72		0.20	0.00				
Avail Cap(c_a), veh/h	0	2553		0	2553		2312	0				
HCM Platoon Ratio	1.00	1.67	1.67	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(l)	0.00	0.67	0.00	0.00	1.00	0.00	1.00	0.00	0.00			
Uniform Delay (d), s/veh	0.0	28.0	0.0	0.0	39.3	0.0	7.3	0.0	0.0			
Incr Delay (d2), s/veh	0.0	0.2	0.0	0.0	0.8	0.0	0.0	0.0	0.0			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	0.0	4.0	0.0	0.0	8.0	0.0	2.0	0.0	0.0			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	28.2	0.0	0.0	40.0	0.0	7.3	0.0	0.0			
LnGrp LOS	A	C		A	D		A	A				
Approach Vol, veh/h		659	A		929	A		459	A			
Approach Delay, s/veh		28.2			40.0			7.3				
Approach LOS		C			D			A				
Timer - Assigned Phs		2		4				8				
Phs Duration (G+Y+Rc), s		81.4		33.6				33.6				
Change Period (Y+Rc), s		4.5		4.5				4.5				
Max Green Setting (Gmax), s		48.5		57.5				57.5				
Max Q Clear Time (g_c+I1), s		7.8		12.9				21.1				
Green Ext Time (p_c), s		1.7		5.3				7.9				

Intersection Summary

HCM 6th Ctrl Delay	28.9
HCM 6th LOS	C

Notes

Unsignalized Delay for [NBR, EBR, WBR] is excluded from calculations of the approach delay and intersection delay.



Lanes and Geometrics  
 6: Park Meadow Center Dr. & East Access Drive



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)	0	0	110			0
Storage Lanes	2	1	1			0
Taper Length (ft)	25		25			
Lane Util. Factor	0.97	1.00	1.00	0.95	0.95	0.95
Ped Bike Factor						
Frt		0.850			0.939	
Flt Protected	0.950		0.950			
Satd. Flow (prot)	3433	1583	1770	3539	3323	0
Flt Permitted	0.950		0.279			
Satd. Flow (perm)	3433	1583	520	3539	3323	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		197			288	
Link Speed (mph)	30			30	30	
Link Distance (ft)	204			1551	1238	
Travel Time (s)	4.6			35.3	28.1	

Intersection Summary

Area Type: Other

Timings  
6: Park Meadow Center Dr. & East Access Drive

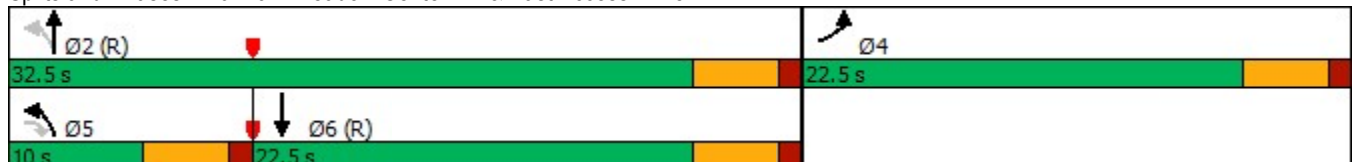


Lane Group	EBL	EBR	NBL	NBT	SBT
Lane Configurations	↖ ↗	↗	↖	↑ ↑	↑ ↓
Traffic Volume (vph)	246	181	104	502	384
Future Volume (vph)	246	181	104	502	384
Turn Type	Prot	Perm	pm+pt	NA	NA
Protected Phases	4		5	2	6
Permitted Phases		5	2		
Detector Phase	4	5	5	2	6
Switch Phase					
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	9.5	9.5	22.5	22.5
Total Split (s)	22.5	10.0	10.0	32.5	22.5
Total Split (%)	40.9%	18.2%	18.2%	59.1%	40.9%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5
Lead/Lag		Lead	Lead		Lag
Lead-Lag Optimize?		Yes	Yes		Yes
Recall Mode	None	None	None	C-Max	C-Max
Act Effct Green (s)	9.6	7.4	36.4	36.4	24.5
Actuated g/C Ratio	0.17	0.13	0.66	0.66	0.45
v/c Ratio	0.45	0.51	0.22	0.23	0.43
Control Delay	22.4	9.1	9.6	5.8	7.7
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	22.4	9.1	9.6	5.8	7.7
LOS	C	A	A	A	A
Approach Delay	16.7			6.5	7.7
Approach LOS	B			A	A

Intersection Summary

Cycle Length: 55  
 Actuated Cycle Length: 55  
 Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBT, Start of Green  
 Natural Cycle: 55  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.51  
 Intersection Signal Delay: 9.5  
 Intersection Capacity Utilization 43.1%  
 Analysis Period (min) 15  
 Intersection LOS: A  
 ICU Level of Service A

Splits and Phases: 6: Park Meadow Center Dr. & East Access Drive





Lane Group	EBL	EBR	NBL	NBT	SBT
Lane Group Flow (vph)	267	197	113	546	705
v/c Ratio	0.45	0.51	0.22	0.23	0.43
Control Delay	22.4	9.1	9.6	5.8	7.7
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	22.4	9.1	9.6	5.8	7.7
Queue Length 50th (ft)	40	0	14	34	41
Queue Length 95th (ft)	65	44	54	82	95
Internal Link Dist (ft)	124			1471	1158
Turn Bay Length (ft)			110		
Base Capacity (vph)	1123	383	512	2344	1642
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.24	0.51	0.22	0.23	0.43

## Intersection Summary

HCM 6th Signalized Intersection Summary  
 6: Park Meadow Center Dr. & East Access Drive

Park Meadows  
 12/29/2022



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	246	181	104	502	384	265
Future Volume (veh/h)	246	181	104	502	384	265
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	267	197	113	546	417	288
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	605	277	542	2350	1018	697
Arrive On Green	0.18	0.18	0.07	0.66	0.50	0.50
Sat Flow, veh/h	3456	1585	1781	3647	2111	1381
Grp Volume(v), veh/h	267	197	113	546	367	338
Grp Sat Flow(s),veh/h/ln	1728	1585	1781	1777	1777	1622
Q Serve(g_s), s	3.8	6.4	1.4	3.4	7.1	7.2
Cycle Q Clear(g_c), s	3.8	6.4	1.4	3.4	7.1	7.2
Prop In Lane	1.00	1.00	1.00			0.85
Lane Grp Cap(c), veh/h	605	277	542	2350	897	819
V/C Ratio(X)	0.44	0.71	0.21	0.23	0.41	0.41
Avail Cap(c_a), veh/h	1131	519	587	2350	897	819
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	0.86	0.86	0.94	0.94
Uniform Delay (d), s/veh	20.3	21.4	5.2	3.7	8.5	8.5
Incr Delay (d2), s/veh	0.5	3.3	0.2	0.2	1.3	1.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.4	5.7	0.4	0.8	2.5	2.3
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	20.8	24.7	5.4	3.9	9.8	10.0
LnGrp LOS	C	C	A	A	A	A
Approach Vol, veh/h	464			659	705	
Approach Delay, s/veh	22.5			4.2	9.9	
Approach LOS	C			A	A	
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		40.9		14.1	8.6	32.3
Change Period (Y+Rc), s		4.5		4.5	4.5	4.5
Max Green Setting (Gmax), s		28.0		18.0	5.5	18.0
Max Q Clear Time (g_c+I1), s		5.4		8.4	3.4	9.2
Green Ext Time (p_c), s		3.8		1.2	0.0	3.0
<b>Intersection Summary</b>						
HCM 6th Ctrl Delay			11.0			
HCM 6th LOS			B			

Lanes and Geometrics  
7: SE Access Drive & Park Meadow Center Dr.

Park Meadows  
12/29/2022



Lane Group	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
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%				0%
Storage Length (ft)	150		0	100		0	0		0	0		0
Storage Lanes	1		0	1		0	1		0	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.994			0.991			0.886				0.850
Flt Protected	0.950			0.950			0.950				0.975	
Satd. Flow (prot)	1770	3518	0	1770	3507	0	1770	1650	0	0	1816	1583
Flt Permitted	0.329			0.424			0.674				0.821	
Satd. Flow (perm)	613	3518	0	790	3507	0	1255	1650	0	0	1529	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		8			12			93				179
Link Speed (mph)		30			30			30				30
Link Distance (ft)		1110			1551			164				207
Travel Time (s)		25.2			35.3			3.7				4.7

Intersection Summary

Area Type: Other

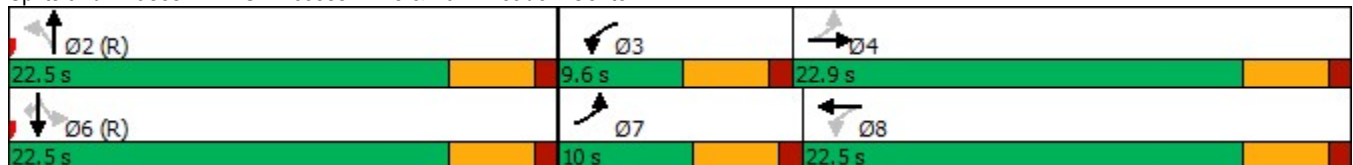
Timings  
7: SE Access Drive & Park Meadow Center Dr.

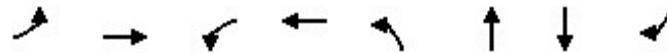
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations									
Traffic Volume (vph)	133	462	71	472	70	27	62	57	165
Future Volume (vph)	133	462	71	472	70	27	62	57	165
Turn Type	pm+pt	NA	pm+pt	NA	Perm	NA	Perm	NA	Perm
Protected Phases	7	4	3	8		2		6	
Permitted Phases	4		8		2		6		6
Detector Phase	7	4	3	8	2	2	6	6	6
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	9.5	22.5	22.5	22.5	22.5	22.5	22.5
Total Split (s)	10.0	22.9	9.6	22.5	22.5	22.5	22.5	22.5	22.5
Total Split (%)	18.2%	41.6%	17.5%	40.9%	40.9%	40.9%	40.9%	40.9%	40.9%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5		4.5	4.5
Lead/Lag	Lead	Lag	Lead	Lag					
Lead-Lag Optimize?	Yes	Yes	Yes	Yes					
Recall Mode	None	None	None	None	C-Max	C-Max	C-Max	C-Max	C-Max
Act Effct Green (s)	19.7	16.4	18.2	14.2	23.8	23.8		23.8	23.8
Actuated g/C Ratio	0.36	0.30	0.33	0.26	0.43	0.43		0.43	0.43
v/c Ratio	0.43	0.50	0.22	0.60	0.14	0.16		0.19	0.23
Control Delay	13.1	17.2	6.8	15.1	13.2	5.7		13.3	3.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0
Total Delay	13.1	17.2	6.8	15.1	13.2	5.7		13.3	3.6
LOS	B	B	A	B	B	A		B	A
Approach Delay		16.3		14.1		8.5		7.7	
Approach LOS		B		B		A		A	

Intersection Summary

Cycle Length: 55  
 Actuated Cycle Length: 55  
 Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green  
 Natural Cycle: 55  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.60  
 Intersection Signal Delay: 13.2  
 Intersection LOS: B  
 Intersection Capacity Utilization 45.7%  
 ICU Level of Service A  
 Analysis Period (min) 15

Splits and Phases: 7: SE Access Drive & Park Meadow Center Dr.





Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	145	522	77	545	76	122	129	179
v/c Ratio	0.43	0.50	0.22	0.60	0.14	0.16	0.19	0.23
Control Delay	13.1	17.2	6.8	15.1	13.2	5.7	13.3	3.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	13.1	17.2	6.8	15.1	13.2	5.7	13.3	3.6
Queue Length 50th (ft)	27	75	10	79	15	6	27	0
Queue Length 95th (ft)	48	103	m11	62	43	35	65	34
Internal Link Dist (ft)		1030		1471		84	127	
Turn Bay Length (ft)	150		100					
Base Capacity (vph)	335	1228	352	1155	543	767	662	787
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.43	0.43	0.22	0.47	0.14	0.16	0.19	0.23

#### Intersection Summary

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

HCM 6th Signalized Intersection Summary  
 7: SE Access Drive & Park Meadow Center Dr.

Park Meadows  
 12/29/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	133	462	18	71	472	29	70	27	86	62	57	165
Future Volume (veh/h)	133	462	18	71	472	29	70	27	86	62	57	165
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	145	502	20	77	513	32	76	29	93	67	62	179
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	351	833	33	340	729	45	585	177	567	418	358	717
Arrive On Green	0.09	0.24	0.24	0.06	0.21	0.21	0.45	0.45	0.45	0.45	0.45	0.45
Sat Flow, veh/h	1781	3484	139	1781	3398	212	1139	391	1254	704	791	1585
Grp Volume(v), veh/h	145	256	266	77	268	277	76	0	122	129	0	179
Grp Sat Flow(s),veh/h/ln	1781	1777	1845	1781	1777	1832	1139	0	1645	1495	0	1585
Q Serve(g_s), s	3.4	7.0	7.1	1.8	7.7	7.7	2.4	0.0	2.4	0.5	0.0	3.8
Cycle Q Clear(g_c), s	3.4	7.0	7.1	1.8	7.7	7.7	5.3	0.0	2.4	2.9	0.0	3.8
Prop In Lane	1.00		0.08	1.00		0.12	1.00		0.76	0.52		1.00
Lane Grp Cap(c), veh/h	351	425	441	340	381	393	585	0	744	776	0	717
V/C Ratio(X)	0.41	0.60	0.60	0.23	0.70	0.71	0.13	0.00	0.16	0.17	0.00	0.25
Avail Cap(c_a), veh/h	373	594	617	394	582	600	585	0	744	776	0	717
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00	0.89	0.89	0.89	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	15.2	18.6	18.6	15.3	20.0	20.0	10.6	0.0	8.9	8.9	0.0	9.3
Incr Delay (d2), s/veh	0.8	1.4	1.3	0.3	2.1	2.1	0.5	0.0	0.5	0.5	0.0	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	2.8	2.9	0.7	3.1	3.2	0.6	0.0	0.8	0.9	0.0	1.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	16.0	20.0	19.9	15.6	22.1	22.1	11.1	0.0	9.4	9.4	0.0	10.1
LnGrp LOS	B	B	B	B	C	C	B	A	A	A	A	B
Approach Vol, veh/h		667			622			198				308
Approach Delay, s/veh		19.1			21.3			10.0				9.8
Approach LOS		B			C			B				A
Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		29.4	8.0	17.7		29.4	9.3	16.3				
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5	4.5	4.5				
Max Green Setting (Gmax), s		18.0	5.1	18.4		18.0	5.5	18.0				
Max Q Clear Time (g_c+I1), s		7.3	3.8	9.1		5.8	5.4	9.7				
Green Ext Time (p_c), s		0.7	0.0	2.1		1.0	0.0	2.1				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay				17.3								
HCM 6th LOS				B								



Lanes and Geometrics  
 8: S. Yosemite St. & Park Meadow Center Dr.

Park Meadows  
 12/29/2022



Lane Group	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
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	240		240	110		275	220		235
Storage Lanes	0		0	1		1	2		1	2		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	0.91	0.91	1.00	0.97	0.91	1.00	0.97	0.91	1.00
Ped Bike Factor												
Frt						0.850			0.850			0.850
Flt Protected				0.950	0.983		0.950			0.950		
Satd. Flow (prot)	0	0	0	1610	3333	1583	3433	5085	1583	3433	5085	1583
Flt Permitted				0.950	0.983		0.268			0.246		
Satd. Flow (perm)	0	0	0	1610	3333	1583	968	5085	1583	889	5085	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						196			741			212
Link Speed (mph)		30			30			30				30
Link Distance (ft)		440			1021			458				636
Travel Time (s)		10.0			23.2			10.4				14.5

Intersection Summary

Area Type: Other

Timings  
8: S. Yosemite St. & Park Meadow Center Dr.

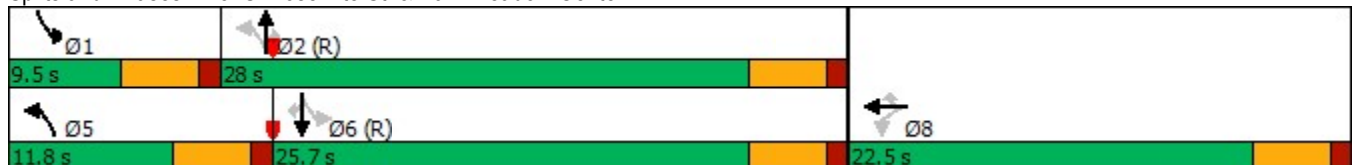


Lane Group	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↙↗	↗	↘↗	↗↗↗	↗	↘↗	↗↗↗	↗
Traffic Volume (vph)	417	324	180	348	952	682	156	726	221
Future Volume (vph)	417	324	180	348	952	682	156	726	221
Turn Type	Perm	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases		8		5	2		1	6	
Permitted Phases	8		8	2		2	6		6
Detector Phase	8	8	8	5	2	2	1	6	6
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5	22.5
Total Split (s)	22.5	22.5	22.5	11.8	28.0	28.0	9.5	25.7	25.7
Total Split (%)	37.5%	37.5%	37.5%	19.7%	46.7%	46.7%	15.8%	42.8%	42.8%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag				Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?				Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	C-Max	C-Max	None	C-Max	C-Max
Act Effct Green (s)	16.3	16.3	16.3	32.8	26.8	26.8	28.3	22.9	22.9
Actuated g/C Ratio	0.27	0.27	0.27	0.55	0.45	0.45	0.47	0.38	0.38
v/c Ratio	0.60	0.60	0.34	0.46	0.46	0.66	0.26	0.41	0.33
Control Delay	25.0	21.7	4.8	8.4	13.5	4.7	7.7	14.9	4.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	25.0	21.7	4.8	8.4	13.5	4.7	7.7	14.9	4.7
LOS	C	C	A	A	B	A	A	B	A
Approach Delay		19.3			9.6			11.8	
Approach LOS		B			A			B	

Intersection Summary

Cycle Length: 60  
 Actuated Cycle Length: 60  
 Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green  
 Natural Cycle: 60  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.66  
 Intersection Signal Delay: 12.4  
 Intersection Capacity Utilization 54.2%  
 Analysis Period (min) 15  
 Intersection LOS: B  
 ICU Level of Service A

Splits and Phases: 8: S. Yosemite St. & Park Meadow Center Dr.





Lane Group	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	263	542	196	378	1035	741	170	789	240
v/c Ratio	0.60	0.60	0.34	0.46	0.46	0.66	0.26	0.41	0.33
Control Delay	25.0	21.7	4.8	8.4	13.5	4.7	7.7	14.9	4.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	25.0	21.7	4.8	8.4	13.5	4.7	7.7	14.9	4.7
Queue Length 50th (ft)	86	89	0	31	101	0	13	78	7
Queue Length 95th (ft)	158	134	39	50	135	59	24	108	47
Internal Link Dist (ft)		941			378			556	
Turn Bay Length (ft)	240		240	110		275	220		235
Base Capacity (vph)	483	999	612	832	2274	1117	648	1943	736
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.54	0.54	0.32	0.45	0.46	0.66	0.26	0.41	0.33

## Intersection Summary

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HCM 6th Edition methodology does not support turning movements with shared & exclusive lanes.

Lanes and Geometrics  
 9: S. Yosemite St. & SW Access Drive

Park Meadows  
 12/29/2022



Lane Group	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
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%				0%
Storage Length (ft)	0		0	0		0	140		0	450		0
Storage Lanes	1		0	1		0	1		1	2		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	0.97	0.91	0.91
Ped Bike Factor												
Frt		0.883			0.850				0.850		0.998	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1645	0	1770	1583	0	1770	3539	1583	3433	5075	0
Flt Permitted	0.699			0.742			0.950			0.950		
Satd. Flow (perm)	1302	1645	0	1382	1583	0	1770	3539	1583	3433	5075	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		18			219				316			4
Link Speed (mph)		30			30			30				30
Link Distance (ft)		205			369			636				1050
Travel Time (s)		4.7			8.4			14.5				23.9

Intersection Summary

Area Type: Other

Timings  
9: S. Yosemite St. & SW Access Drive



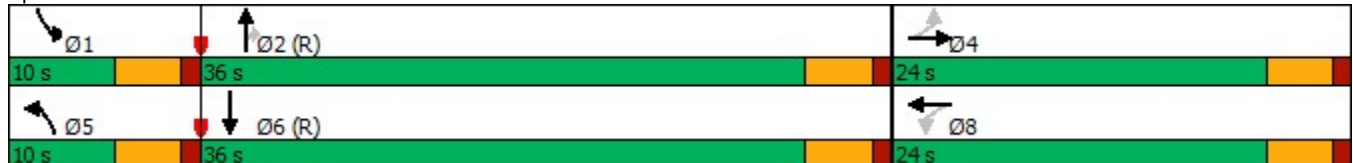
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations	↖	↗	↖	↗	↖	↑↑	↗	↖↗	↑↑↗
Traffic Volume (vph)	16	5	179	0	17	867	291	97	932
Future Volume (vph)	16	5	179	0	17	867	291	97	932
Turn Type	Perm	NA	Perm	NA	Prot	NA	Perm	Prot	NA
Protected Phases		4		8	5	2		1	6
Permitted Phases	4		8				2		
Detector Phase	4	4	8	8	5	2	2	1	6
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5
Total Split (s)	24.0	24.0	24.0	24.0	10.0	36.0	36.0	10.0	36.0
Total Split (%)	34.3%	34.3%	34.3%	34.3%	14.3%	51.4%	51.4%	14.3%	51.4%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag					Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?					Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	C-Max	C-Max	None	C-Max
Act Effct Green (s)	14.6	14.6	14.6	14.6	5.9	37.3	37.3	6.6	44.4
Actuated g/C Ratio	0.21	0.21	0.21	0.21	0.08	0.53	0.53	0.09	0.63
v/c Ratio	0.06	0.06	0.68	0.18	0.12	0.50	0.32	0.33	0.32
Control Delay	20.3	11.2	36.8	0.8	31.7	13.2	2.6	32.7	7.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	20.3	11.2	36.8	0.8	31.7	13.2	2.6	32.7	7.5
LOS	C	B	D	A	C	B	A	C	A
Approach Delay		15.1		25.5		10.8			9.8
Approach LOS		B		C		B			A

Intersection Summary

Cycle Length: 70  
 Actuated Cycle Length: 70  
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green  
 Natural Cycle: 60  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.68  
 Intersection Signal Delay: 12.0  
 Intersection Capacity Utilization 56.0%  
 Analysis Period (min) 15

Intersection LOS: B  
 ICU Level of Service B

Splits and Phases: 9: S. Yosemite St. & SW Access Drive



Queues  
9: S. Yosemite St. & SW Access Drive

Park Meadows  
12/29/2022



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	17	23	195	89	18	942	316	105	1029
v/c Ratio	0.06	0.06	0.68	0.18	0.12	0.50	0.32	0.33	0.32
Control Delay	20.3	11.2	36.8	0.8	31.7	13.2	2.6	32.7	7.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	20.3	11.2	36.8	0.8	31.7	13.2	2.6	32.7	7.5
Queue Length 50th (ft)	6	2	77	0	7	141	0	22	58
Queue Length 95th (ft)	19	17	131	0	26	209	39	45	138
Internal Link Dist (ft)		125		289		556			970
Turn Bay Length (ft)					140			450	
Base Capacity (vph)	362	471	384	598	148	1887	991	321	3217
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.05	0.05	0.51	0.15	0.12	0.50	0.32	0.33	0.32

Intersection Summary

HCM 6th Signalized Intersection Summary  
 9: S. Yosemite St. & SW Access Drive

Park Meadows  
 12/29/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗		↖	↑↑	↗	↖↗	↑↑↗	
Traffic Volume (veh/h)	16	5	17	179	0	82	17	867	291	97	932	15
Future Volume (veh/h)	16	5	17	179	0	82	17	867	291	97	932	15
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	17	5	18	195	0	89	18	942	316	105	1013	16
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	280	66	236	342	0	292	38	1993	889	215	3117	49
Arrive On Green	0.18	0.18	0.18	0.18	0.00	0.18	0.02	0.56	0.56	0.06	0.60	0.60
Sat Flow, veh/h	1308	356	1283	1388	0	1585	1781	3554	1585	3456	5178	82
Grp Volume(v), veh/h	17	0	23	195	0	89	18	942	316	105	666	363
Grp Sat Flow(s),veh/h/ln	1308	0	1639	1388	0	1585	1781	1777	1585	1728	1702	1856
Q Serve(g_s), s	0.8	0.0	0.8	9.5	0.0	3.4	0.7	11.1	7.7	2.1	6.8	6.8
Cycle Q Clear(g_c), s	4.2	0.0	0.8	10.3	0.0	3.4	0.7	11.1	7.7	2.1	6.8	6.8
Prop In Lane	1.00		0.78	1.00		1.00	1.00		1.00	1.00		0.04
Lane Grp Cap(c), veh/h	280	0	302	342	0	292	38	1993	889	215	2049	1117
V/C Ratio(X)	0.06	0.00	0.08	0.57	0.00	0.31	0.48	0.47	0.36	0.49	0.32	0.33
Avail Cap(c_a), veh/h	404	0	457	474	0	442	140	1993	889	272	2049	1117
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	0.00	1.00	1.00	0.00	1.00	0.90	0.90	0.90	0.96	0.96	0.96
Uniform Delay (d), s/veh	26.5	0.0	23.6	27.9	0.0	24.7	33.9	9.2	8.4	31.7	6.9	6.9
Incr Delay (d2), s/veh	0.1	0.0	0.1	1.5	0.0	0.6	8.3	0.7	1.0	1.7	0.4	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	0.3	3.1	0.0	1.3	0.4	3.8	2.5	0.9	2.1	2.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	26.6	0.0	23.7	29.4	0.0	25.3	42.2	9.9	9.4	33.4	7.3	7.6
LnGrp LOS	C	A	C	C	A	C	D	A	A	C	A	A
Approach Vol, veh/h		40			284			1276			1134	
Approach Delay, s/veh		25.0			28.1			10.2			9.8	
Approach LOS		C			C			B			A	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.9	43.8		17.4	6.0	46.6		17.4				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	5.5	31.5		19.5	5.5	31.5		19.5				
Max Q Clear Time (g_c+I1), s	4.1	13.1		6.2	2.7	8.8		12.3				
Green Ext Time (p_c), s	0.0	7.7		0.1	0.0	7.3		0.6				

Intersection Summary

HCM 6th Ctrl Delay	12.1
HCM 6th LOS	B



Lanes and Geometrics  
 10: S. Yosemite St. & S. Chester St.



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)		0%	0%		0%	
Storage Length (ft)	200			0	0	140
Storage Lanes	1			1	2	1
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	0.91	0.95	1.00	0.97	1.00
Ped Bike Factor						
Frt				0.850		0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1770	5085	3539	1583	3433	1583
Flt Permitted	0.251				0.950	
Satd. Flow (perm)	468	5085	3539	1583	3433	1583
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)				434		55
Link Speed (mph)		30	30		30	
Link Distance (ft)		1842	1050		476	
Travel Time (s)		41.9	23.9		10.8	

Intersection Summary

Area Type: Other

Timings  
10: S. Yosemite St. & S. Chester St.

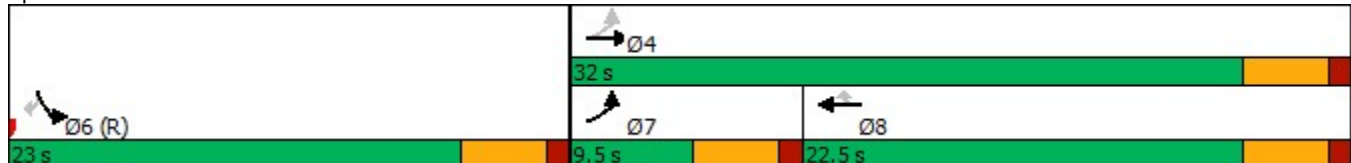


Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↖	↑↑↑	↑↑	↗	↙↘	↘
Traffic Volume (vph)	49	639	558	399	374	51
Future Volume (vph)	49	639	558	399	374	51
Turn Type	pm+pt	NA	NA	Perm	Prot	Perm
Protected Phases	7	4	8		6	
Permitted Phases	4			8		6
Detector Phase	7	4	8	8	6	6
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	22.5	22.5	22.5	22.5
Total Split (s)	9.5	32.0	22.5	22.5	23.0	23.0
Total Split (%)	17.3%	58.2%	40.9%	40.9%	41.8%	41.8%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead		Lag	Lag		
Lead-Lag Optimize?	Yes		Yes	Yes		
Recall Mode	None	None	None	None	C-Max	C-Max
Act Effct Green (s)	21.9	21.9	16.2	16.2	24.1	24.1
Actuated g/C Ratio	0.40	0.40	0.29	0.29	0.44	0.44
v/c Ratio	0.17	0.34	0.58	0.56	0.27	0.08
Control Delay	9.1	11.3	18.6	5.0	9.6	3.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	9.1	11.3	18.6	5.0	9.6	3.0
LOS	A	B	B	A	A	A
Approach Delay		11.1	13.0		8.8	
Approach LOS		B	B		A	

Intersection Summary

Cycle Length: 55  
 Actuated Cycle Length: 55  
 Offset: 0 (0%), Referenced to phase 2: and 6:SBL, Start of Green  
 Natural Cycle: 55  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.58  
 Intersection Signal Delay: 11.5  
 Intersection Capacity Utilization 41.5%  
 Analysis Period (min) 15  
 Intersection LOS: B  
 ICU Level of Service A

Splits and Phases: 10: S. Yosemite St. & S. Chester St.



Queues  
10: S. Yosemite St. & S. Chester St.

Park Meadows  
12/29/2022



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Group Flow (vph)	53	695	607	434	407	55
v/c Ratio	0.17	0.34	0.58	0.56	0.27	0.08
Control Delay	9.1	11.3	18.6	5.0	9.6	3.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	9.1	11.3	18.6	5.0	9.6	3.0
Queue Length 50th (ft)	8	43	83	0	34	0
Queue Length 95th (ft)	22	63	125	51	52	11
Internal Link Dist (ft)		1762	970		396	
Turn Bay Length (ft)	200					140
Base Capacity (vph)	305	2542	1158	810	1502	723
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.17	0.27	0.52	0.54	0.27	0.08

Intersection Summary

HCM 6th Signalized Intersection Summary  
 10: S. Yosemite St. & S. Chester St.
























Park Meadows  
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Movement	EBL	EBT	WBT	WBR	SBL	SBR	
Lane Configurations							
Traffic Volume (veh/h)	49	639	558	399	374	51	
Future Volume (veh/h)	49	639	558	399	374	51	
Initial Q (Qb), veh	0	0	0	0	0	0	
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	
Work Zone On Approach		No	No		No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	
Adj Flow Rate, veh/h	53	695	607	434	407	55	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	
Percent Heavy Veh, %	2	2	2	2	2	2	
Cap, veh/h	314	2277	1115	497	1349	619	
Arrive On Green	0.05	0.45	0.31	0.31	0.39	0.39	
Sat Flow, veh/h	1781	5274	3647	1585	3456	1585	
Grp Volume(v), veh/h	53	695	607	434	407	55	
Grp Sat Flow(s),veh/h/ln	1781	1702	1777	1585	1728	1585	
Q Serve(g_s), s	1.0	4.8	7.8	14.2	4.5	1.2	
Cycle Q Clear(g_c), s	1.0	4.8	7.8	14.2	4.5	1.2	
Prop In Lane	1.00			1.00	1.00	1.00	
Lane Grp Cap(c), veh/h	314	2277	1115	497	1349	619	
V/C Ratio(X)	0.17	0.31	0.54	0.87	0.30	0.09	
Avail Cap(c_a), veh/h	386	2553	1163	519	1349	619	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	
Upstream Filter(l)	0.83	0.83	0.86	0.86	0.98	0.98	
Uniform Delay (d), s/veh	11.1	9.8	15.6	17.8	11.6	10.6	
Incr Delay (d2), s/veh	0.2	0.1	0.4	12.9	0.6	0.3	
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	
%ile BackOfQ(50%),veh/ln	0.4	1.5	2.8	6.3	1.6	1.4	
Unsig. Movement Delay, s/veh							
LnGrp Delay(d),s/veh	11.4	9.8	16.0	30.8	12.1	10.9	
LnGrp LOS	B	A	B	C	B	B	
Approach Vol, veh/h		748	1041		462		
Approach Delay, s/veh		9.9	22.2		12.0		
Approach LOS		A	C		B		
Timer - Assigned Phs				4	6	7	8
Phs Duration (G+Y+Rc), s				29.0	26.0	7.3	21.8
Change Period (Y+Rc), s				4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s				27.5	18.5	5.0	18.0
Max Q Clear Time (g_c+I1), s				6.8	6.5	3.0	16.2
Green Ext Time (p_c), s				4.8	1.4	0.0	1.0
<b>Intersection Summary</b>							
HCM 6th Ctrl Delay			16.0				
HCM 6th LOS			B				

Lanes and Geometrics  
 11: S. Chester St. & Westview Rd./NW Access Drive

Park Meadows  
 12/29/2022

												
Lane Group	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
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	85		0	0		0	90		0	190		0
Storage Lanes	1		0	1		1	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.97	0.95	0.95
Ped Bike Factor		0.889				0.850		0.978			0.959	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1656	0	1770	1863	1583	1770	3461	0	3433	3394	0
Flt Permitted	0.731			0.692			0.950			0.950		
Satd. Flow (perm)	1362	1656	0	1289	1863	1583	1770	3461	0	3433	3394	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		74				291		37			106	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		259			217			476			565	
Travel Time (s)		5.9			4.9			10.8			12.8	

Intersection Summary

Area Type: Other

Timings  
11: S. Chester St. & Westview Rd./NW Access Drive

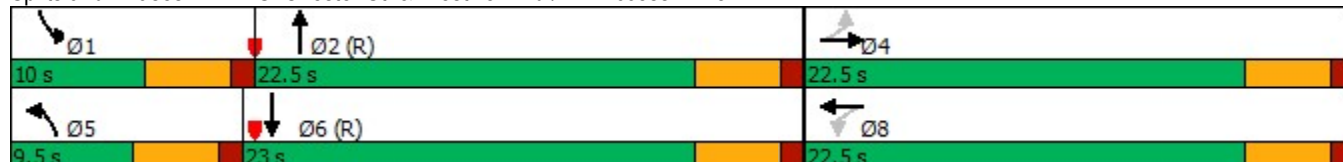
Park Meadows  
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Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	78	24	40	37	268	68	330	207	305
Future Volume (vph)	78	24	40	37	268	68	330	207	305
Turn Type	Perm	NA	Perm	NA	Free	Prot	NA	Prot	NA
Protected Phases		4		8		5	2	1	6
Permitted Phases	4		8		Free				
Detector Phase	4	4	8	8		5	2	1	6
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0		5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	22.5		9.5	22.5	9.5	22.5
Total Split (s)	22.5	22.5	22.5	22.5		9.5	22.5	10.0	23.0
Total Split (%)	40.9%	40.9%	40.9%	40.9%		17.3%	40.9%	18.2%	41.8%
Yellow Time (s)	3.5	3.5	3.5	3.5		3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5		4.5	4.5	4.5	4.5
Lead/Lag						Lead	Lag	Lead	Lag
Lead-Lag Optimize?						Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None		None	C-Max	None	C-Max
Act Effct Green (s)	8.8	8.8	8.8	8.8	55.0	7.7	25.8	8.9	32.1
Actuated g/C Ratio	0.16	0.16	0.16	0.16	1.00	0.14	0.47	0.16	0.58
v/c Ratio	0.39	0.30	0.21	0.13	0.18	0.30	0.26	0.41	0.23
Control Delay	25.0	10.6	21.2	19.4	0.3	21.8	10.2	22.5	7.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	25.0	10.6	21.2	19.4	0.3	21.8	10.2	22.5	7.7
LOS	C	B	C	B	A	C	B	C	A
Approach Delay		17.2		4.7			11.9		12.6
Approach LOS		B		A			B		B

**Intersection Summary**

Cycle Length: 55  
 Actuated Cycle Length: 55  
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green  
 Natural Cycle: 55  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.41  
 Intersection Signal Delay: 11.2 Intersection LOS: B  
 Intersection Capacity Utilization 39.1% ICU Level of Service A  
 Analysis Period (min) 15

Splits and Phases: 11: S. Chester St. & Westview Rd./NW Access Drive



Queues  
 11: S. Chester St. & Westview Rd./NW Access Drive

Park Meadows  
 12/29/2022



Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	85	100	43	40	291	74	420	225	457
v/c Ratio	0.39	0.30	0.21	0.13	0.18	0.30	0.26	0.41	0.23
Control Delay	25.0	10.6	21.2	19.4	0.3	21.8	10.2	22.5	7.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	25.0	10.6	21.2	19.4	0.3	21.8	10.2	22.5	7.7
Queue Length 50th (ft)	25	7	12	11	0	21	42	34	34
Queue Length 95th (ft)	55	38	33	30	0	m35	93	58	74
Internal Link Dist (ft)		179		137			396		485
Turn Bay Length (ft)	85					90		190	
Base Capacity (vph)	445	591	421	609	1583	248	1640	555	2022
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.19	0.17	0.10	0.07	0.18	0.30	0.26	0.41	0.23

Intersection Summary

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

HCM 6th Signalized Intersection Summary  
 11: S. Chester St. & Westview Rd./NW Access Drive

Park Meadows  
 12/29/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↖	↗	↖	↖↗		↖↗	↖↗	
Traffic Volume (veh/h)	78	24	68	40	37	268	68	330	56	207	305	115
Future Volume (veh/h)	78	24	68	40	37	268	68	330	56	207	305	115
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	85	26	74	43	40	0	74	359	61	225	332	125
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	277	54	154	221	235		110	1621	273	332	1440	533
Arrive On Green	0.13	0.13	0.13	0.13	0.13	0.00	0.06	0.53	0.53	0.10	0.57	0.57
Sat Flow, veh/h	1367	429	1221	1295	1870	1585	1781	3043	512	3456	2539	939
Grp Volume(v), veh/h	85	0	100	43	40	0	74	208	212	225	231	226
Grp Sat Flow(s),veh/h/ln	1367	0	1651	1295	1870	1585	1781	1777	1778	1728	1777	1701
Q Serve(g_s), s	3.3	0.0	3.1	1.8	1.1	0.0	2.2	3.4	3.5	3.5	3.5	3.7
Cycle Q Clear(g_c), s	4.3	0.0	3.1	4.9	1.1	0.0	2.2	3.4	3.5	3.5	3.5	3.7
Prop In Lane	1.00		0.74	1.00		1.00	1.00		0.29	1.00		0.55
Lane Grp Cap(c), veh/h	277	0	208	221	235		110	946	947	332	1008	965
V/C Ratio(X)	0.31	0.00	0.48	0.19	0.17		0.67	0.22	0.22	0.68	0.23	0.23
Avail Cap(c_a), veh/h	552	0	540	482	612		162	946	947	346	1008	965
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	0.00	1.00	1.00	1.00	0.00	0.84	0.84	0.84	0.89	0.89	0.89
Uniform Delay (d), s/veh	23.4	0.0	22.4	24.6	21.5	0.0	25.3	6.8	6.8	24.0	5.9	5.9
Incr Delay (d2), s/veh	0.6	0.0	1.7	0.4	0.3	0.0	5.9	0.5	0.5	4.4	0.5	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	0.0	1.2	0.5	0.4	0.0	1.1	1.1	1.1	1.5	1.1	1.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	24.0	0.0	24.1	25.1	21.8	0.0	31.2	7.3	7.3	28.5	6.4	6.4
LnGrp LOS	C	A	C	C	C		C	A	A	C	A	A
Approach Vol, veh/h		185			83	A		494			682	
Approach Delay, s/veh		24.1			23.5			10.9			13.7	
Approach LOS		C			C			B			B	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.8	33.8		11.4	7.9	35.7		11.4				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	5.5	18.0		18.0	5.0	18.5		18.0				
Max Q Clear Time (g_c+I1), s	5.5	5.5		6.3	4.2	5.7		6.9				
Green Ext Time (p_c), s	0.0	2.0		0.6	0.0	2.3		0.2				

Intersection Summary

HCM 6th Ctrl Delay	14.6
HCM 6th LOS	B

Notes

Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.



Lanes and Geometrics  
 12: Park Meadows Ring Rd. & North Access Drive



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕↕	↕	↕	↕	↕
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)		0%	0%		0%	
Storage Length (ft)	0			0	0	0
Storage Lanes	0			1	1	1
Taper Length (ft)	25				25	
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt				0.850		0.850
Flt Protected		0.977			0.950	
Satd. Flow (prot)	0	3458	1863	1583	1770	1583
Flt Permitted		0.977			0.950	
Satd. Flow (perm)	0	3458	1863	1583	1770	1583
Link Speed (mph)		30	30		30	
Link Distance (ft)		1249	1271		255	
Travel Time (s)		28.4	28.9		5.8	

Intersection Summary

Area Type: Other

HCM Unsignalized Intersection Capacity Analysis  
 12: Park Meadows Ring Rd. & North Access Drive



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↔↑	↑	↗	↖	↗
Traffic Volume (veh/h)	93	109	151	199	343	130
Future Volume (Veh/h)	93	109	151	199	343	130
Sign Control		Stop	Stop		Free	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	101	118	164	216	373	141
<b>Pedestrians</b>						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage (veh)						
Upstream signal (ft)	255					
pX, platoon unblocked						
vC, conflicting volume	828	746	746	0	0	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	828	746	746	0	0	
tC, single (s)	7.1	6.5	6.5	6.2	4.1	
tC, 2 stage (s)						
tF (s)	3.5	4.0	4.0	3.3	2.2	
p0 queue free %	0	55	38	80	77	
cM capacity (veh/h)	99	263	263	1085	1623	
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	SB 1	SB 2
Volume Total	140	79	164	216	373	141
Volume Left	101	0	0	0	373	0
Volume Right	0	0	0	216	0	141
cSH	119	263	263	1085	1623	1700
Volume to Capacity	1.17	0.30	0.62	0.20	0.23	0.08
Queue Length 95th (ft)	217	30	95	19	22	0
Control Delay (s)	206.5	24.4	38.9	9.1	7.9	0.0
Lane LOS	F	C	E	A	A	
Approach Delay (s)	141.1		22.0		5.7	
Approach LOS	F		C			
<b>Intersection Summary</b>						
Average Delay	37.9					
Intersection Capacity Utilization	42.7%					
ICU Level of Service	A					
Analysis Period (min)	15					

Lanes and Geometrics  
 13: Park Meadows Ring Rd. & East Access Drive



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%		0%			0%
Storage Length (ft)	0	0		0	0	
Storage Lanes	1	1		1	0	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	0.95
Ped Bike Factor						
Frt		0.850		0.850		
Flt Protected	0.950					0.969
Satd. Flow (prot)	1770	1583	1863	1583	0	3429
Flt Permitted	0.950					0.969
Satd. Flow (perm)	1770	1583	1863	1583	0	3429
Link Speed (mph)	30		30			30
Link Distance (ft)	204		1336			1271
Travel Time (s)	4.6		30.4			28.9

Intersection Summary

Area Type: Other

HCM Unsignalized Intersection Capacity Analysis  
 13: Park Meadows Ring Rd. & East Access Drive

Park Meadows  
 12/29/2022



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						 
Traffic Volume (veh/h)	178	190	100	208	220	120
Future Volume (Veh/h)	178	190	100	208	220	120
Sign Control	Free		Stop		Stop	
Grade	0%		0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	193	207	109	226	239	130
<b>Pedestrians</b>						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage (veh)						
Upstream signal (ft)	204					
pX, platoon unblocked						
vC, conflicting volume	0		386	0	440	386
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	0		386	0	440	386
tC, single (s)	4.1		6.5	6.2	7.1	6.5
tC, 2 stage (s)						
tF (s)	2.2		4.0	3.3	3.5	4.0
p0 queue free %	88		77	79	24	73
cM capacity (veh/h)	1623		483	1085	314	483
<b>Direction, Lane #</b>	<b>WB 1</b>	<b>WB 2</b>	<b>NB 1</b>	<b>NB 2</b>	<b>SB 1</b>	<b>SB 2</b>
Volume Total	193	207	109	226	282	87
Volume Left	193	0	0	0	239	0
Volume Right	0	207	0	226	0	0
cSH	1623	1700	483	1085	332	483
Volume to Capacity	0.12	0.12	0.23	0.21	0.85	0.18
Queue Length 95th (ft)	10	0	21	20	191	16
Control Delay (s)	7.5	0.0	14.6	9.2	54.7	14.1
Lane LOS	A		B	A	F	B
Approach Delay (s)	3.6		11.0		45.2	
Approach LOS			B		E	
<b>Intersection Summary</b>						
Average Delay			19.7			
Intersection Capacity Utilization			35.4%	ICU Level of Service	A	
Analysis Period (min)			15			

Lanes and Geometrics  
 14: SE Access Drive & Park Meadows Ring Rd.



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↑		↑↑	↑	↑
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)		0	0		0	0
Storage Lanes		1	0		1	1
Taper Length (ft)			25		25	
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	1.00
Ped Bike Factor						
Frt		0.850				0.850
Flt Protected				0.963	0.950	
Satd. Flow (prot)	1863	1583	0	3408	1770	1583
Flt Permitted				0.963	0.950	
Satd. Flow (perm)	1863	1583	0	3408	1770	1583
Link Speed (mph)	30			30	30	
Link Distance (ft)	1563			1336	207	
Travel Time (s)	35.5			30.4	4.7	

Intersection Summary

Area Type: Other

HCM Unsignalized Intersection Capacity Analysis  
 14: SE Access Drive & Park Meadows Ring Rd.

Park Meadows  
 12/29/2022



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↑		↑↑	↑	↑
Traffic Volume (veh/h)	51	155	133	40	83	109
Future Volume (Veh/h)	51	155	133	40	83	109
Sign Control	Stop			Stop	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	55	168	145	43	90	118
<b>Pedestrians</b>						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage (veh)						
Upstream signal (ft)	207					
pX, platoon unblocked						
vC, conflicting volume	180	0	208	180	0	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	180	0	208	180	0	
tC, single (s)	6.5	6.2	7.1	6.5	4.1	
tC, 2 stage (s)						
tF (s)	4.0	3.3	3.5	4.0	2.2	
p0 queue free %	92	85	75	94	94	
cM capacity (veh/h)	674	1085	569	674	1623	
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	NB 2
Volume Total	55	168	159	29	90	118
Volume Left	0	0	145	0	90	0
Volume Right	0	168	0	0	0	118
cSH	674	1085	578	674	1623	1700
Volume to Capacity	0.08	0.15	0.28	0.04	0.06	0.07
Queue Length 95th (ft)	7	14	28	3	4	0
Control Delay (s)	10.8	8.9	13.6	10.6	7.3	0.0
Lane LOS	B	A	B	B	A	
Approach Delay (s)	9.4		13.1		3.2	
Approach LOS	A		B			
<b>Intersection Summary</b>						
Average Delay			8.4			
Intersection Capacity Utilization			25.3%		ICU Level of Service	A
Analysis Period (min)			15			

Lanes and Geometrics  
 15: Park Meadows Ring Rd. & SW Access Drive

Park Meadows  
 12/29/2022



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)	0	0	0			0
Storage Lanes	1	1	0			1
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	1.00
Ped Bike Factor						
Frt		0.850				0.850
Flt Protected	0.950			0.967		
Satd. Flow (prot)	1770	1583	0	3422	1863	1583
Flt Permitted	0.950			0.967		
Satd. Flow (perm)	1770	1583	0	3422	1863	1583
Link Speed (mph)	30			30	30	
Link Distance (ft)	369			1563	1358	
Travel Time (s)	8.4			35.5	30.9	

Intersection Summary

Area Type: Other

HCM Unsignalized Intersection Capacity Analysis  
 15: Park Meadows Ring Rd. & SW Access Drive

Park Meadows  
 12/29/2022



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	191	167	163	74	88	127
Future Volume (Veh/h)	191	167	163	74	88	127
Sign Control	Free			Stop	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	208	182	177	80	96	138
<b>Pedestrians</b>						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage (veh)						
Upstream signal (ft)	369					
pX, platoon unblocked						
vC, conflicting volume	0		464	416	416	0
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	0		464	416	416	0
tC, single (s)	4.1		7.1	6.5	6.5	6.2
tC, 2 stage (s)						
tF (s)	2.2		3.5	4.0	4.0	3.3
p0 queue free %	87		47	83	79	87
cM capacity (veh/h)	1623		337	460	460	1085
<b>Direction, Lane #</b>	<b>EB 1</b>	<b>EB 2</b>	<b>NB 1</b>	<b>NB 2</b>	<b>SB 1</b>	<b>SB 2</b>
Volume Total	208	182	204	53	96	138
Volume Left	208	0	177	0	0	0
Volume Right	0	182	0	0	0	138
cSH	1623	1700	349	460	460	1085
Volume to Capacity	0.13	0.11	0.58	0.12	0.21	0.13
Queue Length 95th (ft)	11	0	88	10	19	11
Control Delay (s)	7.5	0.0	28.8	13.9	14.9	8.8
Lane LOS	A		D	B	B	A
Approach Delay (s)	4.0		25.7		11.3	
Approach LOS			D		B	
<b>Intersection Summary</b>						
Average Delay			12.3			
Intersection Capacity Utilization			32.9%	ICU Level of Service	A	
Analysis Period (min)			15			



Lanes and Geometrics  
 16: Park Meadows Ring Rd. & NW Access Drive



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%		0%		0%	
Storage Length (ft)	0	0	0			0
Storage Lanes	1	1	0			1
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	1.00
Ped Bike Factor						
Frt	0.850				0.850	
Flt Protected	0.950		0.963			
Satd. Flow (prot)	1770	1583	0	3408	1863	1583
Flt Permitted	0.950		0.963			
Satd. Flow (perm)	1770	1583	0	3408	1863	1583
Link Speed (mph)	30		30		30	
Link Distance (ft)	217		1358		1249	
Travel Time (s)	4.9		30.9		28.4	

Intersection Summary

Area Type: Other

HCM Unsignalized Intersection Capacity Analysis  
 16: Park Meadows Ring Rd. & NW Access Drive

Park Meadows  
 12/29/2022



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	89	151	201	59	145	136
Future Volume (Veh/h)	89	151	201	59	145	136
Sign Control	Free			Stop	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	97	164	218	64	158	148
<b>Pedestrians</b>						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage (veh)						
Upstream signal (ft)	217					
pX, platoon unblocked						
vC, conflicting volume	0		273	194	194	0
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	0		273	194	194	0
tC, single (s)	4.1		7.1	6.5	6.5	6.2
tC, 2 stage (s)						
tF (s)	2.2		3.5	4.0	4.0	3.3
p0 queue free %	94		52	90	76	86
cM capacity (veh/h)	1623		457	659	659	1085
<b>Direction, Lane #</b>	<b>EB 1</b>	<b>EB 2</b>	<b>NB 1</b>	<b>NB 2</b>	<b>SB 1</b>	<b>SB 2</b>
Volume Total	97	164	239	43	158	148
Volume Left	97	0	218	0	0	0
Volume Right	0	164	0	0	0	148
cSH	1623	1700	470	659	659	1085
Volume to Capacity	0.06	0.10	0.51	0.06	0.24	0.14
Queue Length 95th (ft)	5	0	71	5	23	12
Control Delay (s)	7.4	0.0	20.3	10.8	12.2	8.8
Lane LOS	A		C	B	B	A
Approach Delay (s)	2.7		18.9		10.6	
Approach LOS			C		B	
<b>Intersection Summary</b>						
Average Delay	10.9					
Intersection Capacity Utilization	33.7%		ICU Level of Service			A
Analysis Period (min)	15					

Lanes and Geometrics  
 17: Park Meadows Mall Ring Rd. & Road D

Park Meadows  
 12/30/2022



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)	0	0	0			0
Storage Lanes	1	0	0			0
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	0.95	0.95	0.95	0.95
Ped Bike Factor						
Frt	0.932				0.994	
Flt Protected	0.976			0.997		
Satd. Flow (prot)	1694	0	0	3529	3518	0
Flt Permitted	0.976			0.997		
Satd. Flow (perm)	1694	0	0	3529	3518	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	172			150	215	
Travel Time (s)	3.9			3.4	4.9	

Intersection Summary

Area Type: Other

Intersection						
Int Delay, s/veh	0.9					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T			T		
Traffic Vol, veh/h	15	15	17	260	230	10
Future Vol, veh/h	15	15	17	260	230	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	16	16	18	283	250	11

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	434	131	261	0	0
Stage 1	256	-	-	-	-
Stage 2	178	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-
Pot Cap-1 Maneuver	550	894	1300	-	-
Stage 1	763	-	-	-	-
Stage 2	835	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	541	894	1300	-	-
Mov Cap-2 Maneuver	541	-	-	-	-
Stage 1	751	-	-	-	-
Stage 2	835	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10.6	0.6	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1300	-	674	-	-
HCM Lane V/C Ratio	0.014	-	0.048	-	-
HCM Control Delay (s)	7.8	0.1	10.6	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.2	-	-

Lanes and Geometrics  
 18: Park Meadows Mall Ring Rd. & Road C



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)	0	0	0			0
Storage Lanes	0	1	0			0
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	0.95
Ped Bike Factor						
Frt		0.865			0.991	
Flt Protected						
Satd. Flow (prot)	0	1611	0	3539	3507	0
Flt Permitted						
Satd. Flow (perm)	0	1611	0	3539	3507	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	184			215	83	
Travel Time (s)	4.2			4.9	1.9	

Intersection Summary

Area Type: Other

Intersection						
Int Delay, s/veh	0.3					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		↗		↑↑	↑↑	
Traffic Vol, veh/h	0	15	0	275	224	14
Future Vol, veh/h	0	15	0	275	224	14
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	16	0	299	243	15

Major/Minor	Minor2	Major1	Major2		
Conflicting Flow All	-	129	-	0	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-
Critical Hdwy	-	6.94	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-
Follow-up Hdwy	-	3.32	-	-	-
Pot Cap-1 Maneuver	0	897	0	-	-
Stage 1	0	-	0	-	-
Stage 2	0	-	0	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	-	897	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.1	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT EBLn1	SBT	SBR
Capacity (veh/h)	- 897	-	-
HCM Lane V/C Ratio	- 0.018	-	-
HCM Control Delay (s)	- 9.1	-	-
HCM Lane LOS	- A	-	-
HCM 95th %tile Q(veh)	- 0.1	-	-

Lanes and Geometrics  
 19: Park Meadows Mall Ring Rd. & South Parking Garage

Park Meadows  
 01/04/2023



Lane Group	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
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		0	0		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	0.95	0.95
Ped Bike Factor		0.944									0.941	
Flt Protected		0.972						0.988				
Satd. Flow (prot)	0	1709	0	0	1863	0	0	3497	0	0	3330	0
Flt Permitted		0.972						0.988				
Satd. Flow (perm)	0	1709	0	0	1863	0	0	3497	0	0	3330	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		109			79			83			242	
Travel Time (s)		2.5			1.8			1.9			5.5	

Intersection Summary

Area Type: Other

Intersection	
Intersection Delay, s/veh	9.8
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	101	0	72	0	0	0	68	207	0	0	181	117
Future Vol, veh/h	101	0	72	0	0	0	68	207	0	0	181	117
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
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	110	0	78	0	0	0	74	225	0	0	197	127
Number of Lanes	0	1	0	0	1	0	0	2	0	0	2	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	1	1
HCM Control Delay	10.2	0	9.9	9.4
HCM LOS	B	-	A	A

Lane	NBLn1	NBLn2	EBLn1	WBLn1	SBLn1	SBLn2
Vol Left, %	50%	0%	58%	0%	0%	0%
Vol Thru, %	50%	100%	0%	100%	100%	34%
Vol Right, %	0%	0%	42%	0%	0%	66%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	137	138	173	0	121	177
LT Vol	68	0	101	0	0	0
Through Vol	69	138	0	0	121	60
RT Vol	0	0	72	0	0	117
Lane Flow Rate	149	150	188	0	131	193
Geometry Grp	7	7	2	2	7	7
Degree of Util (X)	0.231	0.223	0.27	0	0.195	0.261
Departure Headway (Hd)	5.596	5.345	5.176	5.746	5.347	4.881
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	637	668	690	0	666	731
Service Time	3.366	3.116	3.241	3.746	3.114	2.648
HCM Lane V/C Ratio	0.234	0.225	0.272	0	0.197	0.264
HCM Control Delay	10.1	9.7	10.2	8.7	9.4	9.4
HCM Lane LOS	B	A	B	N	A	A
HCM 95th-tile Q	0.9	0.8	1.1	0	0.7	1



Lanes and Geometrics  
 20: Park Meadows Mall Ring Rd. & Road B

Park Meadows  
 12/30/2022



Lane Group	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
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		0	1		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	0.95	0.95
Ped Bike Factor												
Frt		0.932			0.850			0.979			0.994	
Flt Protected		0.976		0.950				0.998			0.994	
Satd. Flow (prot)	0	1694	0	1770	1583	0	0	3458	0	0	3497	0
Flt Permitted		0.976		0.950				0.998			0.994	
Satd. Flow (perm)	0	1694	0	1770	1583	0	0	3458	0	0	3497	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		129			151			397			155	
Travel Time (s)		2.9			3.4			9.0			3.5	

Intersection Summary

Area Type: Other

Intersection	
Intersection Delay, s/veh	10
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕		↕	↕			↕			↕	
Traffic Vol, veh/h	15	0	15	30	0	30	10	280	47	47	325	17
Future Vol, veh/h	15	0	15	30	0	30	10	280	47	47	325	17
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
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	16	0	16	33	0	33	11	304	51	51	353	18
Number of Lanes	0	1	0	1	1	0	0	2	0	0	2	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	1	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	1	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	2	1
HCM Control Delay	9.6	9.4	9.8	10.3
HCM LOS	A	A	A	B

Lane	NBLn1	NBLn2	EBLn1	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	7%	0%	50%	100%	0%	22%	0%
Vol Thru, %	93%	75%	0%	0%	0%	78%	91%
Vol Right, %	0%	25%	50%	0%	100%	0%	9%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	150	187	30	30	30	210	180
LT Vol	10	0	15	30	0	47	0
Through Vol	140	140	0	0	0	163	163
RT Vol	0	47	15	0	30	0	17
Lane Flow Rate	163	203	33	33	33	228	195
Geometry Grp	7	7	6	7	7	7	7
Degree of Util (X)	0.238	0.285	0.056	0.062	0.051	0.334	0.276
Departure Headway (Hd)	5.265	5.055	6.137	6.832	5.618	5.28	5.101
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	678	707	579	521	632	679	700
Service Time	3.023	2.812	4.225	4.619	3.404	3.036	2.857
HCM Lane V/C Ratio	0.24	0.287	0.057	0.063	0.052	0.336	0.279
HCM Control Delay	9.7	9.8	9.6	10.1	8.7	10.7	9.8
HCM Lane LOS	A	A	A	B	A	B	A
HCM 95th-tile Q	0.9	1.2	0.2	0.2	0.2	1.5	1.1

Lanes and Geometrics  
 21: Park Meadows Mall Ring Rd. & Central Parking Garage Access

Park Meadows  
 12/30/2022






Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)	0	0	0			0
Storage Lanes	1	0	0			0
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	0.95	0.95	0.95	0.95
Ped Bike Factor						
Frt	0.943				0.969	
Flt Protected	0.972			0.990		
Satd. Flow (prot)	1707	0	0	3504	3429	0
Flt Permitted	0.972			0.990		
Satd. Flow (perm)	1707	0	0	3504	3429	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	153			155	142	
Travel Time (s)	3.5			3.5	3.2	

Intersection Summary

Area Type: Other

Intersection	
Intersection Delay, s/veh	9.8
Intersection LOS	A

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	70	51	58	237	292	76
Future Vol, veh/h	70	51	58	237	292	76
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	76	55	63	258	317	83
Number of Lanes	1	0	0	2	2	0

Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	2	2
Conflicting Approach Left	SB	EB	
Conflicting Lanes Left	2	1	0
Conflicting Approach Right	NB		EB
Conflicting Lanes Right	2	0	1
HCM Control Delay	9.7	9.8	9.9
HCM LOS	A	A	A

Lane	NBLn1	NBLn2	EBLn1	SBLn1	SBLn2
Vol Left, %	42%	0%	58%	0%	0%
Vol Thru, %	58%	100%	0%	100%	56%
Vol Right, %	0%	0%	42%	0%	44%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	137	158	121	195	173
LT Vol	58	0	70	0	0
Through Vol	79	158	0	195	97
RT Vol	0	0	51	0	76
Lane Flow Rate	149	172	132	212	188
Geometry Grp	7	7	2	7	7
Degree of Util (X)	0.227	0.251	0.195	0.306	0.256
Departure Headway (Hd)	5.48	5.266	5.335	5.208	4.899
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	652	678	669	688	729
Service Time	3.24	3.027	3.398	2.963	2.654
HCM Lane V/C Ratio	0.229	0.254	0.197	0.308	0.258
HCM Control Delay	9.9	9.8	9.7	10.3	9.4
HCM Lane LOS	A	A	A	B	A
HCM 95th-tile Q	0.9	1	0.7	1.3	1

Lanes and Geometrics  
 22: Park Meadows Mall Ring Rd. & Road A






Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)	0	0	0			0
Storage Lanes	1	0	0			0
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	0.95	0.95	0.95	0.95
Ped Bike Factor						
Frt	0.945				0.993	
Flt Protected	0.971			0.998		
Satd. Flow (prot)	1709	0	0	3532	3514	0
Flt Permitted	0.971			0.998		
Satd. Flow (perm)	1709	0	0	3532	3514	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	145			142	154	
Travel Time (s)	3.3			3.2	3.5	

Intersection Summary

Area Type: Other

Intersection	
Intersection Delay, s/veh	9.5
Intersection LOS	A

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	15	10	10	298	358	17
Future Vol, veh/h	15	10	10	298	358	17
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	16	11	11	324	389	18
Number of Lanes	1	0	0	2	2	0

Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	2	2
Conflicting Approach Left	SB	EB	
Conflicting Lanes Left	2	1	0
Conflicting Approach Right	NB		EB
Conflicting Lanes Right	2	0	1
HCM Control Delay	8.6	9.3	9.7
HCM LOS	A	A	A

Lane	NBLn1	NBLn2	EBLn1	SBLn1	SBLn2
Vol Left, %	9%	0%	60%	0%	0%
Vol Thru, %	91%	100%	0%	100%	88%
Vol Right, %	0%	0%	40%	0%	12%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	109	199	25	239	136
LT Vol	10	0	15	0	0
Through Vol	99	199	0	239	119
RT Vol	0	0	10	0	17
Lane Flow Rate	119	216	27	259	148
Geometry Grp	7	7	2	7	7
Degree of Util (X)	0.165	0.297	0.04	0.352	0.197
Departure Headway (Hd)	4.989	4.943	5.36	4.883	4.795
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	721	730	668	739	750
Service Time	2.705	2.659	3.395	2.599	2.511
HCM Lane V/C Ratio	0.165	0.296	0.04	0.35	0.197
HCM Control Delay	8.7	9.7	8.6	10.2	8.7
HCM Lane LOS	A	A	A	B	A
HCM 95th-tile Q	0.6	1.2	0.1	1.6	0.7

Lanes and Geometrics  
 1: S. Yosemite St. & E. County Line Rd.

Park Meadows  
 12/29/2022



Lane Group	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	
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12	
Grade (%)	0%		0%		0%		0%		0%		0%		
Storage Length (ft)	175		350	600		0	235		0	210		0	
Storage Lanes	2		1	2		1	2		1	1		0	
Taper Length (ft)	25			25			25			25			
Lane Util. Factor	0.97	0.91	1.00	0.97	0.91	1.00	0.97	0.95	1.00	1.00	0.95	0.95	
Ped Bike Factor	Frt			0.850	Frt			0.850	Frt			0.850	0.937
Flt Protected	0.950			0.950			0.950			0.950			
Satd. Flow (prot)	3433	5085	1583	3433	5085	1583	3433	3539	1583	1770	3316	0	
Flt Permitted	0.950			0.950			0.950			0.950			
Satd. Flow (perm)	3433	5085	1583	3433	5085	1583	3433	3539	1583	1770	3316	0	
Right Turn on Red			Yes			Yes			Yes			Yes	
Satd. Flow (RTOR)			241			142			185			162	
Link Speed (mph)		30			30			30			30		
Link Distance (ft)		556			1568			1842			710		
Travel Time (s)		12.6			35.6			41.9			16.1		

Intersection Summary

Area Type: Other

Timings  
1: S. Yosemite St. & E. County Line Rd.

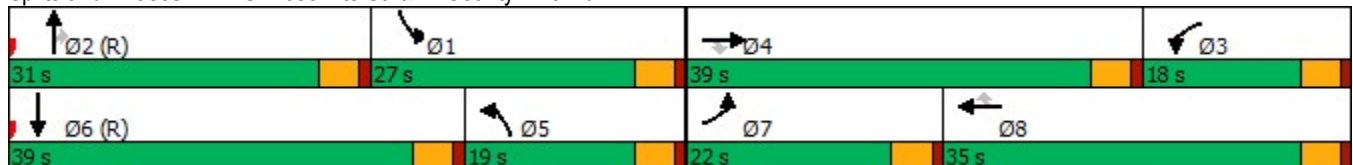
Park Meadows  
12/29/2022

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations											
Traffic Volume (vph)	216	697	222	152	707	74	181	266	95	131	300
Future Volume (vph)	216	697	222	152	707	74	181	266	95	131	300
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA
Protected Phases	7	4		3	8		5	2		1	6
Permitted Phases			4			8			2		
Detector Phase	7	4	4	3	8	8	5	2	2	1	6
Switch Phase											
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5
Total Split (s)	22.0	39.0	39.0	18.0	35.0	35.0	19.0	31.0	31.0	27.0	39.0
Total Split (%)	19.1%	33.9%	33.9%	15.7%	30.4%	30.4%	16.5%	27.0%	27.0%	23.5%	33.9%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead	Lead	Lead	Lag	Lag	Lag	Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	C-Max	C-Max	None	C-Max
Act Effct Green (s)	13.1	26.4	26.4	11.8	25.1	25.1	11.7	39.0	39.0	19.7	47.0
Actuated g/C Ratio	0.11	0.23	0.23	0.10	0.22	0.22	0.10	0.34	0.34	0.17	0.41
v/c Ratio	0.60	0.65	0.44	0.47	0.69	0.18	0.56	0.24	0.16	0.47	0.39
Control Delay	54.7	42.4	6.7	53.3	48.6	3.4	55.2	30.3	0.5	47.9	19.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	54.7	42.4	6.7	53.3	48.6	3.4	55.2	30.3	0.5	47.9	19.0
LOS	D	D	A	D	D	A	E	C	A	D	B
Approach Delay		37.8			45.8			33.5			24.9
Approach LOS		D			D			C			C

Intersection Summary

Cycle Length: 115  
 Actuated Cycle Length: 115  
 Offset: 38 (33%), Referenced to phase 2:NBT and 6:SBT, Start of Green  
 Natural Cycle: 65  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.69  
 Intersection Signal Delay: 36.8  
 Intersection LOS: D  
 Intersection Capacity Utilization 55.2%  
 ICU Level of Service B  
 Analysis Period (min) 15

Splits and Phases: 1: S. Yosemite St. & E. County Line Rd.





Queues

1: S. Yosemite St. & E. County Line Rd.



































Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	235	758	241	165	768	80	197	289	103	142	561
v/c Ratio	0.60	0.65	0.44	0.47	0.69	0.18	0.56	0.24	0.16	0.47	0.39
Control Delay	54.7	42.4	6.7	53.3	48.6	3.4	55.2	30.3	0.5	47.9	19.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	54.7	42.4	6.7	53.3	48.6	3.4	55.2	30.3	0.5	47.9	19.0
Queue Length 50th (ft)	86	186	0	58	163	15	72	80	0	96	104
Queue Length 95th (ft)	123	213	59	55	100	5	108	136	0	156	181
Internal Link Dist (ft)		476			1488			1762			630
Turn Bay Length (ft)	175		350	600			235			210	
Base Capacity (vph)	522	1525	643	411	1355	526	432	1201	659	346	1451
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.45	0.50	0.37	0.40	0.57	0.15	0.46	0.24	0.16	0.41	0.39

Intersection Summary

HCM 6th Signalized Intersection Summary  
 1: S. Yosemite St. & E. County Line Rd.

Park Meadows  
 12/29/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 	  		 	  		 	 			 	
Traffic Volume (veh/h)	216	697	222	152	707	74	181	266	95	131	300	216
Future Volume (veh/h)	216	697	222	152	707	74	181	266	95	131	300	216
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	235	758	241	165	768	80	197	289	103	142	326	235
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	304	1064	330	283	1033	321	875	819	365	575	597	421
Arrive On Green	0.09	0.21	0.21	0.03	0.07	0.07	0.25	0.23	0.23	0.32	0.30	0.30
Sat Flow, veh/h	3456	5106	1585	3456	5106	1585	3456	3554	1585	1781	1991	1404
Grp Volume(v), veh/h	235	758	241	165	768	80	197	289	103	142	290	271
Grp Sat Flow(s),veh/h/ln	1728	1702	1585	1728	1702	1585	1728	1777	1585	1781	1777	1618
Q Serve(g_s), s	7.7	15.9	16.3	5.4	17.0	2.7	5.2	7.8	6.2	6.7	15.7	16.2
Cycle Q Clear(g_c), s	7.7	15.9	16.3	5.4	17.0	2.7	5.2	7.8	6.2	6.7	15.7	16.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.87
Lane Grp Cap(c), veh/h	304	1064	330	283	1033	321	875	819	365	575	533	485
V/C Ratio(X)	0.77	0.71	0.73	0.58	0.74	0.25	0.23	0.35	0.28	0.25	0.54	0.56
Avail Cap(c_a), veh/h	526	1532	476	406	1354	420	875	819	365	575	533	485
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.79	0.79	0.79	0.83	0.83	0.83	1.00	1.00	1.00
Uniform Delay (d), s/veh	51.3	42.3	42.5	54.0	50.7	11.2	34.0	37.1	36.4	28.7	33.7	33.8
Incr Delay (d2), s/veh	4.2	0.9	3.2	1.5	1.3	0.3	0.1	1.0	1.6	0.2	4.0	4.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.5	6.7	6.7	2.5	7.9	2.2	2.2	3.5	2.6	2.9	7.3	6.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	55.5	43.2	45.7	55.5	52.0	11.5	34.1	38.1	38.0	28.9	37.6	38.4
LnGrp LOS	E	D	D	E	D	B	C	D	D	C	D	D
Approach Vol, veh/h		1234			1013			589			703	
Approach Delay, s/veh		46.0			49.4			36.7			36.2	
Approach LOS		D			D			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	41.6	31.0	13.9	28.5	33.6	39.0	14.6	27.8				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	22.5	26.5	13.5	34.5	14.5	34.5	17.5	30.5				
Max Q Clear Time (g_c+I1), s	8.7	9.8	7.4	18.3	7.2	18.2	9.7	19.0				
Green Ext Time (p_c), s	0.3	2.0	0.2	5.6	0.4	3.2	0.5	4.3				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay			43.5									
HCM 6th LOS			D									

Lanes and Geometrics  
 2: S. Chester St. & E. County Line Rd.

Park Meadows  
 12/29/2022



Lane Group	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
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	550		0	525		0	135		0	125		110
Storage Lanes	2		1	2		0	2		1	2		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.97	0.91	1.00	0.97	0.86	0.86	0.97	0.95	1.00	0.97	0.95	1.00
Ped Bike Factor												
Frt			0.850		0.956				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	5085	1583	3433	6126	0	3433	3539	1583	3433	3539	1583
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3433	5085	1583	3433	6126	0	3433	3539	1583	3433	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			142		89				329			212
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1568			1050			565			792	
Travel Time (s)		35.6			23.9			12.8			18.0	

Intersection Summary

Area Type: Other

Timings  
2: S. Chester St. & E. County Line Rd.

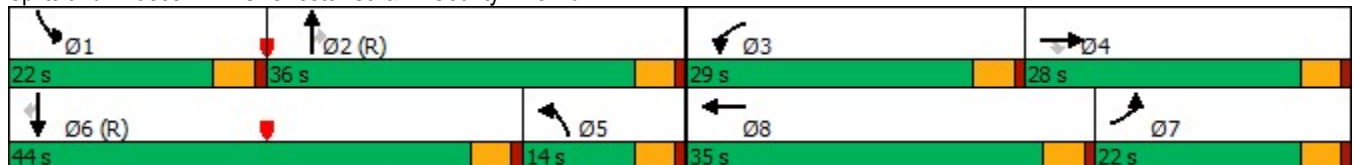
Park Meadows  
12/29/2022

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations												
Traffic Volume (vph)	267	600	115	403	585	122	249	303	258	246	195	
Future Volume (vph)	267	600	115	403	585	122	249	303	258	246	195	
Turn Type	Prot	NA	Perm	Prot	NA	Prot	NA	Perm	Prot	NA	Perm	
Protected Phases	7	4		3	8	5	2		1	6		
Permitted Phases			4					2			6	
Detector Phase	7	4	4	3	8	5	2	2	1	6	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	9.5	22.5	22.5	9.5	22.5	9.5	22.5	22.5	9.5	22.5	22.5	
Total Split (s)	22.0	28.0	28.0	29.0	35.0	14.0	36.0	36.0	22.0	44.0	44.0	
Total Split (%)	19.1%	24.3%	24.3%	25.2%	30.4%	12.2%	31.3%	31.3%	19.1%	38.3%	38.3%	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	
Lead/Lag	Lag	Lag	Lag	Lead	Lead	Lag	Lag	Lag	Lead	Lead	Lead	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	None	None	None	None	None	C-Max	C-Max	None	C-Max	C-Max	
Act Effct Green (s)	17.2	21.4	21.4	19.8	23.9	9.5	41.5	41.5	14.4	46.4	46.4	
Actuated g/C Ratio	0.15	0.19	0.19	0.17	0.21	0.08	0.36	0.36	0.13	0.40	0.40	
v/c Ratio	0.56	0.69	0.31	0.74	0.67	0.47	0.21	0.42	0.65	0.19	0.28	
Control Delay	23.2	22.0	2.4	32.4	19.5	56.2	28.1	5.3	55.1	23.9	4.5	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	23.2	22.0	2.4	32.4	19.5	56.2	28.1	5.3	55.1	23.9	4.5	
LOS	C	C	A	C	B	E	C	A	E	C	A	
Approach Delay		20.0			23.7		23.0			30.0		
Approach LOS		C			C		C			C		

Intersection Summary

Cycle Length: 115  
 Actuated Cycle Length: 115  
 Offset: 62 (54%), Referenced to phase 2:NBT and 6:SBT, Start of Green  
 Natural Cycle: 70  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.74  
 Intersection Signal Delay: 23.8  
 Intersection LOS: C  
 Intersection Capacity Utilization 52.3%  
 ICU Level of Service A  
 Analysis Period (min) 15

Splits and Phases: 2: S. Chester St. & E. County Line Rd.



Queues  
2: S. Chester St. & E. County Line Rd.

Park Meadows  
12/29/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	290	652	125	438	900	133	271	329	280	267	212
v/c Ratio	0.56	0.69	0.31	0.74	0.67	0.47	0.21	0.42	0.65	0.19	0.28
Control Delay	23.2	22.0	2.4	32.4	19.5	56.2	28.1	5.3	55.1	23.9	4.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	23.2	22.0	2.4	32.4	19.5	56.2	28.1	5.3	55.1	23.9	4.5
Queue Length 50th (ft)	39	61	1	111	105	49	74	0	103	67	0
Queue Length 95th (ft)	58	80	6	158	122	81	121	69	144	106	51
Internal Link Dist (ft)		1488			970		485			712	
Turn Bay Length (ft)	550			525		135			125		110
Base Capacity (vph)	548	1043	437	731	1690	283	1276	781	522	1426	764
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.53	0.63	0.29	0.60	0.53	0.47	0.21	0.42	0.54	0.19	0.28

Intersection Summary

HCM 6th Signalized Intersection Summary  
 2: S. Chester St. & E. County Line Rd.

Park Meadows  
 12/29/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	267	600	115	403	585	243	122	249	303	258	246	195
Future Volume (veh/h)	267	600	115	403	585	243	122	249	303	258	246	195
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	290	652	125	438	636	264	133	271	329	280	267	212
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	363	871	270	526	1050	345	613	1491	665	349	1221	544
Arrive On Green	0.03	0.06	0.06	0.05	0.07	0.07	0.18	0.42	0.42	0.10	0.34	0.34
Sat Flow, veh/h	3456	5106	1585	3456	4826	1585	3456	3554	1585	3456	3554	1585
Grp Volume(v), veh/h	290	652	125	438	636	264	133	271	329	280	267	212
Grp Sat Flow(s),veh/h/ln	1728	1702	1585	1728	1609	1585	1728	1777	1585	1728	1777	1585
Q Serve(g_s), s	9.6	14.5	6.1	14.4	14.7	18.8	3.8	5.5	17.5	9.1	6.1	11.7
Cycle Q Clear(g_c), s	9.6	14.5	6.1	14.4	14.7	18.8	3.8	5.5	17.5	9.1	6.1	11.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	363	871	270	526	1050	345	613	1491	665	349	1221	544
V/C Ratio(X)	0.80	0.75	0.46	0.83	0.61	0.77	0.22	0.18	0.49	0.80	0.22	0.39
Avail Cap(c_a), veh/h	526	1043	324	736	1280	420	613	1491	665	526	1221	544
HCM Platoon Ratio	0.33	0.33	0.33	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.80	0.80	0.80	0.97	0.97	0.97	0.97	0.97	0.97	1.00	1.00	1.00
Uniform Delay (d), s/veh	54.3	51.8	23.5	53.2	48.6	50.5	40.5	21.0	24.4	50.6	26.8	28.6
Incr Delay (d2), s/veh	4.4	2.0	1.0	5.6	0.6	6.5	0.2	0.3	2.5	5.2	0.4	2.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.6	6.8	2.5	7.1	6.4	8.6	1.6	2.3	7.0	4.2	2.7	4.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	58.7	53.8	24.5	58.8	49.1	57.0	40.6	21.2	27.0	55.8	27.2	30.7
LnGrp LOS	E	D	C	E	D	E	D	C	C	E	C	C
Approach Vol, veh/h		1067			1338			733			759	
Approach Delay, s/veh		51.7			53.8			27.3			38.7	
Approach LOS		D			D			C			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	16.1	52.8	22.0	24.1	24.9	44.0	16.6	29.5				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	17.5	31.5	24.5	23.5	9.5	39.5	17.5	30.5				
Max Q Clear Time (g_c+I1), s	11.1	19.5	16.4	16.5	5.8	13.7	11.6	20.8				
Green Ext Time (p_c), s	0.5	2.4	1.1	2.8	0.1	2.5	0.5	4.2				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay			45.3									
HCM 6th LOS			D									

Lanes and Geometrics  
 3: North Access Drive & E. County Line Rd.



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑	↑	↙↘	↑↑↑		↙↘
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)		0	350		0	0
Storage Lanes		1	2		0	2
Taper Length (ft)			25		25	
Lane Util. Factor	0.91	1.00	0.97	0.86	1.00	0.88
Ped Bike Factor						
Frt		0.850				0.850
Flt Protected			0.950			
Satd. Flow (prot)	5085	1583	3433	6408	0	2787
Flt Permitted			0.950			
Satd. Flow (perm)	5085	1583	3433	6408	0	2787
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		183				101
Link Speed (mph)	30			30	30	
Link Distance (ft)	1050			651	255	
Travel Time (s)	23.9			14.8	5.8	

Intersection Summary

Area Type: Other

Timings  
3: North Access Drive & E. County Line Rd.



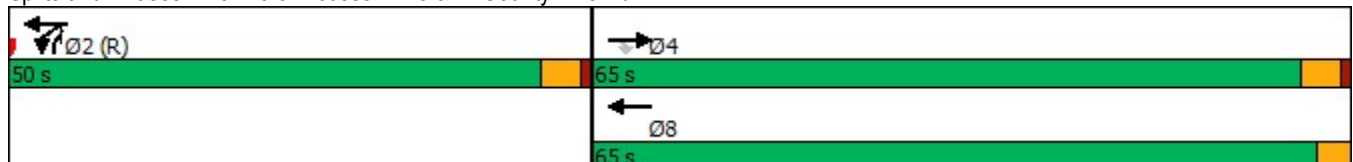
Lane Group	EBT	EBR	WBL	WBT	NBR	Ø8
Lane Configurations	↑↑↑	↑	↶↷	↑↑↑	↶↷	
Traffic Volume (vph)	1066	168	470	1553	253	
Future Volume (vph)	1066	168	470	1553	253	
Turn Type	NA	Perm	Prot	NA	Over	
Protected Phases	4		2	2 8	2	8
Permitted Phases		4			2	
Detector Phase	4	4	2	2 8	2	
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	22.5	22.5	9.5	9.5	22.5	
Total Split (s)	65.0	65.0	50.0	50.0	65.0	
Total Split (%)	56.5%	56.5%	43.5%	43.5%	57%	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.0	
All-Red Time (s)	1.0	1.0	1.0	1.0	0.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		
Total Lost Time (s)	4.5	4.5	4.5	4.5		
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	None	None	C-Max	C-Max	None	
Act Effct Green (s)	40.2	40.2	65.8	115.0	65.8	
Actuated g/C Ratio	0.35	0.35	0.57	1.00	0.57	
v/c Ratio	0.65	0.27	0.26	0.26	0.17	
Control Delay	11.5	0.9	8.9	0.1	8.5	
Queue Delay	0.0	0.0	0.0	0.0	0.0	
Total Delay	11.5	0.9	8.9	0.1	8.5	
LOS	B	A	A	A	A	
Approach Delay	10.1			2.1		
Approach LOS	B			A		

Intersection Summary

Cycle Length: 115  
 Actuated Cycle Length: 115  
 Offset: 94 (82%), Referenced to phase 2:WBTL and 6:, Start of Green  
 Natural Cycle: 40  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.65  
 Intersection Signal Delay: 5.4  
 Intersection Capacity Utilization 41.5%  
 Analysis Period (min) 15

Intersection LOS: A  
 ICU Level of Service A

Splits and Phases: 3: North Access Drive & E. County Line Rd.





Queues  
 3: North Access Drive & E. County Line Rd.



Lane Group	EBT	EBR	WBL	WBT	NBR
Lane Group Flow (vph)	1159	183	511	1688	275
v/c Ratio	0.65	0.27	0.26	0.26	0.17
Control Delay	11.5	0.9	8.9	0.1	8.5
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	11.5	0.9	8.9	0.1	8.5
Queue Length 50th (ft)	69	0	60	0	31
Queue Length 95th (ft)	80	2	187	0	65
Internal Link Dist (ft)	970			571	
Turn Bay Length (ft)			350		
Base Capacity (vph)	2675	919	1962	6408	1636
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.43	0.20	0.26	0.26	0.17
<b>Intersection Summary</b>					

HCM 6th Edition methodology expects strict NEMA phasing.

Lanes and Geometrics  
 4: Park Meadow Center Dr. & E. County Line Rd.

Park Meadows  
 12/29/2022



Lane Group	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
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		325	0		100	0		250	250		175
Storage Lanes	0		1	0		1	0		1	3		2
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.86	1.00	1.00	0.91	1.00	1.00	1.00	0.76	0.94	0.95	0.88
Ped Bike Factor												
Frt			0.850			0.850			0.850			0.850
Flt Protected										0.950		
Satd. Flow (prot)	0	6408	1583	0	5085	1583	0	0	3610	4990	3539	2787
Flt Permitted										0.950		
Satd. Flow (perm)	0	6408	1583	0	5085	1583	0	0	3610	4990	3539	2787
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			93			100			640			634
Link Speed (mph)		30			30			30				30
Link Distance (ft)		651			987			1238				614
Travel Time (s)		14.8			22.4			28.1				14.0

Intersection Summary

Area Type: Other

Timings  
4: Park Meadow Center Dr. & E. County Line Rd.

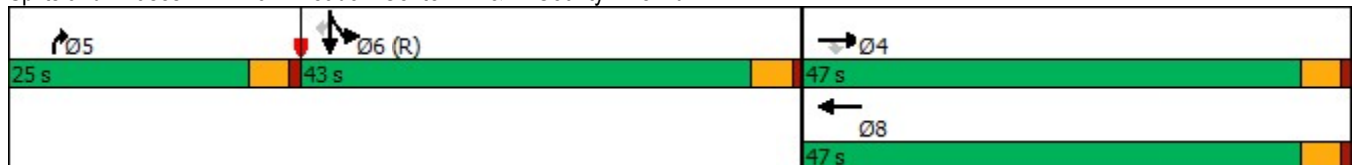


Lane Group	EBT	EBR	WBT	WBR	NBR	SBL	SBT	SBR
Lane Configurations	↑↑↑↑	↗	↑↑↑↑	↗	↗↗↗	↗↗↗	↑↑	↗↗
Traffic Volume (vph)	1233	86	1220	109	647	151	633	773
Future Volume (vph)	1233	86	1220	109	647	151	633	773
Turn Type	NA	Perm	NA	Free	Prot	Split	NA	Perm
Protected Phases	4		8		5	6	6	
Permitted Phases		4		Free				6
Detector Phase	4	4	8		5	6	6	6
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0		5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5		9.5	22.5	22.5	22.5
Total Split (s)	47.0	47.0	47.0		25.0	43.0	43.0	43.0
Total Split (%)	40.9%	40.9%	40.9%		21.7%	37.4%	37.4%	37.4%
Yellow Time (s)	3.5	3.5	3.5		3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0		1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5		4.5	4.5	4.5	4.5
Lead/Lag					Lead	Lag	Lag	Lag
Lead-Lag Optimize?					Yes	Yes	Yes	Yes
Recall Mode	None	None	None		None	C-Max	C-Max	C-Max
Act Effct Green (s)	39.6	39.6	39.6	115.0	9.3	52.6	52.6	52.6
Actuated g/C Ratio	0.34	0.34	0.34	1.00	0.08	0.46	0.46	0.46
v/c Ratio	0.61	0.15	0.76	0.07	0.80	0.07	0.43	0.52
Control Delay	12.5	1.4	26.8	0.1	13.8	19.4	23.4	6.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	12.5	1.4	26.8	0.1	13.8	19.4	23.4	6.9
LOS	B	A	C	A	B	B	C	A
Approach Delay	11.8		24.6				14.8	
Approach LOS	B		C				B	

Intersection Summary

Cycle Length: 115  
 Actuated Cycle Length: 115  
 Offset: 8 (7%), Referenced to phase 6:SBTL, Start of Green  
 Natural Cycle: 55  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.80  
 Intersection Signal Delay: 16.5  
 Intersection Capacity Utilization 58.1%  
 Analysis Period (min) 15  
 Intersection LOS: B  
 ICU Level of Service B

Splits and Phases: 4: Park Meadow Center Dr. & E. County Line Rd.



## 4: Park Meadow Center Dr. &amp; E. County Line Rd.

12/29/2022



Lane Group	EBT	EBR	WBT	WBR	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	1340	93	1326	118	703	164	688	840
v/c Ratio	0.61	0.15	0.76	0.07	0.80	0.07	0.43	0.52
Control Delay	12.5	1.4	26.8	0.1	13.8	19.4	23.4	6.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	12.5	1.4	26.8	0.1	13.8	19.4	23.4	6.9
Queue Length 50th (ft)	164	2	356	0	19	23	177	50
Queue Length 95th (ft)	206	5	334	0	64	43	263	123
Internal Link Dist (ft)	571		907				534	
Turn Bay Length (ft)		325		100	250	250		175
Base Capacity (vph)	2368	643	1879	1583	1169	2281	1618	1618
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.57	0.14	0.71	0.07	0.60	0.07	0.43	0.52

## Intersection Summary

HCM 6th Signalized Intersection Summary  
 4: Park Meadow Center Dr. & E. County Line Rd.

Park Meadows  
 12/29/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑	↗		↑↑↑	↗			↗↗↗	↘↘↘	↑↑	↗↗
Traffic Volume (veh/h)	0	1233	86	0	1220	109	0	0	647	151	633	773
Future Volume (veh/h)	0	1233	86	0	1220	109	0	0	647	151	633	773
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	0	1870	1870	0	1870	1870	0	0	1870	1870	1870	1870
Adj Flow Rate, veh/h	0	1340	0	0	1326	0	0	0	703	164	688	840
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	2	2	0	2	2	0	0	2	2	2	2
Cap, veh/h	0	2066		0	1640		0	0	0	3017	2134	1676
Arrive On Green	0.00	0.64	0.00	0.00	0.32	0.00	0.00	0.00	0.00	0.60	0.60	0.60
Sat Flow, veh/h	0	6696	1585	0	5274	1585		0		5023	3554	2790
Grp Volume(v), veh/h	0	1340	0	0	1326	0		0.0		164	688	840
Grp Sat Flow(s),veh/h/ln	0	1609	1585	0	1702	1585				1674	1777	1395
Q Serve(g_s), s	0.0	14.7	0.0	0.0	27.4	0.0				1.6	11.0	19.8
Cycle Q Clear(g_c), s	0.0	14.7	0.0	0.0	27.4	0.0				1.6	11.0	19.8
Prop In Lane	0.00		1.00	0.00		1.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	2066		0	1640					3017	2134	1676
V/C Ratio(X)	0.00	0.65		0.00	0.81					0.05	0.32	0.50
Avail Cap(c_a), veh/h	0	2378		0	1887					3017	2134	1676
HCM Platoon Ratio	1.00	2.00	2.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.81	0.00	0.00	0.86	0.00				1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	16.6	0.0	0.0	35.8	0.0				9.5	11.4	13.1
Incr Delay (d2), s/veh	0.0	0.4	0.0	0.0	2.1	0.0				0.0	0.4	1.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	3.8	0.0	0.0	11.5	0.0				0.6	4.3	6.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	17.0	0.0	0.0	37.9	0.0				9.5	11.8	14.2
LnGrp LOS	A	B		A	D					A	B	B
Approach Vol, veh/h		1340	A		1326	A					1692	
Approach Delay, s/veh		17.0			37.9						12.8	
Approach LOS		B			D						B	
Timer - Assigned Phs				4		6		8				
Phs Duration (G+Y+Rc), s				41.4		73.6		41.4				
Change Period (Y+Rc), s				4.5		4.5		4.5				
Max Green Setting (Gmax), s				42.5		38.5		42.5				
Max Q Clear Time (g_c+I1), s				16.7		21.8		29.4				
Green Ext Time (p_c), s				11.3		8.7		7.5				

Intersection Summary













HCM 6th Ctrl Delay	21.7
HCM 6th LOS	C

Notes

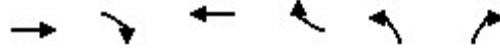
Unsignalized Delay for [EBR, WBR] is excluded from calculations of the approach delay and intersection delay.

Lanes and Geometrics  
5: I-25 Ramps & E. County Line Rd.

Park Meadows  
12/29/2022

												
Lane Group	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
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		200	0		100	180		0	0		0
Storage Lanes	0		1	0		1	2		1	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.91	0.88	1.00	0.91	1.00	0.97	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor			0.850			0.850			0.850			
Flt Protected							0.950					
Satd. Flow (prot)	0	5085	2787	0	5085	1583	3433	0	1583	0	0	0
Flt Permitted							0.950					
Satd. Flow (perm)	0	5085	2787	0	5085	1583	3433	0	1583	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			1045			181			112			
Link Speed (mph)		30			30			30				30
Link Distance (ft)		987			920			594				487
Travel Time (s)		22.4			20.9			13.5				11.1
<b>Intersection Summary</b>												
Area Type:	Other											

Timings  
5: I-25 Ramps & E. County Line Rd.



Lane Group	EBT	EBR	WBT	WBR	NBL	NBR
Lane Configurations	↑↑↑	↑↑	↑↑↑	↑	↑↑	↑
Traffic Volume (vph)	544	961	694	294	619	104
Future Volume (vph)	544	961	694	294	619	104
Turn Type	NA	Free	NA	Free	Prot	Free
Protected Phases	4		8		5	
Permitted Phases		Free		Free		Free
Detector Phase	4		8		5	
Switch Phase						
Minimum Initial (s)	5.0		5.0		5.0	
Minimum Split (s)	22.5		22.5		9.5	
Total Split (s)	50.0		50.0		65.0	
Total Split (%)	43.5%		43.5%		56.5%	
Yellow Time (s)	3.5		3.5		3.5	
All-Red Time (s)	1.0		1.0		1.0	
Lost Time Adjust (s)	0.0		0.0		0.0	
Total Lost Time (s)	4.5		4.5		4.5	
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	None		None		None	
Act Effct Green (s)	24.7	115.0	24.7	115.0	81.3	115.0
Actuated g/C Ratio	0.21	1.00	0.21	1.00	0.71	1.00
v/c Ratio	0.54	0.37	0.69	0.20	0.28	0.07
Control Delay	44.5	1.4	44.8	0.3	6.9	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	44.5	1.4	44.8	0.3	6.9	0.1
LOS	D	A	D	A	A	A
Approach Delay	17.0		31.5			
Approach LOS	B		C			

Intersection Summary

Cycle Length: 115  
 Actuated Cycle Length: 115  
 Offset: 110 (96%), Referenced to phase 2: and 6:, Start of Green  
 Natural Cycle: 40  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.69  
 Intersection Signal Delay: 19.0  
 Intersection Capacity Utilization 38.2%  
 Analysis Period (min) 15  
 Intersection LOS: B  
 ICU Level of Service A

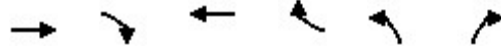
Splits and Phases: 5: I-25 Ramps & E. County Line Rd.





Queues  
5: I-25 Ramps & E. County Line Rd.

Park Meadows  
12/29/2022



Lane Group	EBT	EBR	WBT	WBR	NBL	NBR
Lane Group Flow (vph)	591	1045	754	320	673	113
v/c Ratio	0.54	0.37	0.69	0.20	0.28	0.07
Control Delay	44.5	1.4	44.8	0.3	6.9	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	44.5	1.4	44.8	0.3	6.9	0.1
Queue Length 50th (ft)	163	32	190	0	81	0
Queue Length 95th (ft)	198	32	220	0	129	0
Internal Link Dist (ft)	907		840			
Turn Bay Length (ft)		200		100	180	
Base Capacity (vph)	2011	2787	2011	1583	2426	1583
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.29	0.37	0.37	0.20	0.28	0.07
<b>Intersection Summary</b>						

HCM 6th Signalized Intersection Summary  
5: I-25 Ramps & E. County Line Rd.

Park Meadows  
12/29/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑	↑↑		↑↑↑	↑	↑↑		↑			
Traffic Volume (veh/h)	0	544	961	0	694	294	619	0	104	0	0	0
Future Volume (veh/h)	0	544	961	0	694	294	619	0	104	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	0	1870	1870	0	1870	1870	1870	0	1870			
Adj Flow Rate, veh/h	0	591	0	0	754	0	673	0	0			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92			
Percent Heavy Veh, %	0	2	2	0	2	2	2	0	2			
Cap, veh/h	0	1049		0	1049		2475	0				
Arrive On Green	0.00	0.34	0.00	0.00	0.21	0.00	0.72	0.00	0.00			
Sat Flow, veh/h	0	5274	2790	0	5274	1585	3456	0	1585			
Grp Volume(v), veh/h	0	591	0	0	754	0	673	0	0			
Grp Sat Flow(s),veh/h/ln	0	1702	1395	0	1702	1585	1728	0	1585			
Q Serve(g_s), s	0.0	10.8	0.0	0.0	15.8	0.0	7.9	0.0	0.0			
Cycle Q Clear(g_c), s	0.0	10.8	0.0	0.0	15.8	0.0	7.9	0.0	0.0			
Prop In Lane	0.00		1.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	0	1049		0	1049		2475	0				
V/C Ratio(X)	0.00	0.56		0.00	0.72		0.27	0.00				
Avail Cap(c_a), veh/h	0	2020		0	2020		2475	0				
HCM Platoon Ratio	1.00	1.67	1.67	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.00	0.74	0.00	0.00	1.00	0.00	1.00	0.00	0.00			
Uniform Delay (d), s/veh	0.0	33.6	0.0	0.0	42.6	0.0	5.8	0.0	0.0			
Incr Delay (d2), s/veh	0.0	0.4	0.0	0.0	0.9	0.0	0.1	0.0	0.0			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	0.0	4.1	0.0	0.0	6.7	0.0	2.6	0.0	0.0			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	33.9	0.0	0.0	43.5	0.0	5.8	0.0	0.0			
LnGrp LOS	A	C		A	D		A	A				
Approach Vol, veh/h		591	A		754	A		673	A			
Approach Delay, s/veh		33.9			43.5			5.8				
Approach LOS		C			D			A				
Timer - Assigned Phs		2		4				8				
Phs Duration (G+Y+Rc), s		86.9		28.1				28.1				
Change Period (Y+Rc), s		4.5		4.5				4.5				
Max Green Setting (Gmax), s		60.5		45.5				45.5				
Max Q Clear Time (g_c+I1), s		9.9		12.8				17.8				
Green Ext Time (p_c), s		2.7		4.5				5.8				

Intersection Summary

HCM 6th Ctrl Delay	28.1
HCM 6th LOS	C

Notes

Unsignalized Delay for [NBR, EBR, WBR] is excluded from calculations of the approach delay and intersection delay.

Lanes and Geometrics  
 6: Park Meadow Center Dr. & East Access Drive



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)	0	0	110			0
Storage Lanes	2	1	1			0
Taper Length (ft)	25		25			
Lane Util. Factor	0.97	1.00	1.00	0.95	0.95	0.95
Ped Bike Factor						
Frt		0.850			0.928	
Flt Protected	0.950		0.950			
Satd. Flow (prot)	3433	1583	1770	3539	3284	0
Flt Permitted	0.950		0.272			
Satd. Flow (perm)	3433	1583	507	3539	3284	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		164			358	
Link Speed (mph)	30			30	30	
Link Distance (ft)	204			1551	1238	
Travel Time (s)	4.6			35.3	28.1	

Intersection Summary

Area Type: Other

Timings  
6: Park Meadow Center Dr. & East Access Drive



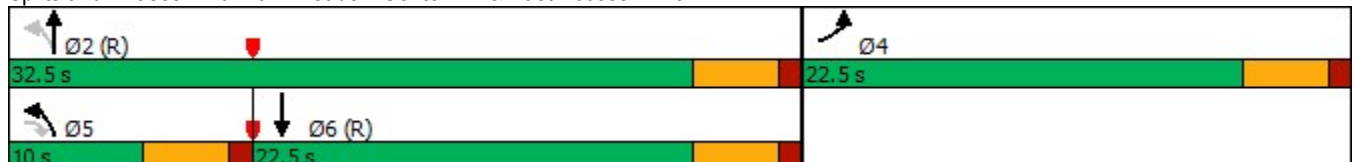
Lane Group	EBL	EBR	NBL	NBT	SBT
Lane Configurations	↖ ↗	↗	↖	↑ ↑	↑ ↗
Traffic Volume (vph)	207	151	115	439	359
Future Volume (vph)	207	151	115	439	359
Turn Type	Prot	Perm	pm+pt	NA	NA
Protected Phases	4		5	2	6
Permitted Phases		5	2		
Detector Phase	4	5	5	2	6
Switch Phase					
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	9.5	9.5	22.5	22.5
Total Split (s)	22.5	10.0	10.0	32.5	22.5
Total Split (%)	40.9%	18.2%	18.2%	59.1%	40.9%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5
Lead/Lag		Lead	Lead		Lag
Lead-Lag Optimize?		Yes	Yes		Yes
Recall Mode	None	None	None	C-Max	C-Max
Act Effect Green (s)	8.9	7.3	37.1	37.1	27.3
Actuated g/C Ratio	0.16	0.13	0.67	0.67	0.50
v/c Ratio	0.41	0.47	0.25	0.20	0.41
Control Delay	22.5	9.1	10.1	5.2	6.3
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	22.5	9.1	10.1	5.2	6.3
LOS	C	A	B	A	A
Approach Delay	16.8			6.2	6.3
Approach LOS	B			A	A

Intersection Summary

Cycle Length: 55  
 Actuated Cycle Length: 55  
 Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBT, Start of Green  
 Natural Cycle: 55  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.47  
 Intersection Signal Delay: 8.6  
 Intersection Capacity Utilization 44.0%  
 Analysis Period (min) 15

Intersection LOS: A  
 ICU Level of Service A

Splits and Phases: 6: Park Meadow Center Dr. & East Access Drive





Lane Group	EBL	EBR	NBL	NBT	SBT
Lane Group Flow (vph)	225	164	125	477	748
v/c Ratio	0.41	0.47	0.25	0.20	0.41
Control Delay	22.5	9.1	10.1	5.2	6.3
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	22.5	9.1	10.1	5.2	6.3
Queue Length 50th (ft)	34	0	19	25	37
Queue Length 95th (ft)	58	40	59	65	86
Internal Link Dist (ft)	124			1471	1158
Turn Bay Length (ft)			110		
Base Capacity (vph)	1123	351	508	2387	1812
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.20	0.47	0.25	0.20	0.41

## Intersection Summary

HCM 6th Signalized Intersection Summary  
 6: Park Meadow Center Dr. & East Access Drive

Park Meadows  
 12/29/2022



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	207	151	115	439	359	329
Future Volume (veh/h)	207	151	115	439	359	329
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	225	164	125	477	390	358
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	526	241	544	2431	932	832
Arrive On Green	0.15	0.15	0.08	0.68	0.52	0.52
Sat Flow, veh/h	3456	1585	1781	3647	1870	1585
Grp Volume(v), veh/h	225	164	125	477	390	358
Grp Sat Flow(s),veh/h/ln	1728	1585	1781	1777	1777	1585
Q Serve(g_s), s	3.2	5.4	1.5	2.7	7.4	7.6
Cycle Q Clear(g_c), s	3.2	5.4	1.5	2.7	7.4	7.6
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	526	241	544	2431	932	832
V/C Ratio(X)	0.43	0.68	0.23	0.20	0.42	0.43
Avail Cap(c_a), veh/h	1131	519	585	2431	932	832
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.85	0.85	0.93	0.93
Uniform Delay (d), s/veh	21.1	22.0	4.9	3.2	8.0	8.0
Incr Delay (d2), s/veh	0.6	3.3	0.2	0.2	1.3	1.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	4.8	0.4	0.6	2.5	2.4
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	21.7	25.4	5.1	3.3	9.2	9.5
LnGrp LOS	C	C	A	A	A	A
Approach Vol, veh/h	389			602	748	
Approach Delay, s/veh	23.2			3.7	9.4	
Approach LOS	C			A	A	
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		42.1		12.9	8.8	33.4
Change Period (Y+Rc), s		4.5		4.5	4.5	4.5
Max Green Setting (Gmax), s		28.0		18.0	5.5	18.0
Max Q Clear Time (g_c+I1), s		4.7		7.4	3.5	9.6
Green Ext Time (p_c), s		3.3		1.0	0.1	3.1
<b>Intersection Summary</b>						
HCM 6th Ctrl Delay			10.5			
HCM 6th LOS			B			

Lanes and Geometrics  
7: SE Access Drive & Park Meadow Center Dr.

Park Meadows  
12/29/2022



Lane Group	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
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%				0%
Storage Length (ft)	150		0	100		0	0		0	0		0
Storage Lanes	1		0	1		0	1		0	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.989			0.983			0.897				0.850
Flt Protected	0.950			0.950			0.950				0.976	
Satd. Flow (prot)	1770	3500	0	1770	3479	0	1770	1671	0	0	1818	1583
Flt Permitted	0.376			0.438			0.674				0.831	
Satd. Flow (perm)	700	3500	0	816	3479	0	1255	1671	0	0	1548	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		16			26			89				177
Link Speed (mph)		30			30			30				30
Link Distance (ft)		1110			1551			164				207
Travel Time (s)		25.2			35.3			3.7				4.7

Intersection Summary

Area Type: Other

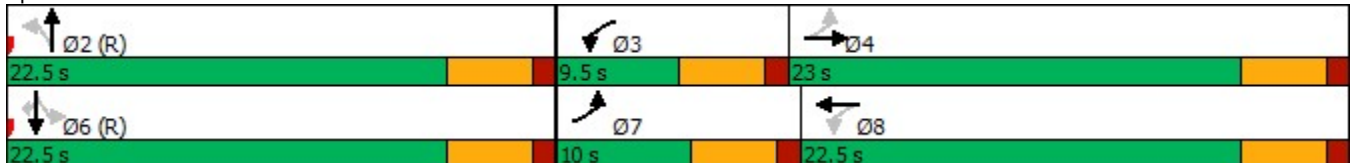
**Timings**  
**7: SE Access Drive & Park Meadow Center Dr.**



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations	↖	↕	↖	↕	↖	↕	↖	↕	↖
Traffic Volume (vph)	130	427	78	383	59	37	59	61	163
Future Volume (vph)	130	427	78	383	59	37	59	61	163
Turn Type	pm+pt	NA	pm+pt	NA	Perm	NA	Perm	NA	Perm
Protected Phases	7	4	3	8		2		6	
Permitted Phases	4		8		2		6		6
Detector Phase	7	4	3	8	2	2	6	6	6
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	9.5	22.5	22.5	22.5	22.5	22.5	22.5
Total Split (s)	10.0	23.0	9.5	22.5	22.5	22.5	22.5	22.5	22.5
Total Split (%)	18.2%	41.8%	17.3%	40.9%	40.9%	40.9%	40.9%	40.9%	40.9%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5		4.5	4.5
Lead/Lag	Lead	Lag	Lead	Lag					
Lead-Lag Optimize?	Yes	Yes	Yes	Yes					
Recall Mode	None	None	None	None	C-Max	C-Max	C-Max	C-Max	C-Max
Act Effect Green (s)	18.6	15.3	17.0	13.0	25.0	25.0		25.0	25.0
Actuated g/C Ratio	0.34	0.28	0.31	0.24	0.45	0.45		0.45	0.45
v/c Ratio	0.41	0.51	0.25	0.55	0.11	0.16		0.19	0.22
Control Delay	13.3	17.8	8.1	15.2	12.1	5.8		12.4	3.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0
Total Delay	13.3	17.8	8.1	15.2	12.1	5.8		12.4	3.4
LOS	B	B	A	B	B	A		B	A
Approach Delay		16.8		14.1		7.9		7.2	
Approach LOS		B		B		A		A	

**Intersection Summary**  
 Cycle Length: 55  
 Actuated Cycle Length: 55  
 Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green  
 Natural Cycle: 55  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.55  
 Intersection Signal Delay: 13.2                      Intersection LOS: B  
 Intersection Capacity Utilization 43.7%                      ICU Level of Service A  
 Analysis Period (min) 15

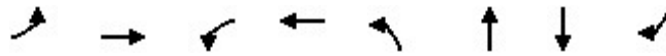
**Splits and Phases: 7: SE Access Drive & Park Meadow Center Dr.**





Queues

7: SE Access Drive & Park Meadow Center Dr.



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	141	500	85	468	64	129	130	177
v/c Ratio	0.41	0.51	0.25	0.55	0.11	0.16	0.19	0.22
Control Delay	13.3	17.8	8.1	15.2	12.1	5.8	12.4	3.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	13.3	17.8	8.1	15.2	12.1	5.8	12.4	3.4
Queue Length 50th (ft)	28	72	12	65	12	8	26	0
Queue Length 95th (ft)	48	100	m14	55	37	38	64	33
Internal Link Dist (ft)		1030		1471		84	127	
Turn Bay Length (ft)	150		100					
Base Capacity (vph)	344	1216	339	1156	569	806	702	815
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.41	0.41	0.25	0.40	0.11	0.16	0.19	0.22

Intersection Summary

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

HCM 6th Signalized Intersection Summary  
7: SE Access Drive & Park Meadow Center Dr.

