

Traffic Impact Study

To: City of Lone Tree

From: Eli Farney, PE, PTOE

Date: February 5, 2025

Lone Tree Justice Center

Lone Tree, Colorado

Prepared By:



Eli Farney, PE, PTOE

efarney@jrengineering.com

JR Engineering

7200 South Alton Way, Suite C400

Centennial, CO 80112

Table of Contents

Executive Summary.....	3
Introduction	4
Existing Conditions.....	6
Traffic Volumes and Distribution	7
Traffic Operations Analysis	18
Conclusion.....	23

List of Figures

Figure 1: Vicinity Map	5
Figure 2: 2025 Existing Traffic Volumes & Lane Geometry	9
Figure 3: Year 2027 Background Traffic.....	10
Figure 4: Year 2045 Background Traffic.....	11
Figure 5: Directional Distribution.....	12
Figure 6: Site-Generated Traffic Volumes.....	13
Figure 7: Year 2027 Lane Geometry	14
Figure 8: Year 2045 Lane Geometry	15
Figure 9: 2027 Opening Day Traffic Volumes	16
Figure 10: Year 2045 Future Traffic Volumes	17

List of Tables

Table 1 – Signalized Intersection (Auto Mode) LOS Thresholds	18
Table 2 – TWSC Intersection (Auto Mode) LOS Thresholds.....	19
Table 3 - LOS for Year 2025 Existing Traffic	19
Table 4 - LOS for Year 2027.....	20
Table 5 - LOS for Year 2045.....	21
Table 6 – Year 2045 Turn Lane Lengths	22

List of Appendices

Appendix A: Traffic Counts
Appendix B: Detailed Land Use Reports
Appendix C: HCM 7 th Edition Level of Service Reports
Appendix D: Lone Tree Justice Center 100% Schematic Design by Anderson Mason Dale Architects
Appendix E: Excerpts from the <i>Ridgeway – Southwest Village</i> TIS by JR Engineering
Appendix F: Excerpts from the <i>Ridgeway King Soopers</i> TIS by Kimley Horn
Appendix G: Excerpts from the <i>Ridgeway Southwest Village Filings 4 & 5</i> letter by JR engineering

Executive Summary

JR Engineering (JR) has completed a review of the traffic impacts resulting from the proposed Lone Tree Justice Center (Project) in Lone Tree (City), Colorado.

The objectives of this Traffic Impact Study (TIS, Study) are:

- Analyze the Year 2025 Existing traffic operations.
- Estimate site-generated traffic and route onto nearby streets.
- Analyze the Years 2027 Opening Day and 2045 Future Year traffic operations.
- Recommend mitigations to accommodate added traffic.

The methodology, content, and findings of this TIS are consistent with the following documents:

- Douglas County *Roadway Design and Construction Standards*, Appendix B – Traffic Impact Study Criteria
- *Ridgegate – Southwest Village Traffic Impact Study* by JR Engineering, dated October 22, 2020
 - Relevant figures from the Master Study are included in **Appendix E**.
- *Ridgegate – Southwest Village Filings 4 & 5 Traffic Conformance Letter* by JR Engineering, dated November 13, 2024.
 - Relevant figures from the Filings 4 & 5 conformance letter are included in **Appendix G**.

Key Findings of this TIS

- The Year 2027 Opening Day and Year 2045 Future scenarios are expected to operate with a satisfactory level of service due to the site generated traffic with the following exception:
 - SBR movement at Ridgegate Parkway (Westbound) & Access in the Year 2045 Background and Total Traffic conditions. JR recommends accepting this failure because the 95th percentile queue length is not expected to block other nearby intersections.
- The 95th percentile queue lengths in the Year 2027 and 2045 Future scenarios are not expected to block access to other access points along their respective roadways.
- The traffic signal at the intersection of Ridgegate Parkway (Eastbound) & High Note Avenue has already been built by others, and is expected to be operational by the Year 2027 Opening Day.
- The traffic signal at the intersection of Ridgegate Parkway (Westbound) & High Note Avenue has already been built by others, and is expected to be operational by the Year 2027 Opening Day.

Introduction

JR has completed a review of the existing and forecasted traffic operations in the vicinity of the Lone Tree Justice Center. This Traffic Impact Study (TIS) assessed the short-term and long-term effects of the proposed development on the local transportation system. The study also served to identify the appropriate improvements to accommodate the proposed traffic from the development. Improvements included roadway classification, intersection control methods, and signal timing optimization. A vicinity map is included in **Figure 1**.

Proposed Land Use

The Justice Center is proposed to contain a courtroom, assembly space, business space, and an exercise room. For the purposes of this Study, the following ITE land use was assumed:

- 37,000 SF Government Office Building (ITE 730)

A site plan is included in **Appendix D**. The Lone Tree Justice Center is expected to be built by the Year 2027. The development of Ridgeway Southwest Village, as described in the Master Study by JR Engineering dated October 22, 2020, is anticipated to be built by the Year 2026. Site-generated traffic from this development was considered as background traffic for this study. Excerpts from the Ridgeway Master Study are included in **Appendix E**.

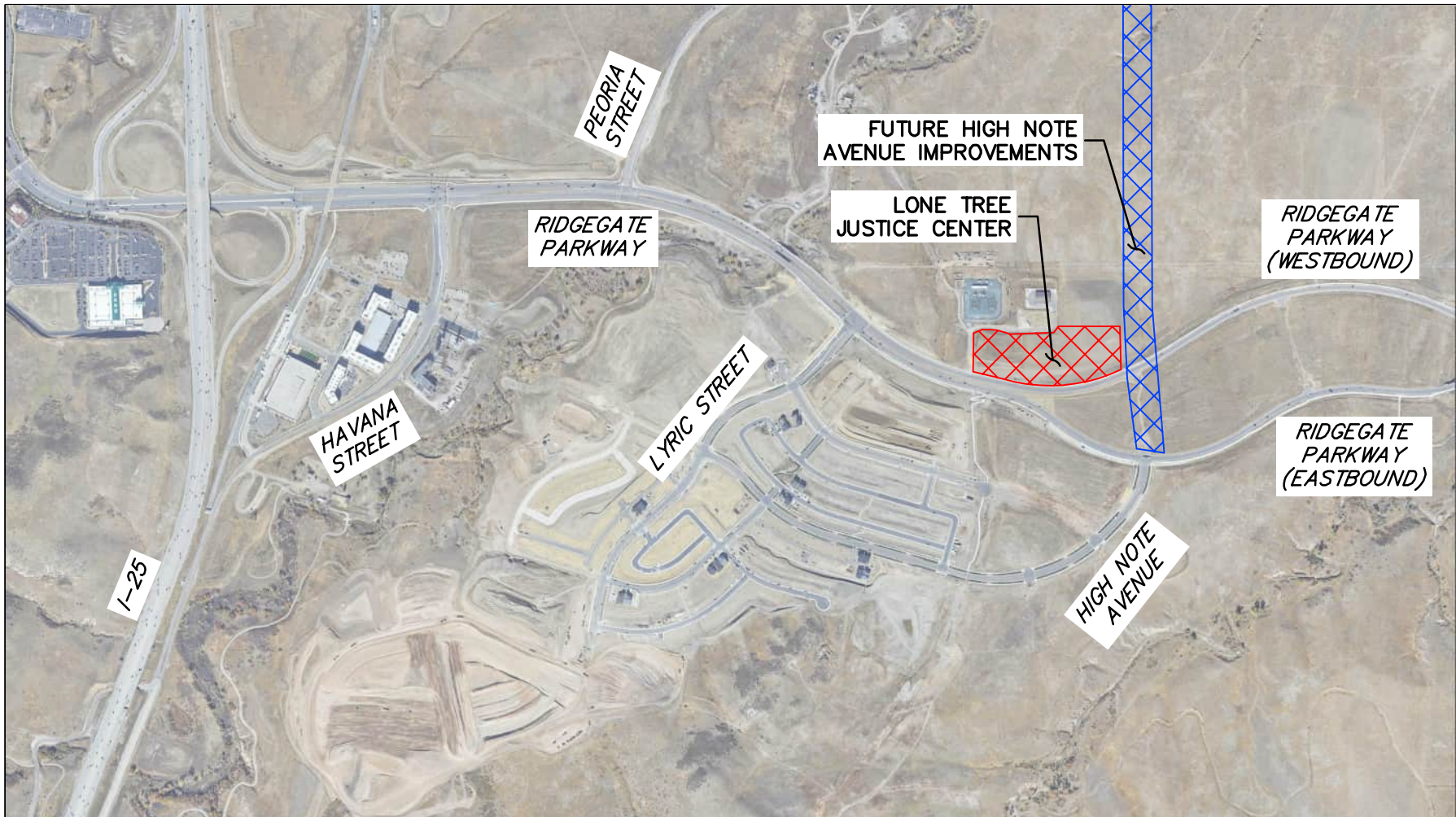
Other developments within the vicinity of the site include a King Soopers which is proposed within the Ridgeway Parkway couplet and is anticipated to be complete by the Year 2026. Site-generated traffic from this development was also considered as background traffic for this study. Excerpts from the *Ridgeway King Soopers Traffic Impact Study* by Kimley Horn, dated March 2023, are included in **Appendix F**.

Study Intersections

Based on the number of trips anticipated to be generated by the proposed development of the Lone Tree Justice Center, the study area includes the following intersections to be analyzed:

- P1: Ridgeway Parkway (Eastbound) & High Note Avenue
- P2: Ridgeway Parkway (Westbound) & High Note Avenue
- P3: Ridgeway Parkway (Westbound) & Access

The intersection of Ridgeway Parkway (Westbound) & Access (P3) is an existing access point that connects to an existing substation and other building immediately to northwest of the Justice Center site. The intersection of Ridgeway Parkway (Westbound) & Access (P3) is located approximately 1,400 feet west of the existing intersection of Ridgeway Parkway (Eastbound) & High Note Avenue (P1).