Park Meadows  
12/29/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	130	427	33	78	383	48	59	37	82	59	61	163
Future Volume (veh/h)	130	427	33	78	383	48	59	37	82	59	61	163
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	141	464	36	85	416	52	64	40	89	64	66	177
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	351	715	55	326	614	76	617	245	545	418	400	752
Arrive On Green	0.09	0.21	0.21	0.07	0.19	0.19	0.47	0.47	0.47	0.47	0.47	0.47
Sat Flow, veh/h	1781	3342	258	1781	3181	395	1137	516	1148	675	844	1585
Grp Volume(v), veh/h	141	246	254	85	231	237	64	0	129	130	0	177
Grp Sat Flow(s),veh/h/ln	1781	1777	1824	1781	1777	1799	1137	0	1664	1518	0	1585
Q Serve(g_s), s	3.4	6.9	7.0	2.0	6.6	6.7	1.9	0.0	2.4	0.2	0.0	3.6
Cycle Q Clear(g_c), s	3.4	6.9	7.0	2.0	6.6	6.7	4.5	0.0	2.4	2.6	0.0	3.6
Prop In Lane	1.00		0.14	1.00		0.22	1.00		0.69	0.49		1.00
Lane Grp Cap(c), veh/h	351	380	390	326	343	347	617	0	790	818	0	752
V/C Ratio(X)	0.40	0.65	0.65	0.26	0.67	0.68	0.10	0.00	0.16	0.16	0.00	0.24
Avail Cap(c_a), veh/h	375	598	613	371	582	589	617	0	790	818	0	752
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00	0.91	0.91	0.91	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	16.0	19.7	19.7	16.2	20.6	20.6	9.5	0.0	8.2	8.2	0.0	8.5
Incr Delay (d2), s/veh	0.7	1.9	1.8	0.4	2.1	2.1	0.3	0.0	0.4	0.4	0.0	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	2.8	2.9	0.8	2.7	2.8	0.5	0.0	0.8	0.8	0.0	1.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	16.7	21.6	21.6	16.6	22.7	22.8	9.9	0.0	8.7	8.6	0.0	9.3
LnGrp LOS	B	C	C	B	C	C	A	A	A	A	A	A
Approach Vol, veh/h		641			553			193				307
Approach Delay, s/veh		20.5			21.8			9.1				9.0
Approach LOS		C			C			A				A
Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		30.6	8.1	16.3		30.6	9.3	15.1				
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5	4.5	4.5				
Max Green Setting (Gmax), s		18.0	5.0	18.5		18.0	5.5	18.0				
Max Q Clear Time (g_c+I1), s		6.5	4.0	9.0		5.6	5.4	8.7				
Green Ext Time (p_c), s		0.7	0.0	2.1		1.1	0.0	1.9				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay				17.5								
HCM 6th LOS				B								

Lanes and Geometrics  
8: S. Yosemite St. & Park Meadow Center Dr.

Park Meadows  
12/29/2022



Lane Group	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
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	240		240	110		275	220		235
Storage Lanes	0		0	1		1	2		1	2		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	0.91	0.91	1.00	0.97	0.91	1.00	0.97	0.91	1.00
Ped Bike Factor												
Frt						0.850			0.850			0.850
Flt Protected				0.950	0.984		0.950			0.950		
Satd. Flow (prot)	0	0	0	1610	3336	1583	3433	5085	1583	3433	5085	1583
Flt Permitted				0.950	0.984		0.389			0.186		
Satd. Flow (perm)	0	0	0	1610	3336	1583	1406	5085	1583	672	5085	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						212			684			204
Link Speed (mph)		30			30			30				30
Link Distance (ft)		440			1021			458				636
Travel Time (s)		10.0			23.2			10.4				14.5

Intersection Summary

Area Type: Other

Timings  
8: S. Yosemite St. & Park Meadow Center Dr.

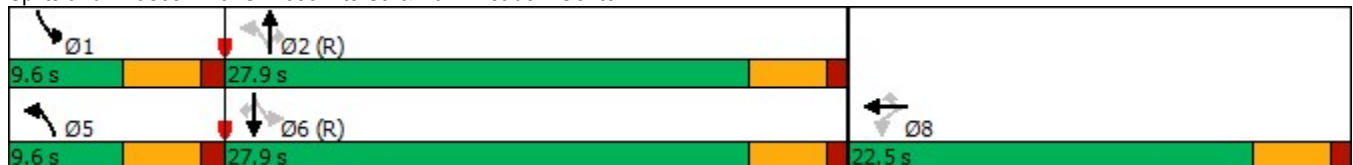


Lane Group	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↙↑	↗	↘↗	↑↑↑	↗	↘↗	↑↑↑	↗
Traffic Volume (vph)	323	274	197	210	1042	629	191	584	188
Future Volume (vph)	323	274	197	210	1042	629	191	584	188
Turn Type	Perm	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases		8		5	2		1	6	
Permitted Phases	8		8	2		2	6		6
Detector Phase	8	8	8	5	2	2	1	6	6
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5	22.5
Total Split (s)	22.5	22.5	22.5	9.6	27.9	27.9	9.6	27.9	27.9
Total Split (%)	37.5%	37.5%	37.5%	16.0%	46.5%	46.5%	16.0%	46.5%	46.5%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag				Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?				Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	C-Max	C-Max	None	C-Max	C-Max
Act Effct Green (s)	14.9	14.9	14.9	31.7	25.7	25.7	31.6	25.7	25.7
Actuated g/C Ratio	0.25	0.25	0.25	0.53	0.43	0.43	0.53	0.43	0.43
v/c Ratio	0.53	0.53	0.39	0.24	0.52	0.64	0.33	0.29	0.26
Control Delay	23.9	21.4	5.2	6.7	14.2	4.5	7.6	12.3	3.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	23.9	21.4	5.2	6.7	14.2	4.5	7.6	12.3	3.2
LOS	C	C	A	A	B	A	A	B	A
Approach Delay		18.0			10.1			9.6	
Approach LOS		B			B			A	

Intersection Summary

Cycle Length: 60  
 Actuated Cycle Length: 60  
 Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green  
 Natural Cycle: 60  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.64  
 Intersection Signal Delay: 11.7  
 Intersection Capacity Utilization 51.9%  
 Analysis Period (min) 15  
 Intersection LOS: B  
 ICU Level of Service A

Splits and Phases: 8: S. Yosemite St. & Park Meadow Center Dr.



Queues

8: S. Yosemite St. & Park Meadow Center Dr.



Lane Group	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	211	438	214	228	1133	684	208	635	204
v/c Ratio	0.53	0.53	0.39	0.24	0.52	0.64	0.33	0.29	0.26
Control Delay	23.9	21.4	5.2	6.7	14.2	4.5	7.6	12.3	3.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	23.9	21.4	5.2	6.7	14.2	4.5	7.6	12.3	3.2
Queue Length 50th (ft)	71	74	1	16	111	0	14	56	0
Queue Length 95th (ft)	125	107	41	31	151	58	29	80	33
Internal Link Dist (ft)		941			378			556	
Turn Bay Length (ft)	240		240	110		275	220		235
Base Capacity (vph)	483	1000	623	945	2181	1069	624	2174	793
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.44	0.44	0.34	0.24	0.52	0.64	0.33	0.29	0.26

Intersection Summary

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HCM 6th Edition methodology does not support turning movements with shared & exclusive lanes.

Lanes and Geometrics  
 9: S. Yosemite St. & SW Access Drive

Park Meadows  
 12/29/2022



Lane Group	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
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	140		0	450		0
Storage Lanes	1		0	1		0	1		1	2		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	0.97	0.91	0.91
Ped Bike Factor												
Frt		0.901			0.856				0.850		0.997	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1678	0	1770	1595	0	1770	3539	1583	3433	5070	0
Flt Permitted	0.687			0.732			0.950			0.950		
Satd. Flow (perm)	1280	1678	0	1364	1595	0	1770	3539	1583	3433	5070	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		25			104				361			5
Link Speed (mph)		30			30			30				30
Link Distance (ft)		205			369			636				1050
Travel Time (s)		4.7			8.4			14.5				23.9

Intersection Summary

Area Type: Other

Timings  
9: S. Yosemite St. & SW Access Drive

Park Meadows  
12/29/2022

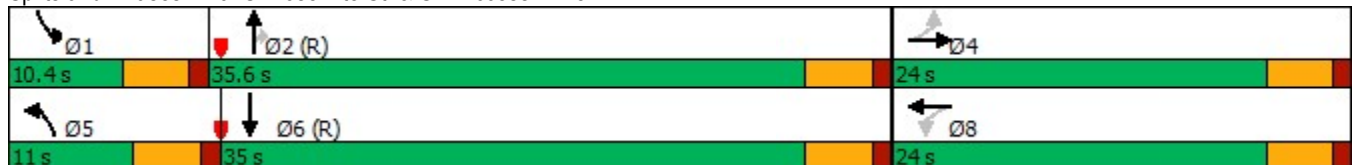


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations	↖	↗	↖	↗	↖	↑↑	↗	↖↗	↑↑↗
Traffic Volume (vph)	12	12	174	4	40	875	332	109	782
Future Volume (vph)	12	12	174	4	40	875	332	109	782
Turn Type	Perm	NA	Perm	NA	Prot	NA	Perm	Prot	NA
Protected Phases		4		8	5	2		1	6
Permitted Phases	4		8				2		
Detector Phase	4	4	8	8	5	2	2	1	6
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5
Total Split (s)	24.0	24.0	24.0	24.0	11.0	35.6	35.6	10.4	35.0
Total Split (%)	34.3%	34.3%	34.3%	34.3%	15.7%	50.9%	50.9%	14.9%	50.0%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag					Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?					Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	C-Max	C-Max	None	C-Max
Act Effct Green (s)	14.5	14.5	14.5	14.5	6.6	37.1	37.1	6.9	39.4
Actuated g/C Ratio	0.21	0.21	0.21	0.21	0.09	0.53	0.53	0.10	0.56
v/c Ratio	0.05	0.10	0.67	0.26	0.26	0.51	0.36	0.35	0.30
Control Delay	20.1	11.8	36.6	6.9	33.2	13.5	2.7	32.6	10.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	20.1	11.8	36.6	6.9	33.2	13.5	2.7	32.6	10.2
LOS	C	B	D	A	C	B	A	C	B
Approach Delay		13.9		25.8		11.2			12.9
Approach LOS		B		C		B			B

Intersection Summary

Cycle Length: 70  
 Actuated Cycle Length: 70  
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green  
 Natural Cycle: 60  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.67  
 Intersection Signal Delay: 13.5  
 Intersection LOS: B  
 Intersection Capacity Utilization 55.9%  
 ICU Level of Service B  
 Analysis Period (min) 15

Splits and Phases: 9: S. Yosemite St. & SW Access Drive





Queues  
9: S. Yosemite St. & SW Access Drive

Park Meadows  
12/29/2022



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	13	38	189	108	43	951	361	118	868
v/c Ratio	0.05	0.10	0.67	0.26	0.26	0.51	0.36	0.35	0.30
Control Delay	20.1	11.8	36.6	6.9	33.2	13.5	2.7	32.6	10.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	20.1	11.8	36.6	6.9	33.2	13.5	2.7	32.6	10.2
Queue Length 50th (ft)	5	5	75	1	17	143	0	24	78
Queue Length 95th (ft)	16	24	127	34	46	214	43	48	118
Internal Link Dist (ft)		125		289		556			970
Turn Bay Length (ft)					140			450	
Base Capacity (vph)	356	485	379	519	175	1876	1008	339	2858
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.04	0.08	0.50	0.21	0.25	0.51	0.36	0.35	0.30
Intersection Summary									

HCM 6th Signalized Intersection Summary  
 9: S. Yosemite St. & SW Access Drive

Park Meadows  
 12/29/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↗	↘		↗	↘		↗	↑↑	↗	↗↘	↑↑↘	
Traffic Volume (veh/h)	12	12	23	174	4	96	40	875	332	109	782	17
Future Volume (veh/h)	12	12	23	174	4	96	40	875	332	109	782	17
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	13	13	25	189	4	104	43	951	361	118	850	18
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	271	108	209	337	11	291	72	1967	877	222	2970	63
Arrive On Green	0.19	0.19	0.19	0.19	0.19	0.19	0.04	0.55	0.55	0.06	0.58	0.58
Sat Flow, veh/h	1286	572	1100	1370	59	1535	1781	3554	1585	3456	5146	109
Grp Volume(v), veh/h	13	0	38	189	0	108	43	951	361	118	562	306
Grp Sat Flow(s),veh/h/ln	1286	0	1672	1370	0	1594	1781	1777	1585	1728	1702	1851
Q Serve(g_s), s	0.6	0.0	1.3	9.3	0.0	4.1	1.7	11.4	9.2	2.3	5.9	5.9
Cycle Q Clear(g_c), s	4.7	0.0	1.3	10.6	0.0	4.1	1.7	11.4	9.2	2.3	5.9	5.9
Prop In Lane	1.00		0.66	1.00		0.96	1.00		1.00	1.00		0.06
Lane Grp Cap(c), veh/h	271	0	317	337	0	302	72	1967	877	222	1965	1068
V/C Ratio(X)	0.05	0.00	0.12	0.56	0.00	0.36	0.60	0.48	0.41	0.53	0.29	0.29
Avail Cap(c_a), veh/h	385	0	466	459	0	444	165	1967	877	291	1965	1068
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	0.00	1.00	1.00	0.00	1.00	0.86	0.86	0.86	0.97	0.97	0.97
Uniform Delay (d), s/veh	26.7	0.0	23.5	27.9	0.0	24.7	33.0	9.5	9.0	31.7	7.5	7.5
Incr Delay (d2), s/veh	0.1	0.0	0.2	1.5	0.0	0.7	6.6	0.7	1.2	1.9	0.4	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	0.5	3.0	0.0	1.6	0.8	4.0	3.0	1.0	1.9	2.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	26.8	0.0	23.7	29.4	0.0	25.4	39.6	10.3	10.3	33.6	7.9	8.2
LnGrp LOS	C	A	C	C	A	C	D	B	B	C	A	A
Approach Vol, veh/h		51			297			1355			986	
Approach Delay, s/veh		24.5			27.9			11.2			11.0	
Approach LOS		C			C			B			B	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.0	43.2		17.8	7.3	44.9		17.8				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	5.9	31.1		19.5	6.5	30.5		19.5				
Max Q Clear Time (g_c+I1), s	4.3	13.4		6.7	3.7	7.9		12.6				
Green Ext Time (p_c), s	0.0	7.8		0.1	0.0	6.0		0.7				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay				13.2								
HCM 6th LOS				B								



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)		0%	0%		0%	
Storage Length (ft)	200			0	0	140
Storage Lanes	1			1	2	1
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	0.91	0.95	1.00	0.97	1.00
Ped Bike Factor						
Frt				0.850		0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1770	5085	3539	1583	3433	1583
Flt Permitted	0.249				0.950	
Satd. Flow (perm)	464	5085	3539	1583	3433	1583
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)				435		78
Link Speed (mph)		30	30		30	
Link Distance (ft)		1842	1050		476	
Travel Time (s)		41.9	23.9		10.8	

Intersection Summary

Area Type: Other

Timings  
10: S. Yosemite St. & S. Chester St.

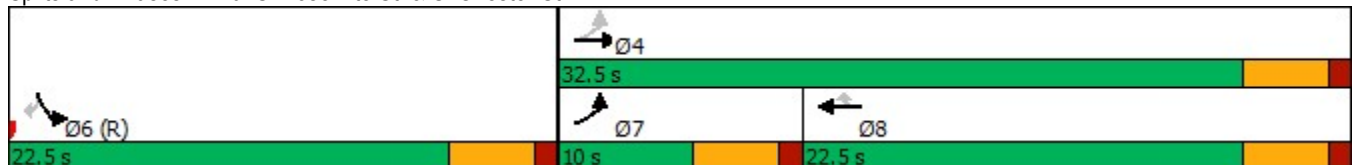


Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↖	↑↑↑	↑↑	↗	↖↗	↗
Traffic Volume (vph)	73	617	562	400	291	72
Future Volume (vph)	73	617	562	400	291	72
Turn Type	pm+pt	NA	NA	Perm	Prot	Perm
Protected Phases	7	4	8		6	
Permitted Phases	4			8		6
Detector Phase	7	4	8	8	6	6
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	22.5	22.5	22.5	22.5
Total Split (s)	10.0	32.5	22.5	22.5	22.5	22.5
Total Split (%)	18.2%	59.1%	40.9%	40.9%	40.9%	40.9%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead		Lag	Lag		
Lead-Lag Optimize?	Yes		Yes	Yes		
Recall Mode	None	None	None	None	C-Max	C-Max
Act Effct Green (s)	22.2	22.2	16.2	16.2	23.8	23.8
Actuated g/C Ratio	0.40	0.40	0.29	0.29	0.43	0.43
v/c Ratio	0.25	0.33	0.59	0.56	0.21	0.11
Control Delay	9.8	10.9	18.7	5.0	10.4	3.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	9.8	10.9	18.7	5.0	10.4	3.4
LOS	A	B	B	A	B	A
Approach Delay		10.8	13.0		9.0	
Approach LOS		B	B		A	

Intersection Summary

Cycle Length: 55  
 Actuated Cycle Length: 55  
 Offset: 0 (0%), Referenced to phase 2: and 6:SBL, Start of Green  
 Natural Cycle: 55  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.59  
 Intersection Signal Delay: 11.5  
 Intersection Capacity Utilization 39.3%  
 Analysis Period (min) 15  
 Intersection LOS: B  
 ICU Level of Service A

Splits and Phases: 10: S. Yosemite St. & S. Chester St.



Queues  
10: S. Yosemite St. & S. Chester St.

Park Meadows  
12/29/2022



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Group Flow (vph)	79	671	611	435	316	78
v/c Ratio	0.25	0.33	0.59	0.56	0.21	0.11
Control Delay	9.8	10.9	18.7	5.0	10.4	3.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	9.8	10.9	18.7	5.0	10.4	3.4
Queue Length 50th (ft)	12	41	83	0	31	0
Queue Length 95th (ft)	29	59	125	51	47	15
Internal Link Dist (ft)		1762	970		396	
Turn Bay Length (ft)	200					140
Base Capacity (vph)	317	2588	1158	810	1484	728
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.25	0.26	0.53	0.54	0.21	0.11

Intersection Summary

HCM 6th Signalized Intersection Summary  
 10: S. Yosemite St. & S. Chester St.

Park Meadows  
 12/29/2022



Movement	EBL	EBT	WBT	WBR	SBL	SBR	
Lane Configurations							
Traffic Volume (veh/h)	73	617	562	400	291	72	
Future Volume (veh/h)	73	617	562	400	291	72	
Initial Q (Qb), veh	0	0	0	0	0	0	
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	
Work Zone On Approach		No	No		No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	
Adj Flow Rate, veh/h	79	671	611	435	316	78	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	
Percent Heavy Veh, %	2	2	2	2	2	2	
Cap, veh/h	337	2347	1116	498	1302	597	
Arrive On Green	0.06	0.46	0.31	0.31	0.38	0.38	
Sat Flow, veh/h	1781	5274	3647	1585	3456	1585	
Grp Volume(v), veh/h	79	671	611	435	316	78	
Grp Sat Flow(s),veh/h/ln	1781	1702	1777	1585	1728	1585	
Q Serve(g_s), s	1.5	4.5	7.8	14.3	3.5	1.8	
Cycle Q Clear(g_c), s	1.5	4.5	7.8	14.3	3.5	1.8	
Prop In Lane	1.00			1.00	1.00	1.00	
Lane Grp Cap(c), veh/h	337	2347	1116	498	1302	597	
V/C Ratio(X)	0.23	0.29	0.55	0.87	0.24	0.13	
Avail Cap(c_a), veh/h	402	2599	1163	519	1302	597	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	
Upstream Filter(l)	0.91	0.91	0.86	0.86	0.97	0.97	
Uniform Delay (d), s/veh	10.9	9.2	15.6	17.8	11.8	11.2	
Incr Delay (d2), s/veh	0.3	0.1	0.4	13.1	0.4	0.4	
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	
%ile BackOfQ(50%),veh/ln	0.5	1.4	2.9	6.4	1.2	2.0	
Unsig. Movement Delay, s/veh							
LnGrp Delay(d),s/veh	11.2	9.3	16.1	30.9	12.2	11.7	
LnGrp LOS	B	A	B	C	B	B	
Approach Vol, veh/h		750	1046		394		
Approach Delay, s/veh		9.5	22.2		12.1		
Approach LOS		A	C		B		
Timer - Assigned Phs				4	6	7	8
Phs Duration (G+Y+Rc), s				29.8	25.2	8.0	21.8
Change Period (Y+Rc), s				4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s				28.0	18.0	5.5	18.0
Max Q Clear Time (g_c+I1), s				6.5	5.5	3.5	16.3
Green Ext Time (p_c), s				4.7	1.1	0.0	1.0
<b>Intersection Summary</b>							
HCM 6th Ctrl Delay			16.0				
HCM 6th LOS			B				

Lanes and Geometrics  
 11: S. Chester St. & Westview Rd./NW Access Drive

Park Meadows  
 12/29/2022



Lane Group	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
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	85		0	0		0	90		0	190		0
Storage Lanes	1		0	1		1	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.97	0.95	0.95
Ped Bike Factor												
Frt		0.918				0.850		0.976			0.940	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1710	0	1770	1863	1583	1770	3454	0	3433	3327	0
Flt Permitted	0.730			0.689			0.950			0.950		
Satd. Flow (perm)	1360	1710	0	1283	1863	1583	1770	3454	0	3433	3327	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		58				259		42			199	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		259			217			476			565	
Travel Time (s)		5.9			4.9			10.8			12.8	

Intersection Summary

Area Type: Other





Queues  
 11: S. Chester St. & Westview Rd./NW Access Drive

Park Meadows  
 12/29/2022



Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	116	106	50	42	259	93	428	245	501
v/c Ratio	0.47	0.30	0.22	0.12	0.16	0.36	0.27	0.44	0.27
Control Delay	25.5	11.9	19.9	18.0	0.2	22.3	11.0	23.3	7.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	25.5	11.9	19.9	18.0	0.2	22.3	11.0	23.3	7.4
Queue Length 50th (ft)	34	13	14	12	0	25	45	37	31
Queue Length 95th (ft)	68	43	35	30	0	m46	95	65	68
Internal Link Dist (ft)		179		137			396		485
Turn Bay Length (ft)	85					90		190	
Base Capacity (vph)	445	598	419	609	1583	255	1571	554	1822
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.26	0.18	0.12	0.07	0.16	0.36	0.27	0.44	0.27

Intersection Summary

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

HCM 6th Signalized Intersection Summary  
 11: S. Chester St. & Westview Rd./NW Access Drive

Park Meadows  
 12/29/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	107	44	53	46	39	238	86	331	63	225	278	183
Future Volume (veh/h)	107	44	53	46	39	238	86	331	63	225	278	183
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	116	48	58	50	42	0	93	360	68	245	302	199
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	305	114	137	248	276		123	1516	283	346	1117	717
Arrive On Green	0.15	0.15	0.15	0.15	0.15	0.00	0.07	0.51	0.51	0.10	0.54	0.54
Sat Flow, veh/h	1365	771	932	1288	1870	1585	1781	2988	559	3456	2075	1332
Grp Volume(v), veh/h	116	0	106	50	42	0	93	213	215	245	257	244
Grp Sat Flow(s),veh/h/ln	1365	0	1703	1288	1870	1585	1781	1777	1770	1728	1777	1631
Q Serve(g_s), s	4.5	0.0	3.1	2.0	1.1	0.0	2.8	3.7	3.8	3.8	4.3	4.5
Cycle Q Clear(g_c), s	5.5	0.0	3.1	5.1	1.1	0.0	2.8	3.7	3.8	3.8	4.3	4.5
Prop In Lane	1.00		0.55	1.00		1.00	1.00		0.32	1.00		0.82
Lane Grp Cap(c), veh/h	305	0	251	248	276		123	901	898	346	956	878
V/C Ratio(X)	0.38	0.00	0.42	0.20	0.15		0.76	0.24	0.24	0.71	0.27	0.28
Avail Cap(c_a), veh/h	551	0	557	479	612		165	901	898	346	956	878
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	0.00	1.00	1.00	1.00	0.00	0.85	0.85	0.85	0.86	0.86	0.86
Uniform Delay (d), s/veh	22.9	0.0	21.3	23.7	20.5	0.0	25.2	7.6	7.6	24.0	6.9	6.9
Incr Delay (d2), s/veh	0.8	0.0	1.1	0.4	0.3	0.0	11.1	0.5	0.5	5.7	0.6	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.4	0.0	1.2	0.6	0.5	0.0	1.5	1.3	1.3	1.7	1.4	1.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	23.6	0.0	22.5	24.1	20.7	0.0	36.3	8.1	8.1	29.7	7.5	7.6
LnGrp LOS	C	A	C	C	C		D	A	A	C	A	A
Approach Vol, veh/h		222			92	A		521			746	
Approach Delay, s/veh		23.1			22.5			13.1			14.8	
Approach LOS		C			C			B			B	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	10.0	32.4		12.6	8.3	34.1		12.6				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	5.5	18.0		18.0	5.1	18.4		18.0				
Max Q Clear Time (g_c+I1), s	5.8	5.8		7.5	4.8	6.5		7.1				
Green Ext Time (p_c), s	0.0	2.0		0.6	0.0	2.4		0.2				

Intersection Summary

HCM 6th Ctrl Delay	15.9
HCM 6th LOS	B

Notes

Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

Lanes and Geometrics  
 12: Park Meadows Ring Rd. & North Access Drive

Park Meadows  
 12/29/2022



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕↕	↕	↕	↕	↕
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)		0%	0%		0%	
Storage Length (ft)	0			0	0	0
Storage Lanes	0			1	1	1
Taper Length (ft)	25				25	
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt				0.850		0.850
Flt Protected		0.989			0.950	
Satd. Flow (prot)	0	3500	1863	1583	1770	1583
Flt Permitted		0.989			0.950	
Satd. Flow (perm)	0	3500	1863	1583	1770	1583
Link Speed (mph)		30	30		30	
Link Distance (ft)		1249	1271		255	
Travel Time (s)		28.4	28.9		5.8	

Intersection Summary

Area Type: Other

HCM Unsignalized Intersection Capacity Analysis  
 12: Park Meadows Ring Rd. & North Access Drive

Park Meadows  
 12/29/2022



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↔↑	↑	↗	↖	↗
Traffic Volume (veh/h)	42	140	124	213	493	146
Future Volume (Veh/h)	42	140	124	213	493	146
Sign Control		Stop	Stop		Free	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	46	152	135	232	536	159
<b>Pedestrians</b>						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage (veh)						
Upstream signal (ft)	255					
pX, platoon unblocked						
vC, conflicting volume	1140	1072	1072	0	0	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1140	1072	1072	0	0	
tC, single (s)	7.1	6.5	6.5	6.2	4.1	
tC, 2 stage (s)						
tF (s)	3.5	4.0	4.0	3.3	2.2	
p0 queue free %	0	0	9	79	67	
cM capacity (veh/h)	23	148	148	1085	1623	
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	SB 1	SB 2
Volume Total	97	101	135	232	536	159
Volume Left	46	0	0	0	536	0
Volume Right	0	0	0	232	0	159
cSH	41	148	148	1085	1623	1700
Volume to Capacity	2.37	0.69	0.91	0.21	0.33	0.09
Queue Length 95th (ft)	261	98	159	20	37	0
Control Delay (s)	834.9	70.7	112.1	9.2	8.3	0.0
Lane LOS	F	F	F	A	A	
Approach Delay (s)	443.8		47.1		6.4	
Approach LOS	F		E			
<b>Intersection Summary</b>						
Average Delay			87.0			
Intersection Capacity Utilization			48.9%	ICU Level of Service	A	
Analysis Period (min)			15			

Lanes and Geometrics  
 13: Park Meadows Ring Rd. & East Access Drive

Park Meadows  
 12/29/2022



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						 
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%		0%			0%
Storage Length (ft)	0	0		0	0	
Storage Lanes	1	1		1	0	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	0.95
Ped Bike Factor						
Frt		0.850		0.850		
Flt Protected	0.950					0.969
Satd. Flow (prot)	1770	1583	1863	1583	0	3429
Flt Permitted	0.950					0.969
Satd. Flow (perm)	1770	1583	1863	1583	0	3429
Link Speed (mph)	30		30			30
Link Distance (ft)	204		1336			1271
Travel Time (s)	4.6		30.4			28.9

Intersection Summary

Area Type: Other

HCM Unsignalized Intersection Capacity Analysis  
 13: Park Meadows Ring Rd. & East Access Drive

Park Meadows  
 12/29/2022



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						 
Traffic Volume (veh/h)	252	192	86	153	270	146
Future Volume (Veh/h)	252	192	86	153	270	146
Sign Control	Free		Stop		Stop	
Grade	0%		0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	274	209	93	166	293	159
<b>Pedestrians</b>						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage (veh)						
Upstream signal (ft)	204					
pX, platoon unblocked						
vC, conflicting volume	0		548	0	594	548
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	0		548	0	594	548
tC, single (s)	4.1		6.5	6.2	7.1	6.5
tC, 2 stage (s)						
tF (s)	2.2		4.0	3.3	3.5	4.0
p0 queue free %	83		75	85	0	57
cM capacity (veh/h)	1623		369	1085	249	369
<b>Direction, Lane #</b>	<b>WB 1</b>	<b>WB 2</b>	<b>NB 1</b>	<b>NB 2</b>	<b>SB 1</b>	<b>SB 2</b>
Volume Total	274	209	93	166	346	106
Volume Left	274	0	0	0	293	0
Volume Right	0	209	0	166	0	0
cSH	1623	1700	369	1085	262	369
Volume to Capacity	0.17	0.12	0.25	0.15	1.32	0.29
Queue Length 95th (ft)	15	0	25	13	445	29
Control Delay (s)	7.7	0.0	18.0	8.9	206.8	18.6
Lane LOS	A		C	A	F	C
Approach Delay (s)	4.3		12.2		162.7	
Approach LOS			B		F	
<b>Intersection Summary</b>						
Average Delay			66.0			
Intersection Capacity Utilization			42.3%	ICU Level of Service	A	
Analysis Period (min)			15			

Lanes and Geometrics  
 14: SE Access Drive & Park Meadows Ring Rd.



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↑		↑↑	↑	↑
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)		0	0		0	0
Storage Lanes		1	0		1	1
Taper Length (ft)			25		25	
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	1.00
Ped Bike Factor						
Frt		0.850				0.850
Flt Protected				0.969	0.950	
Satd. Flow (prot)	1863	1583	0	3429	1770	1583
Flt Permitted				0.969	0.950	
Satd. Flow (perm)	1863	1583	0	3429	1770	1583
Link Speed (mph)	30			30	30	
Link Distance (ft)	1563			1336	207	
Travel Time (s)	35.5			30.4	4.7	

Intersection Summary

Area Type: Other

HCM Unsignalized Intersection Capacity Analysis  
 14: SE Access Drive & Park Meadows Ring Rd.

Park Meadows  
 12/29/2022



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↗		↖	↖	↗
Traffic Volume (veh/h)	64	161	123	66	95	121
Future Volume (Veh/h)	64	161	123	66	95	121
Sign Control	Stop			Stop	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	70	175	134	72	103	132
<b>Pedestrians</b>						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage (veh)						
Upstream signal (ft)	207					
pX, platoon unblocked						
vC, conflicting volume	206	0	241	206	0	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	206	0	241	206	0	
tC, single (s)	6.5	6.2	7.1	6.5	4.1	
tC, 2 stage (s)						
tF (s)	4.0	3.3	3.5	4.0	2.2	
p0 queue free %	89	84	74	89	94	
cM capacity (veh/h)	647	1085	522	647	1623	
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	NB 2
Volume Total	70	175	158	48	103	132
Volume Left	0	0	134	0	103	0
Volume Right	0	175	0	0	0	132
cSH	647	1085	538	647	1623	1700
Volume to Capacity	0.11	0.16	0.29	0.07	0.06	0.08
Queue Length 95th (ft)	9	14	30	6	5	0
Control Delay (s)	11.2	9.0	14.4	11.0	7.4	0.0
Lane LOS	B	A	B	B	A	
Approach Delay (s)	9.6		13.6		3.2	
Approach LOS	A		B			
<b>Intersection Summary</b>						
Average Delay			8.6			
Intersection Capacity Utilization			25.4%		ICU Level of Service	A
Analysis Period (min)			15			



Lanes and Geometrics  
 15: Park Meadows Ring Rd. & SW Access Drive

Park Meadows  
 12/29/2022



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)	0	0	0			0
Storage Lanes	1	1	0			1
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	1.00
Ped Bike Factor						
Frt		0.850				0.850
Flt Protected	0.950			0.967		
Satd. Flow (prot)	1770	1583	0	3422	1863	1583
Flt Permitted	0.950			0.967		
Satd. Flow (perm)	1770	1583	0	3422	1863	1583
Link Speed (mph)	30			30	30	
Link Distance (ft)	369			1563	1358	
Travel Time (s)	8.4			35.5	30.9	

Intersection Summary

Area Type: Other

HCM Unsignalized Intersection Capacity Analysis  
 15: Park Meadows Ring Rd. & SW Access Drive

Park Meadows  
 12/29/2022



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	221	237	171	82	103	96
Future Volume (Veh/h)	221	237	171	82	103	96
Sign Control	Free			Stop	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	240	258	186	89	112	104
<b>Pedestrians</b>						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage (veh)						
Upstream signal (ft)	369					
pX, platoon unblocked						
vC, conflicting volume	0		536	480	480	0
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	0		536	480	480	0
tC, single (s)	4.1		7.1	6.5	6.5	6.2
tC, 2 stage (s)						
tF (s)	2.2		3.5	4.0	4.0	3.3
p0 queue free %	85		36	78	73	90
cM capacity (veh/h)	1623		290	413	413	1085
<b>Direction, Lane #</b>	<b>EB 1</b>	<b>EB 2</b>	<b>NB 1</b>	<b>NB 2</b>	<b>SB 1</b>	<b>SB 2</b>
Volume Total	240	258	216	59	112	104
Volume Left	240	0	186	0	0	0
Volume Right	0	258	0	0	0	104
cSH	1623	1700	303	413	413	1085
Volume to Capacity	0.15	0.15	0.71	0.14	0.27	0.10
Queue Length 95th (ft)	13	0	127	12	27	8
Control Delay (s)	7.6	0.0	41.6	15.2	16.9	8.7
Lane LOS	A		E	C	C	A
Approach Delay (s)	3.7		35.9		12.9	
Approach LOS			E		B	
<b>Intersection Summary</b>						
Average Delay			14.7			
Intersection Capacity Utilization			35.1%	ICU Level of Service	A	
Analysis Period (min)			15			

Lanes and Geometrics  
 16: Park Meadows Ring Rd. & NW Access Drive

Park Meadows  
 12/29/2022



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)	0	0	0			0
Storage Lanes	1	1	0			1
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	1.00
Ped Bike Factor						
Frt		0.850				0.850
Flt Protected	0.950			0.961		
Satd. Flow (prot)	1770	1583	0	3401	1863	1583
Flt Permitted	0.950			0.961		
Satd. Flow (perm)	1770	1583	0	3401	1863	1583
Link Speed (mph)	30			30	30	
Link Distance (ft)	217			1358	1249	
Travel Time (s)	4.9			30.9	28.4	

Intersection Summary

Area Type: Other

HCM Unsignalized Intersection Capacity Analysis  
 16: Park Meadows Ring Rd. & NW Access Drive

Park Meadows  
 12/29/2022



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	182	138	200	44	106	140
Future Volume (Veh/h)	182	138	200	44	106	140
Sign Control	Free			Stop	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	198	150	217	48	115	152
<b>Pedestrians</b>						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage (veh)						
Upstream signal (ft)	217					
pX, platoon unblocked						
vC, conflicting volume	0		454	396	396	0
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	0		454	396	396	0
tC, single (s)	4.1		7.1	6.5	6.5	6.2
tC, 2 stage (s)						
tF (s)	2.2		3.5	4.0	4.0	3.3
p0 queue free %	88		34	90	76	86
cM capacity (veh/h)	1623		329	475	475	1085
<b>Direction, Lane #</b>	<b>EB 1</b>	<b>EB 2</b>	<b>NB 1</b>	<b>NB 2</b>	<b>SB 1</b>	<b>SB 2</b>
Volume Total	198	150	233	32	115	152
Volume Left	198	0	217	0	0	0
Volume Right	0	150	0	0	0	152
cSH	1623	1700	336	475	475	1085
Volume to Capacity	0.12	0.09	0.69	0.07	0.24	0.14
Queue Length 95th (ft)	10	0	123	5	23	12
Control Delay (s)	7.5	0.0	36.7	13.1	15.0	8.9
Lane LOS	A		E	B	B	A
Approach Delay (s)	4.3		33.9		11.5	
Approach LOS			D		B	
<b>Intersection Summary</b>						
Average Delay			15.4			
Intersection Capacity Utilization			34.5%	ICU Level of Service	A	
Analysis Period (min)			15			

Lanes and Geometrics  
 17: Park Meadows Mall Ring Rd. & Road D



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)	0	0	0			0
Storage Lanes	1	0	0			0
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	0.95	0.95	0.95	0.95
Ped Bike Factor						
Frt	0.932				0.994	
Flt Protected	0.976			0.995		
Satd. Flow (prot)	1694	0	0	3522	3518	0
Flt Permitted	0.976			0.995		
Satd. Flow (perm)	1694	0	0	3522	3518	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	172			150	215	
Travel Time (s)	3.9			3.4	4.9	

Intersection Summary

Area Type: Other

Intersection						
Int Delay, s/veh	1.2					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T			↑↑		↑↑
Traffic Vol, veh/h	22	22	21	170	334	15
Future Vol, veh/h	22	22	21	170	334	15
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	24	24	23	185	363	16

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	510	190	379	0	-	0
Stage 1	371	-	-	-	-	-
Stage 2	139	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	493	820	1176	-	-	-
Stage 1	668	-	-	-	-	-
Stage 2	873	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	482	820	1176	-	-	-
Mov Cap-2 Maneuver	482	-	-	-	-	-
Stage 1	653	-	-	-	-	-
Stage 2	873	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	11.4	1	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1176	-	607	-	-
HCM Lane V/C Ratio	0.019	-	0.079	-	-
HCM Control Delay (s)	8.1	0.1	11.4	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.1	-	0.3	-	-

Lanes and Geometrics  
 18: Park Meadows Mall Ring Rd. & Road C

Park Meadows  
 12/30/2022



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)	0	0	0			0
Storage Lanes	0	1	0			0
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	0.95
Ped Bike Factor						
Frt		0.865			0.994	
Flt Protected						
Satd. Flow (prot)	0	1611	0	3539	3518	0
Flt Permitted						
Satd. Flow (perm)	0	1611	0	3539	3518	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	184			215	83	
Travel Time (s)	4.2			4.9	1.9	

Intersection Summary

Area Type: Other

Intersection						
Int Delay, s/veh	0.4					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		↗		↑↑	↑↑	
Traffic Vol, veh/h	0	22	0	193	327	13
Future Vol, veh/h	0	22	0	193	327	13
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	24	0	210	355	14

Major/Minor	Minor2	Major1	Major2		
Conflicting Flow All	-	185	-	0	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-
Critical Hdwy	-	6.94	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-
Follow-up Hdwy	-	3.32	-	-	-
Pot Cap-1 Maneuver	0	826	0	-	-
Stage 1	0	-	0	-	-
Stage 2	0	-	0	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	-	826	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.5	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	-	826	-	-
HCM Lane V/C Ratio	-	0.029	-	-
HCM Control Delay (s)	-	9.5	-	-
HCM Lane LOS	-	A	-	-
HCM 95th %tile Q(veh)	-	0.1	-	-



Lanes and Geometrics  
 19: Park Meadows Mall Ring Rd. & South Parking Garage

Park Meadows  
 01/04/2023



Lane Group	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
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		0	0		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	0.95	0.95
Ped Bike Factor		0.942									0.952	
Flt Protected		0.972						0.981				
Satd. Flow (prot)	0	1706	0	0	1863	0	0	3472	0	0	3369	0
Flt Permitted		0.972						0.981				
Satd. Flow (perm)	0	1706	0	0	1863	0	0	3472	0	0	3369	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		109			79			83			242	
Travel Time (s)		2.5			1.8			1.9			5.5	

Intersection Summary

Area Type: Other

Intersection	
Intersection Delay, s/veh	10.4
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	122	0	91	0	0	0	76	117	0	0	271	127
Future Vol, veh/h	122	0	91	0	0	0	76	117	0	0	271	127
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
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	133	0	99	0	0	0	83	127	0	0	295	138
Number of Lanes	0	1	0	0	1	0	0	2	0	0	2	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	1	1
HCM Control Delay	10.9	0	9.9	10.3
HCM LOS	B	-	A	B

Lane	NBLn1	NBLn2	EBLn1	WBLn1	SBLn1	SBLn2
Vol Left, %	66%	0%	57%	0%	0%	0%
Vol Thru, %	34%	100%	0%	100%	100%	42%
Vol Right, %	0%	0%	43%	0%	0%	58%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	115	78	213	0	181	217
LT Vol	76	0	122	0	0	0
Through Vol	39	78	0	0	181	90
RT Vol	0	0	91	0	0	127
Lane Flow Rate	125	85	232	0	196	236
Geometry Grp	7	7	2	2	7	7
Degree of Util (X)	0.206	0.132	0.335	0	0.294	0.326
Departure Headway (Hd)	5.931	5.597	5.21	5.891	5.387	4.975
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	599	633	685	0	662	716
Service Time	3.728	3.393	3.284	3.891	3.169	2.755
HCM Lane V/C Ratio	0.209	0.134	0.339	0	0.296	0.33
HCM Control Delay	10.3	9.3	10.9	8.9	10.4	10.2
HCM Lane LOS	B	A	B	N	B	B
HCM 95th-tile Q	0.8	0.5	1.5	0	1.2	1.4

Lanes and Geometrics  
 20: Park Meadows Mall Ring Rd. & Road B

Park Meadows  
 12/30/2022



Lane Group	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
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%				0%
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		0	1		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	0.95	0.95
Ped Bike Factor												
Frt		0.932			0.850			0.978				0.993
Flt Protected		0.976		0.950				0.998				0.995
Satd. Flow (prot)	0	1694	0	1770	1583	0	0	3454	0	0	3497	0
Flt Permitted		0.976		0.950				0.998				0.995
Satd. Flow (perm)	0	1694	0	1770	1583	0	0	3454	0	0	3497	0
Link Speed (mph)		30			30			30				30
Link Distance (ft)		129			151			397				155
Travel Time (s)		2.9			3.4			9.0				3.5

Intersection Summary

Area Type: Other

Intersection	
Intersection Delay, s/veh	10.6
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕		↕	↕			↕			↕	
Traffic Vol, veh/h	22	0	22	38	0	38	15	262	47	46	393	21
Future Vol, veh/h	22	0	22	38	0	38	15	262	47	46	393	21
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	24	0	24	41	0	41	16	285	51	50	427	23
Number of Lanes	0	1	0	1	1	0	0	2	0	0	2	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	1	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	1	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	2	1
HCM Control Delay	10	9.7	10.1	11.2
HCM LOS	A	A	B	B

Lane	NBLn1	NBLn2	EBLn1	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	10%	0%	50%	100%	0%	19%	0%
Vol Thru, %	90%	74%	0%	0%	0%	81%	90%
Vol Right, %	0%	26%	50%	0%	100%	0%	10%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	146	178	44	38	38	243	218
LT Vol	15	0	22	38	0	46	0
Through Vol	131	131	0	0	0	197	197
RT Vol	0	47	22	0	38	0	21
Lane Flow Rate	159	193	48	41	41	264	236
Geometry Grp	7	7	6	7	7	7	7
Degree of Util (X)	0.242	0.282	0.085	0.082	0.068	0.393	0.342
Departure Headway (Hd)	5.487	5.249	6.418	7.118	5.901	5.373	5.209
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	647	677	561	506	610	664	683
Service Time	3.283	3.045	4.424	4.82	3.602	3.16	2.997
HCM Lane V/C Ratio	0.246	0.285	0.086	0.081	0.067	0.398	0.346
HCM Control Delay	10.1	10.1	10	10.5	9	11.7	10.7
HCM Lane LOS	B	B	A	B	A	B	B
HCM 95th-tile Q	0.9	1.2	0.3	0.3	0.2	1.9	1.5

Lanes and Geometrics  
 21: Park Meadows Mall Ring Rd. & Central Parking Garage Access

Park Meadows  
 12/30/2022



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)	0	0	0			0
Storage Lanes	1	0	0			0
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	0.95	0.95	0.95	0.95
Ped Bike Factor						
Frt	0.944				0.970	
Flt Protected	0.972			0.988		
Satd. Flow (prot)	1709	0	0	3497	3433	0
Flt Permitted	0.972			0.988		
Satd. Flow (perm)	1709	0	0	3497	3433	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	153			155	142	
Travel Time (s)	3.5			3.5	3.2	

Intersection Summary

Area Type: Other

Intersection	
Intersection Delay, s/veh	10.3
Intersection LOS	B

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	85	61	67	217	335	84
Future Vol, veh/h	85	61	67	217	335	84
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	92	66	73	236	364	91
Number of Lanes	1	0	0	2	2	0

Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	2	2
Conflicting Approach Left	SB	EB	
Conflicting Lanes Left	2	1	0
Conflicting Approach Right	NB		EB
Conflicting Lanes Right	2	0	1
HCM Control Delay	10.2	10	10.5
HCM LOS	B	A	B

Lane	NBLn1	NBLn2	EBLn1	SBLn1	SBLn2
Vol Left, %	48%	0%	58%	0%	0%
Vol Thru, %	52%	100%	0%	100%	57%
Vol Right, %	0%	0%	42%	0%	43%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	139	145	146	223	196
LT Vol	67	0	85	0	0
Through Vol	72	145	0	223	112
RT Vol	0	0	61	0	84
Lane Flow Rate	151	157	159	243	213
Geometry Grp	7	7	2	7	7
Degree of Util (X)	0.238	0.237	0.239	0.357	0.295
Departure Headway (Hd)	5.66	5.417	5.422	5.289	4.986
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	630	657	657	675	715
Service Time	3.44	3.197	3.501	3.06	2.757
HCM Lane V/C Ratio	0.24	0.239	0.242	0.36	0.298
HCM Control Delay	10.2	9.9	10.2	11	9.9
HCM Lane LOS	B	A	B	B	A
HCM 95th-tile Q	0.9	0.9	0.9	1.6	1.2

Lanes and Geometrics  
 22: Park Meadows Mall Ring Rd. & Road A

Park Meadows  
 12/30/2022



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)	0	0	0			0
Storage Lanes	1	0	0			0
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	0.95	0.95	0.95	0.95
Ped Bike Factor						
Frt	0.946				0.993	
Flt Protected	0.971			0.998		
Satd. Flow (prot)	1711	0	0	3532	3514	0
Flt Permitted	0.971			0.998		
Satd. Flow (perm)	1711	0	0	3532	3514	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	145			142	154	
Travel Time (s)	3.3			3.2	3.5	

Intersection Summary

Area Type: Other

Intersection	
Intersection Delay, s/veh	10
Intersection LOS	A

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	22	15	15	286	423	21
Future Vol, veh/h	22	15	15	286	423	21
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	24	16	16	311	460	23
Number of Lanes	1	0	0	2	2	0

Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	2	2
Conflicting Approach Left	SB	EB	
Conflicting Lanes Left	2	1	0
Conflicting Approach Right	NB		EB
Conflicting Lanes Right	2	0	1
HCM Control Delay	8.9	9.5	10.4
HCM LOS	A	A	B

Lane	NBLn1	NBLn2	EBLn1	SBLn1	SBLn2
Vol Left, %	14%	0%	59%	0%	0%
Vol Thru, %	86%	100%	0%	100%	87%
Vol Right, %	0%	0%	41%	0%	13%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	110	191	37	282	162
LT Vol	15	0	22	0	0
Through Vol	95	191	0	282	141
RT Vol	0	0	15	0	21
Lane Flow Rate	120	207	40	307	176
Geometry Grp	7	7	2	7	7
Degree of Util (X)	0.171	0.291	0.061	0.419	0.236
Departure Headway (Hd)	5.127	5.059	5.472	4.923	4.832
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	700	711	653	733	745
Service Time	2.853	2.785	3.516	2.647	2.556
HCM Lane V/C Ratio	0.171	0.291	0.061	0.419	0.236
HCM Control Delay	8.9	9.9	8.9	11.2	9
HCM Lane LOS	A	A	A	B	A
HCM 95th-tile Q	0.6	1.2	0.2	2.1	0.9



Lanes and Geometrics  
 1: S. Yosemite St. & E. County Line Rd.

Park Meadows  
 12/29/2022



Lane Group	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	
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12	
Grade (%)	0%		0%		0%		0%		0%		0%		
Storage Length (ft)	175		350	600		0	235		0	210		0	
Storage Lanes	2		1	2		1	2		1	1		0	
Taper Length (ft)	25			25			25			25			
Lane Util. Factor	0.97	0.91	1.00	0.97	0.91	1.00	0.97	0.95	1.00	1.00	0.95	0.95	
Ped Bike Factor	Frt			0.850			0.850			0.850			0.948
Flt Protected	0.950			0.950			0.950			0.950			
Satd. Flow (prot)	3433	5085	1583	3433	5085	1583	3433	3539	1583	1770	3355	0	
Flt Permitted	0.950			0.950			0.950			0.950			
Satd. Flow (perm)	3433	5085	1583	3433	5085	1583	3433	3539	1583	1770	3355	0	
Right Turn on Red			Yes			Yes			Yes			Yes	
Satd. Flow (RTOR)			221			142			142			81	
Link Speed (mph)		30			30			30				30	
Link Distance (ft)		556			1568			1842				710	
Travel Time (s)		12.6			35.6			41.9				16.1	

Intersection Summary

Area Type: Other

Timings  
1: S. Yosemite St. & E. County Line Rd.

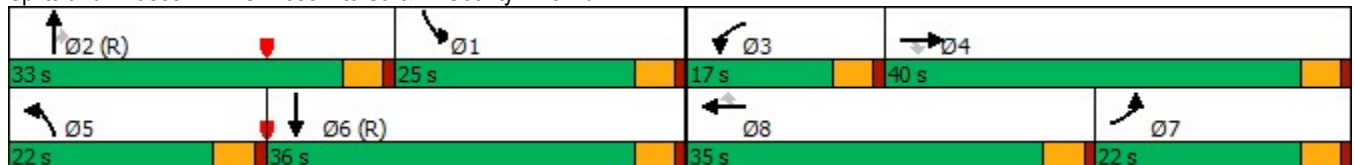
Park Meadows  
12/29/2022

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations											
Traffic Volume (vph)	191	789	203	121	666	71	209	268	83	108	261
Future Volume (vph)	191	789	203	121	666	71	209	268	83	108	261
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA
Protected Phases	7	4		3	8		5	2		1	6
Permitted Phases			4			8			2		
Detector Phase	7	4	4	3	8	8	5	2	2	1	6
Switch Phase											
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5
Total Split (s)	22.0	40.0	40.0	17.0	35.0	35.0	22.0	33.0	33.0	25.0	36.0
Total Split (%)	19.1%	34.8%	34.8%	14.8%	30.4%	30.4%	19.1%	28.7%	28.7%	21.7%	31.3%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lag	Lag	Lag	Lead	Lead	Lead	Lead	Lead	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	C-Max	C-Max	None	C-Max
Act Effct Green (s)	14.6	28.9	28.9	9.8	24.1	24.1	12.9	37.8	37.8	20.5	45.5
Actuated g/C Ratio	0.13	0.25	0.25	0.09	0.21	0.21	0.11	0.33	0.33	0.18	0.40
v/c Ratio	0.48	0.67	0.39	0.45	0.68	0.17	0.59	0.25	0.15	0.37	0.31
Control Delay	49.9	41.1	6.2	58.6	40.1	9.4	54.7	30.6	1.7	45.5	21.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	49.9	41.1	6.2	58.6	40.1	9.4	54.7	30.6	1.7	45.5	21.9
LOS	D	D	A	E	D	A	D	C	A	D	C
Approach Delay		36.5			40.1			35.4			26.9
Approach LOS		D			D			D			C

Intersection Summary

Cycle Length: 115  
 Actuated Cycle Length: 115  
 Offset: 72 (63%), Referenced to phase 2:NBT and 6:SBT, Start of Green  
 Natural Cycle: 65  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.68  
 Intersection Signal Delay: 35.7  
 Intersection LOS: D  
 Intersection Capacity Utilization 52.0%  
 ICU Level of Service A  
 Analysis Period (min) 15

Splits and Phases: 1: S. Yosemite St. & E. County Line Rd.



Queues

1: S. Yosemite St. & E. County Line Rd.




































Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	208	858	221	132	724	77	227	291	90	117	433
v/c Ratio	0.48	0.67	0.39	0.45	0.68	0.17	0.59	0.25	0.15	0.37	0.31
Control Delay	49.9	41.1	6.2	58.6	40.1	9.4	54.7	30.6	1.7	45.5	21.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	49.9	41.1	6.2	58.6	40.1	9.4	54.7	30.6	1.7	45.5	21.9
Queue Length 50th (ft)	74	210	0	53	161	12	83	82	0	77	91
Queue Length 95th (ft)	109	236	55	86	197	36	120	133	10	135	159
Internal Link Dist (ft)		476			1488			1762			630
Turn Bay Length (ft)	175		350	600			235			210	
Base Capacity (vph)	526	1570	641	373	1348	524	522	1163	615	315	1375
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.40	0.55	0.34	0.35	0.54	0.15	0.43	0.25	0.15	0.37	0.31

Intersection Summary

HCM 6th Signalized Intersection Summary  
 1: S. Yosemite St. & E. County Line Rd.

Park Meadows  
 12/29/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 	  		 	  		 	 			 	
Traffic Volume (veh/h)	191	789	203	121	666	71	209	268	83	108	261	137
Future Volume (veh/h)	191	789	203	121	666	71	209	268	83	108	261	137
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	208	858	221	132	724	77	227	291	90	117	284	149
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	309	1158	359	194	988	307	296	881	393	557	1081	552
Arrive On Green	0.09	0.23	0.23	0.02	0.06	0.06	0.09	0.25	0.25	0.31	0.48	0.48
Sat Flow, veh/h	3456	5106	1585	3456	5106	1585	3456	3554	1585	1781	2276	1162
Grp Volume(v), veh/h	208	858	221	132	724	77	227	291	90	117	220	213
Grp Sat Flow(s),veh/h/ln	1728	1702	1585	1728	1702	1585	1728	1777	1585	1781	1777	1661
Q Serve(g_s), s	6.7	18.0	14.4	4.4	16.0	5.3	7.4	7.7	4.3	5.6	8.5	8.9
Cycle Q Clear(g_c), s	6.7	18.0	14.4	4.4	16.0	5.3	7.4	7.7	4.3	5.6	8.5	8.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.70
Lane Grp Cap(c), veh/h	309	1158	359	194	988	307	296	881	393	557	844	789
V/C Ratio(X)	0.67	0.74	0.61	0.68	0.73	0.25	0.77	0.33	0.23	0.21	0.26	0.27
Avail Cap(c_a), veh/h	526	1576	489	376	1354	420	526	881	393	557	844	789
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.77	0.77	0.77	0.82	0.82	0.82	1.00	1.00	1.00
Uniform Delay (d), s/veh	50.7	41.3	39.9	55.4	50.9	45.9	51.5	35.4	23.3	29.1	18.1	18.2
Incr Delay (d2), s/veh	2.6	1.3	1.7	3.2	1.0	0.3	3.4	0.8	1.1	0.2	0.8	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.0	7.6	5.8	2.0	7.4	2.2	3.3	3.4	2.1	2.4	3.7	3.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	53.3	42.6	41.7	58.6	51.9	46.2	54.9	36.3	24.4	29.2	18.8	19.0
LnGrp LOS	D	D	D	E	D	D	D	D	C	C	B	B
Approach Vol, veh/h		1287			933			608			550	
Approach Delay, s/veh		44.2			52.4			41.5			21.1	
Approach LOS		D			D			D			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	40.5	33.0	10.9	30.6	14.3	59.1	14.8	26.7				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	20.5	28.5	12.5	35.5	17.5	31.5	17.5	30.5				
Max Q Clear Time (g_c+I1), s	7.6	9.7	6.4	20.0	9.4	10.9	8.7	18.0				
Green Ext Time (p_c), s	0.2	2.0	0.2	6.1	0.5	2.6	0.4	4.2				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay			42.2									
HCM 6th LOS			D									

Lanes and Geometrics  
 2: S. Chester St. & E. County Line Rd.

Park Meadows  
 12/29/2022



Lane Group	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
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	550		0	525		0	135		0	125		110
Storage Lanes	2		1	2		0	2		1	2		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.97	0.91	1.00	0.97	0.86	0.86	0.97	0.95	1.00	0.97	0.95	1.00
Ped Bike Factor												
Frt			0.850		0.957				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	5085	1583	3433	6132	0	3433	3539	1583	3433	3539	1583
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3433	5085	1583	3433	6132	0	3433	3539	1583	3433	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			142		95				340			225
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1568			1050			565			792	
Travel Time (s)		35.6			23.9			12.8			18.0	

Intersection Summary

Area Type: Other

Timings  
2: S. Chester St. & E. County Line Rd.

Park Meadows  
12/29/2022

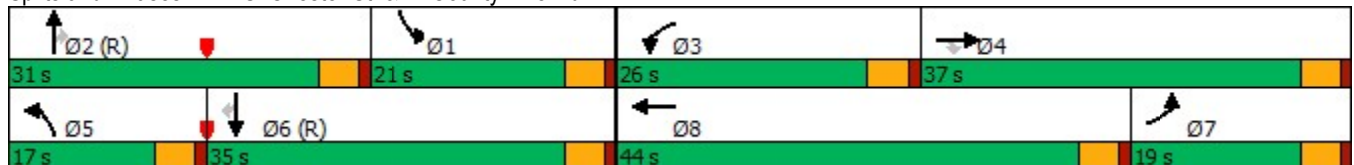


Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖↗	↑↑↑	↗	↖↗	↑↑↑	↖↗	↑↑	↗	↖↗	↑↑	↗
Traffic Volume (vph)	228	916	107	354	556	185	246	313	250	167	207
Future Volume (vph)	228	916	107	354	556	185	246	313	250	167	207
Turn Type	Prot	NA	Perm	Prot	NA	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8	5	2		1	6	
Permitted Phases			4					2			6
Detector Phase	7	4	4	3	8	5	2	2	1	6	6
Switch Phase											
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	22.5	9.5	22.5	9.5	22.5	22.5	9.5	22.5	22.5
Total Split (s)	19.0	37.0	37.0	26.0	44.0	17.0	31.0	31.0	21.0	35.0	35.0
Total Split (%)	16.5%	32.2%	32.2%	22.6%	38.3%	14.8%	27.0%	27.0%	18.3%	30.4%	30.4%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lag	Lag	Lag	Lead	Lead	Lead	Lead	Lead	Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	C-Max	C-Max	None	C-Max	C-Max
Act Effct Green (s)	26.0	30.6	30.6	17.8	22.4	11.3	32.1	32.1	16.5	37.3	37.3
Actuated g/C Ratio	0.23	0.27	0.27	0.15	0.19	0.10	0.28	0.28	0.14	0.32	0.32
v/c Ratio	0.32	0.74	0.22	0.72	0.66	0.60	0.27	0.50	0.55	0.16	0.34
Control Delay	19.1	23.1	1.7	41.3	28.3	57.3	34.8	6.6	50.6	30.2	5.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	19.1	23.1	1.7	41.3	28.3	57.3	34.8	6.6	50.6	30.2	5.9
LOS	B	C	A	D	C	E	C	A	D	C	A
Approach Delay		20.5			32.4		28.5			30.3	
Approach LOS		C			C		C			C	

Intersection Summary

Cycle Length: 115  
 Actuated Cycle Length: 115  
 Offset: 106 (92%), Referenced to phase 2:NBT and 6:SBT, Start of Green  
 Natural Cycle: 70  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.74  
 Intersection Signal Delay: 27.3  
 Intersection Capacity Utilization 56.7%  
 Analysis Period (min) 15  
 Intersection LOS: C  
 ICU Level of Service B

Splits and Phases: 2: S. Chester St. & E. County Line Rd.



Queues  
2: S. Chester St. & E. County Line Rd.

Park Meadows  
12/29/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	248	996	116	385	843	201	267	340	272	182	225
v/c Ratio	0.32	0.74	0.22	0.72	0.66	0.60	0.27	0.50	0.55	0.16	0.34
Control Delay	19.1	23.1	1.7	41.3	28.3	57.3	34.8	6.6	50.6	30.2	5.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	19.1	23.1	1.7	41.3	28.3	57.3	34.8	6.6	50.6	30.2	5.9
Queue Length 50th (ft)	59	265	0	144	155	74	83	0	97	52	0
Queue Length 95th (ft)	103	305	3	189	175	112	126	76	142	85	60
Internal Link Dist (ft)		1488			970		485			712	
Turn Bay Length (ft)	550			525		135			125		110
Base Capacity (vph)	774	1451	553	641	2168	373	987	686	492	1149	665
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.32	0.69	0.21	0.60	0.39	0.54	0.27	0.50	0.55	0.16	0.34

Intersection Summary

HCM 6th Signalized Intersection Summary  
 2: S. Chester St. & E. County Line Rd.

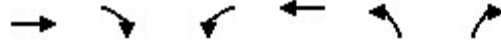
Park Meadows  
 12/29/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↑↑↑	↗	↔↔	↑↑↑		↔↔	↑↑	↗	↔↔	↑↑	↗
Traffic Volume (veh/h)	228	916	107	354	556	220	185	246	313	250	167	207
Future Volume (veh/h)	228	916	107	354	556	220	185	246	313	250	167	207
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	248	996	116	385	604	239	201	267	340	272	182	225
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	578	1267	393	466	1041	342	264	819	365	795	1365	609
Arrive On Green	0.06	0.08	0.08	0.04	0.07	0.07	0.08	0.23	0.23	0.23	0.38	0.38
Sat Flow, veh/h	3456	5106	1585	3456	4826	1585	3456	3554	1585	3456	3554	1585
Grp Volume(v), veh/h	248	996	116	385	604	239	201	267	340	272	182	225
Grp Sat Flow(s),veh/h/ln	1728	1702	1585	1728	1609	1585	1728	1777	1585	1728	1777	1585
Q Serve(g_s), s	8.0	22.0	7.9	12.7	13.9	16.9	6.6	7.2	17.5	7.6	3.8	7.0
Cycle Q Clear(g_c), s	8.0	22.0	7.9	12.7	13.9	16.9	6.6	7.2	17.5	7.6	3.8	7.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	578	1267	393	466	1041	342	264	819	365	795	1365	609
V/C Ratio(X)	0.43	0.79	0.30	0.83	0.58	0.70	0.76	0.33	0.93	0.34	0.13	0.37
Avail Cap(c_a), veh/h	578	1443	448	646	1657	544	376	819	365	795	1365	609
HCM Platoon Ratio	0.33	0.33	0.33	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	0.77	0.77	0.77	0.99	0.99	0.99	0.96	0.96	0.96	1.00	1.00	1.00
Uniform Delay (d), s/veh	49.0	49.8	43.3	53.6	48.4	49.8	52.1	36.8	22.7	37.0	23.0	9.2
Incr Delay (d2), s/veh	0.4	2.0	0.3	6.1	0.5	2.6	5.4	1.0	31.6	0.3	0.2	1.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.7	10.3	3.3	6.3	6.1	7.5	3.0	3.2	9.6	3.2	1.6	2.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	49.4	51.8	43.6	59.7	48.9	52.3	57.5	37.8	54.3	37.3	23.2	10.9
LnGrp LOS	D	D	D	E	D	D	E	D	D	D	C	B
Approach Vol, veh/h		1360			1228			808			679	
Approach Delay, s/veh		50.7			52.9			49.6			24.8	
Approach LOS		D			D			D			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	31.0	31.0	20.0	33.0	13.3	48.7	23.7	29.3				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	16.5	26.5	21.5	32.5	12.5	30.5	14.5	39.5				
Max Q Clear Time (g_c+I1), s	9.6	19.5	14.7	24.0	8.6	9.0	10.0	18.9				
Green Ext Time (p_c), s	0.5	1.8	0.8	4.5	0.2	1.9	0.3	5.9				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay			46.8									
HCM 6th LOS			D									



Lanes and Geometrics  
 3: North Access Drive & E. County Line Rd.



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑	↑	↙↘	↑↑↑		↙↘
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)		0	350		0	0
Storage Lanes		1	2		0	2
Taper Length (ft)			25		25	
Lane Util. Factor	0.91	1.00	0.97	0.86	1.00	0.88
Ped Bike Factor						
Frt		0.850				0.850
Flt Protected			0.950			
Satd. Flow (prot)	5085	1583	3433	6408	0	2787
Flt Permitted			0.950			
Satd. Flow (perm)	5085	1583	3433	6408	0	2787
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		178				52
Link Speed (mph)	30			30	30	
Link Distance (ft)	1050			651	255	
Travel Time (s)	23.9			14.8	5.8	

Intersection Summary

Area Type: Other

Timings  
3: North Access Drive & E. County Line Rd.



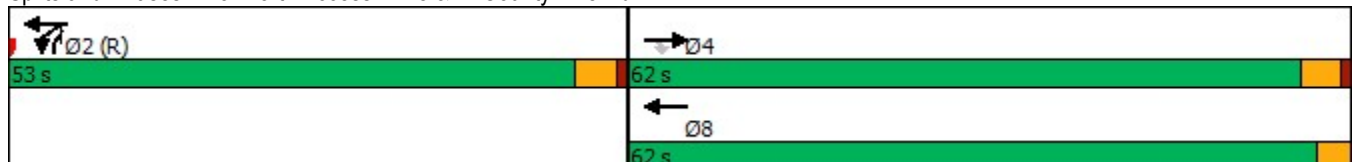
Lane Group	EBT	EBR	WBL	WBT	NBR	Ø8
Lane Configurations	↑↑↑	↑	↙↘	↑↑↑	↙↘	
Traffic Volume (vph)	1229	174	535	1209	517	
Future Volume (vph)	1229	174	535	1209	517	
Turn Type	NA	Perm	Prot	NA	Over	
Protected Phases	4		2	2 8	2	8
Permitted Phases		4			2	
Detector Phase	4	4	2	2 8	2	
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	22.5	22.5	9.5	9.5	22.5	
Total Split (s)	62.0	62.0	53.0	53.0	62.0	
Total Split (%)	53.9%	53.9%	46.1%	46.1%	54%	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.0	
All-Red Time (s)	1.0	1.0	1.0	1.0	0.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		
Total Lost Time (s)	4.5	4.5	4.5	4.5		
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	None	None	C-Max	C-Max	None	
Act Effct Green (s)	46.1	46.1	59.9	115.0	59.9	
Actuated g/C Ratio	0.40	0.40	0.52	1.00	0.52	
v/c Ratio	0.66	0.26	0.33	0.21	0.38	
Control Delay	11.2	2.0	11.2	0.1	17.0	
Queue Delay	0.0	0.0	0.0	0.0	0.0	
Total Delay	11.2	2.0	11.2	0.1	17.0	
LOS	B	A	B	A	B	
Approach Delay	10.1			3.5		
Approach LOS	B			A		

Intersection Summary

Cycle Length: 115  
 Actuated Cycle Length: 115  
 Offset: 112 (97%), Referenced to phase 2:WBTL and 6:, Start of Green  
 Natural Cycle: 40  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.66  
 Intersection Signal Delay: 7.9  
 Intersection Capacity Utilization 49.3%  
 Analysis Period (min) 15

Intersection LOS: A  
 ICU Level of Service A

Splits and Phases: 3: North Access Drive & E. County Line Rd.



Queues  
3: North Access Drive & E. County Line Rd.



Lane Group	EBT	EBR	WBL	WBT	NBR
Lane Group Flow (vph)	1336	189	582	1314	562
v/c Ratio	0.66	0.26	0.33	0.21	0.38
Control Delay	11.2	2.0	11.2	0.1	17.0
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	11.2	2.0	11.2	0.1	17.0
Queue Length 50th (ft)	123	6	111	0	122
Queue Length 95th (ft)	138	m16	187	0	202
Internal Link Dist (ft)	970			571	
Turn Bay Length (ft)			350		
Base Capacity (vph)	2542	880	1789	6367	1477
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.53	0.21	0.33	0.21	0.38

Intersection Summary

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

HCM 6th Edition methodology expects strict NEMA phasing.

Lanes and Geometrics  
 4: Park Meadow Center Dr. & E. County Line Rd.

Park Meadows  
 12/29/2022



Lane Group	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
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		325	0		100	0		250	250		175
Storage Lanes	0		1	0		1	0		1	3		2
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.86	1.00	1.00	0.91	1.00	1.00	1.00	0.76	0.94	0.95	0.88
Ped Bike Factor												
Frt			0.850			0.850			0.850			0.850
Flt Protected										0.950		
Satd. Flow (prot)	0	6408	1583	0	5085	1583	0	0	3610	4990	3539	2787
Flt Permitted										0.950		
Satd. Flow (perm)	0	6408	1583	0	5085	1583	0	0	3610	4990	3539	2787
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			203			100			889			765
Link Speed (mph)		30			30			30				30
Link Distance (ft)		651			987			1238				614
Travel Time (s)		14.8			22.4			28.1				14.0

Intersection Summary

Area Type: Other

Timings  
4: Park Meadow Center Dr. & E. County Line Rd.

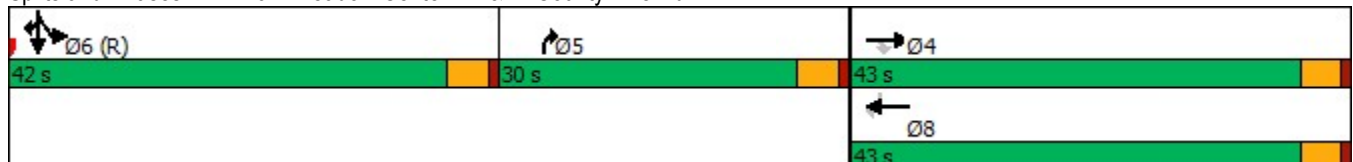


Lane Group	EBT	EBR	WBT	WBR	NBR	SBL	SBT	SBR
Lane Configurations	↑↑↑↑	↗	↑↑↑↑	↗	↗↗↗	↗↗↗	↑↑	↗↗
Traffic Volume (vph)	1467	187	805	39	902	76	667	704
Future Volume (vph)	1467	187	805	39	902	76	667	704
Turn Type	NA	Perm	NA	Free	Prot	Split	NA	custom
Protected Phases	4		8		5	6	6	6
Permitted Phases		4		Free				8
Detector Phase	4	4	8		5	6	6	6
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0		5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5		9.5	22.5	22.5	22.5
Total Split (s)	43.0	43.0	43.0		30.0	42.0	42.0	42.0
Total Split (%)	37.4%	37.4%	37.4%		26.1%	36.5%	36.5%	36.5%
Yellow Time (s)	3.5	3.5	3.5		3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0		1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5		4.5	4.5	4.5	4.5
Lead/Lag					Lag	Lead	Lead	Lead
Lead-Lag Optimize?					Yes	Yes	Yes	Yes
Recall Mode	None	None	None		None	C-Max	C-Max	C-Max
Act Effct Green (s)	43.8	43.8	43.8	115.0	11.7	46.0	46.0	94.3
Actuated g/C Ratio	0.38	0.38	0.38	1.00	0.10	0.40	0.40	0.82
v/c Ratio	0.65	0.28	0.45	0.03	0.84	0.04	0.51	0.32
Control Delay	15.8	3.0	29.0	0.0	12.9	24.1	29.3	0.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	15.8	3.0	29.0	0.0	12.9	24.1	29.3	0.6
LOS	B	A	C	A	B	C	C	A
Approach Delay	14.4		27.7				15.1	
Approach LOS	B		C				B	

Intersection Summary

Cycle Length: 115  
 Actuated Cycle Length: 115  
 Offset: 24 (21%), Referenced to phase 6:SBTL, Start of Green  
 Natural Cycle: 55  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.84  
 Intersection Signal Delay: 16.6  
 Intersection Capacity Utilization 57.7%  
 Analysis Period (min) 15  
 Intersection LOS: B  
 ICU Level of Service B

Splits and Phases: 4: Park Meadow Center Dr. & E. County Line Rd.





Lane Group	EBT	EBR	WBT	WBR	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	1595	203	875	42	980	83	725	765
v/c Ratio	0.65	0.28	0.45	0.03	0.84	0.04	0.51	0.32
Control Delay	15.8	3.0	29.0	0.0	12.9	24.1	29.3	0.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	15.8	3.0	29.0	0.0	12.9	24.1	29.3	0.6
Queue Length 50th (ft)	137	12	203	0	28	13	216	0
Queue Length 95th (ft)	308	27	252	0	75	27	304	14
Internal Link Dist (ft)	571		907				534	
Turn Bay Length (ft)		325		100	250	250		175
Base Capacity (vph)	2464	733	1955	1583	1492	1997	1416	2423
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.65	0.28	0.45	0.03	0.66	0.04	0.51	0.32

## Intersection Summary

HCM 6th Signalized Intersection Summary  
 4: Park Meadow Center Dr. & E. County Line Rd.

Park Meadows  
 12/29/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑	↗		↑↑↑	↗			↗↗↗	↘↘↘	↑↑	↗↗
Traffic Volume (veh/h)	0	1467	187	0	805	39	0	0	902	76	667	704
Future Volume (veh/h)	0	1467	187	0	805	39	0	0	902	76	667	704
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	0	1870	1870	0	1870	1870	0	0	1870	1870	1870	1870
Adj Flow Rate, veh/h	0	1595	0	0	875	0	0	0	980	83	725	765
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	2	2	0	2	2	0	0	2	2	2	2
Cap, veh/h	0	2025		0	1607		0	0	0	3049	2157	1693
Arrive On Green	0.00	0.10	0.00	0.00	0.31	0.00	0.00	0.00	0.00	0.61	0.61	0.61
Sat Flow, veh/h	0	6696	1585	0	5274	1585		0		5023	3554	2790
Grp Volume(v), veh/h	0	1595	0	0	875	0		0.0		83	725	765
Grp Sat Flow(s),veh/h/ln	0	1609	1585	0	1702	1585				1674	1777	1395
Q Serve(g_s), s	0.0	27.8	0.0	0.0	16.3	0.0				0.8	11.6	17.1
Cycle Q Clear(g_c), s	0.0	27.8	0.0	0.0	16.3	0.0				0.8	11.6	17.1
Prop In Lane	0.00		1.00	0.00		1.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	2025		0	1607					3049	2157	1693
V/C Ratio(X)	0.00	0.79		0.00	0.54					0.03	0.34	0.45
Avail Cap(c_a), veh/h	0	2154		0	1709					3049	2157	1693
HCM Platoon Ratio	1.00	0.33	0.33	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.79	0.00	0.00	0.96	0.00				1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	47.8	0.0	0.0	32.6	0.0				9.0	11.2	12.2
Incr Delay (d2), s/veh	0.0	1.5	0.0	0.0	0.3	0.0				0.0	0.4	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	12.2	0.0	0.0	6.7	0.0				0.3	4.5	5.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	49.3	0.0	0.0	32.9	0.0				9.0	11.6	13.1
LnGrp LOS	A	D		A	C					A	B	B
Approach Vol, veh/h		1595	A		875	A					1573	
Approach Delay, s/veh		49.3			32.9						12.2	
Approach LOS		D			C						B	
Timer - Assigned Phs				4		6		8				
Phs Duration (G+Y+Rc), s				40.7		74.3		40.7				
Change Period (Y+Rc), s				4.5		4.5		4.5				
Max Green Setting (Gmax), s				38.5		37.5		38.5				
Max Q Clear Time (g_c+I1), s				29.8		19.1		18.3				
Green Ext Time (p_c), s				6.4		8.7		6.2				

Intersection Summary		
HCM 6th Ctrl Delay		31.3
HCM 6th LOS		C













Notes

Unsignalized Delay for [EBR, WBR] is excluded from calculations of the approach delay and intersection delay.



Lanes and Geometrics  
 5: I-25 Ramps & E. County Line Rd.

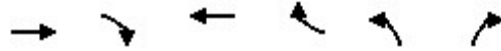
Park Meadows  
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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑	↑↑		↑↑↑	↑	↑↑		↑			
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		200	0		100	180		0	0		0
Storage Lanes	0		1	0		1	2		1	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.91	0.88	1.00	0.91	1.00	0.97	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor			0.850			0.850			0.850			
Flt Protected							0.950					
Satd. Flow (prot)	0	5085	2787	0	5085	1583	3433	0	1583	0	0	0
Flt Permitted							0.950					
Satd. Flow (perm)	0	5085	2787	0	5085	1583	3433	0	1583	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			1471			528			63			
Link Speed (mph)		30			30			30				30
Link Distance (ft)		987			920			594				487
Travel Time (s)		22.4			20.9			13.5				11.1

Intersection Summary

Area Type: Other

Timings  
5: I-25 Ramps & E. County Line Rd.



Lane Group	EBT	EBR	WBT	WBR	NBL	NBR
Lane Configurations	↑↑↑	↑↑	↑↑↑	↑	↑↑	↑
Traffic Volume (vph)	451	1353	316	486	540	58
Future Volume (vph)	451	1353	316	486	540	58
Turn Type	NA	Free	NA	Free	Prot	Free
Protected Phases	4		8		5	
Permitted Phases		Free		Free		Free
Detector Phase	4		8		5	
Switch Phase						
Minimum Initial (s)	5.0		5.0		5.0	
Minimum Split (s)	22.5		22.5		9.5	
Total Split (s)	45.0		45.0		70.0	
Total Split (%)	39.1%		39.1%		60.9%	
Yellow Time (s)	3.5		3.5		3.5	
All-Red Time (s)	1.0		1.0		1.0	
Lost Time Adjust (s)	0.0		0.0		0.0	
Total Lost Time (s)	4.5		4.5		4.5	
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	None		None		None	
Act Effct Green (s)	17.2	115.0	17.2	115.0	88.8	115.0
Actuated g/C Ratio	0.15	1.00	0.15	1.00	0.77	1.00
v/c Ratio	0.64	0.53	0.45	0.33	0.22	0.04
Control Delay	37.8	4.1	46.0	0.6	4.1	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	37.8	4.1	46.0	0.6	4.1	0.1
LOS	D	A	D	A	A	A
Approach Delay	12.6		18.4			
Approach LOS	B		B			

Intersection Summary

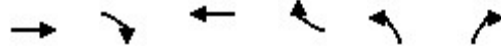
Cycle Length: 115  
 Actuated Cycle Length: 115  
 Offset: 12 (10%), Referenced to phase 2: and 6:, Start of Green  
 Natural Cycle: 40  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.64  
 Intersection Signal Delay: 12.4  
 Intersection Capacity Utilization 31.2%  
 Analysis Period (min) 15  
 Intersection LOS: B  
 ICU Level of Service A

Splits and Phases: 5: I-25 Ramps & E. County Line Rd.



Queues  
5: I-25 Ramps & E. County Line Rd.

Park Meadows  
12/29/2022



Lane Group	EBT	EBR	WBT	WBR	NBL	NBR
Lane Group Flow (vph)	490	1471	343	528	587	63
v/c Ratio	0.64	0.53	0.45	0.33	0.22	0.04
Control Delay	37.8	4.1	46.0	0.6	4.1	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	37.8	4.1	46.0	0.6	4.1	0.1
Queue Length 50th (ft)	130	289	85	0	52	0
Queue Length 95th (ft)	168	156	112	0	82	0
Internal Link Dist (ft)	907		840			
Turn Bay Length (ft)		200		100	180	
Base Capacity (vph)	1790	2787	1790	1583	2650	1583
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.27	0.53	0.19	0.33	0.22	0.04
<b>Intersection Summary</b>						

HCM 6th Signalized Intersection Summary  
5: I-25 Ramps & E. County Line Rd.

Park Meadows  
12/29/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑	↑↑		↑↑↑	↑	↑↑		↑			
Traffic Volume (veh/h)	0	451	1353	0	316	486	540	0	58	0	0	0
Future Volume (veh/h)	0	451	1353	0	316	486	540	0	58	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	0	1870	1870	0	1870	1870	1870	0	1870			
Adj Flow Rate, veh/h	0	490	0	0	343	0	587	0	0			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92			
Percent Heavy Veh, %	0	2	2	0	2	2	2	0	2			
Cap, veh/h	0	729		0	729		2692	0				
Arrive On Green	0.00	0.05	0.00	0.00	0.14	0.00	0.78	0.00	0.00			
Sat Flow, veh/h	0	5274	2790	0	5274	1585	3456	0	1585			
Grp Volume(v), veh/h	0	490	0	0	343	0	587	0	0			
Grp Sat Flow(s),veh/h/ln	0	1702	1395	0	1702	1585	1728	0	1585			
Q Serve(g_s), s	0.0	10.9	0.0	0.0	7.1	0.0	5.2	0.0	0.0			
Cycle Q Clear(g_c), s	0.0	10.9	0.0	0.0	7.1	0.0	5.2	0.0	0.0			
Prop In Lane	0.00		1.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	0	729		0	729		2692	0				
V/C Ratio(X)	0.00	0.67		0.00	0.47		0.22	0.00				
Avail Cap(c_a), veh/h	0	1798		0	1798		2692	0				
HCM Platoon Ratio	1.00	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(l)	0.00	0.65	0.00	0.00	1.00	0.00	1.00	0.00	0.00			
Uniform Delay (d), s/veh	0.0	52.1	0.0	0.0	45.3	0.0	3.4	0.0	0.0			
Incr Delay (d2), s/veh	0.0	0.7	0.0	0.0	0.5	0.0	0.0	0.0	0.0			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	0.0	5.0	0.0	0.0	3.0	0.0	1.5	0.0	0.0			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	52.8	0.0	0.0	45.8	0.0	3.4	0.0	0.0			
LnGrp LOS	A	D		A	D		A	A				
Approach Vol, veh/h		490	A		343	A		587	A			
Approach Delay, s/veh		52.8			45.8			3.4				
Approach LOS		D			D			A				
Timer - Assigned Phs		2		4				8				
Phs Duration (G+Y+Rc), s		94.1		20.9				20.9				
Change Period (Y+Rc), s		4.5		4.5				4.5				
Max Green Setting (Gmax), s		65.5		40.5				40.5				
Max Q Clear Time (g_c+I1), s		7.2		12.9				9.1				
Green Ext Time (p_c), s		2.3		3.6				2.5				

Intersection Summary

HCM 6th Ctrl Delay	30.7
HCM 6th LOS	C

Notes

Unsignalized Delay for [NBR, EBR, WBR] is excluded from calculations of the approach delay and intersection delay.

Lanes and Geometrics  
 6: Park Meadow Center Dr. & East Access Drive



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)	0	0	110			0
Storage Lanes	2	1	1			0
Taper Length (ft)	25		25			
Lane Util. Factor	0.97	1.00	1.00	0.95	0.95	0.95
Ped Bike Factor						
Frt		0.850			0.921	
Flt Protected	0.950		0.950			
Satd. Flow (prot)	3433	1583	1770	3539	3260	0
Flt Permitted	0.950		0.166			
Satd. Flow (perm)	3433	1583	309	3539	3260	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		233			491	
Link Speed (mph)	30			30	30	
Link Distance (ft)	204			1551	1238	
Travel Time (s)	4.6			35.3	28.1	

Intersection Summary

Area Type: Other

Timings  
6: Park Meadow Center Dr. & East Access Drive

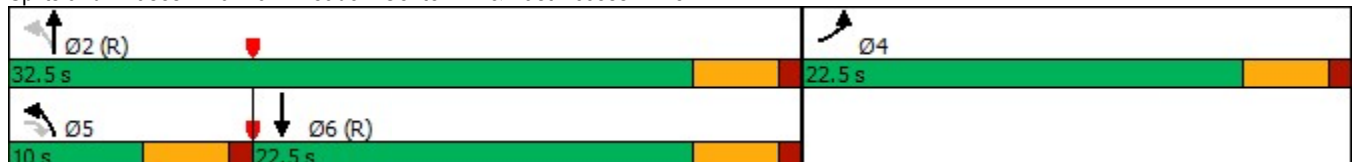


Lane Group	EBL	EBR	NBL	NBT	SBT
Lane Configurations	↖↗	↗	↖	↑↑	↑↓
Traffic Volume (vph)	406	214	120	486	402
Future Volume (vph)	406	214	120	486	402
Turn Type	Prot	Perm	pm+pt	NA	NA
Protected Phases	4		5	2	6
Permitted Phases		5	2		
Detector Phase	4	5	5	2	6
Switch Phase					
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	9.5	9.5	22.5	22.5
Total Split (s)	22.5	10.0	10.0	32.5	22.5
Total Split (%)	40.9%	18.2%	18.2%	59.1%	40.9%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5
Lead/Lag		Lead	Lead		Lag
Lead-Lag Optimize?		Yes	Yes		Yes
Recall Mode	None	None	None	C-Max	C-Max
Act Effct Green (s)	12.3	7.1	33.7	33.7	22.2
Actuated g/C Ratio	0.22	0.13	0.61	0.61	0.40
v/c Ratio	0.58	0.57	0.35	0.24	0.58
Control Delay	21.8	10.1	16.2	7.2	8.0
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	21.8	10.1	16.2	7.2	8.0
LOS	C	B	B	A	A
Approach Delay	17.8			9.0	8.0
Approach LOS	B			A	A

Intersection Summary

Cycle Length: 55  
 Actuated Cycle Length: 55  
 Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBT, Start of Green  
 Natural Cycle: 55  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.58  
 Intersection Signal Delay: 11.2  
 Intersection LOS: B  
 Intersection Capacity Utilization 55.1%  
 ICU Level of Service B  
 Analysis Period (min) 15

Splits and Phases: 6: Park Meadow Center Dr. & East Access Drive





Lane Group	EBL	EBR	NBL	NBT	SBT
Lane Group Flow (vph)	441	233	130	528	928
v/c Ratio	0.58	0.57	0.35	0.24	0.58
Control Delay	21.8	10.1	16.2	7.2	8.0
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	21.8	10.1	16.2	7.2	8.0
Queue Length 50th (ft)	66	0	31	40	49
Queue Length 95th (ft)	95	50	76	87	110
Internal Link Dist (ft)	124			1471	1158
Turn Bay Length (ft)			110		
Base Capacity (vph)	1123	406	376	2171	1607
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.39	0.57	0.35	0.24	0.58

## Intersection Summary

HCM 6th Signalized Intersection Summary  
 6: Park Meadow Center Dr. & East Access Drive

Park Meadows  
 12/29/2022



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	406	214	120	486	402	452
Future Volume (veh/h)	406	214	120	486	402	452
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	441	233	130	528	437	491
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	708	325	412	2244	837	747
Arrive On Green	0.20	0.20	0.08	0.63	0.47	0.47
Sat Flow, veh/h	3456	1585	1781	3647	1870	1585
Grp Volume(v), veh/h	441	233	130	528	437	491
Grp Sat Flow(s),veh/h/ln	1728	1585	1781	1777	1777	1585
Q Serve(g_s), s	6.4	7.5	1.8	3.5	9.5	13.1
Cycle Q Clear(g_c), s	6.4	7.5	1.8	3.5	9.5	13.1
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	708	325	412	2244	837	747
V/C Ratio(X)	0.62	0.72	0.32	0.24	0.52	0.66
Avail Cap(c_a), veh/h	1131	519	450	2244	837	747
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.85	0.85	0.89	0.89
Uniform Delay (d), s/veh	19.9	20.4	7.7	4.4	10.2	11.1
Incr Delay (d2), s/veh	0.9	3.0	0.4	0.2	2.1	4.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.4	6.7	0.5	0.9	3.5	4.5
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	20.8	23.4	8.1	4.6	12.3	15.1
LnGrp LOS	C	C	A	A	B	B
Approach Vol, veh/h	674			658	928	
Approach Delay, s/veh	21.7			5.3	13.8	
Approach LOS	C			A	B	
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		39.2		15.8	8.8	30.4
Change Period (Y+Rc), s		4.5		4.5	4.5	4.5
Max Green Setting (Gmax), s		28.0		18.0	5.5	18.0
Max Q Clear Time (g_c+I1), s		5.5		9.5	3.8	15.1
Green Ext Time (p_c), s		3.6		1.7	0.0	1.7
<b>Intersection Summary</b>						
HCM 6th Ctrl Delay			13.7			
HCM 6th LOS			B			



Lanes and Geometrics  
7: SE Access Drive & Park Meadow Center Dr.

Park Meadows  
12/29/2022



Lane Group	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
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%				0%
Storage Length (ft)	150		0	100		0	0		0	0		0
Storage Lanes	1		0	1		0	1		0	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.989			0.980			0.890				0.850
Flt Protected	0.950			0.950			0.950				0.974	
Satd. Flow (prot)	1770	3500	0	1770	3468	0	1770	1658	0	0	1814	1583
Flt Permitted	0.318			0.411			0.654				0.784	
Satd. Flow (perm)	592	3500	0	766	3468	0	1218	1658	0	0	1460	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		17			33			114				303
Link Speed (mph)		30			30			30				30
Link Distance (ft)		1110			1551			164				207
Travel Time (s)		25.2			35.3			3.7				4.7

Intersection Summary

Area Type: Other

Timings  
7: SE Access Drive & Park Meadow Center Dr.

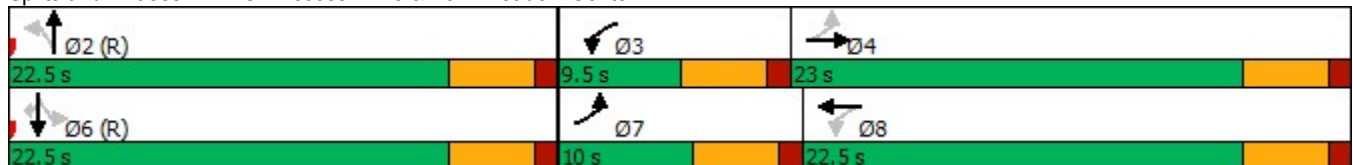


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations	↖	↕	↖	↕	↖	↕		↕	↗
Traffic Volume (vph)	180	463	91	442	95	38	81	69	279
Future Volume (vph)	180	463	91	442	95	38	81	69	279
Turn Type	pm+pt	NA	pm+pt	NA	Perm	NA	Perm	NA	Perm
Protected Phases	7	4	3	8		2		6	
Permitted Phases	4		8		2		6		6
Detector Phase	7	4	3	8	2	2	6	6	6
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	9.5	22.5	22.5	22.5	22.5	22.5	22.5
Total Split (s)	10.0	23.0	9.5	22.5	22.5	22.5	22.5	22.5	22.5
Total Split (%)	18.2%	41.8%	17.3%	40.9%	40.9%	40.9%	40.9%	40.9%	40.9%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5		4.5	4.5
Lead/Lag	Lead	Lag	Lead	Lag					
Lead-Lag Optimize?	Yes	Yes	Yes	Yes					
Recall Mode	None	None	None	None	C-Max	C-Max	C-Max	C-Max	C-Max
Act Effct Green (s)	20.9	16.5	19.1	14.1	21.9	21.9		21.9	21.9
Actuated g/C Ratio	0.38	0.30	0.35	0.26	0.40	0.40		0.40	0.40
v/c Ratio	0.57	0.51	0.28	0.61	0.21	0.21		0.28	0.37
Control Delay	16.5	17.4	7.4	14.5	14.0	5.8		14.3	3.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0
Total Delay	16.5	17.4	7.4	14.5	14.0	5.8		14.3	3.6
LOS	B	B	A	B	B	A		B	A
Approach Delay		17.2		13.4		9.0		7.4	
Approach LOS		B		B		A		A	

Intersection Summary

Cycle Length: 55  
 Actuated Cycle Length: 55  
 Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green  
 Natural Cycle: 55  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.61  
 Intersection Signal Delay: 12.9  
 Intersection Capacity Utilization 55.9%  
 Analysis Period (min) 15  
 Intersection LOS: B  
 ICU Level of Service B

Splits and Phases: 7: SE Access Drive & Park Meadow Center Dr.

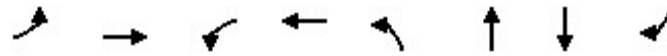


## Queues

Park Meadows

## 7: SE Access Drive &amp; Park Meadow Center Dr.

12/29/2022



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	196	544	99	553	103	155	163	303
v/c Ratio	0.57	0.51	0.28	0.61	0.21	0.21	0.28	0.37
Control Delay	16.5	17.4	7.4	14.5	14.0	5.8	14.3	3.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	16.5	17.4	7.4	14.5	14.0	5.8	14.3	3.6
Queue Length 50th (ft)	38	77	14	53	21	8	35	0
Queue Length 95th (ft)	63	106	m14	68	56	42	81	44
Internal Link Dist (ft)		1030		1471		84	127	
Turn Bay Length (ft)	150		100					
Base Capacity (vph)	342	1203	357	1157	484	728	581	812
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.57	0.45	0.28	0.48	0.21	0.21	0.28	0.37

## Intersection Summary

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

HCM 6th Signalized Intersection Summary  
 7: SE Access Drive & Park Meadow Center Dr.

Park Meadows  
 12/29/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	180	463	38	91	442	67	95	38	105	81	69	279
Future Volume (veh/h)	180	463	38	91	442	67	95	38	105	81	69	279
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	196	503	41	99	480	73	103	41	114	88	75	303
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	373	825	67	355	677	103	476	190	529	398	312	691
Arrive On Green	0.10	0.25	0.25	0.07	0.22	0.22	0.44	0.44	0.44	0.44	0.44	0.44
Sat Flow, veh/h	1781	3328	271	1781	3095	468	1005	437	1215	683	715	1585
Grp Volume(v), veh/h	196	268	276	99	275	278	103	0	155	163	0	303
Grp Sat Flow(s),veh/h/ln	1781	1777	1822	1781	1777	1786	1005	0	1652	1398	0	1585
Q Serve(g_s), s	4.6	7.3	7.4	2.3	7.9	7.9	4.1	0.0	3.2	1.8	0.0	7.3
Cycle Q Clear(g_c), s	4.6	7.3	7.4	2.3	7.9	7.9	9.2	0.0	3.2	5.1	0.0	7.3
Prop In Lane	1.00		0.15	1.00		0.26	1.00		0.74	0.54		1.00
Lane Grp Cap(c), veh/h	373	441	452	355	389	391	476	0	720	710	0	691
V/C Ratio(X)	0.53	0.61	0.61	0.28	0.71	0.71	0.22	0.00	0.22	0.23	0.00	0.44
Avail Cap(c_a), veh/h	373	598	613	391	582	585	476	0	720	710	0	691
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00	0.79	0.79	0.79	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	15.1	18.3	18.3	15.0	19.8	19.9	13.2	0.0	9.7	10.1	0.0	10.8
Incr Delay (d2), s/veh	1.4	1.4	1.3	0.3	1.9	1.9	1.0	0.0	0.7	0.8	0.0	2.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.8	2.9	3.0	0.9	3.1	3.2	1.0	0.0	1.1	1.3	0.0	2.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	16.4	19.7	19.7	15.4	21.7	21.8	14.2	0.0	10.4	10.8	0.0	12.8
LnGrp LOS	B	B	B	B	C	C	B	A	B	B	A	B
Approach Vol, veh/h		740			652			258				466
Approach Delay, s/veh		18.8			20.8			11.9				12.1
Approach LOS		B			C			B				B
Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		28.5	8.4	18.1		28.5	10.0	16.5				
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5	4.5	4.5				
Max Green Setting (Gmax), s		18.0	5.0	18.5		18.0	5.5	18.0				
Max Q Clear Time (g_c+I1), s		11.2	4.3	9.4		9.3	6.6	9.9				
Green Ext Time (p_c), s		0.7	0.0	2.2		1.4	0.0	2.1				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay				17.1								
HCM 6th LOS				B								

Lanes and Geometrics  
 8: S. Yosemite St. & Park Meadow Center Dr.

Park Meadows  
 12/29/2022



Lane Group	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
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	240		240	110		275	220		235
Storage Lanes	0		0	1		1	2		1	2		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	0.91	0.91	1.00	0.97	0.91	1.00	0.97	0.91	1.00
Ped Bike Factor												
Frt						0.850			0.850			0.850
Flt Protected				0.950	0.986		0.950			0.950		
Satd. Flow (prot)	0	0	0	1610	3343	1583	3433	5085	1583	3433	5085	1583
Flt Permitted				0.950	0.986		0.400			0.197		
Satd. Flow (perm)	0	0	0	1610	3343	1583	1445	5085	1583	712	5085	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						214			779			222
Link Speed (mph)		30			30			30				30
Link Distance (ft)		440			1021			458				636
Travel Time (s)		10.0			23.2			10.4				14.5

Intersection Summary

Area Type: Other

Timings  
8: S. Yosemite St. & Park Meadow Center Dr.

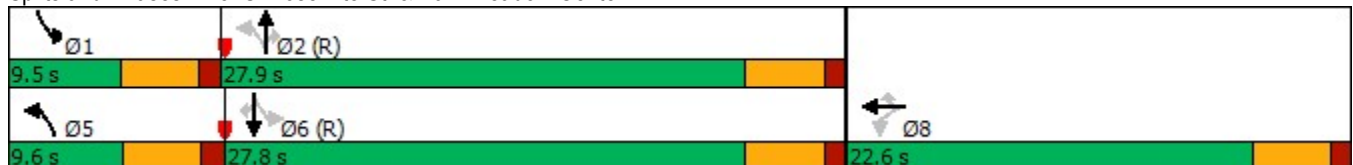


Lane Group	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↙↘	↘	↘↙	↕	↘	↘↙	↕↘	↘
Traffic Volume (vph)	418	383	245	188	986	717	203	563	275
Future Volume (vph)	418	383	245	188	986	717	203	563	275
Turn Type	Perm	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases		8		5	2		1	6	
Permitted Phases	8		8	2		2	6		6
Detector Phase	8	8	8	5	2	2	1	6	6
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5	22.5
Total Split (s)	22.6	22.6	22.6	9.6	27.9	27.9	9.5	27.8	27.8
Total Split (%)	37.7%	37.7%	37.7%	16.0%	46.5%	46.5%	15.8%	46.3%	46.3%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag				Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?				Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	C-Max	C-Max	None	C-Max	C-Max
Act Effct Green (s)	16.8	16.8	16.8	29.8	24.4	24.4	29.7	24.3	24.3
Actuated g/C Ratio	0.28	0.28	0.28	0.50	0.41	0.41	0.50	0.40	0.40
v/c Ratio	0.62	0.63	0.45	0.23	0.52	0.70	0.37	0.30	0.39
Control Delay	25.4	22.0	7.2	7.2	14.8	5.4	8.5	12.9	5.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	25.4	22.0	7.2	7.2	14.8	5.4	8.5	12.9	5.7
LOS	C	C	A	A	B	A	A	B	A
Approach Delay		19.4			10.5			10.1	
Approach LOS		B			B			B	

Intersection Summary

Cycle Length: 60  
 Actuated Cycle Length: 60  
 Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green  
 Natural Cycle: 60  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.70  
 Intersection Signal Delay: 12.7  
 Intersection Capacity Utilization 57.7%  
 Analysis Period (min) 15  
 Intersection LOS: B  
 ICU Level of Service B

Splits and Phases: 8: S. Yosemite St. & Park Meadow Center Dr.



Queues

8: S. Yosemite St. & Park Meadow Center Dr.



Lane Group	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	281	589	266	204	1072	779	221	612	299
v/c Ratio	0.62	0.63	0.45	0.23	0.52	0.70	0.37	0.30	0.39
Control Delay	25.4	22.0	7.2	7.2	14.8	5.4	8.5	12.9	5.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	25.4	22.0	7.2	7.2	14.8	5.4	8.5	12.9	5.7
Queue Length 50th (ft)	93	97	13	16	105	0	18	54	17
Queue Length 95th (ft)	169	146	61	29	141	61	31	78	62
Internal Link Dist (ft)		941			378			556	
Turn Bay Length (ft)	240		240	110		275	220		235
Base Capacity (vph)	485	1008	626	896	2064	1105	595	2059	773
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.58	0.58	0.42	0.23	0.52	0.70	0.37	0.30	0.39

Intersection Summary

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HCM 6th Edition methodology does not support turning movements with shared & exclusive lanes.



Lanes and Geometrics  
 9: S. Yosemite St. & SW Access Drive

Park Meadows  
 12/29/2022



Lane Group	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
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%				0%
Storage Length (ft)	0		0	0		0	140		0	450		0
Storage Lanes	1		0	1		0	1		1	2		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	0.97	0.91	0.91
Ped Bike Factor												
Frt		0.878			0.861				0.850		0.990	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1635	0	1770	1604	0	1770	3539	1583	3433	5034	0
Flt Permitted	0.654			0.719			0.950			0.950		
Satd. Flow (perm)	1218	1635	0	1339	1604	0	1770	3539	1583	3433	5034	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		47			139				354			20
Link Speed (mph)		30			30			30				30
Link Distance (ft)		205			369			636				1050
Travel Time (s)		4.7			8.4			14.5				23.9

Intersection Summary

Area Type: Other

Timings  
9: S. Yosemite St. & SW Access Drive

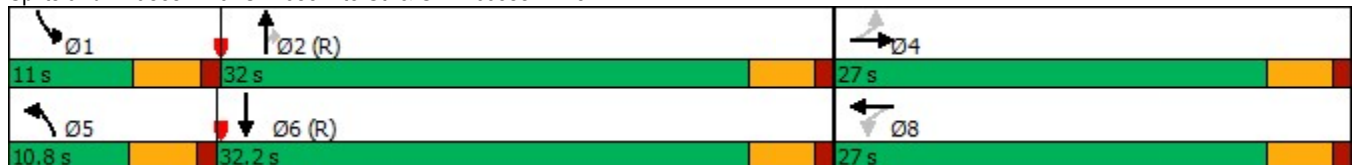


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations	↖	↗	↖	↗	↖	↑↑	↗	↖↗	↑↑↗
Traffic Volume (vph)	37	10	245	10	49	854	326	131	780
Future Volume (vph)	37	10	245	10	49	854	326	131	780
Turn Type	Perm	NA	Perm	NA	Prot	NA	Perm	Prot	NA
Protected Phases		4		8	5	2		1	6
Permitted Phases	4		8				2		
Detector Phase	4	4	8	8	5	2	2	1	6
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5
Total Split (s)	27.0	27.0	27.0	27.0	10.8	32.0	32.0	11.0	32.2
Total Split (%)	38.6%	38.6%	38.6%	38.6%	15.4%	45.7%	45.7%	15.7%	46.0%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag					Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?					Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	C-Max	C-Max	None	C-Max
Act Effct Green (s)	18.3	18.3	18.3	18.3	6.4	33.4	33.4	6.9	36.0
Actuated g/C Ratio	0.26	0.26	0.26	0.26	0.09	0.48	0.48	0.10	0.51
v/c Ratio	0.13	0.13	0.76	0.29	0.33	0.55	0.38	0.42	0.35
Control Delay	18.8	8.0	37.9	5.8	35.6	16.4	3.2	33.8	12.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	18.8	8.0	37.9	5.8	35.6	16.4	3.2	33.8	12.2
LOS	B	A	D	A	D	B	A	C	B
Approach Delay		12.4		26.3		13.6			15.1
Approach LOS		B		C		B			B

Intersection Summary

Cycle Length: 70  
 Actuated Cycle Length: 70  
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green  
 Natural Cycle: 60  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.76  
 Intersection Signal Delay: 16.0  
 Intersection LOS: B  
 Intersection Capacity Utilization 60.5%  
 ICU Level of Service B  
 Analysis Period (min) 15

Splits and Phases: 9: S. Yosemite St. & SW Access Drive



Queues  
9: S. Yosemite St. & SW Access Drive

Park Meadows  
12/29/2022



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	40	58	266	150	53	928	354	142	911
v/c Ratio	0.13	0.13	0.76	0.29	0.33	0.55	0.38	0.42	0.35
Control Delay	18.8	8.0	37.9	5.8	35.6	16.4	3.2	33.8	12.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	18.8	8.0	37.9	5.8	35.6	16.4	3.2	33.8	12.2
Queue Length 50th (ft)	13	4	104	4	21	159	0	29	93
Queue Length 95th (ft)	33	26	172	39	54	229	46	56	133
Internal Link Dist (ft)		125		289		556			970
Turn Bay Length (ft)					140			450	
Base Capacity (vph)	391	557	430	609	165	1690	940	343	2600
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.10	0.10	0.62	0.25	0.32	0.55	0.38	0.41	0.35

Intersection Summary

HCM 6th Signalized Intersection Summary  
 9: S. Yosemite St. & SW Access Drive

Park Meadows  
 12/29/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	37	10	43	245	10	128	49	854	326	131	780	58
Future Volume (veh/h)	37	10	43	245	10	128	49	854	326	131	780	58
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	40	11	47	266	11	139	53	928	354	142	848	63
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	327	80	341	413	30	383	82	1714	765	231	2441	181
Arrive On Green	0.26	0.26	0.26	0.26	0.26	0.26	0.05	0.48	0.48	0.07	0.50	0.50
Sat Flow, veh/h	1237	310	1323	1345	118	1485	1781	3554	1585	3456	4851	359
Grp Volume(v), veh/h	40	0	58	266	0	150	53	928	354	142	594	317
Grp Sat Flow(s),veh/h/ln	1237	0	1632	1345	0	1603	1781	1777	1585	1728	1702	1806
Q Serve(g_s), s	1.9	0.0	1.9	13.3	0.0	5.4	2.0	12.8	10.4	2.8	7.4	7.4
Cycle Q Clear(g_c), s	7.3	0.0	1.9	15.2	0.0	5.4	2.0	12.8	10.4	2.8	7.4	7.4
Prop In Lane	1.00		0.81	1.00		0.93	1.00		1.00	1.00		0.20
Lane Grp Cap(c), veh/h	327	0	421	413	0	413	82	1714	765	231	1713	909
V/C Ratio(X)	0.12	0.00	0.14	0.64	0.00	0.36	0.65	0.54	0.46	0.61	0.35	0.35
Avail Cap(c_a), veh/h	406	0	525	498	0	515	160	1714	765	321	1713	909
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.85	0.85	0.85	0.97	0.97	0.97
Uniform Delay (d), s/veh	24.2	0.0	20.0	25.8	0.0	21.3	32.8	12.7	12.1	31.8	10.5	10.5
Incr Delay (d2), s/veh	0.2	0.0	0.1	2.1	0.0	0.5	7.1	1.0	1.7	2.6	0.5	1.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	0.0	0.7	4.2	0.0	2.0	1.0	4.8	3.6	1.2	2.6	2.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	24.4	0.0	20.1	27.9	0.0	21.8	39.9	13.7	13.8	34.3	11.0	11.5
LnGrp LOS	C	A	C	C	A	C	D	B	B	C	B	B
Approach Vol, veh/h		98			416			1335			1053	
Approach Delay, s/veh		21.9			25.7			14.8			14.3	
Approach LOS		C			C			B			B	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.2	38.3		22.6	7.7	39.7		22.6				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	6.5	27.5		22.5	6.3	27.7		22.5				
Max Q Clear Time (g_c+I1), s	4.8	14.8		9.3	4.0	9.4		17.2				
Green Ext Time (p_c), s	0.1	6.3		0.3	0.0	5.9		0.9				

Intersection Summary

HCM 6th Ctrl Delay	16.4
HCM 6th LOS	B



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)		0%	0%		0%	
Storage Length (ft)	200			0	0	140
Storage Lanes	1			1	2	1
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	0.91	0.95	1.00	0.97	1.00
Ped Bike Factor						
Frt				0.850		0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1770	5085	3539	1583	3433	1583
Flt Permitted	0.230				0.950	
Satd. Flow (perm)	428	5085	3539	1583	3433	1583
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)				462		98
Link Speed (mph)		30	30		30	
Link Distance (ft)		1842	1050		476	
Travel Time (s)		41.9	23.9		10.8	

Intersection Summary

Area Type: Other

Timings  
10: S. Yosemite St. & S. Chester St.

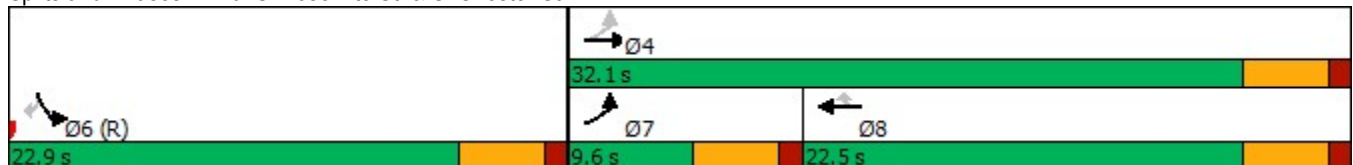


Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↖	↑↑↑	↑↑	↖	↘↘	↘
Traffic Volume (vph)	82	588	601	425	373	90
Future Volume (vph)	82	588	601	425	373	90
Turn Type	pm+pt	NA	NA	Perm	Prot	Perm
Protected Phases	7	4	8		6	
Permitted Phases	4			8		6
Detector Phase	7	4	8	8	6	6
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	22.5	22.5	22.5	22.5
Total Split (s)	9.6	32.1	22.5	22.5	22.9	22.9
Total Split (%)	17.5%	58.4%	40.9%	40.9%	41.6%	41.6%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead		Lag	Lag		
Lead-Lag Optimize?	Yes		Yes	Yes		
Recall Mode	None	None	None	None	C-Max	C-Max
Act Effct Green (s)	22.4	22.4	16.6	16.6	23.6	23.6
Actuated g/C Ratio	0.41	0.41	0.30	0.30	0.43	0.43
v/c Ratio	0.30	0.31	0.61	0.58	0.27	0.13
Control Delay	10.6	10.7	18.9	5.1	10.8	3.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	10.6	10.7	18.9	5.1	10.8	3.3
LOS	B	B	B	A	B	A
Approach Delay		10.7	13.2		9.3	
Approach LOS		B	B		A	

Intersection Summary

Cycle Length: 55  
 Actuated Cycle Length: 55  
 Offset: 0 (0%), Referenced to phase 2: and 6:SBL, Start of Green  
 Natural Cycle: 55  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.61  
 Intersection Signal Delay: 11.6  
 Intersection Capacity Utilization 43.0%  
 Analysis Period (min) 15  
 Intersection LOS: B  
 ICU Level of Service A

Splits and Phases: 10: S. Yosemite St. & S. Chester St.



Queues  
10: S. Yosemite St. & S. Chester St.

Park Meadows  
12/29/2022



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Group Flow (vph)	89	639	653	462	405	98
v/c Ratio	0.30	0.31	0.61	0.58	0.27	0.13
Control Delay	10.6	10.7	18.9	5.1	10.8	3.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	10.6	10.7	18.9	5.1	10.8	3.3
Queue Length 50th (ft)	14	39	91	0	40	0
Queue Length 95th (ft)	32	57	135	52	60	18
Internal Link Dist (ft)		1762	970		396	
Turn Bay Length (ft)	200					140
Base Capacity (vph)	298	2551	1158	828	1475	736
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.30	0.25	0.56	0.56	0.27	0.13

Intersection Summary

HCM 6th Signalized Intersection Summary  
 10: S. Yosemite St. & S. Chester St.

Park Meadows  
 12/29/2022



Movement	EBL	EBT	WBT	WBR	SBL	SBR	
Lane Configurations							
Traffic Volume (veh/h)	82	588	601	425	373	90	
Future Volume (veh/h)	82	588	601	425	373	90	
Initial Q (Qb), veh	0	0	0	0	0	0	
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	
Work Zone On Approach		No	No		No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	
Adj Flow Rate, veh/h	89	639	653	462	405	98	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	
Percent Heavy Veh, %	2	2	2	2	2	2	
Cap, veh/h	337	2411	1147	512	1258	577	
Arrive On Green	0.07	0.47	0.32	0.32	0.36	0.36	
Sat Flow, veh/h	1781	5274	3647	1585	3456	1585	
Grp Volume(v), veh/h	89	639	653	462	405	98	
Grp Sat Flow(s),veh/h/ln	1781	1702	1777	1585	1728	1585	
Q Serve(g_s), s	1.7	4.2	8.4	15.3	4.6	2.3	
Cycle Q Clear(g_c), s	1.7	4.2	8.4	15.3	4.6	2.3	
Prop In Lane	1.00			1.00	1.00	1.00	
Lane Grp Cap(c), veh/h	337	2411	1147	512	1258	577	
V/C Ratio(X)	0.26	0.27	0.57	0.90	0.32	0.17	
Avail Cap(c_a), veh/h	382	2562	1163	519	1258	577	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	
Upstream Filter(l)	0.94	0.94	0.83	0.83	0.97	0.97	
Uniform Delay (d), s/veh	10.7	8.8	15.4	17.8	12.6	11.9	
Incr Delay (d2), s/veh	0.4	0.1	0.5	16.4	0.7	0.6	
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	
%ile BackOfQ(50%),veh/ln	0.6	1.3	3.1	7.2	1.7	2.5	
Unsig. Movement Delay, s/veh							
LnGrp Delay(d),s/veh	11.1	8.8	16.0	34.2	13.3	12.5	
LnGrp LOS	B	A	B	C	B	B	
Approach Vol, veh/h		728	1115		503		
Approach Delay, s/veh		9.1	23.5		13.1		
Approach LOS		A	C		B		
Timer - Assigned Phs				4	6	7	8
Phs Duration (G+Y+Rc), s				30.5	24.5	8.2	22.3
Change Period (Y+Rc), s				4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s				27.6	18.4	5.1	18.0
Max Q Clear Time (g_c+I1), s				6.2	6.6	3.7	17.3
Green Ext Time (p_c), s				4.5	1.5	0.0	0.4
<b>Intersection Summary</b>							
HCM 6th Ctrl Delay			16.8				
HCM 6th LOS			B				



Lanes and Geometrics  
 11: S. Chester St. & Westview Rd./NW Access Drive

Park Meadows  
 12/29/2022



Lane Group	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
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	85		0	0		0	90		0	190		0
Storage Lanes	1		0	1		1	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.97	0.95	0.95
Ped Bike Factor												
Frt		0.903				0.850		0.972				0.950
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1682	0	1770	1863	1583	1770	3440	0	3433	3362	0
Flt Permitted	0.726			0.655			0.950			0.950		
Satd. Flow (perm)	1352	1682	0	1220	1863	1583	1770	3440	0	3433	3362	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		104				396		53				160
Link Speed (mph)		30			30			30				30
Link Distance (ft)		259			217			476				565
Travel Time (s)		5.9			4.9			10.8				12.8

Intersection Summary

Area Type: Other

Timings  
11: S. Chester St. & Westview Rd./NW Access Drive

Park Meadows  
12/29/2022

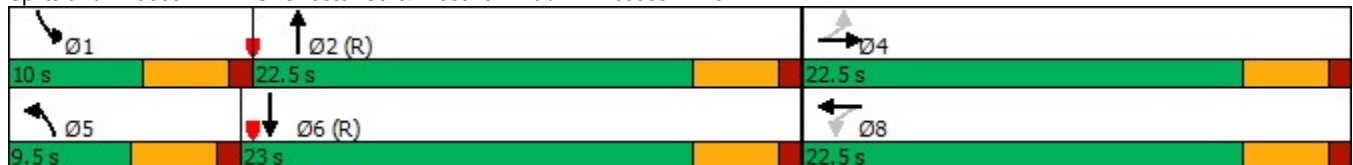
Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	113	52	56	44	364	83	350	281	296
Future Volume (vph)	113	52	56	44	364	83	350	281	296
Turn Type	Perm	NA	Perm	NA	Free	Prot	NA	Prot	NA
Protected Phases		4		8		5	2	1	6
Permitted Phases	4		8		Free				
Detector Phase	4	4	8	8		5	2	1	6
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0		5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	22.5		9.5	22.5	9.5	22.5
Total Split (s)	22.5	22.5	22.5	22.5		9.5	22.5	10.0	23.0
Total Split (%)	40.9%	40.9%	40.9%	40.9%		17.3%	40.9%	18.2%	41.8%
Yellow Time (s)	3.5	3.5	3.5	3.5		3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5		4.5	4.5	4.5	4.5
Lead/Lag						Lead	Lag	Lead	Lag
Lead-Lag Optimize?						Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None		None	C-Max	None	C-Max
Act Effct Green (s)	10.4	10.4	10.4	10.4	55.0	7.6	23.3	9.8	28.5
Actuated g/C Ratio	0.19	0.19	0.19	0.19	1.00	0.14	0.42	0.18	0.52
v/c Ratio	0.48	0.40	0.27	0.14	0.25	0.37	0.31	0.50	0.27
Control Delay	25.1	10.6	20.3	17.6	0.4	23.1	11.8	23.7	8.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	25.1	10.6	20.3	17.6	0.4	23.1	11.8	23.7	8.1
LOS	C	B	C	B	A	C	B	C	A
Approach Delay		16.9		4.4			13.6		14.1
Approach LOS		B		A			B		B

Intersection Summary

Cycle Length: 55  
 Actuated Cycle Length: 55  
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green  
 Natural Cycle: 55  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.50  
 Intersection Signal Delay: 12.1  
 Intersection Capacity Utilization 48.0%  
 Analysis Period (min) 15

Intersection LOS: B  
 ICU Level of Service A

Splits and Phases: 11: S. Chester St. & Westview Rd./NW Access Drive



Queues  
 11: S. Chester St. & Westview Rd./NW Access Drive

Park Meadows  
 12/29/2022



Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	123	161	61	48	396	90	466	305	482
v/c Ratio	0.48	0.40	0.27	0.14	0.25	0.37	0.31	0.50	0.27
Control Delay	25.1	10.6	20.3	17.6	0.4	23.1	11.8	23.7	8.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	25.1	10.6	20.3	17.6	0.4	23.1	11.8	23.7	8.1
Queue Length 50th (ft)	36	16	17	13	0	24	53	45	34
Queue Length 95th (ft)	69	51	39	31	0	m45	102	82	71
Internal Link Dist (ft)		179		137			396		485
Turn Bay Length (ft)	85					90		190	
Base Capacity (vph)	442	620	399	609	1583	244	1490	610	1817
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.28	0.26	0.15	0.08	0.25	0.37	0.31	0.50	0.27

Intersection Summary

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

HCM 6th Signalized Intersection Summary  
 11: S. Chester St. & Westview Rd./NW Access Drive

Park Meadows  
 12/29/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗	↖	↖	↕		↖	↗	↖
Traffic Volume (veh/h)	113	52	96	56	44	364	83	350	79	281	296	147
Future Volume (veh/h)	113	52	96	56	44	364	83	350	79	281	296	147
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	123	57	104	61	48	0	90	380	86	305	322	160
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	339	104	190	238	328		121	1383	310	346	1185	576
Arrive On Green	0.18	0.18	0.18	0.18	0.18	0.00	0.07	0.48	0.48	0.10	0.51	0.51
Sat Flow, veh/h	1357	593	1082	1225	1870	1585	1781	2885	646	3456	2317	1127
Grp Volume(v), veh/h	123	0	161	61	48	0	90	233	233	305	245	237
Grp Sat Flow(s),veh/h/ln	1357	0	1676	1225	1870	1585	1781	1777	1754	1728	1777	1667
Q Serve(g_s), s	4.6	0.0	4.8	2.6	1.2	0.0	2.7	4.3	4.4	4.8	4.3	4.4
Cycle Q Clear(g_c), s	5.8	0.0	4.8	7.5	1.2	0.0	2.7	4.3	4.4	4.8	4.3	4.4
Prop In Lane	1.00		0.65	1.00		1.00	1.00		0.37	1.00		0.68
Lane Grp Cap(c), veh/h	339	0	294	238	328		121	852	841	346	909	853
V/C Ratio(X)	0.36	0.00	0.55	0.26	0.15		0.74	0.27	0.28	0.88	0.27	0.28
Avail Cap(c_a), veh/h	546	0	548	424	612		162	852	841	346	909	853
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	0.00	1.00	1.00	1.00	0.00	0.83	0.83	0.83	0.87	0.87	0.87
Uniform Delay (d), s/veh	21.7	0.0	20.7	24.1	19.2	0.0	25.2	8.6	8.6	24.4	7.6	7.7
Incr Delay (d2), s/veh	0.7	0.0	1.6	0.6	0.2	0.0	10.0	0.7	0.7	20.1	0.6	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.4	0.0	1.9	0.7	0.5	0.0	1.4	1.5	1.5	2.8	1.5	1.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	22.3	0.0	22.3	24.7	19.4	0.0	35.2	9.2	9.3	44.6	8.3	8.4
LnGrp LOS	C	A	C	C	B		D	A	A	D	A	A
Approach Vol, veh/h		284			109	A		556			787	
Approach Delay, s/veh		22.3			22.3			13.5			22.4	
Approach LOS		C			C			B			C	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	10.0	30.9		14.1	8.2	32.6		14.1				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	5.5	18.0		18.0	5.0	18.5		18.0				
Max Q Clear Time (g_c+I1), s	6.8	6.4		7.8	4.7	6.4		9.5				
Green Ext Time (p_c), s	0.0	2.2		0.9	0.0	2.3		0.2				

Intersection Summary

HCM 6th Ctrl Delay	19.5
HCM 6th LOS	B

Notes

Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

Lanes and Geometrics  
 12: Park Meadows Ring Rd. & North Access Drive



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↔↑	↑	↔	↔	↔
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)		0%	0%		0%	
Storage Length (ft)	0			0	0	0
Storage Lanes	0			1	1	1
Taper Length (ft)	25				25	
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt				0.850		0.850
Flt Protected		0.981			0.950	
Satd. Flow (prot)	0	3472	1863	1583	1770	1583
Flt Permitted		0.981			0.950	
Satd. Flow (perm)	0	3472	1863	1583	1770	1583
Link Speed (mph)		30	30		30	
Link Distance (ft)		1249	1271		255	
Travel Time (s)		28.4	28.9		5.8	

Intersection Summary

Area Type: Other

HCM Unsignalized Intersection Capacity Analysis  
 12: Park Meadows Ring Rd. & North Access Drive

Park Meadows  
 12/29/2022



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↔↑	↑	↗	↖	↗
Traffic Volume (veh/h)	100	158	223	417	533	175
Future Volume (Veh/h)	100	158	223	417	533	175
Sign Control		Stop	Stop		Free	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	109	172	242	453	579	190
<b>Pedestrians</b>						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage (veh)						
Upstream signal (ft)	255					
pX, platoon unblocked						
vC, conflicting volume	1279	1158	1158	0	0	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1279	1158	1158	0	0	
tC, single (s)	7.1	6.5	6.5	6.2	4.1	
tC, 2 stage (s)						
tF (s)	3.5	4.0	4.0	3.3	2.2	
p0 queue free %	0	0	0	58	64	
cM capacity (veh/h)	0	126	126	1085	1623	
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	SB 1	SB 2
Volume Total	166	115	242	453	579	190
Volume Left	109	0	0	0	579	0
Volume Right	0	0	0	453	0	190
cSH	0	126	126	1085	1623	1700
Volume to Capacity	Err	0.91	1.92	0.42	0.36	0.11
Queue Length 95th (ft)	Err	147	480	52	41	0
Control Delay (s)	Err	123.2	500.1	10.7	8.4	0.0
Lane LOS	F	F	F	B	A	
Approach Delay (s)	Err		181.1		6.4	
Approach LOS	F		F			
<b>Intersection Summary</b>						
Average Delay	Err					
Intersection Capacity Utilization	58.5%		ICU Level of Service			B
Analysis Period (min)	15					

Lanes and Geometrics  
 13: Park Meadows Ring Rd. & East Access Drive



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%		0%			0%
Storage Length (ft)	0	0		0	0	
Storage Lanes	1	1		1	0	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	0.95
Ped Bike Factor						
Frt		0.850		0.850		
Flt Protected	0.950					0.968
Satd. Flow (prot)	1770	1583	1863	1583	0	3426
Flt Permitted	0.950					0.968
Satd. Flow (perm)	1770	1583	1863	1583	0	3426
Link Speed (mph)	30		30			30
Link Distance (ft)	204		1336			1271
Travel Time (s)	4.6		30.4			28.9

Intersection Summary

Area Type: Other

HCM Unsignalized Intersection Capacity Analysis  
 13: Park Meadows Ring Rd. & East Access Drive

Park Meadows  
 12/29/2022



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						 
Traffic Volume (veh/h)	247	356	119	215	343	182
Future Volume (Veh/h)	247	356	119	215	343	182
Sign Control	Free		Stop		Stop	
Grade	0%		0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	268	387	129	234	373	198
<b>Pedestrians</b>						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage (veh)						
Upstream signal (ft)	204					
pX, platoon unblocked						
vC, conflicting volume	0		536	0	600	536
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	0		536	0	600	536
tC, single (s)	4.1		6.5	6.2	7.1	6.5
tC, 2 stage (s)						
tF (s)	2.2		4.0	3.3	3.5	4.0
p0 queue free %	83		66	78	0	47
cM capacity (veh/h)	1623		377	1085	209	377
<b>Direction, Lane #</b>	<b>WB 1</b>	<b>WB 2</b>	<b>NB 1</b>	<b>NB 2</b>	<b>SB 1</b>	<b>SB 2</b>
Volume Total	268	387	129	234	439	132
Volume Left	268	0	0	0	373	0
Volume Right	0	387	0	234	0	0
cSH	1623	1700	377	1085	224	377
Volume to Capacity	0.17	0.23	0.34	0.22	1.96	0.35
Queue Length 95th (ft)	15	0	37	20	800	39
Control Delay (s)	7.7	0.0	19.5	9.2	482.9	19.6
Lane LOS	A		C	A	F	C
Approach Delay (s)	3.1		12.9		375.8	
Approach LOS			B		F	
<b>Intersection Summary</b>						
Average Delay			139.3			
Intersection Capacity Utilization			46.0%	ICU Level of Service	A	
Analysis Period (min)			15			



Lanes and Geometrics  
 14: SE Access Drive & Park Meadows Ring Rd.



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↑		↑↑	↑	↑
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)		0	0		0	0
Storage Lanes		1	0		1	1
Taper Length (ft)			25		25	
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	1.00
Ped Bike Factor						
Frt		0.850				0.850
Flt Protected				0.965	0.950	
Satd. Flow (prot)	1863	1583	0	3415	1770	1583
Flt Permitted				0.965	0.950	
Satd. Flow (perm)	1863	1583	0	3415	1770	1583
Link Speed (mph)	30			30	30	
Link Distance (ft)	1563			1336	207	
Travel Time (s)	35.5			30.4	4.7	

Intersection Summary

Area Type: Other

HCM Unsignalized Intersection Capacity Analysis  
 14: SE Access Drive & Park Meadows Ring Rd.

Park Meadows  
 12/29/2022



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↗		↖	↗	↖
Traffic Volume (veh/h)	97	217	203	81	130	141
Future Volume (Veh/h)	97	217	203	81	130	141
Sign Control	Stop			Stop	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	105	236	221	88	141	153
<b>Pedestrians</b>						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage (veh)						
Upstream signal (ft)	207					
pX, platoon unblocked						
vC, conflicting volume	282	0	334	282	0	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	282	0	334	282	0	
tC, single (s)	6.5	6.2	7.1	6.5	4.1	
tC, 2 stage (s)						
tF (s)	4.0	3.3	3.5	4.0	2.2	
p0 queue free %	82	78	43	85	91	
cM capacity (veh/h)	572	1085	389	572	1623	
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	NB 2
Volume Total	105	236	250	59	141	153
Volume Left	0	0	221	0	141	0
Volume Right	0	236	0	0	0	153
cSH	572	1085	404	572	1623	1700
Volume to Capacity	0.18	0.22	0.62	0.10	0.09	0.09
Queue Length 95th (ft)	17	21	101	9	7	0
Control Delay (s)	12.7	9.2	27.3	12.0	7.4	0.0
Lane LOS	B	A	D	B	A	
Approach Delay (s)	10.3		24.4		3.6	
Approach LOS	B		C			
<b>Intersection Summary</b>						
Average Delay			12.8			
Intersection Capacity Utilization			31.8%		ICU Level of Service	A
Analysis Period (min)			15			

Lanes and Geometrics  
 15: Park Meadows Ring Rd. & SW Access Drive

Park Meadows  
 12/29/2022



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)	0	0	0			0
Storage Lanes	1	1	0			1
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	1.00
Ped Bike Factor						
Frt		0.850				0.850
Flt Protected	0.950			0.965		
Satd. Flow (prot)	1770	1583	0	3415	1863	1583
Flt Permitted	0.950			0.965		
Satd. Flow (perm)	1770	1583	0	3415	1863	1583
Link Speed (mph)	30			30	30	
Link Distance (ft)	369			1563	1358	
Travel Time (s)	8.4			35.5	30.9	

Intersection Summary

Area Type: Other

HCM Unsignalized Intersection Capacity Analysis  
 15: Park Meadows Ring Rd. & SW Access Drive

Park Meadows  
 12/29/2022



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	184	262	260	99	132	163
Future Volume (Veh/h)	184	262	260	99	132	163
Sign Control	Free			Stop	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	200	285	283	108	143	177
<b>Pedestrians</b>						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage (veh)						
Upstream signal (ft)	369					
pX, platoon unblocked						
vC, conflicting volume	0		472	400	400	0
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	0		472	400	400	0
tC, single (s)	4.1		7.1	6.5	6.5	6.2
tC, 2 stage (s)						
tF (s)	2.2		3.5	4.0	4.0	3.3
p0 queue free %	88		3	77	70	84
cM capacity (veh/h)	1623		293	472	472	1085
<b>Direction, Lane #</b>	<b>EB 1</b>	<b>EB 2</b>	<b>NB 1</b>	<b>NB 2</b>	<b>SB 1</b>	<b>SB 2</b>
Volume Total	200	285	319	72	143	177
Volume Left	200	0	283	0	0	0
Volume Right	0	285	0	0	0	177
cSH	1623	1700	306	472	472	1085
Volume to Capacity	0.12	0.17	1.04	0.15	0.30	0.16
Queue Length 95th (ft)	11	0	294	13	32	15
Control Delay (s)	7.5	0.0	100.9	14.0	15.9	9.0
Lane LOS	A		F	B	C	A
Approach Delay (s)	3.1		84.9		12.1	
Approach LOS			F		B	
<b>Intersection Summary</b>						
Average Delay			32.2			
Intersection Capacity Utilization			41.5%	ICU Level of Service	A	
Analysis Period (min)			15			

Lanes and Geometrics  
 16: Park Meadows Ring Rd. & NW Access Drive



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)	0	0	0			0
Storage Lanes	1	1	0			1
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	1.00
Ped Bike Factor						
Frt		0.850				0.850
FIt Protected	0.950			0.965		
Satd. Flow (prot)	1770	1583	0	3415	1863	1583
FIt Permitted	0.950			0.965		
Satd. Flow (perm)	1770	1583	0	3415	1863	1583
Link Speed (mph)	30			30	30	
Link Distance (ft)	217			1358	1249	
Travel Time (s)	4.9			30.9	28.4	

Intersection Summary

Area Type: Other

HCM Unsignalized Intersection Capacity Analysis  
 16: Park Meadows Ring Rd. & NW Access Drive

Park Meadows  
 12/29/2022



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	118	260	300	119	139	212
Future Volume (Veh/h)	118	260	300	119	139	212
Sign Control	Free			Stop	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	128	283	326	129	151	230
<b>Pedestrians</b>						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage (veh)						
Upstream signal (ft)	217					
pX, platoon unblocked						
vC, conflicting volume	0		332	256	256	0
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	0		332	256	256	0
tC, single (s)	4.1		7.1	6.5	6.5	6.2
tC, 2 stage (s)						
tF (s)	2.2		3.5	4.0	4.0	3.3
p0 queue free %	92		12	78	75	79
cM capacity (veh/h)	1623		372	597	597	1085
<b>Direction, Lane #</b>	<b>EB 1</b>	<b>EB 2</b>	<b>NB 1</b>	<b>NB 2</b>	<b>SB 1</b>	<b>SB 2</b>
Volume Total	128	283	369	86	151	230
Volume Left	128	0	326	0	0	0
Volume Right	0	283	0	0	0	230
cSH	1623	1700	389	597	597	1085
Volume to Capacity	0.08	0.17	0.95	0.14	0.25	0.21
Queue Length 95th (ft)	6	0	265	13	25	20
Control Delay (s)	7.4	0.0	66.8	12.0	13.1	9.2
Lane LOS	A		F	B	B	A
Approach Delay (s)	2.3		56.4		10.7	
Approach LOS			F		B	
<b>Intersection Summary</b>						
Average Delay			24.6			
Intersection Capacity Utilization			40.5%	ICU Level of Service	A	
Analysis Period (min)			15			

Lanes and Geometrics  
 17: Park Meadows Mall Ring Rd. & Road D

Park Meadows  
 12/30/2022



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)	0	0	0			0
Storage Lanes	1	0	0			0
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	0.95	0.95	0.95	0.95
Ped Bike Factor						
Frt	0.932				0.990	
Flt Protected	0.976			0.996		
Satd. Flow (prot)	1694	0	0	3525	3504	0
Flt Permitted	0.976			0.996		
Satd. Flow (perm)	1694	0	0	3525	3504	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	172			150	215	
Travel Time (s)	3.9			3.4	4.9	

Intersection Summary

Area Type: Other

Intersection						
Int Delay, s/veh	1.4					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T			T		
Traffic Vol, veh/h	33	33	21	250	333	25
Future Vol, veh/h	33	33	21	250	333	25
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	36	36	23	272	362	27

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	558	195	389	0	0
Stage 1	376	-	-	-	-
Stage 2	182	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-
Pot Cap-1 Maneuver	460	814	1166	-	-
Stage 1	664	-	-	-	-
Stage 2	831	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	449	814	1166	-	-
Mov Cap-2 Maneuver	449	-	-	-	-
Stage 1	649	-	-	-	-
Stage 2	831	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	12.1	0.7	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1166	-	579	-	-
HCM Lane V/C Ratio	0.02	-	0.124	-	-
HCM Control Delay (s)	8.1	0.1	12.1	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.1	-	0.4	-	-



Lanes and Geometrics  
 18: Park Meadows Mall Ring Rd. & Road C

Park Meadows  
 12/30/2022



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)	0	0	0			0
Storage Lanes	0	1	0			0
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	0.95
Ped Bike Factor						
Frt		0.865			0.993	
Flt Protected						
Satd. Flow (prot)	0	1611	0	3539	3514	0
Flt Permitted						
Satd. Flow (perm)	0	1611	0	3539	3514	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	184			215	83	
Travel Time (s)	4.2			4.9	1.9	

Intersection Summary

Area Type: Other

Intersection						
Int Delay, s/veh	0.5					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		↗		↑↑	↑↑	
Traffic Vol, veh/h	0	33	0	284	325	17
Future Vol, veh/h	0	33	0	284	325	17
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	36	0	309	353	18

Major/Minor	Minor2	Major1	Major2		
Conflicting Flow All	-	186	-	0	0
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-
Critical Hdwy	-	6.94	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-
Follow-up Hdwy	-	3.32	-	-	-
Pot Cap-1 Maneuver	0	824	0	-	-
Stage 1	0	-	0	-	-
Stage 2	0	-	0	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	-	824	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	-	824	-	-
HCM Lane V/C Ratio	-	0.044	-	-
HCM Control Delay (s)	-	9.6	-	-
HCM Lane LOS	-	A	-	-
HCM 95th %tile Q(veh)	-	0.1	-	-

Lanes and Geometrics  
 19: Park Meadows Mall Ring Rd. & South Parking Garage

Park Meadows  
 01/04/2023



Lane Group	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
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		0	0		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	0.95	0.95
Ped Bike Factor		0.943									0.940	
Flt Protected		0.972						0.983				
Satd. Flow (prot)	0	1707	0	0	1863	0	0	3479	0	0	3327	0
Flt Permitted		0.972						0.983				
Satd. Flow (perm)	0	1707	0	0	1863	0	0	3479	0	0	3327	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		109			79			83			242	
Travel Time (s)		2.5			1.8			1.9			5.5	

Intersection Summary

Area Type: Other

Intersection	
Intersection Delay, s/veh	11.8
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	149	0	108	0	0	0	97	187	0	0	257	172
Future Vol, veh/h	149	0	108	0	0	0	97	187	0	0	257	172
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
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	162	0	117	0	0	0	105	203	0	0	279	187
Number of Lanes	0	1	0	0	1	0	0	2	0	0	2	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	1	1
HCM Control Delay	12.9	0	11.1	11.5
HCM LOS	B	-	B	B

Lane	NBLn1	NBLn2	EBLn1	WBLn1	SBLn1	SBLn2
Vol Left, %	61%	0%	58%	0%	0%	0%
Vol Thru, %	39%	100%	0%	100%	100%	33%
Vol Right, %	0%	0%	42%	0%	0%	67%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	159	125	257	0	171	258
LT Vol	97	0	149	0	0	0
Through Vol	62	125	0	0	171	86
RT Vol	0	0	108	0	0	172
Lane Flow Rate	173	136	279	0	186	280
Geometry Grp	7	7	2	2	7	7
Degree of Util (X)	0.302	0.225	0.435	0	0.301	0.416
Departure Headway (Hd)	6.277	5.968	5.602	6.406	5.815	5.342
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	573	602	643	0	618	675
Service Time	4.012	3.703	3.636	4.463	3.547	3.073
HCM Lane V/C Ratio	0.302	0.226	0.434	0	0.301	0.415
HCM Control Delay	11.7	10.4	12.9	9.5	11	11.8
HCM Lane LOS	B	B	B	N	B	B
HCM 95th-tile Q	1.3	0.9	2.2	0	1.3	2.1

Lanes and Geometrics  
 20: Park Meadows Mall Ring Rd. & Road B

Park Meadows  
 12/30/2022



Lane Group	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
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		0	1		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	0.95	0.95
Ped Bike Factor												
Frt		0.932			0.850			0.986			0.991	
Flt Protected		0.976		0.950				0.998			0.996	
Satd. Flow (prot)	0	1694	0	1770	1583	0	0	3483	0	0	3493	0
Flt Permitted		0.976		0.950				0.998			0.996	
Satd. Flow (perm)	0	1694	0	1770	1583	0	0	3483	0	0	3493	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		129			151			397			155	
Travel Time (s)		2.9			3.4			9.0			3.5	

Intersection Summary

Area Type: Other

Intersection	
Intersection Delay, s/veh	13.9
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕		↕	↕			↕			↕	
Traffic Vol, veh/h	33	0	33	47	0	46	25	450	49	48	492	34
Future Vol, veh/h	33	0	33	47	0	46	25	450	49	48	492	34
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
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	36	0	36	51	0	50	27	489	53	52	535	37
Number of Lanes	0	1	0	1	1	0	0	2	0	0	2	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	1	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	1	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	2	1
HCM Control Delay	11.4	11	13.9	14.7
HCM LOS	B	B	B	B

Lane	NBLn1	NBLn2	EBLn1	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	10%	0%	50%	100%	0%	16%	0%
Vol Thru, %	90%	82%	0%	0%	0%	84%	88%
Vol Right, %	0%	18%	50%	0%	100%	0%	12%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	250	274	66	47	46	294	280
LT Vol	25	0	33	47	0	48	0
Through Vol	225	225	0	0	0	246	246
RT Vol	0	49	33	0	46	0	34
Lane Flow Rate	272	298	72	51	50	320	304
Geometry Grp	7	7	6	7	7	7	7
Degree of Util (X)	0.454	0.483	0.143	0.113	0.093	0.531	0.491
Departure Headway (Hd)	6.017	5.84	7.175	7.94	6.713	5.981	5.812
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	598	616	499	451	532	601	618
Service Time	3.765	3.587	5.235	5.702	4.475	3.726	3.557
HCM Lane V/C Ratio	0.455	0.484	0.144	0.113	0.094	0.532	0.492
HCM Control Delay	13.7	14	11.4	11.7	10.2	15.3	14.1
HCM Lane LOS	B	B	B	B	B	C	B
HCM 95th-tile Q	2.4	2.6	0.5	0.4	0.3	3.1	2.7

Lanes and Geometrics  
 21: Park Meadows Mall Ring Rd. & Central Parking Garage Access

Park Meadows  
 12/30/2022






Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)	0	0	0			0
Storage Lanes	1	0	0			0
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	0.95	0.95	0.95	0.95
Ped Bike Factor						
Frt	0.943				0.971	
Flt Protected	0.972			0.991		
Satd. Flow (prot)	1707	0	0	3507	3437	0
Flt Permitted	0.972			0.991		
Satd. Flow (perm)	1707	0	0	3507	3437	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	153			155	142	
Travel Time (s)	3.5			3.5	3.2	

Intersection Summary

Area Type: Other

Intersection	
Intersection Delay, s/veh	13.5
Intersection LOS	B

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	104	76	85	398	449	107
Future Vol, veh/h	104	76	85	398	449	107
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	113	83	92	433	488	116
Number of Lanes	1	0	0	2	2	0

Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	2	2
Conflicting Approach Left	SB	EB	
Conflicting Lanes Left	2	1	0
Conflicting Approach Right	NB		EB
Conflicting Lanes Right	2	0	1
HCM Control Delay	12.3	13.5	13.9
HCM LOS	B	B	B

Lane	NBLn1	NBLn2	EBLn1	SBLn1	SBLn2
Vol Left, %	39%	0%	58%	0%	0%
Vol Thru, %	61%	100%	0%	100%	58%
Vol Right, %	0%	0%	42%	0%	42%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	218	265	180	299	257
LT Vol	85	0	104	0	0
Through Vol	133	265	0	299	150
RT Vol	0	0	76	0	107
Lane Flow Rate	237	288	196	325	279
Geometry Grp	7	7	2	7	7
Degree of Util (X)	0.403	0.475	0.335	0.53	0.432
Departure Headway (Hd)	6.129	5.931	6.161	5.865	5.57
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	587	609	583	615	647
Service Time	3.868	3.67	4.199	3.602	3.306
HCM Lane V/C Ratio	0.404	0.473	0.336	0.528	0.431
HCM Control Delay	13	14	12.3	15.1	12.5
HCM Lane LOS	B	B	B	C	B
HCM 95th-tile Q	1.9	2.5	1.5	3.1	2.2



Lanes and Geometrics  
 22: Park Meadows Mall Ring Rd. & Road A

Park Meadows  
 12/30/2022



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)	0	0	0			0
Storage Lanes	1	0	0			0
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	0.95	0.95	0.95	0.95
Ped Bike Factor						
Frt	0.942				0.991	
Flt Protected	0.972			0.998		
Satd. Flow (prot)	1706	0	0	3532	3507	0
Flt Permitted	0.972			0.998		
Satd. Flow (perm)	1706	0	0	3532	3507	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	145			142	154	
Travel Time (s)	3.3			3.2	3.5	

Intersection Summary

Area Type: Other

Intersection	
Intersection Delay, s/veh	12.6
Intersection LOS	B

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	33	25	25	478	532	34
Future Vol, veh/h	33	25	25	478	532	34
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	36	27	27	520	578	37
Number of Lanes	1	0	0	2	2	0

Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	2	2
Conflicting Approach Left	SB	EB	
Conflicting Lanes Left	2	1	0
Conflicting Approach Right	NB		EB
Conflicting Lanes Right	2	0	1
HCM Control Delay	9.8	12.4	13
HCM LOS	A	B	B

Lane	NBLn1	NBLn2	EBLn1	SBLn1	SBLn2
Vol Left, %	14%	0%	57%	0%	0%
Vol Thru, %	86%	100%	0%	100%	84%
Vol Right, %	0%	0%	43%	0%	16%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	184	319	58	355	211
LT Vol	25	0	33	0	0
Through Vol	159	319	0	355	177
RT Vol	0	0	25	0	34
Lane Flow Rate	200	346	63	386	230
Geometry Grp	7	7	2	7	7
Degree of Util (X)	0.299	0.51	0.105	0.562	0.327
Departure Headway (Hd)	5.372	5.304	6.017	5.244	5.131
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	665	675	591	682	696
Service Time	3.138	3.069	4.106	3.006	2.892
HCM Lane V/C Ratio	0.301	0.513	0.107	0.566	0.33
HCM Control Delay	10.4	13.5	9.8	14.6	10.4
HCM Lane LOS	B	B	A	B	B
HCM 95th-tile Q	1.3	2.9	0.4	3.5	1.4

Lanes and Geometrics  
 1: S. Yosemite St. & E. County Line Rd.

Park Meadows  
 12/29/2022



Lane Group	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	
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12	
Grade (%)	0%		0%				0%			0%			
Storage Length (ft)	175		350	600		0	235		0	210		0	
Storage Lanes	2		1	2		1	2		1	1		0	
Taper Length (ft)	25			25			25			25			
Lane Util. Factor	0.97	0.91	1.00	0.97	0.91	1.00	0.97	0.95	1.00	1.00	0.95	0.95	
Ped Bike Factor	Frt			0.850			0.850			0.850			0.948
Flt Protected	0.950			0.950			0.950			0.950			
Satd. Flow (prot)	3433	5085	1583	3433	5085	1583	3433	3539	1583	1770	3355	0	
Flt Permitted	0.950			0.950			0.950			0.950			
Satd. Flow (perm)	3433	5085	1583	3433	5085	1583	3433	3539	1583	1770	3355	0	
Right Turn on Red			Yes			Yes			Yes			Yes	
Satd. Flow (RTOR)			326			114			142			81	
Link Speed (mph)		30			30			30				30	
Link Distance (ft)		556			1568			1842				710	
Travel Time (s)		12.6			35.6			41.9				16.1	

Intersection Summary

Area Type: Other

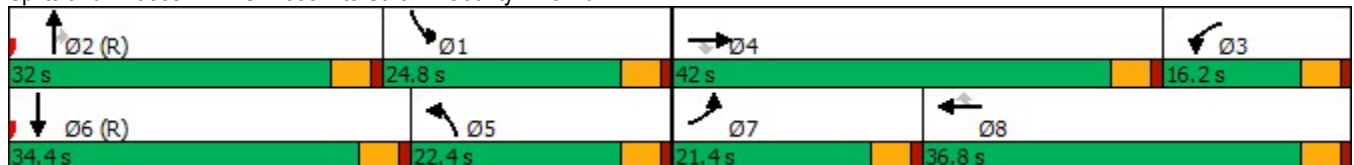
Timings  
1: S. Yosemite St. & E. County Line Rd.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations											
Traffic Volume (vph)	287	1175	300	182	991	105	310	400	125	161	389
Future Volume (vph)	287	1175	300	182	991	105	310	400	125	161	389
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA
Protected Phases	7	4		3	8		5	2		1	6
Permitted Phases			4			8			2		
Detector Phase	7	4	4	3	8	8	5	2	2	1	6
Switch Phase											
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5
Total Split (s)	21.4	42.0	42.0	16.2	36.8	36.8	22.4	32.0	32.0	24.8	34.4
Total Split (%)	18.6%	36.5%	36.5%	14.1%	32.0%	32.0%	19.5%	27.8%	27.8%	21.6%	29.9%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead	Lead	Lead	Lag	Lag	Lag	Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	C-Max	C-Max	None	C-Max
Act Effct Green (s)	15.0	37.4	37.4	10.9	33.3	33.3	15.8	30.5	30.5	18.2	32.9
Actuated g/C Ratio	0.13	0.33	0.33	0.09	0.29	0.29	0.14	0.27	0.27	0.16	0.29
v/c Ratio	0.70	0.77	0.44	0.61	0.73	0.21	0.71	0.46	0.26	0.62	0.64
Control Delay	56.5	38.6	5.2	37.8	23.2	1.8	56.1	38.3	6.6	55.2	35.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	56.5	38.6	5.2	37.8	23.2	1.8	56.1	38.3	6.6	55.2	35.3
LOS	E	D	A	D	C	A	E	D	A	E	D
Approach Delay		35.8			23.5			40.2			39.5
Approach LOS		D			C			D			D

Intersection Summary

Cycle Length: 115  
 Actuated Cycle Length: 115  
 Offset: 86 (75%), Referenced to phase 2:NBT and 6:SBT, Start of Green  
 Natural Cycle: 70  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.77  
 Intersection Signal Delay: 33.8  
 Intersection LOS: C  
 Intersection Capacity Utilization 69.1%  
 ICU Level of Service C  
 Analysis Period (min) 15

Splits and Phases: 1: S. Yosemite St. & E. County Line Rd.



Queues

1: S. Yosemite St. & E. County Line Rd.






































Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	312	1277	326	198	1077	114	337	435	136	175	647
v/c Ratio	0.70	0.77	0.44	0.61	0.73	0.21	0.71	0.46	0.26	0.62	0.64
Control Delay	56.5	38.6	5.2	37.8	23.2	1.8	56.1	38.3	6.6	55.2	35.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	56.5	38.6	5.2	37.8	23.2	1.8	56.1	38.3	6.6	55.2	35.3
Queue Length 50th (ft)	114	304	0	52	101	0	123	147	0	122	200
Queue Length 95th (ft)	161	367	63	m91	201	m1	171	200	46	194	267
Internal Link Dist (ft)		476			1488			1762			630
Turn Bay Length (ft)	175		350	600			235			210	
Base Capacity (vph)	504	1688	743	349	1485	543	534	937	523	312	1016
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.62	0.76	0.44	0.57	0.73	0.21	0.63	0.46	0.26	0.56	0.64

Intersection Summary

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

HCM 6th Signalized Intersection Summary  
 1: S. Yosemite St. & E. County Line Rd.

Park Meadows  
 12/29/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 	  		  	  		 	 		 	 	
Traffic Volume (veh/h)	287	1175	300	182	991	105	310	400	125	161	389	206
Future Volume (veh/h)	287	1175	300	182	991	105	310	400	125	161	389	206
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	312	1277	326	198	1077	114	337	435	136	175	423	224
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	380	1543	479	262	1369	425	710	850	379	403	586	307
Arrive On Green	0.11	0.30	0.30	0.03	0.09	0.09	0.21	0.24	0.24	0.23	0.26	0.26
Sat Flow, veh/h	3456	5106	1585	3456	5106	1585	3456	3554	1585	1781	2253	1181
Grp Volume(v), veh/h	312	1277	326	198	1077	114	337	435	136	175	333	314
Grp Sat Flow(s),veh/h/ln	1728	1702	1585	1728	1702	1585	1728	1777	1585	1781	1777	1658
Q Serve(g_s), s	10.2	26.8	20.8	6.5	23.8	4.5	9.9	12.2	8.2	9.7	19.6	19.9
Cycle Q Clear(g_c), s	10.2	26.8	20.8	6.5	23.8	4.5	9.9	12.2	8.2	9.7	19.6	19.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.71
Lane Grp Cap(c), veh/h	380	1543	479	262	1369	425	710	850	379	403	462	431
V/C Ratio(X)	0.82	0.83	0.68	0.76	0.79	0.27	0.47	0.51	0.36	0.43	0.72	0.73
Avail Cap(c_a), veh/h	508	1665	517	352	1434	445	710	850	379	403	462	431
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.68	0.68	0.68	0.68	0.68	0.68	1.00	1.00	1.00
Uniform Delay (d), s/veh	50.1	37.3	35.3	55.0	49.2	14.3	40.2	37.9	36.4	38.2	38.7	38.9
Incr Delay (d2), s/veh	7.9	3.4	3.3	4.4	2.0	0.2	0.3	1.5	1.8	0.7	9.3	10.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.8	11.5	8.4	3.1	11.1	3.1	4.2	5.5	3.4	4.3	9.7	9.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	57.9	40.8	38.6	59.4	51.2	14.5	40.5	39.4	38.2	38.9	48.1	49.2
LnGrp LOS	E	D	D	E	D	B	D	D	D	D	D	D
Approach Vol, veh/h		1915			1389			908			822	
Approach Delay, s/veh		43.2			49.3			39.7			46.6	
Approach LOS		D			D			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	30.5	32.0	13.2	39.2	28.1	34.4	17.1	35.3				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	20.3	27.5	11.7	37.5	17.9	29.9	16.9	32.3				
Max Q Clear Time (g_c+I1), s	11.7	14.2	8.5	28.8	11.9	21.9	12.2	25.8				
Green Ext Time (p_c), s	0.3	2.8	0.2	6.0	0.6	2.5	0.5	3.9				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay			44.8									
HCM 6th LOS			D									

Lanes and Geometrics  
 2: S. Chester St. & E. County Line Rd.

Park Meadows  
 12/29/2022



Lane Group	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
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	550		0	525		0	135		0	125		110
Storage Lanes	2		1	2		0	2		1	2		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.97	0.91	1.00	0.97	0.86	0.86	0.97	0.95	1.00	0.97	0.95	1.00
Ped Bike Factor												
Frt			0.850		0.957				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	5085	1583	3433	6132	0	3433	3539	1583	3433	3539	1583
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3433	5085	1583	3433	6132	0	3433	3539	1583	3433	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			155		92				364			338
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1568			1050			565			792	
Travel Time (s)		35.6			23.9			12.8			18.0	

Intersection Summary

Area Type: Other

Timings  
2: S. Chester St. & E. County Line Rd.

Park Meadows  
12/29/2022

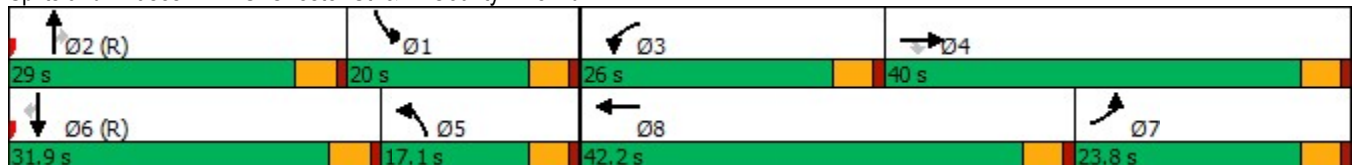


Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖↗	↑↑↑	↖	↖↗	↑↑↑	↖↗	↑↑	↖	↖↗	↑↑	↖
Traffic Volume (vph)	342	1369	156	531	834	268	365	470	374	248	311
Future Volume (vph)	342	1369	156	531	834	268	365	470	374	248	311
Turn Type	Prot	NA	Perm	Prot	NA	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8	5	2		1	6	
Permitted Phases			4					2			6
Detector Phase	7	4	4	3	8	5	2	2	1	6	6
Switch Phase											
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	22.5	9.5	22.5	9.5	22.5	22.5	9.5	22.5	22.5
Total Split (s)	23.8	40.0	40.0	26.0	42.2	17.1	29.0	29.0	20.0	31.9	31.9
Total Split (%)	20.7%	34.8%	34.8%	22.6%	36.7%	14.9%	25.2%	25.2%	17.4%	27.7%	27.7%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lag	Lag	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	C-Max	C-Max	None	C-Max	C-Max
Act Effct Green (s)	23.8	35.9	35.9	21.2	33.3	12.5	24.5	24.5	15.4	27.4	27.4
Actuated g/C Ratio	0.21	0.31	0.31	0.18	0.29	0.11	0.21	0.21	0.13	0.24	0.24
v/c Ratio	0.52	0.94	0.28	0.91	0.69	0.78	0.53	0.82	0.88	0.32	0.53
Control Delay	27.7	31.8	3.6	50.8	24.3	65.1	43.1	24.4	70.7	37.4	7.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	27.7	31.8	3.6	50.8	24.3	65.1	43.1	24.4	70.7	37.4	7.2
LOS	C	C	A	D	C	E	D	C	E	D	A
Approach Delay		28.7			32.6		40.5			40.7	
Approach LOS		C			C		D			D	

Intersection Summary

Cycle Length: 115  
 Actuated Cycle Length: 115  
 Offset: 92 (80%), Referenced to phase 2:NBT and 6:SBT, Start of Green  
 Natural Cycle: 90  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.94  
 Intersection Signal Delay: 34.2  
 Intersection LOS: C  
 Intersection Capacity Utilization 77.5%  
 ICU Level of Service D  
 Analysis Period (min) 15

Splits and Phases: 2: S. Chester St. & E. County Line Rd.







Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	372	1488	170	577	1266	291	397	511	407	270	338
v/c Ratio	0.52	0.94	0.28	0.91	0.69	0.78	0.53	0.82	0.88	0.32	0.53
Control Delay	27.7	31.8	3.6	50.8	24.3	65.1	43.1	24.4	70.7	37.4	7.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	27.7	31.8	3.6	50.8	24.3	65.1	43.1	24.4	70.7	37.4	7.2
Queue Length 50th (ft)	64	162	1	221	243	109	138	105	154	87	0
Queue Length 95th (ft)	m147	#472	m26	#318	272	#171	188	#289	#240	126	74
Internal Link Dist (ft)		1488			970		485			712	
Turn Bay Length (ft)	550			525		135			125		110
Base Capacity (vph)	710	1586	600	641	2072	376	753	623	462	843	634
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.52	0.94	0.28	0.90	0.61	0.77	0.53	0.82	0.88	0.32	0.53

**Intersection Summary**

- # 95th percentile volume exceeds capacity, queue may be longer.  
Queue shown is maximum after two cycles.
- m Volume for 95th percentile queue is metered by upstream signal.

HCM 6th Signalized Intersection Summary  
 2: S. Chester St. & E. County Line Rd.

Park Meadows  
 12/29/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	342	1369	156	531	834	330	268	365	470	374	248	311
Future Volume (veh/h)	342	1369	156	531	834	330	268	365	470	374	248	311
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	372	1488	170	577	907	359	291	397	511	407	270	338
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	698	1573	488	637	1402	460	389	757	338	477	847	378
Arrive On Green	0.14	0.21	0.21	0.06	0.10	0.10	0.11	0.21	0.21	0.14	0.24	0.24
Sat Flow, veh/h	3456	5106	1585	3456	4826	1585	3456	3554	1585	3456	3554	1585
Grp Volume(v), veh/h	372	1488	170	577	907	359	291	397	511	407	270	338
Grp Sat Flow(s),veh/h/ln	1728	1702	1585	1728	1609	1585	1728	1777	1585	1728	1777	1585
Q Serve(g_s), s	11.5	33.0	7.6	19.1	20.8	25.5	9.4	11.4	16.3	13.2	7.2	23.7
Cycle Q Clear(g_c), s	11.5	33.0	7.6	19.1	20.8	25.5	9.4	11.4	16.3	13.2	7.2	23.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	698	1573	488	637	1402	460	389	757	338	477	847	378
V/C Ratio(X)	0.53	0.95	0.35	0.91	0.65	0.78	0.75	0.52	1.51	0.85	0.32	0.89
Avail Cap(c_a), veh/h	698	1576	489	646	1582	520	389	757	338	477	847	378
HCM Platoon Ratio	0.67	0.67	0.67	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.63	0.63	0.63	0.96	0.96	0.96	0.87	0.87	0.87	1.00	1.00	1.00
Uniform Delay (d), s/veh	44.7	44.7	18.7	53.0	46.3	48.4	49.4	40.1	20.1	48.4	36.1	42.4
Incr Delay (d2), s/veh	0.5	8.5	0.3	15.8	0.7	6.4	6.8	2.3	243.9	14.0	1.0	26.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.2	15.7	2.9	10.3	9.1	11.7	4.4	5.2	28.8	6.6	3.2	12.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	45.2	53.2	19.0	68.8	47.0	54.8	56.2	42.3	264.0	62.5	37.1	68.6
LnGrp LOS	D	D	B	E	D	D	E	D	F	E	D	E
Approach Vol, veh/h		2030			1843			1199			1015	
Approach Delay, s/veh		48.8			55.4			140.2			57.8	
Approach LOS		D			E			F			E	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	20.4	29.0	25.7	39.9	17.5	31.9	27.7	37.9				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	15.5	24.5	21.5	35.5	12.6	27.4	19.3	37.7				
Max Q Clear Time (g_c+I1), s	15.2	18.3	21.1	35.0	11.4	25.7	13.5	27.5				
Green Ext Time (p_c), s	0.0	2.5	0.1	0.4	0.1	0.5	0.7	6.0				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay				70.3								
HCM 6th LOS				E								

Lanes and Geometrics  
 3: North Access Drive & E. County Line Rd.



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑	↑	↙↘	↑↑↑		↙↘
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)		0	350		0	0
Storage Lanes		1	2		0	2
Taper Length (ft)			25		25	
Lane Util. Factor	0.91	1.00	0.97	0.86	1.00	0.88
Ped Bike Factor						
Frt		0.850				0.850
Flt Protected			0.950			
Satd. Flow (prot)	5085	1583	3433	6408	0	2787
Flt Permitted			0.950			
Satd. Flow (perm)	5085	1583	3433	6408	0	2787
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		75				7
Link Speed (mph)	30			30	30	
Link Distance (ft)	1050			651	255	
Travel Time (s)	23.9			14.8	5.8	

Intersection Summary

Area Type: Other

Timings  
3: North Access Drive & E. County Line Rd.

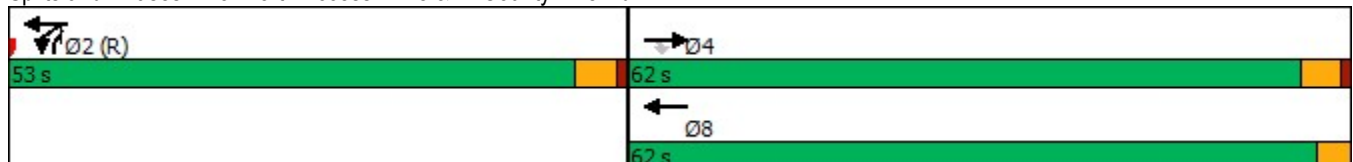


Lane Group	EBT	EBR	WBL	WBT	NBR	Ø8
Lane Configurations	↑↑↑	↑	↔	↑↑↑	↔	
Traffic Volume (vph)	1844	254	781	1814	760	
Future Volume (vph)	1844	254	781	1814	760	
Turn Type	NA	Perm	Prot	NA	Over	
Protected Phases	4		2	2 8	2	8
Permitted Phases		4			2	
Detector Phase	4	4	2	2 8	2	
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	22.5	22.5	9.5	9.5	22.5	
Total Split (s)	62.0	62.0	53.0	53.0	62.0	
Total Split (%)	53.9%	53.9%	46.1%	46.1%	54%	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.0	
All-Red Time (s)	1.0	1.0	1.0	1.0	0.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		
Total Lost Time (s)	4.5	4.5	4.5	4.5		
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	None	None	C-Max	C-Max	None	
Act Effct Green (s)	57.4	57.4	48.6	115.0	48.6	
Actuated g/C Ratio	0.50	0.50	0.42	1.00	0.42	
v/c Ratio	0.79	0.33	0.59	0.31	0.70	
Control Delay	12.1	6.1	24.0	0.1	30.9	
Queue Delay	0.0	0.0	0.0	0.0	0.0	
Total Delay	12.1	6.1	24.0	0.1	30.9	
LOS	B	A	C	A	C	
Approach Delay	11.3			7.3		
Approach LOS	B			A		

Intersection Summary

Cycle Length: 115  
 Actuated Cycle Length: 115  
 Offset: 6 (5%), Referenced to phase 2:WBTL and 6:, Start of Green  
 Natural Cycle: 50  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.79  
 Intersection Signal Delay: 12.1  
 Intersection Capacity Utilization 69.7%  
 Analysis Period (min) 15  
 Intersection LOS: B  
 ICU Level of Service C

Splits and Phases: 3: North Access Drive & E. County Line Rd.



Queues  
 3: North Access Drive & E. County Line Rd.



Lane Group	EBT	EBR	WBL	WBT	NBR
Lane Group Flow (vph)	2004	276	849	1972	826
v/c Ratio	0.79	0.33	0.59	0.31	0.70
Control Delay	12.1	6.1	24.0	0.1	30.9
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	12.1	6.1	24.0	0.1	30.9
Queue Length 50th (ft)	184	39	297	0	277
Queue Length 95th (ft)	m206	m45	365	0	359
Internal Link Dist (ft)	970			571	
Turn Bay Length (ft)			350		
Base Capacity (vph)	2542	829	1451	6366	1182
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.79	0.33	0.59	0.31	0.70

Intersection Summary

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

HCM 6th Edition methodology expects strict NEMA phasing.

Lanes and Geometrics  
 4: Park Meadow Center Dr. & E. County Line Rd.

Park Meadows  
 12/29/2022



Lane Group	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
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		325	0		100	0		250	250		175
Storage Lanes	0		1	0		1	0		1	3		2
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.86	1.00	1.00	0.91	1.00	1.00	1.00	0.76	0.94	0.95	0.88
Ped Bike Factor			0.850			0.850			0.850			0.850
Flt Protected										0.950		
Satd. Flow (prot)	0	6408	1583	0	5085	1583	0	0	3610	4990	3539	2787
Flt Permitted										0.950		
Satd. Flow (perm)	0	6408	1583	0	5085	1583	0	0	3610	4990	3539	2787
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			299			100			687			1143
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		651			987			1238			614	
Travel Time (s)		14.8			22.4			28.1			14.0	

Intersection Summary

Area Type: Other

Timings  
4: Park Meadow Center Dr. & E. County Line Rd.

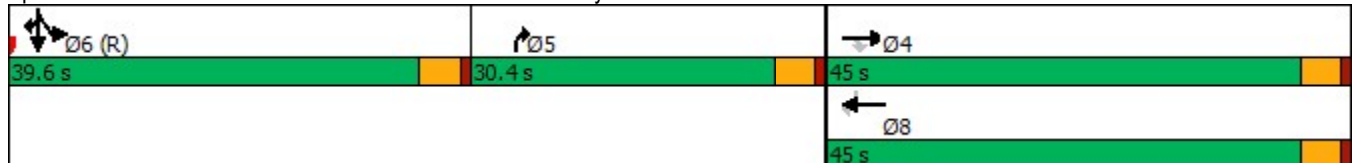


Lane Group	EBT	EBR	WBT	WBR	NBR	SBL	SBT	SBR
Lane Configurations	↑↑↑↑	↗	↑↑↑↑	↗	↗↗↗	↗↗↗	↑↑	↗↗
Traffic Volume (vph)	2185	281	1190	59	1337	114	988	1052
Future Volume (vph)	2185	281	1190	59	1337	114	988	1052
Turn Type	NA	Perm	NA	Free	Prot	Split	NA	custom
Protected Phases	4		8		5	6	6	6
Permitted Phases		4		Free				8
Detector Phase	4	4	8		5	6	6	6
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0		5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5		9.5	22.5	22.5	22.5
Total Split (s)	45.0	45.0	45.0		30.4	39.6	39.6	39.6
Total Split (%)	39.1%	39.1%	39.1%		26.4%	34.4%	34.4%	34.4%
Yellow Time (s)	3.5	3.5	3.5		3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0		1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5		4.5	4.5	4.5	4.5
Lead/Lag					Lag	Lead	Lead	Lead
Lead-Lag Optimize?					Yes	Yes	Yes	Yes
Recall Mode	None	None	None		None	C-Max	C-Max	C-Max
Act Effct Green (s)	40.5	40.5	40.5	115.0	25.9	35.1	35.1	80.1
Actuated g/C Ratio	0.35	0.35	0.35	1.00	0.23	0.31	0.31	0.70
v/c Ratio	1.05	0.41	0.72	0.04	1.08	0.08	0.99	0.50
Control Delay	57.4	1.9	38.7	0.1	72.2	28.7	66.3	1.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	57.4	1.9	38.7	0.1	72.2	28.7	66.3	1.1
LOS	E	A	D	A	E	C	E	A
Approach Delay	51.1		36.8				32.5	
Approach LOS	D		D				C	

Intersection Summary

Cycle Length: 115  
 Actuated Cycle Length: 115  
 Offset: 16 (14%), Referenced to phase 6:SBTL, Start of Green  
 Natural Cycle: 120  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 1.08  
 Intersection Signal Delay: 47.0  
 Intersection Capacity Utilization 78.3%  
 Analysis Period (min) 15  
 Intersection LOS: D  
 ICU Level of Service D

Splits and Phases: 4: Park Meadow Center Dr. & E. County Line Rd.







Lane Group	EBT	EBR	WBT	WBR	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	2375	305	1293	64	1453	124	1074	1143
v/c Ratio	1.05	0.41	0.72	0.04	1.08	0.08	0.99	0.50
Control Delay	57.4	1.9	38.7	0.1	72.2	28.7	66.3	1.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	57.4	1.9	38.7	0.1	72.2	28.7	66.3	1.1
Queue Length 50th (ft)	~555	13	335	0	~342	23	416	0
Queue Length 95th (ft)	#628	m17	389	0	#460	38	#566	19
Internal Link Dist (ft)	571		907				534	
Turn Bay Length (ft)		325		100	250	250		175
Base Capacity (vph)	2256	751	1790	1583	1345	1523	1080	2288
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.05	0.41	0.72	0.04	1.08	0.08	0.99	0.50

Intersection Summary

- ~ Volume exceeds capacity, queue is theoretically infinite.  
Queue shown is maximum after two cycles.
- # 95th percentile volume exceeds capacity, queue may be longer.  
Queue shown is maximum after two cycles.
- m Volume for 95th percentile queue is metered by upstream signal.

HCM 6th Signalized Intersection Summary  
 4: Park Meadow Center Dr. & E. County Line Rd.

Park Meadows  
 12/29/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑	↗		↑↑↑	↗			↗↗↗	↘↘↘	↑↑	↗↗
Traffic Volume (veh/h)	0	2185	281	0	1190	59	0	0	1337	114	988	1052
Future Volume (veh/h)	0	2185	281	0	1190	59	0	0	1337	114	988	1052
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	0	1870	1870	0	1870	1870	0	0	1870	1870	1870	1870
Adj Flow Rate, veh/h	0	2375	0	0	1293	0	0	0	1453	124	1074	1143
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	2	2	0	2	2	0	0	2	2	2	2
Cap, veh/h	0	2266		0	1798		0	0	0	2861	2024	1589
Arrive On Green	0.00	0.70	0.00	0.00	0.35	0.00	0.00	0.00	0.00	0.57	0.57	0.57
Sat Flow, veh/h	0	6696	1585	0	5274	1585		0		5023	3554	2790
Grp Volume(v), veh/h	0	2375	0	0	1293	0		0.0		124	1074	1143
Grp Sat Flow(s),veh/h/ln	0	1609	1585	0	1702	1585				1674	1777	1395
Q Serve(g_s), s	0.0	40.5	0.0	0.0	25.3	0.0				1.3	21.4	34.4
Cycle Q Clear(g_c), s	0.0	40.5	0.0	0.0	25.3	0.0				1.3	21.4	34.4
Prop In Lane	0.00		1.00	0.00		1.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	2266		0	1798					2861	2024	1589
V/C Ratio(X)	0.00	1.05		0.00	0.72					0.04	0.53	0.72
Avail Cap(c_a), veh/h	0	2266		0	1798					2861	2024	1589
HCM Platoon Ratio	1.00	2.00	2.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.56	0.00	0.00	0.92	0.00				1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	17.0	0.0	0.0	32.3	0.0				10.9	15.3	18.0
Incr Delay (d2), s/veh	0.0	28.9	0.0	0.0	1.3	0.0				0.0	1.0	2.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	11.6	0.0	0.0	10.5	0.0				0.5	8.6	11.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	45.9	0.0	0.0	33.6	0.0				11.0	16.3	20.9
LnGrp LOS	A	F		A	C					B	B	C
Approach Vol, veh/h		2375	A		1293	A					2341	
Approach Delay, s/veh		45.9			33.6						18.2	
Approach LOS		D			C						B	
Timer - Assigned Phs				4		6		8				
Phs Duration (G+Y+Rc), s				45.0		70.0		45.0				
Change Period (Y+Rc), s				4.5		4.5		4.5				
Max Green Setting (Gmax), s				40.5		35.1		40.5				
Max Q Clear Time (g_c+I1), s				42.5		36.4		27.3				
Green Ext Time (p_c), s				0.0		0.0		7.4				

Intersection Summary













HCM 6th Ctrl Delay	32.5
HCM 6th LOS	C

Notes

Unsignalized Delay for [EBR, WBR] is excluded from calculations of the approach delay and intersection delay.

Lanes and Geometrics  
5: I-25 Ramps & E. County Line Rd.

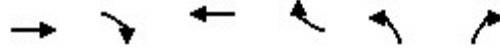
Park Meadows  
12/29/2022

												
Lane Group	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
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		200	0		100	180		0	0		0
Storage Lanes	0		1	0		1	2		1	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.91	0.88	1.00	0.91	1.00	0.97	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor			0.850			0.850			0.850			
Flt Protected							0.950					
Satd. Flow (prot)	0	5085	2787	0	5085	1583	3433	0	1583	0	0	0
Flt Permitted							0.950					
Satd. Flow (perm)	0	5085	2787	0	5085	1583	3433	0	1583	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			1920			663			73			
Link Speed (mph)		30			30			30				30
Link Distance (ft)		987			920			594				487
Travel Time (s)		22.4			20.9			13.5				11.1

Intersection Summary

Area Type: Other

Timings  
5: I-25 Ramps & E. County Line Rd.



Lane Group	EBT	EBR	WBT	WBR	NBL	NBR
Lane Configurations	↑↑↑	↑↑	↑↑↑	↑	↑↑	↑
Traffic Volume (vph)	673	2014	470	729	797	87
Future Volume (vph)	673	2014	470	729	797	87
Turn Type	NA	Free	NA	Free	Prot	Free
Protected Phases	4		8		5	
Permitted Phases		Free		Free		Free
Detector Phase	4		8		5	
Switch Phase						
Minimum Initial (s)	5.0		5.0		5.0	
Minimum Split (s)	22.5		22.5		9.5	
Total Split (s)	44.0		44.0		71.0	
Total Split (%)	38.3%		38.3%		61.7%	
Yellow Time (s)	3.5		3.5		3.5	
All-Red Time (s)	1.0		1.0		1.0	
Lost Time Adjust (s)	0.0		0.0		0.0	
Total Lost Time (s)	4.5		4.5		4.5	
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	None		None		None	
Act Effct Green (s)	24.0	115.0	24.0	115.0	82.0	115.0
Actuated g/C Ratio	0.21	1.00	0.21	1.00	0.71	1.00
v/c Ratio	0.69	0.79	0.48	0.50	0.35	0.06
Control Delay	26.9	8.3	41.1	1.1	7.2	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	26.9	8.3	41.1	1.1	7.2	0.1
LOS	C	A	D	A	A	A
Approach Delay	13.0		16.8			
Approach LOS	B		B			

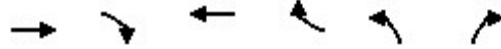
Intersection Summary

Cycle Length: 115  
 Actuated Cycle Length: 115  
 Offset: 110 (96%), Referenced to phase 2: and 6:, Start of Green  
 Natural Cycle: 40  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.79  
 Intersection Signal Delay: 12.7  
 Intersection Capacity Utilization 42.8%  
 Analysis Period (min) 15  
 Intersection LOS: B  
 ICU Level of Service A

Splits and Phases: 5: I-25 Ramps & E. County Line Rd.



Queues  
5: I-25 Ramps & E. County Line Rd.



Lane Group	EBT	EBR	WBT	WBR	NBL	NBR
Lane Group Flow (vph)	732	2189	511	792	866	95
v/c Ratio	0.69	0.79	0.48	0.50	0.35	0.06
Control Delay	26.9	8.3	41.1	1.1	7.2	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	26.9	8.3	41.1	1.1	7.2	0.1
Queue Length 50th (ft)	173	674	123	0	110	0
Queue Length 95th (ft)	m189	m626	149	0	170	0
Internal Link Dist (ft)	907		840			
Turn Bay Length (ft)		200		100	180	
Base Capacity (vph)	1746	2787	1746	1583	2447	1583
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.42	0.79	0.29	0.50	0.35	0.06

Intersection Summary

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

HCM 6th Signalized Intersection Summary  
5: I-25 Ramps & E. County Line Rd.

Park Meadows  
12/29/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑	↑↑		↑↑↑	↑	↑↑		↑			
Traffic Volume (veh/h)	0	673	2014	0	470	729	797	0	87	0	0	0
Future Volume (veh/h)	0	673	2014	0	470	729	797	0	87	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	0	1870	1870	0	1870	1870	1870	0	1870			
Adj Flow Rate, veh/h	0	732	0	0	511	0	866	0	0			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92			
Percent Heavy Veh, %	0	2	2	0	2	2	2	0	2			
Cap, veh/h	0	1036		0	1036		2484	0				
Arrive On Green	0.00	0.07	0.00	0.00	0.20	0.00	0.72	0.00	0.00			
Sat Flow, veh/h	0	5274	2790	0	5274	1585	3456	0	1585			
Grp Volume(v), veh/h	0	732	0	0	511	0	866	0	0			
Grp Sat Flow(s),veh/h/ln	0	1702	1395	0	1702	1585	1728	0	1585			
Q Serve(g_s), s	0.0	16.1	0.0	0.0	10.2	0.0	10.8	0.0	0.0			
Cycle Q Clear(g_c), s	0.0	16.1	0.0	0.0	10.2	0.0	10.8	0.0	0.0			
Prop In Lane	0.00		1.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	0	1036		0	1036		2484	0				
V/C Ratio(X)	0.00	0.71		0.00	0.49		0.35	0.00				
Avail Cap(c_a), veh/h	0	1754		0	1754		2484	0				
HCM Platoon Ratio	1.00	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(l)	0.00	0.09	0.00	0.00	1.00	0.00	1.00	0.00	0.00			
Uniform Delay (d), s/veh	0.0	50.3	0.0	0.0	40.6	0.0	6.1	0.0	0.0			
Incr Delay (d2), s/veh	0.0	0.1	0.0	0.0	0.4	0.0	0.1	0.0	0.0			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	0.0	7.4	0.0	0.0	4.3	0.0	3.6	0.0	0.0			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	50.4	0.0	0.0	41.0	0.0	6.2	0.0	0.0			
LnGrp LOS	A	D		A	D		A	A				
Approach Vol, veh/h		732	A		511	A		866	A			
Approach Delay, s/veh		50.4			41.0			6.2				
Approach LOS		D			D			A				
Timer - Assigned Phs		2		4				8				
Phs Duration (G+Y+Rc), s		87.2		27.8				27.8				
Change Period (Y+Rc), s		4.5		4.5				4.5				
Max Green Setting (Gmax), s		66.5		39.5				39.5				
Max Q Clear Time (g_c+I1), s		12.8		18.1				12.2				
Green Ext Time (p_c), s		3.7		5.2				3.7				

Intersection Summary

HCM 6th Ctrl Delay			29.9									
HCM 6th LOS			C									

Notes

Unsignalized Delay for [NBR, EBR, WBR] is excluded from calculations of the approach delay and intersection delay.

Lanes and Geometrics  
 6: Park Meadow Center Dr. & East Access Drive



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)	0	0	110			0
Storage Lanes	2	1	1			0
Taper Length (ft)	25		25			
Lane Util. Factor	0.97	1.00	1.00	0.95	0.95	0.95
Ped Bike Factor						
Frt		0.850			0.921	
Flt Protected	0.950		0.950			
Satd. Flow (prot)	3433	1583	1770	3539	3260	0
Flt Permitted	0.950		0.123			
Satd. Flow (perm)	3433	1583	229	3539	3260	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		336			507	
Link Speed (mph)	30			30	30	
Link Distance (ft)	204			1551	1238	
Travel Time (s)	4.6			35.3	28.1	

Intersection Summary

Area Type: Other

Timings  
6: Park Meadow Center Dr. & East Access Drive



Lane Group	EBL	EBR	NBL	NBT	SBT
Lane Configurations	↖↗	↗	↖	↑↑	↑↓
Traffic Volume (vph)	593	309	153	729	603
Future Volume (vph)	593	309	153	729	603
Turn Type	Prot	Perm	pm+pt	NA	NA
Protected Phases	4		5	2	6
Permitted Phases		5	2		
Detector Phase	4	5	5	2	6
Switch Phase					
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	9.5	9.5	22.5	22.5
Total Split (s)	22.6	12.1	12.1	42.4	30.3
Total Split (%)	34.8%	18.6%	18.6%	65.2%	46.6%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5
Lead/Lag		Lead	Lead		Lag
Lead-Lag Optimize?		Yes	Yes		Yes
Recall Mode	None	None	None	C-Max	C-Max
Act Effct Green (s)	16.3	7.3	39.7	39.7	27.9
Actuated g/C Ratio	0.25	0.11	0.61	0.61	0.43
v/c Ratio	0.75	0.71	0.53	0.37	0.82
Control Delay	28.3	13.2	14.0	7.3	15.9
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	28.3	13.2	14.0	7.3	15.9
LOS	C	B	B	A	B
Approach Delay	23.1			8.4	15.9
Approach LOS	C			A	B

Intersection Summary

Cycle Length: 65  
 Actuated Cycle Length: 65  
 Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBT, Start of Green  
 Natural Cycle: 65  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.82  
 Intersection Signal Delay: 15.9  
 Intersection Capacity Utilization 74.7%  
 Analysis Period (min) 15  
 Intersection LOS: B  
 ICU Level of Service D

Splits and Phases: 6: Park Meadow Center Dr. & East Access Drive







Lane Group	EBL	EBR	NBL	NBT	SBT
Lane Group Flow (vph)	645	336	166	792	1378
v/c Ratio	0.75	0.71	0.53	0.37	0.82
Control Delay	28.3	13.2	14.0	7.3	15.9
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	28.3	13.2	14.0	7.3	15.9
Queue Length 50th (ft)	118	0	26	75	162
Queue Length 95th (ft)	168	#90	67	111	#282
Internal Link Dist (ft)	124			1471	1158
Turn Bay Length (ft)			110		
Base Capacity (vph)	955	483	322	2160	1686
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.68	0.70	0.52	0.37	0.82

#### Intersection Summary

# 95th percentile volume exceeds capacity, queue may be longer.  
Queue shown is maximum after two cycles.

HCM 6th Signalized Intersection Summary  
 6: Park Meadow Center Dr. & East Access Drive

Park Meadows  
 12/29/2022



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	593	309	153	729	603	665
Future Volume (veh/h)	593	309	153	729	603	665
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	645	336	166	792	655	723
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	869	399	249	2168	831	741
Arrive On Green	0.25	0.25	0.07	0.61	0.47	0.47
Sat Flow, veh/h	3456	1585	1781	3647	1870	1585
Grp Volume(v), veh/h	645	336	166	792	655	723
Grp Sat Flow(s),veh/h/ln	1728	1585	1781	1777	1777	1585
Q Serve(g_s), s	11.2	13.1	2.9	7.3	20.2	29.0
Cycle Q Clear(g_c), s	11.2	13.1	2.9	7.3	20.2	29.0
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	869	399	249	2168	831	741
V/C Ratio(X)	0.74	0.84	0.67	0.37	0.79	0.98
Avail Cap(c_a), veh/h	962	441	327	2168	831	741
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	0.76	0.76	0.38	0.38
Uniform Delay (d), s/veh	22.4	23.1	14.6	6.4	14.6	16.9
Incr Delay (d2), s/veh	2.8	12.8	2.4	0.4	3.0	15.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.5	12.0	1.2	2.2	7.7	12.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	25.2	35.9	17.1	6.7	17.6	32.2
LnGrp LOS	C	D	B	A	B	C
Approach Vol, veh/h	981			958	1378	
Approach Delay, s/veh	28.9			8.5	25.3	
Approach LOS	C			A	C	
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		44.2		20.8	9.3	34.9
Change Period (Y+Rc), s		4.5		4.5	4.5	4.5
Max Green Setting (Gmax), s		37.9		18.1	7.6	25.8
Max Q Clear Time (g_c+I1), s		9.3		15.1	4.9	31.0
Green Ext Time (p_c), s		6.2		1.3	0.1	0.0
<b>Intersection Summary</b>						
HCM 6th Ctrl Delay			21.5			
HCM 6th LOS			C			

Lanes and Geometrics  
7: SE Access Drive & Park Meadow Center Dr.

Park Meadows  
12/29/2022

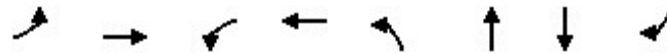


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%				0%
Storage Length (ft)	150		0	100		0	0		0	0		0
Storage Lanes	1		0	1		0	1		0	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.988			0.980			0.890				0.850
Flt Protected	0.950			0.950			0.950				0.974	
Satd. Flow (prot)	1770	3497	0	1770	3468	0	1770	1658	0	0	1814	1583
Flt Permitted	0.179			0.291			0.538				0.643	
Satd. Flow (perm)	333	3497	0	542	3468	0	1002	1658	0	0	1198	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		16			29			172				341
Link Speed (mph)		30			30			30				30
Link Distance (ft)		1110			1551			164				207
Travel Time (s)		25.2			35.3			3.7				4.7

Intersection Summary

Area Type: Other





Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	285	803	149	818	155	234	246	432
v/c Ratio	0.71	0.61	0.41	0.80	0.48	0.36	0.64	0.58
Control Delay	18.5	16.5	11.4	25.9	22.9	7.0	27.4	8.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	18.5	16.5	11.4	25.9	22.9	7.0	27.4	8.0
Queue Length 50th (ft)	61	102	24	135	45	16	76	24
Queue Length 95th (ft)	m75	m113	49	#196	97	60	#168	93
Internal Link Dist (ft)		1030		1471		84	127	
Turn Bay Length (ft)	150		100					
Base Capacity (vph)	405	1313	366	1060	323	651	386	742
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.70	0.61	0.41	0.77	0.48	0.36	0.64	0.58

#### Intersection Summary

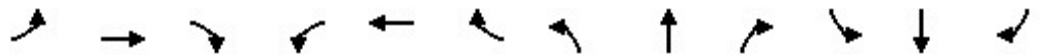
# 95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

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

HCM 6th Signalized Intersection Summary  
 7: SE Access Drive & Park Meadow Center Dr.

Park Meadows  
 12/29/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↕		↖	↕		↖	↕			↕	↖
Traffic Volume (veh/h)	262	682	57	137	651	101	143	57	158	122	104	397
Future Volume (veh/h)	262	682	57	137	651	101	143	57	158	122	104	397
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	285	741	62	149	708	110	155	62	172	133	113	432
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	412	1102	92	366	846	131	239	157	435	283	214	568
Arrive On Green	0.14	0.33	0.33	0.09	0.27	0.27	0.36	0.36	0.36	0.36	0.36	0.36
Sat Flow, veh/h	1781	3320	278	1781	3082	479	862	438	1214	531	599	1585
Grp Volume(v), veh/h	285	396	407	149	408	410	155	0	234	246	0	432
Grp Sat Flow(s),veh/h/ln	1781	1777	1820	1781	1777	1784	862	0	1652	1130	0	1585
Q Serve(g_s), s	6.5	11.5	11.5	3.5	13.0	13.0	8.3	0.0	6.4	6.8	0.0	14.4
Cycle Q Clear(g_c), s	6.5	11.5	11.5	3.5	13.0	13.0	21.5	0.0	6.4	13.2	0.0	14.4
Prop In Lane	1.00		0.15	1.00		0.27	1.00		0.74	0.54		1.00
Lane Grp Cap(c), veh/h	412	590	604	366	488	490	239	0	592	497	0	568
V/C Ratio(X)	0.69	0.67	0.67	0.41	0.84	0.84	0.65	0.00	0.40	0.49	0.00	0.76
Avail Cap(c_a), veh/h	453	616	631	425	533	535	239	0	592	497	0	568
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.51	0.51	0.51	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	13.8	17.2	17.2	14.1	20.5	20.5	26.8	0.0	14.4	17.4	0.0	17.0
Incr Delay (d2), s/veh	4.0	2.7	2.7	0.4	5.7	5.7	12.9	0.0	2.0	3.5	0.0	9.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.7	4.7	4.8	1.3	5.6	5.7	3.0	0.0	2.5	3.2	0.0	6.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	17.8	20.0	19.9	14.5	26.1	26.2	39.7	0.0	16.4	20.9	0.0	26.3
LnGrp LOS	B	B	B	B	C	C	D	A	B	C	A	C
Approach Vol, veh/h		1088			967			389				678
Approach Delay, s/veh		19.4			24.4			25.7				24.3
Approach LOS		B			C			C				C
Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		26.0	9.6	24.4		26.0	13.0	21.0				
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5	4.5	4.5				
Max Green Setting (Gmax), s		18.6	7.1	20.8		18.6	9.9	18.0				
Max Q Clear Time (g_c+I1), s		23.5	5.5	13.5		16.4	8.5	15.0				
Green Ext Time (p_c), s		0.0	0.1	2.9		0.8	0.1	1.5				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay				22.8								
HCM 6th LOS				C								

Lanes and Geometrics  
 8: S. Yosemite St. & Park Meadow Center Dr.

Park Meadows  
 12/29/2022



Lane Group	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
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	240		240	110		275	220		235
Storage Lanes	0		0	1		1	2		1	2		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	0.91	0.91	1.00	0.97	0.91	1.00	0.97	0.91	1.00
Ped Bike Factor												
Frt						0.850			0.850			0.850
Flt Protected				0.950	0.986		0.950			0.950		
Satd. Flow (prot)	0	0	0	1610	3343	1583	3433	5085	1583	3433	5085	1583
Flt Permitted				0.950	0.986		0.249			0.171		
Satd. Flow (perm)	0	0	0	1610	3343	1583	900	5085	1583	618	5085	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						195			867			109
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		440			1021			458			636	
Travel Time (s)		10.0			23.2			10.4			14.5	

Intersection Summary

Area Type: Other

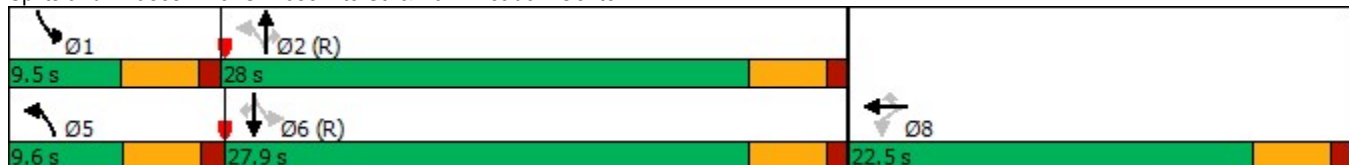


Lane Group	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations									
Traffic Volume (vph)	618	563	368	282	1471	1054	305	842	409
Future Volume (vph)	618	563	368	282	1471	1054	305	842	409
Turn Type	Perm	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases		8		5	2		1	6	
Permitted Phases	8		8	2		2	6		6
Detector Phase	8	8	8	5	2	2	1	6	6
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5	22.5
Total Split (s)	22.5	22.5	22.5	9.6	28.0	28.0	9.5	27.9	27.9
Total Split (%)	37.5%	37.5%	37.5%	16.0%	46.7%	46.7%	15.8%	46.5%	46.5%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag				Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?				Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	C-Max	C-Max	None	C-Max	C-Max
Act Effct Green (s)	18.0	18.0	18.0	28.6	23.5	23.5	28.4	23.4	23.4
Actuated g/C Ratio	0.30	0.30	0.30	0.48	0.39	0.39	0.47	0.39	0.39
v/c Ratio	0.86	0.87	0.65	0.48	0.80	1.00	0.63	0.46	0.65
Control Delay	35.3	26.1	11.0	9.6	20.1	34.3	13.0	14.6	16.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	35.3	26.1	11.0	9.6	20.1	34.3	13.0	14.6	16.5
LOS	D	C	B	A	C	C	B	B	B
Approach Delay		24.8			24.4			14.8	
Approach LOS		C			C			B	

Intersection Summary

Cycle Length: 60	
Actuated Cycle Length: 60	
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.00	
Intersection Signal Delay: 21.9	Intersection LOS: C
Intersection Capacity Utilization 81.5%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 8: S. Yosemite St. & Park Meadow Center Dr.







Lane Group	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	417	867	400	307	1599	1146	332	915	445
v/c Ratio	0.86	0.87	0.65	0.48	0.80	1.00	0.63	0.46	0.65
Control Delay	35.3	26.1	11.0	9.6	20.1	34.3	13.0	14.6	16.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	35.3	26.1	11.0	9.6	20.1	34.3	13.0	14.6	16.5
Queue Length 50th (ft)	134	139	21	25	181	85	27	86	93
Queue Length 95th (ft)	m#292	#264	m64	41	235	#446	44	118	184
Internal Link Dist (ft)		941			378			556	
Turn Bay Length (ft)	240		240	110		275	220		235
Base Capacity (vph)	483	1002	611	644	1991	1147	527	1983	683
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.86	0.87	0.65	0.48	0.80	1.00	0.63	0.46	0.65

Intersection Summary

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

Queue shown is maximum after two cycles.

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

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HCM 6th Edition methodology does not support turning movements with shared & exclusive lanes.

Lanes and Geometrics  
 9: S. Yosemite St. & SW Access Drive

Park Meadows  
 12/29/2022



Lane Group	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
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%				0%
Storage Length (ft)	0		0	0		0	140		0	450		0
Storage Lanes	1		0	1		0	1		1	2		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	0.97	0.91	0.91
Ped Bike Factor												
Frt		0.878			0.861				0.850		0.990	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1635	0	1770	1604	0	1770	3539	1583	3433	5034	0
Flt Permitted	0.557			0.701			0.950			0.950		
Satd. Flow (perm)	1038	1635	0	1306	1604	0	1770	3539	1583	3433	5034	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		71			181				523			20
Link Speed (mph)		30			30			30				30
Link Distance (ft)		205			369			636				1050
Travel Time (s)		4.7			8.4			14.5				23.9

Intersection Summary

Area Type: Other

Timings  
9: S. Yosemite St. & SW Access Drive

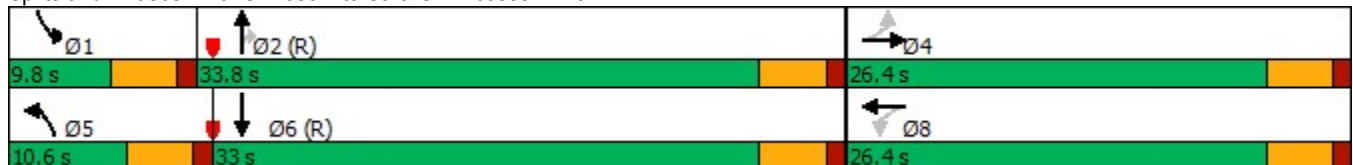


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations	↖	↗	↖	↗	↖	↑↑	↗	↖↗	↑↑↗
Traffic Volume (vph)	56	15	361	15	74	1281	481	193	1170
Future Volume (vph)	56	15	361	15	74	1281	481	193	1170
Turn Type	Perm	NA	Perm	NA	Prot	NA	Perm	Prot	NA
Protected Phases		4		8	5	2		1	6
Permitted Phases	4		8				2		
Detector Phase	4	4	8	8	5	2	2	1	6
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5
Total Split (s)	26.4	26.4	26.4	26.4	10.6	33.8	33.8	9.8	33.0
Total Split (%)	37.7%	37.7%	37.7%	37.7%	15.1%	48.3%	48.3%	14.0%	47.1%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag					Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?					Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	C-Max	C-Max	None	C-Max
Act Effct Green (s)	21.9	21.9	21.9	21.9	6.0	29.3	29.3	5.3	30.6
Actuated g/C Ratio	0.31	0.31	0.31	0.31	0.09	0.42	0.42	0.08	0.44
v/c Ratio	0.19	0.16	0.96	0.35	0.53	0.94	0.54	0.81	0.62
Control Delay	19.5	7.3	63.0	6.7	44.4	33.9	3.8	57.7	17.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	19.5	7.3	63.0	6.7	44.4	33.9	3.8	57.7	17.1
LOS	B	A	E	A	D	C	A	E	B
Approach Delay		12.4		42.7		26.4			22.5
Approach LOS		B		D		C			C

Intersection Summary

Cycle Length: 70  
 Actuated Cycle Length: 70  
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green  
 Natural Cycle: 75  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.96  
 Intersection Signal Delay: 26.8  
 Intersection LOS: C  
 Intersection Capacity Utilization 80.7%  
 ICU Level of Service D  
 Analysis Period (min) 15

Splits and Phases: 9: S. Yosemite St. & SW Access Drive



Queues  
9: S. Yosemite St. & SW Access Drive

Park Meadows  
12/29/2022



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	61	87	392	221	80	1392	523	210	1367
v/c Ratio	0.19	0.16	0.96	0.35	0.53	0.94	0.54	0.81	0.62
Control Delay	19.5	7.3	63.0	6.7	44.4	33.9	3.8	57.7	17.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	19.5	7.3	63.0	6.7	44.4	33.9	3.8	57.7	17.1
Queue Length 50th (ft)	19	5	164	12	34	291	0	46	166
Queue Length 95th (ft)	47	33	#329	57	#83	#438	52	#100	213
Internal Link Dist (ft)		125		289		556			970
Turn Bay Length (ft)					140			450	
Base Capacity (vph)	324	560	408	626	154	1481	966	259	2213
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.19	0.16	0.96	0.35	0.52	0.94	0.54	0.81	0.62

Intersection Summary

# 95th percentile volume exceeds capacity, queue may be longer.  
Queue shown is maximum after two cycles.

HCM 6th Signalized Intersection Summary  
 9: S. Yosemite St. & SW Access Drive

Park Meadows  
 12/29/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	56	15	65	361	15	189	74	1281	481	193	1170	87
Future Volume (veh/h)	56	15	65	361	15	189	74	1281	481	193	1170	87
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	61	16	71	392	16	205	80	1392	523	210	1272	95
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	338	94	416	462	36	465	103	1487	663	262	2116	158
Arrive On Green	0.31	0.31	0.31	0.31	0.31	0.31	0.06	0.42	0.42	0.08	0.44	0.44
Sat Flow, veh/h	1160	300	1331	1310	116	1487	1781	3554	1585	3456	4847	362
Grp Volume(v), veh/h	61	0	87	392	0	221	80	1392	523	210	893	474
Grp Sat Flow(s),veh/h/ln	1160	0	1631	1310	0	1603	1781	1777	1585	1728	1702	1805
Q Serve(g_s), s	3.1	0.0	2.7	19.2	0.0	7.7	3.1	26.2	20.0	4.2	14.0	14.0
Cycle Q Clear(g_c), s	10.8	0.0	2.7	21.9	0.0	7.7	3.1	26.2	20.0	4.2	14.0	14.0
Prop In Lane	1.00		0.82	1.00		0.93	1.00		1.00	1.00		0.20
Lane Grp Cap(c), veh/h	338	0	510	462	0	501	103	1487	663	262	1486	788
V/C Ratio(X)	0.18	0.00	0.17	0.85	0.00	0.44	0.78	0.94	0.79	0.80	0.60	0.60
Avail Cap(c_a), veh/h	338	0	510	462	0	501	155	1487	663	262	1486	788
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	0.00	1.00	1.00	0.00	1.00	0.54	0.54	0.54	0.91	0.91	0.91
Uniform Delay (d), s/veh	23.5	0.0	17.5	26.2	0.0	19.2	32.5	19.5	17.7	31.8	15.1	15.1
Incr Delay (d2), s/veh	0.3	0.0	0.2	13.8	0.0	0.6	7.5	7.6	5.2	15.0	1.6	3.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	0.0	1.0	8.1	0.0	2.8	1.5	11.2	7.5	2.2	5.2	5.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	23.7	0.0	17.6	40.0	0.0	19.8	40.0	27.0	22.8	46.9	16.7	18.1
LnGrp LOS	C	A	B	D	A	B	D	C	C	D	B	B
Approach Vol, veh/h		148			613			1995			1577	
Approach Delay, s/veh		20.1			32.7			26.4			21.2	
Approach LOS		C			C			C			C	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.8	33.8		26.4	8.5	35.1		26.4				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	5.3	29.3		21.9	6.1	28.5		21.9				
Max Q Clear Time (g_c+I1), s	6.2	28.2		12.8	5.1	16.0		23.9				
Green Ext Time (p_c), s	0.0	1.0		0.4	0.0	7.2		0.0				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay				25.2								
HCM 6th LOS				C								



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)		0%	0%		0%	
Storage Length (ft)	200			0	0	140
Storage Lanes	1			1	2	1
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	0.91	0.95	1.00	0.97	1.00
Ped Bike Factor						
Frt				0.850		0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1770	5085	3539	1583	3433	1583
Flt Permitted	0.150				0.950	
Satd. Flow (perm)	279	5085	3539	1583	3433	1583
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)				693		143
Link Speed (mph)		30	30		30	
Link Distance (ft)		1842	1050		476	
Travel Time (s)		41.9	23.9		10.8	

Intersection Summary

Area Type: Other

Timings  
10: S. Yosemite St. & S. Chester St.

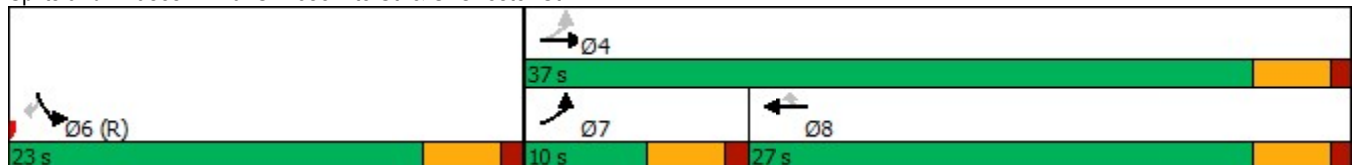


Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↖	↑↑↑	↑↑	↗	↙↘	↘
Traffic Volume (vph)	120	879	899	638	560	132
Future Volume (vph)	120	879	899	638	560	132
Turn Type	pm+pt	NA	NA	Perm	Prot	Perm
Protected Phases	7	4	8		6	
Permitted Phases	4			8		6
Detector Phase	7	4	8	8	6	6
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	22.5	22.5	22.5	22.5
Total Split (s)	10.0	37.0	27.0	27.0	23.0	23.0
Total Split (%)	16.7%	61.7%	45.0%	45.0%	38.3%	38.3%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead		Lag	Lag		
Lead-Lag Optimize?	Yes		Yes	Yes		
Recall Mode	None	None	None	None	C-Max	C-Max
Act Effct Green (s)	30.2	30.2	22.2	22.2	20.8	20.8
Actuated g/C Ratio	0.50	0.50	0.37	0.37	0.35	0.35
v/c Ratio	0.47	0.37	0.74	0.68	0.51	0.22
Control Delay	12.8	9.2	20.6	5.3	17.5	6.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	12.8	9.2	20.6	5.3	17.5	6.2
LOS	B	A	C	A	B	A
Approach Delay		9.7	14.2		15.3	
Approach LOS		A	B		B	

Intersection Summary

Cycle Length: 60  
 Actuated Cycle Length: 60  
 Offset: 0 (0%), Referenced to phase 2: and 6:SBL, Start of Green  
 Natural Cycle: 60  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.74  
 Intersection Signal Delay: 13.1  
 Intersection Capacity Utilization 58.7%  
 Analysis Period (min) 15  
 Intersection LOS: B  
 ICU Level of Service B

Splits and Phases: 10: S. Yosemite St. & S. Chester St.





Queues  
10: S. Yosemite St. & S. Chester St.

Park Meadows  
12/29/2022



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Group Flow (vph)	130	955	977	693	609	143
v/c Ratio	0.47	0.37	0.74	0.68	0.51	0.22
Control Delay	12.8	9.2	20.6	5.3	17.5	6.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	12.8	9.2	20.6	5.3	17.5	6.2
Queue Length 50th (ft)	21	64	155	0	62	0
Queue Length 95th (ft)	43	87	219	60	120	36
Internal Link Dist (ft)		1762	970		396	
Turn Bay Length (ft)	200					140
Base Capacity (vph)	277	2754	1327	1026	1187	641
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.47	0.35	0.74	0.68	0.51	0.22

Intersection Summary

HCM 6th Signalized Intersection Summary  
 10: S. Yosemite St. & S. Chester St.

Park Meadows  
 12/29/2022



Movement	EBL	EBT	WBT	WBR	SBL	SBR	
Lane Configurations							
Traffic Volume (veh/h)	120	879	899	638	560	132	
Future Volume (veh/h)	120	879	899	638	560	132	
Initial Q (Qb), veh	0	0	0	0	0	0	
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	
Work Zone On Approach		No	No		No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	
Adj Flow Rate, veh/h	130	955	977	693	609	143	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	
Percent Heavy Veh, %	2	2	2	2	2	2	
Cap, veh/h	292	2674	1333	594	1127	517	
Arrive On Green	0.07	0.52	0.38	0.38	0.33	0.33	
Sat Flow, veh/h	1781	5274	3647	1585	3456	1585	
Grp Volume(v), veh/h	130	955	977	693	609	143	
Grp Sat Flow(s),veh/h/ln	1781	1702	1777	1585	1728	1585	
Q Serve(g_s), s	2.4	6.6	14.2	22.5	8.6	4.0	
Cycle Q Clear(g_c), s	2.4	6.6	14.2	22.5	8.6	4.0	
Prop In Lane	1.00			1.00	1.00	1.00	
Lane Grp Cap(c), veh/h	292	2674	1333	594	1127	517	
V/C Ratio(X)	0.44	0.36	0.73	1.17	0.54	0.28	
Avail Cap(c_a), veh/h	324	2766	1333	594	1127	517	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	
Upstream Filter(l)	0.79	0.79	0.30	0.30	0.88	0.88	
Uniform Delay (d), s/veh	12.4	8.4	16.2	18.8	16.5	15.0	
Incr Delay (d2), s/veh	0.8	0.1	0.6	80.6	1.6	1.2	
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	
%ile BackOfQ(50%),veh/ln	0.9	2.0	5.2	20.5	3.3	4.2	
Unsig. Movement Delay, s/veh							
LnGrp Delay(d),s/veh	13.2	8.4	16.8	99.3	18.2	16.1	
LnGrp LOS	B	A	B	F	B	B	
Approach Vol, veh/h		1085	1670		752		
Approach Delay, s/veh		9.0	51.0		17.8		
Approach LOS		A	D		B		
Timer - Assigned Phs				4	6	7	8
Phs Duration (G+Y+Rc), s				35.9	24.1	8.9	27.0
Change Period (Y+Rc), s				4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s				32.5	18.5	5.5	22.5
Max Q Clear Time (g_c+I1), s				8.6	10.6	4.4	24.5
Green Ext Time (p_c), s				7.3	1.9	0.0	0.0
<b>Intersection Summary</b>							
HCM 6th Ctrl Delay			30.9				
HCM 6th LOS			C				

Lanes and Geometrics  
 11: S. Chester St. & Westview Rd./NW Access Drive

Park Meadows  
 12/29/2022



Lane Group	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
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	85		0	0		0	90		0	190		0
Storage Lanes	1		0	1		1	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.97	0.95	0.95
Ped Bike Factor												
Frt		0.903				0.850		0.973			0.950	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1682	0	1770	1863	1583	1770	3444	0	3433	3362	0
Flt Permitted	0.710			0.484			0.950			0.950		
Satd. Flow (perm)	1323	1682	0	902	1863	1583	1770	3444	0	3433	3362	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		157				467		44			147	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		259			217			476			565	
Travel Time (s)		5.9			4.9			10.8			12.8	

Intersection Summary

Area Type: Other

Timings  
11: S. Chester St. & Westview Rd./NW Access Drive

Park Meadows  
12/29/2022

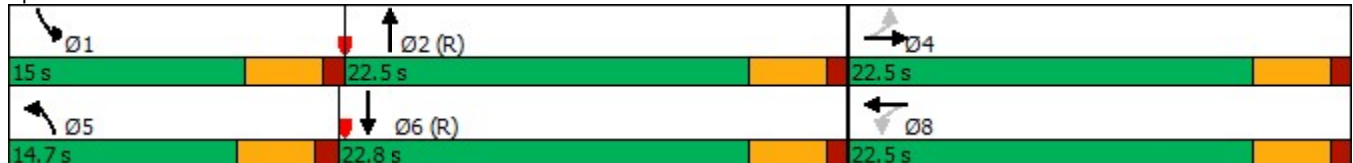


Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations	↖	↗	↖	↗	↗	↖	↕	↖↗	↕
Traffic Volume (vph)	170	78	81	66	533	125	525	414	444
Future Volume (vph)	170	78	81	66	533	125	525	414	444
Turn Type	Perm	NA	Perm	NA	Free	Prot	NA	Prot	NA
Protected Phases		4		8		5	2	1	6
Permitted Phases	4		8		Free				
Detector Phase	4	4	8	8		5	2	1	6
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0		5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	22.5		9.5	22.5	9.5	22.5
Total Split (s)	22.5	22.5	22.5	22.5		14.7	22.5	15.0	22.8
Total Split (%)	37.5%	37.5%	37.5%	37.5%		24.5%	37.5%	25.0%	38.0%
Yellow Time (s)	3.5	3.5	3.5	3.5		3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5		4.5	4.5	4.5	4.5
Lead/Lag						Lead	Lag	Lead	Lag
Lead-Lag Optimize?						Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None		None	C-Max	None	C-Max
Act Effct Green (s)	13.4	13.4	13.4	13.4	60.0	9.1	21.8	11.4	26.1
Actuated g/C Ratio	0.22	0.22	0.22	0.22	1.00	0.15	0.36	0.19	0.44
v/c Ratio	0.63	0.49	0.44	0.17	0.37	0.51	0.55	0.69	0.47
Control Delay	30.0	10.7	25.8	18.0	0.7	26.4	17.1	29.8	12.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	30.0	10.7	25.8	18.0	0.7	26.4	17.1	29.8	12.8
LOS	C	B	C	B	A	C	B	C	B
Approach Delay		19.0		5.3			18.7		19.3
Approach LOS		B		A			B		B

Intersection Summary

Cycle Length: 60  
 Actuated Cycle Length: 60  
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green  
 Natural Cycle: 60  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.69  
 Intersection Signal Delay: 15.9  
 Intersection Capacity Utilization 62.4%  
 Analysis Period (min) 15  
 Intersection LOS: B  
 ICU Level of Service B

Splits and Phases: 11: S. Chester St. & Westview Rd./NW Access Drive





Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	185	242	88	72	579	136	696	450	723
v/c Ratio	0.63	0.49	0.44	0.17	0.37	0.51	0.55	0.69	0.47
Control Delay	30.0	10.7	25.8	18.0	0.7	26.4	17.1	29.8	12.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	30.0	10.7	25.8	18.0	0.7	26.4	17.1	29.8	12.8
Queue Length 50th (ft)	60	25	28	21	0	45	106	75	78
Queue Length 95th (ft)	107	70	59	44	0	m63	175	#139	143
Internal Link Dist (ft)		179		137			396		485
Turn Bay Length (ft)	85					90		190	
Base Capacity (vph)	396	614	270	558	1583	307	1277	659	1545
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.47	0.39	0.33	0.13	0.37	0.44	0.55	0.68	0.47

**Intersection Summary**

- # 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.
- m Volume for 95th percentile queue is metered by upstream signal.

HCM 6th Signalized Intersection Summary  
 11: S. Chester St. & Westview Rd./NW Access Drive

Park Meadows  
 12/29/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↖	↖	↖	↖↗		↖↗	↖↗	
Traffic Volume (veh/h)	170	78	144	81	66	533	125	525	115	414	444	221
Future Volume (veh/h)	170	78	144	81	66	533	125	525	115	414	444	221
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	185	85	157	88	72	0	136	571	125	450	483	240
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	398	141	260	247	448		175	1083	236	560	1007	498
Arrive On Green	0.24	0.24	0.24	0.24	0.24	0.00	0.10	0.37	0.37	0.16	0.44	0.44
Sat Flow, veh/h	1328	588	1087	1138	1870	1585	1781	2900	633	3456	2304	1138
Grp Volume(v), veh/h	185	0	242	88	72	0	136	349	347	450	372	351
Grp Sat Flow(s),veh/h/ln	1328	0	1675	1138	1870	1585	1781	1777	1756	1728	1777	1665
Q Serve(g_s), s	7.7	0.0	7.7	4.5	1.8	0.0	4.5	9.2	9.3	7.5	8.9	9.0
Cycle Q Clear(g_c), s	9.5	0.0	7.7	12.2	1.8	0.0	4.5	9.2	9.3	7.5	8.9	9.0
Prop In Lane	1.00		0.65	1.00		1.00	1.00		0.36	1.00		0.68
Lane Grp Cap(c), veh/h	398	0	401	247	448		175	663	656	560	777	728
V/C Ratio(X)	0.46	0.00	0.60	0.36	0.16		0.78	0.53	0.53	0.80	0.48	0.48
Avail Cap(c_a), veh/h	478	0	502	315	561		303	663	656	605	777	728
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	0.00	1.00	1.00	1.00	0.00	0.72	0.72	0.72	0.71	0.71	0.71
Uniform Delay (d), s/veh	21.8	0.0	20.3	25.7	18.0	0.0	26.4	14.7	14.7	24.2	12.0	12.0
Incr Delay (d2), s/veh	0.8	0.0	1.5	0.9	0.2	0.0	5.3	2.1	2.2	5.3	1.5	1.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.3	0.0	2.9	1.2	0.8	0.0	2.0	3.7	3.7	3.3	3.4	3.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	22.6	0.0	21.7	26.6	18.2	0.0	31.7	16.8	16.9	29.5	13.5	13.7
LnGrp LOS	C	A	C	C	B		C	B	B	C	B	B
Approach Vol, veh/h		427			160	A		832			1173	
Approach Delay, s/veh		22.1			22.8			19.3			19.7	
Approach LOS		C			C			B			B	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	14.2	26.9		18.9	10.4	30.7		18.9				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	10.5	18.0		18.0	10.2	18.3		18.0				
Max Q Clear Time (g_c+I1), s	9.5	11.3		11.5	6.5	11.0		14.2				
Green Ext Time (p_c), s	0.2	2.4		1.2	0.1	2.7		0.2				

Intersection Summary

HCM 6th Ctrl Delay	20.2
HCM 6th LOS	C

Notes

Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

Lanes and Geometrics  
 12: Park Meadows Ring Rd. & North Access Drive



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕↕	↕	↕	↕	↕
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)		0%	0%		0%	
Storage Length (ft)	0			0	0	0
Storage Lanes	0			1	1	1
Taper Length (ft)	25				25	
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt				0.850		0.850
Flt Protected		0.980			0.950	
Satd. Flow (prot)	0	3468	1863	1583	1770	1583
Flt Permitted		0.980			0.950	
Satd. Flow (perm)	0	3468	1863	1583	1770	1583
Link Speed (mph)		30	30		30	
Link Distance (ft)		1249	1271		255	
Travel Time (s)		28.4	28.9		5.8	

Intersection Summary

Area Type: Other

HCM Unsignalized Intersection Capacity Analysis  
 12: Park Meadows Ring Rd. & North Access Drive

Park Meadows  
 12/29/2022



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↔↑	↑	↔	↔	↔
Traffic Volume (veh/h)	150	220	312	610	771	263
Future Volume (Veh/h)	150	220	312	610	771	263
Sign Control		Stop	Stop		Free	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	163	239	339	663	838	286
<b>Pedestrians</b>						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage (veh)						
Upstream signal (ft)	255					
pX, platoon unblocked						
vC, conflicting volume	1846	1676	1676	0	0	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1846	1676	1676	0	0	
tC, single (s)	7.1	6.5	6.5	6.2	4.1	
tC, 2 stage (s)						
tF (s)	3.5	4.0	4.0	3.3	2.2	
p0 queue free %	0	0	0	39	48	
cM capacity (veh/h)	0	46	46	1085	1623	
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	SB 1	SB 2
Volume Total	243	159	339	663	838	286
Volume Left	163	0	0	0	838	0
Volume Right	0	0	0	663	0	286
cSH	0	46	46	1085	1623	1700
Volume to Capacity	Err	3.46	7.36	0.61	0.52	0.17
Queue Length 95th (ft)	Err	Err	Err	109	78	0
Control Delay (s)	Err	Err	Err	13.4	9.6	0.0
Lane LOS	F	F	F	B	A	
Approach Delay (s)	Err		3391.8		7.1	
Approach LOS	F		F			
<b>Intersection Summary</b>						
Average Delay	Err					
Intersection Capacity Utilization	79.6%		ICU Level of Service		D	
Analysis Period (min)	15					



Lanes and Geometrics  
 13: Park Meadows Ring Rd. & East Access Drive

Park Meadows  
 12/29/2022



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%		0%			0%
Storage Length (ft)	0	0		0	0	
Storage Lanes	1	1		1	0	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	0.95
Ped Bike Factor						
Frt		0.850		0.850		
Flt Protected	0.950					0.968
Satd. Flow (prot)	1770	1583	1863	1583	0	3426
Flt Permitted	0.950					0.968
Satd. Flow (perm)	1770	1583	1863	1583	0	3426
Link Speed (mph)	30		30			30
Link Distance (ft)	204		1336			1271
Travel Time (s)	4.6		30.4			28.9

Intersection Summary

Area Type: Other

HCM Unsignalized Intersection Capacity Analysis  
 13: Park Meadows Ring Rd. & East Access Drive

Park Meadows  
 12/29/2022



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						 
Traffic Volume (veh/h)	349	530	162	299	511	251
Future Volume (Veh/h)	349	530	162	299	511	251
Sign Control	Free		Stop		Stop	
Grade	0%		0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	379	576	176	325	555	273
<b>Pedestrians</b>						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage (veh)						
Upstream signal (ft)	204					
pX, platoon unblocked						
vC, conflicting volume	0		758	0	846	758
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	0		758	0	846	758
tC, single (s)	4.1		6.5	6.2	7.1	6.5
tC, 2 stage (s)						
tF (s)	2.2		4.0	3.3	3.5	4.0
p0 queue free %	77		32	70	0	0
cM capacity (veh/h)	1623		258	1085	75	258
<b>Direction, Lane #</b>	<b>WB 1</b>	<b>WB 2</b>	<b>NB 1</b>	<b>NB 2</b>	<b>SB 1</b>	<b>SB 2</b>
Volume Total	379	576	176	325	646	182
Volume Left	379	0	0	0	555	0
Volume Right	0	576	0	325	0	0
cSH	1623	1700	258	1085	83	258
Volume to Capacity	0.23	0.34	0.68	0.30	7.76	0.71
Queue Length 95th (ft)	23	0	112	32	Err	120
Control Delay (s)	7.9	0.0	44.4	9.7	Err	46.6
Lane LOS	A		E	A	F	E
Approach Delay (s)	3.1		21.9		7811.4	
Approach LOS			C		F	
<b>Intersection Summary</b>						
Average Delay			2837.9			
Intersection Capacity Utilization			66.2%	ICU Level of Service	C	
Analysis Period (min)			15			

Lanes and Geometrics  
 14: SE Access Drive & Park Meadows Ring Rd.