LEGEND



PROJECT SITE



FUTURE HIGH
NOTE AVENUE
IMPROVEMENTS



3000 1500 0 3000

ORIGINAL SCALE: 1" = 3000'

FIGURE 1 – VICINITY MAP
LONE TREE JUSTICE CENTER
PROJ. NO. 16227.00
PAGE 5



J·R ENGINEERING
A Westrian Company

Centennial 303-740-9393 • Colorado Springs 719-593-2593
Fort Collins 970-491-9888 • www.jrengineering.com

Existing Conditions

Existing Land Use

The Project site is currently vacant. No trips are generated in the existing condition.

Existing Traffic Volumes

Existing traffic volumes were obtained on Tuesday, January 14, 2025 by All Traffic Data Services at the intersection of Ridgeway Parkway & Lyric Street, since the intersection of Ridgeway Parkway (Westbound) & High Note Avenue was not open to vehicles at the time of count collection. These volumes were used as the existing eastbound and westbound volumes through the Ridgeway parkway couplet. The south leg of Ridgeway Parkway (Eastbound) & High Note Avenue is open to traffic, but assumed to be minimal until Ridgeway Southwest Village is further developed.

Existing traffic volumes are shown in **Figure 2**. Traffic counts are included in **Appendix A**.

Traffic Volumes and Distribution

Background Traffic Growth Rate

Projections of Years 2027 and 2045 peak hour traffic volumes have been made for the roadway system adjacent to the site in order to have a basis for determining future traffic impacts. JR applied a 2.0% annual growth rate to the existing thru traffic volumes along Ridgeway Parkway, existing turning volumes, and minor street traffic to account for future regional development. This growth rate is consistent with that used in the *Ridgeway King Soopers Traffic Impact Study* by Kimley Horn, dated March 2023. Background traffic volumes for Years 2027 and 2045 are shown in **Figure 3** and **Figure 4** respectively.

Site-Generated Traffic Volumes

Site-generated traffic volumes were estimated using the latest data contained within the Institute of Transportation Engineers' (ITE) *Trip Generation Manual, 11th Edition Volume 1, 2021*. Based on the land use and the guidelines within the *Trip Generation Manual*, the Lone Tree Justice Center was studied using ITE Land Use Code 730 for Government Office Buildings. The development is expected to produce the following trips:

- Average Daily Trips: 836
- AM Peak Entering Site: 93
- AM Peak Exiting Site: 31
- PM Peak Entering Site: 16
- PM Peak Exiting Site: 47

Site-generated traffic volumes are shown in **Figure 6**. A trip generation report is included in **Appendix B**.

Distribution of Site-Generated Traffic

The distribution of traffic was based on the approximate directional distribution of traffic counts at the intersection of Ridgeway Parkway and Lyric Street.

The distribution of the site generated traffic will be oriented as follows:

- 75% to the west along Ridgeway Parkway
- 25% to the east along Ridgeway Parkway

Site-generated traffic was routed onto adjacent streets according to the distribution in **Figure 5**.

Total Traffic

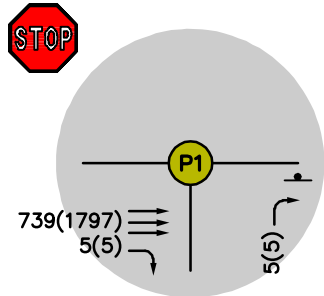
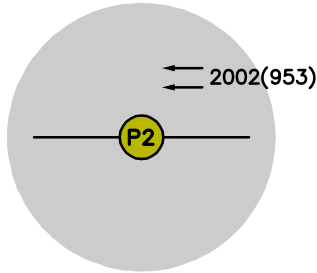
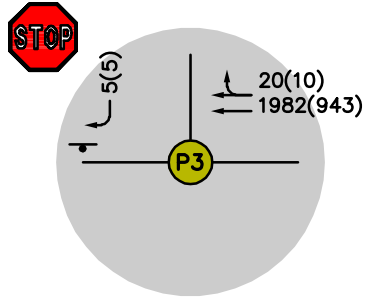
Total traffic is the sum of background and site-generated traffic. JR forecasted total traffic volumes in the Years 2027 (Opening Day) and 2045 (Future Year). Total traffic volumes for Years 2027 and 2045 are shown in **Figure 9** and **Figure 10** respectively.

Proposed Lane Geometry and Roadway Improvements

The north leg of Ridgeway Parkway (Westbound) & High Note Avenue will be built in order to access the proposed Justice Center. As shown on the site plan, an additional access road is proposed to connect further west on Ridgeway Parkway (Westbound) as right-in/right-out (RIRO).

The following additional improvements are being made due to other developments within the vicinity of the site. Although they are not directly related to the Justice Center, they will have an impact on traffic operations:

- High Note Avenue will be open to traffic within the Ridgeway Parkway couplet.
- The signal at intersection of Ridgeway Parkway (Eastbound) & High Note Avenue (P1) is already built by others, and is expected to be operational by the Year 2027.
- The signal at the intersection of Ridgeway Parkway (Westbound) & High Note Avenue (P2) is already built by others, and is expected to be operational by the Year 2027.
- Ridgeway Parkway will be restriped to three travel lanes in each direction from Havana Street to the east end of the couplet.
- High Note Avenue will be built further north of the Justice Center by the Year 2045 in order to connect to additional developments.



LEGEND

-  PROPOSED INTERSECTION
-  EXISTING INTERSECTION
-  AVERAGE DAILY TRAFFIC
-  AM (PM) PEAK HOUR TRIP DISTRIBUTION
-  SIGNAL CONTROL
-  STOP SIGN CONTROL
-  PROJECT SITE

2025 ADT

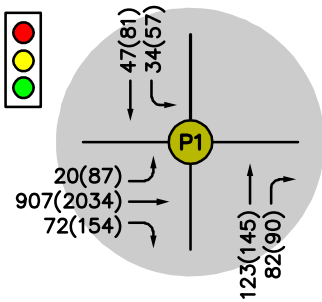
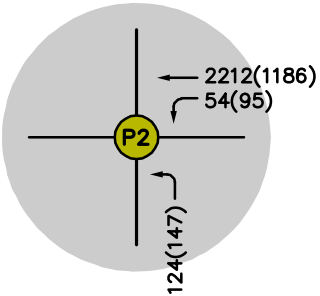
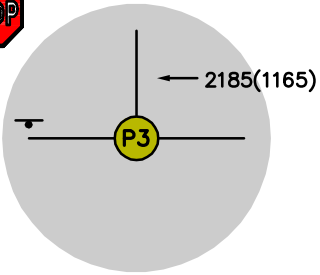
-  13,775
-  15,625



1000 500 0 1000
 ORIGINAL SCALE: 1" = 1000'



FIGURE 2 – EXISTING LANE GEOMETRY & VOLUMES
 LONE TREE JUSTICE CENTER
 PROJ. NO. 16227.00
 PAGE 9



LEGEND



PROPOSED INTERSECTION



EXISTING INTERSECTION



AVERAGE
DAILY TRAFFIC

XX (XX)

AM (PM) PEAK HOUR
TRIP DISTRIBUTION



SIGNAL CONTROL



STOP SIGN CONTROL



PROJECT SITE

ADT

A1 14,350

A2 16,250



1000 500 0 1000

ORIGINAL SCALE: 1" = 1000'

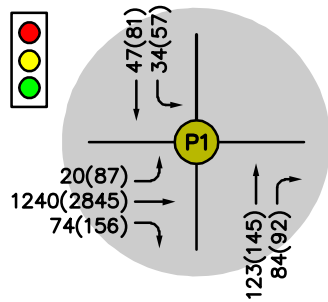
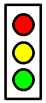
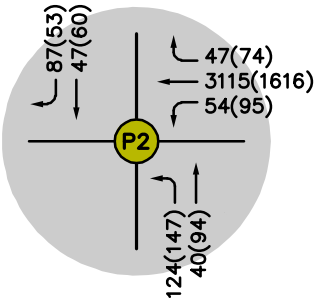
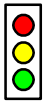
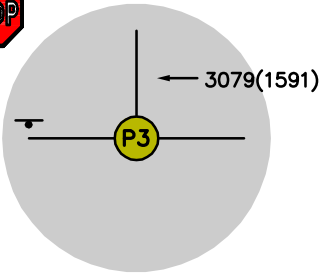


FIGURE 3 – YEAR 2027
BACKGROUND VOLUMES
LONE TREE JUSTICE CENTER
PROJ. NO. 16227.00
PAGE 10



J.R. ENGINEERING
A Westrian Company

Centennial 303-740-9393 • Colorado Springs 719-593-2593
Fort Collins 970-491-9888 • www.jrengineering.com



LEGEND



PROPOSED INTERSECTION



EXISTING INTERSECTION



AVERAGE
DAILY TRAFFIC

XX (XX)

AM (PM) PEAK HOUR
TRIP DISTRIBUTION



SIGNAL CONTROL



STOP SIGN CONTROL



PROJECT SITE

ADT

A1 20,550

A2 23,325



1000 500 0 1000

ORIGINAL SCALE: 1" = 1000'



FIGURE 4 – YEAR 2045
BACKGROUND VOLUMES
LONE TREE JUSTICE CENTER
PROJ. NO. 16227.00
PAGE 11



J.R. ENGINEERING
A Westrian Company

Centennial 303-740-9393 • Colorado Springs 719-593-2593
Fort Collins 970-491-9888 • www.jrengineering.com