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↑		↑↑	↑	↑
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)		0	0		0	0
Storage Lanes		1	0		1	1
Taper Length (ft)			25		25	
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	1.00
Ped Bike Factor						
Frt		0.850				0.850
Flt Protected				0.966	0.950	
Satd. Flow (prot)	1863	1583	0	3419	1770	1583
Flt Permitted				0.966	0.950	
Satd. Flow (perm)	1863	1583	0	3419	1770	1583
Link Speed (mph)	30			30	30	
Link Distance (ft)	1563			1336	207	
Travel Time (s)	35.5			30.4	4.7	

Intersection Summary

Area Type: Other

HCM Unsignalized Intersection Capacity Analysis  
 14: SE Access Drive & Park Meadows Ring Rd.

Park Meadows  
 12/29/2022



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↗		↖	↖	↗
Traffic Volume (veh/h)	140	326	295	119	195	203
Future Volume (Veh/h)	140	326	295	119	195	203
Sign Control	Stop			Stop	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	152	354	321	129	212	221
<b>Pedestrians</b>						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage (veh)						
Upstream signal (ft)	207					
pX, platoon unblocked						
vC, conflicting volume	424	0	500	424	0	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	424	0	500	424	0	
tC, single (s)	6.5	6.2	7.1	6.5	4.1	
tC, 2 stage (s)						
tF (s)	4.0	3.3	3.5	4.0	2.2	
p0 queue free %	66	67	0	72	87	
cM capacity (veh/h)	454	1085	217	454	1623	
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	NB 2
Volume Total	152	354	364	86	212	221
Volume Left	0	0	321	0	212	0
Volume Right	0	354	0	0	0	221
cSH	454	1085	232	454	1623	1700
Volume to Capacity	0.34	0.33	1.57	0.19	0.13	0.13
Queue Length 95th (ft)	36	36	565	17	11	0
Control Delay (s)	16.9	9.9	315.1	14.8	7.6	0.0
Lane LOS	C	A	F	B	A	
Approach Delay (s)	12.0		257.7		3.7	
Approach LOS	B		F			
<b>Intersection Summary</b>						
Average Delay	89.0					
Intersection Capacity Utilization	44.5%			ICU Level of Service		A
Analysis Period (min)	15					

Lanes and Geometrics  
 15: Park Meadows Ring Rd. & SW Access Drive

Park Meadows  
 12/29/2022



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)	0	0	0			0
Storage Lanes	1	1	0			1
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	1.00
Ped Bike Factor						
Frt		0.850				0.850
Flt Protected	0.950			0.965		
Satd. Flow (prot)	1770	1583	0	3415	1863	1583
Flt Permitted	0.950			0.965		
Satd. Flow (perm)	1770	1583	0	3415	1863	1583
Link Speed (mph)	30			30	30	
Link Distance (ft)	369			1563	1358	
Travel Time (s)	8.4			35.5	30.9	

Intersection Summary

Area Type: Other

HCM Unsignalized Intersection Capacity Analysis  
 15: Park Meadows Ring Rd. & SW Access Drive

Park Meadows  
 12/29/2022



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	270	387	387	149	198	238
Future Volume (Veh/h)	270	387	387	149	198	238
Sign Control	Free			Stop	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	293	421	421	162	215	259
<b>Pedestrians</b>						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage (veh)						
Upstream signal (ft)	369					
pX, platoon unblocked						
vC, conflicting volume	0		694	586	586	0
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	0		694	586	586	0
tC, single (s)	4.1		7.1	6.5	6.5	6.2
tC, 2 stage (s)						
tF (s)	2.2		3.5	4.0	4.0	3.3
p0 queue free %	82		0	53	38	76
cM capacity (veh/h)	1623		120	346	346	1085
<b>Direction, Lane #</b>	<b>EB 1</b>	<b>EB 2</b>	<b>NB 1</b>	<b>NB 2</b>	<b>SB 1</b>	<b>SB 2</b>
Volume Total	293	421	475	108	215	259
Volume Left	293	0	421	0	0	0
Volume Right	0	421	0	0	0	259
cSH	1623	1700	130	346	346	1085
Volume to Capacity	0.18	0.25	3.65	0.31	0.62	0.24
Queue Length 95th (ft)	16	0	Err	33	99	23
Control Delay (s)	7.7	0.0	Err	20.0	31.0	9.4
Lane LOS	A		F	C	D	A
Approach Delay (s)	3.2		8150.4		19.2	
Approach LOS			F		C	
<b>Intersection Summary</b>						
Average Delay			2689.5			
Intersection Capacity Utilization			56.8%	ICU Level of Service	B	
Analysis Period (min)			15			

Lanes and Geometrics  
 16: Park Meadows Ring Rd. & NW Access Drive

Park Meadows  
 12/29/2022



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)	0	0	0			0
Storage Lanes	1	1	0			1
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	1.00
Ped Bike Factor						
Frt		0.850				0.850
Flt Protected	0.950			0.965		
Satd. Flow (prot)	1770	1583	0	3415	1863	1583
Flt Permitted	0.950			0.965		
Satd. Flow (perm)	1770	1583	0	3415	1863	1583
Link Speed (mph)	30			30	30	
Link Distance (ft)	217			1358	1249	
Travel Time (s)	4.9			30.9	28.4	

Intersection Summary

Area Type: Other

HCM Unsignalized Intersection Capacity Analysis  
 16: Park Meadows Ring Rd. & NW Access Drive

Park Meadows  
 12/29/2022



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	166	390	450	173	202	302
Future Volume (Veh/h)	166	390	450	173	202	302
Sign Control	Free			Stop	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	180	424	489	188	220	328
<b>Pedestrians</b>						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage (veh)						
Upstream signal (ft)	217					
pX, platoon unblocked						
vC, conflicting volume	0		470	360	360	0
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	0		470	360	360	0
tC, single (s)	4.1		7.1	6.5	6.5	6.2
tC, 2 stage (s)						
tF (s)	2.2		3.5	4.0	4.0	3.3
p0 queue free %	89		0	63	56	70
cM capacity (veh/h)	1623		213	504	504	1085
<b>Direction, Lane #</b>	<b>EB 1</b>	<b>EB 2</b>	<b>NB 1</b>	<b>NB 2</b>	<b>SB 1</b>	<b>SB 2</b>
Volume Total	180	424	552	125	220	328
Volume Left	180	0	489	0	0	0
Volume Right	0	424	0	0	0	328
cSH	1623	1700	228	504	504	1085
Volume to Capacity	0.11	0.25	2.42	0.25	0.44	0.30
Queue Length 95th (ft)	9	0	1125	24	55	32
Control Delay (s)	7.5	0.0	683.6	14.5	17.6	9.7
Lane LOS	A		F	B	C	A
Approach Delay (s)	2.2		559.7		12.9	
Approach LOS			F		B	
<b>Intersection Summary</b>						
Average Delay			211.8			
Intersection Capacity Utilization			54.8%	ICU Level of Service	A	
Analysis Period (min)			15			



Lanes and Geometrics  
 17: Park Meadows Mall Ring Rd. & Road D

Park Meadows  
 12/30/2022



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)	0	0	0			0
Storage Lanes	1	0	0			0
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	0.95	0.95	0.95	0.95
Ped Bike Factor						
Frt	0.932				0.989	
Flt Protected	0.976			0.994		
Satd. Flow (prot)	1694	0	0	3518	3500	0
Flt Permitted	0.976			0.994		
Satd. Flow (perm)	1694	0	0	3518	3500	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	172			150	215	
Travel Time (s)	3.9			3.4	4.9	

Intersection Summary

Area Type: Other

Intersection						
Int Delay, s/veh	2					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T			T		
Traffic Vol, veh/h	46	46	47	365	491	38
Future Vol, veh/h	46	46	47	365	491	38
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	50	50	51	397	534	41

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	856	288	575	0	0
Stage 1	555	-	-	-	-
Stage 2	301	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-
Pot Cap-1 Maneuver	297	709	994	-	-
Stage 1	539	-	-	-	-
Stage 2	725	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	277	709	994	-	-
Mov Cap-2 Maneuver	277	-	-	-	-
Stage 1	503	-	-	-	-
Stage 2	725	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	17.1	1.2	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	994	-	398	-	-
HCM Lane V/C Ratio	0.051	-	0.251	-	-
HCM Control Delay (s)	8.8	0.2	17.1	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0.2	-	1	-	-

Lanes and Geometrics  
 18: Park Meadows Mall Ring Rd. & Road C



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)	0	0	0			0
Storage Lanes	0	1	0			0
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	0.95
Ped Bike Factor						
Frt		0.865			0.995	
Flt Protected						
Satd. Flow (prot)	0	1611	0	3539	3522	0
Flt Permitted						
Satd. Flow (perm)	0	1611	0	3539	3522	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	184			215	83	
Travel Time (s)	4.2			4.9	1.9	

Intersection Summary

Area Type: Other

Intersection						
Int Delay, s/veh	0.5					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		↗		↑↑	↑↑	
Traffic Vol, veh/h	0	46	0	412	483	17
Future Vol, veh/h	0	46	0	412	483	17
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	50	0	448	525	18

Major/Minor	Minor2	Major1	Major2		
Conflicting Flow All	-	272	-	0	0
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-
Critical Hdwy	-	6.94	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-
Follow-up Hdwy	-	3.32	-	-	-
Pot Cap-1 Maneuver	0	726	0	-	-
Stage 1	0	-	0	-	-
Stage 2	0	-	0	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	-	726	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	-	726	-	-
HCM Lane V/C Ratio	-	0.069	-	-
HCM Control Delay (s)	-	10.3	-	-
HCM Lane LOS	-	B	-	-
HCM 95th %tile Q(veh)	-	0.2	-	-

Lanes and Geometrics  
 19: Park Meadows Mall Ring Rd. & South Parking Garage

Park Meadows  
 01/04/2023



Lane Group	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
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		0	0		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	0.95	0.95
Ped Bike Factor		0.936									0.944	
Flt Protected		0.974						0.984				
Satd. Flow (prot)	0	1698	0	0	1863	0	0	3483	0	0	3341	0
Flt Permitted		0.974						0.984				
Satd. Flow (perm)	0	1698	0	0	1863	0	0	3483	0	0	3341	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		109			79			83			242	
Travel Time (s)		2.5			1.8			1.9			5.5	

Intersection Summary

Area Type: Other

Intersection	
Intersection Delay, s/veh	18
Intersection LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	187	0	169	0	0	0	135	277	0	0	377	223
Future Vol, veh/h	187	0	169	0	0	0	135	277	0	0	377	223
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
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	203	0	184	0	0	0	147	301	0	0	410	242
Number of Lanes	0	1	0	0	1	0	0	2	0	0	2	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	1	1
HCM Control Delay	21.1	0	15.3	18
HCM LOS	C	-	C	C

Lane	NBLn1	NBLn2	EBLn1	WBLn1	SBLn1	SBLn2
Vol Left, %	59%	0%	53%	0%	0%	0%
Vol Thru, %	41%	100%	0%	100%	100%	36%
Vol Right, %	0%	0%	47%	0%	0%	64%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	227	185	356	0	251	349
LT Vol	135	0	187	0	0	0
Through Vol	92	185	0	0	251	126
RT Vol	0	0	169	0	0	223
Lane Flow Rate	247	201	387	0	273	379
Geometry Grp	7	7	2	2	7	7
Degree of Util (X)	0.488	0.379	0.669	0	0.5	0.646
Departure Headway (Hd)	7.106	6.801	6.221	7.845	6.59	6.132
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	504	526	580	0	544	584
Service Time	4.894	4.589	4.284	5.845	4.371	3.913
HCM Lane V/C Ratio	0.49	0.382	0.667	0	0.502	0.649
HCM Control Delay	16.6	13.7	21.1	10.8	15.9	19.5
HCM Lane LOS	C	B	C	N	C	C
HCM 95th-tile Q	2.6	1.8	5	0	2.8	4.6

Lanes and Geometrics  
 20: Park Meadows Mall Ring Rd. & Road B

Park Meadows  
 12/30/2022



Lane Group	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
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%				0%
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		0	1		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	0.95	0.95
Ped Bike Factor												
Frt		0.932			0.850			0.990				0.991
Flt Protected		0.976		0.950				0.997				0.997
Satd. Flow (prot)	0	1694	0	1770	1583	0	0	3493	0	0	3497	0
Flt Permitted		0.976		0.950				0.997				0.997
Satd. Flow (perm)	0	1694	0	1770	1583	0	0	3493	0	0	3497	0
Link Speed (mph)		30			30			30				30
Link Distance (ft)		129			151			397				155
Travel Time (s)		2.9			3.4			9.0				3.5

Intersection Summary

Area Type: Other

Intersection	
Intersection Delay, s/veh	27.1
Intersection LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕		↕	↕			↕			↕	
Traffic Vol, veh/h	46	0	46	47	0	46	38	654	49	48	716	47
Future Vol, veh/h	46	0	46	47	0	46	38	654	49	48	716	47
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
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	50	0	50	51	0	50	41	711	53	52	778	51
Number of Lanes	0	1	0	1	1	0	0	2	0	0	2	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	1	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	1	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	2	1
HCM Control Delay	13.2	12.4	26.8	30.6
HCM LOS	B	B	D	D

Lane	NBLn1	NBLn2	EBLn1	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	10%	0%	50%	100%	0%	12%	0%
Vol Thru, %	90%	87%	0%	0%	0%	88%	88%
Vol Right, %	0%	13%	50%	0%	100%	0%	12%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	365	376	92	47	46	406	405
LT Vol	38	0	46	47	0	48	0
Through Vol	327	327	0	0	0	358	358
RT Vol	0	49	46	0	46	0	47
Lane Flow Rate	397	409	100	51	50	441	440
Geometry Grp	7	7	6	7	7	7	7
Degree of Util (X)	0.747	0.753	0.219	0.129	0.109	0.807	0.788
Departure Headway (Hd)	6.775	6.629	7.895	9.111	7.871	6.704	6.561
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	536	548	452	395	457	543	555
Service Time	4.475	4.329	5.992	6.83	5.59	4.404	4.261
HCM Lane V/C Ratio	0.741	0.746	0.221	0.129	0.109	0.812	0.793
HCM Control Delay	26.8	26.8	13.2	13.2	11.6	31.7	29.4
HCM Lane LOS	D	D	B	B	B	D	D
HCM 95th-tile Q	6.4	6.6	0.8	0.4	0.4	7.8	7.4



Lanes and Geometrics  
 21: Park Meadows Mall Ring Rd. & Central Parking Garage Access

Park Meadows  
 12/30/2022






Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)	0	0	0			0
Storage Lanes	1	0	0			0
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	0.95	0.95	0.95	0.95
Ped Bike Factor						
Frt	0.940				0.973	
Flt Protected	0.973			0.991		
Satd. Flow (prot)	1704	0	0	3507	3444	0
Flt Permitted	0.973			0.991		
Satd. Flow (perm)	1704	0	0	3507	3444	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	153			155	142	
Travel Time (s)	3.5			3.5	3.2	

Intersection Summary

Area Type: Other

Intersection	
Intersection Delay, s/veh	28.1
Intersection LOS	D

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	142	114	123	577	648	145
Future Vol, veh/h	142	114	123	577	648	145
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	154	124	134	627	704	158
Number of Lanes	1	0	0	2	2	0

Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	2	2
Conflicting Approach Left	SB	EB	
Conflicting Lanes Left	2	1	0
Conflicting Approach Right	NB		EB
Conflicting Lanes Right	2	0	1
HCM Control Delay	17.2	27.1	32.5
HCM LOS	C	D	D

Lane	NBLn1	NBLn2	EBLn1	SBLn1	SBLn2
Vol Left, %	39%	0%	55%	0%	0%
Vol Thru, %	61%	100%	0%	100%	60%
Vol Right, %	0%	0%	45%	0%	40%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	315	385	256	432	361
LT Vol	123	0	142	0	0
Through Vol	192	385	0	432	216
RT Vol	0	0	114	0	145
Lane Flow Rate	343	418	278	470	392
Geometry Grp	7	7	2	7	7
Degree of Util (X)	0.667	0.79	0.526	0.876	0.701
Departure Headway (Hd)	7.005	6.805	6.802	6.718	6.431
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	514	531	529	535	557
Service Time	4.785	4.585	4.848	4.496	4.209
HCM Lane V/C Ratio	0.667	0.787	0.526	0.879	0.704
HCM Control Delay	22.8	30.7	17.2	40.4	23
HCM Lane LOS	C	D	C	E	C
HCM 95th-tile Q	4.9	7.3	3	9.7	5.5

Lanes and Geometrics  
 22: Park Meadows Mall Ring Rd. & Road A



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)	0	0	0			0
Storage Lanes	1	0	0			0
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	0.95	0.95	0.95	0.95
Ped Bike Factor						
Frt	0.939				0.991	
Flt Protected	0.973			0.997		
Satd. Flow (prot)	1702	0	0	3529	3507	0
Flt Permitted	0.973			0.997		
Satd. Flow (perm)	1702	0	0	3529	3507	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	145			142	154	
Travel Time (s)	3.3			3.2	3.5	

Intersection Summary

Area Type: Other

Intersection	
Intersection Delay, s/veh	25.8
Intersection LOS	D

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	46	38	38	682	756	47
Future Vol, veh/h	46	38	38	682	756	47
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	50	41	41	741	822	51
Number of Lanes	1	0	0	2	2	0

Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	2	2
Conflicting Approach Left	SB	EB	
Conflicting Lanes Left	2	1	0
Conflicting Approach Right	NB		EB
Conflicting Lanes Right	2	0	1
HCM Control Delay	11.2	23.9	29.1
HCM LOS	B	C	D

Lane	NBLn1	NBLn2	EBLn1	SBLn1	SBLn2
Vol Left, %	14%	0%	55%	0%	0%
Vol Thru, %	86%	100%	0%	100%	84%
Vol Right, %	0%	0%	45%	0%	16%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	265	455	84	504	299
LT Vol	38	0	46	0	0
Through Vol	227	455	0	504	252
RT Vol	0	0	38	0	47
Lane Flow Rate	288	494	91	548	325
Geometry Grp	7	7	2	7	7
Degree of Util (X)	0.48	0.813	0.171	0.887	0.516
Departure Headway (Hd)	5.997	5.924	6.747	5.83	5.719
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	600	613	532	625	631
Service Time	3.735	3.663	4.782	3.566	3.454
HCM Lane V/C Ratio	0.48	0.806	0.171	0.877	0.515
HCM Control Delay	14.2	29.5	11.2	37.8	14.4
HCM Lane LOS	B	D	B	E	B
HCM 95th-tile Q	2.6	8.2	0.6	10.6	3

Lanes and Geometrics  
 1: S. Yosemite St. & E. County Line Rd.

Park Meadows  
 12/29/2022



Lane Group	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
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%				0%
Storage Length (ft)	175		350	600		0	235		0	210		0
Storage Lanes	2		1	2		1	2		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.97	0.91	1.00	0.97	0.91	1.00	0.97	0.95	1.00	1.00	0.95	0.95
Ped Bike Factor			0.850			0.850			0.850		0.949	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	5085	1583	3433	5085	1583	3433	3539	1583	1770	3359	0
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3433	5085	1583	3433	5085	1583	3433	3539	1583	1770	3359	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			252			252			176			114
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		556			1568			1842			710	
Travel Time (s)		12.6			35.6			41.9			16.1	

Intersection Summary

Area Type: Other

Timings  
1: S. Yosemite St. & E. County Line Rd.

Park Meadows  
12/29/2022

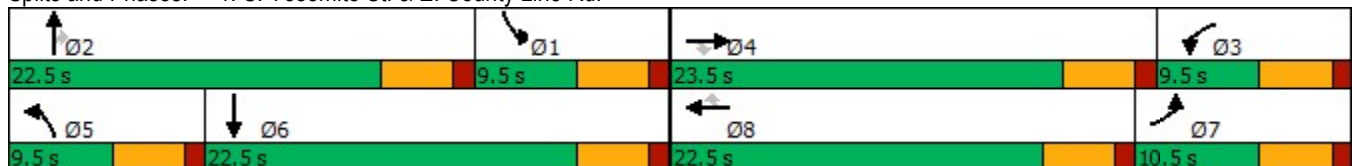


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations	↖↗	↑↑↑	↖	↖↗	↑↑↑	↖	↖↗	↑↑	↖	↖	↑↔
Traffic Volume (vph)	245	640	119	52	409	44	87	221	22	54	204
Future Volume (vph)	245	640	119	52	409	44	87	221	22	54	204
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA
Protected Phases	7	4		3	8		5	2		1	6
Permitted Phases			4			8			2		
Detector Phase	7	4	4	3	8	8	5	2	2	1	6
Switch Phase											
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5
Total Split (s)	10.5	23.5	23.5	9.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5
Total Split (%)	16.2%	36.2%	36.2%	14.6%	34.6%	34.6%	14.6%	34.6%	34.6%	14.6%	34.6%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lag	Lead	Lead	Lag	Lead	Lead	Lead	Lead	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	Max	Max	None	Max
Act Effct Green (s)	8.2	18.6	18.6	5.1	11.1	11.1	5.1	20.3	20.3	5.1	18.3
Actuated g/C Ratio	0.14	0.32	0.32	0.09	0.19	0.19	0.09	0.35	0.35	0.09	0.31
v/c Ratio	0.56	0.43	0.19	0.19	0.46	0.10	0.32	0.20	0.04	0.38	0.30
Control Delay	29.6	18.2	0.6	29.2	23.2	0.4	30.7	16.5	0.1	35.6	12.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	29.6	18.2	0.6	29.2	23.2	0.4	30.7	16.5	0.1	35.6	12.2
LOS	C	B	A	C	C	A	C	B	A	D	B
Approach Delay		18.9			21.9			19.2			15.7
Approach LOS		B			C			B			B

Intersection Summary

Cycle Length: 65  
 Actuated Cycle Length: 58.6  
 Natural Cycle: 65  
 Control Type: Semi Act-Uncoord  
 Maximum v/c Ratio: 0.56  
 Intersection Signal Delay: 19.1  
 Intersection Capacity Utilization 44.7%  
 Analysis Period (min) 15  
 Intersection LOS: B  
 ICU Level of Service A

Splits and Phases: 1: S. Yosemite St. & E. County Line Rd.



Queues

1: S. Yosemite St. & E. County Line Rd.





































Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	266	696	129	57	445	48	95	240	24	59	336
v/c Ratio	0.56	0.43	0.19	0.19	0.46	0.10	0.32	0.20	0.04	0.38	0.30
Control Delay	29.6	18.2	0.6	29.2	23.2	0.4	30.7	16.5	0.1	35.6	12.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	29.6	18.2	0.6	29.2	23.2	0.4	30.7	16.5	0.1	35.6	12.2
Queue Length 50th (ft)	47	82	0	10	55	0	18	35	0	22	33
Queue Length 95th (ft)	85	113	0	26	80	0	39	65	0	#57	66
Internal Link Dist (ft)		476			1488			1762			630
Turn Bay Length (ft)	175		350	600			235			210	
Base Capacity (vph)	477	1695	695	298	1592	668	298	1227	663	154	1130
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.56	0.41	0.19	0.19	0.28	0.07	0.32	0.20	0.04	0.38	0.30

Intersection Summary

# 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.

HCM 6th Signalized Intersection Summary  
 1: S. Yosemite St. & E. County Line Rd.

Park Meadows  
 12/29/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 	  		  	  		 	 			 	
Traffic Volume (veh/h)	245	640	119	52	409	44	87	221	22	54	204	105
Future Volume (veh/h)	245	640	119	52	409	44	87	221	22	54	204	105
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	266	696	129	57	445	48	95	240	24	59	222	114
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	412	1156	359	182	818	254	240	1157	516	124	750	371
Arrive On Green	0.12	0.23	0.23	0.05	0.16	0.16	0.07	0.33	0.33	0.07	0.33	0.33
Sat Flow, veh/h	3456	5106	1585	3456	5106	1585	3456	3554	1585	1781	2303	1140
Grp Volume(v), veh/h	266	696	129	57	445	48	95	240	24	59	169	167
Grp Sat Flow(s),veh/h/ln	1728	1702	1585	1728	1702	1585	1728	1777	1585	1781	1777	1665
Q Serve(g_s), s	4.1	6.7	2.7	0.9	4.4	1.4	1.5	2.7	0.6	1.8	3.9	4.1
Cycle Q Clear(g_c), s	4.1	6.7	2.7	0.9	4.4	1.4	1.5	2.7	0.6	1.8	3.9	4.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.68
Lane Grp Cap(c), veh/h	412	1156	359	182	818	254	240	1157	516	124	579	542
V/C Ratio(X)	0.65	0.60	0.36	0.31	0.54	0.19	0.40	0.21	0.05	0.48	0.29	0.31
Avail Cap(c_a), veh/h	412	1755	545	313	1663	516	313	1157	516	161	579	542
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	23.2	19.1	8.8	25.2	21.4	20.1	24.6	13.5	12.8	24.8	13.9	14.0
Incr Delay (d2), s/veh	3.5	0.5	0.6	1.0	0.6	0.4	1.1	0.4	0.2	2.8	1.3	1.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	2.5	1.3	0.4	1.7	0.5	0.6	1.0	0.2	0.8	1.6	1.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	26.7	19.7	9.4	26.2	21.9	20.5	25.7	13.9	12.9	27.6	15.2	15.4
LnGrp LOS	C	B	A	C	C	C	C	B	B	C	B	B
Approach Vol, veh/h		1091			550			359			395	
Approach Delay, s/veh		20.2			22.2			16.9			17.1	
Approach LOS		C			C			B			B	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	8.3	22.5	7.4	17.0	8.3	22.5	11.1	13.3				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	5.0	18.0	5.0	19.0	5.0	18.0	6.0	18.0				
Max Q Clear Time (g_c+I1), s	3.8	4.7	2.9	8.7	3.5	6.1	6.1	6.4				
Green Ext Time (p_c), s	0.0	1.2	0.0	3.8	0.0	1.5	0.0	2.4				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay				19.7								
HCM 6th LOS				B								



Lanes and Geometrics  
 2: S. Chester St. & E. County Line Rd.

Park Meadows  
 12/29/2022



Lane Group	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
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	550		0	525		0	135		0	125		110
Storage Lanes	2		1	2		0	2		1	2		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.97	0.91	1.00	0.97	0.86	0.86	0.97	0.95	1.00	0.97	0.95	1.00
Ped Bike Factor												
Frt			0.850		0.964				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	5085	1583	3433	6177	0	3433	3539	1583	3433	3539	1583
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3433	5085	1583	3433	6177	0	3433	3539	1583	3433	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			142		74				228			142
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1568			1050			565			792	
Travel Time (s)		35.6			23.9			12.8			18.0	

Intersection Summary

Area Type: Other

Timings  
2: S. Chester St. & E. County Line Rd.

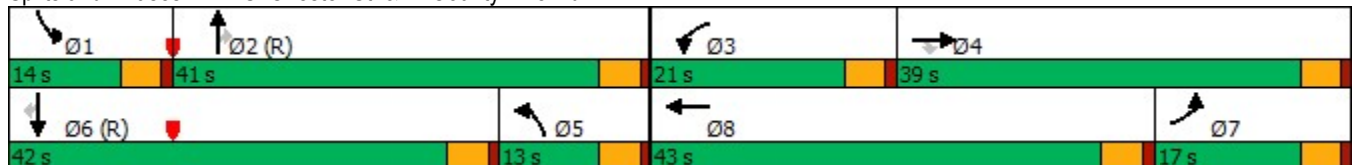
Park Meadows  
12/29/2022

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations												
Traffic Volume (vph)	95	647	46	152	426	38	150	210	51	51	24	
Future Volume (vph)	95	647	46	152	426	38	150	210	51	51	24	
Turn Type	Prot	NA	Perm	Prot	NA	Prot	NA	Perm	Prot	NA	Perm	
Protected Phases	7	4		3	8	5	2		1	6		
Permitted Phases			4					2			6	
Detector Phase	7	4	4	3	8	5	2	2	1	6	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	9.5	22.5	22.5	9.5	22.5	9.5	22.5	22.5	9.5	22.5	22.5	
Total Split (s)	17.0	39.0	39.0	21.0	43.0	13.0	41.0	41.0	14.0	42.0	42.0	
Total Split (%)	14.8%	33.9%	33.9%	18.3%	37.4%	11.3%	35.7%	35.7%	12.2%	36.5%	36.5%	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	
Lead/Lag	Lag	Lag	Lag	Lead	Lead	Lag	Lag	Lag	Lead	Lead	Lead	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	None	None	None	None	None	C-Max	C-Max	None	C-Max	C-Max	
Act Effct Green (s)	17.4	23.3	23.3	10.9	16.7	7.4	57.6	57.6	7.2	59.6	59.6	
Actuated g/C Ratio	0.15	0.20	0.20	0.09	0.15	0.06	0.50	0.50	0.06	0.52	0.52	
v/c Ratio	0.20	0.68	0.12	0.51	0.63	0.18	0.09	0.25	0.25	0.03	0.03	
Control Delay	42.7	45.7	0.5	34.2	24.9	52.3	17.7	3.5	53.7	17.8	0.0	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	42.7	45.7	0.5	34.2	24.9	52.3	17.7	3.5	53.7	17.8	0.0	
LOS	D	D	A	C	C	D	B	A	D	B	A	
Approach Delay		42.7			26.8		13.5			29.0		
Approach LOS		D			C		B			C		

Intersection Summary

Cycle Length: 115  
 Actuated Cycle Length: 115  
 Offset: 82 (71%), Referenced to phase 2:NBT and 6:SBT, Start of Green  
 Natural Cycle: 65  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.68  
 Intersection Signal Delay: 30.5  
 Intersection Capacity Utilization 40.9%  
 Analysis Period (min) 15  
 Intersection LOS: C  
 ICU Level of Service A

Splits and Phases: 2: S. Chester St. & E. County Line Rd.



Queues

2: S. Chester St. & E. County Line Rd.



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	103	703	50	165	608	41	163	228	55	55	26
v/c Ratio	0.20	0.68	0.12	0.51	0.63	0.18	0.09	0.25	0.25	0.03	0.03
Control Delay	42.7	45.7	0.5	34.2	24.9	52.3	17.7	3.5	53.7	17.8	0.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	42.7	45.7	0.5	34.2	24.9	52.3	17.7	3.5	53.7	17.8	0.0
Queue Length 50th (ft)	35	178	0	62	115	14	33	0	20	11	0
Queue Length 95th (ft)	58	209	0	94	143	32	63	48	41	26	0
Internal Link Dist (ft)		1488			970		485			712	
Turn Bay Length (ft)	550			525		135			125		110
Base Capacity (vph)	519	1525	574	492	2117	253	1773	907	283	1833	888
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.20	0.46	0.09	0.34	0.29	0.16	0.09	0.25	0.19	0.03	0.03

Intersection Summary

HCM 6th Signalized Intersection Summary  
 2: S. Chester St. & E. County Line Rd.

Park Meadows  
 12/29/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↑↑↑	↗	↔↔	↑↑↑		↔↔	↑↑	↗	↔↔	↑↑	↗
Traffic Volume (veh/h)	95	647	46	152	426	133	38	150	210	51	51	24
Future Volume (veh/h)	95	647	46	152	426	133	38	150	210	51	51	24
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	103	703	50	165	463	145	41	163	228	55	55	26
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	356	962	299	233	760	223	904	1961	875	124	1159	517
Arrive On Green	0.10	0.19	0.19	0.02	0.05	0.05	0.26	0.55	0.55	0.04	0.33	0.33
Sat Flow, veh/h	3456	5106	1585	3456	4975	1458	3456	3554	1585	3456	3554	1585
Grp Volume(v), veh/h	103	703	50	165	448	160	41	163	228	55	55	26
Grp Sat Flow(s),veh/h/ln	1728	1702	1585	1728	1609	1608	1728	1777	1585	1728	1777	1585
Q Serve(g_s), s	3.2	14.9	1.8	5.5	10.5	11.2	1.0	2.5	8.7	1.8	1.2	1.3
Cycle Q Clear(g_c), s	3.2	14.9	1.8	5.5	10.5	11.2	1.0	2.5	8.7	1.8	1.2	1.3
Prop In Lane	1.00		1.00	1.00		0.91	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	356	962	299	233	737	246	904	1961	875	124	1159	517
V/C Ratio(X)	0.29	0.73	0.17	0.71	0.61	0.65	0.05	0.08	0.26	0.44	0.05	0.05
Avail Cap(c_a), veh/h	376	1532	476	496	1616	538	904	1961	875	285	1159	517
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	0.91	0.91	0.91	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	47.7	43.9	13.2	55.1	51.2	51.6	31.7	12.1	13.5	54.3	26.5	26.5
Incr Delay (d2), s/veh	0.4	1.0	0.2	4.0	0.8	2.9	0.0	0.1	0.7	2.5	0.1	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.4	6.4	1.2	2.6	4.6	5.1	0.4	1.0	3.2	0.8	0.5	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	48.1	44.9	13.4	59.1	52.0	54.5	31.7	12.2	14.2	56.8	26.6	26.7
LnGrp LOS	D	D	B	E	D	D	C	B	B	E	C	C
Approach Vol, veh/h		856			773			432				136
Approach Delay, s/veh		43.5			54.1			15.1				38.8
Approach LOS		D			D			B				D
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	8.6	68.0	12.2	26.2	34.6	42.0	16.3	22.1				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	9.5	36.5	16.5	34.5	8.5	37.5	12.5	38.5				
Max Q Clear Time (g_c+l1), s	3.8	10.7	7.5	16.9	3.0	3.3	5.2	13.2				
Green Ext Time (p_c), s	0.0	1.8	0.3	4.8	0.0	0.4	0.1	4.3				

Intersection Summary												
HCM 6th Ctrl Delay			41.3									
HCM 6th LOS			D									

Lanes and Geometrics  
 3: North Access Drive & E. County Line Rd.



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑	↑	↙↘	↑↑↑		↙↘
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)		0	350		0	0
Storage Lanes		1	2		0	2
Taper Length (ft)			25		25	
Lane Util. Factor	0.91	1.00	0.97	0.86	1.00	0.88
Ped Bike Factor						
Frt		0.850				0.850
Flt Protected			0.950			
Satd. Flow (prot)	5085	1583	3433	6408	0	2787
Flt Permitted			0.950			
Satd. Flow (perm)	5085	1583	3433	6408	0	2787
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		70				240
Link Speed (mph)	30			30	30	
Link Distance (ft)	1050			651	255	
Travel Time (s)	23.9			14.8	5.8	

Intersection Summary

Area Type: Other

Timings  
3: North Access Drive & E. County Line Rd.



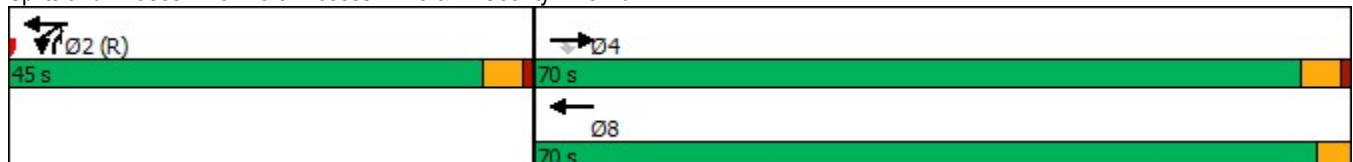
Lane Group	EBT	EBR	WBL	WBT	NBR	Ø8
Lane Configurations	↑↑↑	↗	↖	↑↑↑	↗	
Traffic Volume (vph)	827	64	246	833	66	
Future Volume (vph)	827	64	246	833	66	
Turn Type	NA	Perm	Prot	NA	Over	
Protected Phases	4		2	2 8	2	8
Permitted Phases		4			2	
Detector Phase	4	4	2	2 8	2	
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0		5.0	5.0
Minimum Split (s)	22.5	22.5	9.5		9.5	22.5
Total Split (s)	70.0	70.0	45.0		45.0	70.0
Total Split (%)	60.9%	60.9%	39.1%		39.1%	61%
Yellow Time (s)	3.5	3.5	3.5		3.5	3.0
All-Red Time (s)	1.0	1.0	1.0		1.0	0.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	
Total Lost Time (s)	4.5	4.5	4.5		4.5	
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	None	None	C-Max		C-Max	None
Act Effct Green (s)	30.5	30.5	75.5	115.0	75.5	
Actuated g/C Ratio	0.27	0.27	0.66	1.00	0.66	
v/c Ratio	0.67	0.15	0.12	0.14	0.04	
Control Delay	15.9	0.9	4.9	0.0	0.0	
Queue Delay	0.0	0.0	0.0	0.0	0.0	
Total Delay	15.9	0.9	4.9	0.0	0.0	
LOS	B	A	A	A	A	
Approach Delay	14.8			1.2		
Approach LOS	B			A		

Intersection Summary

Cycle Length: 115  
 Actuated Cycle Length: 115  
 Offset: 6 (5%), Referenced to phase 2:WBTL and 6:, Start of Green  
 Natural Cycle: 40  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.67  
 Intersection Signal Delay: 7.1  
 Intersection Capacity Utilization 30.5%  
 Analysis Period (min) 15

Intersection LOS: A  
 ICU Level of Service A

Splits and Phases: 3: North Access Drive & E. County Line Rd.



Queues

3: North Access Drive & E. County Line Rd.



Lane Group	EBT	EBR	WBL	WBT	NBR
Lane Group Flow (vph)	899	70	267	905	72
v/c Ratio	0.67	0.15	0.12	0.14	0.04
Control Delay	15.9	0.9	4.9	0.0	0.0
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	15.9	0.9	4.9	0.0	0.0
Queue Length 50th (ft)	225	0	15	0	0
Queue Length 95th (ft)	54	0	70	0	0
Internal Link Dist (ft)	970			571	
Turn Bay Length (ft)			350		
Base Capacity (vph)	2896	931	2252	6408	1911
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.31	0.08	0.12	0.14	0.04

Intersection Summary

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HCM 6th Edition methodology expects strict NEMA phasing.



Lanes and Geometrics  
 4: Park Meadow Center Dr. & E. County Line Rd.

Park Meadows  
 12/29/2022



Lane Group	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
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		325	0		100	0		250	250		175
Storage Lanes	0		1	0		1	0		1	3		2
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.86	1.00	1.00	0.91	1.00	1.00	1.00	0.76	0.94	0.95	0.88
Ped Bike Factor												
Frt			0.850			0.850			0.850			0.850
Flt Protected										0.950		
Satd. Flow (prot)	0	6408	1583	0	5085	1583	0	0	3610	4990	3539	2787
Flt Permitted										0.950		
Satd. Flow (perm)	0	6408	1583	0	5085	1583	0	0	3610	4990	3539	2787
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			57			100			156			480
Link Speed (mph)		30			30			30				30
Link Distance (ft)		651			987			1238				614
Travel Time (s)		14.8			22.4			28.1				14.0

Intersection Summary

Area Type: Other

Timings  
4: Park Meadow Center Dr. & E. County Line Rd.



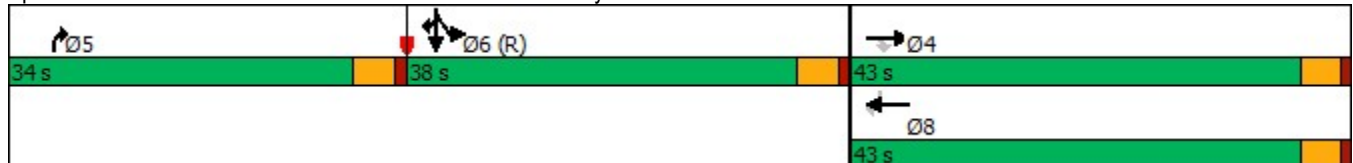
Lane Group	EBT	EBR	WBT	WBR	NBR	SBL	SBT	SBR
Lane Configurations	↑↑↑	↗	↑↑↑	↗	↗↗↗	↗↗↗	↑↑	↗↗
Traffic Volume (vph)	910	22	581	59	387	441	331	442
Future Volume (vph)	910	22	581	59	387	441	331	442
Turn Type	NA	Perm	NA	Free	Prot	Split	NA	custom
Protected Phases	4		8		5	6	6	6
Permitted Phases		4		Free				8
Detector Phase	4	4	8		5	6	6	6
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0		5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5		9.5	22.5	22.5	22.5
Total Split (s)	43.0	43.0	43.0		34.0	38.0	38.0	38.0
Total Split (%)	37.4%	37.4%	37.4%		29.6%	33.0%	33.0%	33.0%
Yellow Time (s)	3.5	3.5	3.5		3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0		1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5		4.5	4.5	4.5	4.5
Lead/Lag					Lead	Lag	Lag	Lag
Lead-Lag Optimize?					Yes	Yes	Yes	Yes
Recall Mode	None	None	None		None	C-Max	C-Max	C-Max
Act Effct Green (s)	27.3	27.3	27.3	115.0	14.2	60.1	60.1	91.8
Actuated g/C Ratio	0.24	0.24	0.24	1.00	0.12	0.52	0.52	0.80
v/c Ratio	0.65	0.06	0.52	0.04	0.72	0.18	0.19	0.21
Control Delay	9.0	0.5	37.0	0.1	37.4	16.0	16.4	0.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	9.0	0.5	37.0	0.1	37.4	16.0	16.4	0.5
LOS	A	A	D	A	D	B	B	A
Approach Delay	8.8		33.6				10.5	
Approach LOS	A		C				B	

Intersection Summary

Cycle Length: 115  
 Actuated Cycle Length: 115  
 Offset: 32 (28%), Referenced to phase 6:SBTL, Start of Green  
 Natural Cycle: 55  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.72  
 Intersection Signal Delay: 18.0  
 Intersection Capacity Utilization 41.8%  
 Analysis Period (min) 15

Intersection LOS: B  
 ICU Level of Service A

Splits and Phases: 4: Park Meadow Center Dr. & E. County Line Rd.





Lane Group	EBT	EBR	WBT	WBR	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	989	24	632	64	421	479	360	480
v/c Ratio	0.65	0.06	0.52	0.04	0.72	0.18	0.19	0.21
Control Delay	9.0	0.5	37.0	0.1	37.4	16.0	16.4	0.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	9.0	0.5	37.0	0.1	37.4	16.0	16.4	0.5
Queue Length 50th (ft)	18	0	166	0	83	64	72	0
Queue Length 95th (ft)	20	0	143	0	123	103	122	12
Internal Link Dist (ft)	571		907				534	
Turn Bay Length (ft)		325		100	250	250		175
Base Capacity (vph)	2145	567	1702	1583	1042	2606	1848	2322
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.46	0.04	0.37	0.04	0.40	0.18	0.19	0.21

#### Intersection Summary

HCM 6th Signalized Intersection Summary  
 4: Park Meadow Center Dr. & E. County Line Rd.

Park Meadows  
 12/29/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑	↗		↑↑↑	↗			↗↗↗	↘↘↘	↑↑	↗↗
Traffic Volume (veh/h)	0	910	22	0	581	59	0	0	387	441	331	442
Future Volume (veh/h)	0	910	22	0	581	59	0	0	387	441	331	442
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	0	1870	1870	0	1870	1870	0	0	1870	1870	1870	1870
Adj Flow Rate, veh/h	0	989	0	0	632	0	0	0	421	479	360	480
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	2	2	0	2	2	0	0	2	2	2	2
Cap, veh/h	0	1351		0	1072		0	0	0	3575	2529	1986
Arrive On Green	0.00	0.42	0.00	0.00	0.21	0.00	0.00	0.00	0.00	0.71	0.71	0.71
Sat Flow, veh/h	0	6696	1585	0	5274	1585		0		5023	3554	2790
Grp Volume(v), veh/h	0	989	0	0	632	0		0.0		479	360	480
Grp Sat Flow(s),veh/h/ln	0	1609	1585	0	1702	1585				1674	1777	1395
Q Serve(g_s), s	0.0	14.8	0.0	0.0	12.8	0.0				3.5	3.7	6.9
Cycle Q Clear(g_c), s	0.0	14.8	0.0	0.0	12.8	0.0				3.5	3.7	6.9
Prop In Lane	0.00		1.00	0.00		1.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	1351		0	1072					3575	2529	1986
V/C Ratio(X)	0.00	0.73		0.00	0.59					0.13	0.14	0.24
Avail Cap(c_a), veh/h	0	2154		0	1709					3575	2529	1986
HCM Platoon Ratio	1.00	2.00	2.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.75	0.00	0.00	0.99	0.00				1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	30.6	0.0	0.0	41.0	0.0				5.3	5.3	5.8
Incr Delay (d2), s/veh	0.0	0.6	0.0	0.0	0.5	0.0				0.1	0.1	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	4.6	0.0	0.0	5.4	0.0				1.1	1.3	1.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	31.2	0.0	0.0	41.5	0.0				5.4	5.4	6.1
LnGrp LOS	A	C		A	D					A	A	A
Approach Vol, veh/h		989	A		632	A					1319	
Approach Delay, s/veh		31.2			41.5						5.6	
Approach LOS		C			D						A	
Timer - Assigned Phs				4		6		8				
Phs Duration (G+Y+Rc), s				28.7		86.3		28.7				
Change Period (Y+Rc), s				4.5		4.5		4.5				
Max Green Setting (Gmax), s				38.5		33.5		38.5				
Max Q Clear Time (g_c+I1), s				16.8		8.9		14.8				
Green Ext Time (p_c), s				7.3		6.9		4.6				

Intersection Summary













HCM 6th Ctrl Delay	21.9
HCM 6th LOS	C

Notes

Unsignalized Delay for [EBR, WBR] is excluded from calculations of the approach delay and intersection delay.

Lanes and Geometrics  
5: I-25 Ramps & E. County Line Rd.

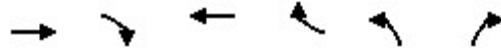
Park Meadows  
12/29/2022

												
Lane Group	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
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		200	0		100	180		0	0		0
Storage Lanes	0		1	0		1	2		1	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.91	0.88	1.00	0.91	1.00	0.97	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor			0.850			0.850			0.850			
Flt Protected							0.950					
Satd. Flow (prot)	0	5085	2787	0	5085	1583	3433	0	1583	0	0	0
Flt Permitted							0.950					
Satd. Flow (perm)	0	5085	2787	0	5085	1583	3433	0	1583	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			571			238			263			
Link Speed (mph)		30			30			30				30
Link Distance (ft)		987			920			594				487
Travel Time (s)		22.4			20.9			13.5				11.1

Intersection Summary

Area Type: Other

Timings  
5: I-25 Ramps & E. County Line Rd.



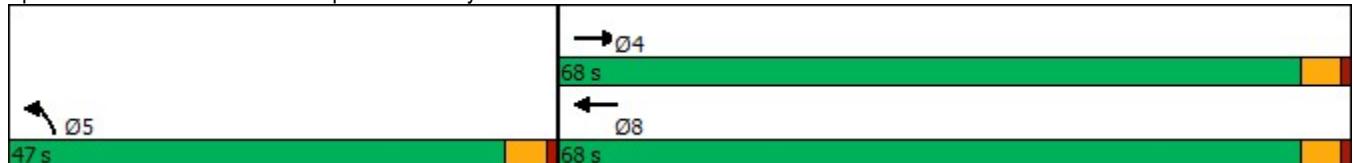
Lane Group	EBT	EBR	WBT	WBR	NBL	NBR
Lane Configurations	↑↑↑	↑↑	↑↑↑	↑	↑↑	↑
Traffic Volume (vph)	973	592	284	219	359	242
Future Volume (vph)	973	592	284	219	359	242
Turn Type	NA	Free	NA	Free	Prot	Free
Protected Phases	4		8		5	
Permitted Phases		Free		Free		Free
Detector Phase	4		8		5	
Switch Phase						
Minimum Initial (s)	5.0		5.0		5.0	
Minimum Split (s)	22.5		22.5		9.5	
Total Split (s)	68.0		68.0		47.0	
Total Split (%)	59.1%		59.1%		40.9%	
Yellow Time (s)	3.5		3.5		3.5	
All-Red Time (s)	1.0		1.0		1.0	
Lost Time Adjust (s)	0.0		0.0		0.0	
Total Lost Time (s)	4.5		4.5		4.5	
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	None		None		None	
Act Effct Green (s)	34.9	115.0	34.9	115.0	71.1	115.0
Actuated g/C Ratio	0.30	1.00	0.30	1.00	0.62	1.00
v/c Ratio	0.69	0.23	0.20	0.15	0.18	0.17
Control Delay	25.9	0.2	29.1	0.2	10.5	0.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	25.9	0.2	29.1	0.2	10.5	0.2
LOS	C	A	C	A	B	A
Approach Delay	16.2		16.5			
Approach LOS	B		B			

Intersection Summary

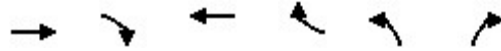
Cycle Length: 115  
 Actuated Cycle Length: 115  
 Offset: 102 (89%), Referenced to phase 2: and 6:, Start of Green  
 Natural Cycle: 40  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.69  
 Intersection Signal Delay: 14.0  
 Intersection Capacity Utilization 36.1%  
 Analysis Period (min) 15

Intersection LOS: B  
 ICU Level of Service A

Splits and Phases: 5: I-25 Ramps & E. County Line Rd.



Queues  
5: I-25 Ramps & E. County Line Rd.



Lane Group	EBT	EBR	WBT	WBR	NBL	NBR
Lane Group Flow (vph)	1058	643	309	238	390	263
v/c Ratio	0.69	0.23	0.20	0.15	0.18	0.17
Control Delay	25.9	0.2	29.1	0.2	10.5	0.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	25.9	0.2	29.1	0.2	10.5	0.2
Queue Length 50th (ft)	243	0	61	0	59	0
Queue Length 95th (ft)	254	0	78	0	98	0
Internal Link Dist (ft)	907		840			
Turn Bay Length (ft)		200		100	180	
Base Capacity (vph)	2807	2787	2807	1583	2121	1583
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.38	0.23	0.11	0.15	0.18	0.17

Intersection Summary

HCM 6th Signalized Intersection Summary  
5: I-25 Ramps & E. County Line Rd.

Park Meadows  
12/29/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑	↑↑		↑↑↑	↑	↑↑		↑			
Traffic Volume (veh/h)	0	973	592	0	284	219	359	0	242	0	0	0
Future Volume (veh/h)	0	973	592	0	284	219	359	0	242	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	0	1870	1870	0	1870	1870	1870	0	1870			
Adj Flow Rate, veh/h	0	1058	0	0	309	0	390	0	0			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92			
Percent Heavy Veh, %	0	2	2	0	2	2	2	0	2			
Cap, veh/h	0	1534		0	1534		2147	0				
Arrive On Green	0.00	0.10	0.00	0.00	0.30	0.00	0.62	0.00	0.00			
Sat Flow, veh/h	0	5274	2790	0	5274	1585	3456	0	1585			
Grp Volume(v), veh/h	0	1058	0	0	309	0	390	0	0			
Grp Sat Flow(s),veh/h/ln	0	1702	1395	0	1702	1585	1728	0	1585			
Q Serve(g_s), s	0.0	23.0	0.0	0.0	5.2	0.0	5.5	0.0	0.0			
Cycle Q Clear(g_c), s	0.0	23.0	0.0	0.0	5.2	0.0	5.5	0.0	0.0			
Prop In Lane	0.00		1.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	0	1534		0	1534		2147	0				
V/C Ratio(X)	0.00	0.69		0.00	0.20		0.18	0.00				
Avail Cap(c_a), veh/h	0	2819		0	2819		2147	0				
HCM Platoon Ratio	1.00	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(l)	0.00	0.82	0.00	0.00	1.00	0.00	1.00	0.00	0.00			
Uniform Delay (d), s/veh	0.0	46.6	0.0	0.0	29.9	0.0	9.3	0.0	0.0			
Incr Delay (d2), s/veh	0.0	0.5	0.0	0.0	0.1	0.0	0.0	0.0	0.0			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	0.0	10.6	0.0	0.0	2.1	0.0	2.0	0.0	0.0			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	47.1	0.0	0.0	30.0	0.0	9.3	0.0	0.0			
LnGrp LOS	A	D		A	C		A	A				
Approach Vol, veh/h		1058	A		309	A		390	A			
Approach Delay, s/veh		47.1			30.0			9.3				
Approach LOS		D			C			A				
Timer - Assigned Phs		2		4				8				
Phs Duration (G+Y+Rc), s		75.9		39.1				39.1				
Change Period (Y+Rc), s		4.5		4.5				4.5				
Max Green Setting (Gmax), s		42.5		63.5				63.5				
Max Q Clear Time (g_c+I1), s		7.5		25.0				7.2				
Green Ext Time (p_c), s		1.4		9.5				2.3				

Intersection Summary

HCM 6th Ctrl Delay	35.7
HCM 6th LOS	D

Notes

Unsignalized Delay for [NBR, EBR, WBR] is excluded from calculations of the approach delay and intersection delay.



Lanes and Geometrics  
 6: Park Meadow Center Dr. & East Access Drive



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)	0	0	110			0
Storage Lanes	2	1	1			0
Taper Length (ft)	25		25			
Lane Util. Factor	0.97	1.00	1.00	0.95	0.95	0.95
Ped Bike Factor						
Frt		0.850			0.931	
Flt Protected	0.950		0.950			
Satd. Flow (prot)	3433	1583	1770	3539	3295	0
Flt Permitted	0.950		0.456			
Satd. Flow (perm)	3433	1583	849	3539	3295	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		54			180	
Link Speed (mph)	30			30	30	
Link Distance (ft)	204			1551	1238	
Travel Time (s)	4.6			35.3	28.1	

Intersection Summary

Area Type: Other

Timings  
6: Park Meadow Center Dr. & East Access Drive

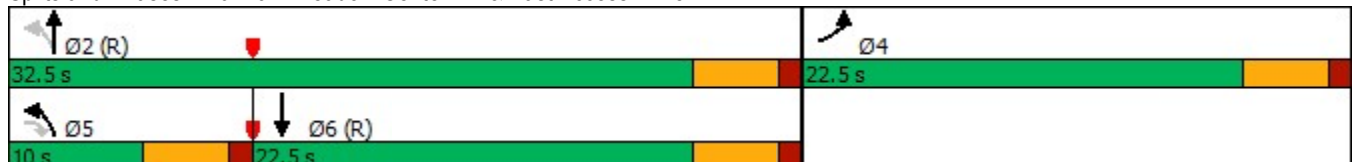


Lane Group	EBL	EBR	NBL	NBT	SBT
Lane Configurations	↖↗	↗	↖	↑↑	↑↓
Traffic Volume (vph)	62	50	96	324	194
Future Volume (vph)	62	50	96	324	194
Turn Type	Prot	Perm	pm+pt	NA	NA
Protected Phases	4		5	2	6
Permitted Phases		5	2		
Detector Phase	4	5	5	2	6
Switch Phase					
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	9.5	9.5	22.5	22.5
Total Split (s)	22.5	10.0	10.0	32.5	22.5
Total Split (%)	40.9%	18.2%	18.2%	59.1%	40.9%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5
Lead/Lag		Lead	Lead		Lag
Lead-Lag Optimize?		Yes	Yes		Yes
Recall Mode	None	None	None	C-Max	C-Max
Act Effct Green (s)	6.5	6.5	43.5	45.3	35.5
Actuated g/C Ratio	0.12	0.12	0.79	0.82	0.65
v/c Ratio	0.16	0.23	0.13	0.12	0.18
Control Delay	22.3	10.1	4.7	2.7	4.1
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	22.3	10.1	4.7	2.7	4.1
LOS	C	B	A	A	A
Approach Delay	16.9			3.2	4.1
Approach LOS	B			A	A

Intersection Summary

Cycle Length: 55  
 Actuated Cycle Length: 55  
 Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBT, Start of Green  
 Natural Cycle: 55  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.23  
 Intersection Signal Delay: 5.3  
 Intersection Capacity Utilization 31.4%  
 Analysis Period (min) 15  
 Intersection LOS: A  
 ICU Level of Service A

Splits and Phases: 6: Park Meadow Center Dr. & East Access Drive





Lane Group	EBL	EBR	NBL	NBT	SBT
Lane Group Flow (vph)	67	54	104	352	391
v/c Ratio	0.16	0.23	0.13	0.12	0.18
Control Delay	22.3	10.1	4.7	2.7	4.1
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	22.3	10.1	4.7	2.7	4.1
Queue Length 50th (ft)	10	0	3	4	16
Queue Length 95th (ft)	24	25	50	52	40
Internal Link Dist (ft)	124			1471	1158
Turn Bay Length (ft)			110		
Base Capacity (vph)	1123	233	780	2917	2189
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.06	0.23	0.13	0.12	0.18

#### Intersection Summary

HCM 6th Signalized Intersection Summary  
 6: Park Meadow Center Dr. & East Access Drive

Park Meadows  
 12/29/2022



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	62	50	96	324	194	166
Future Volume (veh/h)	62	50	96	324	194	166
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	67	54	104	352	211	180
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	265	121	808	2700	1129	915
Arrive On Green	0.08	0.08	0.07	0.76	0.61	0.61
Sat Flow, veh/h	3456	1585	1781	3647	1957	1511
Grp Volume(v), veh/h	67	54	104	352	201	190
Grp Sat Flow(s),veh/h/ln	1728	1585	1781	1777	1777	1598
Q Serve(g_s), s	1.0	1.8	1.0	1.5	2.8	2.9
Cycle Q Clear(g_c), s	1.0	1.8	1.0	1.5	2.8	2.9
Prop In Lane	1.00	1.00	1.00			0.95
Lane Grp Cap(c), veh/h	265	121	808	2700	1076	968
V/C Ratio(X)	0.25	0.44	0.13	0.13	0.19	0.20
Avail Cap(c_a), veh/h	1131	519	857	2700	1076	968
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	0.88	0.88	0.99	0.99
Uniform Delay (d), s/veh	23.9	24.3	2.6	1.8	4.8	4.9
Incr Delay (d2), s/veh	0.5	2.5	0.1	0.1	0.4	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	1.7	0.2	0.2	0.8	0.8
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	24.4	26.8	2.7	1.8	5.2	5.3
LnGrp LOS	C	C	A	A	A	A
Approach Vol, veh/h				456	391	
Approach Delay, s/veh				2.0	5.3	
Approach LOS				A	A	
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		46.3		8.7	8.5	37.8
Change Period (Y+Rc), s		4.5		4.5	4.5	4.5
Max Green Setting (Gmax), s		28.0		18.0	5.5	18.0
Max Q Clear Time (g_c+I1), s		3.5		3.8	3.0	4.9
Green Ext Time (p_c), s		2.3		0.3	0.0	1.9
<b>Intersection Summary</b>						
HCM 6th Ctrl Delay			6.3			
HCM 6th LOS			A			

Lanes and Geometrics  
7: SE Access Drive & Park Meadow Center Dr.

Park Meadows  
12/29/2022

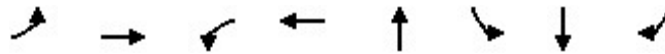


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%				0%
Storage Length (ft)	150		0	100		0	0		0	0		0
Storage Lanes	1		0	1		0	1		0	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.998			0.998			0.850				0.850
Flt Protected	0.950			0.950								0.964
Satd. Flow (prot)	1770	3532	0	1770	3532	0	1863	1583	0	0	1796	1583
Flt Permitted	0.514			0.491								0.935
Satd. Flow (perm)	957	3532	0	915	3532	0	1863	1583	0	0	1742	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		3			2			382				119
Link Speed (mph)		30			30			30				30
Link Distance (ft)		1110			1551			164				207
Travel Time (s)		25.2			35.3			3.7				4.7

Intersection Summary

Area Type: Other

Timings  
7: SE Access Drive & Park Meadow Center Dr.

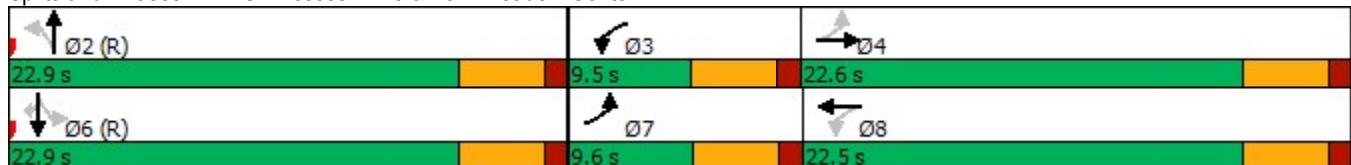


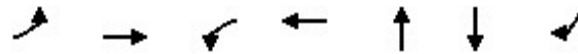
Lane Group	EBL	EBT	WBL	WBT	NBT	SBL	SBT	SBR
Lane Configurations	↖	↕	↖	↕	↖		↖	↖
Traffic Volume (vph)	76	409	17	225	0	3	1	39
Future Volume (vph)	76	409	17	225	0	3	1	39
Turn Type	pm+pt	NA	pm+pt	NA	NA	Perm	NA	Perm
Protected Phases	7	4	3	8	2		6	
Permitted Phases	4		8			6		6
Detector Phase	7	4	3	8	2	6	6	6
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	9.5	22.5	22.5	22.5	22.5	22.5
Total Split (s)	9.6	22.6	9.5	22.5	22.9	22.9	22.9	22.9
Total Split (%)	17.5%	41.1%	17.3%	40.9%	41.6%	41.6%	41.6%	41.6%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5		4.5	4.5
Lead/Lag	Lead	Lag	Lead	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes				
Recall Mode	None	None	None	None	C-Max	C-Max	C-Max	C-Max
Act Effct Green (s)	16.0	15.0	14.2	11.2	29.1		29.1	29.1
Actuated g/C Ratio	0.29	0.27	0.26	0.20	0.53		0.53	0.53
v/c Ratio	0.23	0.47	0.06	0.35	0.00		0.00	0.05
Control Delay	14.7	19.0	7.6	16.3	0.0		10.0	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0
Total Delay	14.7	19.0	7.6	16.3	0.0		10.0	0.1
LOS	B	B	A	B	A		A	A
Approach Delay		18.3		15.7			1.0	
Approach LOS		B		B			A	

Intersection Summary

Cycle Length: 55  
 Actuated Cycle Length: 55  
 Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green  
 Natural Cycle: 55  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.47  
 Intersection Signal Delay: 16.5  
 Intersection Capacity Utilization 31.1%  
 Analysis Period (min) 15  
 Intersection LOS: B  
 ICU Level of Service A

Splits and Phases: 7: SE Access Drive & Park Meadow Center Dr.





Lane Group	EBL	EBT	WBL	WBT	NBT	SBT	SBR
Lane Group Flow (vph)	83	452	18	248	3	4	42
v/c Ratio	0.23	0.47	0.06	0.35	0.00	0.00	0.05
Control Delay	14.7	19.0	7.6	16.3	0.0	10.0	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	14.7	19.0	7.6	16.3	0.0	10.0	0.1
Queue Length 50th (ft)	18	56	3	38	0	1	0
Queue Length 95th (ft)	m33	93	7	46	0	6	0
Internal Link Dist (ft)		1030		1471	84	127	
Turn Bay Length (ft)	150		100				
Base Capacity (vph)	354	1192	313	1157	1017	920	893
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.23	0.38	0.06	0.21	0.00	0.00	0.05

#### Intersection Summary

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

HCM 6th Signalized Intersection Summary  
 7: SE Access Drive & Park Meadow Center Dr.

Park Meadows  
 12/29/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↗	↕		↖	↕		↗	↕			↖	↗
Traffic Volume (veh/h)	76	409	6	17	225	3	0	0	3	3	1	39
Future Volume (veh/h)	76	409	6	17	225	3	0	0	3	3	1	39
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	83	445	7	18	245	3	0	0	3	3	1	42
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	337	665	10	236	512	6	131	0	867	718	224	867
Arrive On Green	0.07	0.19	0.19	0.02	0.14	0.14	0.00	0.00	0.55	0.55	0.55	0.55
Sat Flow, veh/h	1781	3581	56	1781	3595	44	1364	0	1585	1104	410	1585
Grp Volume(v), veh/h	83	221	231	18	121	127	0	0	3	4	0	42
Grp Sat Flow(s),veh/h/ln	1781	1777	1860	1781	1777	1862	1364	0	1585	1514	0	1585
Q Serve(g_s), s	2.1	6.3	6.4	0.5	3.4	3.5	0.0	0.0	0.0	0.0	0.0	0.7
Cycle Q Clear(g_c), s	2.1	6.3	6.4	0.5	3.4	3.5	0.0	0.0	0.0	0.1	0.0	0.7
Prop In Lane	1.00		0.03	1.00		0.02	1.00		1.00	0.75		1.00
Lane Grp Cap(c), veh/h	337	330	346	236	253	265	131	0	867	942	0	867
V/C Ratio(X)	0.25	0.67	0.67	0.08	0.48	0.48	0.00	0.00	0.00	0.00	0.00	0.05
Avail Cap(c_a), veh/h	386	585	612	359	582	610	131	0	867	942	0	867
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.99	0.99	0.99	0.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	18.2	20.8	20.8	19.6	21.7	21.7	0.0	0.0	5.7	5.7	0.0	5.8
Incr Delay (d2), s/veh	0.4	2.3	2.2	0.1	1.4	1.3	0.0	0.0	0.0	0.0	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	2.6	2.7	0.2	1.4	1.5	0.0	0.0	0.0	0.0	0.0	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	18.6	23.2	23.1	19.7	23.1	23.0	0.0	0.0	5.7	5.7	0.0	5.9
LnGrp LOS	B	C	C	B	C	C	A	A	A	A	A	A
Approach Vol, veh/h		535			266			3				46
Approach Delay, s/veh		22.4			22.8			5.7				5.9
Approach LOS		C			C			A				A
Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		34.6	5.7	14.7		34.6	8.1	12.3				
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5	4.5	4.5				
Max Green Setting (Gmax), s		18.4	5.0	18.1		18.4	5.1	18.0				
Max Q Clear Time (g_c+I1), s		2.0	2.5	8.4		2.7	4.1	5.5				
Green Ext Time (p_c), s		0.0	0.0	1.9		0.1	0.0	1.0				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay				21.6								
HCM 6th LOS				C								



Lanes and Geometrics  
8: S. Yosemite St. & Park Meadow Center Dr.

Park Meadows  
12/29/2022



Lane Group	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
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	240		240	110		275	220		235
Storage Lanes	0		0	1		1	2		1	2		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	0.91	0.91	1.00	0.97	0.91	1.00	0.97	0.91	1.00
Ped Bike Factor												
Frt						0.850			0.850			0.850
Flt Protected				0.950	0.972		0.950			0.950		
Satd. Flow (prot)	0	0	0	1610	3295	1583	3433	5085	1583	3433	5085	1583
Flt Permitted				0.950	0.972		0.468			0.338		
Satd. Flow (perm)	0	0	0	1610	3295	1583	1691	5085	1583	1221	5085	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						119			616			119
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		440			1021			458			636	
Travel Time (s)		10.0			23.2			10.4			14.5	

Intersection Summary

Area Type: Other

Timings  
8: S. Yosemite St. & Park Meadow Center Dr.

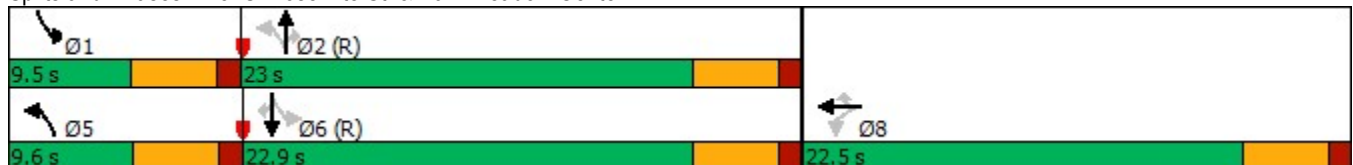


Lane Group	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↙↗	↗	↘↗	↗↗↗	↗	↘↗	↗↗↗	↗
Traffic Volume (vph)	215	77	35	311	735	567	40	287	45
Future Volume (vph)	215	77	35	311	735	567	40	287	45
Turn Type	Perm	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases		8		5	2		1	6	
Permitted Phases	8		8	2		2	6		6
Detector Phase	8	8	8	5	2	2	1	6	6
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5	22.5
Total Split (s)	22.5	22.5	22.5	9.6	23.0	23.0	9.5	22.9	22.9
Total Split (%)	40.9%	40.9%	40.9%	17.5%	41.8%	41.8%	17.3%	41.6%	41.6%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag				Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?				Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	C-Max	C-Max	None	C-Max	C-Max
Act Effct Green (s)	10.0	10.0	10.0	35.2	31.8	31.8	29.9	24.1	24.1
Actuated g/C Ratio	0.18	0.18	0.18	0.64	0.58	0.58	0.54	0.44	0.44
v/c Ratio	0.40	0.34	0.10	0.26	0.27	0.52	0.05	0.14	0.06
Control Delay	11.6	9.2	0.5	4.8	8.0	3.2	4.8	10.6	0.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	11.6	9.2	0.5	4.8	8.0	3.2	4.8	10.6	0.3
LOS	B	A	A	A	A	A	A	B	A
Approach Delay		9.1			5.7			8.7	
Approach LOS		A			A			A	

Intersection Summary

Cycle Length: 55  
 Actuated Cycle Length: 55  
 Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green  
 Natural Cycle: 60  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.52  
 Intersection Signal Delay: 6.7  
 Intersection LOS: A  
 Intersection Capacity Utilization 46.8%  
 ICU Level of Service A  
 Analysis Period (min) 15

Splits and Phases: 8: S. Yosemite St. & Park Meadow Center Dr.





Lane Group	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	117	201	38	338	799	616	43	312	49
v/c Ratio	0.40	0.34	0.10	0.26	0.27	0.52	0.05	0.14	0.06
Control Delay	11.6	9.2	0.5	4.8	8.0	3.2	4.8	10.6	0.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	11.6	9.2	0.5	4.8	8.0	3.2	4.8	10.6	0.3
Queue Length 50th (ft)	13	11	0	16	29	0	2	20	0
Queue Length 95th (ft)	26	19	0	39	96	54	7	42	2
Internal Link Dist (ft)		941			378			556	
Turn Bay Length (ft)	240		240	110		275	220		235
Base Capacity (vph)	526	1078	598	1315	2941	1175	895	2231	761
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.22	0.19	0.06	0.26	0.27	0.52	0.05	0.14	0.06

## Intersection Summary

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HCM 6th Edition methodology does not support turning movements with shared & exclusive lanes.

Lanes and Geometrics  
 9: S. Yosemite St. & SW Access Drive

Park Meadows  
 12/29/2022



Lane Group	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
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%				0%
Storage Length (ft)	0		0	0		0	140		0	450		0
Storage Lanes	1		0	1		0	1		1	2		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	0.97	0.91	0.91
Ped Bike Factor												
Frt		0.850			0.850				0.850		0.999	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1583	0	1770	1583	0	1770	3539	1583	3433	5080	0
Flt Permitted							0.950			0.950		
Satd. Flow (perm)	1863	1583	0	1863	1583	0	1770	3539	1583	3433	5080	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		478			326				138			2
Link Speed (mph)		30			30			30				30
Link Distance (ft)		205			369			636				1050
Travel Time (s)		4.7			8.4			14.5				23.9

Intersection Summary

Area Type: Other

Timings  
9: S. Yosemite St. & SW Access Drive

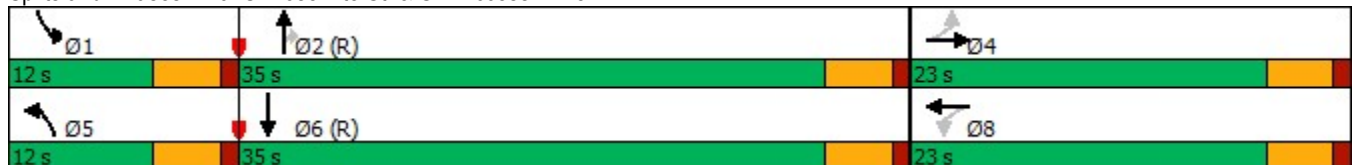


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations	↖	↗	↖	↗	↖	↑↑	↗	↖↗	↑↑↗
Traffic Volume (vph)	1	0	23	0	13	627	127	34	373
Future Volume (vph)	1	0	23	0	13	627	127	34	373
Turn Type	Perm	NA	Perm	NA	Prot	NA	Perm	Prot	NA
Protected Phases		4		8	5	2		1	6
Permitted Phases	4		8				2		
Detector Phase	4	4	8	8	5	2	2	1	6
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5
Total Split (s)	23.0	23.0	23.0	23.0	12.0	35.0	35.0	12.0	35.0
Total Split (%)	32.9%	32.9%	32.9%	32.9%	17.1%	50.0%	50.0%	17.1%	50.0%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag					Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?					Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	C-Max	C-Max	None	C-Max
Act Effct Green (s)	6.6	6.6	6.9	6.9	6.2	58.5	58.5	6.3	60.7
Actuated g/C Ratio	0.09	0.09	0.10	0.10	0.09	0.84	0.84	0.09	0.87
v/c Ratio	0.01	0.01	0.14	0.02	0.09	0.23	0.10	0.12	0.09
Control Delay	27.0	0.0	29.8	0.1	30.2	4.1	1.6	29.9	2.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	27.0	0.0	29.8	0.1	30.2	4.1	1.6	29.9	2.6
LOS	C	A	C	A	C	A	A	C	A
Approach Delay		5.4		20.7		4.1			4.9
Approach LOS		A		C		A			A

Intersection Summary

Cycle Length: 70  
 Actuated Cycle Length: 70  
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green  
 Natural Cycle: 55  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.23  
 Intersection Signal Delay: 4.8  
 Intersection Capacity Utilization 32.8%  
 Analysis Period (min) 15  
 Intersection LOS: A  
 ICU Level of Service A

Splits and Phases: 9: S. Yosemite St. & SW Access Drive



Queues  
9: S. Yosemite St. & SW Access Drive

Park Meadows  
12/29/2022



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	1	4	25	11	14	682	138	37	408
v/c Ratio	0.01	0.01	0.14	0.02	0.09	0.23	0.10	0.12	0.09
Control Delay	27.0	0.0	29.8	0.1	30.2	4.1	1.6	29.9	2.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	27.0	0.0	29.8	0.1	30.2	4.1	1.6	29.9	2.6
Queue Length 50th (ft)	0	0	10	0	6	0	0	7	0
Queue Length 95th (ft)	5	0	30	0	21	103	20	20	39
Internal Link Dist (ft)		125		289		556			970
Turn Bay Length (ft)					140			450	
Base Capacity (vph)	492	770	492	658	189	2958	1346	367	4408
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.00	0.01	0.05	0.02	0.07	0.23	0.10	0.10	0.09

Intersection Summary

HCM 6th Signalized Intersection Summary  
 9: S. Yosemite St. & SW Access Drive

Park Meadows  
 12/29/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗		↖	↑↑	↗	↖↗	↑↑↗	
Traffic Volume (veh/h)	1	0	4	23	0	10	13	627	127	34	373	3
Future Volume (veh/h)	1	0	4	23	0	10	13	627	127	34	373	3
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	1	0	4	25	0	11	14	682	138	37	405	3
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	149	0	62	155	0	62	30	2599	1159	127	3926	29
Arrive On Green	0.04	0.00	0.04	0.04	0.00	0.04	0.02	0.73	0.73	0.04	0.75	0.75
Sat Flow, veh/h	1404	0	1585	1412	0	1585	1781	3554	1585	3456	5229	39
Grp Volume(v), veh/h	1	0	4	25	0	11	14	682	138	37	263	145
Grp Sat Flow(s),veh/h/ln	1404	0	1585	1412	0	1585	1781	1777	1585	1728	1702	1863
Q Serve(g_s), s	0.0	0.0	0.2	1.2	0.0	0.5	0.5	4.5	1.8	0.7	1.5	1.5
Cycle Q Clear(g_c), s	0.5	0.0	0.2	1.4	0.0	0.5	0.5	4.5	1.8	0.7	1.5	1.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.02
Lane Grp Cap(c), veh/h	149	0	62	155	0	62	30	2599	1159	127	2556	1399
V/C Ratio(X)	0.01	0.00	0.06	0.16	0.00	0.18	0.46	0.26	0.12	0.29	0.10	0.10
Avail Cap(c_a), veh/h	464	0	419	473	0	419	191	2599	1159	370	2556	1399
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	0.00	1.00	1.00	0.00	1.00	0.97	0.97	0.97	0.99	0.99	0.99
Uniform Delay (d), s/veh	32.8	0.0	32.4	33.1	0.0	32.5	34.1	3.1	2.8	32.8	2.4	2.4
Incr Delay (d2), s/veh	0.0	0.0	0.4	0.5	0.0	1.3	10.2	0.2	0.2	1.3	0.1	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.1	0.4	0.0	0.2	0.3	1.1	0.4	0.3	0.3	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	32.8	0.0	32.8	33.5	0.0	33.9	44.3	3.4	3.0	34.1	2.4	2.5
LnGrp LOS	C	A	C	C	A	C	D	A	A	C	A	A
Approach Vol, veh/h		5			36			834			445	
Approach Delay, s/veh		32.8			33.6			4.0			5.1	
Approach LOS		C			C			A			A	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	7.1	55.7		7.2	5.7	57.1		7.2				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	7.5	30.5		18.5	7.5	30.5		18.5				
Max Q Clear Time (g_c+I1), s	2.7	6.5		2.5	2.5	3.5		3.4				
Green Ext Time (p_c), s	0.0	5.5		0.0	0.0	2.6		0.1				

Intersection Summary

HCM 6th Ctrl Delay	5.3
HCM 6th LOS	A





Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)		0%	0%		0%	
Storage Length (ft)	200			0	0	140
Storage Lanes	1			1	2	1
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	0.91	0.95	1.00	0.97	1.00
Ped Bike Factor						
Frt				0.850		0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1770	5085	3539	1583	3433	1583
Flt Permitted	0.356				0.950	
Satd. Flow (perm)	663	5085	3539	1583	3433	1583
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)				365		36
Link Speed (mph)		30	30		30	
Link Distance (ft)		1842	1050		476	
Travel Time (s)		41.9	23.9		10.8	

Intersection Summary

Area Type: Other

Timings  
10: S. Yosemite St. & S. Chester St.

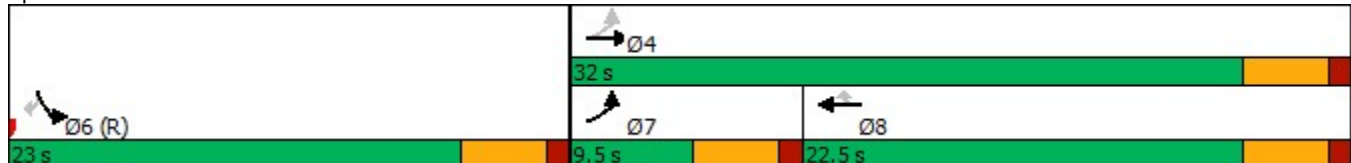


Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↖	↑↑↑	↑↑	↗	↖↗	↗
Traffic Volume (vph)	40	288	368	336	105	33
Future Volume (vph)	40	288	368	336	105	33
Turn Type	pm+pt	NA	NA	Perm	Prot	Perm
Protected Phases	7	4	8		6	
Permitted Phases	4			8		6
Detector Phase	7	4	8	8	6	6
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	22.5	22.5	22.5	22.5
Total Split (s)	9.5	32.0	22.5	22.5	23.0	23.0
Total Split (%)	17.3%	58.2%	40.9%	40.9%	41.8%	41.8%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead		Lag	Lag		
Lead-Lag Optimize?	Yes		Yes	Yes		
Recall Mode	None	None	None	None	C-Max	C-Max
Act Effct Green (s)	17.1	17.1	13.3	13.3	28.9	28.9
Actuated g/C Ratio	0.31	0.31	0.24	0.24	0.53	0.53
v/c Ratio	0.14	0.20	0.47	0.55	0.06	0.04
Control Delay	10.8	12.7	18.9	5.6	8.1	3.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	10.8	12.7	18.9	5.6	8.1	3.5
LOS	B	B	B	A	A	A
Approach Delay		12.4	12.5		7.0	
Approach LOS		B	B		A	

Intersection Summary

Cycle Length: 55  
 Actuated Cycle Length: 55  
 Offset: 0 (0%), Referenced to phase 2: and 6:SBL, Start of Green  
 Natural Cycle: 55  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.55  
 Intersection Signal Delay: 11.9  
 Intersection Capacity Utilization 32.5%  
 Analysis Period (min) 15  
 Intersection LOS: B  
 ICU Level of Service A

Splits and Phases: 10: S. Yosemite St. & S. Chester St.

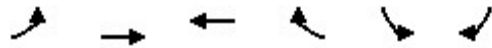


## Queues

Park Meadows

10: S. Yosemite St. &amp; S. Chester St.

12/29/2022



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Group Flow (vph)	43	313	400	365	114	36
v/c Ratio	0.14	0.20	0.47	0.55	0.06	0.04
Control Delay	10.8	12.7	18.9	5.6	8.1	3.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	10.8	12.7	18.9	5.6	8.1	3.5
Queue Length 50th (ft)	11	30	58	0	8	1
Queue Length 95th (ft)	19	30	81	47	16	2
Internal Link Dist (ft)		1762	970		396	
Turn Bay Length (ft)	200					140
Base Capacity (vph)	307	2542	1158	763	1801	847
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.14	0.12	0.35	0.48	0.06	0.04

## Intersection Summary

HCM 6th Signalized Intersection Summary  
 10: S. Yosemite St. & S. Chester St.

Park Meadows  
 12/29/2022



Movement	EBL	EBT	WBT	WBR	SBL	SBR	
Lane Configurations							
Traffic Volume (veh/h)	40	288	368	336	105	33	
Future Volume (veh/h)	40	288	368	336	105	33	
Initial Q (Qb), veh	0	0	0	0	0	0	
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	
Work Zone On Approach		No	No		No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	
Adj Flow Rate, veh/h	43	313	400	365	114	36	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	
Percent Heavy Veh, %	2	2	2	2	2	2	
Cap, veh/h	342	2073	997	445	1487	682	
Arrive On Green	0.04	0.41	0.28	0.28	0.43	0.43	
Sat Flow, veh/h	1781	5274	3647	1585	3456	1585	
Grp Volume(v), veh/h	43	313	400	365	114	36	
Grp Sat Flow(s),veh/h/ln	1781	1702	1777	1585	1728	1585	
Q Serve(g_s), s	0.9	2.1	5.0	11.8	1.1	0.7	
Cycle Q Clear(g_c), s	0.9	2.1	5.0	11.8	1.1	0.7	
Prop In Lane	1.00			1.00	1.00	1.00	
Lane Grp Cap(c), veh/h	342	2073	997	445	1487	682	
V/C Ratio(X)	0.13	0.15	0.40	0.82	0.08	0.05	
Avail Cap(c_a), veh/h	426	2553	1163	519	1487	682	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	
Upstream Filter(l)	0.98	0.98	0.98	0.98	1.00	1.00	
Uniform Delay (d), s/veh	12.0	10.3	16.0	18.5	9.2	9.1	
Incr Delay (d2), s/veh	0.2	0.0	0.3	8.8	0.1	0.1	
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	
%ile BackOfQ(50%),veh/ln	0.3	0.7	1.9	4.9	0.4	0.9	
Unsig. Movement Delay, s/veh							
LnGrp Delay(d),s/veh	12.2	10.4	16.3	27.3	9.3	9.3	
LnGrp LOS	B	B	B	C	A	A	
Approach Vol, veh/h		356	765		150		
Approach Delay, s/veh		10.6	21.5		9.3		
Approach LOS		B	C		A		
Timer - Assigned Phs				4	6	7	8
Phs Duration (G+Y+Rc), s				26.8	28.2	6.9	19.9
Change Period (Y+Rc), s				4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s				27.5	18.5	5.0	18.0
Max Q Clear Time (g_c+I1), s				4.1	3.1	2.9	13.8
Green Ext Time (p_c), s				2.1	0.4	0.0	1.6
<b>Intersection Summary</b>							
HCM 6th Ctrl Delay			17.0				
HCM 6th LOS			B				

Lanes and Geometrics  
 11: S. Chester St. & Westview Rd./NW Access Drive

Park Meadows  
 12/29/2022



Lane Group	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
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	85		0	0		0	90		0	190		0
Storage Lanes	1		0	1		1	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.97	0.95	0.95
Ped Bike Factor												
Frt		0.864				0.850		0.986			0.959	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1609	0	1770	1863	1583	1770	3490	0	3433	3394	0
Flt Permitted							0.950			0.950		
Satd. Flow (perm)	1863	1609	0	1863	1863	1583	1770	3490	0	3433	3394	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		10				208		21			48	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		259			217			476			565	
Travel Time (s)		5.9			4.9			10.8			12.8	

Intersection Summary

Area Type: Other

Timings  
11: S. Chester St. & Westview Rd./NW Access Drive

Park Meadows  
12/29/2022

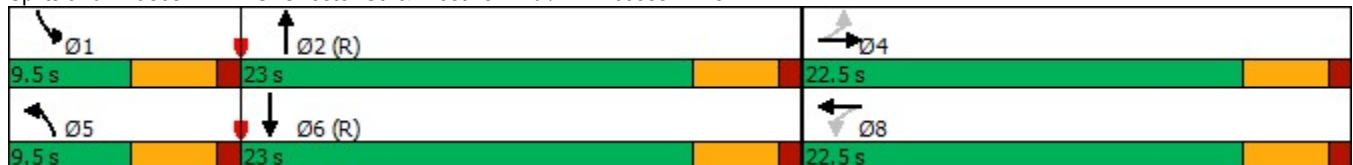
Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	10	1	10	1	54	11	336	83	117
Future Volume (vph)	10	1	10	1	54	11	336	83	117
Turn Type	Perm	NA	Perm	NA	Free	Prot	NA	Prot	NA
Protected Phases		4		8		5	2	1	6
Permitted Phases	4		8		Free				
Detector Phase	4	4	8	8		5	2	1	6
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0		5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	22.5		9.5	22.5	9.5	22.5
Total Split (s)	22.5	22.5	22.5	22.5		9.5	23.0	9.5	23.0
Total Split (%)	40.9%	40.9%	40.9%	40.9%		17.3%	41.8%	17.3%	41.8%
Yellow Time (s)	3.5	3.5	3.5	3.5		3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5		4.5	4.5	4.5	4.5
Lead/Lag						Lead	Lag	Lead	Lag
Lead-Lag Optimize?						Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None		None	C-Max	None	C-Max
Act Effct Green (s)	6.1	6.1	6.1	6.1	55.0	6.0	40.6	6.8	46.4
Actuated g/C Ratio	0.11	0.11	0.11	0.11	1.00	0.11	0.74	0.12	0.84
v/c Ratio	0.05	0.06	0.05	0.00	0.04	0.06	0.16	0.21	0.06
Control Delay	22.0	14.1	22.0	21.0	0.0	26.5	4.5	22.5	2.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	22.0	14.1	22.0	21.0	0.0	26.5	4.5	22.5	2.8
LOS	C	B	C	C	A	C	A	C	A
Approach Delay		18.1		3.7			5.1		9.5
Approach LOS		B		A			A		A

Intersection Summary

Cycle Length: 55  
 Actuated Cycle Length: 55  
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green  
 Natural Cycle: 55  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.21  
 Intersection Signal Delay: 6.8  
 Intersection Capacity Utilization 33.0%  
 Analysis Period (min) 15

Intersection LOS: A  
 ICU Level of Service A

Splits and Phases: 11: S. Chester St. & Westview Rd./NW Access Drive



Queues  
 11: S. Chester St. & Westview Rd./NW Access Drive

Park Meadows  
 12/29/2022



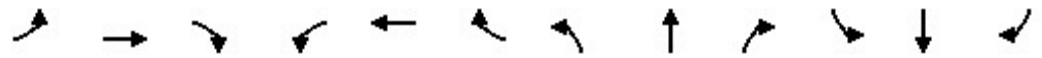
Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	11	11	11	1	59	12	402	90	175
v/c Ratio	0.05	0.06	0.05	0.00	0.04	0.06	0.16	0.21	0.06
Control Delay	22.0	14.1	22.0	21.0	0.0	26.5	4.5	22.5	2.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	22.0	14.1	22.0	21.0	0.0	26.5	4.5	22.5	2.8
Queue Length 50th (ft)	3	0	3	0	0	4	13	13	0
Queue Length 95th (ft)	15	12	15	4	0	m9	50	29	23
Internal Link Dist (ft)		179		137			396		485
Turn Bay Length (ft)	85					90		190	
Base Capacity (vph)	609	533	609	609	1583	192	2582	426	2872
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.02	0.02	0.02	0.00	0.04	0.06	0.16	0.21	0.06

Intersection Summary

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

HCM 6th Signalized Intersection Summary  
 11: S. Chester St. & Westview Rd./NW Access Drive

Park Meadows  
 12/29/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	10	1	9	10	1	54	11	336	34	83	117	44
Future Volume (veh/h)	10	1	9	10	1	54	11	336	34	83	117	44
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	11	1	10	11	1	0	12	365	37	90	127	48
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	182	5	54	173	69		27	2118	213	235	1795	650
Arrive On Green	0.04	0.04	0.04	0.04	0.04	0.00	0.02	0.65	0.65	0.07	0.70	0.70
Sat Flow, veh/h	1416	146	1461	1404	1870	1585	1781	3260	328	3456	2555	925
Grp Volume(v), veh/h	11	0	11	11	1	0	12	198	204	90	87	88
Grp Sat Flow(s),veh/h/ln	1416	0	1607	1404	1870	1585	1781	1777	1811	1728	1777	1704
Q Serve(g_s), s	0.4	0.0	0.4	0.4	0.0	0.0	0.4	2.4	2.4	1.4	0.8	0.9
Cycle Q Clear(g_c), s	0.4	0.0	0.4	0.8	0.0	0.0	0.4	2.4	2.4	1.4	0.8	0.9
Prop In Lane	1.00		0.91	1.00		1.00	1.00		0.18	1.00		0.54
Lane Grp Cap(c), veh/h	182	0	59	173	69		27	1155	1177	235	1248	1197
V/C Ratio(X)	0.06	0.00	0.19	0.06	0.01		0.44	0.17	0.17	0.38	0.07	0.07
Avail Cap(c_a), veh/h	594	0	526	581	612		162	1155	1177	314	1248	1197
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	0.00	1.00	1.00	1.00	0.00	0.85	0.85	0.85	0.95	0.95	0.95
Uniform Delay (d), s/veh	25.7	0.0	25.7	26.1	25.5	0.0	26.8	3.8	3.8	24.5	2.6	2.6
Incr Delay (d2), s/veh	0.1	0.0	1.5	0.2	0.1	0.0	9.3	0.3	0.3	1.0	0.1	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	0.2	0.1	0.0	0.0	0.2	0.6	0.7	0.6	0.2	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	25.9	0.0	27.2	26.2	25.6	0.0	36.2	4.1	4.1	25.5	2.7	2.7
LnGrp LOS	C	A	C	C	C		D	A	A	C	A	A
Approach Vol, veh/h		22			12	A		414				265
Approach Delay, s/veh		26.5			26.2			5.0				10.4
Approach LOS		C			C			A				B
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.2	40.2		6.5	5.3	43.1		6.5				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	5.0	18.5		18.0	5.0	18.5		18.0				
Max Q Clear Time (g_c+I1), s	3.4	4.4		2.4	2.4	2.9		2.8				
Green Ext Time (p_c), s	0.0	2.0		0.0	0.0	0.8		0.0				

Intersection Summary

HCM 6th Ctrl Delay	8.0
HCM 6th LOS	A

Notes

Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.



Lanes and Geometrics  
 12: Park Meadows Ring Rd. & North Access Drive



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕↕	↕	↕	↕	↕
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)		0%	0%		0%	
Storage Length (ft)	0			0	0	0
Storage Lanes	0			1	1	1
Taper Length (ft)	25				25	
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt				0.850		0.850
Flt Protected		0.999			0.950	
Satd. Flow (prot)	0	3536	1863	1583	1770	1583
Flt Permitted		0.999			0.950	
Satd. Flow (perm)	0	3536	1863	1583	1770	1583
Link Speed (mph)		30	30		30	
Link Distance (ft)		1249	1271		255	
Travel Time (s)		28.4	28.9		5.8	

Intersection Summary

Area Type: Other

HCM Unsignalized Intersection Capacity Analysis  
 12: Park Meadows Ring Rd. & North Access Drive

Park Meadows  
 12/29/2022



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↔↑	↑	↗	↖	↗
Traffic Volume (veh/h)	4	123	76	62	269	38
Future Volume (Veh/h)	4	123	76	62	269	38
Sign Control		Stop	Stop		Free	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	4	134	83	67	292	41
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	626	584	584	0	0	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	626	584	584	0	0	
tC, single (s)	7.1	6.5	6.5	6.2	4.1	
tC, 2 stage (s)						
tF (s)	3.5	4.0	4.0	3.3	2.2	
p0 queue free %	98	61	76	94	82	
cM capacity (veh/h)	263	347	347	1085	1623	
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	SB 1	SB 2
Volume Total	49	89	83	67	292	41
Volume Left	4	0	0	0	292	0
Volume Right	0	0	0	67	0	41
cSH	338	347	347	1085	1623	1700
Volume to Capacity	0.14	0.26	0.24	0.06	0.18	0.02
Queue Length 95th (ft)	12	25	23	5	16	0
Control Delay (s)	17.4	18.9	18.6	8.5	7.7	0.0
Lane LOS	C	C	C	A	A	
Approach Delay (s)	18.4		14.1		6.8	
Approach LOS	C		B			
Intersection Summary						
Average Delay			11.1			
Intersection Capacity Utilization			27.9%		ICU Level of Service	A
Analysis Period (min)			15			

Lanes and Geometrics  
 13: Park Meadows Ring Rd. & East Access Drive

Park Meadows  
 12/29/2022



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						 
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%		0%			0%
Storage Length (ft)	0	0		0	0	
Storage Lanes	1	1		1	0	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	0.95
Ped Bike Factor						
Frt		0.850		0.850		
Flt Protected	0.950					0.990
Satd. Flow (prot)	1770	1583	1863	1583	0	3504
Flt Permitted	0.950					0.990
Satd. Flow (perm)	1770	1583	1863	1583	0	3504
Link Speed (mph)	30		30			30
Link Distance (ft)	204		1336			1271
Travel Time (s)	4.6		30.4			28.9

Intersection Summary

Area Type: Other

HCM Unsignalized Intersection Capacity Analysis  
 13: Park Meadows Ring Rd. & East Access Drive

Park Meadows  
 12/29/2022



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						 
Traffic Volume (veh/h)	181	88	57	78	45	168
Future Volume (Veh/h)	181	88	57	78	45	168
Sign Control	Free		Stop		Stop	
Grade	0%		0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	197	96	62	85	49	183
<b>Pedestrians</b>						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage (veh)						
Upstream signal (ft)	204					
pX, platoon unblocked						
vC, conflicting volume	0		394	0	425	394
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	0		394	0	425	394
tC, single (s)	4.1		6.5	6.2	7.1	6.5
tC, 2 stage (s)						
tF (s)	2.2		4.0	3.3	3.5	4.0
p0 queue free %	88		87	92	88	62
cM capacity (veh/h)	1623		477	1085	407	477
<b>Direction, Lane #</b>	<b>WB 1</b>	<b>WB 2</b>	<b>NB 1</b>	<b>NB 2</b>	<b>SB 1</b>	<b>SB 2</b>
Volume Total	197	96	62	85	110	122
Volume Left	197	0	0	0	49	0
Volume Right	0	96	0	85	0	0
cSH	1623	1700	477	1085	443	477
Volume to Capacity	0.12	0.06	0.13	0.08	0.25	0.26
Queue Length 95th (ft)	10	0	11	6	24	25
Control Delay (s)	7.5	0.0	13.7	8.6	15.8	15.1
Lane LOS	A		B	A	C	C
Approach Delay (s)	5.1		10.7		15.4	
Approach LOS			B		C	
<b>Intersection Summary</b>						
Average Delay			9.9			
Intersection Capacity Utilization			25.9%	ICU Level of Service	A	
Analysis Period (min)			15			

Lanes and Geometrics  
 14: SE Access Drive & Park Meadows Ring Rd.



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↑		↑↑	↑	↑
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)		0	0		0	0
Storage Lanes		1	0		1	1
Taper Length (ft)			25		25	
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	1.00
Ped Bike Factor						
Frt		0.850				0.850
Flt Protected				0.966	0.950	
Satd. Flow (prot)	1863	1583	0	3419	1770	1583
Flt Permitted				0.966	0.950	
Satd. Flow (perm)	1863	1583	0	3419	1770	1583
Link Speed (mph)	30			30	30	
Link Distance (ft)	1563			1336	207	
Travel Time (s)	35.5			30.4	4.7	

Intersection Summary

Area Type: Other

HCM Unsignalized Intersection Capacity Analysis  
 14: SE Access Drive & Park Meadows Ring Rd.

Park Meadows  
 12/29/2022



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↗		↖	↖	↗
Traffic Volume (veh/h)	48	12	34	15	8	75
Future Volume (Veh/h)	48	12	34	15	8	75
Sign Control	Stop			Stop	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	52	13	37	16	9	82
<b>Pedestrians</b>						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage (veh)						
Upstream signal (ft)	207					
pX, platoon unblocked						
vC, conflicting volume	18	0	44	18	0	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	18	0	44	18	0	
tC, single (s)	6.5	6.2	7.1	6.5	4.1	
tC, 2 stage (s)						
tF (s)	4.0	3.3	3.5	4.0	2.2	
p0 queue free %	94	99	96	98	99	
cM capacity (veh/h)	871	1085	900	871	1623	
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	NB 2
Volume Total	52	13	42	11	9	82
Volume Left	0	0	37	0	9	0
Volume Right	0	13	0	0	0	82
cSH	871	1085	896	871	1623	1700
Volume to Capacity	0.06	0.01	0.05	0.01	0.01	0.05
Queue Length 95th (ft)	5	1	4	1	0	0
Control Delay (s)	9.4	8.4	9.2	9.2	7.2	0.0
Lane LOS	A	A	A	A	A	
Approach Delay (s)	9.2		9.2		0.7	
Approach LOS	A		A			
<b>Intersection Summary</b>						
Average Delay			5.5			
Intersection Capacity Utilization			18.6%		ICU Level of Service	A
Analysis Period (min)			15			

Lanes and Geometrics  
 15: Park Meadows Ring Rd. & SW Access Drive



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)	0	0	0			0
Storage Lanes	1	1	0			1
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	1.00
Ped Bike Factor						
Frt		0.850				0.850
Flt Protected	0.950			0.970		
Satd. Flow (prot)	1770	1583	0	3433	1863	1583
Flt Permitted	0.950			0.970		
Satd. Flow (perm)	1770	1583	0	3433	1863	1583
Link Speed (mph)	30			30	30	
Link Distance (ft)	369			1563	1358	
Travel Time (s)	8.4			35.5	30.9	

Intersection Summary

Area Type: Other

HCM Unsignalized Intersection Capacity Analysis  
 15: Park Meadows Ring Rd. & SW Access Drive

Park Meadows  
 12/29/2022



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	92	69	12	7	13	20
Future Volume (Veh/h)	92	69	12	7	13	20
Sign Control	Free		Stop		Stop	
Grade	0%		0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	100	75	13	8	14	22
<b>Pedestrians</b>						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage (veh)						
Upstream signal (ft)	369					
pX, platoon unblocked						
vC, conflicting volume	0		207	200	200	0
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	0		207	200	200	0
tC, single (s)	4.1		7.1	6.5	6.5	6.2
tC, 2 stage (s)						
tF (s)	2.2		3.5	4.0	4.0	3.3
p0 queue free %	94		98	99	98	98
cM capacity (veh/h)	1623		689	653	653	1085
<b>Direction, Lane #</b>	<b>EB 1</b>	<b>EB 2</b>	<b>NB 1</b>	<b>NB 2</b>	<b>SB 1</b>	<b>SB 2</b>
Volume Total	100	75	16	5	14	22
Volume Left	100	0	13	0	0	0
Volume Right	0	75	0	0	0	22
cSH	1623	1700	683	653	653	1085
Volume to Capacity	0.06	0.04	0.02	0.01	0.02	0.02
Queue Length 95th (ft)	5	0	2	1	2	2
Control Delay (s)	7.4	0.0	10.4	10.6	10.6	8.4
Lane LOS	A		B	B	B	A
Approach Delay (s)	4.2		10.4		9.3	
Approach LOS			B		A	
<b>Intersection Summary</b>						
Average Delay			5.6			
Intersection Capacity Utilization			19.1%	ICU Level of Service	A	
Analysis Period (min)			15			



Lanes and Geometrics  
 16: Park Meadows Ring Rd. & NW Access Drive

Park Meadows  
 12/29/2022



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)	0	0	0			0
Storage Lanes	1	1	0			1
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	1.00
Ped Bike Factor						
Frt		0.850				0.850
Flt Protected	0.950			0.986		
Satd. Flow (prot)	1770	1583	0	3490	1863	1583
Flt Permitted	0.950			0.986		
Satd. Flow (perm)	1770	1583	0	3490	1863	1583
Link Speed (mph)	30			30	30	
Link Distance (ft)	217			1358	1249	
Travel Time (s)	4.9			30.9	28.4	

Intersection Summary

Area Type: Other

HCM Unsignalized Intersection Capacity Analysis  
 16: Park Meadows Ring Rd. & NW Access Drive

Park Meadows  
 12/29/2022



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	83	35	18	48	38	54
Future Volume (Veh/h)	83	35	18	48	38	54
Sign Control	Free			Stop	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	90	38	20	52	41	59
<b>Pedestrians</b>						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage (veh)						
Upstream signal (ft)	217					
pX, platoon unblocked						
vC, conflicting volume	0		200	180	180	0
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	0		200	180	180	0
tC, single (s)	4.1		7.1	6.5	6.5	6.2
tC, 2 stage (s)						
tF (s)	2.2		3.5	4.0	4.0	3.3
p0 queue free %	94		97	92	94	95
cM capacity (veh/h)	1623		655	674	674	1085
Direction, Lane #	EB 1	EB 2	NB 1	NB 2	SB 1	SB 2
Volume Total	90	38	37	35	41	59
Volume Left	90	0	20	0	0	0
Volume Right	0	38	0	0	0	59
cSH	1623	1700	664	674	674	1085
Volume to Capacity	0.06	0.02	0.06	0.05	0.06	0.05
Queue Length 95th (ft)	4	0	4	4	5	4
Control Delay (s)	7.3	0.0	10.7	10.6	10.7	8.5
Lane LOS	A		B	B	B	A
Approach Delay (s)	5.2		10.7		9.4	
Approach LOS			B		A	
<b>Intersection Summary</b>						
Average Delay	7.9					
Intersection Capacity Utilization	18.9%		ICU Level of Service			A
Analysis Period (min)	15					

Lanes and Geometrics  
 17: Park Meadows Mall Ring Rd. & Road D

Park Meadows  
 01/03/2023



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)	0	0	0			0
Storage Lanes	1	0	0			0
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	0.95	0.95	0.95	0.95
Ped Bike Factor						
Frt	0.932				0.998	
Flt Protected	0.976			0.998		
Satd. Flow (prot)	1694	0	0	3532	3532	0
Flt Permitted	0.976			0.998		
Satd. Flow (perm)	1694	0	0	3532	3532	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	172			150	215	
Travel Time (s)	3.9			3.4	4.9	

Intersection Summary

Area Type: Other

Intersection						
Int Delay, s/veh	0.6					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T			T		
Traffic Vol, veh/h	7	7	6	124	124	2
Future Vol, veh/h	7	7	6	124	124	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	8	8	7	135	135	2

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	218	69	137	0	0
Stage 1	136	-	-	-	-
Stage 2	82	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-
Pot Cap-1 Maneuver	750	980	1445	-	-
Stage 1	876	-	-	-	-
Stage 2	932	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	746	980	1445	-	-
Mov Cap-2 Maneuver	746	-	-	-	-
Stage 1	872	-	-	-	-
Stage 2	932	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.3	0.3	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1445	-	847	-	-
HCM Lane V/C Ratio	0.005	-	0.018	-	-
HCM Control Delay (s)	7.5	0	9.3	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Lanes and Geometrics  
 18: Park Meadows Mall Ring Rd. & Road C



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)	0	0	0			0
Storage Lanes	0	1	0			0
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	0.95
Ped Bike Factor						
Frt		0.865			0.990	
Flt Protected						
Satd. Flow (prot)	0	1611	0	3539	3504	0
Flt Permitted						
Satd. Flow (perm)	0	1611	0	3539	3504	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	184			215	83	
Travel Time (s)	4.2			4.9	1.9	

Intersection Summary

Area Type: Other

Intersection						
Int Delay, s/veh	0.2					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		↗		↑↑	↑↑	
Traffic Vol, veh/h	0	7	0	131	119	8
Future Vol, veh/h	0	7	0	131	119	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	8	0	142	129	9

Major/Minor	Minor2	Major1	Major2		
Conflicting Flow All	-	69	-	0	0
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-
Critical Hdwy	-	6.94	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-
Follow-up Hdwy	-	3.32	-	-	-
Pot Cap-1 Maneuver	0	980	0	-	-
Stage 1	0	-	0	-	-
Stage 2	0	-	0	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	-	980	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	8.7	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	-	980	-	-
HCM Lane V/C Ratio	-	0.008	-	-
HCM Control Delay (s)	-	8.7	-	-
HCM Lane LOS	-	A	-	-
HCM 95th %tile Q(veh)	-	0	-	-

Lanes and Geometrics  
 19: Park Meadows Mall Ring Rd. & South Parking Garage

Park Meadows  
 01/04/2023



Lane Group	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
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		0	0		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	0.95	0.95
Ped Bike Factor		0.959									0.957	
Flt Protected		0.966						0.992				
Satd. Flow (prot)	0	1726	0	0	1863	0	0	3511	0	0	3387	0
Flt Permitted		0.966						0.992				
Satd. Flow (perm)	0	1726	0	0	1863	0	0	3511	0	0	3387	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		109			79			83			242	
Travel Time (s)		2.5			1.8			1.9			5.5	

Intersection Summary

Area Type: Other

Intersection	
Intersection Delay, s/veh	8.1
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	55	0	24	0	0	0	21	110	0	0	110	45
Future Vol, veh/h	55	0	24	0	0	0	21	110	0	0	110	45
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
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	60	0	26	0	0	0	23	120	0	0	120	49
Number of Lanes	0	1	0	0	1	0	0	2	0	0	2	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	1	1
HCM Control Delay	8.2	0	8.2	7.9
HCM LOS	A	-	A	A

Lane	NBLn1	NBLn2	EBLn1	WBLn1	SBLn1	SBLn2
Vol Left, %	36%	0%	70%	0%	0%	0%
Vol Thru, %	64%	100%	0%	100%	100%	45%
Vol Right, %	0%	0%	30%	0%	0%	55%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	58	73	79	0	73	82
LT Vol	21	0	55	0	0	0
Through Vol	37	73	0	0	73	37
RT Vol	0	0	24	0	0	45
Lane Flow Rate	63	80	86	0	80	89
Geometry Grp	7	7	2	2	7	7
Degree of Util (X)	0.088	0.108	0.11	0	0.108	0.11
Departure Headway (Hd)	5.06	4.878	4.601	4.756	4.864	4.477
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	710	737	781	0	740	803
Service Time	2.774	2.592	2.616	2.777	2.577	2.19
HCM Lane V/C Ratio	0.089	0.109	0.11	0	0.108	0.111
HCM Control Delay	8.3	8.2	8.2	7.8	8.2	7.7
HCM Lane LOS	A	A	A	N	A	A
HCM 95th-tile Q	0.3	0.4	0.4	0	0.4	0.4



Lanes and Geometrics  
 20: Park Meadows Mall Ring Rd. & Road B

Park Meadows  
 01/03/2023



Lane Group	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
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		0	1		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	0.95	0.95
Ped Bike Factor												
Frt		0.932			0.850			0.977			0.994	
Flt Protected		0.976		0.950							0.992	
Satd. Flow (prot)	0	1694	0	1770	1583	0	0	3458	0	0	3490	0
Flt Permitted		0.976		0.950							0.992	
Satd. Flow (perm)	0	1694	0	1770	1583	0	0	3458	0	0	3490	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		129			151			397			119	
Travel Time (s)		2.9			3.4			9.0			2.7	

Intersection Summary

Area Type: Other

Intersection	
Intersection Delay, s/veh	8.6
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕		↕	↕			↕			↕	
Traffic Vol, veh/h	7	0	7	12	0	8	2	263	47	24	124	6
Future Vol, veh/h	7	0	7	12	0	8	2	263	47	24	124	6
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
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	8	0	8	13	0	9	2	286	51	26	135	7
Number of Lanes	0	1	0	1	1	0	0	2	0	0	2	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	1	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	1	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	2	1
HCM Control Delay	8.6	8.5	8.7	8.3
HCM LOS	A	A	A	A

Lane	NBLn1	NBLn2	EBLn1	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	1%	0%	50%	100%	0%	28%	0%
Vol Thru, %	99%	74%	0%	0%	0%	72%	91%
Vol Right, %	0%	26%	50%	0%	100%	0%	9%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	134	179	14	12	8	86	68
LT Vol	2	0	7	12	0	24	0
Through Vol	132	132	0	0	0	62	62
RT Vol	0	47	7	0	8	0	6
Lane Flow Rate	145	194	15	13	9	93	74
Geometry Grp	7	7	6	7	7	7	7
Degree of Util (X)	0.189	0.243	0.023	0.022	0.012	0.131	0.1
Departure Headway (Hd)	4.693	4.501	5.474	6.193	4.985	5.049	4.847
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	753	786	657	580	721	713	743
Service Time	2.491	2.298	3.485	3.904	2.696	2.756	2.554
HCM Lane V/C Ratio	0.193	0.247	0.023	0.022	0.012	0.13	0.1
HCM Control Delay	8.6	8.8	8.6	9	7.8	8.5	8.1
HCM Lane LOS	A	A	A	A	A	A	A
HCM 95th-tile Q	0.7	1	0.1	0.1	0	0.4	0.3

Lanes and Geometrics  
 21: Park Meadows Mall Ring Rd. & Central Parking Garage Access

Park Meadows  
 01/03/2023



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)	0	0	0			0
Storage Lanes	1	0	0			0
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	0.95	0.95	0.95	0.95
Ped Bike Factor						
Frt	0.961				0.977	
Flt Protected	0.966			0.997		
Satd. Flow (prot)	1729	0	0	3529	3458	0
Flt Permitted	0.966			0.997		
Satd. Flow (perm)	1729	0	0	3529	3458	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	128			119	115	
Travel Time (s)	2.9			2.7	2.6	

Intersection Summary

Area Type: Other

Intersection	
Intersection Delay, s/veh	8.6
Intersection LOS	A

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	W			↑↑	↑↑	
Traffic Vol, veh/h	28	11	15	263	143	26
Future Vol, veh/h	28	11	15	263	143	26
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	30	12	16	286	155	28
Number of Lanes	1	0	0	2	2	0

Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	2	2
Conflicting Approach Left	SB	EB	
Conflicting Lanes Left	2	1	0
Conflicting Approach Right	NB		EB
Conflicting Lanes Right	2	0	1
HCM Control Delay	8.3	8.8	8.2
HCM LOS	A	A	A

Lane	NBLn1	NBLn2	EBLn1	SBLn1	SBLn2
Vol Left, %	15%	0%	72%	0%	0%
Vol Thru, %	85%	100%	0%	100%	65%
Vol Right, %	0%	0%	28%	0%	35%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	103	175	39	95	74
LT Vol	15	0	28	0	0
Through Vol	88	175	0	95	48
RT Vol	0	0	11	0	26
Lane Flow Rate	112	191	42	104	80
Geometry Grp	7	7	2	7	7
Degree of Util (X)	0.148	0.249	0.059	0.141	0.103
Departure Headway (Hd)	4.777	4.704	4.973	4.889	4.641
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	741	753	723	737	775
Service Time	2.572	2.499	2.982	2.598	2.35
HCM Lane V/C Ratio	0.151	0.254	0.058	0.141	0.103
HCM Control Delay	8.4	9.1	8.3	8.4	7.9
HCM Lane LOS	A	A	A	A	A
HCM 95th-tile Q	0.5	1	0.2	0.5	0.3

Lanes and Geometrics  
 22: Park Meadows Mall Ring Rd. & Road A

Park Meadows  
 01/03/2023



Lane Group	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
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		0	0		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	0.95	0.95
Ped Bike Factor												
Frt		0.973			0.930			0.941			0.996	
Flt Protected		0.962			0.977						0.977	
Satd. Flow (prot)	0	1744	0	0	1693	0	0	3330	0	0	3444	0
Flt Permitted		0.962			0.977						0.977	
Satd. Flow (perm)	0	1744	0	0	1693	0	0	3330	0	0	3444	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		153			158			115			169	
Travel Time (s)		3.5			3.6			2.6			3.8	

Intersection Summary

Area Type: Other

Intersection	
Intersection Delay, s/veh	9.2
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	7	0	2	32	0	35	2	176	114	123	135	6
Future Vol, veh/h	7	0	2	32	0	35	2	176	114	123	135	6
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
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	8	0	2	35	0	38	2	191	124	134	147	7
Number of Lanes	0	1	0	0	1	0	0	2	0	0	2	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	1	1
HCM Control Delay	8.5	8.7	8.9	9.8
HCM LOS	A	A	A	A

Lane	NBLn1	NBLn2	EBLn1	WBLn1	SBLn1	SBLn2
Vol Left, %	2%	0%	78%	48%	65%	0%
Vol Thru, %	98%	44%	0%	0%	35%	92%
Vol Right, %	0%	56%	22%	52%	0%	8%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	90	202	9	67	191	74
LT Vol	2	0	7	32	123	0
Through Vol	88	88	0	0	68	68
RT Vol	0	114	2	35	0	6
Lane Flow Rate	98	220	10	73	207	80
Geometry Grp	7	7	2	2	7	7
Degree of Util (X)	0.136	0.281	0.015	0.102	0.307	0.11
Departure Headway (Hd)	5.016	4.608	5.409	5.061	5.331	4.949
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	715	779	660	706	675	724
Service Time	2.747	2.339	3.459	3.102	3.063	2.681
HCM Lane V/C Ratio	0.137	0.282	0.015	0.103	0.307	0.11
HCM Control Delay	8.5	9.1	8.5	8.7	10.4	8.3
HCM Lane LOS	A	A	A	A	B	A
HCM 95th-tile Q	0.5	1.2	0	0.3	1.3	0.4

Lanes and Geometrics  
 23: Park Meadows Mall Ring Rd. & North Parking Garage Access

Park Meadows  
 01/03/2023



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)	0	0	0			0
Storage Lanes	1	0	0			0
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	0.95	0.95	0.95	0.95
Ped Bike Factor						
Frt	0.924				0.971	
Flt Protected	0.979			0.992		
Satd. Flow (prot)	1685	0	0	3511	3437	0
Flt Permitted	0.979			0.992		
Satd. Flow (perm)	1685	0	0	3511	3437	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	134			169	355	
Travel Time (s)	3.0			3.8	8.1	

Intersection Summary

Area Type: Other

Intersection						
Int Delay, s/veh	1.4					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T			T		
Traffic Vol, veh/h	18	24	35	183	239	58
Future Vol, veh/h	18	24	35	183	239	58
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	20	26	38	199	260	63

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	468	162	323	0	0
Stage 1	292	-	-	-	-
Stage 2	176	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-
Pot Cap-1 Maneuver	524	854	1234	-	-
Stage 1	732	-	-	-	-
Stage 2	837	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	506	854	1234	-	-
Mov Cap-2 Maneuver	506	-	-	-	-
Stage 1	706	-	-	-	-
Stage 2	837	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10.9	1.4	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1234	-	660	-	-
HCM Lane V/C Ratio	0.031	-	0.069	-	-
HCM Control Delay (s)	8	0.1	10.9	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.1	-	0.2	-	-



Lanes and Geometrics  
 24: Park Meadows Mall Ring Rd. & PF Chang's Access Drive

Park Meadows  
 01/03/2023



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕↕	↕↕		↕↕	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)		0%	0%		0%	
Storage Length (ft)	0			0	0	0
Storage Lanes	0			0	1	0
Taper Length (ft)	25				25	
Lane Util. Factor	0.95	0.95	0.95	0.95	1.00	1.00
Ped Bike Factor						
Frt			0.972		0.921	
Flt Protected		0.992			0.980	
Satd. Flow (prot)	0	3511	3440	0	1681	0
Flt Permitted		0.992			0.980	
Satd. Flow (perm)	0	3511	3440	0	1681	0
Link Speed (mph)		30	30		30	
Link Distance (ft)		172	355		139	
Travel Time (s)		3.9	8.1		3.2	

Intersection Summary

Area Type: Other

Intersection						
Int Delay, s/veh	1.4					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑↑		↑↑	
Traffic Vol, veh/h	57	287	163	38	11	16
Future Vol, veh/h	57	287	163	38	11	16
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	62	312	177	41	12	17

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	218	0	0	478	109
Stage 1	-	-	-	198	-
Stage 2	-	-	-	280	-
Critical Hdwy	4.14	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	5.84	-
Follow-up Hdwy	2.22	-	-	3.52	3.32
Pot Cap-1 Maneuver	1349	-	-	516	924
Stage 1	-	-	-	816	-
Stage 2	-	-	-	742	-
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	1349	-	-	487	924
Mov Cap-2 Maneuver	-	-	-	487	-
Stage 1	-	-	-	770	-
Stage 2	-	-	-	742	-

Approach	EB	WB	SB
HCM Control Delay, s	1.5	0	10.6
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1349	-	-	-	677
HCM Lane V/C Ratio	0.046	-	-	-	0.043
HCM Control Delay (s)	7.8	0.2	-	-	10.6
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0.1	-	-	-	0.1

Lanes and Geometrics  
 1: S. Yosemite St. & E. County Line Rd.

Park Meadows  
 12/29/2022



Lane Group	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
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)	0%		0%				0%			0%		
Storage Length (ft)	175		350	600		0	235		0	210		0
Storage Lanes	2		1	2		1	2		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.97	0.91	1.00	0.97	0.91	1.00	0.97	0.95	1.00	1.00	0.95	0.95
Ped Bike Factor			0.850			0.850			0.850		0.943	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	5085	1583	3433	5085	1583	3433	3539	1583	1770	3337	0
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3433	5085	1583	3433	5085	1583	3433	3539	1583	1770	3337	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			177			142			185			118
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		556			1568			1842			710	
Travel Time (s)		12.6			35.6			41.9			16.1	

Intersection Summary

Area Type: Other

Timings  
1: S. Yosemite St. & E. County Line Rd.

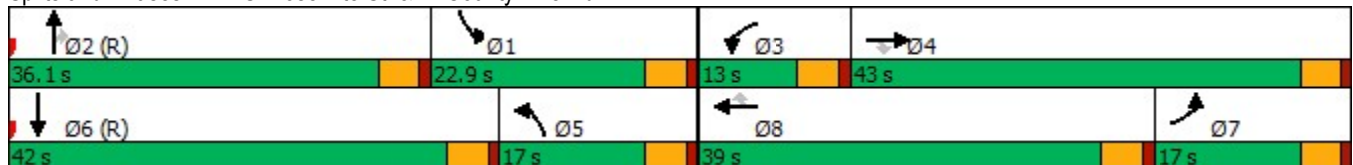
Park Meadows  
12/29/2022

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations											
Traffic Volume (vph)	215	752	163	115	1147	101	214	383	71	146	487
Future Volume (vph)	215	752	163	115	1147	101	214	383	71	146	487
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA
Protected Phases	7	4		3	8		5	2		1	6
Permitted Phases			4			8			2		
Detector Phase	7	4	4	3	8	8	5	2	2	1	6
Switch Phase											
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5
Total Split (s)	17.0	43.0	43.0	13.0	39.0	39.0	17.0	36.1	36.1	22.9	42.0
Total Split (%)	14.8%	37.4%	37.4%	11.3%	33.9%	33.9%	14.8%	31.4%	31.4%	19.9%	36.5%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lag	Lag	Lag	Lead	Lead	Lead	Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	C-Max	C-Max	None	C-Max
Act Effct Green (s)	11.7	37.6	37.6	8.2	34.1	34.1	11.7	33.6	33.6	17.6	39.5
Actuated g/C Ratio	0.10	0.33	0.33	0.07	0.30	0.30	0.10	0.29	0.29	0.15	0.34
v/c Ratio	0.67	0.49	0.28	0.51	0.83	0.19	0.67	0.40	0.13	0.59	0.70
Control Delay	59.6	32.0	5.2	52.7	39.3	10.9	59.5	34.7	0.5	54.6	31.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	59.6	32.0	5.2	52.7	39.3	10.9	59.5	34.7	0.5	54.6	31.9
LOS	E	C	A	D	D	B	E	C	A	D	C
Approach Delay		33.4			38.3			39.0			35.5
Approach LOS		C			D			D			D

Intersection Summary

Cycle Length: 115  
 Actuated Cycle Length: 115  
 Offset: 22 (19%), Referenced to phase 2:NBT and 6:SBT, Start of Green  
 Natural Cycle: 75  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.83  
 Intersection Signal Delay: 36.4  
 Intersection LOS: D  
 Intersection Capacity Utilization 72.3%  
 ICU Level of Service C  
 Analysis Period (min) 15

Splits and Phases: 1: S. Yosemite St. & E. County Line Rd.



## Queues

Park Meadows

1: S. Yosemite St. &amp; E. County Line Rd.

12/29/2022



































Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	234	817	177	125	1247	110	233	416	77	159	850
v/c Ratio	0.67	0.49	0.28	0.51	0.83	0.19	0.67	0.40	0.13	0.59	0.70
Control Delay	59.6	32.0	5.2	52.7	39.3	10.9	59.5	34.7	0.5	54.6	31.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	59.6	32.0	5.2	52.7	39.3	10.9	59.5	34.7	0.5	54.6	31.9
Queue Length 50th (ft)	86	174	0	50	310	32	86	133	0	110	253
Queue Length 95th (ft)	129	215	48	83	365	63	128	182	0	181	328
Internal Link Dist (ft)		476			1488			1762			630
Turn Bay Length (ft)	175		350	600			235			210	
Base Capacity (vph)	373	1702	647	253	1533	576	373	1032	593	283	1222
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.63	0.48	0.27	0.49	0.81	0.19	0.62	0.40	0.13	0.56	0.70

## Intersection Summary

HCM 6th Signalized Intersection Summary  
 1: S. Yosemite St. & E. County Line Rd.

Park Meadows  
 12/29/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 	  		 	  		 	 			 	
Traffic Volume (veh/h)	215	752	163	115	1147	101	214	383	71	146	487	295
Future Volume (veh/h)	215	752	163	115	1147	101	214	383	71	146	487	295
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	234	817	177	125	1247	110	233	416	77	159	529	321
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	296	1606	499	181	1437	446	520	976	436	359	694	420
Arrive On Green	0.09	0.31	0.31	0.07	0.37	0.37	0.15	0.27	0.27	0.20	0.33	0.33
Sat Flow, veh/h	3456	5106	1585	3456	5106	1585	3456	3554	1585	1781	2127	1288
Grp Volume(v), veh/h	234	817	177	125	1247	110	233	416	77	159	442	408
Grp Sat Flow(s),veh/h/ln	1728	1702	1585	1728	1702	1585	1728	1777	1585	1781	1777	1638
Q Serve(g_s), s	7.6	15.0	6.6	4.1	26.0	5.5	7.1	11.1	3.5	9.0	25.6	25.7
Cycle Q Clear(g_c), s	7.6	15.0	6.6	4.1	26.0	5.5	7.1	11.1	3.5	9.0	25.6	25.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.79
Lane Grp Cap(c), veh/h	296	1606	499	181	1437	446	520	976	436	359	579	534
V/C Ratio(X)	0.79	0.51	0.35	0.69	0.87	0.25	0.45	0.43	0.18	0.44	0.76	0.76
Avail Cap(c_a), veh/h	376	1709	531	255	1532	476	520	976	436	359	579	534
HCM Platoon Ratio	1.00	1.00	1.00	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.76	0.76	0.76	0.79	0.79	0.79	1.00	1.00	1.00
Uniform Delay (d), s/veh	51.6	32.2	13.5	52.6	34.0	27.6	44.5	34.3	21.4	40.2	34.8	34.8
Incr Delay (d2), s/veh	8.6	0.3	0.4	3.5	4.1	0.2	0.5	1.1	0.7	0.9	9.2	10.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.7	6.2	0.1	1.8	10.5	2.1	3.1	4.9	1.7	4.0	12.4	11.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	60.2	32.4	13.9	56.1	38.1	27.8	45.0	35.3	22.1	41.1	43.9	44.8
LnGrp LOS	E	C	B	E	D	C	D	D	C	D	D	D
Approach Vol, veh/h		1228			1482			726			1009	
Approach Delay, s/veh		35.0			38.9			37.0			43.8	
Approach LOS		D			D			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	27.7	36.1	10.5	40.7	21.8	42.0	14.3	36.9				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	18.4	31.6	8.5	38.5	12.5	37.5	12.5	34.5				
Max Q Clear Time (g_c+I1), s	11.0	13.1	6.1	17.0	9.1	27.7	9.6	28.0				
Green Ext Time (p_c), s	0.2	2.8	0.1	6.6	0.2	3.9	0.2	4.3				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay				38.6								
HCM 6th LOS				D								

Lanes and Geometrics  
 2: S. Chester St. & E. County Line Rd.

Park Meadows  
 12/29/2022



Lane Group	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
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	550		0	525		0	135		0	125		110
Storage Lanes	2		1	2		0	2		1	2		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.97	0.91	1.00	0.97	0.86	0.86	0.97	0.95	1.00	0.97	0.95	1.00
Ped Bike Factor												
Frt			0.850		0.979				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	5085	1583	3433	6273	0	3433	3539	1583	3433	3539	1583
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3433	5085	1583	3433	6273	0	3433	3539	1583	3433	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			142		37				364			276
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1568			1050			565			792	
Travel Time (s)		35.6			23.9			12.8			18.0	

Intersection Summary

Area Type: Other

Timings  
2: S. Chester St. & E. County Line Rd.

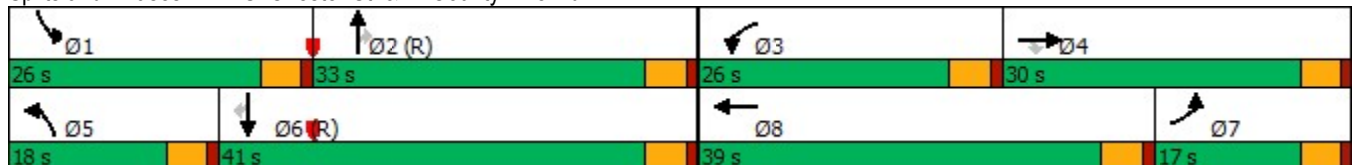
Park Meadows  
12/29/2022

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations												
Traffic Volume (vph)	179	713	112	369	826	201	259	335	374	257	266	
Future Volume (vph)	179	713	112	369	826	201	259	335	374	257	266	
Turn Type	Prot	NA	Perm	Prot	NA	Prot	NA	Perm	Prot	NA	Perm	
Protected Phases	7	4		3	8	5	2		1	6		
Permitted Phases			4					2			6	
Detector Phase	7	4	4	3	8	5	2	2	1	6	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	9.5	22.5	22.5	9.5	22.5	9.5	22.5	22.5	9.5	22.5	22.5	
Total Split (s)	17.0	30.0	30.0	26.0	39.0	18.0	33.0	33.0	26.0	41.0	41.0	
Total Split (%)	14.8%	26.1%	26.1%	22.6%	33.9%	15.7%	28.7%	28.7%	22.6%	35.7%	35.7%	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	
Lead/Lag	Lag	Lag	Lag	Lead	Lead	Lead	Lag	Lag	Lead	Lag	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	None	None	None	None	None	C-Max	C-Max	None	C-Max	C-Max	
Act Effct Green (s)	14.2	24.1	24.1	18.2	28.1	12.0	36.3	36.3	18.4	42.7	42.7	
Actuated g/C Ratio	0.12	0.21	0.21	0.16	0.24	0.10	0.32	0.32	0.16	0.37	0.37	
v/c Ratio	0.46	0.73	0.28	0.74	0.67	0.61	0.25	0.49	0.74	0.21	0.38	
Control Delay	32.3	28.0	7.9	34.6	17.9	56.7	32.0	6.0	54.5	26.8	5.7	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	32.3	28.0	7.9	34.6	17.9	56.7	32.0	6.0	54.5	26.8	5.7	
LOS	C	C	A	C	B	E	C	A	D	C	A	
Approach Delay		26.5			22.5		27.3			32.1		
Approach LOS		C			C		C			C		

Intersection Summary

Cycle Length: 115  
 Actuated Cycle Length: 115  
 Offset: 90 (78%), Referenced to phase 2:NBT and 6:SBT, Start of Green  
 Natural Cycle: 75  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.74  
 Intersection Signal Delay: 26.6  
 Intersection LOS: C  
 Intersection Capacity Utilization 57.1%  
 ICU Level of Service B  
 Analysis Period (min) 15

Splits and Phases: 2: S. Chester St. & E. County Line Rd.





Queues  
2: S. Chester St. & E. County Line Rd.

Park Meadows  
12/29/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	195	775	122	401	1047	218	282	364	407	279	289
v/c Ratio	0.46	0.73	0.28	0.74	0.67	0.61	0.25	0.49	0.74	0.21	0.38
Control Delay	32.3	28.0	7.9	34.6	17.9	56.7	32.0	6.0	54.5	26.8	5.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	32.3	28.0	7.9	34.6	17.9	56.7	32.0	6.0	54.5	26.8	5.7
Queue Length 50th (ft)	72	205	37	96	127	80	84	0	148	76	6
Queue Length 95th (ft)	117	259	86	144	130	120	130	77	197	116	69
Internal Link Dist (ft)		1488			970		485			712	
Turn Bay Length (ft)	550			525		135			125		110
Base Capacity (vph)	435	1139	465	641	1907	403	1116	748	641	1314	761
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.45	0.68	0.26	0.63	0.55	0.54	0.25	0.49	0.63	0.21	0.38

Intersection Summary

HCM 6th Signalized Intersection Summary  
 2: S. Chester St. & E. County Line Rd.

Park Meadows  
 12/29/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	179	713	112	369	826	137	201	259	335	374	257	266
Future Volume (veh/h)	179	713	112	369	826	137	201	259	335	374	257	266
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	195	775	122	401	898	149	218	282	364	407	279	289
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	355	983	305	482	1288	210	282	1322	590	482	1527	681
Arrive On Green	0.03	0.06	0.06	0.05	0.08	0.08	0.08	0.37	0.37	0.14	0.43	0.43
Sat Flow, veh/h	3456	5106	1585	3456	5614	916	3456	3554	1585	3456	3554	1585
Grp Volume(v), veh/h	195	775	122	401	770	277	218	282	364	407	279	289
Grp Sat Flow(s),veh/h/ln	1728	1702	1585	1728	1609	1705	1728	1777	1585	1728	1777	1585
Q Serve(g_s), s	6.4	17.2	8.5	13.2	17.9	18.3	7.1	6.2	21.5	13.2	5.6	10.0
Cycle Q Clear(g_c), s	6.4	17.2	8.5	13.2	17.9	18.3	7.1	6.2	21.5	13.2	5.6	10.0
Prop In Lane	1.00		1.00	1.00		0.54	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	355	983	305	482	1107	391	282	1322	590	482	1527	681
V/C Ratio(X)	0.55	0.79	0.40	0.83	0.70	0.71	0.77	0.21	0.62	0.84	0.18	0.42
Avail Cap(c_a), veh/h	376	1132	351	646	1448	512	406	1322	590	646	1527	681
HCM Platoon Ratio	0.33	0.33	0.33	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.87	0.87	0.87	0.98	0.98	0.98	0.97	0.97	0.97	1.00	1.00	1.00
Uniform Delay (d), s/veh	52.9	51.5	47.5	53.5	49.2	49.4	51.8	24.6	29.4	48.3	20.3	10.7
Incr Delay (d2), s/veh	1.3	2.9	0.7	6.7	1.0	3.0	5.5	0.4	4.7	7.7	0.3	1.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.9	8.1	3.6	6.6	7.8	8.7	3.3	2.7	8.9	6.2	2.4	3.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	54.2	54.4	48.2	60.2	50.2	52.4	57.3	25.0	34.1	55.9	20.6	12.6
LnGrp LOS	D	D	D	E	D	D	E	C	C	E	C	B
Approach Vol, veh/h		1092			1448			864			975	
Approach Delay, s/veh		53.7			53.4			37.0			33.0	
Approach LOS		D			D			D			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	20.5	47.3	20.5	26.6	13.9	53.9	16.3	30.9				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	21.5	28.5	21.5	25.5	13.5	36.5	12.5	34.5				
Max Q Clear Time (g_c+I1), s	15.2	23.5	15.2	19.2	9.1	12.0	8.4	20.3				
Green Ext Time (p_c), s	0.8	1.5	0.8	2.9	0.3	2.9	0.2	6.1				

Intersection Summary

HCM 6th Ctrl Delay			45.7									
HCM 6th LOS			D									

Lanes and Geometrics  
 3: North Access Drive & E. County Line Rd.



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑	↑	↔	↑↑↑		↔
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)		0	350		0	0
Storage Lanes		1	2		0	2
Taper Length (ft)			25		25	
Lane Util. Factor	0.91	1.00	0.97	0.86	1.00	0.88
Ped Bike Factor						
Frt		0.850				0.850
Flt Protected			0.950			
Satd. Flow (prot)	5085	1583	3433	6408	0	2787
Flt Permitted			0.950			
Satd. Flow (perm)	5085	1583	3433	6408	0	2787
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		196				60
Link Speed (mph)	30			30	30	
Link Distance (ft)	1050			651	255	
Travel Time (s)	23.9			14.8	5.8	

Intersection Summary

Area Type: Other

Timings  
3: North Access Drive & E. County Line Rd.



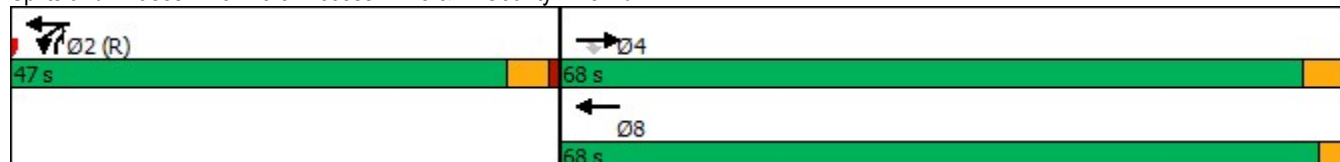
Lane Group	EBT	EBR	WBL	WBT	NBR	Ø8
Lane Configurations	↑↑↑	↗	↖	↑↑↑	↗	
Traffic Volume (vph)	1301	180	411	1483	403	
Future Volume (vph)	1301	180	411	1483	403	
Turn Type	NA	Perm	Prot	NA	Over	
Protected Phases	4		2	2 8	2	8
Permitted Phases		4			2	
Detector Phase	4	4	2	2 8	2	
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	9.5	9.5	22.5	
Total Split (s)	68.0	68.0	47.0	47.0	68.0	
Total Split (%)	59.1%	59.1%	40.9%	40.9%	59%	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.0	
All-Red Time (s)	1.0	1.0	1.0	1.0	0.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		
Total Lost Time (s)	4.5	4.5	4.5	4.5		
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	None	None	C-Max	C-Max	None	
Act Effct Green (s)	49.8	49.8	56.2	115.0	56.2	
Actuated g/C Ratio	0.43	0.43	0.49	1.00	0.49	
v/c Ratio	0.64	0.25	0.27	0.25	0.31	
Control Delay	13.5	2.0	20.8	0.1	17.4	
Queue Delay	0.0	0.0	0.0	0.0	0.0	
Total Delay	13.5	2.0	20.8	0.1	17.4	
LOS	B	A	C	A	B	
Approach Delay	12.1			4.6		
Approach LOS	B			A		

Intersection Summary

Cycle Length: 115  
 Actuated Cycle Length: 115  
 Offset: 18 (16%), Referenced to phase 2:WBTL and 6:, Start of Green  
 Natural Cycle: 40  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.64  
 Intersection Signal Delay: 8.9  
 Intersection Capacity Utilization 46.7%  
 Analysis Period (min) 15

Intersection LOS: A  
 ICU Level of Service A

Splits and Phases: 3: North Access Drive & E. County Line Rd.





Lane Group	EBT	EBR	WBL	WBT	NBR
Lane Group Flow (vph)	1414	196	447	1612	438
v/c Ratio	0.64	0.25	0.27	0.25	0.31
Control Delay	13.5	2.0	20.8	0.1	17.4
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	13.5	2.0	20.8	0.1	17.4
Queue Length 50th (ft)	276	19	151	0	92
Queue Length 95th (ft)	284	m8	211	0	160
Internal Link Dist (ft)	970			571	
Turn Bay Length (ft)			350		
Base Capacity (vph)	2807	961	1678	6382	1393
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.50	0.20	0.27	0.25	0.31

#### Intersection Summary

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

HCM 6th Edition methodology expects strict NEMA phasing.

Lanes and Geometrics  
 4: Park Meadow Center Dr. & E. County Line Rd.

Park Meadows  
 12/29/2022



Lane Group	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
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		325	0		100	0		250	250		175
Storage Lanes	0		1	0		1	0		1	3		2
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.86	1.00	1.00	0.91	1.00	1.00	1.00	0.76	0.94	0.95	0.88
Ped Bike Factor			0.850			0.850			0.850			0.850
Flt Protected										0.950		
Satd. Flow (prot)	0	6408	1583	0	5085	1583	0	0	3610	4990	3539	2787
Flt Permitted										0.950		
Satd. Flow (perm)	0	6408	1583	0	5085	1583	0	0	3610	4990	3539	2787
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			90			100			547			751
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		651			987			1238			614	
Travel Time (s)		14.8			22.4			28.1			14.0	

Intersection Summary

Area Type: Other

Timings  
4: Park Meadow Center Dr. & E. County Line Rd.



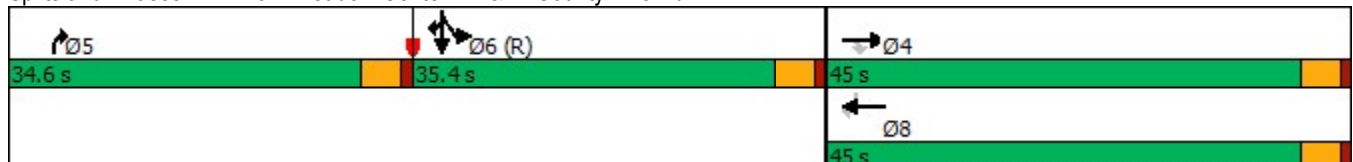
Lane Group	EBT	EBR	WBT	WBR	NBR	SBL	SBT	SBR
Lane Configurations	↑↑↑↑	↗	↑↑↑↑	↗	↗↗↗	↗↗↗	↑↑	↗↗
Traffic Volume (vph)	1646	83	1168	263	926	131	592	691
Future Volume (vph)	1646	83	1168	263	926	131	592	691
Turn Type	NA	Perm	NA	Free	Prot	Split	NA	custom
Protected Phases	4		8		5	6	6	6
Permitted Phases		4		Free				8
Detector Phase	4	4	8		5	6	6	6
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0		5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5		9.5	22.5	22.5	22.5
Total Split (s)	45.0	45.0	45.0		34.6	35.4	35.4	35.4
Total Split (%)	39.1%	39.1%	39.1%		30.1%	30.8%	30.8%	30.8%
Yellow Time (s)	3.5	3.5	3.5		3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0		1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5		4.5	4.5	4.5	4.5
Lead/Lag					Lead	Lag	Lag	Lag
Lead-Lag Optimize?					Yes	Yes	Yes	Yes
Recall Mode	None	None	None		None	C-Max	C-Max	C-Max
Act Effct Green (s)	40.5	40.5	40.5	115.0	23.4	37.6	37.6	82.6
Actuated g/C Ratio	0.35	0.35	0.35	1.00	0.20	0.33	0.33	0.72
v/c Ratio	0.79	0.15	0.71	0.18	0.86	0.09	0.56	0.34
Control Delay	18.3	1.4	25.7	0.2	27.7	28.7	35.2	0.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	18.3	1.4	25.7	0.2	27.7	28.7	35.2	0.9
LOS	B	A	C	A	C	C	D	A
Approach Delay	17.4		21.0				17.8	
Approach LOS	B		C				B	

Intersection Summary

Cycle Length: 115  
 Actuated Cycle Length: 115  
 Offset: 42 (37%), Referenced to phase 6:SBTL, Start of Green  
 Natural Cycle: 60  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.86  
 Intersection Signal Delay: 20.2  
 Intersection Capacity Utilization 60.9%  
 Analysis Period (min) 15

Intersection LOS: C  
 ICU Level of Service B

Splits and Phases: 4: Park Meadow Center Dr. & E. County Line Rd.







Lane Group	EBT	EBR	WBT	WBR	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	1789	90	1270	286	1007	142	643	751
v/c Ratio	0.79	0.15	0.71	0.18	0.86	0.09	0.56	0.34
Control Delay	18.3	1.4	25.7	0.2	27.7	28.7	35.2	0.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	18.3	1.4	25.7	0.2	27.7	28.7	35.2	0.9
Queue Length 50th (ft)	105	1	312	0	150	25	207	0
Queue Length 95th (ft)	267	7	336	0	206	45	289	21
Internal Link Dist (ft)	571		907				534	
Turn Bay Length (ft)		325		100	250	250		175
Base Capacity (vph)	2256	615	1790	1583	1348	1633	1158	2214
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.79	0.15	0.71	0.18	0.75	0.09	0.56	0.34

## Intersection Summary

HCM 6th Signalized Intersection Summary  
 4: Park Meadow Center Dr. & E. County Line Rd.

Park Meadows  
 12/29/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑	↗		↑↑↑	↗			↗↗↗	↘↘↘	↑↑	↗↗
Traffic Volume (veh/h)	0	1646	83	0	1168	263	0	0	926	131	592	691
Future Volume (veh/h)	0	1646	83	0	1168	263	0	0	926	131	592	691
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	0	1870	1870	0	1870	1870	0	0	1870	1870	1870	1870
Adj Flow Rate, veh/h	0	1789	0	0	1270	0	0	0	1007	142	643	751
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	2	2	0	2	2	0	0	2	2	2	2
Cap, veh/h	0	2078		0	1649		0	0	0	3008	2128	1670
Arrive On Green	0.00	0.65	0.00	0.00	0.32	0.00	0.00	0.00	0.00	0.60	0.60	0.60
Sat Flow, veh/h	0	6696	1585	0	5274	1585		0		5023	3554	2790
Grp Volume(v), veh/h	0	1789	0	0	1270	0		0.0		142	643	751
Grp Sat Flow(s),veh/h/ln	0	1609	1585	0	1702	1585				1674	1777	1395
Q Serve(g_s), s	0.0	25.5	0.0	0.0	25.8	0.0				1.3	10.2	17.0
Cycle Q Clear(g_c), s	0.0	25.5	0.0	0.0	25.8	0.0				1.3	10.2	17.0
Prop In Lane	0.00		1.00	0.00		1.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	2078		0	1649					3008	2128	1670
V/C Ratio(X)	0.00	0.86		0.00	0.77					0.05	0.30	0.45
Avail Cap(c_a), veh/h	0	2266		0	1798					3008	2128	1670
HCM Platoon Ratio	1.00	2.00	2.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(l)	0.00	0.80	0.00	0.00	0.83	0.00				1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	18.3	0.0	0.0	35.1	0.0				9.5	11.3	12.7
Incr Delay (d2), s/veh	0.0	2.8	0.0	0.0	1.6	0.0				0.0	0.4	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	6.0	0.0	0.0	10.8	0.0				0.5	4.0	5.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	21.1	0.0	0.0	36.7	0.0				9.6	11.7	13.5
LnGrp LOS	A	C		A	D					A	B	B
Approach Vol, veh/h		1789	A		1270	A					1536	
Approach Delay, s/veh		21.1			36.7						12.4	
Approach LOS		C			D						B	
Timer - Assigned Phs				4		6		8				
Phs Duration (G+Y+Rc), s				41.6		73.4		41.6				
Change Period (Y+Rc), s				4.5		4.5		4.5				
Max Green Setting (Gmax), s				40.5		30.9		40.5				
Max Q Clear Time (g_c+I1), s				27.5		19.0		27.8				
Green Ext Time (p_c), s				9.6		6.4		7.1				

Intersection Summary













HCM 6th Ctrl Delay	22.5
HCM 6th LOS	C

Notes

Unsignalized Delay for [EBR, WBR] is excluded from calculations of the approach delay and intersection delay.

Lanes and Geometrics  
5: I-25 Ramps & E. County Line Rd.

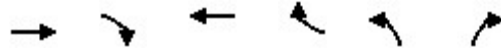
Park Meadows  
12/29/2022

												
Lane Group	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
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		200	0		100	180		0	0		0
Storage Lanes	0		1	0		1	2		1	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.91	0.88	1.00	0.91	1.00	0.97	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt			0.850			0.850			0.850			
Flt Protected							0.950					
Satd. Flow (prot)	0	5085	2787	0	5085	1583	3433	0	1583	0	0	0
Flt Permitted							0.950					
Satd. Flow (perm)	0	5085	2787	0	5085	1583	3433	0	1583	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			1275			245			128			
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		987			920			594			487	
Travel Time (s)		22.4			20.9			13.5			11.1	

Intersection Summary

Area Type: Other

Timings  
5: I-25 Ramps & E. County Line Rd.



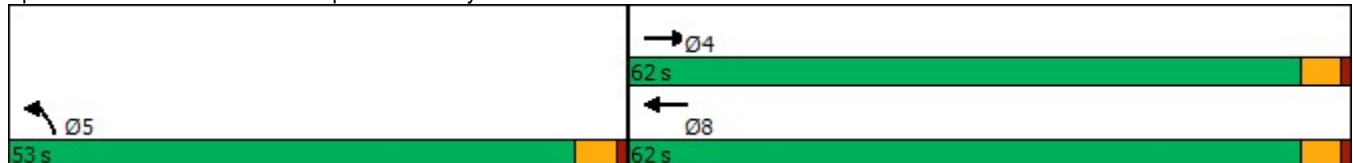
Lane Group	EBT	EBR	WBT	WBR	NBL	NBR
Lane Configurations	↑↑↑	↑↑	↑↑↑	↑	↑↑	↑
Traffic Volume (vph)	691	1173	952	546	490	118
Future Volume (vph)	691	1173	952	546	490	118
Turn Type	NA	Free	NA	Free	Prot	Free
Protected Phases	4		8		5	
Permitted Phases		Free		Free		Free
Detector Phase	4		8		5	
Switch Phase						
Minimum Initial (s)	5.0		5.0		5.0	
Minimum Split (s)	22.5		22.5		9.5	
Total Split (s)	62.0		62.0		53.0	
Total Split (%)	53.9%		53.9%		46.1%	
Yellow Time (s)	3.5		3.5		3.5	
All-Red Time (s)	1.0		1.0		1.0	
Lost Time Adjust (s)	0.0		0.0		0.0	
Total Lost Time (s)	4.5		4.5		4.5	
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	None		None		None	
Act Effct Green (s)	34.0	115.0	34.0	115.0	72.0	115.0
Actuated g/C Ratio	0.30	1.00	0.30	1.00	0.63	1.00
v/c Ratio	0.50	0.46	0.69	0.37	0.25	0.08
Control Delay	33.0	1.1	38.0	0.7	10.5	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	33.0	1.1	38.0	0.7	10.5	0.1
LOS	C	A	D	A	B	A
Approach Delay	13.0		24.4			
Approach LOS	B		C			

Intersection Summary

Cycle Length: 115  
 Actuated Cycle Length: 115  
 Offset: 16 (14%), Referenced to phase 2: and 6:, Start of Green  
 Natural Cycle: 40  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.69  
 Intersection Signal Delay: 16.6  
 Intersection Capacity Utilization 39.5%  
 Analysis Period (min) 15

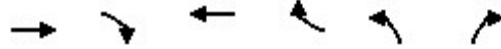
Intersection LOS: B  
 ICU Level of Service A

Splits and Phases: 5: I-25 Ramps & E. County Line Rd.



Queues  
5: I-25 Ramps & E. County Line Rd.

Park Meadows  
12/29/2022



Lane Group	EBT	EBR	WBT	WBR	NBL	NBR
Lane Group Flow (vph)	751	1275	1035	593	533	128
v/c Ratio	0.50	0.46	0.69	0.37	0.25	0.08
Control Delay	33.0	1.1	38.0	0.7	10.5	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	33.0	1.1	38.0	0.7	10.5	0.1
Queue Length 50th (ft)	192	6	248	0	83	0
Queue Length 95th (ft)	230	3	269	0	132	0
Internal Link Dist (ft)	907		840			
Turn Bay Length (ft)		200		100	180	
Base Capacity (vph)	2542	2787	2542	1583	2150	1583
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.30	0.46	0.41	0.37	0.25	0.08
<b>Intersection Summary</b>						

HCM 6th Signalized Intersection Summary  
5: I-25 Ramps & E. County Line Rd.

Park Meadows  
12/29/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑	↑↑		↑↑↑	↑	↑↑		↑			
Traffic Volume (veh/h)	0	691	1173	0	952	546	490	0	118	0	0	0
Future Volume (veh/h)	0	691	1173	0	952	546	490	0	118	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	0	1870	1870	0	1870	1870	1870	0	1870			
Adj Flow Rate, veh/h	0	751	0	0	1035	0	533	0	0			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92			
Percent Heavy Veh, %	0	2	2	0	2	2	2	0	2			
Cap, veh/h	0	1425		0	1425		2221	0				
Arrive On Green	0.00	0.37	0.00	0.00	0.28	0.00	0.64	0.00	0.00			
Sat Flow, veh/h	0	5274	2790	0	5274	1585	3456	0	1585			
Grp Volume(v), veh/h	0	751	0	0	1035	0	533	0	0			
Grp Sat Flow(s),veh/h/ln	0	1702	1395	0	1702	1585	1728	0	1585			
Q Serve(g_s), s	0.0	13.2	0.0	0.0	21.1	0.0	7.5	0.0	0.0			
Cycle Q Clear(g_c), s	0.0	13.2	0.0	0.0	21.1	0.0	7.5	0.0	0.0			
Prop In Lane	0.00		1.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	0	1425		0	1425		2221	0				
V/C Ratio(X)	0.00	0.53		0.00	0.73		0.24	0.00				
Avail Cap(c_a), veh/h	0	2553		0	2553		2221	0				
HCM Platoon Ratio	1.00	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(l)	0.00	0.53	0.00	0.00	1.00	0.00	1.00	0.00	0.00			
Uniform Delay (d), s/veh	0.0	30.2	0.0	0.0	37.5	0.0	8.7	0.0	0.0			
Incr Delay (d2), s/veh	0.0	0.2	0.0	0.0	0.7	0.0	0.1	0.0	0.0			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	0.0	5.1	0.0	0.0	8.8	0.0	2.7	0.0	0.0			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	30.4	0.0	0.0	38.2	0.0	8.7	0.0	0.0			
LnGrp LOS	A	C		A	D		A	A				
Approach Vol, veh/h		751	A		1035	A		533	A			
Approach Delay, s/veh		30.4			38.2			8.7				
Approach LOS		C			D			A				
Timer - Assigned Phs		2		4				8				
Phs Duration (G+Y+Rc), s		78.4		36.6				36.6				
Change Period (Y+Rc), s		4.5		4.5				4.5				
Max Green Setting (Gmax), s		48.5		57.5				57.5				
Max Q Clear Time (g_c+I1), s		9.5		15.2				23.1				
Green Ext Time (p_c), s		2.1		6.2				9.0				

Intersection Summary

HCM 6th Ctrl Delay	28.9
HCM 6th LOS	C

Notes

Unsignalized Delay for [NBR, EBR, WBR] is excluded from calculations of the approach delay and intersection delay.

Lanes and Geometrics  
 6: Park Meadow Center Dr. & East Access Drive



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)	0	0	110			0
Storage Lanes	2	1	1			0
Taper Length (ft)	25		25			
Lane Util. Factor	0.97	1.00	1.00	0.95	0.95	0.95
Ped Bike Factor						
Frt		0.850			0.936	
Flt Protected	0.950		0.950			
Satd. Flow (prot)	3433	1583	1770	3539	3313	0
Flt Permitted	0.950		0.220			
Satd. Flow (perm)	3433	1583	410	3539	3313	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		287			343	
Link Speed (mph)	30			30	30	
Link Distance (ft)	204			1551	1238	
Travel Time (s)	4.6			35.3	28.1	

Intersection Summary

Area Type: Other

Timings  
6: Park Meadow Center Dr. & East Access Drive

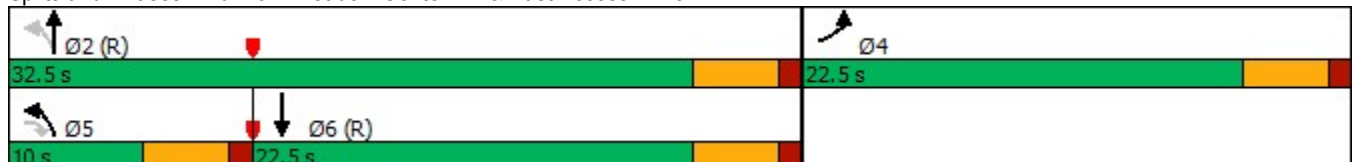


Lane Group	EBL	EBR	NBL	NBT	SBT
Lane Configurations	↖ ↗	↗	↖	↑ ↑	↑ ↗
Traffic Volume (vph)	356	264	139	555	424
Future Volume (vph)	356	264	139	555	424
Turn Type	Prot	Perm	pm+pt	NA	NA
Protected Phases	4		5	2	6
Permitted Phases		5	2		
Detector Phase	4	5	5	2	6
Switch Phase					
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	9.5	9.5	22.5	22.5
Total Split (s)	22.5	10.0	10.0	32.5	22.5
Total Split (%)	40.9%	18.2%	18.2%	59.1%	40.9%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5
Lead/Lag		Lead	Lead		Lag
Lead-Lag Optimize?		Yes	Yes		Yes
Recall Mode	None	None	None	C-Max	C-Max
Act Effect Green (s)	11.4	7.5	34.6	34.6	22.6
Actuated g/C Ratio	0.21	0.14	0.63	0.63	0.41
v/c Ratio	0.54	0.62	0.34	0.27	0.52
Control Delay	22.0	9.9	14.5	7.9	8.7
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	22.0	9.9	14.5	7.9	8.7
LOS	C	A	B	A	A
Approach Delay	16.9			9.2	8.7
Approach LOS	B			A	A

Intersection Summary

Cycle Length: 55  
 Actuated Cycle Length: 55  
 Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBT, Start of Green  
 Natural Cycle: 55  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.62  
 Intersection Signal Delay: 11.3  
 Intersection LOS: B  
 Intersection Capacity Utilization 51.0%  
 ICU Level of Service A  
 Analysis Period (min) 15

Splits and Phases: 6: Park Meadow Center Dr. & East Access Drive







Lane Group	EBL	EBR	NBL	NBT	SBT
Lane Group Flow (vph)	387	287	151	603	804
v/c Ratio	0.54	0.62	0.34	0.27	0.52
Control Delay	22.0	9.9	14.5	7.9	8.7
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	22.0	9.9	14.5	7.9	8.7
Queue Length 50th (ft)	58	0	33	50	51
Queue Length 95th (ft)	86	54	86	105	109
Internal Link Dist (ft)	124			1471	1158
Turn Bay Length (ft)			110		
Base Capacity (vph)	1123	464	443	2225	1561
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.34	0.62	0.34	0.27	0.52

## Intersection Summary

HCM 6th Signalized Intersection Summary  
 6: Park Meadow Center Dr. & East Access Drive

Park Meadows  
 12/29/2022



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	356	264	139	555	424	316
Future Volume (veh/h)	356	264	139	555	424	316
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	387	287	151	603	461	343
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	806	370	456	2143	855	634
Arrive On Green	0.23	0.23	0.08	0.60	0.44	0.44
Sat Flow, veh/h	3456	1585	1781	3647	2039	1442
Grp Volume(v), veh/h	387	287	151	603	421	383
Grp Sat Flow(s),veh/h/ln	1728	1585	1781	1777	1777	1611
Q Serve(g_s), s	5.3	9.3	2.3	4.5	9.6	9.6
Cycle Q Clear(g_c), s	5.3	9.3	2.3	4.5	9.6	9.6
Prop In Lane	1.00	1.00	1.00			0.90
Lane Grp Cap(c), veh/h	806	370	456	2143	781	708
V/C Ratio(X)	0.48	0.78	0.33	0.28	0.54	0.54
Avail Cap(c_a), veh/h	1131	519	488	2143	781	708
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	0.84	0.84	0.85	0.85
Uniform Delay (d), s/veh	18.2	19.7	7.5	5.2	11.3	11.3
Incr Delay (d2), s/veh	0.4	4.8	0.4	0.3	2.3	2.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.0	8.2	0.7	1.2	3.6	3.3
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	18.7	24.6	7.8	5.5	13.6	13.9
LnGrp LOS	B	C	A	A	B	B
Approach Vol, veh/h	674			754	804	
Approach Delay, s/veh	21.2			6.0	13.7	
Approach LOS	C			A	B	
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		37.7		17.3	9.0	28.7
Change Period (Y+Rc), s		4.5		4.5	4.5	4.5
Max Green Setting (Gmax), s		28.0		18.0	5.5	18.0
Max Q Clear Time (g_c+I1), s		6.5		11.3	4.3	11.6
Green Ext Time (p_c), s		4.2		1.5	0.0	2.7
<b>Intersection Summary</b>						
HCM 6th Ctrl Delay			13.3			
HCM 6th LOS			B			

Lanes and Geometrics  
7: SE Access Drive & Park Meadow Center Dr.

Park Meadows  
12/29/2022



Lane Group	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
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%				0%
Storage Length (ft)	150		0	100		0	0		0	0		0
Storage Lanes	1		0	1		0	1		0	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.995			0.992			0.886				0.850
Flt Protected	0.950			0.950			0.950				0.975	
Satd. Flow (prot)	1770	3522	0	1770	3511	0	1770	1650	0	0	1816	1583
Flt Permitted	0.263			0.368			0.666				0.806	
Satd. Flow (perm)	490	3522	0	685	3511	0	1241	1650	0	0	1501	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		7			11			103				253
Link Speed (mph)		30			30			30				30
Link Distance (ft)		1110			1551			164				207
Travel Time (s)		25.2			35.3			3.7				4.7

Intersection Summary

Area Type: Other

Timings

7: SE Access Drive & Park Meadow Center Dr.

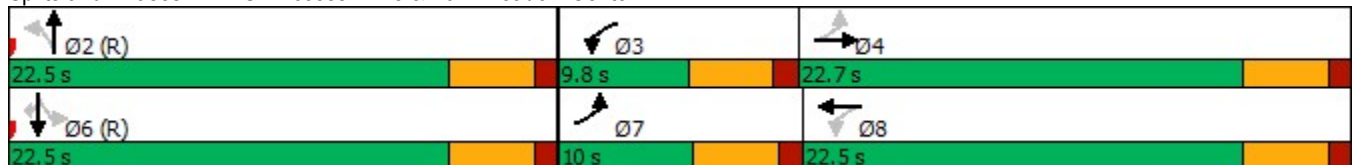


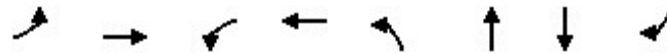
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations	↖	↕	↖	↕	↖	↕		↕	↗
Traffic Volume (vph)	163	534	78	584	77	30	68	63	233
Future Volume (vph)	163	534	78	584	77	30	68	63	233
Turn Type	pm+pt	NA	pm+pt	NA	Perm	NA	Perm	NA	Perm
Protected Phases	7	4	3	8		2		6	
Permitted Phases	4		8		2		6		6
Detector Phase	7	4	3	8	2	2	6	6	6
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	9.5	22.5	22.5	22.5	22.5	22.5	22.5
Total Split (s)	10.0	22.7	9.8	22.5	22.5	22.5	22.5	22.5	22.5
Total Split (%)	18.2%	41.3%	17.8%	40.9%	40.9%	40.9%	40.9%	40.9%	40.9%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5		4.5	4.5
Lead/Lag	Lead	Lag	Lead	Lag					
Lead-Lag Optimize?	Yes	Yes	Yes	Yes					
Recall Mode	None	None	None	None	C-Max	C-Max	C-Max	C-Max	C-Max
Act Effct Green (s)	21.2	17.9	20.0	15.8	22.2	22.2		22.2	22.2
Actuated g/C Ratio	0.39	0.33	0.36	0.29	0.40	0.40		0.40	0.40
v/c Ratio	0.56	0.52	0.24	0.66	0.17	0.19		0.23	0.32
Control Delay	15.9	16.7	6.2	14.8	14.3	5.9		14.5	3.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0
Total Delay	15.9	16.7	6.2	14.8	14.3	5.9		14.5	3.6
LOS	B	B	A	B	B	A		B	A
Approach Delay		16.5		13.9		9.1		7.5	
Approach LOS		B		B		A		A	

Intersection Summary

Cycle Length: 55  
 Actuated Cycle Length: 55  
 Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green  
 Natural Cycle: 55  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.66  
 Intersection Signal Delay: 13.2  
 Intersection Capacity Utilization 55.7%  
 Analysis Period (min) 15  
 Intersection LOS: B  
 ICU Level of Service B

Splits and Phases: 7: SE Access Drive & Park Meadow Center Dr.





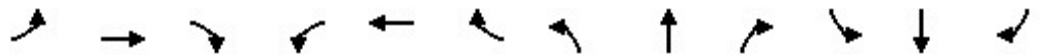
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	177	602	85	671	84	136	142	253
v/c Ratio	0.56	0.52	0.24	0.66	0.17	0.19	0.23	0.32
Control Delay	15.9	16.7	6.2	14.8	14.3	5.9	14.5	3.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	15.9	16.7	6.2	14.8	14.3	5.9	14.5	3.6
Queue Length 50th (ft)	30	83	10	68	19	7	33	0
Queue Length 95th (ft)	57	122	m12	83	47	38	71	40
Internal Link Dist (ft)		1030		1471		84	127	
Turn Bay Length (ft)	150		100					
Base Capacity (vph)	317	1252	354	1156	500	727	606	789
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.56	0.48	0.24	0.58	0.17	0.19	0.23	0.32

#### Intersection Summary

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

HCM 6th Signalized Intersection Summary  
 7: SE Access Drive & Park Meadow Center Dr.

Park Meadows  
 12/29/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	163	534	20	78	584	33	77	30	95	68	63	233
Future Volume (veh/h)	163	534	20	78	584	33	77	30	95	68	63	233
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	177	580	22	85	635	36	84	33	103	74	68	253
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	368	987	37	363	850	48	481	162	506	373	314	643
Arrive On Green	0.10	0.28	0.28	0.07	0.25	0.25	0.41	0.41	0.41	0.41	0.41	0.41
Sat Flow, veh/h	1781	3491	132	1781	3419	194	1059	399	1247	673	773	1585
Grp Volume(v), veh/h	177	295	307	85	330	341	84	0	136	142	0	253
Grp Sat Flow(s),veh/h/ln	1781	1777	1847	1781	1777	1836	1059	0	1646	1446	0	1585
Q Serve(g_s), s	4.0	7.9	7.9	1.9	9.4	9.4	3.2	0.0	2.9	1.2	0.0	6.2
Cycle Q Clear(g_c), s	4.0	7.9	7.9	1.9	9.4	9.4	7.3	0.0	2.9	4.1	0.0	6.2
Prop In Lane	1.00		0.07	1.00		0.11	1.00		0.76	0.52		1.00
Lane Grp Cap(c), veh/h	368	502	522	363	442	457	481	0	668	686	0	643
V/C Ratio(X)	0.48	0.59	0.59	0.23	0.75	0.75	0.17	0.00	0.20	0.21	0.00	0.39
Avail Cap(c_a), veh/h	368	588	611	417	582	601	481	0	668	686	0	643
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00	0.82	0.82	0.82	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	14.0	17.0	17.0	13.9	19.1	19.1	13.4	0.0	10.6	10.8	0.0	11.6
Incr Delay (d2), s/veh	1.0	1.1	1.1	0.3	3.1	3.0	0.8	0.0	0.7	0.7	0.0	1.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	3.0	3.1	0.7	3.9	4.0	0.8	0.0	1.0	1.1	0.0	2.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	15.0	18.1	18.1	14.2	22.1	22.1	14.2	0.0	11.3	11.5	0.0	13.4
LnGrp LOS	B	B	B	B	C	C	B	A	B	B	A	B
Approach Vol, veh/h		779			756			220				395
Approach Delay, s/veh		17.4			21.2			12.4				12.7
Approach LOS		B			C			B				B
Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		26.8	8.1	20.0		26.8	10.0	18.2				
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5	4.5	4.5				
Max Green Setting (Gmax), s		18.0	5.3	18.2		18.0	5.5	18.0				
Max Q Clear Time (g_c+I1), s		9.3	3.9	9.9		8.2	6.0	11.4				
Green Ext Time (p_c), s		0.7	0.0	2.3		1.2	0.0	2.2				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay				17.3								
HCM 6th LOS				B								

Lanes and Geometrics  
8: S. Yosemite St. & Park Meadow Center Dr.

Park Meadows  
12/29/2022



Lane Group	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
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	240		240	110		275	220		235
Storage Lanes	0		0	1		1	2		1	2		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	0.91	0.91	1.00	0.97	0.91	1.00	0.97	0.91	1.00
Ped Bike Factor												
Frt						0.850			0.850			0.850
Flt Protected				0.950	0.984		0.950			0.950		
Satd. Flow (prot)	0	0	0	1610	3336	1583	3433	5085	1583	3433	5085	1583
Flt Permitted				0.950	0.984		0.212			0.196		
Satd. Flow (perm)	0	0	0	1610	3336	1583	766	5085	1583	708	5085	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						215			862			143
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		440			1021			458			636	
Travel Time (s)		10.0			23.2			10.4			14.5	

Intersection Summary

Area Type: Other

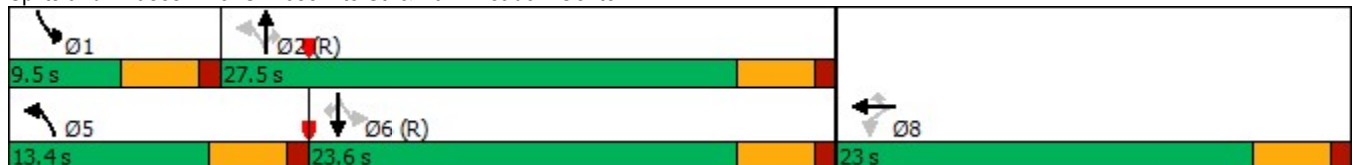
Timings  
8: S. Yosemite St. & Park Meadow Center Dr.

	↙	←	↖	↗	↑	↘	↓	↙	
Lane Group	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↙	↖↖	↗	↗↗	↑↑↑	↗	↗↗	↑↑↑	↗
Traffic Volume (vph)	511	421	198	385	1068	793	173	814	266
Future Volume (vph)	511	421	198	385	1068	793	173	814	266
Turn Type	Perm	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases		8		5	2		1	6	
Permitted Phases	8		8	2		2	6		6
Detector Phase	8	8	8	5	2	2	1	6	6
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5	22.5
Total Split (s)	23.0	23.0	23.0	13.4	27.5	27.5	9.5	23.6	23.6
Total Split (%)	38.3%	38.3%	38.3%	22.3%	45.8%	45.8%	15.8%	39.3%	39.3%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag				Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?				Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	C-Max	C-Max	None	C-Max	C-Max
Act Effct Green (s)	17.7	17.7	17.7	32.1	23.6	23.6	25.5	20.4	20.4
Actuated g/C Ratio	0.30	0.30	0.30	0.54	0.39	0.39	0.42	0.34	0.34
v/c Ratio	0.70	0.69	0.35	0.53	0.58	0.75	0.35	0.51	0.46
Control Delay	27.9	22.8	4.6	9.7	15.9	6.4	9.3	17.5	11.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	27.9	22.8	4.6	9.7	15.9	6.4	9.3	17.5	11.0
LOS	C	C	A	A	B	A	A	B	B
Approach Delay		21.0			11.5			15.0	
Approach LOS		C			B			B	

Intersection Summary

Cycle Length: 60  
 Actuated Cycle Length: 60  
 Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green  
 Natural Cycle: 55  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.75  
 Intersection Signal Delay: 14.8  
 Intersection Capacity Utilization 61.5%  
 Analysis Period (min) 15  
 Intersection LOS: B  
 ICU Level of Service B

Splits and Phases: 8: S. Yosemite St. & Park Meadow Center Dr.







Lane Group	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	333	680	215	418	1161	862	188	885	289
v/c Ratio	0.70	0.69	0.35	0.53	0.58	0.75	0.35	0.51	0.46
Control Delay	27.9	22.8	4.6	9.7	15.9	6.4	9.3	17.5	11.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	27.9	22.8	4.6	9.7	15.9	6.4	9.3	17.5	11.0
Queue Length 50th (ft)	114	115	0	36	119	0	15	95	39
Queue Length 95th (ft)	#208	169	40	57	157	64	27	130	98
Internal Link Dist (ft)		941			378			556	
Turn Bay Length (ft)	240		240	110		275	220		235
Base Capacity (vph)	496	1028	636	810	2003	1146	535	1727	632
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.67	0.66	0.34	0.52	0.58	0.75	0.35	0.51	0.46

#### Intersection Summary

# 95th percentile volume exceeds capacity, queue may be longer.  
Queue shown is maximum after two cycles.

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HCM 6th Edition methodology does not support turning movements with shared & exclusive lanes.

Lanes and Geometrics  
 9: S. Yosemite St. & SW Access Drive

Park Meadows  
 12/29/2022

Lane Group	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
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	140		0	450		0
Storage Lanes	1		0	1		0	1		1	2		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	0.97	0.91	0.91
Ped Bike Factor												
Frt		0.887			0.850				0.850		0.998	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1652	0	1770	1583	0	1770	3539	1583	3433	5075	0
Flt Permitted	0.682			0.739			0.950			0.950		
Satd. Flow (perm)	1270	1652	0	1377	1583	0	1770	3539	1583	3433	5075	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		21			191				367			4
Link Speed (mph)		30			30			30				30
Link Distance (ft)		205			369			636				1050
Travel Time (s)		4.7			8.4			14.5				23.9

Intersection Summary

Area Type: Other

Timings  
9: S. Yosemite St. & SW Access Drive



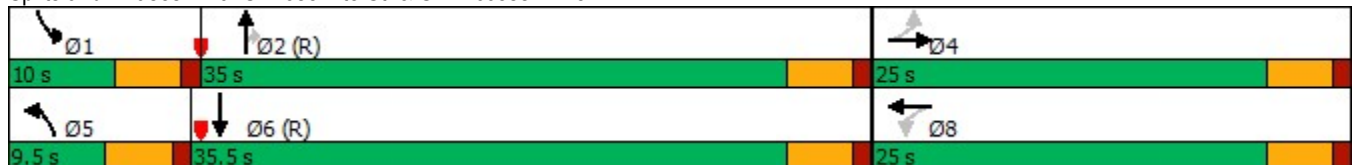
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations	↖	↗	↖	↗	↖	↑↑	↗	↖↗	↑↑↗
Traffic Volume (vph)	18	6	230	0	19	957	338	114	1029
Future Volume (vph)	18	6	230	0	19	957	338	114	1029
Turn Type	Perm	NA	Perm	NA	Prot	NA	Perm	Prot	NA
Protected Phases		4		8	5	2		1	6
Permitted Phases	4		8				2		
Detector Phase	4	4	8	8	5	2	2	1	6
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5
Total Split (s)	25.0	25.0	25.0	25.0	9.5	35.0	35.0	10.0	35.5
Total Split (%)	35.7%	35.7%	35.7%	35.7%	13.6%	50.0%	50.0%	14.3%	50.7%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag					Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?					Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	C-Max	C-Max	None	C-Max
Act Effct Green (s)	16.8	16.8	16.8	16.8	5.5	35.4	35.4	6.4	40.4
Actuated g/C Ratio	0.24	0.24	0.24	0.24	0.08	0.51	0.51	0.09	0.58
v/c Ratio	0.07	0.07	0.76	0.22	0.15	0.58	0.37	0.40	0.39
Control Delay	18.9	10.5	39.0	1.7	33.1	15.4	2.8	34.3	10.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	18.9	10.5	39.0	1.7	33.1	15.4	2.8	34.3	10.1
LOS	B	B	D	A	C	B	A	C	B
Approach Delay		14.0		27.2		12.4			12.5
Approach LOS		B		C		B			B

Intersection Summary

Cycle Length: 70  
 Actuated Cycle Length: 70  
 Offset: 69.5 (99%), Referenced to phase 2:NBT and 6:SBT, Start of Green  
 Natural Cycle: 60  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.76  
 Intersection Signal Delay: 14.2  
 Intersection Capacity Utilization 61.3%  
 Analysis Period (min) 15

Intersection LOS: B  
 ICU Level of Service B

Splits and Phases: 9: S. Yosemite St. & SW Access Drive



Queues  
9: S. Yosemite St. & SW Access Drive

Park Meadows  
12/29/2022



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	20	28	250	116	21	1040	367	124	1136
v/c Ratio	0.07	0.07	0.76	0.22	0.15	0.58	0.37	0.40	0.39
Control Delay	18.9	10.5	39.0	1.7	33.1	15.4	2.8	34.3	10.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	18.9	10.5	39.0	1.7	33.1	15.4	2.8	34.3	10.1
Queue Length 50th (ft)	7	2	98	0	9	178	0	25	77
Queue Length 95th (ft)	21	19	166	9	29	245	43	51	158
Internal Link Dist (ft)		125		289		556			970
Turn Bay Length (ft)					140			450	
Base Capacity (vph)	371	498	403	598	138	1787	981	312	2927
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.05	0.06	0.62	0.19	0.15	0.58	0.37	0.40	0.39

Intersection Summary

HCM 6th Signalized Intersection Summary  
 9: S. Yosemite St. & SW Access Drive

Park Meadows  
 12/29/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	18	6	19	230	0	107	19	957	338	114	1029	17
Future Volume (veh/h)	18	6	19	230	0	107	19	957	338	114	1029	17
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	20	7	21	250	0	116	21	1040	367	124	1118	18
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	313	93	279	397	0	358	43	1834	818	225	2884	46
Arrive On Green	0.23	0.23	0.23	0.23	0.00	0.23	0.02	0.52	0.52	0.07	0.56	0.56
Sat Flow, veh/h	1276	412	1236	1382	0	1585	1781	3554	1585	3456	5176	83
Grp Volume(v), veh/h	20	0	28	250	0	116	21	1040	367	124	735	401
Grp Sat Flow(s),veh/h/ln	1276	0	1648	1382	0	1585	1781	1777	1585	1728	1702	1855
Q Serve(g_s), s	0.9	0.0	0.9	12.2	0.0	4.3	0.8	14.0	10.2	2.4	8.5	8.5
Cycle Q Clear(g_c), s	5.2	0.0	0.9	13.1	0.0	4.3	0.8	14.0	10.2	2.4	8.5	8.5
Prop In Lane	1.00		0.75	1.00		1.00	1.00		1.00	1.00		0.04
Lane Grp Cap(c), veh/h	313	0	372	397	0	358	43	1834	818	225	1897	1034
V/C Ratio(X)	0.06	0.00	0.08	0.63	0.00	0.32	0.49	0.57	0.45	0.55	0.39	0.39
Avail Cap(c_a), veh/h	399	0	483	489	0	464	127	1834	818	272	1897	1034
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	0.00	1.00	1.00	0.00	1.00	0.82	0.82	0.82	0.95	0.95	0.95
Uniform Delay (d), s/veh	24.8	0.0	21.3	26.5	0.0	22.6	33.7	11.6	10.7	31.7	8.8	8.8
Incr Delay (d2), s/veh	0.1	0.0	0.1	1.8	0.0	0.5	7.0	1.0	1.5	2.0	0.6	1.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.0	0.4	4.0	0.0	1.6	0.4	5.1	3.4	1.0	2.8	3.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	24.9	0.0	21.4	28.3	0.0	23.1	40.8	12.6	12.1	33.7	9.3	9.8
LnGrp LOS	C	A	C	C	A	C	D	B	B	C	A	A
Approach Vol, veh/h		48			366			1428			1260	
Approach Delay, s/veh		22.9			26.7			12.9			11.9	
Approach LOS		C			C			B			B	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.1	40.6		20.3	6.2	43.5		20.3				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	5.5	30.5		20.5	5.0	31.0		20.5				
Max Q Clear Time (g_c+I1), s	4.4	16.0		7.2	2.8	10.5		15.1				
Green Ext Time (p_c), s	0.0	7.6		0.1	0.0	7.9		0.7				

Intersection Summary

HCM 6th Ctrl Delay	14.3
HCM 6th LOS	B

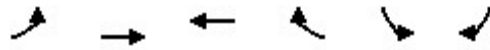


Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)		0%	0%		0%	
Storage Length (ft)	200			0	0	140
Storage Lanes	1			1	2	1
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	0.91	0.95	1.00	0.97	1.00
Ped Bike Factor						
Frt				0.850		0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1770	5085	3539	1583	3433	1583
Flt Permitted	0.215				0.950	
Satd. Flow (perm)	400	5085	3539	1583	3433	1583
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)				479		79
Link Speed (mph)		30	30		30	
Link Distance (ft)		1842	1050		476	
Travel Time (s)		41.9	23.9		10.8	

Intersection Summary

Area Type: Other

Timings  
10: S. Yosemite St. & S. Chester St.

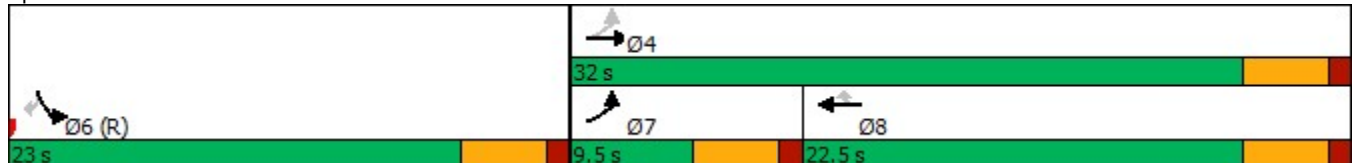


Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↶	↑↑↑	↶↶	↷	↶↶	↷
Traffic Volume (vph)	60	713	633	441	413	73
Future Volume (vph)	60	713	633	441	413	73
Turn Type	pm+pt	NA	NA	Perm	Prot	Perm
Protected Phases	7	4	8		6	
Permitted Phases	4			8		6
Detector Phase	7	4	8	8	6	6
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	22.5	22.5	22.5	22.5
Total Split (s)	9.5	32.0	22.5	22.5	23.0	23.0
Total Split (%)	17.3%	58.2%	40.9%	40.9%	41.8%	41.8%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead		Lag	Lag		
Lead-Lag Optimize?	Yes		Yes	Yes		
Recall Mode	None	None	None	None	C-Max	C-Max
Act Effct Green (s)	22.6	22.6	16.9	16.9	23.4	23.4
Actuated g/C Ratio	0.41	0.41	0.31	0.31	0.43	0.43
v/c Ratio	0.22	0.37	0.63	0.58	0.31	0.11
Control Delay	9.7	11.1	19.1	5.1	10.4	3.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	9.7	11.1	19.1	5.1	10.4	3.2
LOS	A	B	B	A	B	A
Approach Delay		11.0	13.3		9.3	
Approach LOS		B	B		A	

Intersection Summary

Cycle Length: 55  
 Actuated Cycle Length: 55  
 Offset: 0 (0%), Referenced to phase 2: and 6:SBL, Start of Green  
 Natural Cycle: 55  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.63  
 Intersection Signal Delay: 11.7  
 Intersection Capacity Utilization 44.7%  
 Analysis Period (min) 15  
 Intersection LOS: B  
 ICU Level of Service A

Splits and Phases: 10: S. Yosemite St. & S. Chester St.





Queues

10: S. Yosemite St. & S. Chester St.



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Group Flow (vph)	65	775	688	479	449	79
v/c Ratio	0.22	0.37	0.63	0.58	0.31	0.11
Control Delay	9.7	11.1	19.1	5.1	10.4	3.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	9.7	11.1	19.1	5.1	10.4	3.2
Queue Length 50th (ft)	10	49	96	0	39	0
Queue Length 95th (ft)	25	70	143	53	61	3
Internal Link Dist (ft)		1762	970		396	
Turn Bay Length (ft)	200					140
Base Capacity (vph)	289	2542	1158	840	1457	717
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.22	0.30	0.59	0.57	0.31	0.11

Intersection Summary

HCM 6th Signalized Intersection Summary  
 10: S. Yosemite St. & S. Chester St.

Park Meadows  
 12/29/2022



Movement	EBL	EBT	WBT	WBR	SBL	SBR	
Lane Configurations							
Traffic Volume (veh/h)	60	713	633	441	413	73	
Future Volume (veh/h)	60	713	633	441	413	73	
Initial Q (Qb), veh	0	0	0	0	0	0	
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	
Work Zone On Approach		No	No		No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	
Adj Flow Rate, veh/h	65	775	688	479	449	79	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	
Percent Heavy Veh, %	2	2	2	2	2	2	
Cap, veh/h	313	2381	1163	519	1279	587	
Arrive On Green	0.06	0.47	0.33	0.33	0.37	0.37	
Sat Flow, veh/h	1781	5274	3647	1585	3456	1585	
Grp Volume(v), veh/h	65	775	688	479	449	79	
Grp Sat Flow(s),veh/h/ln	1781	1702	1777	1585	1728	1585	
Q Serve(g_s), s	1.2	5.3	8.9	16.0	5.2	1.8	
Cycle Q Clear(g_c), s	1.2	5.3	8.9	16.0	5.2	1.8	
Prop In Lane	1.00			1.00	1.00	1.00	
Lane Grp Cap(c), veh/h	313	2381	1163	519	1279	587	
V/C Ratio(X)	0.21	0.33	0.59	0.92	0.35	0.13	
Avail Cap(c_a), veh/h	373	2553	1163	519	1279	587	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	
Upstream Filter(l)	0.76	0.76	0.80	0.80	0.98	0.98	
Uniform Delay (d), s/veh	10.8	9.2	15.4	17.8	12.5	11.5	
Incr Delay (d2), s/veh	0.2	0.1	0.6	19.0	0.7	0.5	
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	
%ile BackOfQ(50%),veh/ln	0.4	1.6	3.2	7.8	1.9	2.0	
Unsig. Movement Delay, s/veh							
LnGrp Delay(d),s/veh	11.1	9.3	16.1	36.8	13.3	12.0	
LnGrp LOS	B	A	B	D	B	B	
Approach Vol, veh/h		840	1167		528		
Approach Delay, s/veh		9.4	24.6		13.1		
Approach LOS		A	C		B		
Timer - Assigned Phs				4	6	7	8
Phs Duration (G+Y+Rc), s				30.1	24.9	7.6	22.5
Change Period (Y+Rc), s				4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s				27.5	18.5	5.0	18.0
Max Q Clear Time (g_c+I1), s				7.3	7.2	3.2	18.0
Green Ext Time (p_c), s				5.4	1.5	0.0	0.0
<b>Intersection Summary</b>							
HCM 6th Ctrl Delay			17.2				
HCM 6th LOS			B				

Lanes and Geometrics  
 11: S. Chester St. & Westview Rd./NW Access Drive

Park Meadows  
 12/29/2022



Lane Group	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
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	85		0	0		0	90		0	190		0
Storage Lanes	1		0	1		1	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.97	0.95	0.95
Ped Bike Factor												
Frt		0.889				0.850		0.976				0.959
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1656	0	1770	1863	1583	1770	3454	0	3433	3394	0
Flt Permitted	0.729			0.685			0.950			0.950		
Satd. Flow (perm)	1358	1656	0	1276	1863	1583	1770	3454	0	3433	3394	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		82				399		42				107
Link Speed (mph)		30			30			30				30
Link Distance (ft)		259			217			476				565
Travel Time (s)		5.9			4.9			10.8				12.8

Intersection Summary

Area Type: Other

Timings  
 11: S. Chester St. & Westview Rd./NW Access Drive

Park Meadows  
 12/29/2022



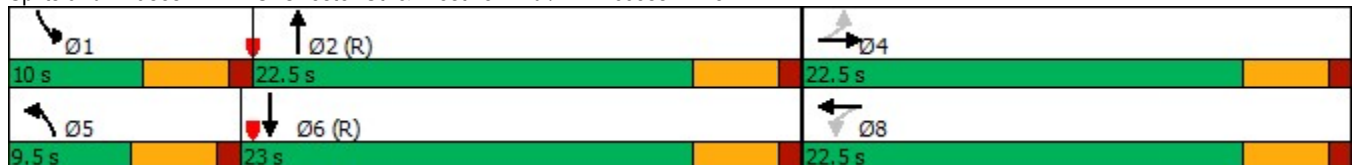
Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	86	27	60	40	367	75	364	243	336
Future Volume (vph)	86	27	60	40	367	75	364	243	336
Turn Type	Perm	NA	Perm	NA	Free	Prot	NA	Prot	NA
Protected Phases		4		8		5	2	1	6
Permitted Phases	4		8		Free				
Detector Phase	4	4	8	8		5	2	1	6
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0		5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	22.5		9.5	22.5	9.5	22.5
Total Split (s)	22.5	22.5	22.5	22.5		9.5	22.5	10.0	23.0
Total Split (%)	40.9%	40.9%	40.9%	40.9%		17.3%	40.9%	18.2%	41.8%
Yellow Time (s)	3.5	3.5	3.5	3.5		3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5		4.5	4.5	4.5	4.5
Lead/Lag						Lead	Lag	Lead	Lag
Lead-Lag Optimize?						Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None		None	C-Max	None	C-Max
Act Effct Green (s)	9.2	9.2	9.2	9.2	55.0	7.9	24.9	9.5	31.6
Actuated g/C Ratio	0.17	0.17	0.17	0.17	1.00	0.14	0.45	0.17	0.57
v/c Ratio	0.41	0.32	0.31	0.14	0.25	0.32	0.30	0.45	0.25
Control Delay	25.1	10.4	22.8	19.1	0.4	21.9	10.9	22.7	8.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	25.1	10.4	22.8	19.1	0.4	21.9	10.9	22.7	8.2
LOS	C	B	C	B	A	C	B	C	A
Approach Delay		17.1		4.8			12.5		13.2
Approach LOS		B		A			B		B

Intersection Summary

Cycle Length: 55  
 Actuated Cycle Length: 55  
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green  
 Natural Cycle: 55  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.45  
 Intersection Signal Delay: 11.3  
 Intersection Capacity Utilization 41.8%  
 Analysis Period (min) 15

Intersection LOS: B  
 ICU Level of Service A

Splits and Phases: 11: S. Chester St. & Westview Rd./NW Access Drive



Queues  
 11: S. Chester St. & Westview Rd./NW Access Drive

Park Meadows  
 12/29/2022



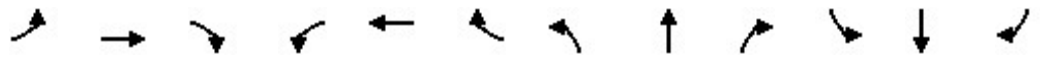
Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	93	111	65	43	399	82	470	264	503
v/c Ratio	0.41	0.32	0.31	0.14	0.25	0.32	0.30	0.45	0.25
Control Delay	25.1	10.4	22.8	19.1	0.4	21.9	10.9	22.7	8.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	25.1	10.4	22.8	19.1	0.4	21.9	10.9	22.7	8.2
Queue Length 50th (ft)	28	8	19	12	0	23	50	40	40
Queue Length 95th (ft)	58	39	44	31	0	m38	104	68	83
Internal Link Dist (ft)		179		137			396		485
Turn Bay Length (ft)	85					90		190	
Base Capacity (vph)	444	597	417	609	1583	254	1585	590	1996
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.21	0.19	0.16	0.07	0.25	0.32	0.30	0.45	0.25

Intersection Summary

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

HCM 6th Signalized Intersection Summary  
 11: S. Chester St. & Westview Rd./NW Access Drive

Park Meadows  
 12/29/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↖	↖	↖	↖↗		↖↗	↖↗	
Traffic Volume (veh/h)	86	27	75	60	40	367	75	364	68	243	336	127
Future Volume (veh/h)	86	27	75	60	40	367	75	364	68	243	336	127
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	93	29	82	65	43	0	82	396	74	264	365	138
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	307	64	182	244	279		116	1512	280	346	1369	510
Arrive On Green	0.15	0.15	0.15	0.15	0.15	0.00	0.06	0.51	0.51	0.10	0.54	0.54
Sat Flow, veh/h	1364	431	1220	1282	1870	1585	1781	2993	555	3456	2534	944
Grp Volume(v), veh/h	93	0	111	65	43	0	82	234	236	264	254	249
Grp Sat Flow(s),veh/h/ln	1364	0	1651	1282	1870	1585	1781	1777	1771	1728	1777	1700
Q Serve(g_s), s	3.5	0.0	3.4	2.7	1.1	0.0	2.5	4.1	4.2	4.1	4.2	4.3
Cycle Q Clear(g_c), s	4.6	0.0	3.4	6.1	1.1	0.0	2.5	4.1	4.2	4.1	4.2	4.3
Prop In Lane	1.00		0.74	1.00		1.00	1.00		0.31	1.00		0.55
Lane Grp Cap(c), veh/h	307	0	246	244	279		116	898	895	346	960	919
V/C Ratio(X)	0.30	0.00	0.45	0.27	0.15		0.71	0.26	0.26	0.76	0.26	0.27
Avail Cap(c_a), veh/h	550	0	540	472	612		162	898	895	346	960	919
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	0.00	0.82	0.82	0.82	0.87	0.87	0.87
Uniform Delay (d), s/veh	22.4	0.0	21.3	24.1	20.4	0.0	25.2	7.7	7.8	24.1	6.8	6.8
Incr Delay (d2), s/veh	0.5	0.0	1.3	0.6	0.3	0.0	6.7	0.6	0.6	8.6	0.6	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	0.0	1.3	0.8	0.5	0.0	1.2	1.4	1.4	2.0	1.4	1.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	22.9	0.0	22.6	24.7	20.6	0.0	31.9	8.3	8.4	32.7	7.4	7.4
LnGrp LOS	C	A	C	C	C		C	A	A	C	A	A
Approach Vol, veh/h		204			108	A		552			767	
Approach Delay, s/veh		22.8			23.1			11.8			16.1	
Approach LOS		C			C			B			B	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	10.0	32.3		12.7	8.1	34.2		12.7				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	5.5	18.0		18.0	5.0	18.5		18.0				
Max Q Clear Time (g_c+I1), s	6.1	6.2		6.6	4.5	6.3		8.1				
Green Ext Time (p_c), s	0.0	2.2		0.6	0.0	2.4		0.2				

Intersection Summary

HCM 6th Ctrl Delay	16.0
HCM 6th LOS	B

Notes

Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

Lanes and Geometrics  
 12: Park Meadows Ring Rd. & North Access Drive



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕↕	↕	↕	↕	↕
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)		0%	0%		0%	
Storage Length (ft)	0			0	0	0
Storage Lanes	0			1	1	1
Taper Length (ft)	25				25	
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt				0.850		0.850
Flt Protected		0.980			0.950	
Satd. Flow (prot)	0	3468	1863	1583	1770	1583
Flt Permitted		0.980			0.950	
Satd. Flow (perm)	0	3468	1863	1583	1770	1583
Link Speed (mph)		30	30		30	
Link Distance (ft)		1249	1271		255	
Travel Time (s)		28.4	28.9		5.8	

Intersection Summary

Area Type: Other

HCM Unsignalized Intersection Capacity Analysis  
 12: Park Meadows Ring Rd. & North Access Drive

Park Meadows  
 12/29/2022



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↔↕	↕	↕	↕	↕
Traffic Volume (veh/h)	103	153	288	303	432	143
Future Volume (Veh/h)	103	153	288	303	432	143
Sign Control		Stop	Stop		Free	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	112	166	313	329	470	155
<b>Pedestrians</b>						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage (veh)						
Upstream signal (ft)	255					
pX, platoon unblocked						
vC, conflicting volume	1096	940	940	0	0	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1096	940	940	0	0	
tC, single (s)	7.1	6.5	6.5	6.2	4.1	
tC, 2 stage (s)						
tF (s)	3.5	4.0	4.0	3.3	2.2	
p0 queue free %	0	11	0	70	71	
cM capacity (veh/h)	0	187	187	1085	1623	
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	SB 1	SB 2
Volume Total	167	111	313	329	470	155
Volume Left	112	0	0	0	470	0
Volume Right	0	0	0	329	0	155
cSH	0	187	187	1085	1623	1700
Volume to Capacity	Err	0.59	1.67	0.30	0.29	0.09
Queue Length 95th (ft)	Err	81	531	32	30	0
Control Delay (s)	Err	48.7	368.2	9.8	8.1	0.0
Lane LOS	F	E	F	A	A	
Approach Delay (s)	Err		184.5		6.1	
Approach LOS	F		F			
<b>Intersection Summary</b>						
Average Delay			Err			
Intersection Capacity Utilization			56.3%	ICU Level of Service	B	
Analysis Period (min)			15			



Lanes and Geometrics  
 13: Park Meadows Ring Rd. & East Access Drive



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%		0%			0%
Storage Length (ft)	0	0		0	0	
Storage Lanes	1	1		1	0	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	0.95
Ped Bike Factor						
Frt		0.850		0.850		
Flt Protected	0.950					0.970
Satd. Flow (prot)	1770	1583	1863	1583	0	3433
Flt Permitted	0.950					0.970
Satd. Flow (perm)	1770	1583	1863	1583	0	3433
Link Speed (mph)	30		30			30
Link Distance (ft)	204		1336			1271
Travel Time (s)	4.6		30.4			28.9

Intersection Summary

Area Type: Other

HCM Unsignalized Intersection Capacity Analysis  
 13: Park Meadows Ring Rd. & East Access Drive

Park Meadows  
 12/29/2022



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						 
Traffic Volume (veh/h)	227	228	201	349	271	166
Future Volume (Veh/h)	227	228	201	349	271	166
Sign Control	Free		Stop		Stop	
Grade	0%		0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	247	248	218	379	295	180
<b>Pedestrians</b>						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage (veh)						
Upstream signal (ft)	204					
pX, platoon unblocked						
vC, conflicting volume	0		494	0	603	494
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	0		494	0	603	494
tC, single (s)	4.1		6.5	6.2	7.1	6.5
tC, 2 stage (s)						
tF (s)	2.2		4.0	3.3	3.5	4.0
p0 queue free %	85		46	65	0	55
cM capacity (veh/h)	1623		404	1085	137	404
<b>Direction, Lane #</b>	<b>WB 1</b>	<b>WB 2</b>	<b>NB 1</b>	<b>NB 2</b>	<b>SB 1</b>	<b>SB 2</b>
Volume Total	247	248	218	379	355	120
Volume Left	247	0	0	0	295	0
Volume Right	0	248	0	379	0	0
cSH	1623	1700	404	1085	154	404
Volume to Capacity	0.15	0.15	0.54	0.35	2.30	0.30
Queue Length 95th (ft)	13	0	78	40	739	31
Control Delay (s)	7.6	0.0	23.9	10.1	651.0	17.6
Lane LOS	A		C	B	F	C
Approach Delay (s)	3.8		15.1		491.0	
Approach LOS			C		F	
<b>Intersection Summary</b>						
Average Delay			155.8			
Intersection Capacity Utilization			48.2%	ICU Level of Service	A	
Analysis Period (min)			15			

Lanes and Geometrics  
 14: SE Access Drive & Park Meadows Ring Rd.



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↑		↑↑	↑	↑
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)		0	0		0	0
Storage Lanes		1	0		1	1
Taper Length (ft)			25		25	
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	1.00
Ped Bike Factor						
Frt		0.850				0.850
Flt Protected				0.963	0.950	
Satd. Flow (prot)	1863	1583	0	3408	1770	1583
Flt Permitted				0.963	0.950	
Satd. Flow (perm)	1863	1583	0	3408	1770	1583
Link Speed (mph)	30			30	30	
Link Distance (ft)	1563			1336	207	
Travel Time (s)	35.5			30.4	4.7	

Intersection Summary

Area Type: Other

HCM Unsignalized Intersection Capacity Analysis  
 14: SE Access Drive & Park Meadows Ring Rd.

Park Meadows  
 12/29/2022



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↑		↑↑	↑	↑
Traffic Volume (veh/h)	67	172	197	60	92	137
Future Volume (Veh/h)	67	172	197	60	92	137
Sign Control	Stop			Stop	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	73	187	214	65	100	149
<b>Pedestrians</b>						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage (veh)						
Upstream signal (ft)	207					
pX, platoon unblocked						
vC, conflicting volume	200	0	236	200	0	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	200	0	236	200	0	
tC, single (s)	6.5	6.2	7.1	6.5	4.1	
tC, 2 stage (s)						
tF (s)	4.0	3.3	3.5	4.0	2.2	
p0 queue free %	89	83	59	90	94	
cM capacity (veh/h)	653	1085	518	653	1623	
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	NB 2
Volume Total	73	187	236	43	100	149
Volume Left	0	0	214	0	100	0
Volume Right	0	187	0	0	0	149
cSH	653	1085	528	653	1623	1700
Volume to Capacity	0.11	0.17	0.45	0.07	0.06	0.09
Queue Length 95th (ft)	9	16	57	5	5	0
Control Delay (s)	11.2	9.0	17.2	10.9	7.4	0.0
Lane LOS	B	A	C	B	A	
Approach Delay (s)	9.6		16.2		3.0	
Approach LOS	A		C			
<b>Intersection Summary</b>						
Average Delay			9.9			
Intersection Capacity Utilization			29.3%		ICU Level of Service	A
Analysis Period (min)			15			

Lanes and Geometrics  
 15: Park Meadows Ring Rd. & SW Access Drive



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)	0	0	0			0
Storage Lanes	1	1	0			1
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	1.00
Ped Bike Factor						
Frt		0.850				0.850
Flt Protected	0.950			0.966		
Satd. Flow (prot)	1770	1583	0	3419	1863	1583
Flt Permitted	0.950			0.966		
Satd. Flow (perm)	1770	1583	0	3419	1863	1583
Link Speed (mph)	30			30	30	
Link Distance (ft)	369			1563	1358	
Travel Time (s)	8.4			35.5	30.9	

Intersection Summary

Area Type: Other

HCM Unsignalized Intersection Capacity Analysis  
 15: Park Meadows Ring Rd. & SW Access Drive

Park Meadows  
 12/29/2022



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	222	196	197	82	98	173
Future Volume (Veh/h)	222	196	197	82	98	173
Sign Control	Free			Stop	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	241	213	214	89	107	188
<b>Pedestrians</b>						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage (veh)						
Upstream signal (ft)	369					
pX, platoon unblocked						
vC, conflicting volume	0		536	482	482	0
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	0		536	482	482	0
tC, single (s)	4.1		7.1	6.5	6.5	6.2
tC, 2 stage (s)						
tF (s)	2.2		3.5	4.0	4.0	3.3
p0 queue free %	85		20	78	74	83
cM capacity (veh/h)	1623		268	412	412	1085
<b>Direction, Lane #</b>	<b>EB 1</b>	<b>EB 2</b>	<b>NB 1</b>	<b>NB 2</b>	<b>SB 1</b>	<b>SB 2</b>
Volume Total	241	213	244	59	107	188
Volume Left	241	0	214	0	0	0
Volume Right	0	213	0	0	0	188
cSH	1623	1700	280	412	412	1085
Volume to Capacity	0.15	0.13	0.87	0.14	0.26	0.17
Queue Length 95th (ft)	13	0	188	12	26	16
Control Delay (s)	7.6	0.0	65.1	15.2	16.8	9.0
Lane LOS	A		F	C	C	A
Approach Delay (s)	4.0		55.4		11.8	
Approach LOS			F		B	
<b>Intersection Summary</b>						
Average Delay			21.0			
Intersection Capacity Utilization			36.5%	ICU Level of Service	A	
Analysis Period (min)			15			

Lanes and Geometrics  
 16: Park Meadows Ring Rd. & NW Access Drive



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)	0	0	0			0
Storage Lanes	1	1	0			1
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	1.00
Ped Bike Factor						
Frt		0.850				0.850
Flt Protected	0.950			0.964		
Satd. Flow (prot)	1770	1583	0	3412	1863	1583
Flt Permitted	0.950			0.964		
Satd. Flow (perm)	1770	1583	0	3412	1863	1583
Link Speed (mph)	30			30	30	
Link Distance (ft)	217			1358	1249	
Travel Time (s)	4.9			30.9	28.4	

Intersection Summary

Area Type: Other

HCM Unsignalized Intersection Capacity Analysis  
 16: Park Meadows Ring Rd. & NW Access Drive

Park Meadows  
 12/29/2022



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	119	167	222	76	193	238
Future Volume (Veh/h)	119	167	222	76	193	238
Sign Control	Free			Stop	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	129	182	241	83	210	259
<b>Pedestrians</b>						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage (veh)						
Upstream signal (ft)	217					
pX, platoon unblocked						
vC, conflicting volume	0		363	258	258	0
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	0		363	258	258	0
tC, single (s)	4.1		7.1	6.5	6.5	6.2
tC, 2 stage (s)						
tF (s)	2.2		3.5	4.0	4.0	3.3
p0 queue free %	92		22	86	65	76
cM capacity (veh/h)	1623		309	595	595	1085
<b>Direction, Lane #</b>	<b>EB 1</b>	<b>EB 2</b>	<b>NB 1</b>	<b>NB 2</b>	<b>SB 1</b>	<b>SB 2</b>
Volume Total	129	182	269	55	210	259
Volume Left	129	0	241	0	0	0
Volume Right	0	182	0	0	0	259
cSH	1623	1700	325	595	595	1085
Volume to Capacity	0.08	0.11	0.83	0.09	0.35	0.24
Queue Length 95th (ft)	6	0	178	8	40	23
Control Delay (s)	7.4	0.0	52.2	11.7	14.3	9.4
Lane LOS	A		F	B	B	A
Approach Delay (s)	3.1		45.3		11.6	
Approach LOS			E		B	
<b>Intersection Summary</b>						
Average Delay			19.1			
Intersection Capacity Utilization			39.0%	ICU Level of Service	A	
Analysis Period (min)			15			



Lanes and Geometrics  
 17: Park Meadows Mall Ring Rd. & Road D

Park Meadows  
 01/03/2023



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)	0	0	0			0
Storage Lanes	1	0	0			0
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	0.95	0.95	0.95	0.95
Ped Bike Factor						
Frt	0.932				0.996	
Flt Protected	0.976			0.997		
Satd. Flow (prot)	1694	0	0	3529	3525	0
Flt Permitted	0.976			0.997		
Satd. Flow (perm)	1694	0	0	3529	3525	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	172			150	215	
Travel Time (s)	3.9			3.4	4.9	

Intersection Summary

Area Type: Other

Intersection						
Int Delay, s/veh	0.7					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T			T		
Traffic Vol, veh/h	16	16	18	315	383	11
Future Vol, veh/h	16	16	18	315	383	11
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	17	17	20	342	416	12

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	633	214	428	0	-	0
Stage 1	422	-	-	-	-	-
Stage 2	211	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	412	791	1128	-	-	-
Stage 1	629	-	-	-	-	-
Stage 2	804	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	403	791	1128	-	-	-
Mov Cap-2 Maneuver	403	-	-	-	-	-
Stage 1	615	-	-	-	-	-
Stage 2	804	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	12.2	0.5	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1128	-	534	-	-
HCM Lane V/C Ratio	0.017	-	0.065	-	-
HCM Control Delay (s)	8.2	0.1	12.2	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.1	-	0.2	-	-

Lanes and Geometrics  
 18: Park Meadows Mall Ring Rd. & Road C



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)	0	0	0			0
Storage Lanes	0	1	0			0
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	0.95
Ped Bike Factor						
Frt		0.865			0.995	
Flt Protected						
Satd. Flow (prot)	0	1611	0	3539	3522	0
Flt Permitted						
Satd. Flow (perm)	0	1611	0	3539	3522	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	184			215	83	
Travel Time (s)	4.2			4.9	1.9	

Intersection Summary

Area Type: Other

Intersection						
Int Delay, s/veh	0.2					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		↗		↑↑	↑↑	
Traffic Vol, veh/h	0	16	0	331	377	14
Future Vol, veh/h	0	16	0	331	377	14
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	17	0	360	410	15

Major/Minor	Minor2	Major1	Major2		
Conflicting Flow All	-	213	-	0	0
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-
Critical Hdwy	-	6.94	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-
Follow-up Hdwy	-	3.32	-	-	-
Pot Cap-1 Maneuver	0	792	0	-	-
Stage 1	0	-	0	-	-
Stage 2	0	-	0	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	-	792	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBT EBLn1	SBT	SBR
Capacity (veh/h)	- 792	-	-
HCM Lane V/C Ratio	- 0.022	-	-
HCM Control Delay (s)	- 9.6	-	-
HCM Lane LOS	- A	-	-
HCM 95th %tile Q(veh)	- 0.1	-	-

Lanes and Geometrics  
 19: Park Meadows Mall Ring Rd. & South Parking Garage

Park Meadows  
 01/04/2023



Lane Group	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
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		0	0		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	0.95	0.95
Ped Bike Factor		0.943									0.959	
Flt Protected		0.972						0.989				
Satd. Flow (prot)	0	1707	0	0	1863	0	0	3500	0	0	3394	0
Flt Permitted		0.972						0.989				
Satd. Flow (perm)	0	1707	0	0	1863	0	0	3500	0	0	3394	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		109			79			83			242	
Travel Time (s)		2.5			1.8			1.9			5.5	

Intersection Summary

Area Type: Other

Intersection	
Intersection Delay, s/veh	11.2
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	106	0	78	0	0	0	73	258	0	0	329	123
Future Vol, veh/h	106	0	78	0	0	0	73	258	0	0	329	123
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
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	115	0	85	0	0	0	79	280	0	0	358	134
Number of Lanes	0	1	0	0	1	0	0	2	0	0	2	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	1	1
HCM Control Delay	11.3	0	11	11.3
HCM LOS	B	-	B	B

Lane	NBLn1	NBLn2	EBLn1	WBLn1	SBLn1	SBLn2
Vol Left, %	46%	0%	58%	0%	0%	0%
Vol Thru, %	54%	100%	0%	100%	100%	47%
Vol Right, %	0%	0%	42%	0%	0%	53%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	159	172	184	0	219	233
LT Vol	73	0	106	0	0	0
Through Vol	86	172	0	0	219	110
RT Vol	0	0	78	0	0	123
Lane Flow Rate	173	187	200	0	238	253
Geometry Grp	7	7	2	2	7	7
Degree of Util (X)	0.286	0.297	0.316	0	0.371	0.367
Departure Headway (Hd)	5.951	5.719	5.683	6.325	5.597	5.223
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	605	630	634	0	644	690
Service Time	3.677	3.444	3.71	4.367	3.32	2.946
HCM Lane V/C Ratio	0.286	0.297	0.315	0	0.37	0.367
HCM Control Delay	11.1	10.9	11.3	9.4	11.6	11
HCM Lane LOS	B	B	B	N	B	B
HCM 95th-tile Q	1.2	1.2	1.4	0	1.7	1.7

Lanes and Geometrics  
 20: Park Meadows Mall Ring Rd. & Road B

Park Meadows  
 01/03/2023



Lane Group	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
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		0	1		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	0.95	0.95
Ped Bike Factor												
Frt		0.932			0.850			0.993			0.995	
Flt Protected		0.976		0.950				0.999			0.999	
Satd. Flow (prot)	0	1694	0	1770	1583	0	0	3511	0	0	3518	0
Flt Permitted		0.976		0.950				0.999			0.999	
Satd. Flow (perm)	0	1694	0	1770	1583	0	0	3511	0	0	3518	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		129			151			397			119	
Travel Time (s)		2.9			3.4			9.0			2.7	

Intersection Summary

Area Type: Other

Intersection	
Intersection Delay, s/veh	11.8
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕		↕	↕			↕			↕	
Traffic Vol, veh/h	16	0	16	39	0	26	11	371	18	9	537	18
Future Vol, veh/h	16	0	16	39	0	26	11	371	18	9	537	18
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
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	17	0	17	42	0	28	12	403	20	10	584	20
Number of Lanes	0	1	0	1	1	0	0	2	0	0	2	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	1	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	1	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	2	1
HCM Control Delay	10.2	10.3	11.1	12.5
HCM LOS	B	B	B	B

Lane	NBLn1	NBLn2	EBLn1	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	6%	0%	50%	100%	0%	3%	0%
Vol Thru, %	94%	91%	0%	0%	0%	97%	94%
Vol Right, %	0%	9%	50%	0%	100%	0%	6%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	197	204	32	39	26	278	287
LT Vol	11	0	16	39	0	9	0
Through Vol	186	186	0	0	0	269	269
RT Vol	0	18	16	0	26	0	18
Lane Flow Rate	214	221	35	42	28	302	311
Geometry Grp	7	7	6	7	7	7	7
Degree of Util (X)	0.334	0.34	0.065	0.088	0.049	0.446	0.455
Departure Headway (Hd)	5.623	5.532	6.729	7.454	6.234	5.428	5.367
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	643	655	534	482	577	667	676
Service Time	3.323	3.232	4.748	5.171	3.95	3.128	3.067
HCM Lane V/C Ratio	0.333	0.337	0.066	0.087	0.049	0.453	0.46
HCM Control Delay	11.1	11.1	10.2	10.9	9.3	12.4	12.5
HCM Lane LOS	B	B	B	B	A	B	B
HCM 95th-tile Q	1.5	1.5	0.2	0.3	0.2	2.3	2.4



Lanes and Geometrics  
 21: Park Meadows Mall Ring Rd. & Central Parking Garage Access



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)	0	0	0			0
Storage Lanes	1	0	0			0
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	0.95	0.95	0.95	0.95
Ped Bike Factor						
Frt	0.942				0.979	
Flt Protected	0.972			0.992		
Satd. Flow (prot)	1706	0	0	3511	3465	0
Flt Permitted	0.972			0.992		
Satd. Flow (perm)	1706	0	0	3511	3465	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	128			119	115	
Travel Time (s)	2.9			2.7	2.6	

Intersection Summary

Area Type: Other

Intersection	
Intersection Delay, s/veh	12.7
Intersection LOS	B

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	75	56	63	350	508	81
Future Vol, veh/h	75	56	63	350	508	81
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	82	61	68	380	552	88
Number of Lanes	1	0	0	2	2	0

Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	2	2
Conflicting Approach Left	SB	EB	
Conflicting Lanes Left	2	1	0
Conflicting Approach Right	NB		EB
Conflicting Lanes Right	2	0	1
HCM Control Delay	11	11.9	13.6
HCM LOS	B	B	B

Lane	NBLn1	NBLn2	EBLn1	SBLn1	SBLn2
Vol Left, %	35%	0%	57%	0%	0%
Vol Thru, %	65%	100%	0%	100%	68%
Vol Right, %	0%	0%	43%	0%	32%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	180	233	131	339	250
LT Vol	63	0	75	0	0
Through Vol	117	233	0	339	169
RT Vol	0	0	56	0	81
Lane Flow Rate	195	254	142	368	272
Geometry Grp	7	7	2	7	7
Degree of Util (X)	0.32	0.403	0.239	0.566	0.401
Departure Headway (Hd)	5.903	5.726	6.042	5.533	5.304
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	611	629	595	655	680
Service Time	3.627	3.45	4.07	3.253	3.025
HCM Lane V/C Ratio	0.319	0.404	0.239	0.562	0.4
HCM Control Delay	11.4	12.3	11	15.2	11.5
HCM Lane LOS	B	B	B	C	B
HCM 95th-tile Q	1.4	1.9	0.9	3.6	1.9

Lanes and Geometrics  
 22: Park Meadows Mall Ring Rd. & Road A

Park Meadows  
 01/03/2023



Lane Group	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
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		0	0		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	0.95	0.95
Ped Bike Factor												
Frt		0.944			0.930			0.985			0.995	
Flt Protected		0.972			0.977			0.999			0.996	
Satd. Flow (prot)	0	1709	0	0	1693	0	0	3483	0	0	3507	0
Flt Permitted		0.972			0.977			0.999			0.996	
Satd. Flow (perm)	0	1709	0	0	1693	0	0	3483	0	0	3507	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		153			158			115			169	
Travel Time (s)		3.5			3.6			2.6			3.8	

Intersection Summary

Area Type: Other

Intersection	
Intersection Delay, s/veh	13.7
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	16	0	11	103	0	112	11	373	42	46	475	18
Future Vol, veh/h	16	0	11	103	0	112	11	373	42	46	475	18
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
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	17	0	12	112	0	122	12	405	46	50	516	20
Number of Lanes	0	1	0	0	1	0	0	2	0	0	2	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	1	1
HCM Control Delay	10.3	13.2	12.9	14.7
HCM LOS	B	B	B	B

Lane	NBLn1	NBLn2	EBLn1	WBLn1	SBLn1	SBLn2
Vol Left, %	6%	0%	59%	48%	16%	0%
Vol Thru, %	94%	82%	0%	0%	84%	93%
Vol Right, %	0%	18%	41%	52%	0%	7%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	198	229	27	215	284	256
LT Vol	11	0	16	103	46	0
Through Vol	187	187	0	0	238	238
RT Vol	0	42	11	112	0	18
Lane Flow Rate	215	248	29	234	308	278
Geometry Grp	7	7	2	2	7	7
Degree of Util (X)	0.371	0.418	0.056	0.397	0.524	0.462
Departure Headway (Hd)	6.221	6.062	6.829	6.111	6.119	5.986
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	577	591	521	587	589	600
Service Time	3.979	3.82	4.911	4.166	3.871	3.738
HCM Lane V/C Ratio	0.373	0.42	0.056	0.399	0.523	0.463
HCM Control Delay	12.6	13.1	10.3	13.2	15.5	13.8
HCM Lane LOS	B	B	B	B	C	B
HCM 95th-tile Q	1.7	2.1	0.2	1.9	3	2.4

Lanes and Geometrics  
 23: Park Meadows Mall Ring Rd. & North Parking Garage Access



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)	0	0	0			0
Storage Lanes	1	0	0			0
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	0.95	0.95	0.95	0.95
Ped Bike Factor						
Frt	0.924				0.978	
Flt Protected	0.978			0.994		
Satd. Flow (prot)	1683	0	0	3518	3461	0
Flt Permitted	0.978			0.994		
Satd. Flow (perm)	1683	0	0	3518	3461	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	134			169	355	
Travel Time (s)	3.0			3.8	8.1	

Intersection Summary

Area Type: Other

Intersection						
Int Delay, s/veh	3.9					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T			T		
Traffic Vol, veh/h	78	99	65	436	440	74
Future Vol, veh/h	78	99	65	436	440	74
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	85	108	71	474	478	80

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	897	279	558	0	-	0
Stage 1	518	-	-	-	-	-
Stage 2	379	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	279	718	1009	-	-	-
Stage 1	563	-	-	-	-	-
Stage 2	662	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	252	718	1009	-	-	-
Mov Cap-2 Maneuver	252	-	-	-	-	-
Stage 1	509	-	-	-	-	-
Stage 2	662	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	22.4	1.4	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1009	-	396	-	-
HCM Lane V/C Ratio	0.07	-	0.486	-	-
HCM Control Delay (s)	8.8	0.3	22.4	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0.2	-	2.6	-	-

Lanes and Geometrics  
 24: Park Meadows Mall Ring Rd. & PF Chang's Access Drive



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕↕	↕↕		↕↕	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)		0%	0%		0%	
Storage Length (ft)	0			0	0	0
Storage Lanes	0			0	1	0
Taper Length (ft)	25				25	
Lane Util. Factor	0.95	0.95	0.95	0.95	1.00	1.00
Ped Bike Factor						
Frt			0.996		0.918	
Flt Protected		0.998			0.981	
Satd. Flow (prot)	0	3532	3525	0	1678	0
Flt Permitted		0.998			0.981	
Satd. Flow (perm)	0	3532	3525	0	1678	0
Link Speed (mph)		30	30		30	
Link Distance (ft)		172	355		139	
Travel Time (s)		3.9	8.1		3.2	

Intersection Summary

Area Type: Other

Intersection						
Int Delay, s/veh	1.4					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑↑		↑↑	
Traffic Vol, veh/h	21	479	499	14	34	52
Future Vol, veh/h	21	479	499	14	34	52
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	23	521	542	15	37	57

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	557	0	-	0	857 279
Stage 1	-	-	-	-	550 -
Stage 2	-	-	-	-	307 -
Critical Hdwy	4.14	-	-	-	6.84 6.94
Critical Hdwy Stg 1	-	-	-	-	5.84 -
Critical Hdwy Stg 2	-	-	-	-	5.84 -
Follow-up Hdwy	2.22	-	-	-	3.52 3.32
Pot Cap-1 Maneuver	1010	-	-	-	296 718
Stage 1	-	-	-	-	542 -
Stage 2	-	-	-	-	719 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1010	-	-	-	287 718
Mov Cap-2 Maneuver	-	-	-	-	287 -
Stage 1	-	-	-	-	525 -
Stage 2	-	-	-	-	719 -




































Approach	EB	WB	SB
HCM Control Delay, s	0.5	0	15.1
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1010	-	-	-	451
HCM Lane V/C Ratio	0.023	-	-	-	0.207
HCM Control Delay (s)	8.6	0.1	-	-	15.1
HCM Lane LOS	A	A	-	-	C
HCM 95th %tile Q(veh)	0.1	-	-	-	0.8



Lanes and Geometrics  
 1: S. Yosemite St. & E. County Line Rd.