LEGEND

-  PROPOSED INTERSECTION
-  EXISTING INTERSECTION
- XX%**
-  PERCENT DIRECTIONAL DISTRIBUTION
-  PROJECT SITE



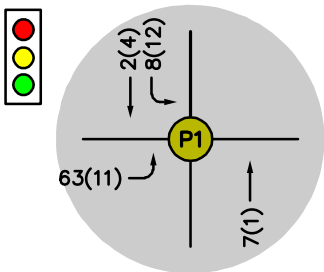
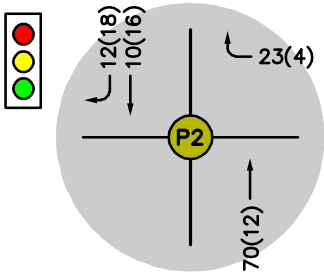
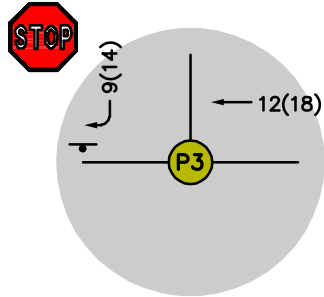
1000 500 0 1000

ORIGINAL SCALE: 1" = 1000'

FIGURE 5 – DIRECTIONAL
DISTRIBUTION
LONE TREE JUSTICE CENTER
PROJ. NO. 16227.00
PAGE 12



Centennial 303-740-9393 • Colorado Springs 719-593-2593
Fort Collins 970-491-9888 • www.jrengineering.com



LEGEND

- PROPOSED INTERSECTION
- EXISTING INTERSECTION
- AVERAGE DAILY TRAFFIC
- AM (PM) PEAK HOUR TRIP DISTRIBUTION
- SIGNAL CONTROL
- STOP SIGN CONTROL
- PROJECT SITE

ADT

- 100
- 270

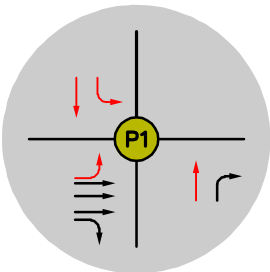
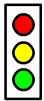
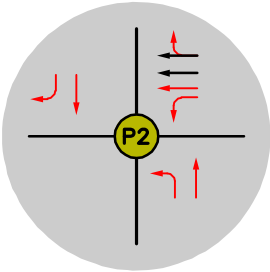
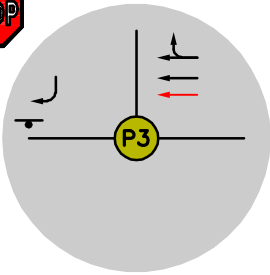


1000 500 0 1000

ORIGINAL SCALE: 1" = 1000'



FIGURE 6 – ASSIGNMENT OF SITE GENERATED TRAFFIC
 PROJ. NO. 16227.00
 PAGE 13



LEGEND



PROPOSED INTERSECTION



EXISTING INTERSECTION



PROPOSED LANE MOVEMENT



EXISTING LANE MOVEMENT



SIGNAL CONTROL



STOP SIGN CONTROL



PROJECT SITE



1000 500 0 1000

ORIGINAL SCALE: 1" = 1000'

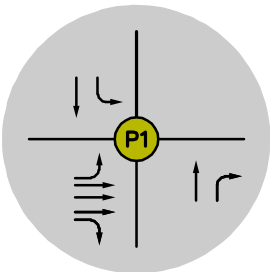
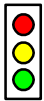
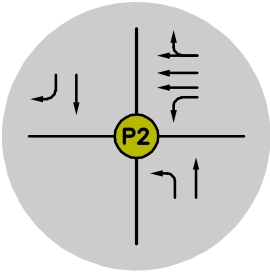
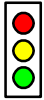
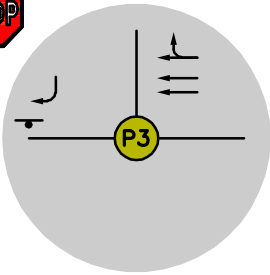
FIGURE 7 – YEAR 2027 LANE GEOMETRY
LONE TREE JUSTICE CENTER
PROJ. NO. 16227.00
PAGE 14



J&R ENGINEERING

A Westrian Company

Centennial 303-740-9393 • Colorado Springs 719-593-2593
Fort Collins 970-491-9888 • www.jrengineering.com



LEGEND



PROPOSED INTERSECTION



EXISTING INTERSECTION



PROPOSED LANE MOVEMENT



EXISTING LANE MOVEMENT



SIGNAL CONTROL



STOP SIGN CONTROL



PROJECT SITE



1000 500 0 1000

ORIGINAL SCALE: 1" = 1000'

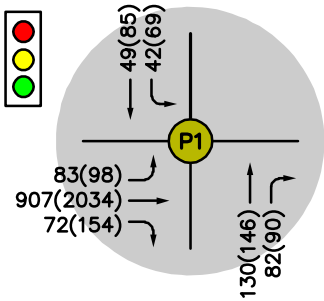
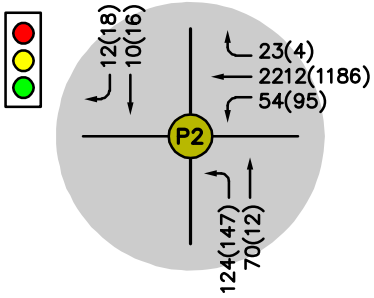
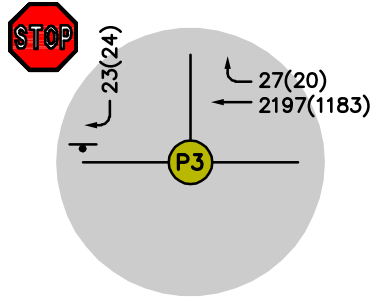
FIGURE 8 – YEAR 2045 LANE GEOMETRY
LONE TREE JUSTICE CENTER
PROJ. NO. 16227.00
PAGE 15



J&R ENGINEERING

A Westrian Company

Centennial 303-740-9393 • Colorado Springs 719-593-2593
Fort Collins 970-491-9888 • www.jrengineering.com



LEGEND

- PROPOSED INTERSECTION
- EXISTING INTERSECTION
- AVERAGE DAILY TRAFFIC
- AM (PM) PEAK HOUR TRIP DISTRIBUTION
- SIGNAL CONTROL
- STOP SIGN CONTROL
- PROJECT SITE

ADT

- 14,450
- 16,525

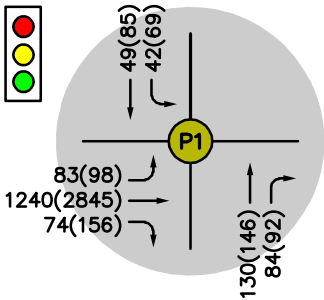
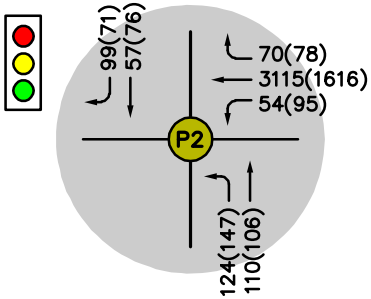
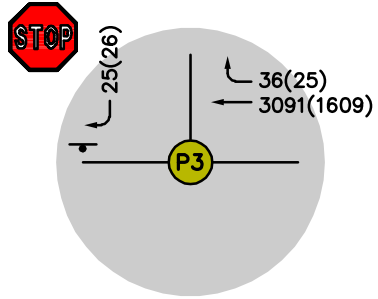


1000 500 0 1000

ORIGINAL SCALE: 1" = 1000'



FIGURE 9 – YEAR 2027
OPENING DAY TRAFFIC
LONE TREE JUSTICE CENTER
PROJ. NO. 16227.00
PAGE 16



LEGEND

- PROPOSED INTERSECTION
- EXISTING INTERSECTION
- AVERAGE DAILY TRAFFIC
- AM (PM) PEAK HOUR TRIP DISTRIBUTION
- SIGNAL CONTROL
- STOP SIGN CONTROL
- PROJECT SITE

ADT

- 20,650
- 23,600



1000 500 0 1000

ORIGINAL SCALE: 1" = 1000'



FIGURE 10 – 2045 TOTAL TRAFFIC
LONE TREE JUSTICE CENTER
PROJ. NO. 16227.00
PAGE 17

Traffic Operations Analysis

Levels of Service

The capacity of an intersection is measured by how well it operates during the peak hours of the day. Intersection capacities are expressed in terms of levels of service (LOS). LOS is a qualitative measure of intersection functionality, which is based on average delay experienced at an intersection. LOS ratings range from LOS A (best – free flow conditions) to LOS F (worst – unstable flow or high vehicle delay).

Level of service for signalized intersections is defined in terms of control delay, which is a measure of driver discomfort, frustration, fuel consumption, and increased travel time. The delay experienced by a motorist is made up of a number of factors that relate to control, geometry, traffic, and incidents. Total delay is the difference between the travel time actually experienced and the reference travel time that would result during base conditions: in the absence of traffic control, geometric delay, any incidents, and any other vehicles. Specifically, LOS criteria for traffic signals are stated in terms of the average control delay per vehicle, typically for a 15-minute analysis period. Delay is a complex measure and depends on a number of variables, including the quality of progression, the cycle length, the green ratio, and the volume to capacity (v/c) ratio for the lane group.