Park Meadows  
 12/29/2022

													
Lane Group	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	
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12	
Grade (%)	0%		0%		0%		0%		0%		0%		
Storage Length (ft)	175		350	600		0	235		0	210		0	
Storage Lanes	2		1	2		1	2		1	1		0	
Taper Length (ft)	25			25			25			25			
Lane Util. Factor	0.97	0.91	1.00	0.97	0.91	1.00	0.97	0.95	1.00	1.00	0.95	0.95	
Ped Bike Factor	Frt			0.850	Frt			0.850	Frt			0.850	0.937
Flt Protected	0.950			0.950			0.950			0.950			
Satd. Flow (prot)	3433	5085	1583	3433	5085	1583	3433	3539	1583	1770	3316	0	
Flt Permitted	0.950			0.950			0.950			0.950			
Satd. Flow (perm)	3433	5085	1583	3433	5085	1583	3433	3539	1583	1770	3316	0	
Right Turn on Red			Yes			Yes			Yes			Yes	
Satd. Flow (RTOR)			273			142			185			164	
Link Speed (mph)		30			30			30			30		
Link Distance (ft)		556			1568			1842			710		
Travel Time (s)		12.6			35.6			41.9			16.1		

Intersection Summary

Area Type: Other

Timings  
1: S. Yosemite St. & E. County Line Rd.

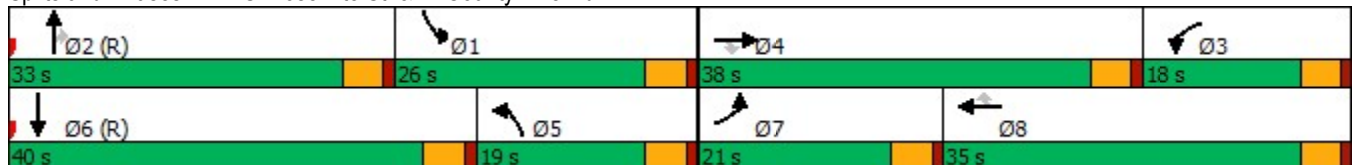
Park Meadows  
12/29/2022

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations											
Traffic Volume (vph)	239	781	251	168	792	83	205	297	105	146	335
Future Volume (vph)	239	781	251	168	792	83	205	297	105	146	335
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA
Protected Phases	7	4		3	8		5	2		1	6
Permitted Phases			4			8			2		
Detector Phase	7	4	4	3	8	8	5	2	2	1	6
Switch Phase											
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5
Total Split (s)	21.0	38.0	38.0	18.0	35.0	35.0	19.0	33.0	33.0	26.0	40.0
Total Split (%)	18.3%	33.0%	33.0%	15.7%	30.4%	30.4%	16.5%	28.7%	28.7%	22.6%	34.8%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead	Lead	Lead	Lag	Lag	Lag	Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	C-Max	C-Max	None	C-Max
Act Effct Green (s)	13.7	28.7	28.7	12.1	27.1	27.1	12.4	36.8	36.8	19.4	43.8
Actuated g/C Ratio	0.12	0.25	0.25	0.11	0.24	0.24	0.11	0.32	0.32	0.17	0.38
v/c Ratio	0.64	0.67	0.46	0.51	0.72	0.19	0.60	0.29	0.18	0.53	0.46
Control Delay	55.3	41.2	6.3	42.1	32.1	8.3	55.9	32.0	1.0	50.4	21.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	55.3	41.2	6.3	42.1	32.1	8.3	55.9	32.0	1.0	50.4	21.8
LOS	E	D	A	D	C	A	E	C	A	D	C
Approach Delay		37.0			31.8			34.7			27.6
Approach LOS		D			C			C			C

Intersection Summary

Cycle Length: 115	
Actuated Cycle Length: 115	
Offset: 104 (90%), Referenced to phase 2:NBT and 6:SBT, Start of Green	
Natural Cycle: 70	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.72	
Intersection Signal Delay: 33.3	Intersection LOS: C
Intersection Capacity Utilization 59.9%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 1: S. Yosemite St. & E. County Line Rd.



## Queues

Park Meadows

## 1: S. Yosemite St. &amp; E. County Line Rd.

12/29/2022




































Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	260	849	273	183	861	90	223	323	114	159	624
v/c Ratio	0.64	0.67	0.46	0.51	0.72	0.19	0.60	0.29	0.18	0.53	0.46
Control Delay	55.3	41.2	6.3	42.1	32.1	8.3	55.9	32.0	1.0	50.4	21.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	55.3	41.2	6.3	42.1	32.1	8.3	55.9	32.0	1.0	50.4	21.8
Queue Length 50th (ft)	95	206	0	72	241	22	82	95	0	108	133
Queue Length 95th (ft)	136	240	62	105	274	m51	121	147	3	175	206
Internal Link Dist (ft)		476			1488			1762			630
Turn Bay Length (ft)	175		350	600			235			210	
Base Capacity (vph)	492	1481	654	403	1348	524	432	1131	631	330	1363
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.53	0.57	0.42	0.45	0.64	0.17	0.52	0.29	0.18	0.48	0.46

## Intersection Summary

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

HCM 6th Signalized Intersection Summary  
 1: S. Yosemite St. & E. County Line Rd.

Park Meadows  
 12/29/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 	  		 	  		 	 			 	
Traffic Volume (veh/h)	239	781	251	168	792	83	205	297	105	146	335	239
Future Volume (veh/h)	239	781	251	168	792	83	205	297	105	146	335	239
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	260	849	273	183	861	90	223	323	114	159	364	260
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	328	1161	360	302	1123	348	760	881	393	500	615	433
Arrive On Green	0.09	0.23	0.23	0.03	0.07	0.07	0.22	0.25	0.25	0.28	0.31	0.31
Sat Flow, veh/h	3456	5106	1585	3456	5106	1585	3456	3554	1585	1781	1993	1402
Grp Volume(v), veh/h	260	849	273	183	861	90	223	323	114	159	324	300
Grp Sat Flow(s),veh/h/ln	1728	1702	1585	1728	1702	1585	1728	1777	1585	1781	1777	1618
Q Serve(g_s), s	8.5	17.7	18.5	6.0	19.0	3.3	6.2	8.6	6.7	8.1	17.7	18.1
Cycle Q Clear(g_c), s	8.5	17.7	18.5	6.0	19.0	3.3	6.2	8.6	6.7	8.1	17.7	18.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.87
Lane Grp Cap(c), veh/h	328	1161	360	302	1123	348	760	881	393	500	549	499
V/C Ratio(X)	0.79	0.73	0.76	0.61	0.77	0.26	0.29	0.37	0.29	0.32	0.59	0.60
Avail Cap(c_a), veh/h	496	1487	462	406	1354	420	760	881	393	500	549	499
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.80	0.80	0.80	0.80	0.80	0.80	1.00	1.00	1.00
Uniform Delay (d), s/veh	50.9	41.2	41.5	53.9	50.4	12.9	37.4	35.8	35.1	32.6	33.6	33.7
Incr Delay (d2), s/veh	5.1	1.4	5.3	1.6	1.8	0.3	0.2	0.9	1.5	0.4	4.6	5.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.9	7.5	7.7	2.8	8.9	2.5	2.6	3.9	2.8	3.6	8.3	7.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	56.0	42.5	46.8	55.5	52.2	13.3	37.6	36.7	36.5	33.0	38.2	39.0
LnGrp LOS	E	D	D	E	D	B	D	D	D	C	D	D
Approach Vol, veh/h		1382			1134			660			783	
Approach Delay, s/veh		45.9			49.6			37.0			37.5	
Approach LOS		D			D			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	36.8	33.0	14.5	30.7	29.8	40.0	15.4	29.8				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	21.5	28.5	13.5	33.5	14.5	35.5	16.5	30.5				
Max Q Clear Time (g_c+I1), s	10.1	10.6	8.0	20.5	8.2	20.1	10.5	21.0				
Green Ext Time (p_c), s	0.3	2.3	0.3	5.7	0.4	3.6	0.5	4.2				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay			43.8									
HCM 6th LOS			D									

Lanes and Geometrics  
 2: S. Chester St. & E. County Line Rd.

Park Meadows  
 12/29/2022



Lane Group	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
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	550		0	525		0	135		0	125		110
Storage Lanes	2		1	2		0	2		1	2		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.97	0.91	1.00	0.97	0.86	0.86	0.97	0.95	1.00	0.97	0.95	1.00
Ped Bike Factor												
Frt			0.850		0.956				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	5085	1583	3433	6126	0	3433	3539	1583	3433	3539	1583
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3433	5085	1583	3433	6126	0	3433	3539	1583	3433	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			145		90				364			234
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1568			1050			565			792	
Travel Time (s)		35.6			23.9			12.8			18.0	

Intersection Summary

Area Type: Other

Timings  
2: S. Chester St. & E. County Line Rd.

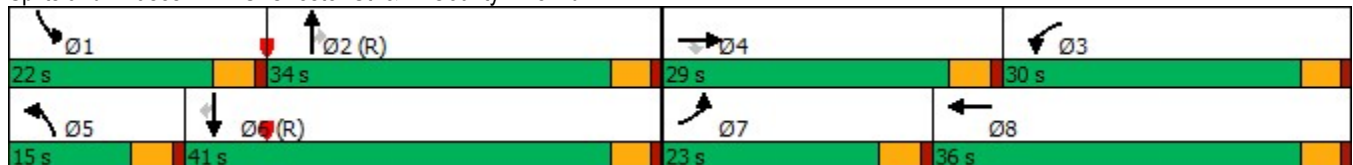


Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	295	669	133	445	646	147	280	335	286	275	215
Future Volume (vph)	295	669	133	445	646	147	280	335	286	275	215
Turn Type	Prot	NA	Perm	Prot	NA	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8	5	2		1	6	
Permitted Phases			4					2			6
Detector Phase	7	4	4	3	8	5	2	2	1	6	6
Switch Phase											
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	22.5	9.5	22.5	9.5	22.5	22.5	9.5	22.5	22.5
Total Split (s)	23.0	29.0	29.0	30.0	36.0	15.0	34.0	34.0	22.0	41.0	41.0
Total Split (%)	20.0%	25.2%	25.2%	26.1%	31.3%	13.0%	29.6%	29.6%	19.1%	35.7%	35.7%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead	Lead	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	C-Max	C-Max	None	C-Max	C-Max
Act Effct Green (s)	15.6	22.5	22.5	21.2	28.1	10.1	38.1	38.1	15.2	43.2	43.2
Actuated g/C Ratio	0.14	0.20	0.20	0.18	0.24	0.09	0.33	0.33	0.13	0.38	0.38
v/c Ratio	0.69	0.73	0.34	0.77	0.63	0.53	0.26	0.47	0.69	0.22	0.32
Control Delay	26.4	23.5	5.8	33.0	17.0	56.8	30.8	5.8	55.7	26.6	4.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	26.4	23.5	5.8	33.0	17.0	56.8	30.8	5.8	55.7	26.6	4.9
LOS	C	C	A	C	B	E	C	A	E	C	A
Approach Delay		22.1			22.3		24.8			31.3	
Approach LOS		C			C		C			C	

Intersection Summary

Cycle Length: 115  
 Actuated Cycle Length: 115  
 Offset: 60 (52%), Referenced to phase 2:NBT and 6:SBT, Start of Green  
 Natural Cycle: 75  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.77  
 Intersection Signal Delay: 24.5  
 Intersection Capacity Utilization 56.5%  
 Analysis Period (min) 15  
 Intersection LOS: C  
 ICU Level of Service B

Splits and Phases: 2: S. Chester St. & E. County Line Rd.



Queues  
2: S. Chester St. & E. County Line Rd.

Park Meadows  
12/29/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	321	727	145	484	993	160	304	364	311	299	234
v/c Ratio	0.69	0.73	0.34	0.77	0.63	0.53	0.26	0.47	0.69	0.22	0.32
Control Delay	26.4	23.5	5.8	33.0	17.0	56.8	30.8	5.8	55.7	26.6	4.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	26.4	23.5	5.8	33.0	17.0	56.8	30.8	5.8	55.7	26.6	4.9
Queue Length 50th (ft)	112	198	32	173	126	58	88	0	114	81	0
Queue Length 95th (ft)	137	235	44	215	158	94	137	75	159	123	56
Internal Link Dist (ft)		1488			970		485			712	
Turn Bay Length (ft)	550			525		135			125		110
Base Capacity (vph)	552	1083	451	761	1743	323	1173	768	522	1330	741
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.58	0.67	0.32	0.64	0.57	0.50	0.26	0.47	0.60	0.22	0.32

Intersection Summary

HCM 6th Signalized Intersection Summary  
 2: S. Chester St. & E. County Line Rd.

Park Meadows  
 12/29/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	295	669	133	445	646	268	147	280	335	286	275	215
Future Volume (veh/h)	295	669	133	445	646	268	147	280	335	286	275	215
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	321	727	145	484	702	291	160	304	364	311	299	234
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	385	894	277	592	1134	373	220	1375	614	380	1540	687
Arrive On Green	0.22	0.35	0.35	0.06	0.08	0.08	0.06	0.39	0.39	0.11	0.43	0.43
Sat Flow, veh/h	3456	5106	1585	3456	4826	1585	3456	3554	1585	3456	3554	1585
Grp Volume(v), veh/h	321	727	145	484	702	291	160	304	364	311	299	234
Grp Sat Flow(s),veh/h/ln	1728	1702	1585	1728	1609	1585	1728	1777	1585	1728	1777	1585
Q Serve(g_s), s	10.2	14.9	6.9	15.9	16.2	20.7	5.2	6.6	12.5	10.1	6.0	11.3
Cycle Q Clear(g_c), s	10.2	14.9	6.9	15.9	16.2	20.7	5.2	6.6	12.5	10.1	6.0	11.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	385	894	277	592	1134	373	220	1375	614	380	1540	687
V/C Ratio(X)	0.83	0.81	0.52	0.82	0.62	0.78	0.73	0.22	0.59	0.82	0.19	0.34
Avail Cap(c_a), veh/h	556	1088	338	766	1322	434	316	1375	614	526	1540	687
HCM Platoon Ratio	2.00	2.00	2.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	0.77	0.77	0.77	0.97	0.97	0.97	0.96	0.96	0.96	1.00	1.00	1.00
Uniform Delay (d), s/veh	43.7	35.7	23.0	52.5	48.0	50.1	52.9	23.6	9.9	50.1	20.2	21.7
Incr Delay (d2), s/veh	5.7	3.1	1.2	5.2	0.7	7.5	4.6	0.4	4.0	7.1	0.3	1.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.2	5.3	2.4	7.8	7.1	9.6	2.4	2.8	4.8	4.7	2.5	4.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	49.4	38.8	24.2	57.7	48.7	57.6	57.4	24.0	13.9	57.1	20.4	23.0
LnGrp LOS	D	D	C	E	D	E	E	C	B	E	C	C
Approach Vol, veh/h		1193			1477			828			844	
Approach Delay, s/veh		39.9			53.4			26.0			34.7	
Approach LOS		D			D			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	17.1	49.0	24.2	24.6	11.8	54.3	17.3	31.5				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	17.5	29.5	25.5	24.5	10.5	36.5	18.5	31.5				
Max Q Clear Time (g_c+I1), s	12.1	14.5	17.9	16.9	7.2	13.3	12.2	22.7				
Green Ext Time (p_c), s	0.5	2.9	1.1	3.3	0.1	2.8	0.6	4.3				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay			40.8									
HCM 6th LOS			D									



Lanes and Geometrics  
 3: North Access Drive & E. County Line Rd.



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑	↑	↙↘	↑↑↑		↙↘
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)		0	350		0	0
Storage Lanes		1	2		0	2
Taper Length (ft)			25		25	
Lane Util. Factor	0.91	1.00	0.97	0.86	1.00	0.88
Ped Bike Factor						
Frt		0.850				0.850
Flt Protected			0.950			
Satd. Flow (prot)	5085	1583	3433	6408	0	2787
Flt Permitted			0.950			
Satd. Flow (perm)	5085	1583	3433	6408	0	2787
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		159				69
Link Speed (mph)	30			30	30	
Link Distance (ft)	1050			651	255	
Travel Time (s)	23.9			14.8	5.8	

Intersection Summary

Area Type: Other

Timings  
3: North Access Drive & E. County Line Rd.



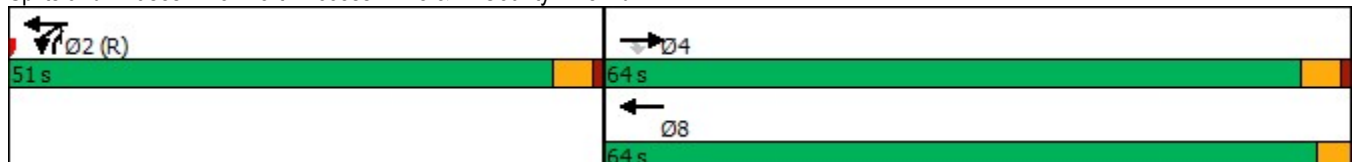
Lane Group	EBT	EBR	WBL	WBT	NBR	Ø8
Lane Configurations	↑↑↑	↑	↙↘	↑↑↑	↙↘	
Traffic Volume (vph)	1177	195	546	1715	301	
Future Volume (vph)	1177	195	546	1715	301	
Turn Type	NA	Perm	Prot	NA	Over	
Protected Phases	4		2	2 8	2	8
Permitted Phases		4			2	
Detector Phase	4	4	2	2 8	2	
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0		5.0	5.0
Minimum Split (s)	22.5	22.5	9.5		9.5	22.5
Total Split (s)	64.0	64.0	51.0		51.0	64.0
Total Split (%)	55.7%	55.7%	44.3%		44.3%	56%
Yellow Time (s)	3.5	3.5	3.5		3.5	3.0
All-Red Time (s)	1.0	1.0	1.0		1.0	0.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	
Total Lost Time (s)	4.5	4.5	4.5		4.5	
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	None	None	C-Max		C-Max	None
Act Effct Green (s)	44.6	44.6	61.4	115.0	61.4	
Actuated g/C Ratio	0.39	0.39	0.53	1.00	0.53	
v/c Ratio	0.65	0.30	0.32	0.29	0.22	
Control Delay	22.4	7.7	6.8	0.1	12.7	
Queue Delay	0.0	0.0	0.0	0.0	0.0	
Total Delay	22.4	7.7	6.8	0.1	12.7	
LOS	C	A	A	A	B	
Approach Delay	20.3			1.7		
Approach LOS	C			A		

Intersection Summary

Cycle Length: 115  
 Actuated Cycle Length: 115  
 Offset: 88 (77%), Referenced to phase 2:WBTL and 6:, Start of Green  
 Natural Cycle: 40  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.65  
 Intersection Signal Delay: 9.0  
 Intersection Capacity Utilization 45.8%  
 Analysis Period (min) 15

Intersection LOS: A  
 ICU Level of Service A

Splits and Phases: 3: North Access Drive & E. County Line Rd.



Queues  
3: North Access Drive & E. County Line Rd.



Lane Group	EBT	EBR	WBL	WBT	NBR
Lane Group Flow (vph)	1279	212	593	1864	327
v/c Ratio	0.65	0.30	0.32	0.29	0.22
Control Delay	22.4	7.7	6.8	0.1	12.7
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	22.4	7.7	6.8	0.1	12.7
Queue Length 50th (ft)	269	71	42	0	53
Queue Length 95th (ft)	301	111	119	0	101
Internal Link Dist (ft)	970			571	
Turn Bay Length (ft)			350		
Base Capacity (vph)	2630	895	1831	6402	1519
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.49	0.24	0.32	0.29	0.22
<b>Intersection Summary</b>					

HCM 6th Edition methodology expects strict NEMA phasing.

Lanes and Geometrics  
 4: Park Meadow Center Dr. & E. County Line Rd.

Park Meadows  
 12/29/2022



Lane Group	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
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		325	0		100	0		250	250		175
Storage Lanes	0		1	0		1	0		1	3		2
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.86	1.00	1.00	0.91	1.00	1.00	1.00	0.76	0.94	0.95	0.88
Ped Bike Factor												
Frt			0.850			0.850			0.850			0.850
Flt Protected										0.950		
Satd. Flow (prot)	0	6408	1583	0	5085	1583	0	0	3610	4990	3539	2787
Flt Permitted										0.950		
Satd. Flow (perm)	0	6408	1583	0	5085	1583	0	0	3610	4990	3539	2787
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			103			100			555			934
Link Speed (mph)		30			30			30				30
Link Distance (ft)		651			987			1238				614
Travel Time (s)		14.8			22.4			28.1				14.0

Intersection Summary

Area Type: Other

Timings  
4: Park Meadow Center Dr. & E. County Line Rd.

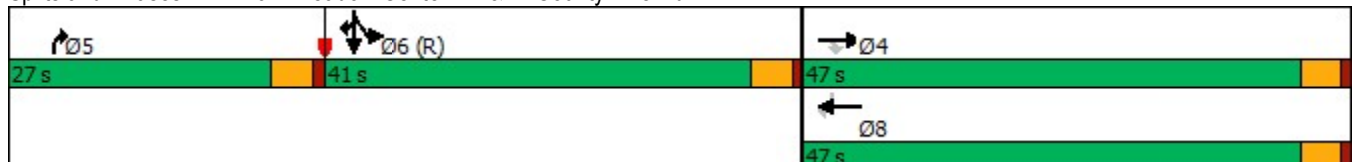


Lane Group	EBT	EBR	WBT	WBR	NBR	SBL	SBT	SBR
Lane Configurations	↑↑↑↑	↗	↑↑↑↑	↗	↗↗↗	↘↘↘	↑↑	↗↗
Traffic Volume (vph)	1383	95	1368	120	736	167	715	859
Future Volume (vph)	1383	95	1368	120	736	167	715	859
Turn Type	NA	Perm	NA	Free	Prot	Split	NA	custom
Protected Phases	4		8		5	6	6	6
Permitted Phases		4		Free				8
Detector Phase	4	4	8		5	6	6	6
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0		5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5		9.5	22.5	22.5	22.5
Total Split (s)	47.0	47.0	47.0		27.0	41.0	41.0	41.0
Total Split (%)	40.9%	40.9%	40.9%		23.5%	35.7%	35.7%	35.7%
Yellow Time (s)	3.5	3.5	3.5		3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0		1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5		4.5	4.5	4.5	4.5
Lead/Lag					Lead	Lag	Lag	Lag
Lead-Lag Optimize?					Yes	Yes	Yes	Yes
Recall Mode	None	None	None		None	C-Max	C-Max	C-Max
Act Effct Green (s)	41.6	41.6	41.6	115.0	15.1	44.8	44.8	90.9
Actuated g/C Ratio	0.36	0.36	0.36	1.00	0.13	0.39	0.39	0.79
v/c Ratio	0.65	0.16	0.81	0.08	0.84	0.09	0.56	0.39
Control Delay	22.5	6.6	28.8	0.1	22.6	24.2	30.8	0.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	22.5	6.6	28.8	0.1	22.6	24.2	30.8	0.8
LOS	C	A	C	A	C	C	C	A
Approach Delay	21.5		26.5				15.4	
Approach LOS	C		C				B	

Intersection Summary

Cycle Length: 115  
 Actuated Cycle Length: 115  
 Offset: 22 (19%), Referenced to phase 6:SBTL, Start of Green  
 Natural Cycle: 55  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.84  
 Intersection Signal Delay: 21.0  
 Intersection Capacity Utilization 64.0%  
 Analysis Period (min) 15  
 Intersection LOS: C  
 ICU Level of Service B

Splits and Phases: 4: Park Meadow Center Dr. & E. County Line Rd.





Lane Group	EBT	EBR	WBT	WBR	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	1503	103	1487	130	800	182	777	934
v/c Ratio	0.65	0.16	0.81	0.08	0.84	0.09	0.56	0.39
Control Delay	22.5	6.6	28.8	0.1	22.6	24.2	30.8	0.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	22.5	6.6	28.8	0.1	22.6	24.2	30.8	0.8
Queue Length 50th (ft)	296	28	404	0	76	30	237	0
Queue Length 95th (ft)	300	60	367	0	128	52	335	17
Internal Link Dist (ft)	571		907				534	
Turn Bay Length (ft)		325		100	250	250		175
Base Capacity (vph)	2368	649	1879	1583	1152	1942	1378	2398
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.63	0.16	0.79	0.08	0.69	0.09	0.56	0.39

## Intersection Summary

HCM 6th Signalized Intersection Summary  
 4: Park Meadow Center Dr. & E. County Line Rd.

Park Meadows  
 12/29/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑	↗		↑↑↑	↗			↗↗↗	↘↘↘	↑↑	↗↗
Traffic Volume (veh/h)	0	1383	95	0	1368	120	0	0	736	167	715	859
Future Volume (veh/h)	0	1383	95	0	1368	120	0	0	736	167	715	859
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	0	1870	1870	0	1870	1870	0	0	1870	1870	1870	1870
Adj Flow Rate, veh/h	0	1503	0	0	1487	0	0	0	800	182	777	934
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	2	2	0	2	2	0	0	2	2	2	2
Cap, veh/h	0	2212		0	1755		0	0	0	2903	2054	1612
Arrive On Green	0.00	0.11	0.00	0.00	0.34	0.00	0.00	0.00	0.00	0.58	0.58	0.58
Sat Flow, veh/h	0	6696	1585	0	5274	1585		0		5023	3554	2790
Grp Volume(v), veh/h	0	1503	0	0	1487	0		0.0		182	777	934
Grp Sat Flow(s),veh/h/ln	0	1609	1585	0	1702	1585				1674	1777	1395
Q Serve(g_s), s	0.0	25.8	0.0	0.0	31.0	0.0				1.8	13.6	24.4
Cycle Q Clear(g_c), s	0.0	25.8	0.0	0.0	31.0	0.0				1.8	13.6	24.4
Prop In Lane	0.00		1.00	0.00		1.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	2212		0	1755					2903	2054	1612
V/C Ratio(X)	0.00	0.68		0.00	0.85					0.06	0.38	0.58
Avail Cap(c_a), veh/h	0	2378		0	1887					2903	2054	1612
HCM Platoon Ratio	1.00	0.33	0.33	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.81	0.00	0.00	0.84	0.00				1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	44.9	0.0	0.0	34.9	0.0				10.6	13.1	15.4
Incr Delay (d2), s/veh	0.0	0.6	0.0	0.0	3.1	0.0				0.0	0.5	1.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	11.2	0.0	0.0	13.1	0.0				0.7	5.4	7.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	45.5	0.0	0.0	38.0	0.0				10.7	13.6	16.9
LnGrp LOS	A	D		A	D					B	B	B
Approach Vol, veh/h		1503	A		1487	A					1893	
Approach Delay, s/veh		45.5			38.0						15.0	
Approach LOS		D			D						B	
Timer - Assigned Phs				4		6		8				
Phs Duration (G+Y+Rc), s				44.0		71.0		44.0				
Change Period (Y+Rc), s				4.5		4.5		4.5				
Max Green Setting (Gmax), s				42.5		36.5		42.5				
Max Q Clear Time (g_c+I1), s				27.8		26.4		33.0				
Green Ext Time (p_c), s				9.2		6.8		6.5				

Intersection Summary

HCM 6th Ctrl Delay	31.4
HCM 6th LOS	C













Notes

Unsignalized Delay for [EBR, WBR] is excluded from calculations of the approach delay and intersection delay.



Lanes and Geometrics  
5: I-25 Ramps & E. County Line Rd.

Park Meadows  
12/29/2022

												
Lane Group	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
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		200	0		100	180		0	0		0
Storage Lanes	0		1	0		1	2		1	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.91	0.88	1.00	0.91	1.00	0.97	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt			0.850			0.850			0.850			
Flt Protected							0.950					
Satd. Flow (prot)	0	5085	2787	0	5085	1583	3433	0	1583	0	0	0
Flt Permitted							0.950					
Satd. Flow (perm)	0	5085	2787	0	5085	1583	3433	0	1583	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			1176			180			109			
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		987			920			594			487	
Travel Time (s)		22.4			20.9			13.5			11.1	

Intersection Summary

Area Type: Other

Timings  
5: I-25 Ramps & E. County Line Rd.

	→	↘	←	↙	↖	↗
Lane Group	EBT	EBR	WBT	WBR	NBL	NBR
Lane Configurations	↑↑↑	↗↗	↑↑↑	↗	↘↘	↗
Traffic Volume (vph)	606	1082	772	325	700	114
Future Volume (vph)	606	1082	772	325	700	114
Turn Type	NA	Free	NA	Free	Prot	Free
Protected Phases	4		8		5	
Permitted Phases		Free		Free		Free
Detector Phase	4		8		5	
Switch Phase						
Minimum Initial (s)	5.0		5.0		5.0	
Minimum Split (s)	22.5		22.5		9.5	
Total Split (s)	50.0		50.0		65.0	
Total Split (%)	43.5%		43.5%		56.5%	
Yellow Time (s)	3.5		3.5		3.5	
All-Red Time (s)	1.0		1.0		1.0	
Lost Time Adjust (s)	0.0		0.0		0.0	
Total Lost Time (s)	4.5		4.5		4.5	
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	None		None		None	
Act Effct Green (s)	27.1	115.0	27.1	115.0	78.9	115.0
Actuated g/C Ratio	0.24	1.00	0.24	1.00	0.69	1.00
v/c Ratio	0.55	0.42	0.70	0.22	0.32	0.08
Control Delay	40.3	1.9	43.2	0.3	8.2	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	40.3	1.9	43.2	0.3	8.2	0.1
LOS	D	A	D	A	A	A
Approach Delay	15.7		30.5			
Approach LOS	B		C			

Intersection Summary

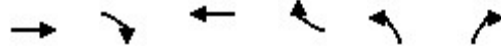
Cycle Length: 115	
Actuated Cycle Length: 115	
Offset: 2 (2%), Referenced to phase 2: and 6:, Start of Green	
Natural Cycle: 40	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.70	
Intersection Signal Delay: 18.2	Intersection LOS: B
Intersection Capacity Utilization 42.0%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 5: I-25 Ramps & E. County Line Rd.



Queues  
5: I-25 Ramps & E. County Line Rd.

Park Meadows  
12/29/2022



Lane Group	EBT	EBR	WBT	WBR	NBL	NBR
Lane Group Flow (vph)	659	1176	839	353	761	124
v/c Ratio	0.55	0.42	0.70	0.22	0.32	0.08
Control Delay	40.3	1.9	43.2	0.3	8.2	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	40.3	1.9	43.2	0.3	8.2	0.1
Queue Length 50th (ft)	174	44	209	0	105	0
Queue Length 95th (ft)	212	36	237	0	162	0
Internal Link Dist (ft)	907		840			
Turn Bay Length (ft)		200		100	180	
Base Capacity (vph)	2011	2787	2011	1583	2354	1583
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.33	0.42	0.42	0.22	0.32	0.08

Intersection Summary

HCM 6th Signalized Intersection Summary  
5: I-25 Ramps & E. County Line Rd.

Park Meadows  
12/29/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑	↑↑		↑↑↑	↑	↑↑		↑			
Traffic Volume (veh/h)	0	606	1082	0	772	325	700	0	114	0	0	0
Future Volume (veh/h)	0	606	1082	0	772	325	700	0	114	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	0	1870	1870	0	1870	1870	1870	0	1870			
Adj Flow Rate, veh/h	0	659	0	0	839	0	761	0	0			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92			
Percent Heavy Veh, %	0	2	2	0	2	2	2	0	2			
Cap, veh/h	0	1153		0	1153		2405	0				
Arrive On Green	0.00	0.38	0.00	0.00	0.23	0.00	0.70	0.00	0.00			
Sat Flow, veh/h	0	5274	2790	0	5274	1585	3456	0	1585			
Grp Volume(v), veh/h	0	659	0	0	839	0	761	0	0			
Grp Sat Flow(s),veh/h/ln	0	1702	1395	0	1702	1585	1728	0	1585			
Q Serve(g_s), s	0.0	11.8	0.0	0.0	17.5	0.0	9.9	0.0	0.0			
Cycle Q Clear(g_c), s	0.0	11.8	0.0	0.0	17.5	0.0	9.9	0.0	0.0			
Prop In Lane	0.00		1.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	0	1153		0	1153		2405	0				
V/C Ratio(X)	0.00	0.57		0.00	0.73		0.32	0.00				
Avail Cap(c_a), veh/h	0	2020		0	2020		2405	0				
HCM Platoon Ratio	1.00	1.67	1.67	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(l)	0.00	0.69	0.00	0.00	1.00	0.00	1.00	0.00	0.00			
Uniform Delay (d), s/veh	0.0	31.4	0.0	0.0	41.2	0.0	6.8	0.0	0.0			
Incr Delay (d2), s/veh	0.0	0.3	0.0	0.0	0.9	0.0	0.1	0.0	0.0			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	0.0	4.3	0.0	0.0	7.4	0.0	3.4	0.0	0.0			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	31.7	0.0	0.0	42.1	0.0	6.9	0.0	0.0			
LnGrp LOS	A	C		A	D		A	A				
Approach Vol, veh/h		659	A		839	A		761	A			
Approach Delay, s/veh		31.7			42.1			6.9				
Approach LOS		C			D			A				
Timer - Assigned Phs		2		4				8				
Phs Duration (G+Y+Rc), s		84.5		30.5				30.5				
Change Period (Y+Rc), s		4.5		4.5				4.5				
Max Green Setting (Gmax), s		60.5		45.5				45.5				
Max Q Clear Time (g_c+I1), s		11.9		13.8				19.5				
Green Ext Time (p_c), s		3.1		5.1				6.5				

Intersection Summary

HCM 6th Ctrl Delay	27.2
HCM 6th LOS	C

Notes

Unsignalized Delay for [NBR, EBR, WBR] is excluded from calculations of the approach delay and intersection delay.

Lanes and Geometrics  
 6: Park Meadow Center Dr. & East Access Drive



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)	0	0	110			0
Storage Lanes	2	1	1			0
Taper Length (ft)	25		25			
Lane Util. Factor	0.97	1.00	1.00	0.95	0.95	0.95
Ped Bike Factor						
Frt		0.850			0.927	
Flt Protected	0.950		0.950			
Satd. Flow (prot)	3433	1583	1770	3539	3281	0
Flt Permitted	0.950		0.231			
Satd. Flow (perm)	3433	1583	430	3539	3281	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		199			412	
Link Speed (mph)	30			30	30	
Link Distance (ft)	204			1551	1238	
Travel Time (s)	4.6			35.3	28.1	

Intersection Summary

Area Type: Other

Timings  
6: Park Meadow Center Dr. & East Access Drive

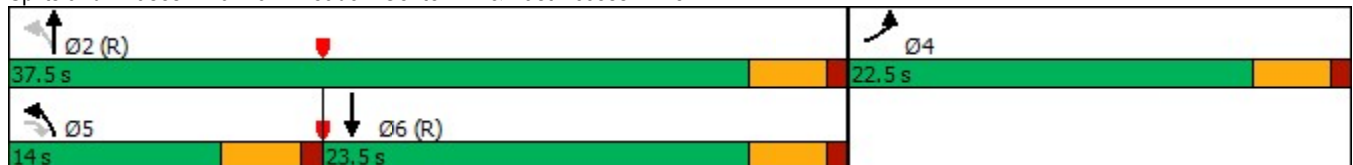


Lane Group	EBL	EBR	NBL	NBT	SBT
Lane Configurations	↖↗	↗	↖	↑↑	↑↓
Traffic Volume (vph)	249	183	143	485	397
Future Volume (vph)	249	183	143	485	397
Turn Type	Prot	Perm	pm+pt	NA	NA
Protected Phases	4		5	2	6
Permitted Phases		5	2		
Detector Phase	4	5	5	2	6
Switch Phase					
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	9.5	9.5	22.5	22.5
Total Split (s)	22.5	14.0	14.0	37.5	23.5
Total Split (%)	37.5%	23.3%	23.3%	62.5%	39.2%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5
Lead/Lag		Lead	Lead		Lag
Lead-Lag Optimize?		Yes	Yes		Yes
Recall Mode	None	None	None	C-Max	C-Max
Act Effect Green (s)	10.0	7.8	41.0	41.0	28.7
Actuated g/C Ratio	0.17	0.13	0.68	0.68	0.48
v/c Ratio	0.47	0.53	0.33	0.22	0.47
Control Delay	25.0	9.6	5.7	4.1	6.8
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	25.0	9.6	5.7	4.1	6.8
LOS	C	A	A	A	A
Approach Delay	18.5			4.5	6.8
Approach LOS	B			A	A

Intersection Summary

Cycle Length: 60  
 Actuated Cycle Length: 60  
 Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBT, Start of Green  
 Natural Cycle: 60  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.53  
 Intersection Signal Delay: 8.7  
 Intersection Capacity Utilization 49.4%  
 Analysis Period (min) 15  
 Intersection LOS: A  
 ICU Level of Service A

Splits and Phases: 6: Park Meadow Center Dr. & East Access Drive





Lane Group	EBL	EBR	NBL	NBT	SBT
Lane Group Flow (vph)	271	199	155	527	844
v/c Ratio	0.47	0.53	0.33	0.22	0.47
Control Delay	25.0	9.6	5.7	4.1	6.8
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	25.0	9.6	5.7	4.1	6.8
Queue Length 50th (ft)	46	0	15	29	45
Queue Length 95th (ft)	73	46	37	54	104
Internal Link Dist (ft)	124			1471	1158
Turn Bay Length (ft)			110		
Base Capacity (vph)	1029	426	513	2416	1783
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.26	0.47	0.30	0.22	0.47
<b>Intersection Summary</b>					

HCM 6th Signalized Intersection Summary  
6: Park Meadow Center Dr. & East Access Drive

Park Meadows  
12/29/2022



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	249	183	143	485	397	379
Future Volume (veh/h)	249	183	143	485	397	379
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	271	199	155	527	432	412
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	593	272	492	2411	935	834
Arrive On Green	0.17	0.17	0.08	0.68	0.53	0.53
Sat Flow, veh/h	3456	1585	1781	3647	1870	1585
Grp Volume(v), veh/h	271	199	155	527	432	412
Grp Sat Flow(s),veh/h/ln	1728	1585	1781	1777	1777	1585
Q Serve(g_s), s	4.2	7.1	2.1	3.4	9.1	10.0
Cycle Q Clear(g_c), s	4.2	7.1	2.1	3.4	9.1	10.0
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	593	272	492	2411	935	834
V/C Ratio(X)	0.46	0.73	0.32	0.22	0.46	0.49
Avail Cap(c_a), veh/h	1037	476	637	2411	935	834
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	0.76	0.76	0.84	0.84
Uniform Delay (d), s/veh	22.3	23.5	5.9	3.6	8.9	9.1
Incr Delay (d2), s/veh	0.6	3.8	0.3	0.2	1.4	1.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	6.3	0.6	0.8	3.2	3.2
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	22.9	27.3	6.2	3.8	10.3	10.8
LnGrp LOS	C	C	A	A	B	B
Approach Vol, veh/h	470			682	844	
Approach Delay, s/veh	24.8			4.3	10.6	
Approach LOS	C			A	B	
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		45.2		14.8	9.1	36.1
Change Period (Y+Rc), s		4.5		4.5	4.5	4.5
Max Green Setting (Gmax), s		33.0		18.0	9.5	19.0
Max Q Clear Time (g_c+I1), s		5.4		9.1	4.1	12.0
Green Ext Time (p_c), s		3.8		1.2	0.2	3.1
<b>Intersection Summary</b>						
HCM 6th Ctrl Delay			11.8			
HCM 6th LOS			B			



Lanes and Geometrics  
7: SE Access Drive & Park Meadow Center Dr.

Park Meadows  
12/29/2022



Lane Group	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
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%				0%
Storage Length (ft)	150		0	100		0	0		0	0		0
Storage Lanes	1		0	1		0	1		0	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.989			0.984			0.895				0.850
Flt Protected	0.950			0.950			0.950				0.976	
Satd. Flow (prot)	1770	3500	0	1770	3483	0	1770	1667	0	0	1818	1583
Flt Permitted	0.354			0.336			0.665				0.819	
Satd. Flow (perm)	659	3500	0	626	3483	0	1239	1667	0	0	1526	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		15			25			99				210
Link Speed (mph)		30			30			30				30
Link Distance (ft)		1110			1551			164				207
Travel Time (s)		25.2			35.3			3.7				4.7

Intersection Summary

Area Type: Other

Timings  
7: SE Access Drive & Park Meadow Center Dr.

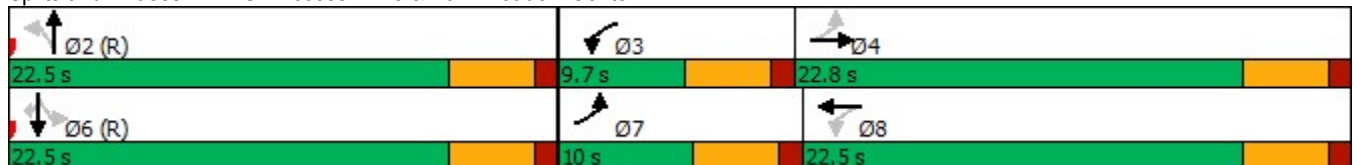


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations	↖	↕	↖	↕	↖	↕		↕	↗
Traffic Volume (vph)	154	488	86	439	65	40	65	67	193
Future Volume (vph)	154	488	86	439	65	40	65	67	193
Turn Type	pm+pt	NA	pm+pt	NA	Perm	NA	Perm	NA	Perm
Protected Phases	7	4	3	8		2		6	
Permitted Phases	4		8		2		6		6
Detector Phase	7	4	3	8	2	2	6	6	6
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	9.5	22.5	22.5	22.5	22.5	22.5	22.5
Total Split (s)	10.0	22.8	9.7	22.5	22.5	22.5	22.5	22.5	22.5
Total Split (%)	18.2%	41.5%	17.6%	40.9%	40.9%	40.9%	40.9%	40.9%	40.9%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5		4.5	4.5
Lead/Lag	Lead	Lag	Lead	Lag					
Lead-Lag Optimize?	Yes	Yes	Yes	Yes					
Recall Mode	None	None	None	None	C-Max	C-Max	C-Max	C-Max	C-Max
Act Effct Green (s)	19.1	14.7	18.6	14.4	23.6	23.6		23.6	23.6
Actuated g/C Ratio	0.35	0.27	0.34	0.26	0.43	0.43		0.43	0.43
v/c Ratio	0.49	0.60	0.29	0.57	0.13	0.18		0.22	0.26
Control Delay	14.3	19.5	10.7	18.9	13.2	6.1		13.6	3.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0
Total Delay	14.3	19.5	10.7	18.9	13.2	6.1		13.6	3.5
LOS	B	B	B	B	B	A		B	A
Approach Delay		18.4		17.7		8.4		7.6	
Approach LOS		B		B		A		A	

Intersection Summary

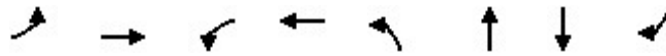
Cycle Length: 55  
 Actuated Cycle Length: 55  
 Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green  
 Natural Cycle: 55  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.60  
 Intersection Signal Delay: 15.1  
 Intersection Capacity Utilization 52.2%  
 Analysis Period (min) 15  
 Intersection LOS: B  
 ICU Level of Service A

Splits and Phases: 7: SE Access Drive & Park Meadow Center Dr.



Queues

7: SE Access Drive & Park Meadow Center Dr.



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	167	570	93	535	71	142	144	210
v/c Ratio	0.49	0.60	0.29	0.57	0.13	0.18	0.22	0.26
Control Delay	14.3	19.5	10.7	18.9	13.2	6.1	13.6	3.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	14.3	19.5	10.7	18.9	13.2	6.1	13.6	3.5
Queue Length 50th (ft)	32	82	17	75	14	8	30	0
Queue Length 95th (ft)	54	113	33	105	41	41	72	37
Internal Link Dist (ft)		1030		1471		84	127	
Turn Bay Length (ft)	150		100					
Base Capacity (vph)	339	1174	319	1156	531	771	654	798
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.49	0.49	0.29	0.46	0.13	0.18	0.22	0.26

Intersection Summary

HCM 6th Signalized Intersection Summary  
 7: SE Access Drive & Park Meadow Center Dr.

Park Meadows  
 12/29/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	154	488	37	86	439	53	65	40	91	65	67	193
Future Volume (veh/h)	154	488	37	86	439	53	65	40	91	65	67	193
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	167	530	40	93	477	58	71	43	99	71	73	210
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	372	815	61	338	680	82	544	223	513	386	367	701
Arrive On Green	0.10	0.24	0.24	0.07	0.21	0.21	0.44	0.44	0.44	0.44	0.44	0.44
Sat Flow, veh/h	1781	3350	252	1781	3191	386	1096	503	1159	653	829	1585
Grp Volume(v), veh/h	167	281	289	93	265	270	71	0	142	144	0	210
Grp Sat Flow(s),veh/h/ln	1781	1777	1825	1781	1777	1801	1096	0	1662	1482	0	1585
Q Serve(g_s), s	3.9	7.8	7.8	2.2	7.6	7.6	2.4	0.0	2.9	0.7	0.0	4.7
Cycle Q Clear(g_c), s	3.9	7.8	7.8	2.2	7.6	7.6	6.0	0.0	2.9	3.6	0.0	4.7
Prop In Lane	1.00		0.14	1.00		0.21	1.00		0.70	0.49		1.00
Lane Grp Cap(c), veh/h	372	432	444	338	378	384	544	0	735	753	0	701
V/C Ratio(X)	0.45	0.65	0.65	0.27	0.70	0.70	0.13	0.00	0.19	0.19	0.00	0.30
Avail Cap(c_a), veh/h	373	591	607	384	582	589	544	0	735	753	0	701
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.87	0.87	0.87	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	15.0	18.7	18.7	15.4	20.0	20.0	11.4	0.0	9.3	9.4	0.0	9.9
Incr Delay (d2), s/veh	0.8	1.6	1.6	0.4	2.0	2.1	0.5	0.0	0.6	0.6	0.0	1.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	3.1	3.2	0.8	3.1	3.1	0.6	0.0	1.0	1.0	0.0	1.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	15.9	20.4	20.3	15.7	22.1	22.1	11.9	0.0	9.9	9.9	0.0	10.9
LnGrp LOS	B	C	C	B	C	C	B	A	A	A	A	B
Approach Vol, veh/h		737			628			213				354
Approach Delay, s/veh		19.3			21.1			10.6				10.5
Approach LOS		B			C			B				B
Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		28.8	8.3	17.9		28.8	10.0	16.2				
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5	4.5	4.5				
Max Green Setting (Gmax), s		18.0	5.2	18.3		18.0	5.5	18.0				
Max Q Clear Time (g_c+I1), s		8.0	4.2	9.8		6.7	5.9	9.6				
Green Ext Time (p_c), s		0.7	0.0	2.2		1.2	0.0	2.1				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay				17.3								
HCM 6th LOS				B								

Lanes and Geometrics  
8: S. Yosemite St. & Park Meadow Center Dr.

Park Meadows  
12/29/2022



Lane Group	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
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	240		240	110		275	220		235
Storage Lanes	0		0	1		1	2		1	2		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	0.91	0.91	1.00	0.97	0.91	1.00	0.97	0.91	1.00
Ped Bike Factor												
Frt						0.850			0.850			0.850
Flt Protected				0.950	0.985		0.950			0.950		
Satd. Flow (prot)	0	0	0	1610	3339	1583	3433	5085	1583	3433	5085	1583
Flt Permitted				0.950	0.985		0.352			0.159		
Satd. Flow (perm)	0	0	0	1610	3339	1583	1272	5085	1583	575	5085	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						203			784			232
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		440			1021			458			636	
Travel Time (s)		10.0			23.2			10.4			14.5	

Intersection Summary

Area Type: Other

Timings  
8: S. Yosemite St. & Park Meadow Center Dr.

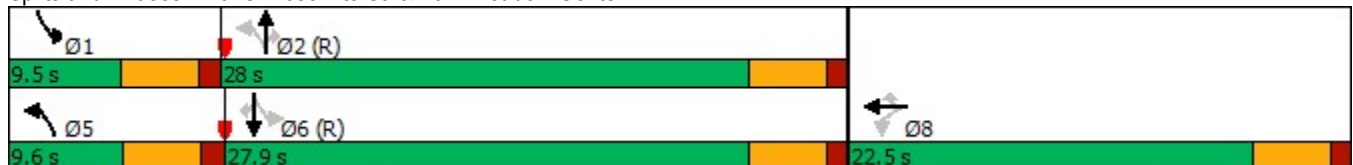


Lane Group	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↙	↙↕	↙	↙↕	↕↕↕	↙	↙↕	↕↕↕	↙
Traffic Volume (vph)	369	318	217	232	1162	721	211	648	213
Future Volume (vph)	369	318	217	232	1162	721	211	648	213
Turn Type	Perm	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases		8		5	2		1	6	
Permitted Phases	8		8	2		2	6		6
Detector Phase	8	8	8	5	2	2	1	6	6
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5	22.5
Total Split (s)	22.5	22.5	22.5	9.6	28.0	28.0	9.5	27.9	27.9
Total Split (%)	37.5%	37.5%	37.5%	16.0%	46.7%	46.7%	15.8%	46.5%	46.5%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag				Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?				Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	C-Max	C-Max	None	C-Max	C-Max
Act Effct Green (s)	15.6	15.6	15.6	31.0	25.3	25.3	30.8	25.2	25.2
Actuated g/C Ratio	0.26	0.26	0.26	0.52	0.42	0.42	0.51	0.42	0.42
v/c Ratio	0.58	0.58	0.42	0.29	0.59	0.70	0.41	0.33	0.29
Control Delay	24.9	21.7	6.7	7.2	15.3	5.2	8.7	12.8	3.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	24.9	21.7	6.7	7.2	15.3	5.2	8.7	12.8	3.2
LOS	C	C	A	A	B	A	A	B	A
Approach Delay		18.9			11.0			10.1	
Approach LOS		B			B			B	

Intersection Summary

Cycle Length: 60  
 Actuated Cycle Length: 60  
 Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green  
 Natural Cycle: 60  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.70  
 Intersection Signal Delay: 12.5  
 Intersection Capacity Utilization 58.2%  
 Analysis Period (min) 15  
 Intersection LOS: B  
 ICU Level of Service B

Splits and Phases: 8: S. Yosemite St. & Park Meadow Center Dr.



Queues

8: S. Yosemite St. & Park Meadow Center Dr.



Lane Group	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	245	502	236	252	1263	784	229	704	232
v/c Ratio	0.58	0.58	0.42	0.29	0.59	0.70	0.41	0.33	0.29
Control Delay	24.9	21.7	6.7	7.2	15.3	5.2	8.7	12.8	3.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	24.9	21.7	6.7	7.2	15.3	5.2	8.7	12.8	3.2
Queue Length 50th (ft)	80	82	9	20	130	0	18	63	0
Queue Length 95th (ft)	146	123	53	35	172	61	31	89	36
Internal Link Dist (ft)		941			378			556	
Turn Bay Length (ft)	240		240	110		275	220		235
Base Capacity (vph)	483	1001	617	863	2142	1120	561	2132	798
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.51	0.50	0.38	0.29	0.59	0.70	0.41	0.33	0.29

Intersection Summary

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HCM 6th Edition methodology does not support turning movements with shared & exclusive lanes.



Lanes and Geometrics  
 9: S. Yosemite St. & SW Access Drive

Park Meadows  
 12/29/2022



Lane Group	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
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	140		0	450		0
Storage Lanes	1		0	1		0	1		1	2		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	0.97	0.91	0.91
Ped Bike Factor												
Frt		0.900			0.855				0.850		0.997	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1676	0	1770	1593	0	1770	3539	1583	3433	5070	0
Flt Permitted	0.677			0.730			0.950			0.950		
Satd. Flow (perm)	1261	1676	0	1360	1593	0	1770	3539	1583	3433	5070	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		28			121				410			6
Link Speed (mph)		30			30			30				30
Link Distance (ft)		205			369			636				1050
Travel Time (s)		4.7			8.4			14.5				23.9

Intersection Summary

Area Type: Other

Timings  
9: S. Yosemite St. & SW Access Drive

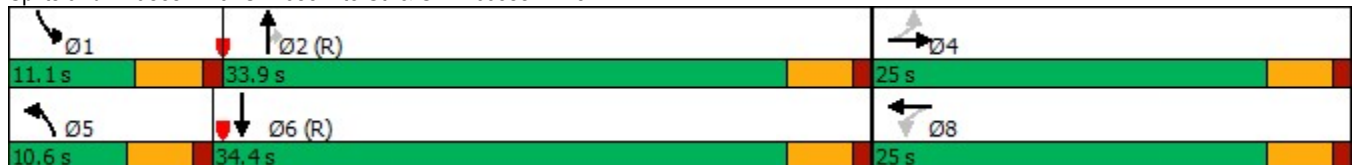


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations	↖	↗	↖	↗	↖	↑↑	↗	↖↗	↑↑↗
Traffic Volume (vph)	13	13	201	4	44	966	377	124	863
Future Volume (vph)	13	13	201	4	44	966	377	124	863
Turn Type	Perm	NA	Perm	NA	Prot	NA	Perm	Prot	NA
Protected Phases		4		8	5	2		1	6
Permitted Phases	4		8				2		
Detector Phase	4	4	8	8	5	2	2	1	6
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5
Total Split (s)	25.0	25.0	25.0	25.0	10.6	33.9	33.9	11.1	34.4
Total Split (%)	35.7%	35.7%	35.7%	35.7%	15.1%	48.4%	48.4%	15.9%	49.1%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag					Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?					Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	C-Max	C-Max	None	C-Max
Act Effct Green (s)	15.8	15.8	15.8	15.8	6.6	35.6	35.6	7.2	38.3
Actuated g/C Ratio	0.23	0.23	0.23	0.23	0.09	0.51	0.51	0.10	0.55
v/c Ratio	0.05	0.10	0.71	0.28	0.29	0.58	0.41	0.38	0.35
Control Delay	19.2	10.9	37.5	6.3	34.3	15.6	3.0	32.7	11.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	19.2	10.9	37.5	6.3	34.3	15.6	3.0	32.7	11.1
LOS	B	B	D	A	C	B	A	C	B
Approach Delay		13.0		26.1		12.7			13.7
Approach LOS		B		C		B			B

Intersection Summary

Cycle Length: 70  
 Actuated Cycle Length: 70  
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green  
 Natural Cycle: 60  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.71  
 Intersection Signal Delay: 14.6  
 Intersection Capacity Utilization 59.9%  
 Analysis Period (min) 15  
 Intersection LOS: B  
 ICU Level of Service B

Splits and Phases: 9: S. Yosemite St. & SW Access Drive



Queues  
9: S. Yosemite St. & SW Access Drive

Park Meadows  
12/29/2022



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	14	42	218	125	48	1050	410	135	959
v/c Ratio	0.05	0.10	0.71	0.28	0.29	0.58	0.41	0.38	0.35
Control Delay	19.2	10.9	37.5	6.3	34.3	15.6	3.0	32.7	11.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	19.2	10.9	37.5	6.3	34.3	15.6	3.0	32.7	11.1
Queue Length 50th (ft)	5	5	86	1	19	174	0	28	93
Queue Length 95th (ft)	16	25	144	36	50	256	47	54	134
Internal Link Dist (ft)		125		289		556			970
Turn Bay Length (ft)					140			450	
Base Capacity (vph)	369	510	398	552	169	1799	1006	359	2776
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.04	0.08	0.55	0.23	0.28	0.58	0.41	0.38	0.35

Intersection Summary

HCM 6th Signalized Intersection Summary  
 9: S. Yosemite St. & SW Access Drive

Park Meadows  
 12/29/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↗	↘		↗	↘		↗	↑↑	↗	↗↘	↑↑↘	
Traffic Volume (veh/h)	13	13	26	201	4	111	44	966	377	124	863	19
Future Volume (veh/h)	13	13	26	201	4	111	44	966	377	124	863	19
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	14	14	28	218	4	121	48	1050	410	135	938	21
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	288	119	237	366	11	329	77	1875	837	229	2830	63
Arrive On Green	0.21	0.21	0.21	0.21	0.21	0.21	0.04	0.53	0.53	0.07	0.55	0.55
Sat Flow, veh/h	1266	557	1113	1365	51	1542	1781	3554	1585	3456	5139	115
Grp Volume(v), veh/h	14	0	42	218	0	125	48	1050	410	135	621	338
Grp Sat Flow(s),veh/h/ln	1266	0	1670	1365	0	1593	1781	1777	1585	1728	1702	1850
Q Serve(g_s), s	0.7	0.0	1.4	10.7	0.0	4.7	1.9	13.9	11.5	2.7	7.0	7.0
Cycle Q Clear(g_c), s	5.4	0.0	1.4	12.2	0.0	4.7	1.9	13.9	11.5	2.7	7.0	7.0
Prop In Lane	1.00		0.67	1.00		0.97	1.00		1.00	1.00		0.06
Lane Grp Cap(c), veh/h	288	0	356	366	0	339	77	1875	837	229	1874	1019
V/C Ratio(X)	0.05	0.00	0.12	0.60	0.00	0.37	0.62	0.56	0.49	0.59	0.33	0.33
Avail Cap(c_a), veh/h	389	0	489	475	0	466	155	1875	837	326	1874	1019
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	0.00	1.00	1.00	0.00	1.00	0.80	0.80	0.80	0.96	0.96	0.96
Uniform Delay (d), s/veh	25.8	0.0	22.2	27.1	0.0	23.5	32.9	11.1	10.5	31.8	8.6	8.6
Incr Delay (d2), s/veh	0.1	0.0	0.1	1.6	0.0	0.7	6.4	1.0	1.6	2.3	0.5	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	0.5	3.5	0.0	1.7	0.9	4.9	3.9	1.1	2.3	2.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	25.9	0.0	22.4	28.7	0.0	24.2	39.3	12.1	12.2	34.1	9.1	9.5
LnGrp LOS	C	A	C	C	A	C	D	B	B	C	A	A
Approach Vol, veh/h		56			343			1508			1094	
Approach Delay, s/veh		23.2			27.0			13.0			12.3	
Approach LOS		C			C			B			B	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.1	41.4		19.4	7.5	43.0		19.4				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	6.6	29.4		20.5	6.1	29.9		20.5				
Max Q Clear Time (g_c+I1), s	4.7	15.9		7.4	3.9	9.0		14.2				
Green Ext Time (p_c), s	0.1	7.5		0.1	0.0	6.5		0.8				

Intersection Summary

HCM 6th Ctrl Delay	14.5
HCM 6th LOS	B

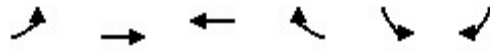


Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)		0%	0%		0%	
Storage Length (ft)	200			0	0	140
Storage Lanes	1			1	2	1
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	0.91	0.95	1.00	0.97	1.00
Ped Bike Factor						
Frt				0.850		0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1770	5085	3539	1583	3433	1583
Flt Permitted	0.220				0.950	
Satd. Flow (perm)	410	5085	3539	1583	3433	1583
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)				480		91
Link Speed (mph)		30	30		30	
Link Distance (ft)		1842	1050		476	
Travel Time (s)		41.9	23.9		10.8	

Intersection Summary

Area Type: Other

Timings  
10: S. Yosemite St. & S. Chester St.

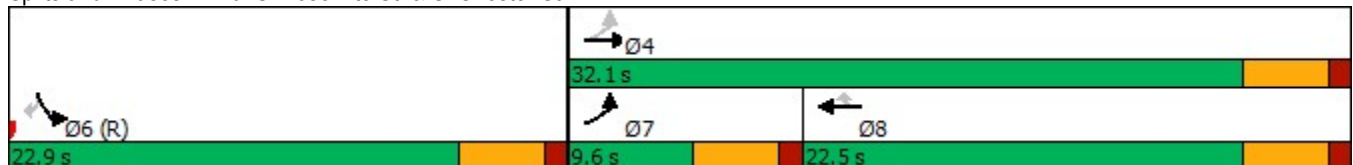


Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↖	↑↑↑	↑↑	↖	↘↘	↘
Traffic Volume (vph)	85	686	625	442	322	84
Future Volume (vph)	85	686	625	442	322	84
Turn Type	pm+pt	NA	NA	Perm	Prot	Perm
Protected Phases	7	4	8		6	
Permitted Phases	4			8		6
Detector Phase	7	4	8	8	6	6
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	22.5	22.5	22.5	22.5
Total Split (s)	9.6	32.1	22.5	22.5	22.9	22.9
Total Split (%)	17.5%	58.4%	40.9%	40.9%	41.6%	41.6%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead		Lag	Lag		
Lead-Lag Optimize?	Yes		Yes	Yes		
Recall Mode	None	None	None	None	C-Max	C-Max
Act Effct Green (s)	24.6	24.6	16.9	16.9	21.4	21.4
Actuated g/C Ratio	0.45	0.45	0.31	0.31	0.39	0.39
v/c Ratio	0.30	0.33	0.62	0.59	0.26	0.14
Control Delay	9.9	9.8	19.0	5.1	11.4	3.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	9.9	9.8	19.0	5.1	11.4	3.4
LOS	A	A	B	A	B	A
Approach Delay		9.8	13.2		9.8	
Approach LOS		A	B		A	

Intersection Summary

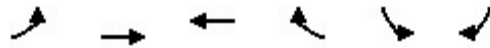
Cycle Length: 55  
 Actuated Cycle Length: 55  
 Offset: 0 (0%), Referenced to phase 2: and 6:SBL, Start of Green  
 Natural Cycle: 55  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.62  
 Intersection Signal Delay: 11.4  
 Intersection Capacity Utilization 42.4%  
 Analysis Period (min) 15  
 Intersection LOS: B  
 ICU Level of Service A

Splits and Phases: 10: S. Yosemite St. & S. Chester St.



Queues

10: S. Yosemite St. & S. Chester St.



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Group Flow (vph)	92	746	679	480	350	91
v/c Ratio	0.30	0.33	0.62	0.59	0.26	0.14
Control Delay	9.9	9.8	19.0	5.1	11.4	3.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	9.9	9.8	19.0	5.1	11.4	3.4
Queue Length 50th (ft)	14	47	95	0	34	0
Queue Length 95th (ft)	33	67	141	54	52	16
Internal Link Dist (ft)		1762	970		396	
Turn Bay Length (ft)	200					140
Base Capacity (vph)	309	2551	1158	840	1337	672
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.30	0.29	0.59	0.57	0.26	0.14

Intersection Summary

HCM 6th Signalized Intersection Summary  
 10: S. Yosemite St. & S. Chester St.

Park Meadows  
 12/29/2022



Movement	EBL	EBT	WBT	WBR	SBL	SBR	
Lane Configurations							
Traffic Volume (veh/h)	85	686	625	442	322	84	
Future Volume (veh/h)	85	686	625	442	322	84	
Initial Q (Qb), veh	0	0	0	0	0	0	
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	
Work Zone On Approach		No	No		No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	
Adj Flow Rate, veh/h	92	746	679	480	350	91	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	
Percent Heavy Veh, %	2	2	2	2	2	2	
Cap, veh/h	335	2439	1163	519	1239	568	
Arrive On Green	0.07	0.48	0.33	0.33	0.36	0.36	
Sat Flow, veh/h	1781	5274	3647	1585	3456	1585	
Grp Volume(v), veh/h	92	746	679	480	350	91	
Grp Sat Flow(s),veh/h/ln	1781	1702	1777	1585	1728	1585	
Q Serve(g_s), s	1.7	4.9	8.7	16.1	4.0	2.1	
Cycle Q Clear(g_c), s	1.7	4.9	8.7	16.1	4.0	2.1	
Prop In Lane	1.00			1.00	1.00	1.00	
Lane Grp Cap(c), veh/h	335	2439	1163	519	1239	568	
V/C Ratio(X)	0.27	0.31	0.58	0.93	0.28	0.16	
Avail Cap(c_a), veh/h	378	2562	1163	519	1239	568	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	
Upstream Filter(l)	0.88	0.88	0.79	0.79	0.96	0.96	
Uniform Delay (d), s/veh	10.6	8.8	15.4	17.9	12.6	12.0	
Incr Delay (d2), s/veh	0.4	0.1	0.6	19.1	0.5	0.6	
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	
%ile BackOfQ(50%),veh/ln	0.6	1.5	3.2	7.8	1.4	2.4	
Unsig. Movement Delay, s/veh							
LnGrp Delay(d),s/veh	11.0	8.8	16.0	37.0	13.1	12.6	
LnGrp LOS	B	A	B	D	B	B	
Approach Vol, veh/h		838	1159		441		
Approach Delay, s/veh		9.1	24.7		13.0		
Approach LOS		A	C		B		
Timer - Assigned Phs				4	6	7	8
Phs Duration (G+Y+Rc), s				30.8	24.2	8.3	22.5
Change Period (Y+Rc), s				4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s				27.6	18.4	5.1	18.0
Max Q Clear Time (g_c+I1), s				6.9	6.0	3.7	18.1
Green Ext Time (p_c), s				5.2	1.3	0.0	0.0
<b>Intersection Summary</b>							
HCM 6th Ctrl Delay			17.2				
HCM 6th LOS			B				



Lanes and Geometrics  
 11: S. Chester St. & Westview Rd./NW Access Drive

Park Meadows  
 12/29/2022



Lane Group	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
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	85		0	0		0	90		0	190		0
Storage Lanes	1		0	1		1	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.97	0.95	0.95
Ped Bike Factor												
Frt		0.918				0.850		0.975				0.940
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1710	0	1770	1863	1583	1770	3451	0	3433	3327	0
Flt Permitted	0.726			0.683			0.950			0.950		
Satd. Flow (perm)	1352	1710	0	1272	1863	1583	1770	3451	0	3433	3327	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		63				305		46			220	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		259			217			476			565	
Travel Time (s)		5.9			4.9			10.8			12.8	

Intersection Summary

Area Type: Other

Timings  
11: S. Chester St. & Westview Rd./NW Access Drive

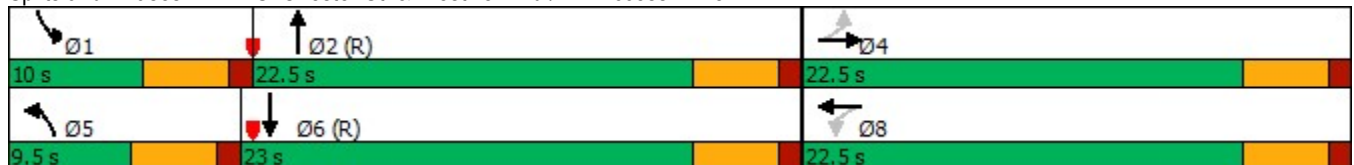
Park Meadows  
12/29/2022

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	118	48	55	43	281	95	365	258	307
Future Volume (vph)	118	48	55	43	281	95	365	258	307
Turn Type	Perm	NA	Perm	NA	Free	Prot	NA	Prot	NA
Protected Phases		4		8		5	2	1	6
Permitted Phases	4		8		Free				
Detector Phase	4	4	8	8		5	2	1	6
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0		5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	22.5		9.5	22.5	9.5	22.5
Total Split (s)	22.5	22.5	22.5	22.5		9.5	22.5	10.0	23.0
Total Split (%)	40.9%	40.9%	40.9%	40.9%		17.3%	40.9%	18.2%	41.8%
Yellow Time (s)	3.5	3.5	3.5	3.5		3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5		4.5	4.5	4.5	4.5
Lead/Lag						Lead	Lag	Lead	Lag
Lead-Lag Optimize?						Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None		None	C-Max	None	C-Max
Act Effct Green (s)	10.6	10.6	10.5	10.5	55.0	7.9	23.8	9.2	28.0
Actuated g/C Ratio	0.19	0.19	0.19	0.19	1.00	0.14	0.43	0.17	0.51
v/c Ratio	0.49	0.30	0.25	0.13	0.19	0.41	0.31	0.49	0.31
Control Delay	25.2	11.3	19.7	17.3	0.3	23.7	11.7	24.0	7.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	25.2	11.3	19.7	17.3	0.3	23.7	11.7	24.0	7.7
LOS	C	B	B	B	A	C	B	C	A
Approach Delay		18.6		5.0			13.9		13.2
Approach LOS		B		A			B		B

Intersection Summary

Cycle Length: 55  
 Actuated Cycle Length: 55  
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green  
 Natural Cycle: 55  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.49  
 Intersection Signal Delay: 12.4  
 Intersection LOS: B  
 Intersection Capacity Utilization 44.7%  
 ICU Level of Service A  
 Analysis Period (min) 15

Splits and Phases: 11: S. Chester St. & Westview Rd./NW Access Drive



Queues  
11: S. Chester St. & Westview Rd./NW Access Drive

Park Meadows  
12/29/2022



Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	128	115	60	47	305	103	477	280	554
v/c Ratio	0.49	0.30	0.25	0.13	0.19	0.41	0.31	0.49	0.31
Control Delay	25.2	11.3	19.7	17.3	0.3	23.7	11.7	24.0	7.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	25.2	11.3	19.7	17.3	0.3	23.7	11.7	24.0	7.7
Queue Length 50th (ft)	38	14	17	13	0	27	54	42	36
Queue Length 95th (ft)	71	43	38	31	0	m52	105	77	75
Internal Link Dist (ft)		179		137			396		485
Turn Bay Length (ft)	85					90		190	
Base Capacity (vph)	442	602	416	609	1583	254	1517	574	1803
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.29	0.19	0.14	0.08	0.19	0.41	0.31	0.49	0.31

Intersection Summary

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

HCM 6th Signalized Intersection Summary  
 11: S. Chester St. & Westview Rd./NW Access Drive

Park Meadows  
 12/29/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↖	↗	↖	↖↗		↖↗	↖↗	
Traffic Volume (veh/h)	118	48	58	55	43	281	95	365	74	258	307	202
Future Volume (veh/h)	118	48	58	55	43	281	95	365	74	258	307	202
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	128	52	63	60	47	0	103	397	80	280	334	220
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	318	123	149	257	298		132	1461	292	346	1079	696
Arrive On Green	0.16	0.16	0.16	0.16	0.16	0.00	0.07	0.50	0.50	0.10	0.52	0.52
Sat Flow, veh/h	1359	770	933	1277	1870	1585	1781	2952	590	3456	2071	1336
Grp Volume(v), veh/h	128	0	115	60	47	0	103	238	239	280	286	268
Grp Sat Flow(s),veh/h/ln	1359	0	1702	1277	1870	1585	1781	1777	1764	1728	1777	1630
Q Serve(g_s), s	4.9	0.0	3.3	2.4	1.2	0.0	3.1	4.3	4.4	4.4	5.0	5.2
Cycle Q Clear(g_c), s	6.1	0.0	3.3	5.8	1.2	0.0	3.1	4.3	4.4	4.4	5.0	5.2
Prop In Lane	1.00		0.55	1.00		1.00	1.00		0.33	1.00		0.82
Lane Grp Cap(c), veh/h	318	0	272	257	298		132	880	873	346	926	849
V/C Ratio(X)	0.40	0.00	0.42	0.23	0.16		0.78	0.27	0.27	0.81	0.31	0.32
Avail Cap(c_a), veh/h	546	0	557	471	612		162	880	873	346	926	849
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	0.00	0.83	0.83	0.83	0.84	0.84	0.84
Uniform Delay (d), s/veh	22.6	0.0	20.8	23.4	19.9	0.0	25.0	8.1	8.1	24.2	7.5	7.5
Incr Delay (d2), s/veh	0.8	0.0	1.0	0.5	0.2	0.0	15.2	0.6	0.6	11.6	0.7	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	0.0	1.3	0.7	0.5	0.0	1.8	1.5	1.5	2.2	1.7	1.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	23.4	0.0	21.9	23.9	20.2	0.0	40.2	8.7	8.8	35.8	8.2	8.4
LnGrp LOS	C	A	C	C	C		D	A	A	D	A	A
Approach Vol, veh/h		243			107	A		580				834
Approach Delay, s/veh		22.7			22.3			14.3				17.5
Approach LOS		C			C			B				B
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	10.0	31.7		13.3	8.6	33.2		13.3				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	5.5	18.0		18.0	5.0	18.5		18.0				
Max Q Clear Time (g_c+I1), s	6.4	6.4		8.1	5.1	7.2		7.8				
Green Ext Time (p_c), s	0.0	2.2		0.7	0.0	2.7		0.2				

Intersection Summary

HCM 6th Ctrl Delay	17.5
HCM 6th LOS	B

Notes

Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

Lanes and Geometrics  
 12: Park Meadows Ring Rd. & North Access Drive



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕↕	↕	↕	↕	↕
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)		0%	0%		0%	
Storage Length (ft)	0			0	0	0
Storage Lanes	0			1	1	1
Taper Length (ft)	25				25	
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt				0.850		0.850
Flt Protected		0.990			0.950	
Satd. Flow (prot)	0	3504	1863	1583	1770	1583
Flt Permitted		0.990			0.950	
Satd. Flow (perm)	0	3504	1863	1583	1770	1583
Link Speed (mph)		30	30		30	
Link Distance (ft)		1249	1271		255	
Travel Time (s)		28.4	28.9		5.8	

Intersection Summary

Area Type: Other

HCM Unsignalized Intersection Capacity Analysis  
 12: Park Meadows Ring Rd. & North Access Drive



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕↕	↕	↗	↘	↗
Traffic Volume (veh/h)	46	176	168	256	579	161
Future Volume (Veh/h)	46	176	168	256	579	161
Sign Control		Stop	Stop		Free	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	50	191	183	278	629	175
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	1350	1258	1258	0	0	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1350	1258	1258	0	0	
tC, single (s)	7.1	6.5	6.5	6.2	4.1	
tC, 2 stage (s)						
tF (s)	3.5	4.0	4.0	3.3	2.2	
p0 queue free %	0	0	0	74	61	
cM capacity (veh/h)	0	105	105	1085	1623	
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	SB 1	SB 2
Volume Total	114	127	183	278	629	175
Volume Left	50	0	0	0	629	0
Volume Right	0	0	0	278	0	175
cSH	0	105	105	1085	1623	1700
Volume to Capacity	Err	1.22	1.75	0.26	0.39	0.10
Queue Length 95th (ft)	Err	212	363	26	47	0
Control Delay (s)	Err	233.9	443.5	9.5	8.6	0.0
Lane LOS	F	F	F	A	A	
Approach Delay (s)	Err		181.7		6.7	
Approach LOS	F		F			
Intersection Summary						
Average Delay			Err			
Intersection Capacity Utilization			57.1%		ICU Level of Service	B
Analysis Period (min)			15			

Lanes and Geometrics  
 13: Park Meadows Ring Rd. & East Access Drive



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%		0%			0%
Storage Length (ft)	0	0		0	0	
Storage Lanes	1	1		1	0	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	0.95
Ped Bike Factor						
Frt		0.850		0.850		
Flt Protected	0.950					0.970
Satd. Flow (prot)	1770	1583	1863	1583	0	3433
Flt Permitted	0.950					0.970
Satd. Flow (perm)	1770	1583	1863	1583	0	3433
Link Speed (mph)	30		30			30
Link Distance (ft)	204		1336			1271
Travel Time (s)	4.6		30.4			28.9

Intersection Summary

Area Type: Other

HCM Unsignalized Intersection Capacity Analysis  
 13: Park Meadows Ring Rd. & East Access Drive

Park Meadows  
 12/29/2022



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						 
Traffic Volume (veh/h)	298	224	114	189	314	187
Future Volume (Veh/h)	298	224	114	189	314	187
Sign Control	Free		Stop		Stop	
Grade	0%		0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	324	243	124	205	341	203
<b>Pedestrians</b>						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage (veh)						
Upstream signal (ft)	204					
pX, platoon unblocked						
vC, conflicting volume	0		648	0	710	648
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	0		648	0	710	648
tC, single (s)	4.1		6.5	6.2	7.1	6.5
tC, 2 stage (s)						
tF (s)	2.2		4.0	3.3	3.5	4.0
p0 queue free %	80		60	81	0	35
cM capacity (veh/h)	1623		312	1085	167	312
<b>Direction, Lane #</b>	<b>WB 1</b>	<b>WB 2</b>	<b>NB 1</b>	<b>NB 2</b>	<b>SB 1</b>	<b>SB 2</b>
Volume Total	324	243	124	205	409	135
Volume Left	324	0	0	0	341	0
Volume Right	0	243	0	205	0	0
cSH	1623	1700	312	1085	181	312
Volume to Capacity	0.20	0.14	0.40	0.19	2.26	0.43
Queue Length 95th (ft)	19	0	46	17	827	53
Control Delay (s)	7.8	0.0	24.0	9.1	624.6	25.1
Lane LOS	A		C	A	F	D
Approach Delay (s)	4.4		14.7		475.5	
Approach LOS			B		F	
<b>Intersection Summary</b>						
Average Delay			184.7			
Intersection Capacity Utilization			47.2%	ICU Level of Service	A	
Analysis Period (min)			15			



Lanes and Geometrics  
 14: SE Access Drive & Park Meadows Ring Rd.



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↑		↑↑	↑	↑
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)		0	0		0	0
Storage Lanes		1	0		1	1
Taper Length (ft)			25		25	
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	1.00
Ped Bike Factor						
Frt		0.850				0.850
Flt Protected				0.968	0.950	
Satd. Flow (prot)	1863	1583	0	3426	1770	1583
Flt Permitted				0.968	0.950	
Satd. Flow (perm)	1863	1583	0	3426	1770	1583
Link Speed (mph)	30			30	30	
Link Distance (ft)	1563			1336	207	
Travel Time (s)	35.5			30.4	4.7	

Intersection Summary

Area Type: Other

HCM Unsignalized Intersection Capacity Analysis  
 14: SE Access Drive & Park Meadows Ring Rd.

Park Meadows  
 12/29/2022



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↗		↖	↗	↖
Traffic Volume (veh/h)	78	178	148	77	105	144
Future Volume (Veh/h)	78	178	148	77	105	144
Sign Control	Stop			Stop	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	85	193	161	84	114	157
<b>Pedestrians</b>						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage (veh)						
Upstream signal (ft)	207					
pX, platoon unblocked						
vC, conflicting volume	228	0	270	228	0	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	228	0	270	228	0	
tC, single (s)	6.5	6.2	7.1	6.5	4.1	
tC, 2 stage (s)						
tF (s)	4.0	3.3	3.5	4.0	2.2	
p0 queue free %	86	82	66	87	93	
cM capacity (veh/h)	624	1085	476	624	1623	
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	NB 2
Volume Total	85	193	189	56	114	157
Volume Left	0	0	161	0	114	0
Volume Right	0	193	0	0	0	157
cSH	624	1085	493	624	1623	1700
Volume to Capacity	0.14	0.18	0.38	0.09	0.07	0.09
Queue Length 95th (ft)	12	16	45	7	6	0
Control Delay (s)	11.7	9.0	16.8	11.3	7.4	0.0
Lane LOS	B	A	C	B	A	
Approach Delay (s)	9.8		15.5		3.1	
Approach LOS	A		C			
<b>Intersection Summary</b>						
Average Delay			9.3			
Intersection Capacity Utilization			27.3%	ICU Level of Service	A	
Analysis Period (min)			15			

Lanes and Geometrics  
 15: Park Meadows Ring Rd. & SW Access Drive



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%		0%		0%	
Storage Length (ft)	0	0	0			0
Storage Lanes	1	1	0			1
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	1.00
Ped Bike Factor						
Frt	0.850				0.850	
Flt Protected	0.950		0.967			
Satd. Flow (prot)	1770	1583	0	3422	1863	1583
Flt Permitted	0.950		0.967			
Satd. Flow (perm)	1770	1583	0	3422	1863	1583
Link Speed (mph)	30		30		30	
Link Distance (ft)	369		1563		1358	
Travel Time (s)	8.4		35.5		30.9	

Intersection Summary

Area Type: Other

HCM Unsignalized Intersection Capacity Analysis  
 15: Park Meadows Ring Rd. & SW Access Drive

Park Meadows  
 12/29/2022



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	251	269	194	91	113	115
Future Volume (Veh/h)	251	269	194	91	113	115
Sign Control	Free			Stop	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	273	292	211	99	123	125
<b>Pedestrians</b>						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage (veh)						
Upstream signal (ft)	369					
pX, platoon unblocked						
vC, conflicting volume	0		608	546	546	0
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	0		608	546	546	0
tC, single (s)	4.1		7.1	6.5	6.5	6.2
tC, 2 stage (s)						
tF (s)	2.2		3.5	4.0	4.0	3.3
p0 queue free %	83		10	73	67	88
cM capacity (veh/h)	1623		235	370	370	1085
<b>Direction, Lane #</b>	<b>EB 1</b>	<b>EB 2</b>	<b>NB 1</b>	<b>NB 2</b>	<b>SB 1</b>	<b>SB 2</b>
Volume Total	273	292	244	66	123	125
Volume Left	273	0	211	0	0	0
Volume Right	0	292	0	0	0	125
cSH	1623	1700	248	370	370	1085
Volume to Capacity	0.17	0.17	0.99	0.18	0.33	0.12
Queue Length 95th (ft)	15	0	234	16	36	10
Control Delay (s)	7.7	0.0	96.6	16.8	19.5	8.7
Lane LOS	A		F	C	C	A
Approach Delay (s)	3.7		79.6		14.1	
Approach LOS			F		B	
<b>Intersection Summary</b>						
Average Delay	27.0					
Intersection Capacity Utilization	38.0%		ICU Level of Service			A
Analysis Period (min)	15					

Lanes and Geometrics  
 16: Park Meadows Ring Rd. & NW Access Drive



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%		0%		0%	
Storage Length (ft)	0	0	0			0
Storage Lanes	1	1	0			1
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	1.00
Ped Bike Factor						
Frt	0.850				0.850	
Flt Protected	0.950		0.962			
Satd. Flow (prot)	1770	1583	0	3405	1863	1583
Flt Permitted	0.950		0.962			
Satd. Flow (perm)	1770	1583	0	3405	1863	1583
Link Speed (mph)	30		30		30	
Link Distance (ft)	217		1358		1249	
Travel Time (s)	4.9		30.9		28.4	

Intersection Summary

Area Type: Other

HCM Unsignalized Intersection Capacity Analysis  
 16: Park Meadows Ring Rd. & NW Access Drive

Park Meadows  
 12/29/2022



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	215	152	221	55	126	176
Future Volume (Veh/h)	215	152	221	55	126	176
Sign Control	Free			Stop	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	234	165	240	60	137	191
<b>Pedestrians</b>						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage (veh)						
Upstream signal (ft)	217					
pX, platoon unblocked						
vC, conflicting volume	0		536	468	468	0
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	0		536	468	468	0
tC, single (s)	4.1		7.1	6.5	6.5	6.2
tC, 2 stage (s)						
tF (s)	2.2		3.5	4.0	4.0	3.3
p0 queue free %	86		4	86	68	82
cM capacity (veh/h)	1623		251	422	422	1085
<b>Direction, Lane #</b>	<b>EB 1</b>	<b>EB 2</b>	<b>NB 1</b>	<b>NB 2</b>	<b>SB 1</b>	<b>SB 2</b>
Volume Total	234	165	260	40	137	191
Volume Left	234	0	240	0	0	0
Volume Right	0	165	0	0	0	191
cSH	1623	1700	259	422	422	1085
Volume to Capacity	0.14	0.10	1.00	0.09	0.32	0.18
Queue Length 95th (ft)	13	0	248	8	35	16
Control Delay (s)	7.6	0.0	98.6	14.4	17.6	9.0
Lane LOS	A		F	B	C	A
Approach Delay (s)	4.5		87.4		12.6	
Approach LOS			F		B	
<b>Intersection Summary</b>						
Average Delay			31.3			
Intersection Capacity Utilization			40.8%	ICU Level of Service	A	
Analysis Period (min)			15			

Lanes and Geometrics  
 17: Park Meadows Mall Ring Rd. & Road D

Park Meadows  
 01/03/2023



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)	0	0	0			0
Storage Lanes	1	0	0			0
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	0.95	0.95	0.95	0.95
Ped Bike Factor						
Frt	0.932				0.994	
Flt Protected	0.976			0.995		
Satd. Flow (prot)	1694	0	0	3522	3518	0
Flt Permitted	0.976			0.995		
Satd. Flow (perm)	1694	0	0	3522	3518	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	172			150	215	
Travel Time (s)	3.9			3.4	4.9	

Intersection Summary

Area Type: Other

Intersection						
Int Delay, s/veh	1.1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T			T		
Traffic Vol, veh/h	24	24	23	207	399	17
Future Vol, veh/h	24	24	23	207	399	17
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	26	26	25	225	434	18

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	606	226	452	0	0
Stage 1	443	-	-	-	-
Stage 2	163	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-
Pot Cap-1 Maneuver	429	777	1105	-	-
Stage 1	614	-	-	-	-
Stage 2	849	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	418	777	1105	-	-
Mov Cap-2 Maneuver	418	-	-	-	-
Stage 1	598	-	-	-	-
Stage 2	849	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	12.3	0.9	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1105	-	544	-	-
HCM Lane V/C Ratio	0.023	-	0.096	-	-
HCM Control Delay (s)	8.3	0.1	12.3	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.1	-	0.3	-	-



Lanes and Geometrics  
 18: Park Meadows Mall Ring Rd. & Road C



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)	0	0	0			0
Storage Lanes	0	1	0			0
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	0.95
Ped Bike Factor						
Frt		0.865			0.995	
Flt Protected						
Satd. Flow (prot)	0	1611	0	3539	3522	0
Flt Permitted						
Satd. Flow (perm)	0	1611	0	3539	3522	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	184			215	83	
Travel Time (s)	4.2			4.9	1.9	

Intersection Summary

Area Type: Other

Intersection						
Int Delay, s/veh	0.4					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		↗		↑↑	↑↑	
Traffic Vol, veh/h	0	24	0	230	392	13
Future Vol, veh/h	0	24	0	230	392	13
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	26	0	250	426	14

Major/Minor	Minor2	Major1	Major2		
Conflicting Flow All	-	220	-	0	0
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-
Critical Hdwy	-	6.94	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-
Follow-up Hdwy	-	3.32	-	-	-
Pot Cap-1 Maneuver	0	784	0	-	-
Stage 1	0	-	0	-	-
Stage 2	0	-	0	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	-	784	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.8	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	-	784	-	-
HCM Lane V/C Ratio	-	0.033	-	-
HCM Control Delay (s)	-	9.8	-	-
HCM Lane LOS	-	A	-	-
HCM 95th %tile Q(veh)	-	0.1	-	-

Lanes and Geometrics  
 19: Park Meadows Mall Ring Rd. & South Parking Garage

Park Meadows  
 01/04/2023



Lane Group	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
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		0	0		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	0.95	0.95
Ped Bike Factor		0.941									0.956	
Flt Protected		0.973						0.983				
Satd. Flow (prot)	0	1706	0	0	1863	0	0	3479	0	0	3383	0
Flt Permitted		0.973						0.983				
Satd. Flow (perm)	0	1706	0	0	1863	0	0	3479	0	0	3383	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		109			79			83			242	
Travel Time (s)		2.5			1.8			1.9			5.5	

Intersection Summary

Area Type: Other

Intersection	
Intersection Delay, s/veh	11.3
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	128	0	99	0	0	0	82	148	0	0	330	135
Future Vol, veh/h	128	0	99	0	0	0	82	148	0	0	330	135
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
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	139	0	108	0	0	0	89	161	0	0	359	147
Number of Lanes	0	1	0	0	1	0	0	2	0	0	2	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	1	1
HCM Control Delay	11.9	0	10.5	11.4
HCM LOS	B	-	B	B

Lane	NBLn1	NBLn2	EBLn1	WBLn1	SBLn1	SBLn2
Vol Left, %	62%	0%	56%	0%	0%	0%
Vol Thru, %	38%	100%	0%	100%	100%	45%
Vol Right, %	0%	0%	44%	0%	0%	55%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	131	99	227	0	220	245
LT Vol	82	0	128	0	0	0
Through Vol	49	99	0	0	220	110
RT Vol	0	0	99	0	0	135
Lane Flow Rate	143	107	247	0	239	266
Geometry Grp	7	7	2	2	7	7
Degree of Util (X)	0.246	0.175	0.379	0	0.373	0.386
Departure Headway (Hd)	6.192	5.876	5.537	6.218	5.608	5.217
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	581	611	654	0	643	690
Service Time	3.924	3.607	3.537	4.264	3.333	2.943
HCM Lane V/C Ratio	0.246	0.175	0.378	0	0.372	0.386
HCM Control Delay	10.9	9.9	11.9	9.3	11.6	11.2
HCM Lane LOS	B	A	B	N	B	B
HCM 95th-tile Q	1	0.6	1.8	0	1.7	1.8

Lanes and Geometrics  
 20: Park Meadows Mall Ring Rd. & Road B

Park Meadows  
 01/03/2023



Lane Group	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
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		0	1		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	0.95	0.95
Ped Bike Factor												
Frt		0.932			0.850			0.995			0.993	
Flt Protected		0.976		0.950				0.998			0.999	
Satd. Flow (prot)	0	1694	0	1770	1583	0	0	3514	0	0	3511	0
Flt Permitted		0.976		0.950				0.998			0.999	
Satd. Flow (perm)	0	1694	0	1770	1583	0	0	3514	0	0	3511	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		129			151			397			119	
Travel Time (s)		2.9			3.4			9.0			2.7	

Intersection Summary

Area Type: Other

Intersection	
Intersection Delay, s/veh	10.7
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕		↕	↕			↕			↕	
Traffic Vol, veh/h	24	0	24	11	0	7	17	330	12	6	481	23
Future Vol, veh/h	24	0	24	11	0	7	17	330	12	6	481	23
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	26	0	26	12	0	8	18	359	13	7	523	25
Number of Lanes	0	1	0	1	1	0	0	2	0	0	2	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	1	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	1	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	2	1
HCM Control Delay	10	9.6	10.2	11.2
HCM LOS	A	A	B	B

Lane	NBLn1	NBLn2	EBLn1	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	9%	0%	50%	100%	0%	2%	0%
Vol Thru, %	91%	93%	0%	0%	0%	98%	91%
Vol Right, %	0%	7%	50%	0%	100%	0%	9%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	182	177	48	11	7	247	264
LT Vol	17	0	24	11	0	6	0
Through Vol	165	165	0	0	0	241	241
RT Vol	0	12	24	0	7	0	23
Lane Flow Rate	198	192	52	12	8	268	286
Geometry Grp	7	7	6	7	7	7	7
Degree of Util (X)	0.293	0.28	0.091	0.024	0.013	0.382	0.403
Departure Headway (Hd)	5.329	5.235	6.277	7.251	5.933	5.135	5.062
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	671	683	567	497	597	699	707
Service Time	3.087	2.992	4.36	4.951	3.732	2.887	2.814
HCM Lane V/C Ratio	0.295	0.281	0.092	0.024	0.013	0.383	0.405
HCM Control Delay	10.3	10	10	10.1	8.8	11.1	11.2
HCM Lane LOS	B	A	A	B	A	B	B
HCM 95th-tile Q	1.2	1.1	0.3	0.1	0	1.8	2

Lanes and Geometrics  
 21: Park Meadows Mall Ring Rd. & Central Parking Garage Access

Park Meadows  
 01/03/2023



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)	0	0	0			0
Storage Lanes	1	0	0			0
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	0.95	0.95	0.95	0.95
Ped Bike Factor						
Frt	0.943				0.975	
Flt Protected	0.972			0.990		
Satd. Flow (prot)	1707	0	0	3504	3451	0
Flt Permitted	0.972			0.990		
Satd. Flow (perm)	1707	0	0	3504	3451	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	128			119	115	
Travel Time (s)	2.9			2.7	2.6	

Intersection Summary

Area Type: Other

Intersection	
Intersection Delay, s/veh	11.9
Intersection LOS	B

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	91	67	73	287	444	90
Future Vol, veh/h	91	67	73	287	444	90
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	99	73	79	312	483	98
Number of Lanes	1	0	0	2	2	0

Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	2	2
Conflicting Approach Left	SB	EB	
Conflicting Lanes Left	2	1	0
Conflicting Approach Right	NB		EB
Conflicting Lanes Right	2	0	1
HCM Control Delay	11.2	11.3	12.6
HCM LOS	B	B	B

Lane	NBLn1	NBLn2	EBLn1	SBLn1	SBLn2
Vol Left, %	43%	0%	58%	0%	0%
Vol Thru, %	57%	100%	0%	100%	62%
Vol Right, %	0%	0%	42%	0%	38%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	169	191	158	296	238
LT Vol	73	0	91	0	0
Through Vol	96	191	0	296	148
RT Vol	0	0	67	0	90
Lane Flow Rate	183	208	172	322	259
Geometry Grp	7	7	2	7	7
Degree of Util (X)	0.304	0.332	0.28	0.497	0.38
Departure Headway (Hd)	5.967	5.748	5.876	5.558	5.29
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	603	626	613	650	680
Service Time	3.692	3.473	3.904	3.279	3.012
HCM Lane V/C Ratio	0.303	0.332	0.281	0.495	0.381
HCM Control Delay	11.3	11.3	11.2	13.7	11.2
HCM Lane LOS	B	B	B	B	B
HCM 95th-tile Q	1.3	1.5	1.1	2.8	1.8



Lanes and Geometrics  
 22: Park Meadows Mall Ring Rd. & Road A

Park Meadows  
 01/03/2023



Lane Group	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
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		0	0		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	0.95	0.95
Ped Bike Factor												
Frt		0.945			0.930			0.988			0.994	
Flt Protected		0.971			0.976			0.998			0.997	
Satd. Flow (prot)	0	1709	0	0	1691	0	0	3490	0	0	3507	0
Flt Permitted		0.971			0.976			0.998			0.997	
Satd. Flow (perm)	0	1709	0	0	1691	0	0	3490	0	0	3507	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		153			158			115			169	
Travel Time (s)		3.5			3.6			2.6			3.8	

Intersection Summary

Area Type: Other

Intersection	
Intersection Delay, s/veh	11.2
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	24	0	17	29	0	31	17	333	29	31	489	23
Future Vol, veh/h	24	0	17	29	0	31	17	333	29	31	489	23
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	26	0	18	32	0	34	18	362	32	34	532	25
Number of Lanes	0	1	0	0	1	0	0	2	0	0	2	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	1	1
HCM Control Delay	9.6	9.6	10.6	12
HCM LOS	A	A	B	B

Lane	NBLn1	NBLn2	EBLn1	WBLn1	SBLn1	SBLn2
Vol Left, %	9%	0%	59%	48%	11%	0%
Vol Thru, %	91%	85%	0%	0%	89%	91%
Vol Right, %	0%	15%	41%	52%	0%	9%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	184	196	41	60	276	268
LT Vol	17	0	24	29	31	0
Through Vol	167	167	0	0	245	245
RT Vol	0	29	17	31	0	23
Lane Flow Rate	199	212	45	65	299	291
Geometry Grp	7	7	2	2	7	7
Degree of Util (X)	0.304	0.315	0.075	0.107	0.442	0.419
Departure Headway (Hd)	5.484	5.333	6.057	5.921	5.309	5.192
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	648	667	595	609	671	686
Service Time	3.274	3.122	4.06	3.922	3.091	2.974
HCM Lane V/C Ratio	0.307	0.318	0.076	0.107	0.446	0.424
HCM Control Delay	10.7	10.6	9.6	9.6	12.3	11.7
HCM Lane LOS	B	B	A	A	B	B
HCM 95th-tile Q	1.3	1.3	0.2	0.4	2.3	2.1

Lanes and Geometrics  
 23: Park Meadows Mall Ring Rd. & North Parking Garage Access

Park Meadows  
 01/03/2023



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)	0	0	0			0
Storage Lanes	1	0	0			0
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	0.95	0.95	0.95	0.95
Ped Bike Factor						
Frt	0.930				0.978	
Flt Protected	0.977			0.991		
Satd. Flow (prot)	1693	0	0	3507	3461	0
Flt Permitted	0.977			0.991		
Satd. Flow (perm)	1693	0	0	3507	3461	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	134			169	355	
Travel Time (s)	3.0			3.8	8.1	

Intersection Summary

Area Type: Other

Intersection						
Int Delay, s/veh	3.7					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T			T		
Traffic Vol, veh/h	73	79	73	315	464	79
Future Vol, veh/h	73	79	73	315	464	79
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	79	86	79	342	504	86

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	876	295	590	0	0
Stage 1	547	-	-	-	-
Stage 2	329	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-
Pot Cap-1 Maneuver	288	701	982	-	-
Stage 1	544	-	-	-	-
Stage 2	701	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	259	701	982	-	-
Mov Cap-2 Maneuver	259	-	-	-	-
Stage 1	490	-	-	-	-
Stage 2	701	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	21.2	1.9	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	982	-	385	-	-
HCM Lane V/C Ratio	0.081	-	0.429	-	-
HCM Control Delay (s)	9	0.3	21.2	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0.3	-	2.1	-	-

Lanes and Geometrics  
 24: Park Meadows Mall Ring Rd. & PF Chang's Access Drive

Park Meadows  
 01/03/2023



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕↕	↕↕		↕↕	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)		0%	0%		0%	
Storage Length (ft)	0			0	0	0
Storage Lanes	0			0	1	0
Taper Length (ft)	25				25	
Lane Util. Factor	0.95	0.95	0.95	0.95	1.00	1.00
Ped Bike Factor						
Frt			0.996		0.922	
Flt Protected		0.999			0.979	
Satd. Flow (prot)	0	3536	3525	0	1681	0
Flt Permitted		0.999			0.979	
Satd. Flow (perm)	0	3536	3525	0	1681	0
Link Speed (mph)		30	30		30	
Link Distance (ft)		172	355		139	
Travel Time (s)		3.9	8.1		3.2	

Intersection Summary

Area Type: Other

Intersection						
Int Delay, s/veh	0.5					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑↑		↑	
Traffic Vol, veh/h	14	533	378	10	10	14
Future Vol, veh/h	14	533	378	10	10	14
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	15	579	411	11	11	15



































Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	422	0	-	0	737
Stage 1	-	-	-	-	417
Stage 2	-	-	-	-	320
Critical Hdwy	4.14	-	-	-	6.84
Critical Hdwy Stg 1	-	-	-	-	5.84
Critical Hdwy Stg 2	-	-	-	-	5.84
Follow-up Hdwy	2.22	-	-	-	3.52
Pot Cap-1 Maneuver	1134	-	-	-	354
Stage 1	-	-	-	-	633
Stage 2	-	-	-	-	709
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1134	-	-	-	347
Mov Cap-2 Maneuver	-	-	-	-	347
Stage 1	-	-	-	-	620
Stage 2	-	-	-	-	709

Approach	EB	WB	SB
HCM Control Delay, s	0.3	0	12.3
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1134	-	-	-	517
HCM Lane V/C Ratio	0.013	-	-	-	0.05
HCM Control Delay (s)	8.2	0.1	-	-	12.3
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.2

Lanes and Geometrics  
 1: S. Yosemite St. & E. County Line Rd.

Park Meadows  
 12/29/2022

												
Lane Group	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
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)	0%		0%				0%			0%		
Storage Length (ft)	175		350	600		0	235		0	210		0
Storage Lanes	2		1	2		1	2		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.97	0.91	1.00	0.97	0.91	1.00	0.97	0.95	1.00	1.00	0.95	0.95
Ped Bike Factor	Frt			0.850			0.850			0.850		0.949
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	5085	1583	3433	5085	1583	3433	3539	1583	1770	3359	0
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3433	5085	1583	3433	5085	1583	3433	3539	1583	1770	3359	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			254			100			142			76
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		556			1568			1842			710	
Travel Time (s)		12.6			35.6			41.9			16.1	

Intersection Summary

Area Type: Other

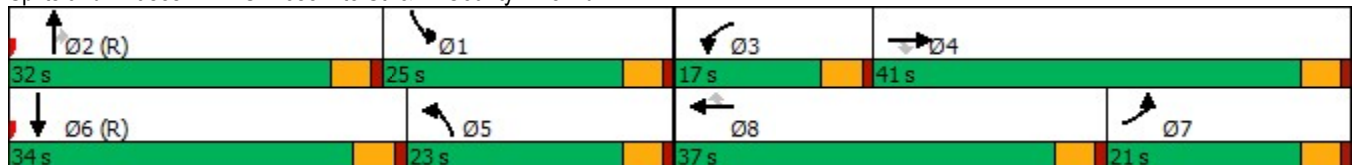
Timings  
1: S. Yosemite St. & E. County Line Rd.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	
Lane Configurations												
Traffic Volume (vph)	211	892	234	133	751	82	239	300	92	122	294	
Future Volume (vph)	211	892	234	133	751	82	239	300	92	122	294	
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	9.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5	
Total Split (s)	21.0	41.0	41.0	17.0	37.0	37.0	23.0	32.0	32.0	25.0	34.0	
Total Split (%)	18.3%	35.7%	35.7%	14.8%	32.2%	32.2%	20.0%	27.8%	27.8%	21.7%	29.6%	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	
Lead/Lag	Lag	Lag	Lag	Lead	Lead	Lead	Lag	Lead	Lead	Lag	Lead	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	None	None	None	None	None	None	C-Max	C-Max	None	C-Max	
Act Effct Green (s)	15.3	31.9	31.9	10.2	26.8	26.8	14.0	38.9	38.9	16.0	40.9	
Actuated g/C Ratio	0.13	0.28	0.28	0.09	0.23	0.23	0.12	0.34	0.34	0.14	0.36	
v/c Ratio	0.50	0.69	0.41	0.48	0.69	0.20	0.62	0.27	0.16	0.54	0.39	
Control Delay	50.1	39.5	5.6	59.0	41.0	15.4	54.5	30.8	2.6	54.1	26.1	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	50.1	39.5	5.6	59.0	41.0	15.4	54.5	30.8	2.6	54.1	26.1	
LOS	D	D	A	E	D	B	D	C	A	D	C	
Approach Delay		35.2			41.3			35.7			32.1	
Approach LOS		D			D			D			C	

Intersection Summary

Cycle Length: 115  
 Actuated Cycle Length: 115  
 Offset: 50 (43%), Referenced to phase 2:NBT and 6:SBT, Start of Green  
 Natural Cycle: 65  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.69  
 Intersection Signal Delay: 36.5  
 Intersection Capacity Utilization 56.2%  
 Analysis Period (min) 15  
 Intersection LOS: D  
 ICU Level of Service B

Splits and Phases: 1: S. Yosemite St. & E. County Line Rd.





## Queues

Park Meadows

## 1: S. Yosemite St. &amp; E. County Line Rd.

12/29/2022



































Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	229	970	254	145	816	89	260	326	100	133	484
v/c Ratio	0.50	0.69	0.41	0.48	0.69	0.20	0.62	0.27	0.16	0.54	0.39
Control Delay	50.1	39.5	5.6	59.0	41.0	15.4	54.5	30.8	2.6	54.1	26.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	50.1	39.5	5.6	59.0	41.0	15.4	54.5	30.8	2.6	54.1	26.1
Queue Length 50th (ft)	81	232	0	57	177	19	95	93	0	93	118
Queue Length 95th (ft)	121	267	58	82	217	m50	134	151	18	152	190
Internal Link Dist (ft)		476			1488			1762			630
Turn Bay Length (ft)	175		350	600			235			210	
Base Capacity (vph)	500	1616	676	376	1444	521	552	1198	630	315	1244
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.46	0.60	0.38	0.39	0.57	0.17	0.47	0.27	0.16	0.42	0.39

## Intersection Summary

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

HCM 6th Signalized Intersection Summary  
 1: S. Yosemite St. & E. County Line Rd.

Park Meadows  
 12/29/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 	  		 	  		 	 			 	
Traffic Volume (veh/h)	211	892	234	133	751	82	239	300	92	122	294	151
Future Volume (veh/h)	211	892	234	133	751	82	239	300	92	122	294	151
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	229	970	254	145	816	89	260	326	100	133	320	164
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	329	1281	398	208	1102	342	954	850	379	522	588	295
Arrive On Green	0.10	0.25	0.25	0.02	0.07	0.07	0.28	0.24	0.24	0.29	0.26	0.26
Sat Flow, veh/h	3456	5106	1585	3456	5106	1585	3456	3554	1585	1781	2291	1149
Grp Volume(v), veh/h	229	970	254	145	816	89	260	326	100	133	247	237
Grp Sat Flow(s),veh/h/ln	1728	1702	1585	1728	1702	1585	1728	1777	1585	1781	1777	1664
Q Serve(g_s), s	7.4	20.2	8.7	4.8	18.0	6.1	6.8	8.8	4.8	6.6	13.8	14.2
Cycle Q Clear(g_c), s	7.4	20.2	8.7	4.8	18.0	6.1	6.8	8.8	4.8	6.6	13.8	14.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.69
Lane Grp Cap(c), veh/h	329	1281	398	208	1102	342	954	850	379	522	456	427
V/C Ratio(X)	0.70	0.76	0.64	0.70	0.74	0.26	0.27	0.38	0.26	0.25	0.54	0.56
Avail Cap(c_a), veh/h	496	1621	503	376	1443	448	954	850	379	522	456	427
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.75	0.75	0.75	0.78	0.78	0.78	1.00	1.00	1.00
Uniform Delay (d), s/veh	50.4	39.8	10.7	55.3	50.3	44.7	32.6	36.7	23.8	31.0	36.9	37.1
Incr Delay (d2), s/veh	2.6	1.6	1.8	3.2	1.1	0.3	0.1	1.0	1.3	0.3	4.6	5.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.3	8.6	3.1	2.2	8.4	2.5	2.9	4.0	2.4	2.9	6.5	6.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	53.1	41.4	12.5	58.5	51.4	45.0	32.7	37.7	25.1	31.3	41.5	42.2
LnGrp LOS	D	D	B	E	D	D	C	D	C	C	D	D
Approach Vol, veh/h		1453			1050			686			617	
Approach Delay, s/veh		38.2			51.8			34.0			39.6	
Approach LOS		D			D			C			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	38.2	32.0	11.4	33.3	36.2	34.0	15.5	29.3				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	20.5	27.5	12.5	36.5	18.5	29.5	16.5	32.5				
Max Q Clear Time (g_c+I1), s	8.6	10.8	6.8	22.2	8.8	16.2	9.4	20.0				
Green Ext Time (p_c), s	0.2	2.2	0.2	6.6	0.6	2.5	0.4	4.8				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay			41.4									
HCM 6th LOS			D									

Lanes and Geometrics  
 2: S. Chester St. & E. County Line Rd.

Park Meadows  
 12/29/2022



Lane Group	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
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	550		0	525		0	135		0	125		110
Storage Lanes	2		1	2		0	2		1	2		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.97	0.91	1.00	0.97	0.86	0.86	0.97	0.95	1.00	0.97	0.95	1.00
Ped Bike Factor												
Frt			0.850		0.957				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	5085	1583	3433	6132	0	3433	3539	1583	3433	3539	1583
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3433	5085	1583	3433	6132	0	3433	3539	1583	3433	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			142		94				370			249
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1568			1050			565			792	
Travel Time (s)		35.6			23.9			12.8			18.0	

Intersection Summary

Area Type: Other

Timings  
2: S. Chester St. & E. County Line Rd.