The *Highway Capacity Manual (HCM) 7th Edition* LOS thresholds for lane groups take into account the volume-to-capacity (v/c) ratio, in addition to control delay, such that any value above 1.0 would denote LOS 'F' regardless of the corresponding value of control delay. Values for approach and overall intersection LOS are still based on just control delay. **Table 1** lists the LOS thresholds for the automobile mode at a signalized intersection:

**Table 1 – Signalized Intersection
(Auto Mode) LOS Thresholds**

Control Delay (Seconds per Vehicle)	Level of Service (v/c Ratio)	
	≤ 1.0	> 1.0
≤10	A	F
>10-20	B	F
>20-35	C	F
>35-55	D	F
>55-80	E	F
>80	F	F

Level of service for a two-way stop controlled (TWSC) intersection is determined by the computed or measured control delay. For motor vehicles, LOS is determined for each minor-street movement (or shared movement) as well as major-street left turns. LOS is not defined for the intersection as a whole or for major-street approaches for three primary reasons:

- Major-street through vehicles are assumed to experience zero delay
- The disproportionate number of major-street through vehicles at a typical TWSC intersection skews the weighted average for all movements, resulting in a very low overall average delay for all vehicles
- The resulting low delay can mask important LOS deficiencies for minor movements

The LOS criteria for TWSC intersections are somewhat different from the criteria used for signalized intersections, primarily because user perceptions differ among transportation facility types. The expectation is that a signalized intersection is designed to carry higher traffic volumes and will present greater delay than an

unsignalized intersection. Unsignalized intersections are also associated with more uncertainty for users, as delays are less predictable than they are at signals, which can reduce user's delay tolerance.¹

As with signalized intersections, LOS F is assigned to the movement if the v/c ratio for the movement exceeds 1.0, regardless of the control delay. **Table 2** lists the LOS thresholds for the automobile mode at a TWSC intersection.

**Table 2 – TWSC Intersection
(Auto Mode) LOS Thresholds**

Control Delay (Seconds per Vehicle)	Level of Service (v/c Ratio)	
	<= 1.0	> 1.0
0-10	A	F
>10-15	B	F
>15-25	C	F
>25-35	D	F
>35-50	E	F
>50	F	F

Analysis of Existing Condition

The existing intersections at Ridgeway Parkway (Eastbound) & High Note Avenue (P1) and Ridgeway Parkway (Westbound) & Access (P3) were analyzed for peak hour level of service (LOS). **Table 3** includes the LOS for each movement in the existing condition (Year 2025).

Table 3 - LOS for Year 2025 Existing Traffic

Stop-Controlled Intersection	Movement	Year 2025 Existing Traffic	
		AM Peak Hour	PM Peak Hour
P1 - Ridgeway Parkway (Eastbound) & High Note Avenue	NBR	B	C
P3 - Ridgeway Parkway (Westbound) & Access	SBR	C	B

Notes:

1. NB=Northbound, SB=Southbound, EB=Eastbound, WB=Westbound, N/A=Not Applicable
2. L=Left, R=Right, T=Through

As shown in **Table 3**, all movements are operating at acceptable levels of service in the existing condition. The detailed LOS reports are included in **Appendix C**.

Analysis of Year 2027

The following improvements are expected to be complete by 2027 with the development of the Lone Tree Justice Center:

- High Note Avenue will be open to traffic within the Ridgeway Parkway couplet.

¹Highway Capacity Manual 2010, Transportation Research Board, 2010

- The intersection of Ridgeway Parkway (Eastbound) & High Note Avenue (P1) is proposed to be signalized by the Year 2027.
- The intersection of Ridgeway Parkway (Westbound) & High Note Avenue (P2) is proposed to be built and signalized by the Year 2027.
- Ridgeway Parkway will be restriped to three travel lanes in each direction from Havana Street to the east end of the couplet.

The parameters for the proposed scenario were input as applicable for the Year 2027 Opening Day and the lane movement results are summarized in **Table 4**. Signal timing parameters such as cycle length and phasing were utilized from the Ridgeway Master Study and Ridgeway Filings 4-5 Studies. Relevant signal timing excerpts can be found in **Appendix E** and **Appendix G** respectively. The detailed LOS reports are included in **Appendix C**.

Table 4 - LOS for Year 2027

Signalized Intersection	Movement	Background Traffic LOS		Opening Day Traffic LOS	
		AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour
P1 - Ridgeway Parkway (Eastbound) & High Note Avenue	EBL	A	A	A	A
	EBT	A	A	A	B
	EBR	A	A	A	A
	NBT	C	C	C	C
	NBR	C	C	C	C
	SBL	C	C	C	C
	SBT	B	C	B	C
	Overall	B	B	B	B
P2 - Ridgeway Parkway (Westbound) & High Note Avenue	WBL	A	A	A	A
	WBT	A	A	A	A
	NBL	C	C	C	C
	Overall	B	B	B	B
Stop Controlled Intersection	Movement	AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour
P3 - Ridgeway Parkway (Westbound) & Access	SBR	D	C	D	C

Notes:

1. NB=Northbound, SB=Southbound, EB=Eastbound, WB=Westbound, N/A=Not Applicable
2. L=Left, R=Right, T=Through
3. Yellow highlighted does not meet Established Threshold of LOS D

As shown in **Table 4**, no intersection lane movements are expected to degrade to a failing LOS in the Year 2027 due to the site generated traffic from the proposed development.

Analysis of Year 2045

The following additional improvements are expected to be complete by the Year 2045 and were reflected in the Year 2045 Background and Total Traffic analysis:

- The signal timing is expected to be revised along Ridgeway Parkway

- High Note Avenue is expected to be built further north to connect to additional developments with additional traffic.

The parameters were input as applicable for the Year 2045 and the lane movement LOS results are summarized in **Table 5**. The detailed LOS reports are included in **Appendix C**.

Table 5 - LOS for Year 2045

Signalized Intersection	Movement	Background Traffic LOS		Opening Day Traffic LOS	
		AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour
P1 - Ridgeway Parkway (Eastbound) & High Note Avenue	EBL	A	A	A	A
	EBT	A	B	A	B
	EBR	A	A	A	A
	NBT	C	C	C	C
	NBR	C	C	C	C
	SBL	B	C	B	C
	SBT	B	C	B	C
	Overall	B	B	B	B
P2- Ridgeway Parkway (Westbound) & High Note Avenue	WBL	A	A	A	A
	WBT	C	A	C	A
	WBR	A	A	A	A
	NBL	C	C	C	C
	NBT	C	C	C	C
	SBT	C	C	C	C
	SBR	D	C	D	C
	Overall	C	B	C	B
Stop Controlled Intersection	Movement	AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour
P3 - Ridgeway Parkway (Westbound) & Access	SBR	F	C	F	C

Notes:

- NB=Northbound, SB=Southbound, EB=Eastbound, WB=Westbound, N/A=Not Applicable
- L=Left, R=Right, T=Through
- Yellow highlighted does not meet Established Threshold of LOS D

As shown in **Table 5**, the movements are expected to operate at acceptable levels of service in the Year 2045 Background and Total Traffic conditions, except for the following:

Year 2045 Background & Total Traffic:

- (P3) Ridgeway Parkway (Westbound) & Access
 - AM Peak Hour: SBR

As shown in **Table 5**, the intersection lane movements are not expected to yield a failing LOS in the Year 2045 except for the following:

- SBR at Ridgeway Parkway (Westbound) & Access: In the Background and Total conditions, the SBR at this intersection fails. JR recommends accepting this failure because the 95th percentile queue length for this movement is 38 feet in the total condition, which does not block or impact nearby intersections.

Queue Lengths

95th percentile queue length analysis was performed for all intersection approach lanes controlled by stop signs or traffic signals for the Year 2045 Background and Total Traffic scenarios. The results are shown in **Table 6**. None of the 95th percentile queue lengths shown exceed the provided storage and deceleration length and do not block access to other access points along their respective roadways.

Table 6 – Year 2045 Turn Lane Lengths

Signalized Intersection	Movement	Year 2045 Max Total Traffic Volume (vph)	Required Storage Length (ft)	Required Deceleration Length (ft)	Provided Storage + Deceleration Length (ft)	95th Percentile Background Queue Length (ft)		95th Percentile Total Traffic Queue Length (ft)	
						AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour
P1 - Ridgeway Parkway (Eastbound) & High Note Avenue	EBL	98	100	275	375	<25	47	38	53
	EBR	156	100	275	375	<25	64	<25	66
	NBR	92	100	160	260	26	30	25	29
	SBL	69	100	160	260	27	48	31	55
P2 - Ridgeway Parkway (Westbound) & High Note Avenue	WBL	95	100	275	375	<25	54	<25	55
	WBR	78	100	275	375	<25	29	<25	32
	NBL	147	100	160	260	105	99	105	98
	SBR	99	100	160	260	51	27	60	29
Unsignalized Intersection	Movement	Year 2045 Max Total Traffic Volume (vph)	Required Storage Length (ft)	Required Deceleration Length (ft)	Provided Storage + Deceleration Length (ft)	95th Percentile Background Queue Length (ft)		95th Percentile Total Traffic Queue Length (ft)	
						AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour
P3 - Ridgeway Parkway (Westbound) & Access	SBR	26	100	160	260	<25	<25	38	<25

Conclusion

Below is a summary of the conclusions and findings of this TIS.

Trip Generation

Site generated traffic for the proposed Lone Tree Justice Center does not negatively impact the nearby roadway network. The project was studied using ITE Land Use Code 730 for Government Office Buildings, and is expected to generate the following trips:

- Average Daily Trips: 836
- AM Peak Entering Site: 93
- AM Peak Exiting Site: 31
- PM Peak Entering Site: 16
- PM Peak Exiting Site: 47

Traffic Operations

The two intersections analyzed in this Traffic Impact Study are expected to operate satisfactorily, including LOS and queue lengths, in the Year 2027 Opening Day and Year 2045 Future scenarios except for the following:

- SBR at Ridgeway Parkway (Westbound) & Access: In the Background and Total conditions, the SBR at this intersection fails. JR recommends accepting this failure because the 95th percentile queue length for this movement is 38 feet in the total condition, which does not block or impact nearby intersections.

Recommendations

The following improvements are being made due to other developments within the vicinity of the site. Although they are not directly related to and not the responsibility of the Justice Center, they will have an impact on traffic operations:

- High Note Avenue will be open to traffic within the Ridgeway Parkway couplet.
- The traffic signal at the intersection of Ridgeway Parkway (Eastbound) & High Note Avenue (P1) has already been built, and is expected to be operational by the Year 2027.
- The traffic signal at the intersection of Ridgeway Parkway (Westbound) & High Note Avenue (P2) has already been built, and is expected to be operational by the Year 2027.
- Ridgeway Parkway will be restriped to three travel lanes in each direction from Havana Street to the east end of the couplet.
- High Note Avenue will be built further north of the Justice Center by the Year 2045 in order to connect to additional developments.

Appendix A Traffic Counts



(303) 216-2439
www.alltrafficdata.net

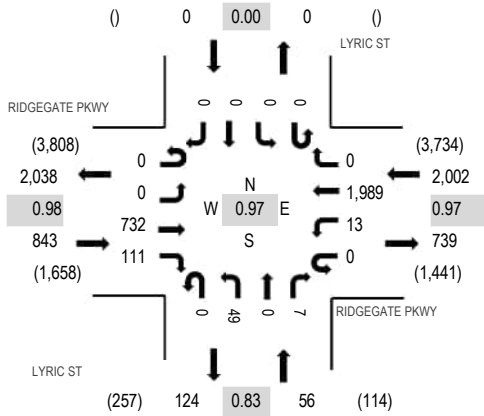
Location: 1 LYRIC ST & RIDGEGATE PKWY AM

Date: Tuesday, January 14, 2025

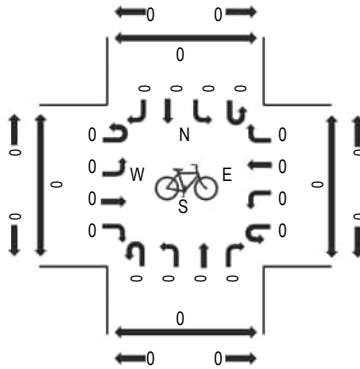
Peak Hour: 07:00 AM - 08:00 AM

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

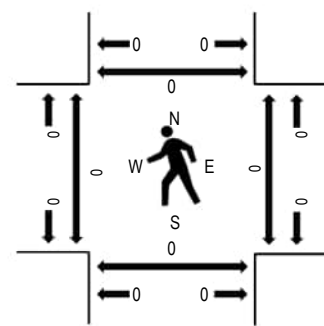
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	RIDGEGATE PKWY Eastbound				RIDGEGATE PKWY Westbound				LYRIC ST Northbound				LYRIC 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	166	40	0	6	509	0	0	5	0	0	0	0	0	0	726	2,901	0	0	0	0
7:15 AM	0	0	180	28	0	5	510	0	0	19	0	3	0	0	0	0	745	2,875	0	0	0	0
7:30 AM	0	0	194	21	0	0	476	0	0	8	0	4	0	0	0	0	703	2,793	0	0	0	0
7:45 AM	0	0	192	22	0	2	494	0	0	17	0	0	0	0	0	0	727	2,734	0	0	0	0
8:00 AM	0	0	178	27	1	4	468	0	0	21	0	1	0	0	0	0	700	2,605	0	0	0	0
8:15 AM	0	0	175	29	0	2	442	0	0	15	0	0	0	0	0	0	663		0	0	0	0
8:30 AM	0	0	178	34	1	5	417	0	0	9	0	0	0	0	0	0	644		0	0	0	0
8:45 AM	0	0	166	28	0	4	388	0	0	10	0	2	0	0	0	0	598		0	0	0	0
Count Total	0	0	1,429	229	2	28	3,704	0	0	104	0	10	0	0	0	0	5,506		0	0	0	0
Peak Hour	0	0	732	111	0	13	1,989	0	0	49	0	7	0	0	0	0	2,901		0	0	0	0



(303) 216-2439
www.alltrafficdata.net

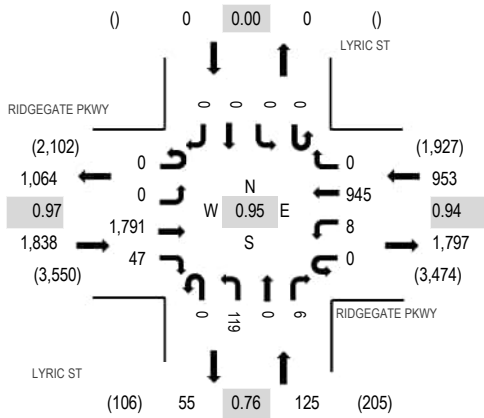
Location: 1 LYRIC ST & RIDGEGATE PKWY PM

Date: Tuesday, January 14, 2025

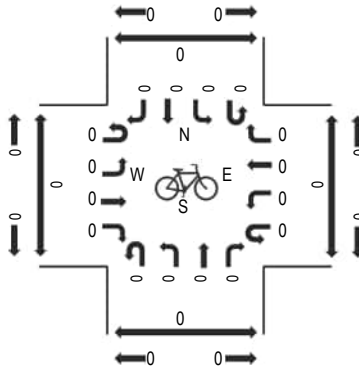
Peak Hour: 04:45 PM - 05:45 PM

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

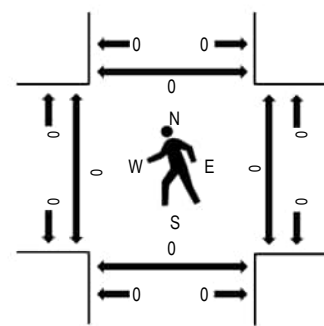
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	RIDGEGATE PKWY Eastbound				RIDGEGATE PKWY Westbound				LYRIC ST Northbound				LYRIC 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	407	9	0	4	240	0	0	19	0	1	0	0	0	0	680	2,818	0	0	0	0
4:15 PM	0	0	431	14	0	2	255	0	0	18	0	4	0	0	0	0	724	2,902	0	0	0	0
4:30 PM	0	0	451	9	0	1	244	0	0	18	0	3	0	0	0	0	726	2,915	0	0	0	0
4:45 PM	0	0	431	14	0	3	214	0	0	23	0	3	0	0	0	0	688	2,916	0	0	0	0
5:00 PM	0	0	464	13	0	3	258	0	0	26	0	0	0	0	0	0	764	2,864	0	0	0	0
5:15 PM	0	0	456	13	0	1	226	0	0	40	0	1	0	0	0	0	737		0	0	0	0
5:30 PM	0	0	440	7	0	1	247	0	0	30	0	2	0	0	0	0	727		0	0	0	0
5:45 PM	0	0	380	11	0	1	227	0	0	17	0	0	0	0	0	0	636		0	0	0	0
Count Total	0	0	3,460	90	0	16	1,911	0	0	191	0	14	0	0	0	0	5,682		0	0	0	0
Peak Hour	0	0	1,791	47	0	8	945	0	0	119	0	6	0	0	0	0	2,916		0	0	0	0

Appendix B

Detailed Land Use Reports

Trip Generation Summary

Project: Justice Center

ITE Code	Description	Size	Units	Weekday Average Daily Trips			Weekday AM Peak Hour Trips			Weekday PM Peak Hour Trips		
				Enter	Exit	Total	Enter	Exit	Total	Enter	Exit	Total
730	Government Office Building	37,000	Square Feet	418	418	836	93	31	124	16	47	63
			Unadjusted Volume	418	418	836	93	31	124	16	47	63
			Internal Capture	0%	0%	0%	0%	0%	0%	0%	0%	0%
			Pass-By Trips	0%	0%	0%	0%	0%	0%	0%	0%	0%
			Volume Added to Adjacent Streets	418	418	836	93	31	124	16	47	63

Source: Institute of Transportation Engineers, *Trip Generation Manual*, 11th Edition

Appendix C
HCM 7th Edition Level of Service Reports

Lanes, Volumes, Timings

1: High Note Avenue & Ridgeway Parkway (Eastbound)

01/29/2025

						
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	739	5	0	0	0	5
Future Volume (vph)	739	5	0	0	0	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		300	0		0	150
Storage Lanes		1	0		0	0
Taper Length (ft)			25		25	
Lane Util. Factor	0.95	1.00	1.00	1.00	1.00	1.00
Frt		0.850				0.865
Flt Protected						
Satd. Flow (prot)	3539	1583	0	0	0	1611
Flt Permitted						
Satd. Flow (perm)	3539	1583	0	0	0	1611
Link Speed (mph)	30			30	30	
Link Distance (ft)	658			701	643	
Travel Time (s)	15.0			15.9	14.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	803	5	0	0	0	5
Shared Lane Traffic (%)						
Lane Group Flow (vph)	803	5	0	0	0	5
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Stop	Stop	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	30.4%			ICU Level of Service A		
Analysis Period (min)	15					

Intersection						
Int Delay, s/veh	0.1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↑				↑
Traffic Vol, veh/h	739	5	0	0	0	5
Future Vol, veh/h	739	5	0	0	0	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Stop	Stop	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	300	-	-	-	-
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	803	5	0	0	0	5

Major/Minor	Major1		Minor1	
Conflicting Flow All	0	0	-	402
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	598
Stage 1	-	-	0	-
Stage 2	-	-	0	-
Platoon blocked, %	-	-		
Mov Cap-1 Maneuver	-	-	-	598
Mov Cap-2 Maneuver	-	-	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-