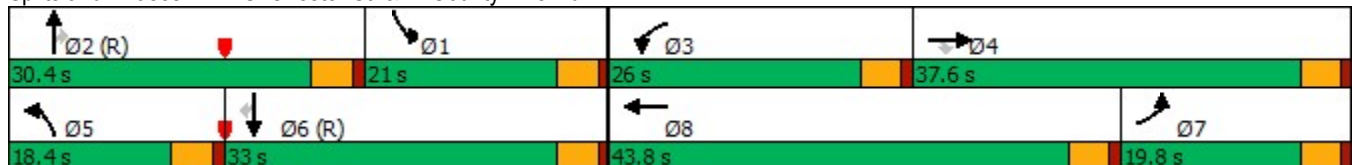
Park Meadows  
12/29/2022

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations												
Traffic Volume (vph)	252	1024	131	391	614	225	279	345	279	191	229	
Future Volume (vph)	252	1024	131	391	614	225	279	345	279	191	229	
Turn Type	Prot	NA	Perm	Prot	NA	Prot	NA	Perm	Prot	NA	Perm	
Protected Phases	7	4		3	8	5	2		1	6		
Permitted Phases			4					2			6	
Detector Phase	7	4	4	3	8	5	2	2	1	6	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	9.5	22.5	22.5	9.5	22.5	9.5	22.5	22.5	9.5	22.5	22.5	
Total Split (s)	19.8	37.6	37.6	26.0	43.8	18.4	30.4	30.4	21.0	33.0	33.0	
Total Split (%)	17.2%	32.7%	32.7%	22.6%	38.1%	16.0%	26.4%	26.4%	18.3%	28.7%	28.7%	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	
Lead/Lag	Lag	Lag	Lag	Lead	Lead	Lead	Lead	Lead	Lag	Lag	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	None	None	None	None	None	C-Max	C-Max	None	C-Max	C-Max	
Act Effct Green (s)	26.5	32.5	32.5	18.8	24.8	12.6	29.2	29.2	16.5	33.1	33.1	
Actuated g/C Ratio	0.23	0.28	0.28	0.16	0.22	0.11	0.25	0.25	0.14	0.29	0.29	
v/c Ratio	0.35	0.78	0.26	0.76	0.67	0.65	0.34	0.55	0.62	0.20	0.39	
Control Delay	17.4	20.3	1.5	42.7	29.8	57.5	37.4	7.5	52.3	33.3	6.3	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	17.4	20.3	1.5	42.7	29.8	57.5	37.4	7.5	52.3	33.3	6.3	
LOS	B	C	A	D	C	E	D	A	D	C	A	
Approach Delay		18.0			33.8		30.6			32.0		
Approach LOS		B			C		C			C		

Intersection Summary

Cycle Length: 115  
 Actuated Cycle Length: 115  
 Offset: 96 (83%), Referenced to phase 2:NBT and 6:SBT, Start of Green  
 Natural Cycle: 75  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.78  
 Intersection Signal Delay: 27.6  
 Intersection Capacity Utilization 61.6%  
 Analysis Period (min) 15  
 Intersection LOS: C  
 ICU Level of Service B

Splits and Phases: 2: S. Chester St. & E. County Line Rd.



Queues  
2: S. Chester St. & E. County Line Rd.

Park Meadows  
12/29/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	274	1113	142	425	931	245	303	375	303	208	249
v/c Ratio	0.35	0.78	0.26	0.76	0.67	0.65	0.34	0.55	0.62	0.20	0.39
Control Delay	17.4	20.3	1.5	42.7	29.8	57.5	37.4	7.5	52.3	33.3	6.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	17.4	20.3	1.5	42.7	29.8	57.5	37.4	7.5	52.3	33.3	6.3
Queue Length 50th (ft)	41	149	1	159	176	90	100	3	109	64	0
Queue Length 95th (ft)	72	127	4	212	209	132	143	86	157	98	64
Internal Link Dist (ft)		1488			970		485			712	
Turn Bay Length (ft)	550			525		135			125		110
Base Capacity (vph)	792	1483	562	641	2157	414	898	678	492	1018	632
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.35	0.75	0.25	0.66	0.43	0.59	0.34	0.55	0.62	0.20	0.39

Intersection Summary

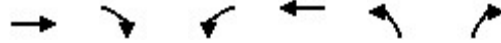
HCM 6th Signalized Intersection Summary  
 2: S. Chester St. & E. County Line Rd.

Park Meadows  
 12/29/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	252	1024	131	391	614	243	225	279	345	279	191	229
Future Volume (veh/h)	252	1024	131	391	614	243	225	279	345	279	191	229
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	274	1113	142	425	667	264	245	303	375	303	208	249
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	609	1351	419	505	1132	372	309	800	357	717	1220	544
Arrive On Green	0.12	0.18	0.18	0.05	0.08	0.08	0.09	0.23	0.23	0.21	0.34	0.34
Sat Flow, veh/h	3456	5106	1585	3456	4826	1585	3456	3554	1585	3456	3554	1585
Grp Volume(v), veh/h	274	1113	142	425	667	264	245	303	375	303	208	249
Grp Sat Flow(s),veh/h/ln	1728	1702	1585	1728	1609	1585	1728	1777	1585	1728	1777	1585
Q Serve(g_s), s	8.5	24.2	9.0	14.0	15.4	18.7	8.0	8.3	18.4	8.8	4.7	8.6
Cycle Q Clear(g_c), s	8.5	24.2	9.0	14.0	15.4	18.7	8.0	8.3	18.4	8.8	4.7	8.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	609	1351	419	505	1132	372	309	800	357	717	1220	544
V/C Ratio(X)	0.45	0.82	0.34	0.84	0.59	0.71	0.79	0.38	1.05	0.42	0.17	0.46
Avail Cap(c_a), veh/h	609	1470	456	646	1649	542	418	800	357	717	1220	544
HCM Platoon Ratio	0.67	0.67	0.67	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	0.74	0.74	0.74	0.98	0.98	0.98	0.94	0.94	0.94	1.00	1.00	1.00
Uniform Delay (d), s/veh	45.5	44.7	38.5	53.4	47.7	49.2	51.3	37.7	22.5	39.6	26.3	11.0
Incr Delay (d2), s/veh	0.4	2.8	0.4	7.7	0.5	2.5	6.9	1.3	60.0	0.4	0.3	2.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.8	10.9	3.7	7.1	6.7	8.2	3.8	3.8	12.7	3.8	2.1	3.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	45.9	47.5	38.9	61.1	48.2	51.7	58.2	39.0	82.5	40.0	26.6	13.8
LnGrp LOS	D	D	D	E	D	D	E	D	F	D	C	B
Approach Vol, veh/h		1529			1356			923			760	
Approach Delay, s/veh		46.4			52.9			61.8			27.8	
Approach LOS		D			D			E			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	28.4	30.4	21.3	34.9	14.8	44.0	24.8	31.5				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	16.5	25.9	21.5	33.1	13.9	28.5	15.3	39.3				
Max Q Clear Time (g_c+I1), s	10.8	20.4	16.0	26.2	10.0	10.6	10.5	20.7				
Green Ext Time (p_c), s	0.5	1.7	0.8	4.3	0.3	2.0	0.4	6.3				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay			48.3									
HCM 6th LOS			D									

Lanes and Geometrics  
 3: North Access Drive & E. County Line Rd.



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑	↑	↙↘	↑↑↑		↙↘
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)		0	350		0	0
Storage Lanes		1	2		0	2
Taper Length (ft)			25		25	
Lane Util. Factor	0.91	1.00	0.97	0.86	1.00	0.88
Ped Bike Factor						
Frt		0.850				0.850
Flt Protected			0.950			
Satd. Flow (prot)	5085	1583	3433	6408	0	2787
Flt Permitted			0.950			
Satd. Flow (perm)	5085	1583	3433	6408	0	2787
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		134				30
Link Speed (mph)	30			30	30	
Link Distance (ft)	1050			651	255	
Travel Time (s)	23.9			14.8	5.8	

Intersection Summary

Area Type: Other







Lane Group	EBT	EBR	WBL	WBT	NBR
Lane Group Flow (vph)	1476	227	698	1451	657
v/c Ratio	0.67	0.30	0.42	0.23	0.48
Control Delay	12.7	3.8	24.6	0.1	21.1
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	12.7	3.8	24.6	0.1	21.1
Queue Length 50th (ft)	126	11	229	0	173
Queue Length 95th (ft)	133	m24	296	0	250
Internal Link Dist (ft)	970			571	
Turn Bay Length (ft)			350		
Base Capacity (vph)	2454	833	1678	6408	1378
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.60	0.27	0.42	0.23	0.48

#### Intersection Summary

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

HCM 6th Edition methodology expects strict NEMA phasing.

Lanes and Geometrics  
 4: Park Meadow Center Dr. & E. County Line Rd.

Park Meadows  
 12/29/2022



Lane Group	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
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		325	0		100	0		250	250		175
Storage Lanes	0		1	0		1	0		1	3		2
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.86	1.00	1.00	0.91	1.00	1.00	1.00	0.76	0.94	0.95	0.88
Ped Bike Factor												
Frt			0.850			0.850			0.850			0.850
Flt Protected										0.950		
Satd. Flow (prot)	0	6408	1583	0	5085	1583	0	0	3610	4990	3539	2787
Flt Permitted										0.950		
Satd. Flow (perm)	0	6408	1583	0	5085	1583	0	0	3610	4990	3539	2787
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			224			100			880			857
Link Speed (mph)		30			30			30				30
Link Distance (ft)		651			987			1238				614
Travel Time (s)		14.8			22.4			28.1				14.0

Intersection Summary

Area Type: Other

Timings  
4: Park Meadow Center Dr. & E. County Line Rd.

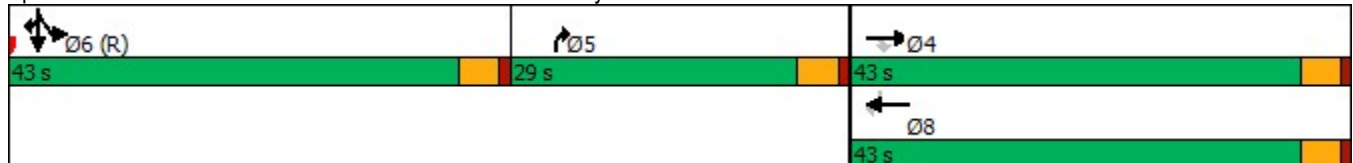


Lane Group	EBT	EBR	WBT	WBR	NBR	SBL	SBT	SBR
Lane Configurations	↑↑↑↑	↗	↑↑↑↑	↗	↗↗↗	↗↗↗	↑↑	↗↗
Traffic Volume (vph)	1653	206	930	43	1029	84	767	788
Future Volume (vph)	1653	206	930	43	1029	84	767	788
Turn Type	NA	Perm	NA	Free	Prot	Split	NA	custom
Protected Phases	4		8		5	6	6	6
Permitted Phases		4		Free				8
Detector Phase	4	4	8		5	6	6	6
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0		5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5		9.5	22.5	22.5	22.5
Total Split (s)	43.0	43.0	43.0		29.0	43.0	43.0	43.0
Total Split (%)	37.4%	37.4%	37.4%		25.2%	37.4%	37.4%	37.4%
Yellow Time (s)	3.5	3.5	3.5		3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0		1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5		4.5	4.5	4.5	4.5
Lead/Lag					Lag	Lead	Lead	Lead
Lead-Lag Optimize?					Yes	Yes	Yes	Yes
Recall Mode	None	None	None		None	C-Max	C-Max	C-Max
Act Effct Green (s)	43.6	43.6	43.6	115.0	16.6	41.3	41.3	89.4
Actuated g/C Ratio	0.38	0.38	0.38	1.00	0.14	0.36	0.36	0.78
v/c Ratio	0.74	0.30	0.52	0.03	0.88	0.05	0.66	0.36
Control Delay	18.6	2.0	31.2	0.0	18.2	25.7	34.8	0.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	18.6	2.0	31.2	0.0	18.2	25.7	34.8	0.8
LOS	B	A	C	A	B	C	C	A
Approach Delay	16.8		29.8				18.0	
Approach LOS	B		C				B	

Intersection Summary

Cycle Length: 115  
 Actuated Cycle Length: 115  
 Offset: 114 (99%), Referenced to phase 6:SBTL, Start of Green  
 Natural Cycle: 55  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.88  
 Intersection Signal Delay: 19.7  
 Intersection Capacity Utilization 63.4%  
 Analysis Period (min) 15  
 Intersection LOS: B  
 ICU Level of Service B

Splits and Phases: 4: Park Meadow Center Dr. & E. County Line Rd.





Lane Group	EBT	EBR	WBT	WBR	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	1797	224	1011	47	1118	91	834	857
v/c Ratio	0.74	0.30	0.52	0.03	0.88	0.05	0.66	0.36
Control Delay	18.6	2.0	31.2	0.0	18.2	25.7	34.8	0.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	18.6	2.0	31.2	0.0	18.2	25.7	34.8	0.8
Queue Length 50th (ft)	133	6	241	0	73	15	281	0
Queue Length 95th (ft)	333	17	304	0	135	28	354	18
Internal Link Dist (ft)	571		907				534	
Turn Bay Length (ft)		325		100	250	250		175
Base Capacity (vph)	2430	739	1928	1583	1461	1790	1269	2356
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.74	0.30	0.52	0.03	0.77	0.05	0.66	0.36
Intersection Summary								

HCM 6th Signalized Intersection Summary  
 4: Park Meadow Center Dr. & E. County Line Rd.

Park Meadows  
 12/29/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑	↗		↑↑↑	↗			↗↗↗	↘↘↘	↑↑	↗↗
Traffic Volume (veh/h)	0	1653	206	0	930	43	0	0	1029	84	767	788
Future Volume (veh/h)	0	1653	206	0	930	43	0	0	1029	84	767	788
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	0	1870	1870	0	1870	1870	0	0	1870	1870	1870	1870
Adj Flow Rate, veh/h	0	1797	0	0	1011	0	0	0	1118	91	834	857
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	2	2	0	2	2	0	0	2	2	2	2
Cap, veh/h	0	2034		0	1615		0	0	0	3042	2152	1689
Arrive On Green	0.00	0.63	0.00	0.00	0.32	0.00	0.00	0.00	0.00	0.61	0.61	0.61
Sat Flow, veh/h	0	6696	1585	0	5274	1585		0		5023	3554	2790
Grp Volume(v), veh/h	0	1797	0	0	1011	0		0.0		91	834	857
Grp Sat Flow(s),veh/h/ln	0	1609	1585	0	1702	1585				1674	1777	1395
Q Serve(g_s), s	0.0	26.7	0.0	0.0	19.4	0.0				0.8	13.9	20.1
Cycle Q Clear(g_c), s	0.0	26.7	0.0	0.0	19.4	0.0				0.8	13.9	20.1
Prop In Lane	0.00		1.00	0.00		1.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	2034		0	1615					3042	2152	1689
V/C Ratio(X)	0.00	0.88		0.00	0.63					0.03	0.39	0.51
Avail Cap(c_a), veh/h	0	2154		0	1709					3042	2152	1689
HCM Platoon Ratio	1.00	2.00	2.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.76	0.00	0.00	0.95	0.00				1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	19.4	0.0	0.0	33.5	0.0				9.1	11.7	12.9
Incr Delay (d2), s/veh	0.0	3.5	0.0	0.0	0.6	0.0				0.0	0.5	1.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	6.6	0.0	0.0	8.1	0.0				0.3	5.5	6.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	22.9	0.0	0.0	34.2	0.0				9.1	12.2	14.0
LnGrp LOS	A	C		A	C					A	B	B
Approach Vol, veh/h		1797	A		1011	A					1782	
Approach Delay, s/veh		22.9			34.2						12.9	
Approach LOS		C			C						B	
Timer - Assigned Phs				4		6		8				
Phs Duration (G+Y+Rc), s				40.9		74.1		40.9				
Change Period (Y+Rc), s				4.5		4.5		4.5				
Max Green Setting (Gmax), s				38.5		38.5		38.5				
Max Q Clear Time (g_c+I1), s				28.7		22.1		21.4				
Green Ext Time (p_c), s				7.6		9.3		6.7				

Intersection Summary













HCM 6th Ctrl Delay	21.5
HCM 6th LOS	C

Notes

Unsignalized Delay for [EBR, WBR] is excluded from calculations of the approach delay and intersection delay.

Lanes and Geometrics  
5: I-25 Ramps & E. County Line Rd.

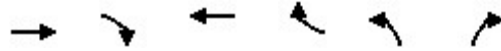
Park Meadows  
12/29/2022

												
Lane Group	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
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		200	0		100	180		0	0		0
Storage Lanes	0		1	0		1	2		1	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.91	0.88	1.00	0.91	1.00	0.97	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor			0.850			0.850			0.850			
Flt Protected							0.950					
Satd. Flow (prot)	0	5085	2787	0	5085	1583	3433	0	1583	0	0	0
Flt Permitted							0.950					
Satd. Flow (perm)	0	5085	2787	0	5085	1583	3433	0	1583	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			1659			584			69			
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		987			920			594			487	
Travel Time (s)		22.4			20.9			13.5			11.1	

Intersection Summary

Area Type: Other

Timings  
5: I-25 Ramps & E. County Line Rd.



Lane Group	EBT	EBR	WBT	WBR	NBL	NBR
Lane Configurations	↑↑↑	↑↑	↑↑↑	↑	↑↑	↑
Traffic Volume (vph)	506	1526	359	537	626	64
Future Volume (vph)	506	1526	359	537	626	64
Turn Type	NA	Free	NA	Free	Prot	Free
Protected Phases	4		8		5	
Permitted Phases		Free		Free		Free
Detector Phase	4		8		5	
Switch Phase						
Minimum Initial (s)	5.0		5.0		5.0	
Minimum Split (s)	22.5		22.5		9.5	
Total Split (s)	44.0		44.0		71.0	
Total Split (%)	38.3%		38.3%		61.7%	
Yellow Time (s)	3.5		3.5		3.5	
All-Red Time (s)	1.0		1.0		1.0	
Lost Time Adjust (s)	0.0		0.0		0.0	
Total Lost Time (s)	4.5		4.5		4.5	
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	None		None		None	
Act Effct Green (s)	18.7	115.0	18.7	115.0	87.3	115.0
Actuated g/C Ratio	0.16	1.00	0.16	1.00	0.76	1.00
v/c Ratio	0.66	0.60	0.47	0.37	0.26	0.04
Control Delay	35.4	4.9	45.1	0.7	4.7	0.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	35.4	4.9	45.1	0.7	4.7	0.0
LOS	D	A	D	A	A	A
Approach Delay	12.5		18.4			
Approach LOS	B		B			

Intersection Summary

Cycle Length: 115  
 Actuated Cycle Length: 115  
 Offset: 104 (90%), Referenced to phase 2: and 6:, Start of Green  
 Natural Cycle: 40  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.66  
 Intersection Signal Delay: 12.4  
 Intersection Capacity Utilization 34.7%  
 Analysis Period (min) 15

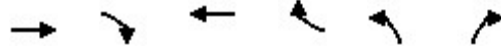
Intersection LOS: B  
 ICU Level of Service A

Splits and Phases: 5: I-25 Ramps & E. County Line Rd.





Queues  
5: I-25 Ramps & E. County Line Rd.



Lane Group	EBT	EBR	WBT	WBR	NBL	NBR
Lane Group Flow (vph)	550	1659	390	584	680	70
v/c Ratio	0.66	0.60	0.47	0.37	0.26	0.04
Control Delay	35.4	4.9	45.1	0.7	4.7	0.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	35.4	4.9	45.1	0.7	4.7	0.0
Queue Length 50th (ft)	149	291	97	0	66	0
Queue Length 95th (ft)	190	389	124	0	103	0
Internal Link Dist (ft)	907		840			
Turn Bay Length (ft)		200		100	180	
Base Capacity (vph)	1746	2787	1746	1583	2604	1583
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.32	0.60	0.22	0.37	0.26	0.04

Intersection Summary

HCM 6th Signalized Intersection Summary  
5: I-25 Ramps & E. County Line Rd.

Park Meadows  
12/29/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑	↑↑		↑↑↑	↑	↑↑		↑			
Traffic Volume (veh/h)	0	506	1526	0	359	537	626	0	64	0	0	0
Future Volume (veh/h)	0	506	1526	0	359	537	626	0	64	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	0	1870	1870	0	1870	1870	1870	0	1870			
Adj Flow Rate, veh/h	0	550	0	0	390	0	680	0	0			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92			
Percent Heavy Veh, %	0	2	2	0	2	2	2	0	2			
Cap, veh/h	0	806		0	806		2640	0				
Arrive On Green	0.00	0.05	0.00	0.00	0.16	0.00	0.76	0.00	0.00			
Sat Flow, veh/h	0	5274	2790	0	5274	1585	3456	0	1585			
Grp Volume(v), veh/h	0	550	0	0	390	0	680	0	0			
Grp Sat Flow(s),veh/h/ln	0	1702	1395	0	1702	1585	1728	0	1585			
Q Serve(g_s), s	0.0	12.2	0.0	0.0	8.0	0.0	6.6	0.0	0.0			
Cycle Q Clear(g_c), s	0.0	12.2	0.0	0.0	8.0	0.0	6.6	0.0	0.0			
Prop In Lane	0.00		1.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	0	806		0	806		2640	0				
V/C Ratio(X)	0.00	0.68		0.00	0.48		0.26	0.00				
Avail Cap(c_a), veh/h	0	1754		0	1754		2640	0				
HCM Platoon Ratio	1.00	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(l)	0.00	0.55	0.00	0.00	1.00	0.00	1.00	0.00	0.00			
Uniform Delay (d), s/veh	0.0	51.7	0.0	0.0	44.2	0.0	4.0	0.0	0.0			
Incr Delay (d2), s/veh	0.0	0.6	0.0	0.0	0.5	0.0	0.1	0.0	0.0			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	0.0	5.6	0.0	0.0	3.4	0.0	2.0	0.0	0.0			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	52.2	0.0	0.0	44.6	0.0	4.0	0.0	0.0			
LnGrp LOS	A	D		A	D		A	A				
Approach Vol, veh/h		550	A		390	A		680	A			
Approach Delay, s/veh		52.2			44.6			4.0				
Approach LOS		D			D			A				
Timer - Assigned Phs		2		4				8				
Phs Duration (G+Y+Rc), s		92.4		22.6				22.6				
Change Period (Y+Rc), s		4.5		4.5				4.5				
Max Green Setting (Gmax), s		66.5		39.5				39.5				
Max Q Clear Time (g_c+I1), s		8.6		14.2				10.0				
Green Ext Time (p_c), s		2.7		4.0				2.8				

Intersection Summary

HCM 6th Ctrl Delay			30.2									
HCM 6th LOS			C									

Notes

Unsignalized Delay for [NBR, EBR, WBR] is excluded from calculations of the approach delay and intersection delay.

Lanes and Geometrics  
 6: Park Meadow Center Dr. & East Access Drive



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)	0	0	110			0
Storage Lanes	2	1	1			0
Taper Length (ft)	25		25			
Lane Util. Factor	0.97	1.00	1.00	0.95	0.95	0.95
Ped Bike Factor						
Frt		0.850			0.918	
Flt Protected	0.950		0.950			
Satd. Flow (prot)	3433	1583	1770	3539	3249	0
Flt Permitted	0.950		0.157			
Satd. Flow (perm)	3433	1583	292	3539	3249	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		284			576	
Link Speed (mph)	30			30	30	
Link Distance (ft)	204			1551	1238	
Travel Time (s)	4.6			35.3	28.1	

Intersection Summary

Area Type: Other

Timings  
6: Park Meadow Center Dr. & East Access Drive

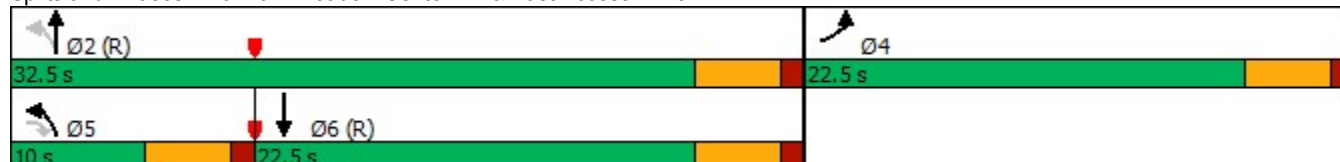


Lane Group	EBL	EBR	NBL	NBT	SBT
Lane Configurations	↖↗	↗	↖	↑↑	↑↓
Traffic Volume (vph)	481	261	163	537	444
Future Volume (vph)	481	261	163	537	444
Turn Type	Prot	Perm	pm+pt	NA	NA
Protected Phases	4		5	2	6
Permitted Phases		5	2		
Detector Phase	4	5	5	2	6
Switch Phase					
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	9.5	9.5	22.5	22.5
Total Split (s)	22.5	10.0	10.0	32.5	22.5
Total Split (%)	40.9%	18.2%	18.2%	59.1%	40.9%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5
Lead/Lag		Lead	Lead		Lag
Lead-Lag Optimize?		Yes	Yes		Yes
Recall Mode	None	None	None	C-Max	C-Max
Act Effct Green (s)	13.6	7.0	32.4	32.4	20.8
Actuated g/C Ratio	0.25	0.13	0.59	0.59	0.38
v/c Ratio	0.61	0.63	0.49	0.28	0.67
Control Delay	21.2	11.7	21.9	9.3	9.1
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	21.2	11.7	21.9	9.3	9.1
LOS	C	B	C	A	A
Approach Delay	17.9			12.2	9.1
Approach LOS	B			B	A

Intersection Summary

Cycle Length: 55  
 Actuated Cycle Length: 55  
 Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBT, Start of Green  
 Natural Cycle: 55  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.67  
 Intersection Signal Delay: 12.7  
 Intersection Capacity Utilization 63.3%  
 Analysis Period (min) 15  
 Intersection LOS: B  
 ICU Level of Service B

Splits and Phases: 6: Park Meadow Center Dr. & East Access Drive





Lane Group	EBL	EBR	NBL	NBT	SBT
Lane Group Flow (vph)	523	284	177	584	1059
v/c Ratio	0.61	0.63	0.49	0.28	0.67
Control Delay	21.2	11.7	21.9	9.3	9.1
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	21.2	11.7	21.9	9.3	9.1
Queue Length 50th (ft)	78	0	48	53	60
Queue Length 95th (ft)	106	#79	#111	106	126
Internal Link Dist (ft)	124			1471	1158
Turn Bay Length (ft)			110		
Base Capacity (vph)	1123	449	360	2082	1588
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.47	0.63	0.49	0.28	0.67

#### Intersection Summary

# 95th percentile volume exceeds capacity, queue may be longer.  
Queue shown is maximum after two cycles.

HCM 6th Signalized Intersection Summary  
 6: Park Meadow Center Dr. & East Access Drive

Park Meadows  
 12/29/2022



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	481	261	163	537	444	530
Future Volume (veh/h)	481	261	163	537	444	530
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	523	284	177	584	483	576
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	819	376	340	2130	769	686
Arrive On Green	0.24	0.24	0.08	0.60	0.43	0.43
Sat Flow, veh/h	3456	1585	1781	3647	1870	1585
Grp Volume(v), veh/h	523	284	177	584	483	576
Grp Sat Flow(s),veh/h/ln	1728	1585	1781	1777	1777	1585
Q Serve(g_s), s	7.5	9.2	2.7	4.3	11.6	17.8
Cycle Q Clear(g_c), s	7.5	9.2	2.7	4.3	11.6	17.8
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	819	376	340	2130	769	686
V/C Ratio(X)	0.64	0.76	0.52	0.27	0.63	0.84
Avail Cap(c_a), veh/h	1131	519	367	2130	769	686
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	0.81	0.81	0.79	0.79
Uniform Delay (d), s/veh	18.9	19.5	11.1	5.3	12.1	13.9
Incr Delay (d2), s/veh	0.8	4.2	1.0	0.3	3.1	9.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.8	8.1	0.9	1.2	4.5	7.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	19.7	23.7	12.1	5.5	15.2	23.5
LnGrp LOS	B	C	B	A	B	C
Approach Vol, veh/h	807			761	1059	
Approach Delay, s/veh	21.1			7.1	19.7	
Approach LOS	C			A	B	
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		37.5		17.5	9.2	28.3
Change Period (Y+Rc), s		4.5		4.5	4.5	4.5
Max Green Setting (Gmax), s		28.0		18.0	5.5	18.0
Max Q Clear Time (g_c+I1), s		6.3		11.2	4.7	19.8
Green Ext Time (p_c), s		4.0		1.9	0.0	0.0
<b>Intersection Summary</b>						
HCM 6th Ctrl Delay			16.5			
HCM 6th LOS			B			

Lanes and Geometrics  
7: SE Access Drive & Park Meadow Center Dr.

Park Meadows  
12/29/2022



Lane Group	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
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%				0%
Storage Length (ft)	150		0	100		0	0		0	0		0
Storage Lanes	1		0	1		0	1		0	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.989			0.981			0.890				0.850
Flt Protected	0.950			0.950			0.950				0.974	
Satd. Flow (prot)	1770	3500	0	1770	3472	0	1770	1658	0	0	1814	1583
Flt Permitted	0.274			0.349			0.643				0.767	
Satd. Flow (perm)	510	3500	0	650	3472	0	1198	1658	0	0	1429	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		15			30			125				327
Link Speed (mph)		30			30			30				30
Link Distance (ft)		1110			1551			164				207
Travel Time (s)		25.2			35.3			3.7				4.7

Intersection Summary

Area Type: Other

Timings  
7: SE Access Drive & Park Meadow Center Dr.



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations	↖	↕	↖	↕	↖	↕		↕	↗
Traffic Volume (vph)	219	542	101	513	105	41	90	76	319
Future Volume (vph)	219	542	101	513	105	41	90	76	319
Turn Type	pm+pt	NA	pm+pt	NA	Perm	NA	Perm	NA	Perm
Protected Phases	7	4	3	8		2		6	
Permitted Phases	4		8		2		6		6
Detector Phase	7	4	3	8	2	2	6	6	6
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	9.5	22.5	22.5	22.5	22.5	22.5	22.5
Total Split (s)	10.0	23.0	9.5	22.5	22.5	22.5	22.5	22.5	22.5
Total Split (%)	18.2%	41.8%	17.3%	40.9%	40.9%	40.9%	40.9%	40.9%	40.9%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5		4.5	4.5
Lead/Lag	Lead	Lag	Lead	Lag					
Lead-Lag Optimize?	Yes	Yes	Yes	Yes					
Recall Mode	None	None	None	None	C-Max	C-Max	C-Max	C-Max	C-Max
Act Effct Green (s)	22.2	17.8	20.4	15.4	20.6	20.6		20.6	20.6
Actuated g/C Ratio	0.40	0.32	0.37	0.28	0.37	0.37		0.37	0.37
v/c Ratio	0.72	0.55	0.32	0.64	0.25	0.24		0.34	0.44
Control Delay	24.2	17.2	7.5	14.3	15.2	6.0		15.8	4.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0
Total Delay	24.2	17.2	7.5	14.3	15.2	6.0		15.8	4.5
LOS	C	B	A	B	B	A		B	A
Approach Delay		19.1		13.3		9.7		8.3	
Approach LOS		B		B		A		A	

Intersection Summary

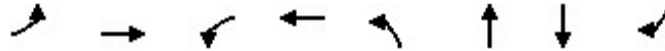
Cycle Length: 55  
 Actuated Cycle Length: 55  
 Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green  
 Natural Cycle: 55  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.72  
 Intersection Signal Delay: 13.9  
 Intersection Capacity Utilization 61.9%  
 Analysis Period (min) 15  
 Intersection LOS: B  
 ICU Level of Service B

Splits and Phases: 7: SE Access Drive & Park Meadow Center Dr.





## 7: SE Access Drive &amp; Park Meadow Center Dr.



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	238	634	110	638	114	170	181	347
v/c Ratio	0.72	0.55	0.32	0.64	0.25	0.24	0.34	0.44
Control Delay	24.2	17.2	7.5	14.3	15.2	6.0	15.8	4.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	24.2	17.2	7.5	14.3	15.2	6.0	15.8	4.5
Queue Length 50th (ft)	43	88	14	61	26	9	42	4
Queue Length 95th (ft)	#93	126	m16	85	61	45	90	52
Internal Link Dist (ft)		1030		1471		84	127	
Turn Bay Length (ft)	150		100					
Base Capacity (vph)	331	1216	343	1156	448	698	534	797
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.72	0.52	0.32	0.55	0.25	0.24	0.34	0.44

## Intersection Summary

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

Queue shown is maximum after two cycles.

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

HCM 6th Signalized Intersection Summary  
 7: SE Access Drive & Park Meadow Center Dr.

Park Meadows  
 12/29/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	219	542	41	101	513	74	105	41	115	90	76	319
Future Volume (veh/h)	219	542	41	101	513	74	105	41	115	90	76	319
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	238	589	45	110	558	80	114	45	125	98	83	347
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	370	898	68	351	756	108	415	180	501	371	287	654
Arrive On Green	0.10	0.27	0.27	0.07	0.24	0.24	0.41	0.41	0.41	0.41	0.41	0.41
Sat Flow, veh/h	1781	3346	255	1781	3121	446	958	437	1215	656	695	1585
Grp Volume(v), veh/h	238	312	322	110	317	321	114	0	170	181	0	347
Grp Sat Flow(s),veh/h/ln	1781	1777	1824	1781	1777	1790	958	0	1652	1351	0	1585
Q Serve(g_s), s	5.5	8.6	8.6	2.5	9.1	9.1	5.2	0.0	3.7	2.6	0.0	9.1
Cycle Q Clear(g_c), s	5.5	8.6	8.6	2.5	9.1	9.1	11.6	0.0	3.7	6.4	0.0	9.1
Prop In Lane	1.00		0.14	1.00		0.25	1.00		0.74	0.54		1.00
Lane Grp Cap(c), veh/h	370	477	489	351	430	434	415	0	681	658	0	654
V/C Ratio(X)	0.64	0.66	0.66	0.31	0.74	0.74	0.27	0.00	0.25	0.28	0.00	0.53
Avail Cap(c_a), veh/h	370	598	614	381	582	586	415	0	681	658	0	654
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00	0.70	0.70	0.70	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	14.9	17.9	17.9	14.2	19.2	19.2	15.4	0.0	10.6	11.3	0.0	12.2
Incr Delay (d2), s/veh	3.8	1.8	1.8	0.4	2.3	2.4	1.6	0.0	0.9	1.0	0.0	3.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.3	3.4	3.5	0.9	3.6	3.7	1.2	0.0	1.3	1.5	0.0	3.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	18.7	19.7	19.6	14.6	21.5	21.6	17.1	0.0	11.5	12.4	0.0	15.2
LnGrp LOS	B	B	B	B	C	C	B	A	B	B	A	B
Approach Vol, veh/h		872			748			284			528	
Approach Delay, s/veh		19.4			20.5			13.7			14.3	
Approach LOS		B			C			B			B	
Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		27.2	8.6	19.3		27.2	10.0	17.8				
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5	4.5	4.5				
Max Green Setting (Gmax), s		18.0	5.0	18.5		18.0	5.5	18.0				
Max Q Clear Time (g_c+I1), s		13.6	4.5	10.6		11.1	7.5	11.1				
Green Ext Time (p_c), s		0.6	0.0	2.4		1.4	0.0	2.2				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay				18.0								
HCM 6th LOS				B								

Lanes and Geometrics  
 8: S. Yosemite St. & Park Meadow Center Dr.

Park Meadows  
 12/29/2022



Lane Group	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
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	240		240	110		275	220		235
Storage Lanes	0		0	1		1	2		1	2		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	0.91	0.91	1.00	0.97	0.91	1.00	0.97	0.91	1.00
Ped Bike Factor												
Frt						0.850			0.850			0.850
Flt Protected				0.950	0.986		0.950			0.950		
Satd. Flow (prot)	0	0	0	1610	3343	1583	3433	5085	1583	3433	5085	1583
Flt Permitted				0.950	0.986		0.358			0.168		
Satd. Flow (perm)	0	0	0	1610	3343	1583	1294	5085	1583	607	5085	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						206			883			169
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		440			1021			458			636	
Travel Time (s)		10.0			23.2			10.4			14.5	

Intersection Summary

Area Type: Other

Timings  
8: S. Yosemite St. & Park Meadow Center Dr.

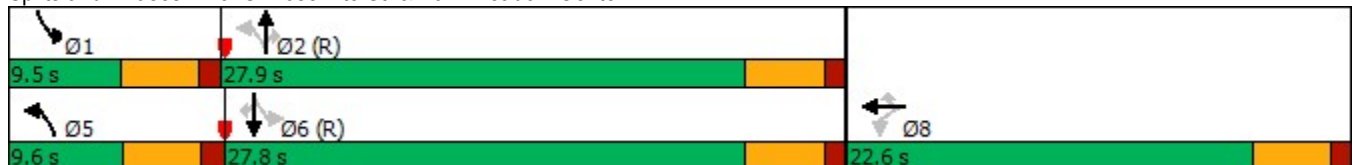


Lane Group	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↙↗	↗	↘↗	↗↗↗	↗	↘↗	↗↗↗	↗
Traffic Volume (vph)	482	448	270	207	1110	842	224	627	312
Future Volume (vph)	482	448	270	207	1110	842	224	627	312
Turn Type	Perm	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases		8		5	2		1	6	
Permitted Phases	8		8	2		2	6		6
Detector Phase	8	8	8	5	2	2	1	6	6
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5	22.5
Total Split (s)	22.6	22.6	22.6	9.6	27.9	27.9	9.5	27.8	27.8
Total Split (%)	37.7%	37.7%	37.7%	16.0%	46.5%	46.5%	15.8%	46.3%	46.3%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag				Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?				Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	C-Max	C-Max	None	C-Max	C-Max
Act Effct Green (s)	17.4	17.4	17.4	29.2	23.9	23.9	29.1	23.8	23.8
Actuated g/C Ratio	0.29	0.29	0.29	0.49	0.40	0.40	0.48	0.40	0.40
v/c Ratio	0.71	0.70	0.49	0.28	0.60	0.79	0.45	0.34	0.46
Control Delay	28.7	23.4	8.8	7.6	15.9	7.9	9.6	13.3	9.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	28.7	23.4	8.8	7.6	15.9	7.9	9.6	13.3	9.1
LOS	C	C	A	A	B	A	A	B	A
Approach Delay		21.5			12.0			11.5	
Approach LOS		C			B			B	

Intersection Summary

Cycle Length: 60  
 Actuated Cycle Length: 60  
 Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green  
 Natural Cycle: 60  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.79  
 Intersection Signal Delay: 14.4  
 Intersection Capacity Utilization 66.0%  
 Analysis Period (min) 15  
 Intersection LOS: B  
 ICU Level of Service C

Splits and Phases: 8: S. Yosemite St. & Park Meadow Center Dr.





Lane Group	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	330	681	293	225	1207	915	243	682	339
v/c Ratio	0.71	0.70	0.49	0.28	0.60	0.79	0.45	0.34	0.46
Control Delay	28.7	23.4	8.8	7.6	15.9	7.9	9.6	13.3	9.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	28.7	23.4	8.8	7.6	15.9	7.9	9.6	13.3	9.1
Queue Length 50th (ft)	114	117	23	18	123	7	19	61	41
Queue Length 95th (ft)	#224	172	77	31	163	#117	34	87	100
Internal Link Dist (ft)		941			378			556	
Turn Bay Length (ft)	240		240	110		275	220		235
Base Capacity (vph)	485	1008	621	817	2025	1162	539	2020	731
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.68	0.68	0.47	0.28	0.60	0.79	0.45	0.34	0.46

#### Intersection Summary

# 95th percentile volume exceeds capacity, queue may be longer.  
Queue shown is maximum after two cycles.

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HCM 6th Edition methodology does not support turning movements with shared & exclusive lanes.

Lanes and Geometrics  
 9: S. Yosemite St. & SW Access Drive

Park Meadows  
 12/29/2022



Lane Group	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
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%				0%
Storage Length (ft)	0		0	0		0	140		0	450		0
Storage Lanes	1		0	1		0	1		1	2		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	0.97	0.91	0.91
Ped Bike Factor												
Frt		0.879			0.860				0.850		0.990	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1637	0	1770	1602	0	1770	3539	1583	3433	5034	0
Flt Permitted	0.621			0.716			0.950			0.950		
Satd. Flow (perm)	1157	1637	0	1334	1602	0	1770	3539	1583	3433	5034	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		51			161				413			20
Link Speed (mph)		30			30			30				30
Link Distance (ft)		205			369			636				1050
Travel Time (s)		4.7			8.4			14.5				23.9

Intersection Summary

Area Type: Other

Timings  
9: S. Yosemite St. & SW Access Drive

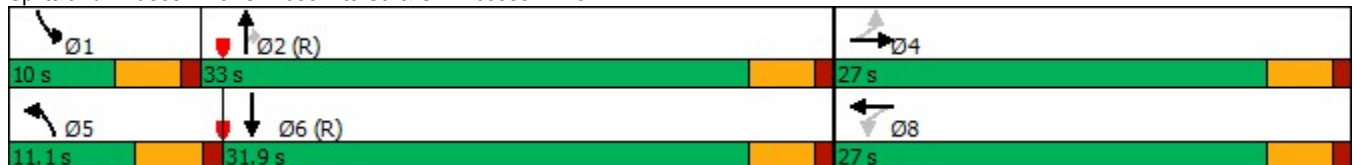


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations	↖	↗	↖	↗	↖	↑↑	↗	↖↗	↑↑↗
Traffic Volume (vph)	40	11	284	11	54	943	380	153	861
Future Volume (vph)	40	11	284	11	54	943	380	153	861
Turn Type	Perm	NA	Perm	NA	Prot	NA	Perm	Prot	NA
Protected Phases		4		8	5	2		1	6
Permitted Phases	4		8				2		
Detector Phase	4	4	8	8	5	2	2	1	6
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5
Total Split (s)	27.0	27.0	27.0	27.0	11.1	33.0	33.0	10.0	31.9
Total Split (%)	38.6%	38.6%	38.6%	38.6%	15.9%	47.1%	47.1%	14.3%	45.6%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag					Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?					Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	C-Max	C-Max	None	C-Max
Act Effct Green (s)	19.8	19.8	19.8	19.8	6.4	30.5	30.5	6.2	34.5
Actuated g/C Ratio	0.28	0.28	0.28	0.28	0.09	0.44	0.44	0.09	0.49
v/c Ratio	0.13	0.13	0.82	0.30	0.36	0.67	0.45	0.55	0.40
Control Delay	18.3	7.7	41.7	5.5	36.6	19.0	3.4	38.6	13.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	18.3	7.7	41.7	5.5	36.6	19.0	3.4	38.6	13.4
LOS	B	A	D	A	D	B	A	D	B
Approach Delay		12.0		28.7		15.4			17.0
Approach LOS		B		C		B			B

Intersection Summary

Cycle Length: 70  
 Actuated Cycle Length: 70  
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green  
 Natural Cycle: 60  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.82  
 Intersection Signal Delay: 17.8  
 Intersection LOS: B  
 Intersection Capacity Utilization 65.3%  
 ICU Level of Service C  
 Analysis Period (min) 15

Splits and Phases: 9: S. Yosemite St. & SW Access Drive





Queues  
9: S. Yosemite St. & SW Access Drive

Park Meadows  
12/29/2022



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	43	63	309	173	59	1025	413	166	1006
v/c Ratio	0.13	0.13	0.82	0.30	0.36	0.67	0.45	0.55	0.40
Control Delay	18.3	7.7	41.7	5.5	36.6	19.0	3.4	38.6	13.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	18.3	7.7	41.7	5.5	36.6	19.0	3.4	38.6	13.4
Queue Length 50th (ft)	13	4	116	4	24	187	0	36	114
Queue Length 95th (ft)	34	27	#229	42	58	255	49	#71	150
Internal Link Dist (ft)		125		289		556			970
Turn Bay Length (ft)					140			450	
Base Capacity (vph)	371	560	428	624	167	1539	922	303	2488
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.12	0.11	0.72	0.28	0.35	0.67	0.45	0.55	0.40

Intersection Summary

# 95th percentile volume exceeds capacity, queue may be longer.  
Queue shown is maximum after two cycles.

HCM 6th Signalized Intersection Summary  
 9: S. Yosemite St. & SW Access Drive

Park Meadows  
 12/29/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	40	11	47	284	11	148	54	943	380	153	861	64
Future Volume (veh/h)	40	11	47	284	11	148	54	943	380	153	861	64
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	43	12	51	309	12	161	59	1025	413	166	936	70
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	348	90	381	451	32	430	87	1585	707	251	2278	170
Arrive On Green	0.29	0.29	0.29	0.29	0.29	0.29	0.05	0.45	0.45	0.07	0.47	0.47
Sat Flow, veh/h	1212	311	1322	1339	111	1491	1781	3554	1585	3456	4848	362
Grp Volume(v), veh/h	43	0	63	309	0	173	59	1025	413	166	657	349
Grp Sat Flow(s),veh/h/ln	1212	0	1632	1339	0	1602	1781	1777	1585	1728	1702	1805
Q Serve(g_s), s	2.1	0.0	2.0	15.5	0.0	6.0	2.3	15.7	13.7	3.3	8.9	8.9
Cycle Q Clear(g_c), s	8.1	0.0	2.0	17.5	0.0	6.0	2.3	15.7	13.7	3.3	8.9	8.9
Prop In Lane	1.00		0.81	1.00		0.93	1.00		1.00	1.00		0.20
Lane Grp Cap(c), veh/h	348	0	471	451	0	462	87	1585	707	251	1600	848
V/C Ratio(X)	0.12	0.00	0.13	0.69	0.00	0.37	0.68	0.65	0.58	0.66	0.41	0.41
Avail Cap(c_a), veh/h	388	0	525	495	0	515	168	1585	707	272	1600	848
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	0.00	1.00	1.00	0.00	1.00	0.79	0.79	0.79	0.96	0.96	0.96
Uniform Delay (d), s/veh	23.1	0.0	18.4	24.9	0.0	19.9	32.8	15.1	14.5	31.6	12.2	12.2
Incr Delay (d2), s/veh	0.2	0.0	0.1	3.5	0.0	0.5	7.1	1.6	2.8	5.1	0.8	1.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	0.0	0.7	5.1	0.0	2.2	1.1	6.0	5.0	1.5	3.2	3.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	23.2	0.0	18.6	28.4	0.0	20.4	39.9	16.7	17.3	36.7	12.9	13.6
LnGrp LOS	C	A	B	C	A	C	D	B	B	D	B	B
Approach Vol, veh/h		106			482			1497			1172	
Approach Delay, s/veh		20.5			25.5			17.8			16.5	
Approach LOS		C			C			B			B	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.6	35.7		24.7	7.9	37.4		24.7				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	5.5	28.5		22.5	6.6	27.4		22.5				
Max Q Clear Time (g_c+I1), s	5.3	17.7		10.1	4.3	10.9		19.5				
Green Ext Time (p_c), s	0.0	6.3		0.3	0.0	6.3		0.7				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay				18.6								
HCM 6th LOS				B								



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)		0%	0%		0%	
Storage Length (ft)	200			0	0	140
Storage Lanes	1			1	2	1
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	0.91	0.95	1.00	0.97	1.00
Ped Bike Factor						
Frt				0.850		0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1770	5085	3539	1583	3433	1583
Flt Permitted	0.198				0.950	
Satd. Flow (perm)	369	5085	3539	1583	3433	1583
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)				511		115
Link Speed (mph)		30	30		30	
Link Distance (ft)		1842	1050		476	
Travel Time (s)		41.9	23.9		10.8	

Intersection Summary

Area Type: Other

Timings  
10: S. Yosemite St. & S. Chester St.

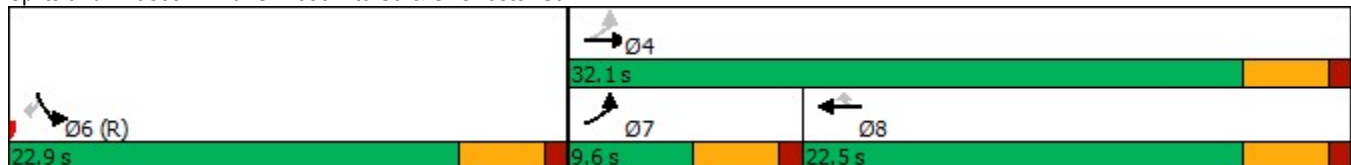


Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↖	↑↑↑	↑↑	↗	↙↘	↘
Traffic Volume (vph)	99	657	670	470	411	106
Future Volume (vph)	99	657	670	470	411	106
Turn Type	pm+pt	NA	NA	Perm	Prot	Perm
Protected Phases	7	4	8		6	
Permitted Phases	4			8		6
Detector Phase	7	4	8	8	6	6
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	22.5	22.5	22.5	22.5
Total Split (s)	9.6	32.1	22.5	22.5	22.9	22.9
Total Split (%)	17.5%	58.4%	40.9%	40.9%	41.6%	41.6%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead		Lag	Lag		
Lead-Lag Optimize?	Yes		Yes	Yes		
Recall Mode	None	None	None	None	C-Max	C-Max
Act Effct Green (s)	24.9	24.9	17.2	17.2	21.1	21.1
Actuated g/C Ratio	0.45	0.45	0.31	0.31	0.38	0.38
v/c Ratio	0.36	0.31	0.66	0.60	0.34	0.17
Control Delay	10.9	9.5	19.5	5.2	14.1	4.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	10.9	9.5	19.5	5.2	14.1	4.1
LOS	B	A	B	A	B	A
Approach Delay		9.7	13.6		12.1	
Approach LOS		A	B		B	

Intersection Summary

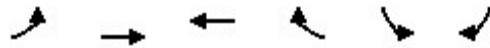
Cycle Length: 55  
 Actuated Cycle Length: 55  
 Offset: 0 (0%), Referenced to phase 2: and 6:SBL, Start of Green  
 Natural Cycle: 55  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.66  
 Intersection Signal Delay: 12.1  
 Intersection Capacity Utilization 47.0%  
 Analysis Period (min) 15  
 Intersection LOS: B  
 ICU Level of Service A

Splits and Phases: 10: S. Yosemite St. & S. Chester St.



Queues

10: S. Yosemite St. & S. Chester St.



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Group Flow (vph)	108	714	728	511	447	115
v/c Ratio	0.36	0.31	0.66	0.60	0.34	0.17
Control Delay	10.9	9.5	19.5	5.2	14.1	4.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	10.9	9.5	19.5	5.2	14.1	4.1
Queue Length 50th (ft)	17	45	103	0	56	0
Queue Length 95th (ft)	38	64	153	55	88	27
Internal Link Dist (ft)		1762	970		396	
Turn Bay Length (ft)	200					140
Base Capacity (vph)	297	2551	1158	861	1319	679
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.36	0.28	0.63	0.59	0.34	0.17

Intersection Summary

HCM 6th Signalized Intersection Summary  
 10: S. Yosemite St. & S. Chester St.

Park Meadows  
 12/29/2022



Movement	EBL	EBT	WBT	WBR	SBL	SBR	
Lane Configurations							
Traffic Volume (veh/h)	99	657	670	470	411	106	
Future Volume (veh/h)	99	657	670	470	411	106	
Initial Q (Qb), veh	0	0	0	0	0	0	
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	
Work Zone On Approach		No	No		No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	
Adj Flow Rate, veh/h	108	714	728	511	447	115	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	
Percent Heavy Veh, %	2	2	2	2	2	2	
Cap, veh/h	331	2464	1163	519	1223	561	
Arrive On Green	0.07	0.48	0.33	0.33	0.35	0.35	
Sat Flow, veh/h	1781	5274	3647	1585	3456	1585	
Grp Volume(v), veh/h	108	714	728	511	447	115	
Grp Sat Flow(s),veh/h/ln	1781	1702	1777	1585	1728	1585	
Q Serve(g_s), s	2.0	4.6	9.5	17.6	5.3	2.8	
Cycle Q Clear(g_c), s	2.0	4.6	9.5	17.6	5.3	2.8	
Prop In Lane	1.00			1.00	1.00	1.00	
Lane Grp Cap(c), veh/h	331	2464	1163	519	1223	561	
V/C Ratio(X)	0.33	0.29	0.63	0.99	0.37	0.21	
Avail Cap(c_a), veh/h	365	2562	1163	519	1223	561	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	
Upstream Filter(l)	0.92	0.92	0.72	0.72	0.96	0.96	
Uniform Delay (d), s/veh	10.9	8.6	15.7	18.4	13.2	12.4	
Incr Delay (d2), s/veh	0.5	0.1	0.8	29.7	0.8	0.8	
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	
%ile BackOfQ(50%),veh/ln	0.7	1.4	3.5	9.8	1.9	3.0	
Unsig. Movement Delay, s/veh							
LnGrp Delay(d),s/veh	11.4	8.6	16.4	48.1	14.0	13.2	
LnGrp LOS	B	A	B	D	B	B	
Approach Vol, veh/h		822	1239		562		
Approach Delay, s/veh		9.0	29.5		13.8		
Approach LOS		A	C		B		
Timer - Assigned Phs				4	6	7	8
Phs Duration (G+Y+Rc), s				31.0	24.0	8.5	22.5
Change Period (Y+Rc), s				4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s				27.6	18.4	5.1	18.0
Max Q Clear Time (g_c+I1), s				6.6	7.3	4.0	19.6
Green Ext Time (p_c), s				5.0	1.6	0.0	0.0
<b>Intersection Summary</b>							
HCM 6th Ctrl Delay			19.7				
HCM 6th LOS			B				

Lanes and Geometrics  
 11: S. Chester St. & Westview Rd./NW Access Drive

Park Meadows  
 12/29/2022



Lane Group	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
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	85		0	0		0	90		0	190		0
Storage Lanes	1		0	1		1	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.97	0.95	0.95
Ped Bike Factor												
Frt		0.903				0.850		0.970			0.950	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1682	0	1770	1863	1583	1770	3433	0	3433	3362	0
Flt Permitted	0.723			0.600			0.950			0.950		
Satd. Flow (perm)	1347	1682	0	1118	1863	1583	1770	3433	0	3433	3362	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		115				467		52			153	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		259			217			476			565	
Travel Time (s)		5.9			4.9			10.8			12.8	

Intersection Summary

Area Type: Other

Timings  
11: S. Chester St. & Westview Rd./NW Access Drive

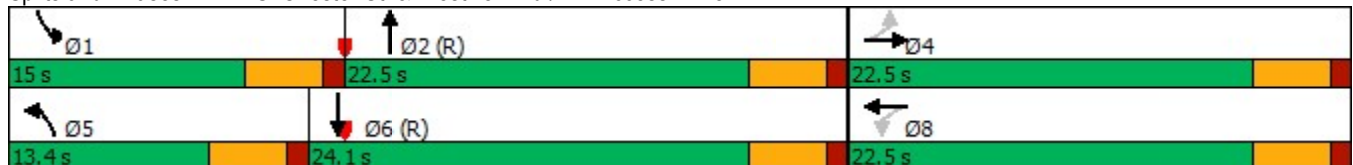
Park Meadows  
12/29/2022

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	124	57	68	48	430	92	387	329	327
Future Volume (vph)	124	57	68	48	430	92	387	329	327
Turn Type	Perm	NA	Perm	NA	Free	Prot	NA	Prot	NA
Protected Phases		4		8		5	2	1	6
Permitted Phases	4		8		Free				
Detector Phase	4	4	8	8		5	2	1	6
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0		5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	22.5		9.5	22.5	9.5	22.5
Total Split (s)	22.5	22.5	22.5	22.5		13.4	22.5	15.0	24.1
Total Split (%)	37.5%	37.5%	37.5%	37.5%		22.3%	37.5%	25.0%	40.2%
Yellow Time (s)	3.5	3.5	3.5	3.5		3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5		4.5	4.5	4.5	4.5
Lead/Lag						Lead	Lag	Lead	Lag
Lead-Lag Optimize?						Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None		None	C-Max	None	C-Max
Act Effct Green (s)	11.4	11.4	11.4	11.4	60.0	8.3	24.3	10.8	28.8
Actuated g/C Ratio	0.19	0.19	0.19	0.19	1.00	0.14	0.40	0.18	0.48
v/c Ratio	0.53	0.43	0.35	0.15	0.30	0.41	0.37	0.58	0.31
Control Delay	28.4	11.3	24.2	19.2	0.5	28.2	13.4	26.4	9.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	28.4	11.3	24.2	19.2	0.5	28.2	13.4	26.4	9.2
LOS	C	B	C	B	A	C	B	C	A
Approach Delay		18.7		5.1			15.8		16.1
Approach LOS		B		A			B		B

Intersection Summary

Cycle Length: 60  
 Actuated Cycle Length: 60  
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green  
 Natural Cycle: 60  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.58  
 Intersection Signal Delay: 13.7  
 Intersection LOS: B  
 Intersection Capacity Utilization 51.8%  
 ICU Level of Service A  
 Analysis Period (min) 15

Splits and Phases: 11: S. Chester St. & Westview Rd./NW Access Drive





Queues  
 11: S. Chester St. & Westview Rd./NW Access Drive

Park Meadows  
 12/29/2022



Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	135	177	74	52	467	100	525	358	532
v/c Ratio	0.53	0.43	0.35	0.15	0.30	0.41	0.37	0.58	0.31
Control Delay	28.4	11.3	24.2	19.2	0.5	28.2	13.4	26.4	9.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	28.4	11.3	24.2	19.2	0.5	28.2	13.4	26.4	9.2
Queue Length 50th (ft)	45	19	24	16	0	33	60	60	43
Queue Length 95th (ft)	81	58	50	36	0	71	113	97	91
Internal Link Dist (ft)		179		137			396		485
Turn Bay Length (ft)	85					90		190	
Base Capacity (vph)	404	585	335	558	1583	275	1421	647	1692
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.33	0.30	0.22	0.09	0.30	0.36	0.37	0.55	0.31

Intersection Summary

HCM 6th Signalized Intersection Summary  
 11: S. Chester St. & Westview Rd./NW Access Drive

Park Meadows  
 12/29/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	124	57	106	68	48	430	92	387	96	329	327	163
Future Volume (veh/h)	124	57	106	68	48	430	92	387	96	329	327	163
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	135	62	115	74	52	0	100	421	104	358	355	177
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	348	112	208	236	358		129	1260	308	478	1181	579
Arrive On Green	0.19	0.19	0.19	0.19	0.19	0.00	0.07	0.45	0.45	0.14	0.51	0.51
Sat Flow, veh/h	1352	587	1088	1207	1870	1585	1781	2830	693	3456	2311	1132
Grp Volume(v), veh/h	135	0	177	74	52	0	100	263	262	358	272	260
Grp Sat Flow(s),veh/h/ln	1352	0	1675	1207	1870	1585	1781	1777	1746	1728	1777	1667
Q Serve(g_s), s	5.5	0.0	5.7	3.5	1.4	0.0	3.3	5.8	5.9	6.0	5.3	5.4
Cycle Q Clear(g_c), s	6.9	0.0	5.7	9.3	1.4	0.0	3.3	5.8	5.9	6.0	5.3	5.4
Prop In Lane	1.00		0.65	1.00		1.00	1.00		0.40	1.00		0.68
Lane Grp Cap(c), veh/h	348	0	321	236	358		129	791	777	478	908	851
V/C Ratio(X)	0.39	0.00	0.55	0.31	0.15		0.77	0.33	0.34	0.75	0.30	0.31
Avail Cap(c_a), veh/h	494	0	502	367	561		264	791	777	605	908	851
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	0.00	1.00	1.00	1.00	0.00	0.81	0.81	0.81	0.84	0.84	0.84
Uniform Delay (d), s/veh	23.1	0.0	21.9	26.1	20.2	0.0	27.3	10.8	10.9	24.8	8.5	8.5
Incr Delay (d2), s/veh	0.7	0.0	1.5	0.8	0.2	0.0	7.7	0.9	1.0	3.3	0.7	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	0.0	2.2	1.0	0.6	0.0	1.6	2.2	2.2	2.5	1.9	1.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	23.8	0.0	23.4	26.9	20.4	0.0	35.0	11.8	11.8	28.2	9.2	9.3
LnGrp LOS	C	A	C	C	C		D	B	B	C	A	A
Approach Vol, veh/h		312			126	A		625			890	
Approach Delay, s/veh		23.6			24.2			15.5			16.8	
Approach LOS		C			C			B			B	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	12.8	31.2		16.0	8.9	35.2		16.0				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	10.5	18.0		18.0	8.9	19.6		18.0				
Max Q Clear Time (g_c+I1), s	8.0	7.9		8.9	5.3	7.4		11.3				
Green Ext Time (p_c), s	0.3	2.3		1.0	0.1	2.6		0.2				

Intersection Summary

HCM 6th Ctrl Delay	18.0
HCM 6th LOS	B

Notes

Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

Lanes and Geometrics  
 12: Park Meadows Ring Rd. & North Access Drive



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↔↑	↑	↔	↔	↔
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)		0%	0%		0%	
Storage Length (ft)	0			0	0	0
Storage Lanes	0			1	1	1
Taper Length (ft)	25				25	
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt				0.850		0.850
Flt Protected		0.983			0.950	
Satd. Flow (prot)	0	3479	1863	1583	1770	1583
Flt Permitted		0.983			0.950	
Satd. Flow (perm)	0	3479	1863	1583	1770	1583
Link Speed (mph)		30	30		30	
Link Distance (ft)		1249	1271		255	
Travel Time (s)		28.4	28.9		5.8	

Intersection Summary

Area Type: Other

HCM Unsignalized Intersection Capacity Analysis  
 12: Park Meadows Ring Rd. & North Access Drive

Park Meadows  
 12/29/2022



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕↕	↕	↕	↕	↕
Traffic Volume (veh/h)	111	215	293	493	655	193
Future Volume (Veh/h)	111	215	293	493	655	193
Sign Control		Stop	Stop		Free	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	121	234	318	536	712	210
<b>Pedestrians</b>						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage (veh)						
Upstream signal (ft)	255					
pX, platoon unblocked						
vC, conflicting volume	1583	1424	1424	0	0	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1583	1424	1424	0	0	
tC, single (s)	7.1	6.5	6.5	6.2	4.1	
tC, 2 stage (s)						
tF (s)	3.5	4.0	4.0	3.3	2.2	
p0 queue free %	0	0	0	51	56	
cM capacity (veh/h)	0	76	76	1085	1623	
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	SB 1	SB 2
Volume Total	199	156	318	536	712	210
Volume Left	121	0	0	0	712	0
Volume Right	0	0	0	536	0	210
cSH	0	76	76	1085	1623	1700
Volume to Capacity	Err	2.05	4.17	0.49	0.44	0.12
Queue Length 95th (ft)	Err	353	Err	70	57	0
Control Delay (s)	Err	603.0	Err	11.5	8.9	0.0
Lane LOS	F	F	F	B	A	
Approach Delay (s)	Err		3730.5		6.9	
Approach LOS	F		F			
<b>Intersection Summary</b>						
Average Delay	Err					
Intersection Capacity Utilization	70.9%		ICU Level of Service			C
Analysis Period (min)	15					

Lanes and Geometrics  
 13: Park Meadows Ring Rd. & East Access Drive



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%		0%			0%
Storage Length (ft)	0	0		0	0	
Storage Lanes	1	1		1	0	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	0.95
Ped Bike Factor						
Frt		0.850		0.850		
Flt Protected	0.950					0.970
Satd. Flow (prot)	1770	1583	1863	1583	0	3433
Flt Permitted	0.950					0.970
Satd. Flow (perm)	1770	1583	1863	1583	0	3433
Link Speed (mph)	30		30			30
Link Distance (ft)	204		1336			1271
Travel Time (s)	4.6		30.4			28.9

Intersection Summary

Area Type: Other

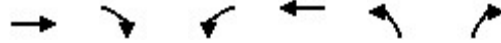
HCM Unsignalized Intersection Capacity Analysis  
 13: Park Meadows Ring Rd. & East Access Drive

Park Meadows  
 12/29/2022



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						 
Traffic Volume (veh/h)	310	415	165	274	400	245
Future Volume (Veh/h)	310	415	165	274	400	245
Sign Control	Free		Stop		Stop	
Grade	0%		0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	337	451	179	298	435	266
<b>Pedestrians</b>						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage (veh)						
Upstream signal (ft)	204					
pX, platoon unblocked						
vC, conflicting volume	0		674	0	764	674
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	0		674	0	764	674
tC, single (s)	4.1		6.5	6.2	7.1	6.5
tC, 2 stage (s)						
tF (s)	2.2		4.0	3.3	3.5	4.0
p0 queue free %	79		40	73	0	11
cM capacity (veh/h)	1623		298	1085	104	298
<b>Direction, Lane #</b>	<b>WB 1</b>	<b>WB 2</b>	<b>NB 1</b>	<b>NB 2</b>	<b>SB 1</b>	<b>SB 2</b>
Volume Total	337	451	179	298	524	177
Volume Left	337	0	0	0	435	0
Volume Right	0	451	0	298	0	0
cSH	1623	1700	298	1085	117	298
Volume to Capacity	0.21	0.27	0.60	0.27	4.47	0.60
Queue Length 95th (ft)	20	0	91	28	Err	89
Control Delay (s)	7.8	0.0	33.7	9.6	Err	33.4
Lane LOS	A		D	A	F	D
Approach Delay (s)	3.3		18.6		7478.0	
Approach LOS			C		F	
<b>Intersection Summary</b>						
Average Delay			2672.2			
Intersection Capacity Utilization			58.0%	ICU Level of Service	B	
Analysis Period (min)			15			

Lanes and Geometrics  
 14: SE Access Drive & Park Meadows Ring Rd.



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↑		↑↑	↑	↑
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)		0	0		0	0
Storage Lanes		1	0		1	1
Taper Length (ft)			25		25	
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	1.00
Ped Bike Factor						
Frt		0.850				0.850
Flt Protected				0.965	0.950	
Satd. Flow (prot)	1863	1583	0	3415	1770	1583
Flt Permitted				0.965	0.950	
Satd. Flow (perm)	1863	1583	0	3415	1770	1583
Link Speed (mph)	30			30	30	
Link Distance (ft)	1563			1336	207	
Travel Time (s)	35.5			30.4	4.7	

Intersection Summary

Area Type: Other

HCM Unsignalized Intersection Capacity Analysis  
 14: SE Access Drive & Park Meadows Ring Rd.

Park Meadows  
 12/29/2022



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↗		↖	↖	↗
Traffic Volume (veh/h)	121	240	244	96	143	176
Future Volume (Veh/h)	121	240	244	96	143	176
Sign Control	Stop			Stop	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	132	261	265	104	155	191
<b>Pedestrians</b>						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage (veh)						
Upstream signal (ft)	207					
pX, platoon unblocked						
vC, conflicting volume	310	0	376	310	0	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	310	0	376	310	0	
tC, single (s)	6.5	6.2	7.1	6.5	4.1	
tC, 2 stage (s)						
tF (s)	4.0	3.3	3.5	4.0	2.2	
p0 queue free %	76	76	21	81	90	
cM capacity (veh/h)	547	1085	334	547	1623	
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	NB 2
Volume Total	132	261	300	69	155	191
Volume Left	0	0	265	0	155	0
Volume Right	0	261	0	0	0	191
cSH	547	1085	350	547	1623	1700
Volume to Capacity	0.24	0.24	0.86	0.13	0.10	0.11
Queue Length 95th (ft)	23	24	198	11	8	0
Control Delay (s)	13.7	9.4	53.8	12.5	7.5	0.0
Lane LOS	B	A	F	B	A	
Approach Delay (s)	10.8		46.0		3.3	
Approach LOS	B		E			
<b>Intersection Summary</b>						
Average Delay	20.2					
Intersection Capacity Utilization	37.8%			ICU Level of Service		A
Analysis Period (min)	15					



Lanes and Geometrics  
 15: Park Meadows Ring Rd. & SW Access Drive

Park Meadows  
 12/29/2022



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)	0	0	0			0
Storage Lanes	1	1	0			1
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	1.00
Ped Bike Factor						
Frt		0.850				0.850
Flt Protected	0.950			0.965		
Satd. Flow (prot)	1770	1583	0	3415	1863	1583
Flt Permitted	0.950			0.965		
Satd. Flow (perm)	1770	1583	0	3415	1863	1583
Link Speed (mph)	30			30	30	
Link Distance (ft)	369			1563	1358	
Travel Time (s)	8.4			35.5	30.9	

Intersection Summary

Area Type: Other

HCM Unsignalized Intersection Capacity Analysis  
 15: Park Meadows Ring Rd. & SW Access Drive

Park Meadows  
 12/29/2022



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	216	303	293	110	146	193
Future Volume (Veh/h)	216	303	293	110	146	193
Sign Control	Free			Stop	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	235	329	318	120	159	210
<b>Pedestrians</b>						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage (veh)						
Upstream signal (ft)	369					
pX, platoon unblocked						
vC, conflicting volume	0		550	470	470	0
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	0		550	470	470	0
tC, single (s)	4.1		7.1	6.5	6.5	6.2
tC, 2 stage (s)						
tF (s)	2.2		3.5	4.0	4.0	3.3
p0 queue free %	86		0	71	62	81
cM capacity (veh/h)	1623		228	420	420	1085
<b>Direction, Lane #</b>	<b>EB 1</b>	<b>EB 2</b>	<b>NB 1</b>	<b>NB 2</b>	<b>SB 1</b>	<b>SB 2</b>
Volume Total	235	329	358	80	159	210
Volume Left	235	0	318	0	0	0
Volume Right	0	329	0	0	0	210
cSH	1623	1700	240	420	420	1085
Volume to Capacity	0.14	0.19	1.49	0.19	0.38	0.19
Queue Length 95th (ft)	13	0	528	17	43	18
Control Delay (s)	7.6	0.0	280.4	15.6	18.7	9.1
Lane LOS	A		F	C	C	A
Approach Delay (s)	3.2		232.0		13.2	
Approach LOS			F		B	
<b>Intersection Summary</b>						
Average Delay			79.0			
Intersection Capacity Utilization			45.9%	ICU Level of Service	A	
Analysis Period (min)			15			

Lanes and Geometrics  
 16: Park Meadows Ring Rd. & NW Access Drive



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)	0	0	0			0
Storage Lanes	1	1	0			1
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	1.00
Ped Bike Factor						
Frt		0.850				0.850
Flt Protected	0.950			0.966		
Satd. Flow (prot)	1770	1583	0	3419	1863	1583
Flt Permitted	0.950			0.966		
Satd. Flow (perm)	1770	1583	0	3419	1863	1583
Link Speed (mph)	30			30	30	
Link Distance (ft)	217			1358	1249	
Travel Time (s)	4.9			30.9	28.4	

Intersection Summary

Area Type: Other

HCM Unsignalized Intersection Capacity Analysis  
 16: Park Meadows Ring Rd. & NW Access Drive

Park Meadows  
 12/29/2022



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	156	287	332	145	166	268
Future Volume (Veh/h)	156	287	332	145	166	268
Sign Control	Free			Stop	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	170	312	361	158	180	291
<b>Pedestrians</b>						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage (veh)						
Upstream signal (ft)	217					
pX, platoon unblocked						
vC, conflicting volume	0		430	340	340	0
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	0		430	340	340	0
tC, single (s)	4.1		7.1	6.5	6.5	6.2
tC, 2 stage (s)						
tF (s)	2.2		3.5	4.0	4.0	3.3
p0 queue free %	90		0	70	65	73
cM capacity (veh/h)	1623		265	521	521	1085
<b>Direction, Lane #</b>	<b>EB 1</b>	<b>EB 2</b>	<b>NB 1</b>	<b>NB 2</b>	<b>SB 1</b>	<b>SB 2</b>
Volume Total	170	312	414	105	180	291
Volume Left	170	0	361	0	0	0
Volume Right	0	312	0	0	0	291
cSH	1623	1700	283	521	521	1085
Volume to Capacity	0.10	0.18	1.46	0.20	0.35	0.27
Queue Length 95th (ft)	9	0	577	19	38	27
Control Delay (s)	7.5	0.0	260.5	13.7	15.5	9.5
Lane LOS	A		F	B	C	A
Approach Delay (s)	2.6		210.4		11.8	
Approach LOS			F		B	
<b>Intersection Summary</b>						
Average Delay	78.8					
Intersection Capacity Utilization	45.8%		ICU Level of Service			A
Analysis Period (min)	15					

Lanes and Geometrics  
 17: Park Meadows Mall Ring Rd. & Road D

Park Meadows  
 01/03/2023



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)	0	0	0			0
Storage Lanes	1	0	0			0
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	0.95	0.95	0.95	0.95
Ped Bike Factor						
Frt	0.932				0.991	
Flt Protected	0.976			0.995		
Satd. Flow (prot)	1694	0	0	3522	3507	0
Flt Permitted	0.976			0.995		
Satd. Flow (perm)	1694	0	0	3522	3507	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	172			150	215	
Travel Time (s)	3.9			3.4	4.9	

Intersection Summary

Area Type: Other

Intersection						
Int Delay, s/veh	1.6					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T			T		
Traffic Vol, veh/h	36	36	37	311	416	28
Future Vol, veh/h	36	36	37	311	416	28
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	39	39	40	338	452	30

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	716	241	482	0	0
Stage 1	467	-	-	-	-
Stage 2	249	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-
Pot Cap-1 Maneuver	365	760	1077	-	-
Stage 1	597	-	-	-	-
Stage 2	769	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	348	760	1077	-	-
Mov Cap-2 Maneuver	348	-	-	-	-
Stage 1	570	-	-	-	-
Stage 2	769	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	14	1.1	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1077	-	477	-	-
HCM Lane V/C Ratio	0.037	-	0.164	-	-
HCM Control Delay (s)	8.5	0.2	14	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.1	-	0.6	-	-

Lanes and Geometrics  
 18: Park Meadows Mall Ring Rd. & Road C

Park Meadows  
 01/03/2023



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)	0	0	0			0
Storage Lanes	0	1	0			0
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	0.95
Ped Bike Factor						
Frt		0.865			0.994	
Flt Protected						
Satd. Flow (prot)	0	1611	0	3539	3518	0
Flt Permitted						
Satd. Flow (perm)	0	1611	0	3539	3518	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	184			215	83	
Travel Time (s)	4.2			4.9	1.9	

Intersection Summary

Area Type: Other

Intersection						
Int Delay, s/veh	0.4					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		↗		↑↑	↑↑	
Traffic Vol, veh/h	0	36	0	347	408	17
Future Vol, veh/h	0	36	0	347	408	17
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	39	0	377	443	18

Major/Minor	Minor2	Major1	Major2		
Conflicting Flow All	-	231	-	0	0
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-
Critical Hdwy	-	6.94	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-
Follow-up Hdwy	-	3.32	-	-	-
Pot Cap-1 Maneuver	0	771	0	-	-
Stage 1	0	-	0	-	-
Stage 2	0	-	0	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	-	771	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBT EBLn1	SBT	SBR
Capacity (veh/h)	- 771	-	-
HCM Lane V/C Ratio	- 0.051	-	-
HCM Control Delay (s)	- 9.9	-	-
HCM Lane LOS	- A	-	-
HCM 95th %tile Q(veh)	- 0.2	-	-



Lanes and Geometrics  
 19: Park Meadows Mall Ring Rd. & South Parking Garage

Park Meadows  
 01/04/2023



Lane Group	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
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		0	0		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	0.95	0.95
Ped Bike Factor		0.939									0.947	
Flt Protected		0.973						0.985				
Satd. Flow (prot)	0	1702	0	0	1863	0	0	3486	0	0	3352	0
Flt Permitted		0.973						0.985				
Satd. Flow (perm)	0	1702	0	0	1863	0	0	3486	0	0	3352	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		109			79			83			242	
Travel Time (s)		2.5			1.8			1.9			5.5	

Intersection Summary

Area Type: Other

Intersection	
Intersection Delay, s/veh	13.5
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	157	0	129	0	0	0	105	242	0	0	332	182
Future Vol, veh/h	157	0	129	0	0	0	105	242	0	0	332	182
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
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	171	0	140	0	0	0	114	263	0	0	361	198
Number of Lanes	0	1	0	0	1	0	0	2	0	0	2	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	1	1
HCM Control Delay	14.9	0	12.5	13.5
HCM LOS	B	-	B	B

Lane	NBLn1	NBLn2	EBLn1	WBLn1	SBLn1	SBLn2
Vol Left, %	57%	0%	55%	0%	0%	0%
Vol Thru, %	43%	100%	0%	100%	100%	38%
Vol Right, %	0%	0%	45%	0%	0%	62%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	186	161	286	0	221	293
LT Vol	105	0	157	0	0	0
Through Vol	81	161	0	0	221	111
RT Vol	0	0	129	0	0	182
Lane Flow Rate	202	175	311	0	241	318
Geometry Grp	7	7	2	2	7	7
Degree of Util (X)	0.368	0.306	0.509	0	0.407	0.499
Departure Headway (Hd)	6.565	6.277	5.899	6.937	6.091	5.649
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	547	572	609	0	589	636
Service Time	4.318	4.03	3.945	5.022	3.839	3.396
HCM Lane V/C Ratio	0.369	0.306	0.511	0	0.409	0.5
HCM Control Delay	13.1	11.8	14.9	10	13	13.9
HCM Lane LOS	B	B	B	N	B	B
HCM 95th-tile Q	1.7	1.3	2.9	0	2	2.8

Lanes and Geometrics  
 20: Park Meadows Mall Ring Rd. & Road B

Park Meadows  
 01/03/2023



Lane Group	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
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		0	1		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	0.95	0.95
Ped Bike Factor												
Frt		0.932			0.850			0.995			0.992	
Flt Protected		0.976		0.950				0.998			0.999	
Satd. Flow (prot)	0	1694	0	1770	1583	0	0	3514	0	0	3507	0
Flt Permitted		0.976		0.950				0.998			0.999	
Satd. Flow (perm)	0	1694	0	1770	1583	0	0	3514	0	0	3507	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		129			151			397			119	
Travel Time (s)		2.9			3.4			9.0			2.7	

Intersection Summary

Area Type: Other

Intersection	
Intersection Delay, s/veh	15.4
Intersection LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕		↕	↕			↕			↕	
Traffic Vol, veh/h	36	0	36	16	0	11	28	574	22	11	614	37
Future Vol, veh/h	36	0	36	16	0	11	28	574	22	11	614	37
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
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	39	0	39	17	0	12	30	624	24	12	667	40
Number of Lanes	0	1	0	1	1	0	0	2	0	0	2	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	1	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	1	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	2	1
HCM Control Delay	11.5	10.7	15.4	16
HCM LOS	B	B	C	C

Lane	NBLn1	NBLn2	EBLn1	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	9%	0%	50%	100%	0%	3%	0%
Vol Thru, %	91%	93%	0%	0%	0%	97%	89%
Vol Right, %	0%	7%	50%	0%	100%	0%	11%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	315	309	72	16	11	318	344
LT Vol	28	0	36	16	0	11	0
Through Vol	287	287	0	0	0	307	307
RT Vol	0	22	36	0	11	0	37
Lane Flow Rate	342	336	78	17	12	346	374
Geometry Grp	7	7	6	7	7	7	7
Degree of Util (X)	0.557	0.537	0.155	0.04	0.023	0.555	0.591
Departure Headway (Hd)	5.854	5.759	7.128	8.237	7.007	5.782	5.689
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	616	628	503	434	510	626	636
Service Time	3.589	3.493	5.166	5.994	4.763	3.517	3.423
HCM Lane V/C Ratio	0.555	0.535	0.155	0.039	0.024	0.553	0.588
HCM Control Delay	15.7	15	11.5	11.3	9.9	15.5	16.4
HCM Lane LOS	C	B	B	B	A	C	C
HCM 95th-tile Q	3.4	3.2	0.5	0.1	0.1	3.4	3.9

Lanes and Geometrics  
 21: Park Meadows Mall Ring Rd. & Central Parking Garage Access

Park Meadows  
 01/03/2023



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)	0	0	0			0
Storage Lanes	1	0	0			0
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	0.95	0.95	0.95	0.95
Ped Bike Factor						
Frt	0.942				0.975	
Flt Protected	0.972			0.993		
Satd. Flow (prot)	1706	0	0	3514	3451	0
Flt Permitted	0.972			0.993		
Satd. Flow (perm)	1706	0	0	3514	3451	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	128			119	115	
Travel Time (s)	2.9			2.7	2.6	

Intersection Summary

Area Type: Other

Intersection	
Intersection Delay, s/veh	18.8
Intersection LOS	C

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	112	84	93	528	577	115
Future Vol, veh/h	112	84	93	528	577	115
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	122	91	101	574	627	125
Number of Lanes	1	0	0	2	2	0

Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	2	2
Conflicting Approach Left	SB	EB	
Conflicting Lanes Left	2	1	0
Conflicting Approach Right	NB		EB
Conflicting Lanes Right	2	0	1
HCM Control Delay	13.8	18.9	20.2
HCM LOS	B	C	C

Lane	NBLn1	NBLn2	EBLn1	SBLn1	SBLn2
Vol Left, %	35%	0%	57%	0%	0%
Vol Thru, %	65%	100%	0%	100%	63%
Vol Right, %	0%	0%	43%	0%	37%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	269	352	196	385	307
LT Vol	93	0	112	0	0
Through Vol	176	352	0	385	192
RT Vol	0	0	84	0	115
Lane Flow Rate	292	383	213	418	334
Geometry Grp	7	7	2	7	7
Degree of Util (X)	0.525	0.669	0.389	0.723	0.553
Departure Headway (Hd)	6.469	6.294	6.578	6.229	5.963
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	556	574	548	577	605
Service Time	4.227	4.051	4.624	3.985	3.718
HCM Lane V/C Ratio	0.525	0.667	0.389	0.724	0.552
HCM Control Delay	16.2	20.9	13.8	23.7	15.9
HCM Lane LOS	C	C	B	C	C
HCM 95th-tile Q	3	5	1.8	6	3.4

Lanes and Geometrics  
 22: Park Meadows Mall Ring Rd. & Road A

Park Meadows  
 01/03/2023



Lane Group	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
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		0	0		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	0.95	0.95
Ped Bike Factor												
Frt		0.941			0.930			0.988			0.992	
Flt Protected		0.973			0.977			0.998			0.996	
Satd. Flow (prot)	0	1706	0	0	1693	0	0	3490	0	0	3497	0
Flt Permitted		0.973			0.977			0.998			0.996	
Satd. Flow (perm)	0	1706	0	0	1693	0	0	3490	0	0	3497	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		153			158			115			169	
Travel Time (s)		3.5			3.6			2.6			3.8	

Intersection Summary

Area Type: Other

Intersection	
Intersection Delay, s/veh	18
Intersection LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	36	0	28	43	0	47	28	560	53	57	622	37
Future Vol, veh/h	36	0	28	43	0	47	28	560	53	57	622	37
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
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	39	0	30	47	0	51	30	609	58	62	676	40
Number of Lanes	0	1	0	0	1	0	0	2	0	0	2	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	1	1
HCM Control Delay	11.1	11.4	17.5	19.8
HCM LOS	B	B	C	C

Lane	NBLn1	NBLn2	EBLn1	WBLn1	SBLn1	SBLn2
Vol Left, %	9%	0%	56%	48%	15%	0%
Vol Thru, %	91%	84%	0%	0%	85%	89%
Vol Right, %	0%	16%	44%	52%	0%	11%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	308	333	64	90	368	348
LT Vol	28	0	36	43	57	0
Through Vol	280	280	0	0	311	311
RT Vol	0	53	28	47	0	37
Lane Flow Rate	335	362	70	98	400	378
Geometry Grp	7	7	2	2	7	7
Degree of Util (X)	0.577	0.608	0.135	0.185	0.681	0.628
Departure Headway (Hd)	6.202	6.043	6.975	6.794	6.13	5.976
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	579	594	513	526	588	601
Service Time	3.961	3.802	5.039	4.854	3.888	3.734
HCM Lane V/C Ratio	0.579	0.609	0.136	0.186	0.68	0.629
HCM Control Delay	17.1	17.8	11.1	11.4	21.1	18.4
HCM Lane LOS	C	C	B	B	C	C
HCM 95th-tile Q	3.7	4.1	0.5	0.7	5.2	4.4



Lanes and Geometrics  
 23: Park Meadows Mall Ring Rd. & North Parking Garage Access



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)	0	0	0			0
Storage Lanes	1	0	0			0
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	0.95	0.95	0.95	0.95
Ped Bike Factor						
Frt	0.929				0.978	
Flt Protected	0.977			0.993		
Satd. Flow (prot)	1691	0	0	3514	3461	0
Flt Permitted	0.977			0.993		
Satd. Flow (perm)	1691	0	0	3514	3461	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	134			169	355	
Travel Time (s)	3.0			3.8	8.1	

Intersection Summary

Area Type: Other

Intersection						
Int Delay, s/veh	11.2					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T		T		T	
Traffic Vol, veh/h	93	102	95	547	612	106
Future Vol, veh/h	93	102	95	547	612	106
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	101	111	103	595	665	115

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	1227	390	780	0	0
Stage 1	723	-	-	-	-
Stage 2	504	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-
Pot Cap-1 Maneuver	171	609	833	-	-
Stage 1	441	-	-	-	-
Stage 2	572	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	139	609	833	-	-
Mov Cap-2 Maneuver	139	-	-	-	-
Stage 1	359	-	-	-	-
Stage 2	572	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	82.2	2.1	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	833	-	233	-	-
HCM Lane V/C Ratio	0.124	-	0.91	-	-
HCM Control Delay (s)	9.9	0.7	82.2	-	-
HCM Lane LOS	A	A	F	-	-
HCM 95th %tile Q(veh)	0.4	-	7.7	-	-

Lanes and Geometrics  
 24: Park Meadows Mall Ring Rd. & PF Chang's Access Drive



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕↕	↕↕		↕↕	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)		0%	0%		0%	
Storage Length (ft)	0			0	0	0
Storage Lanes	0			0	1	0
Taper Length (ft)	25				25	
Lane Util. Factor	0.95	0.95	0.95	0.95	1.00	1.00
Ped Bike Factor						
Frt			0.996		0.917	
Flt Protected		0.998			0.981	
Satd. Flow (prot)	0	3532	3525	0	1676	0
Flt Permitted		0.998			0.981	
Satd. Flow (perm)	0	3532	3525	0	1676	0
Link Speed (mph)		30	30		30	
Link Distance (ft)		172	355		139	
Travel Time (s)		3.9	8.1		3.2	

Intersection Summary

Area Type: Other

Intersection						
Int Delay, s/veh	0.7					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑↑		↑↑	
Traffic Vol, veh/h	26	704	623	18	14	22
Future Vol, veh/h	26	704	623	18	14	22
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	28	765	677	20	15	24

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	697	0	-	0	1126 349
Stage 1	-	-	-	-	687 -
Stage 2	-	-	-	-	439 -
Critical Hdwy	4.14	-	-	-	6.84 6.94
Critical Hdwy Stg 1	-	-	-	-	5.84 -
Critical Hdwy Stg 2	-	-	-	-	5.84 -
Follow-up Hdwy	2.22	-	-	-	3.52 3.32
Pot Cap-1 Maneuver	895	-	-	-	199 647
Stage 1	-	-	-	-	461 -
Stage 2	-	-	-	-	617 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	895	-	-	-	188 647
Mov Cap-2 Maneuver	-	-	-	-	188 -
Stage 1	-	-	-	-	436 -
Stage 2	-	-	-	-	617 -

Approach	EB	WB	SB
HCM Control Delay, s	0.5	0	17.3
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	895	-	-	-	332
HCM Lane V/C Ratio	0.032	-	-	-	0.118
HCM Control Delay (s)	9.2	0.2	-	-	17.3
HCM Lane LOS	A	A	-	-	C
HCM 95th %tile Q(veh)	0.1	-	-	-	0.4

Lanes and Geometrics  
 1: S. Yosemite St. & E. County Line Rd.

Park Meadows  
 12/29/2022



Lane Group	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
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)	0%		0%		0%		0%		0%		0%	
Storage Length (ft)	175		350	600		0	235		0	210		0
Storage Lanes	2		1	2		1	2		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.97	0.91	1.00	0.97	0.91	1.00	0.97	0.95	1.00	1.00	0.95	0.95
Ped Bike Factor			0.850				0.850				0.949	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	5085	1583	3433	5085	1583	3433	3539	1583	1770	3359	0
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3433	5085	1583	3433	5085	1583	3433	3539	1583	1770	3359	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			371			142			150			80
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		556			1568			1842			710	
Travel Time (s)		12.6			35.6			41.9			16.1	

Intersection Summary

Area Type: Other

Timings  
1: S. Yosemite St. & E. County Line Rd.

Park Meadows  
12/29/2022

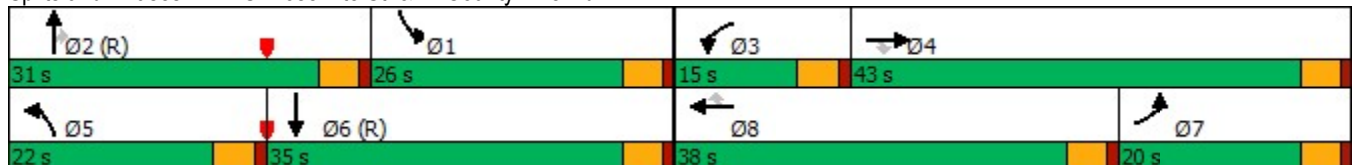


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations	↖↗	↑↑↑	↖	↖↗	↑↑↑	↖	↖↗	↑↑	↖	↖	↑↗
Traffic Volume (vph)	317	1319	341	200	1110	120	350	445	138	180	435
Future Volume (vph)	317	1319	341	200	1110	120	350	445	138	180	435
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA
Protected Phases	7	4		3	8		5	2		1	6
Permitted Phases			4			8			2		
Detector Phase	7	4	4	3	8	8	5	2	2	1	6
Switch Phase											
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5
Total Split (s)	20.0	43.0	43.0	15.0	38.0	38.0	22.0	31.0	31.0	26.0	35.0
Total Split (%)	17.4%	37.4%	37.4%	13.0%	33.0%	33.0%	19.1%	27.0%	27.0%	22.6%	30.4%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lag	Lag	Lag	Lead	Lead	Lead	Lead	Lead	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	C-Max	C-Max	None	C-Max
Act Effct Green (s)	15.8	38.6	38.6	10.2	33.0	33.0	16.4	26.7	26.7	21.5	31.8
Actuated g/C Ratio	0.14	0.34	0.34	0.09	0.29	0.29	0.14	0.23	0.23	0.19	0.28
v/c Ratio	0.73	0.84	0.48	0.71	0.83	0.23	0.78	0.59	0.31	0.59	0.73
Control Delay	57.7	40.9	5.1	66.2	42.4	12.5	59.2	42.8	7.6	51.1	38.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	57.7	40.9	5.1	66.2	42.4	12.5	59.2	42.8	7.6	51.1	38.7
LOS	E	D	A	E	D	B	E	D	A	D	D
Approach Delay		37.4			43.2			43.7			41.4
Approach LOS		D			D			D			D

Intersection Summary

Cycle Length: 115  
 Actuated Cycle Length: 115  
 Offset: 70 (61%), Referenced to phase 2:NBT and 6:SBT, Start of Green  
 Natural Cycle: 80  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.84  
 Intersection Signal Delay: 40.8  
 Intersection LOS: D  
 Intersection Capacity Utilization 75.5%  
 ICU Level of Service D  
 Analysis Period (min) 15

Splits and Phases: 1: S. Yosemite St. & E. County Line Rd.





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	345	1434	371	217	1207	130	380	484	150	196	720
v/c Ratio	0.73	0.84	0.48	0.71	0.83	0.23	0.78	0.59	0.31	0.59	0.73
Control Delay	57.7	40.9	5.1	66.2	42.4	12.5	59.2	42.8	7.6	51.1	38.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	57.7	40.9	5.1	66.2	42.4	12.5	59.2	42.8	7.6	51.1	38.7
Queue Length 50th (ft)	128	358	0	87	268	28	140	169	0	134	231
Queue Length 95th (ft)	#180	420	65	m125	339	m54	193	225	53	213	303
Internal Link Dist (ft)		476			1488			1762			630
Turn Bay Length (ft)	175		350	600			235			210	
Base Capacity (vph)	472	1705	777	313	1481	561	522	821	482	330	987
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.73	0.84	0.48	0.69	0.81	0.23	0.73	0.59	0.31	0.59	0.73

#### Intersection Summary

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

Queue shown is maximum after two cycles.

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

HCM 6th Signalized Intersection Summary  
 1: S. Yosemite St. & E. County Line Rd.

Park Meadows  
 12/29/2022

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	317	1319	341	200	1110	120	350	445	138	180	435	227
Future Volume (veh/h)	317	1319	341	200	1110	120	350	445	138	180	435	227
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	345	1434	371	217	1207	130	380	484	150	196	473	247
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	433	1651	512	278	1422	442	445	819	365	373	703	365
Arrive On Green	0.13	0.32	0.32	0.03	0.09	0.09	0.13	0.23	0.23	0.21	0.31	0.31
Sat Flow, veh/h	3456	5106	1585	3456	5106	1585	3456	3554	1585	1781	2262	1174
Grp Volume(v), veh/h	345	1434	371	217	1207	130	380	484	150	196	371	349
Grp Sat Flow(s),veh/h/ln	1728	1702	1585	1728	1702	1585	1728	1777	1585	1781	1777	1659
Q Serve(g_s), s	11.2	30.4	23.8	7.2	26.8	8.8	12.4	14.0	7.3	11.2	20.9	21.1
Cycle Q Clear(g_c), s	11.2	30.4	23.8	7.2	26.8	8.8	12.4	14.0	7.3	11.2	20.9	21.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.71
Lane Grp Cap(c), veh/h	433	1651	512	278	1422	442	445	819	365	373	552	516
V/C Ratio(X)	0.80	0.87	0.72	0.78	0.85	0.29	0.85	0.59	0.41	0.53	0.67	0.68
Avail Cap(c_a), veh/h	466	1709	531	316	1487	462	526	819	365	373	552	516
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.63	0.63	0.63	0.60	0.60	0.60	1.00	1.00	1.00
Uniform Delay (d), s/veh	48.9	36.6	34.4	55.0	49.8	41.7	49.0	39.4	23.7	40.4	34.5	34.6
Incr Delay (d2), s/veh	8.8	5.0	4.7	6.9	3.0	0.2	7.2	1.9	2.0	1.4	6.4	7.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.3	13.2	9.7	3.5	12.6	3.7	5.8	6.3	3.0	5.1	9.9	9.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	57.7	41.6	39.1	61.8	52.8	41.9	56.2	41.3	25.7	41.8	40.9	41.6
LnGrp LOS	E	D	D	E	D	D	E	D	C	D	D	D
Approach Vol, veh/h		2150			1554			1014			916	
Approach Delay, s/veh		43.8			53.2			44.6			41.3	
Approach LOS		D			D			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	28.6	31.0	13.8	41.7	19.3	40.2	18.9	36.5				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	21.5	26.5	10.5	38.5	17.5	30.5	15.5	33.5				
Max Q Clear Time (g_c+I1), s	13.2	16.0	9.2	32.4	14.4	23.1	13.2	28.8				
Green Ext Time (p_c), s	0.3	2.8	0.1	4.8	0.4	2.7	0.3	3.3				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay			46.1									
HCM 6th LOS			D									



Lanes and Geometrics  
 2: S. Chester St. & E. County Line Rd.

Park Meadows  
 12/29/2022



Lane Group	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
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	550		0	525		0	135		0	125		110
Storage Lanes	2		1	2		0	2		1	2		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.97	0.91	1.00	0.97	0.86	0.86	0.97	0.95	1.00	0.97	0.95	1.00
Ped Bike Factor												
Frt			0.850		0.957				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	5085	1583	3433	6132	0	3433	3539	1583	3433	3539	1583
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3433	5085	1583	3433	6132	0	3433	3539	1583	3433	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			167		92				342			346
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1568			1050			565			792	
Travel Time (s)		35.6			23.9			12.8			18.0	

Intersection Summary

Area Type: Other

Timings  
2: S. Chester St. & E. County Line Rd.

Park Meadows  
12/29/2022

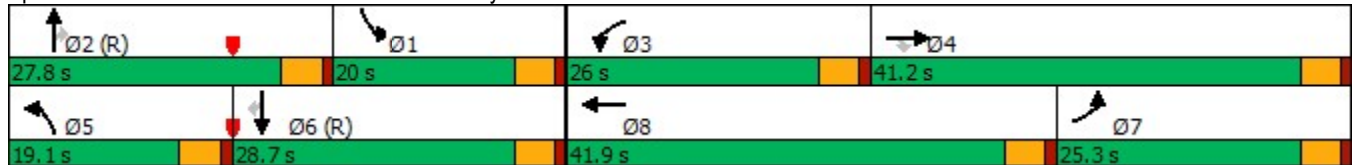


Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖↗	↑↑↑	↖	↖↗	↑↑↑	↖↗	↑↑	↖	↖↗	↑↑	↖
Traffic Volume (vph)	378	1525	185	587	921	317	410	518	415	281	344
Future Volume (vph)	378	1525	185	587	921	317	410	518	415	281	344
Turn Type	Prot	NA	Perm	Prot	NA	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8	5	2		1	6	
Permitted Phases			4					2			6
Detector Phase	7	4	4	3	8	5	2	2	1	6	6
Switch Phase											
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	22.5	9.5	22.5	9.5	22.5	22.5	9.5	22.5	22.5
Total Split (s)	25.3	41.2	41.2	26.0	41.9	19.1	27.8	27.8	20.0	28.7	28.7
Total Split (%)	22.0%	35.8%	35.8%	22.6%	36.4%	16.6%	24.2%	24.2%	17.4%	25.0%	25.0%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lag	Lag	Lag	Lead	Lead	Lead	Lead	Lead	Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	C-Max	C-Max	None	C-Max	C-Max
Act Effct Green (s)	22.9	36.7	36.7	21.5	35.3	14.2	23.3	23.3	15.5	24.6	24.6
Actuated g/C Ratio	0.20	0.32	0.32	0.19	0.31	0.12	0.20	0.20	0.13	0.21	0.21
v/c Ratio	0.60	1.02	0.33	1.00	0.72	0.81	0.62	0.95	0.98	0.40	0.61
Control Delay	26.1	46.7	1.6	71.4	28.2	65.1	46.2	44.8	86.4	40.9	10.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	26.1	46.7	1.6	71.4	28.2	65.1	46.2	44.8	86.4	40.9	10.6
LOS	C	D	A	E	C	E	D	D	F	D	B
Approach Delay		39.0			41.7		50.4			49.0	
Approach LOS		D			D		D			D	

Intersection Summary

Cycle Length: 115  
 Actuated Cycle Length: 115  
 Offset: 104 (90%), Referenced to phase 2:NBT and 6:SBT, Start of Green  
 Natural Cycle: 110  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 1.02  
 Intersection Signal Delay: 43.7  
 Intersection LOS: D  
 Intersection Capacity Utilization 84.6%  
 ICU Level of Service E  
 Analysis Period (min) 15

Splits and Phases: 2: S. Chester St. & E. County Line Rd.





Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	411	1658	201	638	1398	345	446	563	451	305	374
v/c Ratio	0.60	1.02	0.33	1.00	0.72	0.81	0.62	0.95	0.98	0.40	0.61
Control Delay	26.1	46.7	1.6	71.4	28.2	65.1	46.2	44.8	86.4	40.9	10.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	26.1	46.7	1.6	71.4	28.2	65.1	46.2	44.8	86.4	40.9	10.6
Queue Length 50th (ft)	135	~484	2	246	262	129	160	182	173	103	17
Queue Length 95th (ft)	m159	#568	m3	#361	282	#195	215	#412	#277	147	109
Internal Link Dist (ft)		1488			970		485			712	
Turn Bay Length (ft)	550			525		135			125		110
Base Capacity (vph)	683	1622	618	641	2056	435	717	593	462	756	610
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.60	1.02	0.33	1.00	0.68	0.79	0.62	0.95	0.98	0.40	0.61

**Intersection Summary**

- ~ Volume exceeds capacity, queue is theoretically infinite.  
Queue shown is maximum after two cycles.
- # 95th percentile volume exceeds capacity, queue may be longer.  
Queue shown is maximum after two cycles.
- m Volume for 95th percentile queue is metered by upstream signal.

HCM 6th Signalized Intersection Summary  
 2: S. Chester St. & E. County Line Rd.

Park Meadows  
 12/29/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	378	1525	185	587	921	365	317	410	518	415	281	344
Future Volume (veh/h)	378	1525	185	587	921	365	317	410	518	415	281	344
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	411	1658	201	638	1001	397	345	446	563	451	305	374
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	694	1630	506	646	1473	484	404	720	321	466	783	349
Arrive On Green	0.13	0.21	0.21	0.06	0.10	0.10	0.12	0.20	0.20	0.13	0.22	0.22
Sat Flow, veh/h	3456	5106	1585	3456	4826	1585	3456	3554	1585	3456	3554	1585
Grp Volume(v), veh/h	411	1658	201	638	1001	397	345	446	563	451	305	374
Grp Sat Flow(s),veh/h/ln	1728	1702	1585	1728	1609	1585	1728	1777	1585	1728	1777	1585
Q Serve(g_s), s	12.9	36.7	12.5	21.2	23.0	28.2	11.3	13.2	15.6	14.9	8.4	16.3
Cycle Q Clear(g_c), s	12.9	36.7	12.5	21.2	23.0	28.2	11.3	13.2	15.6	14.9	8.4	16.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	694	1630	506	646	1473	484	404	720	321	466	783	349
V/C Ratio(X)	0.59	1.02	0.40	0.99	0.68	0.82	0.85	0.62	1.75	0.97	0.39	1.07
Avail Cap(c_a), veh/h	694	1630	506	646	1569	515	439	720	321	466	783	349
HCM Platoon Ratio	0.67	0.67	0.67	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	0.55	0.55	0.55	0.95	0.95	0.95	0.81	0.81	0.81	1.00	1.00	1.00
Uniform Delay (d), s/veh	45.3	45.2	35.7	53.8	46.3	48.6	49.8	41.8	20.4	49.5	38.2	18.5
Incr Delay (d2), s/veh	0.7	21.1	0.3	31.3	1.1	9.3	11.9	3.2	349.2	33.5	1.5	68.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.8	19.2	5.1	12.7	10.1	13.3	5.5	6.1	36.8	8.6	3.8	12.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	46.1	66.3	36.0	85.1	47.3	57.9	61.7	45.0	369.6	83.0	39.7	86.6
LnGrp LOS	D	F	D	F	D	E	E	D	F	F	D	F
Approach Vol, veh/h		2270			2036			1354			1130	
Approach Delay, s/veh		59.9			61.2			184.2			72.5	
Approach LOS		E			E			F			E	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	20.0	27.8	26.0	41.2	17.9	29.9	27.6	39.6				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	15.5	23.3	21.5	36.7	14.6	24.2	20.8	37.4				
Max Q Clear Time (g_c+I1), s	16.9	17.6	23.2	38.7	13.3	18.3	14.9	30.2				
Green Ext Time (p_c), s	0.0	2.6	0.0	0.0	0.2	1.8	0.8	4.9				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay											87.2	
HCM 6th LOS											F	

Lanes and Geometrics  
 3: North Access Drive & E. County Line Rd.



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑	↑	↙↘	↑↑↑		↙↘
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)		0	350		0	0
Storage Lanes		1	2		0	2
Taper Length (ft)			25		25	
Lane Util. Factor	0.91	1.00	0.97	0.86	1.00	0.88
Ped Bike Factor						
Frt		0.850				0.850
Flt Protected			0.950			
Satd. Flow (prot)	5085	1583	3433	6408	0	2787
Flt Permitted			0.950			
Satd. Flow (perm)	5085	1583	3433	6408	0	2787
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		46				4
Link Speed (mph)	30			30	30	
Link Distance (ft)	1050			651	255	
Travel Time (s)	23.9			14.8	5.8	

Intersection Summary

Area Type: Other

Timings  
3: North Access Drive & E. County Line Rd.

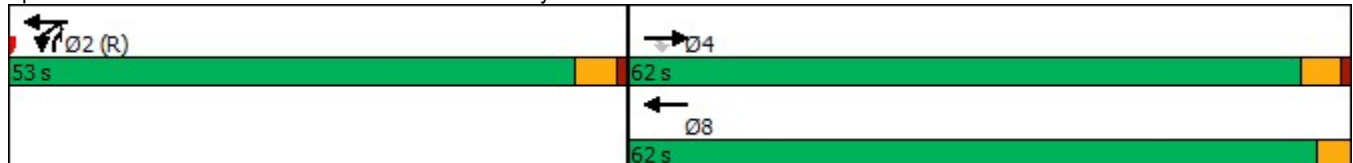


Lane Group	EBT	EBR	WBL	WBT	NBR	Ø8
Lane Configurations	↑↑↑	↑	↙↘	↑↑↑	↙↘	
Traffic Volume (vph)	2037	298	914	2003	872	
Future Volume (vph)	2037	298	914	2003	872	
Turn Type	NA	Perm	Prot	NA	Over	
Protected Phases	4		2	2 8	2	8
Permitted Phases		4			2	
Detector Phase	4	4	2	2 8	2	
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	22.5	22.5	9.5	9.5	22.5	
Total Split (s)	62.0	62.0	53.0	53.0	62.0	
Total Split (%)	53.9%	53.9%	46.1%	46.1%	54%	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.0	
All-Red Time (s)	1.0	1.0	1.0	1.0	0.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		
Total Lost Time (s)	4.5	4.5	4.5	4.5		
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	None	None	C-Max	C-Max	None	
Act Effct Green (s)	57.5	57.5	48.5	115.0	48.5	
Actuated g/C Ratio	0.50	0.50	0.42	1.00	0.42	
v/c Ratio	0.87	0.40	0.69	0.34	0.81	
Control Delay	12.3	7.6	22.5	0.1	35.5	
Queue Delay	0.0	0.0	0.0	0.0	0.0	
Total Delay	12.3	7.6	22.5	0.1	35.5	
LOS	B	A	C	A	D	
Approach Delay	11.7			7.1		
Approach LOS	B			A		

Intersection Summary

Cycle Length: 115  
 Actuated Cycle Length: 115  
 Offset: 110 (96%), Referenced to phase 2:WBTL and 6:, Start of Green  
 Natural Cycle: 65  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.87  
 Intersection Signal Delay: 12.9  
 Intersection Capacity Utilization 77.4%  
 Analysis Period (min) 15  
 Intersection LOS: B  
 ICU Level of Service D

Splits and Phases: 3: North Access Drive & E. County Line Rd.



Queues  
3: North Access Drive & E. County Line Rd.



Lane Group	EBT	EBR	WBL	WBT	NBR
Lane Group Flow (vph)	2214	324	993	2177	948
v/c Ratio	0.87	0.40	0.69	0.34	0.81
Control Delay	12.3	7.6	22.5	0.1	35.5
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	12.3	7.6	22.5	0.1	35.5
Queue Length 50th (ft)	212	64	321	0	342
Queue Length 95th (ft)	m214	m65	m380	0	437
Internal Link Dist (ft)	970			571	
Turn Bay Length (ft)			350		
Base Capacity (vph)	2542	814	1447	6408	1177
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.87	0.40	0.69	0.34	0.81

Intersection Summary

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

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HCM 6th Edition methodology expects strict NEMA phasing.



Lanes and Geometrics  
 4: Park Meadow Center Dr. & E. County Line Rd.

Park Meadows  
 12/29/2022



Lane Group	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
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		325	0		100	0		250	250		175
Storage Lanes	0		1	0		1	0		1	3		2
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.86	1.00	1.00	0.91	1.00	1.00	1.00	0.76	0.94	0.95	0.88
Ped Bike Factor			0.850			0.850			0.850			0.850
Flt Protected										0.950		
Satd. Flow (prot)	0	6408	1583	0	5085	1583	0	0	3610	4990	3539	2787
Flt Permitted										0.950		
Satd. Flow (perm)	0	6408	1583	0	5085	1583	0	0	3610	4990	3539	2787
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			294			100			679			727
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		651			987			1238			614	
Travel Time (s)		14.8			22.4			28.1			14.0	

Intersection Summary

Area Type: Other

Timings  
4: Park Meadow Center Dr. & E. County Line Rd.