Approach	EB	NB
HCM Control Delay, s/v	0	11.07
HCM LOS		B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR
Capacity (veh/h)	598	-	-
HCM Lane V/C Ratio	0.009	-	-
HCM Control Delay (s/veh)	11.1	-	-
HCM Lane LOS	B	-	-
HCM 95th %tile Q(veh)	0	-	-

Lanes, Volumes, Timings

3: Ridgeway Parkway (Westbound) & Access

01/29/2025



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations			↑↑			↑
Traffic Volume (vph)	0	0	1982	20	0	5
Future Volume (vph)	0	0	1982	20	0	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	1.00
Frt			0.998			0.865
Flt Protected						
Satd. Flow (prot)	0	0	3532	0	0	1611
Flt Permitted						
Satd. Flow (perm)	0	0	3532	0	0	1611
Link Speed (mph)		30	30		30	
Link Distance (ft)		118	963		349	
Travel Time (s)		2.7	21.9		7.9	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	2154	22	0	5
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	2176	0	0	5
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	
Intersection Summary						
Area Type:	Other					
Control Type: Unsignalized						
Intersection Capacity Utilization 65.4%						
ICU Level of Service C						
Analysis Period (min) 15						

Intersection

Int Delay, s/veh 0.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations			↑↑			↑
Traffic Vol, veh/h	0	0	1982	20	0	5
Future Vol, veh/h	0	0	1982	20	0	5
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	0	0	2154	22	0	5

Major/Minor	Major2	Minor2
Conflicting Flow All	-	0 1088
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	-	0 211
Stage 1	-	0 -
Stage 2	-	0 -
Platoon blocked, %	-	-
Mov Cap-1 Maneuver	-	- 211
Mov Cap-2 Maneuver	-	- -
Stage 1	-	- -
Stage 2	-	- -

Approach	WB	SB
HCM Control Delay, s/v	0	22.52
HCM LOS		C

Minor Lane/Major Mvmt	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	211
HCM Lane V/C Ratio	-	-	0.026
HCM Control Delay (s/veh)	-	-	22.5
HCM Lane LOS	-	-	C
HCM 95th %tile Q(veh)	-	-	0.1

Lanes, Volumes, Timings

1: High Note Avenue & Ridgeway Parkway (Eastbound)

01/29/2025

	→	↘	↙	←	↖	↗
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↗				↗
Traffic Volume (vph)	1797	5	0	0	0	5
Future Volume (vph)	1797	5	0	0	0	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		300	0		0	150
Storage Lanes		1	0		0	0
Taper Length (ft)			25		25	
Lane Util. Factor	0.95	1.00	1.00	1.00	1.00	1.00
Frt		0.850				0.865
Flt Protected						
Satd. Flow (prot)	3539	1583	0	0	0	1611
Flt Permitted						
Satd. Flow (perm)	3539	1583	0	0	0	1611
Link Speed (mph)	30			30	30	
Link Distance (ft)	647			694	642	
Travel Time (s)	14.7			15.8	14.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	1953	5	0	0	0	5
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1953	5	0	0	0	5
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Stop	Stop	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	59.7%			ICU Level of Service B		
Analysis Period (min)	15					

Intersection						
Int Delay, s/veh	0.1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↑				↑
Traffic Vol, veh/h	1797	5	0	0	0	5
Future Vol, veh/h	1797	5	0	0	0	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Stop	Stop	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	300	-	-	-	-
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	1953	5	0	0	0	5

Major/Minor	Major1		Minor1	
Conflicting Flow All	0	0	-	977
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	250
Stage 1	-	-	0	-
Stage 2	-	-	0	-
Platoon blocked, %	-	-		
Mov Cap-1 Maneuver	-	-	-	250
Mov Cap-2 Maneuver	-	-	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-

Approach	EB	NB
HCM Control Delay, s/v	0	19.7
HCM LOS		C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR
Capacity (veh/h)	250	-	-
HCM Lane V/C Ratio	0.022	-	-
HCM Control Delay (s/veh)	19.7	-	-
HCM Lane LOS	C	-	-
HCM 95th %tile Q(veh)	0.1	-	-

Lanes, Volumes, Timings

3: Ridgeway Parkway (Westbound) & Access

01/29/2025



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations			↑↑			↑
Traffic Volume (vph)	0	0	943	10	0	5
Future Volume (vph)	0	0	943	10	0	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	1.00
Frt			0.998			0.865
Flt Protected						
Satd. Flow (prot)	0	0	3532	0	0	1611
Flt Permitted						
Satd. Flow (perm)	0	0	3532	0	0	1611
Link Speed (mph)		30	30		30	
Link Distance (ft)		118	961		349	
Travel Time (s)		2.7	21.8		7.9	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	1025	11	0	5
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	1036	0	0	5
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	36.4%			ICU Level of Service A		
Analysis Period (min)	15					

Intersection

Int Delay, s/veh 0.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations			↑↑			↑
Traffic Vol, veh/h	0	0	943	10	0	5
Future Vol, veh/h	0	0	943	10	0	5
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	0	0	1025	11	0	5

Major/Minor	Major2	Minor2
Conflicting Flow All	-	0
Stage 1	-	-
Stage 2	-	-
Critical Hdwy	-	-
Critical Hdwy Stg 1	-	-
Critical Hdwy Stg 2	-	-
Follow-up Hdwy	-	-
Pot Cap-1 Maneuver	-	0
Stage 1	-	0
Stage 2	-	0
Platoon blocked, %	-	-
Mov Cap-1 Maneuver	-	-
Mov Cap-2 Maneuver	-	-
Stage 1	-	-
Stage 2	-	-

Approach	WB	SB
HCM Control Delay, s/v	0	12.24
HCM LOS		B

Minor Lane/Major Mvmt	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	503
HCM Lane V/C Ratio	-	-	0.011
HCM Control Delay (s/veh)	-	-	12.2
HCM Lane LOS	-	-	B
HCM 95th %tile Q(veh)	-	-	0

Lanes, Volumes, Timings

1: High Note Avenue & Ridgeway Parkway (Eastbound)

01/29/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		  										
Traffic Volume (vph)	20	907	72	0	0	0	0	123	82	34	47	0
Future Volume (vph)	20	907	72	0	0	0	0	123	82	34	47	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		100	0		0	0		150	100		0
Storage Lanes	1		1	0		0	0		1	1		0
Taper Length (ft)	100			25			25			100		
Lane Util. Factor	1.00	0.91	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850						0.850			
Flt Protected	0.950									0.950		
Satd. Flow (prot)	1770	5085	1583	0	0	0	0	1863	1583	1770	1863	0
Flt Permitted	0.950									0.426		
Satd. Flow (perm)	1770	5085	1583	0	0	0	0	1863	1583	794	1863	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			92						105			
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		640			692			320			658	
Travel Time (s)		14.5			15.7			7.3			15.0	
Peak Hour Factor	0.78	0.92	0.78	0.92	0.92	0.92	0.92	0.83	0.78	0.78	0.78	0.92
Adj. Flow (vph)	26	986	92	0	0	0	0	148	105	44	60	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	26	986	92	0	0	0	0	148	105	44	60	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1					2	1	1	2	
Detector Template	Left	Thru	Right					Thru	Right	Left	Thru	
Leading Detector (ft)	20	100	20					100	20	20	100	
Trailing Detector (ft)	0	0	0					0	0	0	0	
Detector 1 Position(ft)	0	0	0					0	0	0	0	
Detector 1 Size(ft)	20	6	20					6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex					Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0					0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0					0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0					0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94						94			94	
Detector 2 Size(ft)		6						6			6	
Detector 2 Type		Cl+Ex						Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0						0.0			0.0	
Turn Type	Perm	NA	Perm					NA	Perm	pm+pt	NA	
Protected Phases		2						8		7	4	
Permitted Phases	2		2						8	4		

Lanes, Volumes, Timings

1: High Note Avenue & Ridgeway Parkway (Eastbound)

01/29/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	2	2	2					8	8	7	4	
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					22.5	22.5	9.5	22.5	
Total Split (s)	45.0	45.0	45.0					34.0	34.0	11.0	45.0	
Total Split (%)	50.0%	50.0%	50.0%					37.8%	37.8%	12.2%	50.0%	
Maximum Green (s)	40.5	40.5	40.5					29.5	29.5	6.5	40.5	
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	Lag	Lead		
Lead-Lag Optimize?								Yes	Yes	Yes		
Vehicle Extension (s)	3.0	3.0	3.0					3.0	3.0	3.0	3.0	
Recall Mode	Max	Max	Max					None	None	None	None	
Walk Time (s)	7.0	7.0	7.0					7.0	7.0		7.0	
Flash Don't Walk (s)	11.0	11.0	11.0					11.0	11.0		11.0	
Pedestrian Calls (#/hr)	0	0	0					0	0		0	
Act Effct Green (s)	43.8	43.8	43.8					10.8	10.8	17.2	17.2	
Actuated g/C Ratio	0.63	0.63	0.63					0.15	0.15	0.25	0.25	
v/c Ratio	0.02	0.31	0.09					0.51	0.31	0.16	0.13	
Control Delay (s/veh)	7.7	7.6	2.4					33.7	8.9	18.8	18.5	
Queue Delay	0.0	0.0	0.0					0.0	0.0	0.0	0.0	
Total Delay (s/veh)	7.7	7.6	2.4					33.7	8.9	18.8	18.5	
LOS	A	A	A					C	A	B	B	
Approach Delay (s/veh)		7.2						23.4			18.6	
Approach LOS		A						C			B	
Intersection Summary												
Area Type:	Other											
Cycle Length: 90												
Actuated Cycle Length: 70												
Natural Cycle: 55												
Control Type: Actuated-Uncoordinated												
Maximum v/c Ratio: 0.51												
Intersection Signal Delay (s/veh): 10.8						Intersection LOS: B						
Intersection Capacity Utilization 65.0%						ICU Level of Service C						
Analysis Period (min) 15												

Queues

1: High Note Avenue & Ridgeway Parkway (Eastbound)

01/29/2025



Lane Group	EBL	EBT	EBR	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	26	986	92	148	105	44	60
v/c Ratio	0.02	0.31	0.09	0.51	0.31	0.16	0.13
Control Delay (s/veh)	7.7	7.6	2.4	33.7	8.9	18.8	18.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	7.7	7.6	2.4	33.7	8.9	18.8	18.5
Queue Length 50th (ft)	5	77	0	61	0	14	19
Queue Length 95th (ft)	14	117	14	103	27	30	37
Internal Link Dist (ft)		560		240			578
Turn Bay Length (ft)	100		100		150	100	
Base Capacity (vph)	1106	3179	1024	791	733	286	1087
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	0.02	0.31	0.09	0.19	0.14	0.15	0.06
Intersection Summary							

HCM 7th Signalized Intersection Summary

1: High Note Avenue & Ridgeway Parkway (Eastbound)

01/29/2025

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		  										
Traffic Volume (veh/h)	20	907	72	0	0	0	0	123	82	34	47	0
Future Volume (veh/h)	20	907	72	0	0	0	0	123	82	34	47	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
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	1870	1870	1870				0	1870	1870	1870	1870	0
Adj Flow Rate, veh/h	26	986	92				0	148	105	44	60	0
Peak Hour Factor	0.78	0.92	0.78				0.92	0.83	0.78	0.78	0.78	0.92
Percent Heavy Veh, %	2	2	2				0	2	2	2	2	0
Cap, veh/h	1115	3196	992				0	230	195	240	439	0
Arrive On Green	0.63	0.63	0.63				0.00	0.12	0.12	0.04	0.23	0.00
Sat Flow, veh/h	1781	5106	1585				0	1870	1585	1781	1870	0
Grp Volume(v), veh/h	26	986	92				0	148	105	44	60	0
Grp Sat Flow(s),veh/h/ln	1781	1702	1585				0	1870	1585	1781	1870	0
Q Serve(g_s), s	0.4	5.8	1.5				0.0	4.9	4.0	1.3	1.6	0.0
Cycle Q Clear(g_c), s	0.4	5.8	1.5				0.0	4.9	4.0	1.3	1.6	0.0
Prop In Lane	1.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	1115	3196	992				0	230	195	240	439	0
V/C Ratio(X)	0.02	0.31	0.09				0.00	0.64	0.54	0.18	0.14	0.00
Avail Cap(c_a), veh/h	1115	3196	992				0	853	723	344	1171	0
HCM Platoon Ratio	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				0.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	4.6	5.6	4.8				0.0	27.0	26.6	21.8	19.6	0.0
Incr Delay (d2), s/veh	0.0	0.3	0.2				0.0	3.0	2.3	0.4	0.1	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	1.6	0.4				0.0	2.3	1.6	0.5	0.7	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	4.6	5.9	5.0				0.0	30.0	28.9	22.2	19.7	0.0
LnGrp LOS	A	A	A					C	C	C	B	
Approach Vol, veh/h	1104						253			104		
Approach Delay, s/veh	5.8						29.6			20.7		
Approach LOS	A						C			C		
Timer - Assigned Phs	2			4			7		8			
Phs Duration (G+Y+Rc), s	45.0			19.7			7.2		12.5			
Change Period (Y+Rc), s	4.5			4.5			4.5		4.5			
Max Green Setting (Gmax), s	40.5			40.5			6.5		29.5			
Max Q Clear Time (g_c+I1), s	7.8			3.6			3.3		6.9			
Green Ext Time (p_c), s	8.9			0.3			0.0		1.1			
Intersection Summary												
HCM 7th Control Delay, s/veh				10.9								
HCM 7th LOS				B								

Lanes, Volumes, Timings

2: High Note Avenue & Ridgeway Parkway (Westbound)

01/29/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations				↰	↰↰↰	↰	↰	↰			↰	↰
Traffic Volume (vph)	0	0	0	54	2212	0	124	0	0	0	0	0
Future Volume (vph)	0	0	0	54	2212	0	124	0	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	100		100	100		0	0		100
Storage Lanes	0		0	1		1	1		0	0		1
Taper Length (ft)	25			100			100			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	0.91	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt												
Flt Protected				0.950			0.950					
Satd. Flow (prot)	0	0	0	1770	5085	1863	1770	1863	0	0	1863	1863
Flt Permitted				0.950			0.950					
Satd. Flow (perm)	0	0	0	1770	5085	1863	1770	1863	0	0	1863	1863
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		283			604			658			436	
Travel Time (s)		6.4			13.7			15.0			9.9	
Peak Hour Factor	0.92	0.92	0.92	0.78	0.95	0.78	0.83	0.78	0.25	0.25	0.78	0.78
Adj. Flow (vph)	0	0	0	69	2328	0	149	0	0	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	69	2328	0	149	0	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors				1	2	1	1	2			2	1
Detector Template				Left	Thru	Right	Left	Thru			Thru	Right
Leading Detector (ft)				20	100	20	20	100			100	20
Trailing Detector (ft)				0	0	0	0	0			0	0
Detector 1 Position(ft)				0	0	0	0	0			0	0
Detector 1 Size(ft)				20	6	20	20	6			6	20
Detector 1 Type				Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)				0.0	0.0	0.0	0.0	0.0			0.0	0.0
Detector 1 Queue (s)				0.0	0.0	0.0	0.0	0.0			0.0	0.0
Detector 1 Delay (s)				0.0	0.0	0.0	0.0	0.0			0.0	0.0
Detector 2 Position(ft)					94			94			94	
Detector 2 Size(ft)					6			6			6	
Detector 2 Type					Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)					0.0			0.0			0.0	
Turn Type				Perm	NA	Perm	pm+pt					Perm
Protected Phases					6		3	8			4	
Permitted Phases				6		6	8					4

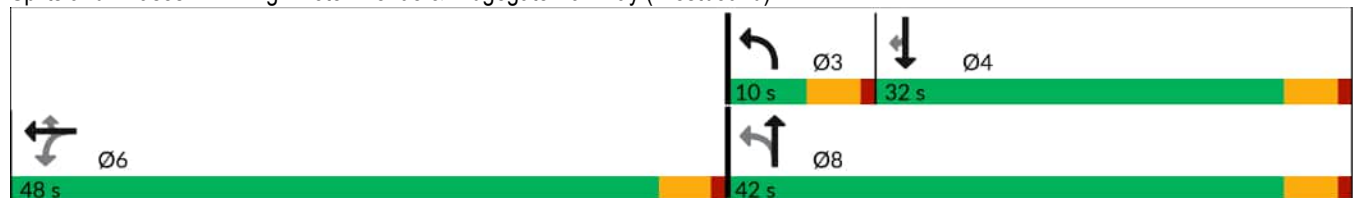
Lanes, Volumes, Timings

2: High Note Avenue & Ridgeway Parkway (Westbound)

01/29/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase				6	6	6	3	8			4	4
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)				48.0	48.0	48.0	10.0	42.0			32.0	32.0
Total Split (%)				53.3%	53.3%	53.3%	11.1%	46.7%			35.6%	35.6%
Maximum Green (s)				43.5	43.5	43.5	5.5	37.5			27.5	27.5
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							Lead				Lag	Lag
Lead-Lag Optimize?							Yes				Yes	Yes
Vehicle Extension (s)				3.0	3.0	3.0	3.0	3.0			3.0	3.0
Recall Mode				Max	Max	Max	None	None			None	None
Walk Time (s)				7.0	7.0	7.0		7.0			7.0	7.0
Flash Don't Walk (s)				11.0	11.0	11.0		11.0			11.0	11.0
Pedestrian Calls (#/hr)				0	0	0		0			0	0
Act Effct Green (s)				49.7	49.7		5.5					
Actuated g/C Ratio				0.77	0.77		0.09					
v/c Ratio				0.05	0.59		0.98					
Control Delay (s/veh)				1.9	3.9		101.5					
Queue Delay				0.0	0.0		0.0					
Total Delay (s/veh)				1.9	3.9		101.5					
LOS				A	A		F					
Approach Delay (s/veh)					3.8			101.5				
Approach LOS					A			F				
Intersection Summary												
Area Type:	Other											
Cycle Length: 90												
Actuated Cycle Length: 64.3												
Natural Cycle: 70												
Control Type: Actuated-Uncoordinated												
Maximum v/c Ratio: 0.98												
Intersection Signal Delay (s/veh): 9.5							Intersection LOS: A					
Intersection Capacity Utilization 65.0%							ICU Level of Service C					
Analysis Period (min) 15												

Splits and Phases: 2: High Note Avenue & Ridgeway Parkway (Westbound)



Queues

2: High Note Avenue & Ridgeway Parkway (Westbound)

01/29/2025



Lane Group	WBL	WBT	NBL
Lane Group Flow (vph)	69	2328	149
v/c Ratio	0.05	0.59	0.98
Control Delay (s/veh)	1.9	3.9	101.5
Queue Delay	0.0	0.0	0.0
Total Delay (s/veh)	1.9	3.9	101.5
Queue Length 50th (ft)	4	93	58
Queue Length 95th (ft)	9	120	#128
Internal Link Dist (ft)		524	
Turn Bay Length (ft)	100		100
Base Capacity (vph)	1368	3929	152
Starvation Cap Reductn	0	0	0
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.05	0.59	0.98

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

HCM 7th Signalized Intersection Summary

2: High Note Avenue & Ridgeway Parkway (Westbound)