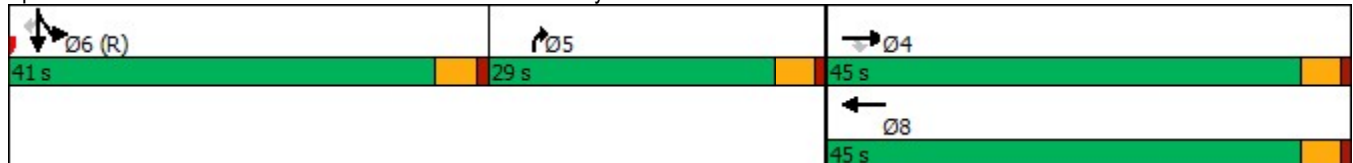


Lane Group	EBT	EBR	WBT	WBR	NBR	SBL	SBT	SBR
Lane Configurations	↑↑↑↑	↗	↑↑↑↑	↗	↗↗↗	↗↗↗	↑↑	↗↗
Traffic Volume (vph)	2446	309	1356	65	1510	126	1121	1172
Future Volume (vph)	2446	309	1356	65	1510	126	1121	1172
Turn Type	NA	Perm	NA	Free	Prot	Split	NA	Perm
Protected Phases	4		8		5	6	6	
Permitted Phases		4		Free				6
Detector Phase	4	4	8		5	6	6	6
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0		5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5		9.5	22.5	22.5	22.5
Total Split (s)	45.0	45.0	45.0		29.0	41.0	41.0	41.0
Total Split (%)	39.1%	39.1%	39.1%		25.2%	35.7%	35.7%	35.7%
Yellow Time (s)	3.5	3.5	3.5		3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0		1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5		4.5	4.5	4.5	4.5
Lead/Lag					Lag	Lead	Lead	Lead
Lead-Lag Optimize?					Yes	Yes	Yes	Yes
Recall Mode	None	None	None		None	C-Max	C-Max	C-Max
Act Effct Green (s)	40.5	40.5	40.5	115.0	24.5	36.5	36.5	36.5
Actuated g/C Ratio	0.35	0.35	0.35	1.00	0.21	0.32	0.32	0.32
v/c Ratio	1.18	0.45	0.82	0.04	1.26	0.09	1.08	0.92
Control Delay	109.9	2.3	41.5	0.0	146.6	27.8	90.7	28.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	109.9	2.3	41.5	0.0	146.6	27.8	90.7	28.1
LOS	F	A	D	A	F	C	F	C
Approach Delay	97.8		39.6				57.1	
Approach LOS	F		D				E	

Intersection Summary

Cycle Length: 115  
 Actuated Cycle Length: 115  
 Offset: 8 (7%), Referenced to phase 6:SBTL, Start of Green  
 Natural Cycle: 110  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 1.26  
 Intersection Signal Delay: 84.5  
 Intersection Capacity Utilization 86.1%  
 Analysis Period (min) 15  
 Intersection LOS: F  
 ICU Level of Service E

Splits and Phases: 4: Park Meadow Center Dr. & E. County Line Rd.



## 4: Park Meadow Center Dr. &amp; E. County Line Rd.



Lane Group	EBT	EBR	WBT	WBR	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	2659	336	1474	71	1641	137	1218	1274
v/c Ratio	1.18	0.45	0.82	0.04	1.26	0.09	1.08	0.92
Control Delay	109.9	2.3	41.5	0.0	146.6	27.8	90.7	28.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	109.9	2.3	41.5	0.0	146.6	27.8	90.7	28.1
Queue Length 50th (ft)	~680	19	393	0	~485	25	~532	256
Queue Length 95th (ft)	#754	m20	450	0	#604	41	#668	#435
Internal Link Dist (ft)	571		907				534	
Turn Bay Length (ft)		325		100	250	250		175
Base Capacity (vph)	2256	747	1790	1583	1303	1583	1123	1380
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.18	0.45	0.82	0.04	1.26	0.09	1.08	0.92

## Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

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

Queue shown is maximum after two cycles.

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

HCM 6th Signalized Intersection Summary  
 4: Park Meadow Center Dr. & E. County Line Rd.













Park Meadows  
 12/29/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑	↗		↑↑↑	↗			↗↗↗	↘↘↘	↑↑	↗↗
Traffic Volume (veh/h)	0	2446	309	0	1356	65	0	0	1510	126	1121	1172
Future Volume (veh/h)	0	2446	309	0	1356	65	0	0	1510	126	1121	1172
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	0	1870	1870	0	1870	1870	0	0	1870	1870	1870	1870
Adj Flow Rate, veh/h	0	2659	0	0	1474	0	0	0	1641	137	1218	1274
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	2	2	0	2	2	0	0	2	2	2	2
Cap, veh/h	0	2266		0	1798		0	0	0	2861	2024	1589
Arrive On Green	0.00	0.70	0.00	0.00	0.35	0.00	0.00	0.00	0.00	0.57	0.57	0.57
Sat Flow, veh/h	0	6696	1585	0	5274	1585		0		5023	3554	2790
Grp Volume(v), veh/h	0	2659	0	0	1474	0		0.0		137	1218	1274
Grp Sat Flow(s),veh/h/ln	0	1609	1585	0	1702	1585				1674	1777	1395
Q Serve(g_s), s	0.0	40.5	0.0	0.0	30.2	0.0				1.4	25.8	41.6
Cycle Q Clear(g_c), s	0.0	40.5	0.0	0.0	30.2	0.0				1.4	25.8	41.6
Prop In Lane	0.00		1.00	0.00		1.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	2266		0	1798					2861	2024	1589
V/C Ratio(X)	0.00	1.17		0.00	0.82					0.05	0.60	0.80
Avail Cap(c_a), veh/h	0	2266		0	1798					2861	2024	1589
HCM Platoon Ratio	1.00	2.00	2.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.41	0.00	0.00	0.90	0.00				1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	17.0	0.0	0.0	33.9	0.0				11.0	16.2	19.6
Incr Delay (d2), s/veh	0.0	80.2	0.0	0.0	2.8	0.0				0.0	1.3	4.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	19.6	0.0	0.0	12.8	0.0				0.5	10.4	13.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	97.2	0.0	0.0	36.8	0.0				11.0	17.5	24.0
LnGrp LOS	A	F		A	D					B	B	C
Approach Vol, veh/h		2659	A		1474	A					2629	
Approach Delay, s/veh		97.2			36.8						20.3	
Approach LOS		F			D						C	
Timer - Assigned Phs				4		6		8				
Phs Duration (G+Y+Rc), s				45.0		70.0		45.0				
Change Period (Y+Rc), s				4.5		4.5		4.5				
Max Green Setting (Gmax), s				40.5		36.5		40.5				
Max Q Clear Time (g_c+I1), s				42.5		43.6		32.2				
Green Ext Time (p_c), s				0.0		0.0		5.8				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay			54.1									
HCM 6th LOS			D									
<b>Notes</b>												
Unsignalized Delay for [EBR, WBR] is excluded from calculations of the approach delay and intersection delay.												

Lanes and Geometrics  
5: I-25 Ramps & E. County Line Rd.

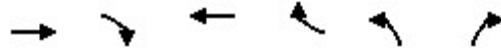
Park Meadows  
12/29/2022

												
Lane Group	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
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		200	0		100	180		0	0		0
Storage Lanes	0		1	0		1	2		1	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.91	0.88	1.00	0.91	1.00	0.97	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt			0.850			0.850			0.850			
Flt Protected							0.950					
Satd. Flow (prot)	0	5085	2787	0	5085	1583	3433	0	1583	0	0	0
Flt Permitted							0.950					
Satd. Flow (perm)	0	5085	2787	0	5085	1583	3433	0	1583	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			1920			650			70			
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		987			920			594			487	
Travel Time (s)		22.4			20.9			13.5			11.1	

Intersection Summary

Area Type: Other

Timings  
5: I-25 Ramps & E. County Line Rd.



Lane Group	EBT	EBR	WBT	WBR	NBL	NBR
Lane Configurations	↑↑↑	↑↑	↑↑↑	↑	↑↑	↑
Traffic Volume (vph)	751	2255	529	806	910	96
Future Volume (vph)	751	2255	529	806	910	96
Turn Type	NA	Free	NA	Free	Prot	Free
Protected Phases	4		8		5	
Permitted Phases		Free		Free		Free
Detector Phase	4		8		5	
Switch Phase						
Minimum Initial (s)	5.0		5.0		5.0	
Minimum Split (s)	22.5		22.5		9.5	
Total Split (s)	43.0		43.0		72.0	
Total Split (%)	37.4%		37.4%		62.6%	
Yellow Time (s)	3.5		3.5		3.5	
All-Red Time (s)	1.0		1.0		1.0	
Lost Time Adjust (s)	0.0		0.0		0.0	
Total Lost Time (s)	4.5		4.5		4.5	
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	None		None		None	
Act Effct Green (s)	26.3	115.0	26.3	115.0	79.7	115.0
Actuated g/C Ratio	0.23	1.00	0.23	1.00	0.69	1.00
v/c Ratio	0.70	0.88	0.49	0.55	0.42	0.07
Control Delay	27.0	11.4	39.5	1.4	8.8	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	27.0	11.4	39.5	1.4	8.8	0.1
LOS	C	B	D	A	A	A
Approach Delay	15.3		16.5			
Approach LOS	B		B			

Intersection Summary

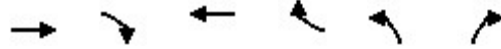
Cycle Length: 115  
 Actuated Cycle Length: 115  
 Offset: 96 (83%), Referenced to phase 2: and 6:, Start of Green  
 Natural Cycle: 45  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.88  
 Intersection Signal Delay: 14.2  
 Intersection Capacity Utilization 47.6%  
 Analysis Period (min) 15

Intersection LOS: B  
 ICU Level of Service A

Splits and Phases: 5: I-25 Ramps & E. County Line Rd.



Queues  
5: I-25 Ramps & E. County Line Rd.



Lane Group	EBT	EBR	WBT	WBR	NBL	NBR
Lane Group Flow (vph)	816	2451	575	876	989	104
v/c Ratio	0.70	0.88	0.49	0.55	0.42	0.07
Control Delay	27.0	11.4	39.5	1.4	8.8	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	27.0	11.4	39.5	1.4	8.8	0.1
Queue Length 50th (ft)	191	693	136	0	146	0
Queue Length 95th (ft)	m184	m530	162	0	219	0
Internal Link Dist (ft)	907		840			
Turn Bay Length (ft)		200		100	180	
Base Capacity (vph)	1702	2787	1702	1583	2378	1583
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.48	0.88	0.34	0.55	0.42	0.07

Intersection Summary

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

HCM 6th Signalized Intersection Summary  
5: I-25 Ramps & E. County Line Rd.

Park Meadows  
12/29/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑	↑↑		↑↑↑	↑	↑↑		↑			
Traffic Volume (veh/h)	0	751	2255	0	529	806	910	0	96	0	0	0
Future Volume (veh/h)	0	751	2255	0	529	806	910	0	96	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	0	1870	1870	0	1870	1870	1870	0	1870			
Adj Flow Rate, veh/h	0	816	0	0	575	0	989	0	0			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92			
Percent Heavy Veh, %	0	2	2	0	2	2	2	0	2			
Cap, veh/h	0	1133		0	1133		2418	0				
Arrive On Green	0.00	0.07	0.00	0.00	0.22	0.00	0.70	0.00	0.00			
Sat Flow, veh/h	0	5274	2790	0	5274	1585	3456	0	1585			
Grp Volume(v), veh/h	0	816	0	0	575	0	989	0	0			
Grp Sat Flow(s),veh/h/ln	0	1702	1395	0	1702	1585	1728	0	1585			
Q Serve(g_s), s	0.0	18.0	0.0	0.0	11.4	0.0	13.8	0.0	0.0			
Cycle Q Clear(g_c), s	0.0	18.0	0.0	0.0	11.4	0.0	13.8	0.0	0.0			
Prop In Lane	0.00		1.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	0	1133		0	1133		2418	0				
V/C Ratio(X)	0.00	0.72		0.00	0.51		0.41	0.00				
Avail Cap(c_a), veh/h	0	1709		0	1709		2418	0				
HCM Platoon Ratio	1.00	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.00	0.09	0.00	0.00	1.00	0.00	1.00	0.00	0.00			
Uniform Delay (d), s/veh	0.0	49.8	0.0	0.0	39.2	0.0	7.3	0.0	0.0			
Incr Delay (d2), s/veh	0.0	0.1	0.0	0.0	0.4	0.0	0.1	0.0	0.0			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	0.0	8.2	0.0	0.0	4.8	0.0	4.7	0.0	0.0			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	49.9	0.0	0.0	39.6	0.0	7.4	0.0	0.0			
LnGrp LOS	A	D		A	D		A	A				
Approach Vol, veh/h		816	A		575	A		989	A			
Approach Delay, s/veh		49.9			39.6			7.4				
Approach LOS		D			D			A				
Timer - Assigned Phs		2		4				8				
Phs Duration (G+Y+Rc), s		85.0		30.0				30.0				
Change Period (Y+Rc), s		4.5		4.5				4.5				
Max Green Setting (Gmax), s		67.5		38.5				38.5				
Max Q Clear Time (g_c+I1), s		15.8		20.0				13.4				
Green Ext Time (p_c), s		4.4		5.5				4.2				

Intersection Summary

HCM 6th Ctrl Delay	29.7
HCM 6th LOS	C

Notes

Unsignalized Delay for [NBR, EBR, WBR] is excluded from calculations of the approach delay and intersection delay.



Lanes and Geometrics  
 6: Park Meadow Center Dr. & East Access Drive



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)	0	0	110			0
Storage Lanes	2	1	1			0
Taper Length (ft)	25		25			
Lane Util. Factor	0.97	1.00	1.00	0.95	0.95	0.95
Ped Bike Factor						
Frt		0.850			0.920	
Flt Protected	0.950		0.950			
Satd. Flow (prot)	3433	1583	1770	3539	3256	0
Flt Permitted	0.950		0.113			
Satd. Flow (perm)	3433	1583	210	3539	3256	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		398			519	
Link Speed (mph)	30			30	30	
Link Distance (ft)	204			1551	1238	
Travel Time (s)	4.6			35.3	28.1	

Intersection Summary

Area Type: Other

Timings  
6: Park Meadow Center Dr. & East Access Drive



Lane Group	EBL	EBR	NBL	NBT	SBT
Lane Configurations	↖↗	↗	↖	↑↑	↑↓
Traffic Volume (vph)	688	366	176	806	666
Future Volume (vph)	688	366	176	806	666
Turn Type	Prot	Perm	pm+pt	NA	NA
Protected Phases	4		5	2	6
Permitted Phases		5	2		
Detector Phase	4	5	5	2	6
Switch Phase					
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	9.5	9.5	22.5	22.5
Total Split (s)	22.6	13.0	13.0	47.4	34.4
Total Split (%)	32.3%	18.6%	18.6%	67.7%	49.1%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5
Lead/Lag		Lead	Lead		Lag
Lead-Lag Optimize?		Yes	Yes		Yes
Recall Mode	None	None	None	C-Max	C-Max
Act Effct Green (s)	17.6	7.9	43.4	43.4	30.9
Actuated g/C Ratio	0.25	0.11	0.62	0.62	0.44
v/c Ratio	0.87	0.75	0.62	0.40	0.90
Control Delay	37.3	13.8	18.8	7.5	21.4
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	37.3	13.8	18.8	7.5	21.4
LOS	D	B	B	A	C
Approach Delay	29.1			9.5	21.4
Approach LOS	C			A	C

Intersection Summary

Cycle Length: 70  
 Actuated Cycle Length: 70  
 Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBT, Start of Green  
 Natural Cycle: 70  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.90  
 Intersection Signal Delay: 20.4  
 Intersection LOS: C  
 Intersection Capacity Utilization 83.7%  
 ICU Level of Service E  
 Analysis Period (min) 15

Splits and Phases: 6: Park Meadow Center Dr. & East Access Drive





Lane Group	EBL	EBR	NBL	NBT	SBT
Lane Group Flow (vph)	748	398	191	876	1557
v/c Ratio	0.87	0.75	0.62	0.40	0.90
Control Delay	37.3	13.8	18.8	7.5	21.4
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	37.3	13.8	18.8	7.5	21.4
Queue Length 50th (ft)	157	0	31	90	225
Queue Length 95th (ft)	#245	#105	#89	123	#396
Internal Link Dist (ft)	124			1471	1158
Turn Bay Length (ft)			110		
Base Capacity (vph)	887	541	319	2191	1728
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.84	0.74	0.60	0.40	0.90

#### Intersection Summary

# 95th percentile volume exceeds capacity, queue may be longer.  
Queue shown is maximum after two cycles.

HCM 6th Signalized Intersection Summary  
 6: Park Meadow Center Dr. & East Access Drive

Park Meadows  
 12/29/2022



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	688	366	176	806	666	766
Future Volume (veh/h)	688	366	176	806	666	766
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	748	398	191	876	724	833
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	894	410	244	2178	834	744
Arrive On Green	0.26	0.26	0.08	0.61	0.47	0.47
Sat Flow, veh/h	3456	1585	1781	3647	1870	1585
Grp Volume(v), veh/h	748	398	191	876	724	833
Grp Sat Flow(s),veh/h/ln	1728	1585	1781	1777	1777	1585
Q Serve(g_s), s	14.3	17.4	3.6	8.9	25.6	32.8
Cycle Q Clear(g_c), s	14.3	17.4	3.6	8.9	25.6	32.8
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	894	410	244	2178	834	744
V/C Ratio(X)	0.84	0.97	0.78	0.40	0.87	1.12
Avail Cap(c_a), veh/h	894	410	319	2178	834	744
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	0.62	0.62	0.21	0.21
Uniform Delay (d), s/veh	24.6	25.7	15.7	7.0	16.6	18.6
Incr Delay (d2), s/veh	7.0	36.8	5.7	0.3	2.9	58.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.4	17.7	1.7	2.8	9.8	22.5
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	31.6	62.5	21.4	7.3	19.5	77.0
LnGrp LOS	C	E	C	A	B	F
Approach Vol, veh/h	1146			1067	1557	
Approach Delay, s/veh	42.3			9.8	50.3	
Approach LOS	D			A	D	
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		47.4		22.6	10.1	37.3
Change Period (Y+Rc), s		4.5		4.5	4.5	4.5
Max Green Setting (Gmax), s		42.9		18.1	8.5	29.9
Max Q Clear Time (g_c+I1), s		10.9		19.4	5.6	34.8
Green Ext Time (p_c), s		7.3		0.0	0.1	0.0
<b>Intersection Summary</b>						
HCM 6th Ctrl Delay			36.4			
HCM 6th LOS			D			

Lanes and Geometrics  
7: SE Access Drive & Park Meadow Center Dr.

Park Meadows  
12/29/2022



Lane Group	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
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%				0%
Storage Length (ft)	150		0	100		0	0		0	0		0
Storage Lanes	1		0	1		0	1		0	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.989			0.980			0.889				0.850
Flt Protected	0.950			0.950			0.950				0.974	
Satd. Flow (prot)	1770	3500	0	1770	3468	0	1770	1656	0	0	1814	1583
Flt Permitted	0.172			0.214			0.504				0.611	
Satd. Flow (perm)	320	3500	0	399	3468	0	939	1656	0	0	1138	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		14			25			188				316
Link Speed (mph)		30			30			30				30
Link Distance (ft)		1110			1551			164				207
Travel Time (s)		25.2			35.3			3.7				4.7

Intersection Summary

Area Type: Other

Timings  
7: SE Access Drive & Park Meadow Center Dr.

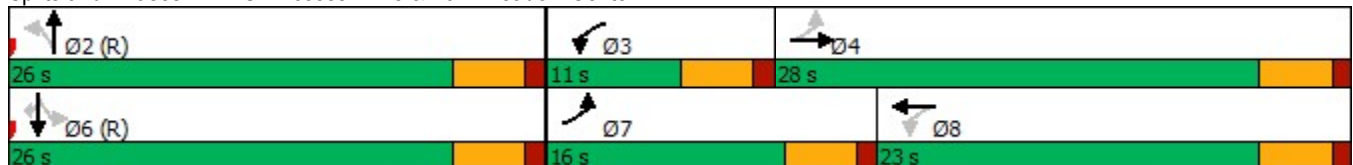


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations	↖	↕	↖	↕	↖	↕	↖	↕	↖
Traffic Volume (vph)	309	784	152	744	158	62	135	114	458
Future Volume (vph)	309	784	152	744	158	62	135	114	458
Turn Type	pm+pt	NA	pm+pt	NA	Perm	NA	Perm	NA	Perm
Protected Phases	7	4	3	8		2		6	
Permitted Phases	4		8		2		6		6
Detector Phase	7	4	3	8	2	2	6	6	6
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	9.5	22.5	22.5	22.5	22.5	22.5	22.5
Total Split (s)	16.0	28.0	11.0	23.0	26.0	26.0	26.0	26.0	26.0
Total Split (%)	24.6%	43.1%	16.9%	35.4%	40.0%	40.0%	40.0%	40.0%	40.0%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5		4.5	4.5
Lead/Lag	Lead	Lag	Lead	Lag					
Lead-Lag Optimize?	Yes	Yes	Yes	Yes					
Recall Mode	None	None	None	None	C-Max	C-Max	C-Max	C-Max	C-Max
Act Effct Green (s)	34.4	23.6	25.2	18.7	21.5	21.5		21.5	21.5
Actuated g/C Ratio	0.53	0.36	0.39	0.29	0.33	0.33		0.33	0.33
v/c Ratio	0.80	0.72	0.57	0.92	0.55	0.38		0.72	0.68
Control Delay	28.4	21.5	18.1	37.8	26.0	7.0		32.6	12.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0
Total Delay	28.4	21.5	18.1	37.8	26.0	7.0		32.6	12.2
LOS	C	C	B	D	C	A		C	B
Approach Delay		23.4		34.8		14.7		19.4	
Approach LOS		C		C		B		B	

Intersection Summary

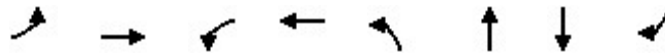
Cycle Length: 65  
 Actuated Cycle Length: 65  
 Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green  
 Natural Cycle: 60  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.92  
 Intersection Signal Delay: 25.0  
 Intersection Capacity Utilization 83.6%  
 Analysis Period (min) 15  
 Intersection LOS: C  
 ICU Level of Service E

Splits and Phases: 7: SE Access Drive & Park Meadow Center Dr.



Queues

7: SE Access Drive & Park Meadow Center Dr.



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	336	919	165	930	172	255	271	498
v/c Ratio	0.80	0.72	0.57	0.92	0.55	0.38	0.72	0.68
Control Delay	28.4	21.5	18.1	37.8	26.0	7.0	32.6	12.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	28.4	21.5	18.1	37.8	26.0	7.0	32.6	12.2
Queue Length 50th (ft)	74	158	31	182	55	18	93	54
Queue Length 95th (ft)	#198	222	64	#297	115	65	#202	152
Internal Link Dist (ft)		1030		1471		84	127	
Turn Bay Length (ft)	150		100					
Base Capacity (vph)	426	1277	291	1016	310	673	376	735
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.79	0.72	0.57	0.92	0.55	0.38	0.72	0.68

Intersection Summary

# 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.

HCM 6th Signalized Intersection Summary  
 7: SE Access Drive & Park Meadow Center Dr.

Park Meadows  
 12/29/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↗	↕		↖	↕		↗	↖			↕	↗
Traffic Volume (veh/h)	309	784	62	152	744	111	158	62	173	135	114	458
Future Volume (veh/h)	309	784	62	152	744	111	158	62	173	135	114	458
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	336	852	67	165	809	121	172	67	188	147	124	498
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	409	1171	92	349	881	132	182	153	428	259	195	557
Arrive On Green	0.16	0.35	0.35	0.09	0.28	0.28	0.35	0.35	0.35	0.35	0.35	0.35
Sat Flow, veh/h	1781	3338	262	1781	3100	464	802	434	1217	495	555	1585
Grp Volume(v), veh/h	336	454	465	165	464	466	172	0	255	271	0	498
Grp Sat Flow(s),veh/h/ln	1781	1777	1823	1781	1777	1787	802	0	1651	1050	0	1585
Q Serve(g_s), s	8.0	14.5	14.5	4.2	16.4	16.4	5.8	0.0	7.7	9.4	0.0	19.3
Cycle Q Clear(g_c), s	8.0	14.5	14.5	4.2	16.4	16.4	22.8	0.0	7.7	17.1	0.0	19.3
Prop In Lane	1.00		0.14	1.00		0.26	1.00		0.74	0.54		1.00
Lane Grp Cap(c), veh/h	409	623	639	349	505	508	182	0	580	455	0	557
V/C Ratio(X)	0.82	0.73	0.73	0.47	0.92	0.92	0.94	0.00	0.44	0.60	0.00	0.89
Avail Cap(c_a), veh/h	445	642	659	367	506	509	182	0	580	455	0	557
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.37	0.37	0.37	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	14.4	18.4	18.4	15.1	22.5	22.5	31.3	0.0	16.2	20.6	0.0	19.9
Incr Delay (d2), s/veh	11.0	4.0	3.9	0.4	10.1	10.1	53.6	0.0	2.4	5.7	0.0	19.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.0	6.1	6.2	1.6	7.7	7.8	5.3	0.0	3.1	4.2	0.0	9.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	25.5	22.4	22.3	15.5	32.6	32.6	84.9	0.0	18.6	26.3	0.0	39.3
LnGrp LOS	C	C	C	B	C	C	F	A	B	C	A	D
Approach Vol, veh/h		1255			1095			427				769
Approach Delay, s/veh		23.2			30.0			45.3				34.7
Approach LOS		C			C			D				C
Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		27.3	10.4	27.3		27.3	14.7	23.0				
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5	4.5	4.5				
Max Green Setting (Gmax), s		21.5	6.5	23.5		21.5	11.5	18.5				
Max Q Clear Time (g_c+I1), s		24.8	6.2	16.5		21.3	10.0	18.4				
Green Ext Time (p_c), s		0.0	0.0	3.3		0.1	0.2	0.0				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay				30.5								
HCM 6th LOS				C								



Lanes and Geometrics  
 8: S. Yosemite St. & Park Meadow Center Dr.

Park Meadows  
 12/29/2022



Lane Group	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
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	240		240	110		275	220		235
Storage Lanes	0		0	1		1	2		1	2		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	0.91	0.91	1.00	0.97	0.91	1.00	0.97	0.91	1.00
Ped Bike Factor												
Frt						0.850			0.850			0.850
Flt Protected				0.950	0.986		0.950			0.950		
Satd. Flow (prot)	0	0	0	1610	3343	1583	3433	5085	1583	3433	5085	1583
Flt Permitted				0.950	0.986		0.213			0.108		
Satd. Flow (perm)	0	0	0	1610	3343	1583	770	5085	1583	390	5085	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						139			891			82
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		440			1021			458			636	
Travel Time (s)		10.0			23.2			10.4			14.5	

Intersection Summary

Area Type: Other

Timings  
8: S. Yosemite St. & Park Meadow Center Dr.

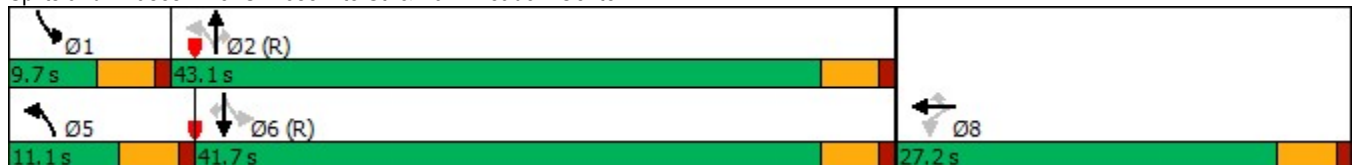


Lane Group	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↙↘	↘	↘↙	↑↑↑	↘	↘↙	↑↑↑	↘
Traffic Volume (vph)	703	647	405	311	1646	1214	336	936	460
Future Volume (vph)	703	647	405	311	1646	1214	336	936	460
Turn Type	Perm	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases		8		5	2		1	6	
Permitted Phases	8		8	2		2	6		6
Detector Phase	8	8	8	5	2	2	1	6	6
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5	22.5
Total Split (s)	27.2	27.2	27.2	11.1	43.1	43.1	9.7	41.7	41.7
Total Split (%)	34.0%	34.0%	34.0%	13.9%	53.9%	53.9%	12.1%	52.1%	52.1%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag				Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?				Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	C-Max	C-Max	None	C-Max	C-Max
Act Effct Green (s)	22.7	22.7	22.7	45.2	38.6	38.6	42.4	37.2	37.2
Actuated g/C Ratio	0.28	0.28	0.28	0.56	0.48	0.48	0.53	0.46	0.46
v/c Ratio	1.05	1.04	0.80	0.52	0.73	1.08	0.90	0.43	0.64
Control Delay	88.1	70.2	31.1	10.1	18.7	59.7	41.4	15.0	18.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	88.1	70.2	31.1	10.1	18.7	59.7	41.4	15.0	18.0
LOS	F	E	C	B	B	E	D	B	B
Approach Delay		65.7			33.6			20.9	
Approach LOS		E			C			C	

Intersection Summary

Cycle Length: 80  
 Actuated Cycle Length: 80  
 Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green  
 Natural Cycle: 75  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 1.08  
 Intersection Signal Delay: 38.8  
 Intersection Capacity Utilization 92.3%  
 Analysis Period (min) 15  
 Intersection LOS: D  
 ICU Level of Service F

Splits and Phases: 8: S. Yosemite St. & Park Meadow Center Dr.





Lane Group	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	481	986	440	338	1789	1320	365	1017	500
v/c Ratio	1.05	1.04	0.80	0.52	0.73	1.08	0.90	0.43	0.64
Control Delay	88.1	70.2	31.1	10.1	18.7	59.7	41.4	15.0	18.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	88.1	70.2	31.1	10.1	18.7	59.7	41.4	15.0	18.0
Queue Length 50th (ft)	~293	~297	140	34	248	~494	41	119	152
Queue Length 95th (ft)	#490	#421	#294	52	304	#742	#121	152	256
Internal Link Dist (ft)		941			378			556	
Turn Bay Length (ft)	240		240	110		275	220		235
Base Capacity (vph)	456	948	548	654	2453	1224	404	2364	779
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.05	1.04	0.80	0.52	0.73	1.08	0.90	0.43	0.64

**Intersection Summary**

~ Volume exceeds capacity, queue is theoretically infinite.  
Queue shown is maximum after two cycles.

# 95th percentile volume exceeds capacity, queue may be longer.  
Queue shown is maximum after two cycles.

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HCM 6th Edition methodology does not support turning movements with shared & exclusive lanes.

Lanes and Geometrics  
 9: S. Yosemite St. & SW Access Drive

Park Meadows  
 12/29/2022



Lane Group	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
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%				0%
Storage Length (ft)	0		0	0		0	140		0	450		0
Storage Lanes	1		0	1		0	1		1	2		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	0.97	0.91	0.91
Ped Bike Factor												
Frt		0.878			0.861				0.850		0.990	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1635	0	1770	1604	0	1770	3539	1583	3433	5034	0
Flt Permitted	0.489			0.695			0.950			0.950		
Satd. Flow (perm)	911	1635	0	1295	1604	0	1770	3539	1583	3433	5034	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		77			176				534			14
Link Speed (mph)		30			30			30				30
Link Distance (ft)		205			369			636				1050
Travel Time (s)		4.7			8.4			14.5				23.9

Intersection Summary

Area Type: Other

Timings  
9: S. Yosemite St. & SW Access Drive

Park Meadows  
12/29/2022

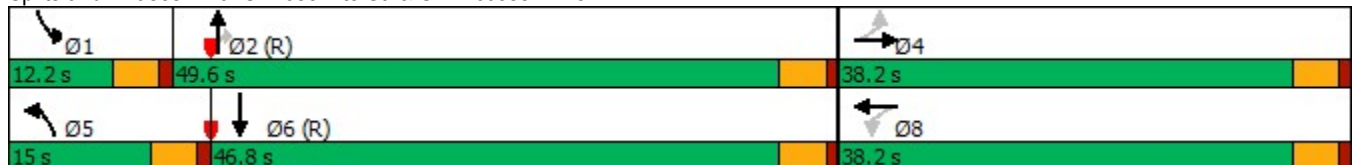


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations	↖	↗	↖	↗	↖	↑↑	↗	↖↗	↑↑↗
Traffic Volume (vph)	60	17	413	17	81	1415	551	222	1292
Future Volume (vph)	60	17	413	17	81	1415	551	222	1292
Turn Type	Perm	NA	Perm	NA	Prot	NA	Perm	Prot	NA
Protected Phases		4		8	5	2		1	6
Permitted Phases	4		8				2		
Detector Phase	4	4	8	8	5	2	2	1	6
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5
Total Split (s)	38.2	38.2	38.2	38.2	15.0	49.6	49.6	12.2	46.8
Total Split (%)	38.2%	38.2%	38.2%	38.2%	15.0%	49.6%	49.6%	12.2%	46.8%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag					Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?					Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	C-Max	C-Max	None	C-Max
Act Effct Green (s)	33.7	33.7	33.7	33.7	9.2	45.1	45.1	7.7	45.7
Actuated g/C Ratio	0.34	0.34	0.34	0.34	0.09	0.45	0.45	0.08	0.46
v/c Ratio	0.21	0.16	1.03	0.39	0.54	0.96	0.59	0.91	0.65
Control Delay	26.1	8.3	85.3	10.0	55.5	42.9	5.4	83.9	23.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.3	0.0	0.0	0.0
Total Delay	26.1	8.3	85.3	10.0	55.5	43.2	5.4	83.9	23.3
LOS	C	A	F	B	E	D	A	F	C
Approach Delay		15.5		58.2		33.5			31.7
Approach LOS		B		E		C			C

Intersection Summary

Cycle Length: 100  
 Actuated Cycle Length: 100  
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green  
 Natural Cycle: 100  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 1.03  
 Intersection Signal Delay: 35.8  
 Intersection Capacity Utilization 88.6%  
 Analysis Period (min) 15  
 Intersection LOS: D  
 ICU Level of Service E

Splits and Phases: 9: S. Yosemite St. & SW Access Drive





Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	65	95	449	253	88	1538	599	241	1508
v/c Ratio	0.21	0.16	1.03	0.39	0.54	0.96	0.59	0.91	0.65
Control Delay	26.1	8.3	85.3	10.0	55.5	42.9	5.4	83.9	23.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.3	0.0	0.0	0.0
Total Delay	26.1	8.3	85.3	10.0	55.5	43.2	5.4	83.9	23.3
Queue Length 50th (ft)	29	8	~308	34	54	485	23	79	279
Queue Length 95th (ft)	64	42	#499	95	104	#656	103	#153	335
Internal Link Dist (ft)		125		289		556			970
Turn Bay Length (ft)					140			450	
Base Capacity (vph)	307	602	436	657	185	1596	1007	264	2309
Starvation Cap Reductn	0	0	0	0	0	5	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.21	0.16	1.03	0.39	0.48	0.97	0.59	0.91	0.65

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.  
Queue shown is maximum after two cycles.

# 95th percentile volume exceeds capacity, queue may be longer.  
Queue shown is maximum after two cycles.

HCM 6th Signalized Intersection Summary  
 9: S. Yosemite St. & SW Access Drive

Park Meadows  
 12/29/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗		↖	↑↑	↗	↖↗	↑↑↗	
Traffic Volume (veh/h)	60	17	71	413	17	216	81	1415	551	222	1292	96
Future Volume (veh/h)	60	17	71	413	17	216	81	1415	551	222	1292	96
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	65	18	77	449	18	235	88	1538	599	241	1404	104
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	312	104	446	457	38	502	113	1603	715	266	2254	167
Arrive On Green	0.34	0.34	0.34	0.34	0.34	0.34	0.06	0.45	0.45	0.08	0.46	0.46
Sat Flow, veh/h	1127	309	1323	1301	114	1488	1781	3554	1585	3456	4850	359
Grp Volume(v), veh/h	65	0	95	449	0	253	88	1538	599	241	985	523
Grp Sat Flow(s),veh/h/ln	1127	0	1632	1301	0	1602	1781	1777	1585	1728	1702	1806
Q Serve(g_s), s	4.8	0.0	4.1	29.6	0.0	12.4	4.9	41.9	33.4	6.9	21.8	21.8
Cycle Q Clear(g_c), s	17.3	0.0	4.1	33.7	0.0	12.4	4.9	41.9	33.4	6.9	21.8	21.8
Prop In Lane	1.00		0.81	1.00		0.93	1.00		1.00	1.00		0.20
Lane Grp Cap(c), veh/h	312	0	550	457	0	540	113	1603	715	266	1582	839
V/C Ratio(X)	0.21	0.00	0.17	0.98	0.00	0.47	0.78	0.96	0.84	0.91	0.62	0.62
Avail Cap(c_a), veh/h	312	0	550	457	0	540	187	1603	715	266	1582	839
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	0.00	1.00	1.00	0.00	1.00	0.59	0.59	0.59	0.88	0.88	0.88
Uniform Delay (d), s/veh	32.9	0.0	23.3	37.3	0.0	26.1	46.2	26.6	24.2	45.8	20.2	20.2
Incr Delay (d2), s/veh	0.3	0.0	0.1	37.4	0.0	0.6	6.8	10.1	7.0	29.0	1.6	3.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	0.0	1.6	15.9	0.0	4.8	2.4	19.0	13.3	4.0	8.7	9.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	33.2	0.0	23.5	74.7	0.0	26.7	53.0	36.7	31.2	74.8	21.8	23.2
LnGrp LOS	C	A	C	E	A	C	D	D	C	E	C	C
Approach Vol, veh/h		160			702			2225			1749	
Approach Delay, s/veh		27.4			57.4			35.9			29.5	
Approach LOS		C			E			D			C	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	12.2	49.6		38.2	10.8	51.0		38.2				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	7.7	45.1		33.7	10.5	42.3		33.7				
Max Q Clear Time (g_c+I1), s	8.9	43.9		19.3	6.9	23.8		35.7				
Green Ext Time (p_c), s	0.0	1.1		0.6	0.1	10.3		0.0				

Intersection Summary

HCM 6th Ctrl Delay	36.4
HCM 6th LOS	D



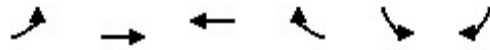


Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)		0%	0%		0%	
Storage Length (ft)	200			0	0	140
Storage Lanes	1			1	2	1
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	0.91	0.95	1.00	0.97	1.00
Ped Bike Factor						
Frt				0.850		0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1770	5085	3539	1583	3433	1583
Flt Permitted	0.147				0.950	
Satd. Flow (perm)	274	5085	3539	1583	3433	1583
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)				766		166
Link Speed (mph)		30	30		30	
Link Distance (ft)		1842	1050		476	
Travel Time (s)		41.9	23.9		10.8	

Intersection Summary

Area Type: Other

Timings  
10: S. Yosemite St. & S. Chester St.

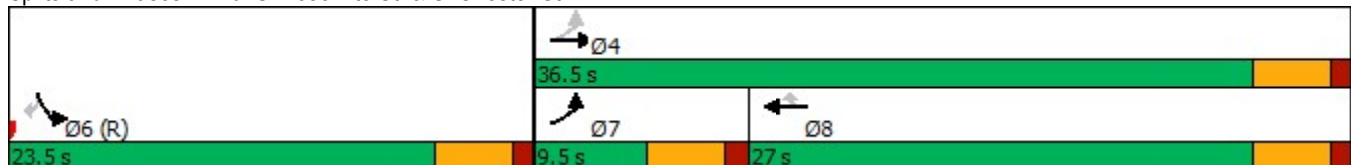


Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↖	↑↑↑	↑↑	↗	↖↗	↗
Traffic Volume (vph)	141	978	999	705	617	153
Future Volume (vph)	141	978	999	705	617	153
Turn Type	pm+pt	NA	NA	Perm	Prot	Perm
Protected Phases	7	4	8		6	
Permitted Phases	4			8		6
Detector Phase	7	4	8	8	6	6
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	22.5	22.5	22.5	22.5
Total Split (s)	9.5	36.5	27.0	27.0	23.5	23.5
Total Split (%)	15.8%	60.8%	45.0%	45.0%	39.2%	39.2%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead		Lag	Lag		
Lead-Lag Optimize?	Yes		Yes	Yes		
Recall Mode	None	None	None	None	C-Max	C-Max
Act Effct Green (s)	30.4	30.4	22.8	22.8	20.6	20.6
Actuated g/C Ratio	0.51	0.51	0.38	0.38	0.34	0.34
v/c Ratio	0.58	0.41	0.81	0.71	0.57	0.25
Control Delay	17.0	9.5	22.9	5.7	17.0	4.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	17.0	9.5	22.9	5.7	17.0	4.8
LOS	B	A	C	A	B	A
Approach Delay		10.5	15.8		14.5	
Approach LOS		B	B		B	

Intersection Summary

Cycle Length: 60  
 Actuated Cycle Length: 60  
 Offset: 0 (0%), Referenced to phase 2: and 6:SBL, Start of Green  
 Natural Cycle: 60  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.81  
 Intersection Signal Delay: 13.9  
 Intersection Capacity Utilization 64.3%  
 Analysis Period (min) 15  
 Intersection LOS: B  
 ICU Level of Service C

Splits and Phases: 10: S. Yosemite St. & S. Chester St.





Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Group Flow (vph)	153	1063	1086	766	671	166
v/c Ratio	0.58	0.41	0.81	0.71	0.57	0.25
Control Delay	17.0	9.5	22.9	5.7	17.0	4.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	17.0	9.5	22.9	5.7	17.0	4.8
Queue Length 50th (ft)	26	75	181	0	69	1
Queue Length 95th (ft)	#57	101	#261	62	119	33
Internal Link Dist (ft)		1762	970		396	
Turn Bay Length (ft)	200					140
Base Capacity (vph)	263	2712	1347	1077	1176	651
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.58	0.39	0.81	0.71	0.57	0.25

**Intersection Summary**

# 95th percentile volume exceeds capacity, queue may be longer.  
Queue shown is maximum after two cycles.

HCM 6th Signalized Intersection Summary  
 10: S. Yosemite St. & S. Chester St.

Park Meadows  
 12/29/2022



Movement	EBL	EBT	WBT	WBR	SBL	SBR	
Lane Configurations							
Traffic Volume (veh/h)	141	978	999	705	617	153	
Future Volume (veh/h)	141	978	999	705	617	153	
Initial Q (Qb), veh	0	0	0	0	0	0	
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	
Work Zone On Approach		No	No		No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	
Adj Flow Rate, veh/h	153	1063	1086	766	671	166	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	
Percent Heavy Veh, %	2	2	2	2	2	2	
Cap, veh/h	282	2690	1333	594	1117	512	
Arrive On Green	0.08	0.53	0.38	0.38	0.32	0.32	
Sat Flow, veh/h	1781	5274	3647	1585	3456	1585	
Grp Volume(v), veh/h	153	1063	1086	766	671	166	
Grp Sat Flow(s),veh/h/ln	1781	1702	1777	1585	1728	1585	
Q Serve(g_s), s	2.9	7.5	16.5	22.5	9.8	4.8	
Cycle Q Clear(g_c), s	2.9	7.5	16.5	22.5	9.8	4.8	
Prop In Lane	1.00			1.00	1.00	1.00	
Lane Grp Cap(c), veh/h	282	2690	1333	594	1117	512	
V/C Ratio(X)	0.54	0.40	0.81	1.29	0.60	0.32	
Avail Cap(c_a), veh/h	293	2723	1333	594	1117	512	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	
Upstream Filter(l)	0.71	0.71	0.24	0.24	0.84	0.84	
Uniform Delay (d), s/veh	13.2	8.5	16.9	18.7	17.1	15.4	
Incr Delay (d2), s/veh	1.3	0.1	1.0	133.1	2.0	1.4	
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	
%ile BackOfQ(50%),veh/ln	1.0	2.3	6.1	29.1	3.8	4.8	
Unsig. Movement Delay, s/veh							
LnGrp Delay(d),s/veh	14.6	8.5	17.9	151.8	19.1	16.8	
LnGrp LOS	B	A	B	F	B	B	
Approach Vol, veh/h		1216	1852		837		
Approach Delay, s/veh		9.3	73.3		18.6		
Approach LOS		A	E		B		
Timer - Assigned Phs				4	6	7	8
Phs Duration (G+Y+Rc), s				36.1	23.9	9.1	27.0
Change Period (Y+Rc), s				4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s				32.0	19.0	5.0	22.5
Max Q Clear Time (g_c+I1), s				9.5	11.8	4.9	24.5
Green Ext Time (p_c), s				8.1	2.0	0.0	0.0
<b>Intersection Summary</b>							
HCM 6th Ctrl Delay			41.6				
HCM 6th LOS			D				

Lanes and Geometrics  
 11: S. Chester St. & Westview Rd./NW Access Drive

Park Meadows  
 12/29/2022



Lane Group	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
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	85		0	0		0	90		0	190		0
Storage Lanes	1		0	1		1	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.97	0.95	0.95
Ped Bike Factor												
Frt		0.902				0.850		0.972				0.950
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1680	0	1770	1863	1583	1770	3440	0	3433	3362	0
Flt Permitted	0.706			0.447			0.950			0.950		
Satd. Flow (perm)	1315	1680	0	833	1863	1583	1770	3440	0	3433	3362	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		159				416		48				156
Link Speed (mph)		30			30			30				30
Link Distance (ft)		259			217			476				565
Travel Time (s)		5.9			4.9			10.8				12.8

Intersection Summary

Area Type: Other

Timings  
11: S. Chester St. & Westview Rd./NW Access Drive

Park Meadows  
12/29/2022

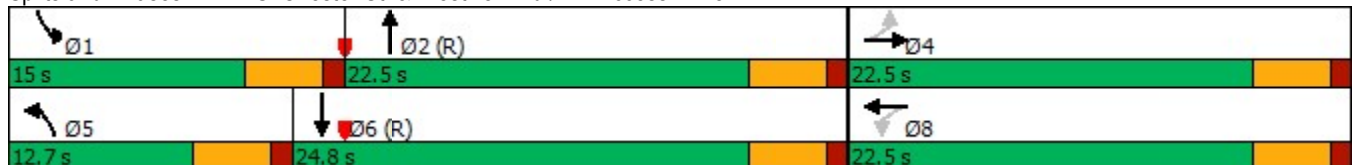
Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	186	86	96	72	616	138	581	476	491
Future Volume (vph)	186	86	96	72	616	138	581	476	491
Turn Type	Perm	NA	Perm	NA	Free	Prot	NA	Prot	NA
Protected Phases		4		8		5	2	1	6
Permitted Phases	4		8		Free				
Detector Phase	4	4	8	8		5	2	1	6
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0		5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	22.5		9.5	22.5	9.5	22.5
Total Split (s)	22.5	22.5	22.5	22.5		12.7	22.5	15.0	24.8
Total Split (%)	37.5%	37.5%	37.5%	37.5%		21.2%	37.5%	25.0%	41.3%
Yellow Time (s)	3.5	3.5	3.5	3.5		3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5		4.5	4.5	4.5	4.5
Lead/Lag						Lead	Lag	Lead	Lag
Lead-Lag Optimize?						Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None		None	C-Max	None	C-Max
Act Effct Green (s)	14.0	14.0	14.0	14.0	60.0	8.6	20.5	12.0	26.2
Actuated g/C Ratio	0.23	0.23	0.23	0.23	1.00	0.14	0.34	0.20	0.44
v/c Ratio	0.66	0.52	0.54	0.18	0.42	0.60	0.65	0.75	0.51
Control Delay	30.9	11.6	29.7	17.8	0.8	31.8	19.0	32.2	13.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	30.9	11.6	29.7	17.8	0.8	31.8	19.0	32.2	13.0
LOS	C	B	C	B	A	C	B	C	B
Approach Delay		20.0		5.9			21.1		20.5
Approach LOS		B		A			C		C

Intersection Summary

Cycle Length: 60  
 Actuated Cycle Length: 60  
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green  
 Natural Cycle: 60  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.75  
 Intersection Signal Delay: 17.1  
 Intersection Capacity Utilization 68.6%  
 Analysis Period (min) 15

Intersection LOS: B  
 ICU Level of Service C

Splits and Phases: 11: S. Chester St. & Westview Rd./NW Access Drive





Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	202	266	104	78	670	150	780	517	800
v/c Ratio	0.66	0.52	0.54	0.18	0.42	0.60	0.65	0.75	0.51
Control Delay	30.9	11.6	29.7	17.8	0.8	31.8	19.0	32.2	13.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	30.9	11.6	29.7	17.8	0.8	31.8	19.0	32.2	13.0
Queue Length 50th (ft)	66	32	33	23	0	50	130	87	95
Queue Length 95th (ft)	117	81	71	47	0	m74	197	#170	153
Internal Link Dist (ft)		179		137			396		485
Turn Bay Length (ft)	85					90		190	
Base Capacity (vph)	394	615	249	558	1583	261	1207	687	1555
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.51	0.43	0.42	0.14	0.42	0.57	0.65	0.75	0.51

**Intersection Summary**

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

Queue shown is maximum after two cycles.

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

HCM 6th Signalized Intersection Summary  
 11: S. Chester St. & Westview Rd./NW Access Drive

Park Meadows  
 12/29/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↖	↖	↖	↖↗		↖↗	↖↗	
Traffic Volume (veh/h)	186	86	159	96	72	616	138	581	136	476	491	245
Future Volume (veh/h)	186	86	159	96	72	616	138	581	136	476	491	245
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	202	93	173	104	78	0	150	632	148	517	534	266
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	428	155	288	260	495		190	958	224	605	928	461
Arrive On Green	0.26	0.26	0.26	0.26	0.26	0.00	0.11	0.34	0.34	0.17	0.40	0.40
Sat Flow, veh/h	1321	585	1089	1113	1870	1585	1781	2859	668	3456	2299	1142
Grp Volume(v), veh/h	202	0	266	104	78	0	150	392	388	517	412	388
Grp Sat Flow(s),veh/h/ln	1321	0	1674	1113	1870	1585	1781	1777	1750	1728	1777	1665
Q Serve(g_s), s	8.3	0.0	8.3	5.4	1.9	0.0	4.9	11.3	11.3	8.7	10.8	10.9
Cycle Q Clear(g_c), s	10.2	0.0	8.3	13.7	1.9	0.0	4.9	11.3	11.3	8.7	10.8	10.9
Prop In Lane	1.00		0.65	1.00		1.00	1.00		0.38	1.00		0.69
Lane Grp Cap(c), veh/h	428	0	443	260	495		190	596	587	605	717	672
V/C Ratio(X)	0.47	0.00	0.60	0.40	0.16		0.79	0.66	0.66	0.85	0.58	0.58
Avail Cap(c_a), veh/h	474	0	502	299	561		243	596	587	605	717	672
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	0.00	1.00	1.00	1.00	0.00	0.66	0.66	0.66	0.62	0.62	0.62
Uniform Delay (d), s/veh	20.8	0.0	19.3	25.3	16.9	0.0	26.1	17.0	17.0	24.0	13.9	13.9
Incr Delay (d2), s/veh	0.8	0.0	1.6	1.0	0.1	0.0	8.5	3.8	3.8	7.5	2.1	2.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.5	0.0	3.2	1.4	0.8	0.0	2.4	4.7	4.7	3.9	4.2	4.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	21.7	0.0	20.9	26.3	17.1	0.0	34.7	20.8	20.9	31.5	16.0	16.2
LnGrp LOS	C	A	C	C	B		C	C	C	C	B	B
Approach Vol, veh/h		468			182	A		930			1317	
Approach Delay, s/veh		21.2			22.3			23.1			22.1	
Approach LOS		C			C			C			C	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	15.0	24.6		20.4	10.9	28.7		20.4				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	10.5	18.0		18.0	8.2	20.3		18.0				
Max Q Clear Time (g_c+I1), s	10.7	13.3		12.2	6.9	12.9		15.7				
Green Ext Time (p_c), s	0.0	2.0		1.2	0.0	3.0		0.2				

Intersection Summary

HCM 6th Ctrl Delay	22.3
HCM 6th LOS	C

Notes

Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.



Lanes and Geometrics  
 12: Park Meadows Ring Rd. & North Access Drive



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕↕	↕	↕	↕	↕
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)		0%	0%		0%	
Storage Length (ft)	0			0	0	0
Storage Lanes	0			1	1	1
Taper Length (ft)	25				25	
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt				0.850		0.850
Flt Protected		0.982			0.950	
Satd. Flow (prot)	0	3476	1863	1583	1770	1583
Flt Permitted		0.982			0.950	
Satd. Flow (perm)	0	3476	1863	1583	1770	1583
Link Speed (mph)		30	30		30	
Link Distance (ft)		1249	1271		255	
Travel Time (s)		28.4	28.9		5.8	

Intersection Summary

Area Type: Other

HCM Unsignalized Intersection Capacity Analysis  
 12: Park Meadows Ring Rd. & North Access Drive

Park Meadows  
 12/29/2022



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↔↑	↑	↔	↔	↔
Traffic Volume (veh/h)	167	283	391	706	918	290
Future Volume (Veh/h)	167	283	391	706	918	290
Sign Control		Stop	Stop		Free	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	182	308	425	767	998	315
<b>Pedestrians</b>						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage (veh)						
Upstream signal (ft)	255					
pX, platoon unblocked						
vC, conflicting volume	2208	1996	1996	0	0	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	2208	1996	1996	0	0	
tC, single (s)	7.1	6.5	6.5	6.2	4.1	
tC, 2 stage (s)						
tF (s)	3.5	4.0	4.0	3.3	2.2	
p0 queue free %	0	0	0	29	39	
cM capacity (veh/h)	0	23	23	1085	1623	
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	SB 1	SB 2
Volume Total	285	205	425	767	998	315
Volume Left	182	0	0	0	998	0
Volume Right	0	0	0	767	0	315
cSH	0	23	23	1085	1623	1700
Volume to Capacity	Err	8.85	18.33	0.71	0.61	0.19
Queue Length 95th (ft)	Err	Err	Err	156	113	0
Control Delay (s)	Err	Err	Err	15.9	10.7	0.0
Lane LOS	F	F	F	C	B	
Approach Delay (s)	Err		3575.3		8.1	
Approach LOS	F		F			
<b>Intersection Summary</b>						
Average Delay	Err					
Intersection Capacity Utilization	94.1%		ICU Level of Service			F
Analysis Period (min)	15					

Lanes and Geometrics  
 13: Park Meadows Ring Rd. & East Access Drive

Park Meadows  
 12/29/2022



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%		0%			0%
Storage Length (ft)	0	0		0	0	
Storage Lanes	1	1		1	0	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	0.95
Ped Bike Factor						
Frt		0.850		0.850		
Flt Protected	0.950					0.969
Satd. Flow (prot)	1770	1583	1863	1583	0	3429
Flt Permitted	0.950					0.969
Satd. Flow (perm)	1770	1583	1863	1583	0	3429
Link Speed (mph)	30		30			30
Link Distance (ft)	204		1336			1271
Travel Time (s)	4.6		30.4			28.9

Intersection Summary

Area Type: Other

HCM Unsignalized Intersection Capacity Analysis  
 13: Park Meadows Ring Rd. & East Access Drive

Park Meadows  
 12/29/2022



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						 
Traffic Volume (veh/h)	422	607	213	367	585	321
Future Volume (Veh/h)	422	607	213	367	585	321
Sign Control	Free		Stop		Stop	
Grade	0%		0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	459	660	232	399	636	349
<b>Pedestrians</b>						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage (veh)						
Upstream signal (ft)	204					
pX, platoon unblocked						
vC, conflicting volume	0		918	0	1034	918
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	0		918	0	1034	918
tC, single (s)	4.1		6.5	6.2	7.1	6.5
tC, 2 stage (s)						
tF (s)	2.2		4.0	3.3	3.5	4.0
p0 queue free %	72		0	63	0	0
cM capacity (veh/h)	1623		195	1085	0	195
<b>Direction, Lane #</b>	<b>WB 1</b>	<b>WB 2</b>	<b>NB 1</b>	<b>NB 2</b>	<b>SB 1</b>	<b>SB 2</b>
Volume Total	459	660	232	399	752	233
Volume Left	459	0	0	0	636	0
Volume Right	0	660	0	399	0	0
cSH	1623	1700	195	1085	0	195
Volume to Capacity	0.28	0.39	1.19	0.37	Err	1.19
Queue Length 95th (ft)	29	0	298	43	Err	300
Control Delay (s)	8.1	0.0	174.9	10.2	Err	176.1
Lane LOS	A		F	B	F	F
Approach Delay (s)	3.3		70.8		Err	
Approach LOS			F		F	
<b>Intersection Summary</b>						
Average Delay			Err			
Intersection Capacity Utilization			77.0%	ICU Level of Service		D
Analysis Period (min)			15			

Lanes and Geometrics  
 14: SE Access Drive & Park Meadows Ring Rd.



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↑		↑↑	↑	↑
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)		0	0		0	0
Storage Lanes		1	0		1	1
Taper Length (ft)			25		25	
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	1.00
Ped Bike Factor						
Frt		0.850				0.850
Flt Protected				0.965	0.950	
Satd. Flow (prot)	1863	1583	0	3415	1770	1583
Flt Permitted				0.965	0.950	
Satd. Flow (perm)	1863	1583	0	3415	1770	1583
Link Speed (mph)	30			30	30	
Link Distance (ft)	1563			1336	207	
Travel Time (s)	35.5			30.4	4.7	

Intersection Summary

Area Type: Other

HCM Unsignalized Intersection Capacity Analysis  
 14: SE Access Drive & Park Meadows Ring Rd.

Park Meadows  
 12/29/2022



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↗		↖	↖	↗
Traffic Volume (veh/h)	168	360	346	138	215	245
Future Volume (Veh/h)	168	360	346	138	215	245
Sign Control	Stop			Stop	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	183	391	376	150	234	266
<b>Pedestrians</b>						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage (veh)						
Upstream signal (ft)	207					
pX, platoon unblocked						
vC, conflicting volume	468	0	560	468	0	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	468	0	560	468	0	
tC, single (s)	6.5	6.2	7.1	6.5	4.1	
tC, 2 stage (s)						
tF (s)	4.0	3.3	3.5	4.0	2.2	
p0 queue free %	57	64	0	64	86	
cM capacity (veh/h)	422	1085	167	422	1623	
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	NB 2
Volume Total	183	391	426	100	234	266
Volume Left	0	0	376	0	234	0
Volume Right	0	391	0	0	0	266
cSH	422	1085	180	422	1623	1700
Volume to Capacity	0.43	0.36	2.37	0.24	0.14	0.16
Queue Length 95th (ft)	54	41	883	23	13	0
Control Delay (s)	19.9	10.2	675.9	16.2	7.6	0.0
Lane LOS	C	B	F	C	A	
Approach Delay (s)	13.3		550.5		3.6	
Approach LOS	B		F			
<b>Intersection Summary</b>						
Average Delay	186.8					
Intersection Capacity Utilization	49.9%			ICU Level of Service		A
Analysis Period (min)	15					

Lanes and Geometrics  
 15: Park Meadows Ring Rd. & SW Access Drive

Park Meadows  
 12/29/2022



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)	0	0	0			0
Storage Lanes	1	1	0			1
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	1.00
Ped Bike Factor						
Frt		0.850				0.850
Flt Protected	0.950			0.965		
Satd. Flow (prot)	1770	1583	0	3415	1863	1583
Flt Permitted	0.950			0.965		
Satd. Flow (perm)	1770	1583	0	3415	1863	1583
Link Speed (mph)	30			30	30	
Link Distance (ft)	369			1563	1358	
Travel Time (s)	8.4			35.5	30.9	

Intersection Summary

Area Type: Other

HCM Unsignalized Intersection Capacity Analysis  
 15: Park Meadows Ring Rd. & SW Access Drive

Park Meadows  
 12/29/2022



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	311	441	433	165	219	276
Future Volume (Veh/h)	311	441	433	165	219	276
Sign Control	Free			Stop	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	338	479	471	179	238	300
<b>Pedestrians</b>						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage (veh)						
Upstream signal (ft)	369					
pX, platoon unblocked						
vC, conflicting volume	0		795	676	676	0
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	0		795	676	676	0
tC, single (s)	4.1		7.1	6.5	6.5	6.2
tC, 2 stage (s)						
tF (s)	2.2		3.5	4.0	4.0	3.3
p0 queue free %	79		0	40	20	72
cM capacity (veh/h)	1623		64	297	297	1085
<b>Direction, Lane #</b>	<b>EB 1</b>	<b>EB 2</b>	<b>NB 1</b>	<b>NB 2</b>	<b>SB 1</b>	<b>SB 2</b>
Volume Total	338	479	531	119	238	300
Volume Left	338	0	471	0	0	0
Volume Right	0	479	0	0	0	300
cSH	1623	1700	70	297	297	1085
Volume to Capacity	0.21	0.28	7.54	0.40	0.80	0.28
Queue Length 95th (ft)	20	0	Err	46	161	28
Control Delay (s)	7.8	0.0	Err	25.0	52.2	9.6
Lane LOS	A		F	D	F	A
Approach Delay (s)	3.2		8167.9		28.4	
Approach LOS			F		D	
<b>Intersection Summary</b>						
Average Delay			2656.9			
Intersection Capacity Utilization			62.7%	ICU Level of Service	B	
Analysis Period (min)			15			



Lanes and Geometrics  
 16: Park Meadows Ring Rd. & NW Access Drive



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)	0	0	0			0
Storage Lanes	1	1	0			1
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	1.00
Ped Bike Factor						
Frt		0.850				0.850
FIt Protected	0.950			0.966		
Satd. Flow (prot)	1770	1583	0	3419	1863	1583
FIt Permitted	0.950			0.966		
Satd. Flow (perm)	1770	1583	0	3419	1863	1583
Link Speed (mph)	30			30	30	
Link Distance (ft)	217			1358	1249	
Travel Time (s)	4.9			30.9	28.4	

Intersection Summary

Area Type: Other

HCM Unsignalized Intersection Capacity Analysis  
 16: Park Meadows Ring Rd. & NW Access Drive

Park Meadows  
 12/29/2022



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	209	431	498	204	236	367
Future Volume (Veh/h)	209	431	498	204	236	367
Sign Control	Free			Stop	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	227	468	541	222	257	399
<b>Pedestrians</b>						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage (veh)						
Upstream signal (ft)	217					
pX, platoon unblocked						
vC, conflicting volume	0		582	454	454	0
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	0		582	454	454	0
tC, single (s)	4.1		7.1	6.5	6.5	6.2
tC, 2 stage (s)						
tF (s)	2.2		3.5	4.0	4.0	3.3
p0 queue free %	86		0	49	40	63
cM capacity (veh/h)	1623		128	432	432	1085
<b>Direction, Lane #</b>	<b>EB 1</b>	<b>EB 2</b>	<b>NB 1</b>	<b>NB 2</b>	<b>SB 1</b>	<b>SB 2</b>
Volume Total	227	468	615	148	257	399
Volume Left	227	0	541	0	0	0
Volume Right	0	468	0	0	0	399
cSH	1623	1700	140	432	432	1085
Volume to Capacity	0.14	0.28	4.41	0.34	0.60	0.37
Queue Length 95th (ft)	12	0	Err	38	94	43
Control Delay (s)	7.6	0.0	Err	17.6	24.9	10.2
Lane LOS	A		F	C	C	B
Approach Delay (s)	2.5		8062.9		16.0	
Approach LOS			F		C	
<b>Intersection Summary</b>						
Average Delay			2915.9			
Intersection Capacity Utilization			61.6%	ICU Level of Service	B	
Analysis Period (min)			15			

Lanes and Geometrics  
 17: Park Meadows Mall Ring Rd. & Road D

Park Meadows  
 01/03/2023



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)	0	0	0			0
Storage Lanes	1	0	0			0
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	0.95	0.95	0.95	0.95
Ped Bike Factor						
Frt	0.932				0.990	
Flt Protected	0.976			0.995		
Satd. Flow (prot)	1694	0	0	3522	3504	0
Flt Permitted	0.976			0.995		
Satd. Flow (perm)	1694	0	0	3522	3504	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	172			150	215	
Travel Time (s)	3.9			3.4	4.9	

Intersection Summary

Area Type: Other

Intersection						
Int Delay, s/veh	2.3					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T			↑↑		↑↑
Traffic Vol, veh/h	50	50	51	438	591	42
Future Vol, veh/h	50	50	51	438	591	42
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	54	54	55	476	642	46

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	1013	344	688	0	0
Stage 1	665	-	-	-	-
Stage 2	348	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-
Pot Cap-1 Maneuver	235	652	902	-	-
Stage 1	473	-	-	-	-
Stage 2	686	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	215	652	902	-	-
Mov Cap-2 Maneuver	215	-	-	-	-
Stage 1	434	-	-	-	-
Stage 2	686	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	21.7	1.2	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	902	-	323	-	-
HCM Lane V/C Ratio	0.061	-	0.337	-	-
HCM Control Delay (s)	9.3	0.3	21.7	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0.2	-	1.4	-	-

Lanes and Geometrics  
 18: Park Meadows Mall Ring Rd. & Road C



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)	0	0	0			0
Storage Lanes	0	1	0			0
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	0.95
Ped Bike Factor						
Frt		0.865			0.996	
Flt Protected						
Satd. Flow (prot)	0	1611	0	3539	3525	0
Flt Permitted						
Satd. Flow (perm)	0	1611	0	3539	3525	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	184			215	83	
Travel Time (s)	4.2			4.9	1.9	

Intersection Summary

Area Type: Other

Intersection						
Int Delay, s/veh	0.5					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		↗		↑↑	↑↑	
Traffic Vol, veh/h	0	50	0	488	583	17
Future Vol, veh/h	0	50	0	488	583	17
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	54	0	530	634	18

Major/Minor	Minor2	Major1	Major2		
Conflicting Flow All	-	326	-	0	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-
Critical Hdwy	-	6.94	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-
Follow-up Hdwy	-	3.32	-	-	-
Pot Cap-1 Maneuver	0	670	0	-	-
Stage 1	0	-	0	-	-
Stage 2	0	-	0	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	-	670	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10.8	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	-	670	-	-
HCM Lane V/C Ratio	-	0.081	-	-
HCM Control Delay (s)	-	10.8	-	-
HCM Lane LOS	-	B	-	-
HCM 95th %tile Q(veh)	-	0.3	-	-

Lanes and Geometrics  
 19: Park Meadows Mall Ring Rd. & South Parking Garage

Park Meadows  
 01/04/2023



Lane Group	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
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		0	0		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	0.95	0.95
Ped Bike Factor		0.935									0.949	
Flt Protected		0.975						0.985				
Satd. Flow (prot)	0	1698	0	0	1863	0	0	3486	0	0	3359	0
Flt Permitted		0.975						0.985				
Satd. Flow (perm)	0	1698	0	0	1863	0	0	3486	0	0	3359	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		109			79			83			242	
Travel Time (s)		2.5			1.8			1.9			5.5	

Intersection Summary

Area Type: Other

Intersection	
Intersection Delay, s/veh	24.2
Intersection LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	199	0	185	0	0	0	147	341	0	0	465	238
Future Vol, veh/h	199	0	185	0	0	0	147	341	0	0	465	238
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
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	216	0	201	0	0	0	160	371	0	0	505	259
Number of Lanes	0	1	0	0	1	0	0	2	0	0	2	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	1	1
HCM Control Delay	27	0	19	26.2
HCM LOS	D	-	C	D

Lane	NBLn1	NBLn2	EBLn1	WBLn1	SBLn1	SBLn2
Vol Left, %	56%	0%	52%	0%	0%	0%
Vol Thru, %	44%	100%	0%	100%	100%	39%
Vol Right, %	0%	0%	48%	0%	0%	61%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	261	227	384	0	310	393
LT Vol	147	0	199	0	0	0
Through Vol	114	227	0	0	310	155
RT Vol	0	0	185	0	0	238
Lane Flow Rate	283	247	417	0	337	427
Geometry Grp	7	7	2	2	7	7
Degree of Util (X)	0.595	0.499	0.754	0	0.659	0.784
Departure Headway (Hd)	7.559	7.269	6.505	8.499	7.045	6.609
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	479	499	551	0	516	551
Service Time	5.274	4.984	4.589	6.531	4.745	4.309
HCM Lane V/C Ratio	0.591	0.495	0.757	0	0.653	0.775
HCM Control Delay	20.8	17	27	11.5	22.3	29.2
HCM Lane LOS	C	C	D	N	C	D
HCM 95th-tile Q	3.8	2.7	6.6	0	4.8	7.3



Lanes and Geometrics  
 20: Park Meadows Mall Ring Rd. & Road B

Park Meadows  
 01/03/2023



Lane Group	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
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		0	1		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	0.95	0.95
Ped Bike Factor												
Frt		0.932			0.850			0.996			0.992	
Flt Protected		0.976		0.950				0.998			0.999	
Satd. Flow (prot)	0	1694	0	1770	1583	0	0	3518	0	0	3507	0
Flt Permitted		0.976		0.950				0.998			0.999	
Satd. Flow (perm)	0	1694	0	1770	1583	0	0	3518	0	0	3507	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		129			151			397			119	
Travel Time (s)		2.9			3.4			9.0			2.7	

Intersection Summary

Area Type: Other

Intersection	
Intersection Delay, s/veh	37.5
Intersection LOS	E

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕		↕	↕			↕			↕	
Traffic Vol, veh/h	50	0	50	16	0	11	42	800	22	11	861	51
Future Vol, veh/h	50	0	50	16	0	11	42	800	22	11	861	51
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
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	54	0	54	17	0	12	46	870	24	12	936	55
Number of Lanes	0	1	0	1	1	0	0	2	0	0	2	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	1	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	1	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	2	1
HCM Control Delay	13	12	36.3	42.1
HCM LOS	B	B	E	E

Lane	NBLn1	NBLn2	EBLn1	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	10%	0%	50%	100%	0%	2%	0%
Vol Thru, %	90%	95%	0%	0%	0%	98%	89%
Vol Right, %	0%	5%	50%	0%	100%	0%	11%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	442	422	100	16	11	442	482
LT Vol	42	0	50	16	0	11	0
Through Vol	400	400	0	0	0	431	431
RT Vol	0	22	50	0	11	0	51
Lane Flow Rate	480	459	109	17	12	480	523
Geometry Grp	7	7	6	7	7	7	7
Degree of Util (X)	0.875	0.824	0.231	0.046	0.027	0.86	0.925
Departure Headway (Hd)	6.555	6.47	7.662	9.471	8.229	6.448	6.36
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	548	555	470	380	438	557	565
Service Time	4.34	4.255	5.702	7.171	5.929	4.228	4.14
HCM Lane V/C Ratio	0.876	0.827	0.232	0.045	0.027	0.862	0.926
HCM Control Delay	39.6	32.9	13	12.6	11.2	37	46.7
HCM Lane LOS	E	D	B	B	B	E	E
HCM 95th-tile Q	9.8	8.3	0.9	0.1	0.1	9.4	11.5

Lanes and Geometrics  
 21: Park Meadows Mall Ring Rd. & Central Parking Garage Access

Park Meadows  
 01/03/2023






Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)	0	0	0			0
Storage Lanes	1	0	0			0
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	0.95	0.95	0.95	0.95
Ped Bike Factor						
Frt	0.939				0.975	
Flt Protected	0.973			0.992		
Satd. Flow (prot)	1702	0	0	3511	3451	0
Flt Permitted	0.973			0.992		
Satd. Flow (perm)	1702	0	0	3511	3451	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	128			119	115	
Travel Time (s)	2.9			2.7	2.6	

Intersection Summary

Area Type: Other

Intersection	
Intersection Delay, s/veh	61.7
Intersection LOS	F

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	154	126	135	726	796	157
Future Vol, veh/h	154	126	135	726	796	157
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	167	137	147	789	865	171
Number of Lanes	1	0	0	2	2	0

Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	2	2
Conflicting Approach Left	SB	EB	
Conflicting Lanes Left	2	1	0
Conflicting Approach Right	NB		EB
Conflicting Lanes Right	2	0	1
HCM Control Delay	19.3	58.9	76.7
HCM LOS	C	F	F

Lane	NBLn1	NBLn2	EBLn1	SBLn1	SBLn2
Vol Left, %	36%	0%	55%	0%	0%
Vol Thru, %	64%	100%	0%	100%	63%
Vol Right, %	0%	0%	45%	0%	37%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	377	484	280	531	422
LT Vol	135	0	154	0	0
Through Vol	242	484	0	531	265
RT Vol	0	0	126	0	157
Lane Flow Rate	410	526	304	577	459
Geometry Grp	7	7	2	7	7
Degree of Util (X)	0.825	1.034	0.582	1.13	0.866
Departure Headway (Hd)	7.465	7.281	7.017	7.193	6.926
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	488	500	517	508	528
Service Time	5.165	4.981	5.017	4.893	4.626
HCM Lane V/C Ratio	0.84	1.052	0.588	1.136	0.869
HCM Control Delay	36.5	76.3	19.3	106.3	39.5
HCM Lane LOS	E	F	C	F	E
HCM 95th-tile Q	8	14.9	3.7	19.2	9.3

Lanes and Geometrics  
 22: Park Meadows Mall Ring Rd. & Road A

Park Meadows  
 01/03/2023



Lane Group	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
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		0	0		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	0.95	0.95
Ped Bike Factor												
Frt		0.938			0.930			0.991			0.992	
Flt Protected		0.974			0.977			0.998			0.997	
Satd. Flow (prot)	0	1702	0	0	1693	0	0	3500	0	0	3500	0
Flt Permitted		0.974			0.977			0.998			0.997	
Satd. Flow (perm)	0	1702	0	0	1693	0	0	3500	0	0	3500	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		153			158			115			169	
Travel Time (s)		3.5			3.6			2.6			3.8	

Intersection Summary

Area Type: Other

Intersection	
Intersection Delay, s/veh	51.6
Intersection LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	50	0	42	43	0	47	42	786	53	57	869	51
Future Vol, veh/h	50	0	42	43	0	47	42	786	53	57	869	51
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
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	54	0	46	47	0	51	46	854	58	62	945	55
Number of Lanes	0	1	0	0	1	0	0	2	0	0	2	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	1	1
HCM Control Delay	12.4	12.3	46.7	63.3
HCM LOS	B	B	E	F

Lane	NBLn1	NBLn2	EBLn1	WBLn1	SBLn1	SBLn2
Vol Left, %	10%	0%	54%	48%	12%	0%
Vol Thru, %	90%	88%	0%	0%	88%	89%
Vol Right, %	0%	12%	46%	52%	0%	11%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	435	446	92	90	492	486
LT Vol	42	0	50	43	57	0
Through Vol	393	393	0	0	435	435
RT Vol	0	53	42	47	0	51
Lane Flow Rate	473	485	100	98	534	528
Geometry Grp	7	7	2	2	7	7
Degree of Util (X)	0.909	0.914	0.205	0.199	1.009	0.977
Departure Headway (Hd)	6.921	6.787	7.501	7.463	6.801	6.667
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	520	528	481	484	529	544
Service Time	4.71	4.576	5.501	5.463	4.585	4.451
HCM Lane V/C Ratio	0.91	0.919	0.208	0.202	1.009	0.971
HCM Control Delay	46.6	46.8	12.4	12.3	67.6	59
HCM Lane LOS	E	E	B	B	F	F
HCM 95th-tile Q	10.6	10.9	0.8	0.7	14.4	13.2

Lanes and Geometrics  
 23: Park Meadows Mall Ring Rd. & North Parking Garage Access



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)	0	0	0			0
Storage Lanes	1	0	0			0
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	0.95	0.95	0.95	0.95
Ped Bike Factor						
Frt	0.930				0.977	
Flt Protected	0.976			0.992		
Satd. Flow (prot)	1691	0	0	3511	3458	0
Flt Permitted	0.976			0.992		
Satd. Flow (perm)	1691	0	0	3511	3458	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	134			169	355	
Travel Time (s)	3.0			3.8	8.1	

Intersection Summary

Area Type: Other

Intersection						
Int Delay, s/veh	146.7					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T		T		T	
Traffic Vol, veh/h	135	144	137	745	831	148
Future Vol, veh/h	135	144	137	745	831	148
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	147	157	149	810	903	161

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	1687	532	1064	0	-	0
Stage 1	984	-	-	-	-	-
Stage 2	703	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	~ 85	492	651	-	-	-
Stage 1	323	-	-	-	-	-
Stage 2	452	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	~ 50	492	651	-	-	-
Mov Cap-2 Maneuver	~ 50	-	-	-	-	-
Stage 1	189	-	-	-	-	-
Stage 2	452	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, \$	1114.2	3.4	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	651	-	93	-	-
HCM Lane V/C Ratio	0.229	-	3.261	-	-
HCM Control Delay (s)	12.2	1.1	1114.2	-	-
HCM Lane LOS	B	A	F	-	-
HCM 95th %tile Q(veh)	0.9	-	30.1	-	-

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



Lanes and Geometrics  
 24: Park Meadows Mall Ring Rd. & PF Chang's Access Drive



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕↕	↕↕		↕↕	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)		0%	0%		0%	
Storage Length (ft)	0			0	0	0
Storage Lanes	0			0	1	0
Taper Length (ft)	25				25	
Lane Util. Factor	0.95	0.95	0.95	0.95	1.00	1.00
Ped Bike Factor						
Frt			0.997		0.917	
Flt Protected		0.999			0.981	
Satd. Flow (prot)	0	3536	3529	0	1676	0
Flt Permitted		0.999			0.981	
Satd. Flow (perm)	0	3536	3529	0	1676	0
Link Speed (mph)		30	30		30	
Link Distance (ft)		172	355		139	
Travel Time (s)		3.9	8.1		3.2	

Intersection Summary

Area Type: Other

Intersection						
Int Delay, s/veh	0.9					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑↑		↑	
Traffic Vol, veh/h	26	965	863	18	14	22
Future Vol, veh/h	26	965	863	18	14	22
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	28	1049	938	20	15	24

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	958	0	-	0	1529 479
Stage 1	-	-	-	-	948 -
Stage 2	-	-	-	-	581 -
Critical Hdwy	4.14	-	-	-	6.84 6.94
Critical Hdwy Stg 1	-	-	-	-	5.84 -
Critical Hdwy Stg 2	-	-	-	-	5.84 -
Follow-up Hdwy	2.22	-	-	-	3.52 3.32
Pot Cap-1 Maneuver	714	-	-	-	108 533
Stage 1	-	-	-	-	337 -
Stage 2	-	-	-	-	522 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	714	-	-	-	98 533
Mov Cap-2 Maneuver	-	-	-	-	98 -
Stage 1	-	-	-	-	305 -
Stage 2	-	-	-	-	522 -

Approach	EB	WB	SB
HCM Control Delay, s	0.8	0	27.9
HCM LOS			D

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	714	-	-	-	196
HCM Lane V/C Ratio	0.04	-	-	-	0.2
HCM Control Delay (s)	10.2	0.5	-	-	27.9
HCM Lane LOS	B	A	-	-	D
HCM 95th %tile Q(veh)	0.1	-	-	-	0.7

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**APPENDIX “D”**

**INTERNAL TRIP  
CAPTURE SPREADSHEETS**

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NCHRP 684 Internal Trip Capture Estimation Tool			
<b>Project Name:</b>	Park Meadows (HKS Project No. 220407)	<b>Organization:</b>	HKS
<b>Project Location:</b>	Lone Tree, Colorado	<b>Performed By:</b>	BZ
<b>Scenario Description:</b>	2025 Buildout	<b>Date:</b>	12/19/2022
<b>Analysis Year:</b>	2025	<b>Checked By:</b>	
<b>Analysis Period:</b>	AM Street Peak Hour	<b>Date:</b>	

Table 1-A: Base Vehicle-Trip Generation Estimates (Single-Use Site Estimate)						
Land Use	Development Data (For Information Only)			Estimated Vehicle-Trips <sup>3</sup>		
	ITE LUCs <sup>1</sup>	Quantity	Units	Total	Entering	Exiting
Office	-	-	-	0	0	0
Retail	820	1450	TSF	989	613	376
Restaurant	932	150	TSF	1,436	790	646
Cinema/Entertainment			-	0	0	0
Residential	221	457	DU	143	51	92
Hotel	-	-	-	0	0	0
All Other Land Uses <sup>2</sup>	-	-	-	0	0	0
				2,568	1,454	1,114

Table 2-A: Mode Split and Vehicle Occupancy Estimates						
Land Use	Entering Trips			Exiting Trips		
	Veh. Occ. <sup>4</sup>	% Transit	% Non-Motorized	Veh. Occ. <sup>4</sup>	% Transit	% Non-Motorized
Office	1.00	0%	0%	1.00	0%	0%
Retail	1.00	0%	0%	1.00	0%	0%
Restaurant	1.00	0%	0%	1.00	0%	0%
Cinema/Entertainment	1.00	0%	0%	1.00	0%	0%
Residential	1.00	0%	0%	1.00	0%	0%
Hotel	1.00	0%	0%	1.00	0%	0%
All Other Land Uses <sup>2</sup>	1.00	0%	0%	1.00	0%	0%

Table 3-A: Average Land Use Interchange Distances (Feet Walking Distance)						
Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office						
Retail						
Restaurant						
Cinema/Entertainment						
Residential						
Hotel						

Table 4-A: Internal Person-Trip Origin-Destination Matrix*						
Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office						
Retail	0		49	0	1	0
Restaurant	0	49		0	3	0
Cinema/Entertainment	0	0	0		0	0
Residential	0	1	18	0		0
Hotel	0	0	0	0	0	

Table 5-A: Computations Summary			
	Total	Entering	Exiting
All Person-Trips	2,568	1,454	1,114
Internal Capture Percentage	9%	8%	11%
External Vehicle-Trips <sup>5</sup>	2,326	1,333	993
External Transit-Trips <sup>6</sup>	0	0	0
External Non-Motorized Trips <sup>6</sup>	0	0	0

Table 6-A: Internal Trip Capture Percentages by Land Use		
Land Use	Entering Trips	Exiting Trips
Office	N/A	N/A
Retail	8%	13%
Restaurant	8%	8%
Cinema/Entertainment	N/A	N/A
Residential	8%	21%
Hotel	N/A	N/A

<sup>1</sup>Land Use Codes (LUCs) from *Trip Generation Manual*, published by the Institute of Transportation Engineers.

<sup>2</sup>Total estimate for all other land uses at mixed-use development site is not subject to internal trip capture computations in this estimator.

<sup>3</sup>Enter trips assuming no transit or non-motorized trips (as assumed in ITE *Trip Generation Manual*).

<sup>4</sup>Enter vehicle occupancy assumed in Table 1-A vehicle trips. If vehicle occupancy changes for proposed mixed-use project, manual adjustments must be made to Tables 5-A, 9-A (O and D). Enter transit, non-motorized percentages that will result with proposed mixed-use project complete.

<sup>5</sup>Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-A.

<sup>6</sup>Person-Trips

\*Indicates computation that has been rounded to the nearest whole number.

Estimation Tool Developed by the Texas A&M Transportation Institute - Version 2013.1

<b>Project Name:</b>	Park Meadows (HKS Project No. 220407)
<b>Analysis Period:</b>	AM Street Peak Hour

Land Use	Table 7-A (D): Entering Trips			Table 7-A (O): Exiting Trips		
	Veh. Occ.	Vehicle-Trips	Person-Trips*	Veh. Occ.	Vehicle-Trips	Person-Trips*
Office	1.00	0	0	1.00	0	0
Retail	1.00	613	613	1.00	376	376
Restaurant	1.00	790	790	1.00	646	646
Cinema/Entertainment	1.00	0	0	1.00	0	0
Residential	1.00	51	51	1.00	92	92
Hotel	1.00	0	0	1.00	0	0

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		0	0	0	0	0
Retail	109		49	0	53	0
Restaurant	200	90		0	26	19
Cinema/Entertainment	0	0	0		0	0
Residential	2	1	18	0		0
Hotel	0	0	0	0	0	

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		196	182	0	0	0
Retail	0		395	0	1	0
Restaurant	0	49		0	3	0
Cinema/Entertainment	0	0	0		0	0
Residential	0	104	158	0		0
Hotel	0	25	47	0	0	

Destination Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles <sup>1</sup>	Transit <sup>2</sup>	Non-Motorized <sup>2</sup>
Office	0	0	0	0	0	0
Retail	50	563	613	563	0	0
Restaurant	67	723	790	723	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	4	47	51	47	0	0
Hotel	0	0	0	0	0	0
All Other Land Uses <sup>3</sup>	0	0	0	0	0	0

Origin Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles <sup>1</sup>	Transit <sup>2</sup>	Non-Motorized <sup>2</sup>
Office	0	0	0	0	0	0
Retail	50	326	376	326	0	0
Restaurant	52	594	646	594	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	19	73	92	73	0	0
Hotel	0	0	0	0	0	0
All Other Land Uses <sup>3</sup>	0	0	0	0	0	0

<sup>1</sup>Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-A  
<sup>2</sup>Person-Trips  
<sup>3</sup>Total estimate for all other land uses at mixed-use development site is not subject to internal trip capture computations in this estimator  
\*Indicates computation that has been rounded to the nearest whole number.

NCHRP 684 Internal Trip Capture Estimation Tool			
<b>Project Name:</b>	Park Meadows (HKS Project No. 220407)	<b>Organization:</b>	HKS
<b>Project Location:</b>	Lone Tree, Colorado	<b>Performed By:</b>	BZ
<b>Scenario Description:</b>	2025 Buildout	<b>Date:</b>	12/19/2022
<b>Analysis Year:</b>	2025	<b>Checked By:</b>	
<b>Analysis Period:</b>	PM Street Peak Hour	<b>Date:</b>	

Table 1-P: Base Vehicle-Trip Generation Estimates (Single-Use Site Estimate)						
Land Use	Development Data (For Information Only)			Estimated Vehicle-Trips <sup>3</sup>		
	ITE LUCs <sup>1</sup>	Quantity	Units	Total	Entering	Exiting
Office	-	-	-	0	0	0
Retail	820	1450	TSF	3,870	1,857	2,013
Restaurant	932	150	TSF	16,080	8,040	8,040
Cinema/Entertainment			-	0	0	0
Residential	221	457	DU	132	86	46
Hotel	-	-	-	0	0	0
All Other Land Uses <sup>2</sup>	-	-	-	0	0	0
				20,082	9,983	10,099

Table 2-P: Mode Split and Vehicle Occupancy Estimates						
Land Use	Entering Trips			Exiting Trips		
	Veh. Occ. <sup>4</sup>	% Transit	% Non-Motorized	Veh. Occ. <sup>4</sup>	% Transit	% Non-Motorized
Office	1.00	0%	0%	1.00	0%	0%
Retail	1.00	0%	0%	1.00	0%	0%
Restaurant	1.00	0%	0%	1.00	0%	0%
Cinema/Entertainment	1.00	0%	0%	1.00	0%	0%
Residential	1.00	0%	0%	1.00	0%	0%
Hotel	1.00	0%	0%	1.00	0%	0%
All Other Land Uses <sup>2</sup>	1.00	0%	0%	1.00	0%	0%

Table 3-P: Average Land Use Interchange Distances (Feet Walking Distance)						
Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		0	0		0	
Retail					750	
Restaurant					750	
Cinema/Entertainment					750	
Residential		750	750			
Hotel					0	

Table 4-P: Internal Person-Trip Origin-Destination Matrix*						
Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		0	0	0	0	0
Retail	0		584	0	40	0
Restaurant	0	929		0	14	0
Cinema/Entertainment	0	0	0		0	0
Residential	0	16	8	0		0
Hotel	0	0	0	0	0	

Table 5-P: Computations Summary			
	Total	Entering	Exiting
All Person-Trips	20,082	9,983	10,099
Internal Capture Percentage	16%	16%	16%
External Vehicle-Trips <sup>5</sup>	16,900	8,392	8,508
External Transit-Trips <sup>6</sup>	0	0	0
External Non-Motorized Trips <sup>6</sup>	0	0	0

Table 6-P: Internal Trip Capture Percentages by Land Use		
Land Use	Entering Trips	Exiting Trips
Office	N/A	N/A
Retail	51%	31%
Restaurant	7%	12%
Cinema/Entertainment	N/A	N/A
Residential	63%	52%
Hotel	N/A	N/A

<sup>1</sup>Land Use Codes (LUCs) from *Trip Generation Manual*, published by the Institute of Transportation Engineers.

<sup>2</sup>Total estimate for all other land uses at mixed-use development site is not subject to internal trip capture computations in this estimator.

<sup>3</sup>Enter trips assuming no transit or non-motorized trips (as assumed in ITE *Trip Generation Manual*).

<sup>4</sup>Enter vehicle occupancy assumed in Table 1-P vehicle trips. If vehicle occupancy changes for proposed mixed-use project, manual adjustments must be made.

<sup>5</sup>Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-P.

<sup>6</sup>Person-Trips

\*Indicates computation that has been rounded to the nearest whole number.

Estimation Tool Developed by the Texas A&M Transportation Institute - Version 2013.1

<b>Project Name:</b>	Park Meadows (HKS Project No. 220407)
<b>Analysis Period:</b>	PM Street Peak Hour

Land Use	Table 7-P (D): Entering Trips			Table 7-P (O): Exiting Trips		
	Veh. Occ.	Vehicle-Trips	Person-Trips*	Veh. Occ.	Vehicle-Trips	Person-Trips*
Office	1.00	0	0	1.00	0	0
Retail	1.00	1857	1857	1.00	2013	2013
Restaurant	1.00	8040	8040	1.00	8040	8040
Cinema/Entertainment	1.00	0	0	1.00	0	0
Residential	1.00	86	86	1.00	46	46
Hotel	1.00	0	0	1.00	0	0

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		0	0	0	0	0
Retail	40		584	81	523	101
Restaurant	241	3296		643	1447	563
Cinema/Entertainment	0	0	0		0	0
Residential	2	16	8	0		1
Hotel	0	0	0	0	0	

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		149	161	0	3	0
Retail	0		2332	0	40	0
Restaurant	0	929		0	14	0
Cinema/Entertainment	0	74	241		3	0
Residential	0	155	940	0		0
Hotel	0	37	402	0	0	

Destination Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles <sup>1</sup>	Transit <sup>2</sup>	Non-Motorized <sup>2</sup>
Office	0	0	0	0	0	0
Retail	945	912	1857	912	0	0
Restaurant	592	7448	8040	7448	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	54	32	86	32	0	0
Hotel	0	0	0	0	0	0
All Other Land Uses <sup>3</sup>	0	0	0	0	0	0

Origin Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles <sup>1</sup>	Transit <sup>2</sup>	Non-Motorized <sup>2</sup>
Office	0	0	0	0	0	0
Retail	624	1389	2013	1389	0	0
Restaurant	943	7097	8040	7097	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	24	22	46	22	0	0
Hotel	0	0	0	0	0	0
All Other Land Uses <sup>3</sup>	0	0	0	0	0	0

<sup>1</sup>Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-P  
<sup>2</sup>Person-Trips  
<sup>3</sup>Total estimate for all other land uses at mixed-use development site is not subject to internal trip capture computations in this estimator  
\*Indicates computation that has been rounded to the nearest whole number.

Table 7.1a Adjusted Internal Trip Capture Rates for Trip Origins within a Multi-Use Development

Land Use Pairs		Weekday	
		AM Peak Hour	PM Peak Hour
From OFFICE	To Office	0.0%	0.0%
	To Retail	28.0%	20.0%
	To Restaurant	63.0%	4.0%
	To Cinema/Entertainment	0.0%	0.0%
	To Residential	1.0%	2.0%
	To Hotel	0.0%	0.0%
From RETAIL	To Office	29.0%	2.0%
	To Retail	0.0%	0.0%
	To Restaurant	13.0%	29.0%
	To Cinema/Entertainment	0.0%	4.0%
	To Residential	14.0%	26.0%
	To Hotel	0.0%	5.0%
From RESTAURANT	To Office	31.0%	3.0%
	To Retail	14.0%	41.0%
	To Restaurant	0.0%	0.0%
	To Cinema/Entertainment	0.0%	8.0%
	To Residential	4.0%	18.0%
	To Hotel	3.0%	7.0%
From CINEMA/ENTERTAINMENT	To Office	0.0%	2.0%
	To Retail	0.0%	21.0%
	To Restaurant	0.0%	31.0%
	To Cinema/Entertainment	0.0%	0.0%
	To Residential	0.0%	8.0%
	To Hotel	0.0%	2.0%
From RESIDENTIAL	To Office	2.0%	4.0%
	To Retail	1.0%	35.1%
	To Restaurant	20.0%	17.5%
	To Cinema/Entertainment	0.0%	0.0%
	To Residential	0.0%	0.0%
	To Hotel	0.0%	3.0%
From HOTEL	To Office	75.0%	0.0%
	To Retail	14.0%	16.0%
	To Restaurant	9.0%	68.0%
	To Cinema/Entertainment	0.0%	0.0%
	To Residential	0.0%	2.0%
	To Hotel	0.0%	0.0%



Table 7.2a Adjusted Internal Trip Capture Rates for Trip Destinations within a Multi-Use Development

Land Use Pairs		Weekday	
		AM Peak Hour	PM Peak Hour
To OFFICE	From Office	0.0%	0.0%
	From Retail	4.0%	31.0%
	From Restaurant	14.0%	30.0%
	From Cinema/Entertainment	0.0%	6.0%
	From Residential	3.0%	57.0%
	From Hotel	3.0%	0.0%
To RETAIL	From Office	32.0%	8.0%
	From Retail	0.0%	0.0%
	From Restaurant	8.0%	50.0%
	From Cinema/Entertainment	0.0%	4.0%
	From Residential	17.0%	8.4%
	From Hotel	4.0%	2.0%
To RESTAURANT	From Office	23.0%	2.0%
	From Retail	50.0%	29.0%
	From Restaurant	0.0%	0.0%
	From Cinema/Entertainment	0.0%	3.0%
	From Residential	20.0%	11.7%
	From Hotel	6.0%	5.0%
To CINEMA/ENTERTAINMENT	From Office	0.0%	1.0%
	From Retail	0.0%	26.0%
	From Restaurant	0.0%	32.0%
	From Cinema/Entertainment	0.0%	0.0%
	From Residential	0.0%	0.0%
	From Hotel	0.0%	0.0%
To RESIDENTIAL	From Office	0.0%	4.0%
	From Retail	2.0%	46.0%
	From Restaurant	5.0%	16.0%
	From Cinema/Entertainment	0.0%	4.0%
	From Residential	0.0%	0.0%
	From Hotel	0.0%	0.0%
To HOTEL	From Office	0.0%	0.0%
	From Retail	0.0%	17.0%
	From Restaurant	4.0%	71.0%
	From Cinema/Entertainment	0.0%	1.0%
	From Residential	0.0%	12.0%
	From Hotel	0.0%	0.0%

NCHRP 684 Internal Trip Capture Estimation Tool			
<b>Project Name:</b>	Park Meadows (HKS Project No. 220407)	<b>Organization:</b>	HKS
<b>Project Location:</b>	Lone Tree, Colorado	<b>Performed By:</b>	BZ
<b>Scenario Description:</b>	2045 Buildout	<b>Date:</b>	12/19/2022
<b>Analysis Year:</b>	2045	<b>Checked By:</b>	
<b>Analysis Period:</b>	AM Street Peak Hour	<b>Date:</b>	

Table 1-A: Base Vehicle-Trip Generation Estimates (Single-Use Site Estimate)						
Land Use	Development Data (For Information Only)			Estimated Vehicle-Trips <sup>3</sup>		
	ITE LUCs <sup>1</sup>	Quantity	Units	Total	Entering	Exiting
Office	710	400	TSF	552	485	67
Retail	820	1455	TSF	992	615	377
Restaurant	932	150	TSF	1,436	790	646
Cinema/Entertainment	-	-	-	0	0	0
Residential	221	737	DU	231	83	148
Hotel	310	180	Rooms	83	46	37
All Other Land Uses <sup>2</sup>	-	-	-	0	0	0
				3,294	2,019	1,275

Table 2-A: Mode Split and Vehicle Occupancy Estimates						
Land Use	Entering Trips			Exiting Trips		
	Veh. Occ. <sup>4</sup>	% Transit	% Non-Motorized	Veh. Occ. <sup>4</sup>	% Transit	% Non-Motorized
Office	1.00	0%	0%	1.00	0%	0%
Retail	1.00	0%	0%	1.00	0%	0%
Restaurant	1.00	0%	0%	1.00	0%	0%
Cinema/Entertainment	1.00	0%	0%	1.00	0%	0%
Residential	1.00	0%	0%	1.00	0%	0%
Hotel	1.00	0%	0%	1.00	0%	0%
All Other Land Uses <sup>2</sup>	1.00	0%	0%	1.00	0%	0%

Table 3-A: Average Land Use Interchange Distances (Feet Walking Distance)						
Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office						
Retail						
Restaurant						
Cinema/Entertainment						
Residential						
Hotel						

Table 4-A: Internal Person-Trip Origin-Destination Matrix*						
Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		19	42	0	0	0
Retail	19		49	0	2	0
Restaurant	68	49		0	4	2
Cinema/Entertainment	0	0	0		0	0
Residential	3	1	30	0		0
Hotel	15	5	3	0	0	

Table 5-A: Computations Summary			
	Total	Entering	Exiting
All Person-Trips	3,294	2,019	1,275
Internal Capture Percentage	19%	15%	24%
External Vehicle-Trips <sup>5</sup>	2,672	1,708	964
External Transit-Trips <sup>6</sup>	0	0	0
External Non-Motorized Trips <sup>6</sup>	0	0	0

Table 6-A: Internal Trip Capture Percentages by Land Use		
Land Use	Entering Trips	Exiting Trips
Office	22%	91%
Retail	12%	19%
Restaurant	16%	19%
Cinema/Entertainment	N/A	N/A
Residential	7%	23%
Hotel	4%	62%

<sup>1</sup>Land Use Codes (LUCs) from *Trip Generation Manual*, published by the Institute of Transportation Engineers.

<sup>2</sup>Total estimate for all other land uses at mixed-use development site is not subject to internal trip capture computations in this estimator.

<sup>3</sup>Enter trips assuming no transit or non-motorized trips (as assumed in ITE *Trip Generation Manual*).

<sup>4</sup>Enter vehicle occupancy assumed in Table 1-A vehicle trips. If vehicle occupancy changes for proposed mixed-use project, manual adjustments must be made to Tables 5-A, 9-A (O and D). Enter transit, non-motorized percentages that will result with proposed mixed-use project complete.

<sup>5</sup>Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-A.

<sup>6</sup>Person-Trips

\*Indicates computation that has been rounded to the nearest whole number.

Estimation Tool Developed by the Texas A&M Transportation Institute - Version 2013.1

<b>Project Name:</b>	Park Meadows (HKS Project No. 220407)
<b>Analysis Period:</b>	AM Street Peak Hour

Land Use	Table 7-A (D): Entering Trips			Table 7-A (O): Exiting Trips		
	Veh. Occ.	Vehicle-Trips	Person-Trips*	Veh. Occ.	Vehicle-Trips	Person-Trips*
Office	1.00	485	485	1.00	67	67
Retail	1.00	615	615	1.00	377	377
Restaurant	1.00	790	790	1.00	646	646
Cinema/Entertainment	1.00	0	0	1.00	0	0
Residential	1.00	83	83	1.00	148	148
Hotel	1.00	46	46	1.00	37	37

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		19	42	0	1	0
Retail	109		49	0	53	0
Restaurant	200	90		0	26	19
Cinema/Entertainment	0	0	0		0	0
Residential	3	1	30	0		0
Hotel	28	5	3	0	0	

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		197	182	0	0	0
Retail	19		395	0	2	0
Restaurant	68	49		0	4	2
Cinema/Entertainment	0	0	0		0	0
Residential	15	105	158	0		0
Hotel	15	25	47	0	0	

Destination Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles <sup>1</sup>	Transit <sup>2</sup>	Non-Motorized <sup>2</sup>
Office	105	380	485	380	0	0
Retail	74	541	615	541	0	0
Restaurant	124	666	790	666	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	6	77	83	77	0	0
Hotel	2	44	46	44	0	0
All Other Land Uses <sup>3</sup>	0	0	0	0	0	0

Origin Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles <sup>1</sup>	Transit <sup>2</sup>	Non-Motorized <sup>2</sup>
Office	61	6	67	6	0	0
Retail	70	307	377	307	0	0
Restaurant	123	523	646	523	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	34	114	148	114	0	0
Hotel	23	14	37	14	0	0
All Other Land Uses <sup>3</sup>	0	0	0	0	0	0

<sup>1</sup>Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-A

<sup>2</sup>Person-Trips

<sup>3</sup>Total estimate for all other land uses at mixed-use development site is not subject to internal trip capture computations in this estimator

\*Indicates computation that has been rounded to the nearest whole number.

**NCHRP 684 Internal Trip Capture Estimation Tool**

<b>Project Name:</b>	Park Meadows (HKS Project No. 220407)	<b>Organization:</b>	HKS
<b>Project Location:</b>	Lone Tree, Colorado	<b>Performed By:</b>	BZ
<b>Scenario Description:</b>	2045 Buildout	<b>Date:</b>	12/19/2022
<b>Analysis Year:</b>	2045	<b>Checked By:</b>	
<b>Analysis Period:</b>	PM Street Peak Hour	<b>Date:</b>	

**Table 1-P: Base Vehicle-Trip Generation Estimates (Single-Use Site Estimate)**

Land Use	Development Data (For Information Only)			Estimated Vehicle-Trips <sup>3</sup>		
	ITE LUCs <sup>1</sup>	Quantity	Units	Total	Entering	Exiting
Office	710	400	TSF	525	89	436
Retail	820	1455	TSF	3,880	1,862	2,018
Restaurant	932	150	TSF	1,358	828	530
Cinema/Entertainment	-	-	-	0	0	0
Residential	221	737	DU	213	139	74
Hotel	310	180	Rooms	105	53	52
All Other Land Uses <sup>2</sup>	-	-	-	0	0	0
				6,081	2,971	3,110

**Table 2-P: Mode Split and Vehicle Occupancy Estimates**

Land Use	Entering Trips			Exiting Trips		
	Veh. Occ. <sup>4</sup>	% Transit	% Non-Motorized	Veh. Occ. <sup>4</sup>	% Transit	% Non-Motorized
Office	1.00	0%	0%	1.00	0%	0%
Retail	1.00	0%	0%	1.00	0%	0%
Restaurant	1.00	0%	0%	1.00	0%	0%
Cinema/Entertainment	1.00	0%	0%	1.00	0%	0%
Residential	1.00	0%	0%	1.00	0%	0%
Hotel	1.00	0%	0%	1.00	0%	0%
All Other Land Uses <sup>2</sup>	1.00	0%	0%	1.00	0%	0%

**Table 3-P: Average Land Use Interchange Distances (Feet Walking Distance)**

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		0	0		0	
Retail					750	
Restaurant					750	
Cinema/Entertainment					750	
Residential		750	750			
Hotel					0	

**Table 4-P: Internal Person-Trip Origin-Destination Matrix\***

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		87	17	0	6	0
Retail	28		240	0	64	9
Restaurant	16	217		0	22	37
Cinema/Entertainment	0	0	0		0	0
Residential	3	26	13	0		2
Hotel	0	8	35	0	0	

**Table 5-P: Computations Summary**

	Total	Entering	Exiting
All Person-Trips	6,081	2,971	3,110
Internal Capture Percentage	27%	28%	27%
External Vehicle-Trips <sup>5</sup>	4,421	2,141	2,280
External Transit-Trips <sup>6</sup>	0	0	0
External Non-Motorized Trips <sup>6</sup>	0	0	0

**Table 6-P: Internal Trip Capture Percentages by Land Use**

Land Use	Entering Trips	Exiting Trips
Office	53%	25%
Retail	18%	17%
Restaurant	37%	55%
Cinema/Entertainment	N/A	N/A
Residential	66%	59%
Hotel	91%	83%

<sup>1</sup>Land Use Codes (LUCs) from *Trip Generation Manual*, published by the Institute of Transportation Engineers.

<sup>2</sup>Total estimate for all other land uses at mixed-use development site is not subject to internal trip capture computations in this estimator.

<sup>3</sup>Enter trips assuming no transit or non-motorized trips (as assumed in ITE *Trip Generation Manual*).

<sup>4</sup>Enter vehicle occupancy assumed in Table 1-P vehicle trips. If vehicle occupancy changes for proposed mixed-use project, manual adjustments must be made.

<sup>5</sup>Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-P.

<sup>6</sup>Person-Trips

\*Indicates computation that has been rounded to the nearest whole number.

<b>Project Name:</b>	Park Meadows (HKS Project No. 220407)
<b>Analysis Period:</b>	PM Street Peak Hour

Land Use	Table 7-P (D): Entering Trips			Table 7-P (O): Exiting Trips		
	Veh. Occ.	Vehicle-Trips	Person-Trips*	Veh. Occ.	Vehicle-Trips	Person-Trips*
Office	1.00	89	89	1.00	436	436
Retail	1.00	1862	1862	1.00	2018	2018
Restaurant	1.00	828	828	1.00	530	530
Cinema/Entertainment	1.00	0	0	1.00	0	0
Residential	1.00	139	139	1.00	74	74
Hotel	1.00	53	53	1.00	52	52

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		87	17	0	9	0
Retail	40		585	81	525	101
Restaurant	16	217		42	95	37
Cinema/Entertainment	0	0	0		0	0
Residential	3	26	13	0		2
Hotel	0	8	35	0	1	

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		149	17	0	6	0
Retail	28		240	0	64	9
Restaurant	27	931		0	22	38
Cinema/Entertainment	5	74	25		6	1
Residential	51	155	97	0		6
Hotel	0	37	41	0	0	

Destination Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles <sup>1</sup>	Transit <sup>2</sup>	Non-Motorized <sup>2</sup>
	Office	47	42	89	42	0
Retail	338	1524	1862	1524	0	0
Restaurant	305	523	828	523	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	92	47	139	47	0	0
Hotel	48	5	53	5	0	0
All Other Land Uses <sup>3</sup>	0	0	0	0	0	0

Origin Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles <sup>1</sup>	Transit <sup>2</sup>	Non-Motorized <sup>2</sup>
	Office	110	326	436	326	0
Retail	341	1677	2018	1677	0	0
Restaurant	292	238	530	238	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	44	30	74	30	0	0
Hotel	43	9	52	9	0	0
All Other Land Uses <sup>3</sup>	0	0	0	0	0	0

<sup>1</sup>Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-P  
<sup>2</sup>Person-Trips  
<sup>3</sup>Total estimate for all other land uses at mixed-use development site is not subject to internal trip capture computations in this estimator  
\*Indicates computation that has been rounded to the nearest whole number.

Table 7.1a Adjusted Internal Trip Capture Rates for Trip Origins within a Multi-Use Development

Land Use Pairs		Weekday	
		AM Peak Hour	PM Peak Hour
From OFFICE	To Office	0.0%	0.0%
	To Retail	28.0%	20.0%
	To Restaurant	63.0%	4.0%
	To Cinema/Entertainment	0.0%	0.0%
	To Residential	1.0%	2.0%
	To Hotel	0.0%	0.0%
From RETAIL	To Office	29.0%	2.0%
	To Retail	0.0%	0.0%
	To Restaurant	13.0%	29.0%
	To Cinema/Entertainment	0.0%	4.0%
	To Residential	14.0%	26.0%
	To Hotel	0.0%	5.0%
From RESTAURANT	To Office	31.0%	3.0%
	To Retail	14.0%	41.0%
	To Restaurant	0.0%	0.0%
	To Cinema/Entertainment	0.0%	8.0%
	To Residential	4.0%	18.0%
	To Hotel	3.0%	7.0%
From CINEMA/ENTERTAINMENT	To Office	0.0%	2.0%
	To Retail	0.0%	21.0%
	To Restaurant	0.0%	31.0%
	To Cinema/Entertainment	0.0%	0.0%
	To Residential	0.0%	8.0%
	To Hotel	0.0%	2.0%
From RESIDENTIAL	To Office	2.0%	4.0%
	To Retail	1.0%	35.1%
	To Restaurant	20.0%	17.5%
	To Cinema/Entertainment	0.0%	0.0%
	To Residential	0.0%	0.0%
	To Hotel	0.0%	3.0%
From HOTEL	To Office	75.0%	0.0%
	To Retail	14.0%	16.0%
	To Restaurant	9.0%	68.0%
	To Cinema/Entertainment	0.0%	0.0%
	To Residential	0.0%	2.0%
	To Hotel	0.0%	0.0%

Table 7.2a Adjusted Internal Trip Capture Rates for Trip Destinations within a Multi-Use Development

Land Use Pairs		Weekday	
		AM Peak Hour	PM Peak Hour
To OFFICE	From Office	0.0%	0.0%
	From Retail	4.0%	31.0%
	From Restaurant	14.0%	30.0%
	From Cinema/Entertainment	0.0%	6.0%
	From Residential	3.0%	57.0%
	From Hotel	3.0%	0.0%
To RETAIL	From Office	32.0%	8.0%
	From Retail	0.0%	0.0%
	From Restaurant	8.0%	50.0%
	From Cinema/Entertainment	0.0%	4.0%
	From Residential	17.0%	8.4%
	From Hotel	4.0%	2.0%
To RESTAURANT	From Office	23.0%	2.0%
	From Retail	50.0%	29.0%
	From Restaurant	0.0%	0.0%
	From Cinema/Entertainment	0.0%	3.0%
	From Residential	20.0%	11.7%
	From Hotel	6.0%	5.0%
To CINEMA/ENTERTAINMENT	From Office	0.0%	1.0%
	From Retail	0.0%	26.0%
	From Restaurant	0.0%	32.0%
	From Cinema/Entertainment	0.0%	0.0%
	From Residential	0.0%	0.0%
	From Hotel	0.0%	0.0%
To RESIDENTIAL	From Office	0.0%	4.0%
	From Retail	2.0%	46.0%
	From Restaurant	5.0%	16.0%
	From Cinema/Entertainment	0.0%	4.0%
	From Residential	0.0%	0.0%
	From Hotel	0.0%	0.0%
To HOTEL	From Office	0.0%	0.0%
	From Retail	0.0%	17.0%
	From Restaurant	4.0%	71.0%
	From Cinema/Entertainment	0.0%	1.0%
	From Residential	0.0%	12.0%
	From Hotel	0.0%	0.0%