01/29/2025

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	54	2212	0	124	0	0	0	0	0
Future Volume (veh/h)	0	0	0	54	2212	0	124	0	0	0	0	0
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Lane Width Adj.				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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				1870	1870	1870	1870	1870	0	0	1870	1870
Adj Flow Rate, veh/h				69	2328	0	149	0	0	0	0	0
Peak Hour Factor				0.78	0.95	0.78	0.83	0.78	0.25	0.25	0.78	0.78
Percent Heavy Veh, %				2	2	2	2	2	0	0	2	2
Cap, veh/h				1336	3830	1189	293	177	0	0	3	3
Arrive On Green				0.75	0.75	0.00	0.09	0.00	0.00	0.00	0.00	0.00
Sat Flow, veh/h				1781	5106	1585	1781	1870	0	0	-84166	1585
Grp Volume(v), veh/h				69	2328	0	149	0	0	0	0	0
Grp Sat Flow(s),veh/h/ln				1781	1702	1585	1781	1870	0	0	1870	1585
Q Serve(g_s), s				0.6	12.2	0.0	4.8	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s				0.6	12.2	0.0	4.8	0.0	0.0	0.0	0.0	0.0
Prop In Lane				1.00		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				1336	3830	1189	293	177	0	0	3	3
V/C Ratio(X)				0.05	0.61	0.00	0.51	0.00	0.00	0.00	0.00	0.00
Avail Cap(c_a), veh/h				1336	3830	1189	293	1209	0	0	887	752
HCM Platoon Ratio				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	0.00	1.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d), s/veh				1.9	3.3	0.0	25.8	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh				0.1	0.7	0.0	1.4	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
%ile BackOfQ(50%),veh/ln				0.1	1.9	0.0	2.0	0.0	0.0	0.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh				2.0	4.1	0.0	27.3	0.0	0.0	0.0	0.0	0.0
LnGrp LOS				A	A		C					
Approach Vol, veh/h					2397			149			0	
Approach Delay, s/veh					4.0			27.3			0.0	
Approach LOS					A			C				
Timer - Assigned Phs				3	4		6	8				
Phs Duration (G+Y+Rc), s				10.0	0.0		48.0	10.0				
Change Period (Y+Rc), s				4.5	4.5		4.5	4.5				
Max Green Setting (Gmax), s				5.5	27.5		43.5	37.5				
Max Q Clear Time (g_c+I1), s				6.8	0.0		14.2	0.0				
Green Ext Time (p_c), s				0.0	0.0		23.0	0.0				
Intersection Summary												
HCM 7th Control Delay, s/veh				5.4								
HCM 7th LOS				A								
Notes												
User approved pedestrian interval to be less than phase max green.												

Lanes, Volumes, Timings

3: Ridgeway Parkway (Westbound) & Access

01/29/2025



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations			↑↑↑			↑
Traffic Volume (vph)	0	0	2185	27	0	14
Future Volume (vph)	0	0	2185	27	0	14
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.91	0.91	1.00	1.00
Frt			0.998			0.865
Flt Protected						
Satd. Flow (prot)	0	0	5075	0	0	1611
Flt Permitted						
Satd. Flow (perm)	0	0	5075	0	0	1611
Link Speed (mph)		30	30		30	
Link Distance (ft)		214	947		480	
Travel Time (s)		4.9	21.5		10.9	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	2375	29	0	15
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	2404	0	0	15
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	52.8%			ICU Level of Service A		
Analysis Period (min)	15					

Intersection

Int Delay, s/veh 0.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations			↑↑↑			↑
Traffic Vol, veh/h	0	0	2185	27	0	14
Future Vol, veh/h	0	0	2185	27	0	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	0	0	2375	29	0	15

Major/Minor	Major2	Minor2
Conflicting Flow All	-	0 - 1202
Stage 1	-	- -
Stage 2	-	- -
Critical Hdwy	-	- - 7.14
Critical Hdwy Stg 1	-	- -
Critical Hdwy Stg 2	-	- -
Follow-up Hdwy	-	- - 3.92
Pot Cap-1 Maneuver	-	- 0 152
Stage 1	-	- 0 -
Stage 2	-	- 0 -
Platoon blocked, %	-	-
Mov Cap-1 Maneuver	-	- - 152
Mov Cap-2 Maneuver	-	- -
Stage 1	-	- -
Stage 2	-	- -

Approach	WB	SB
HCM Control Delay, s/v	0	31.35
HCM LOS		D

Minor Lane/Major Mvmt	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	152
HCM Lane V/C Ratio	-	-	0.1
HCM Control Delay (s/veh)	-	-	31.3
HCM Lane LOS	-	-	D
HCM 95th %tile Q(veh)	-	-	0.3

Lanes, Volumes, Timings

1: High Note Avenue & Ridgeway Parkway (Eastbound)

01/29/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	87	2034	154	0	0	0	0	145	90	57	81	0
Future Volume (vph)	87	2034	154	0	0	0	0	145	90	57	81	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		100	0		0	0		150	100		0
Storage Lanes	1		1	0		0	0		1	1		0
Taper Length (ft)	100			25			25			100		
Lane Util. Factor	1.00	0.91	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850						0.850			
Flt Protected	0.950									0.950		
Satd. Flow (prot)	1770	5085	1583	0	0	0	0	1863	1583	1770	1863	0
Flt Permitted	0.950									0.378		
Satd. Flow (perm)	1770	5085	1583	0	0	0	0	1863	1583	704	1863	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			52						78			
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		640			692			320			658	
Travel Time (s)		14.5			15.7			7.3			15.0	
Peak Hour Factor	0.78	0.95	0.83	0.92	0.92	0.92	0.92	0.83	0.78	0.78	0.78	0.92
Adj. Flow (vph)	112	2141	186	0	0	0	0	175	115	73	104	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	112	2141	186	0	0	0	0	175	115	73	104	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1					2	1	1	2	
Detector Template	Left	Thru	Right					Thru	Right	Left	Thru	
Leading Detector (ft)	20	100	20					100	20	20	100	
Trailing Detector (ft)	0	0	0					0	0	0	0	
Detector 1 Position(ft)	0	0	0					0	0	0	0	
Detector 1 Size(ft)	20	6	20					6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex					Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0					0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0					0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0					0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94						94			94	
Detector 2 Size(ft)		6						6			6	
Detector 2 Type		Cl+Ex						Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0						0.0			0.0	
Turn Type	Perm	NA	Perm					NA	Perm	pm+pt	NA	
Protected Phases		2						8		7	4	
Permitted Phases	2		2						8	4		

Lanes, Volumes, Timings

1: High Note Avenue & Ridgeway Parkway (Eastbound)

01/29/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	2	2	2					8	8	7	4	
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					22.5	22.5	9.5	22.5	
Total Split (s)	52.0	52.0	52.0					68.0	68.0	10.0	78.0	
Total Split (%)	40.0%	40.0%	40.0%					52.3%	52.3%	7.7%	60.0%	
Maximum Green (s)	47.5	47.5	47.5					63.5	63.5	5.5	73.5	
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	Lag	Lead		
Lead-Lag Optimize?								Yes	Yes	Yes		
Vehicle Extension (s)	3.0	3.0	3.0					3.0	3.0	3.0	3.0	
Recall Mode	Max	Max	Max					None	None	None	None	
Walk Time (s)	7.0	7.0	7.0					7.0	7.0		7.0	
Flash Don't Walk (s)	11.0	11.0	11.0					11.0	11.0		11.0	
Pedestrian Calls (#/hr)	0	0	0					0	0		0	
Act Effct Green (s)	47.9	47.9	47.9					12.5	12.5	20.2	20.2	
Actuated g/C Ratio	0.62	0.62	0.62					0.16	0.16	0.26	0.26	
v/c Ratio	0.10	0.68	0.19					0.58	0.36	0.28	0.21	
Control Delay (s/veh)	7.7	12.0	6.1					38.7	15.4	23.6	22.4	
Queue Delay	0.0	0.0	0.0					0.0	0.0	0.0	0.0	
Total Delay (s/veh)	7.7	12.0	6.1					38.7	15.4	23.6	22.4	
LOS	A	B	A					D	B	C	C	
Approach Delay (s/veh)		11.4						29.5			22.9	
Approach LOS		B						C			C	

Queues

1: High Note Avenue & Ridgeway Parkway (Eastbound)

01/29/2025



Lane Group	EBL	EBT	EBR	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	112	2141	186	175	115	73	104
v/c Ratio	0.10	0.68	0.19	0.58	0.36	0.28	0.21
Control Delay (s/veh)	7.7	12.0	6.1	38.7	15.4	23.6	22.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	7.7	12.0	6.1	38.7	15.4	23.6	22.4
Queue Length 50th (ft)	21	241	26	81	16	27	39
Queue Length 95th (ft)	41	338	54	129	46	49	64
Internal Link Dist (ft)		560		240			578
Turn Bay Length (ft)	100		100		150	100	
Base Capacity (vph)	1098	3157	1002	1546	1327	260	1739
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	0.10	0.68	0.19	0.11	0.09	0.28	0.06
Intersection Summary							

HCM 7th Signalized Intersection Summary

1: High Note Avenue & Ridgeway Parkway (Eastbound)

01/29/2025

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		  										
Traffic Volume (veh/h)	87	2034	154	0	0	0	0	145	90	57	81	0
Future Volume (veh/h)	87	2034	154	0	0	0	0	145	90	57	81	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
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	1870	1870	1870				0	1870	1870	1870	1870	0
Adj Flow Rate, veh/h	112	2141	186				0	175	115	73	104	0
Peak Hour Factor	0.78	0.95	0.83				0.92	0.83	0.78	0.78	0.78	0.92
Percent Heavy Veh, %	2	2	2				0	2	2	2	2	0
Cap, veh/h	1127	3230	1003				0	253	215	239	463	0
Arrive On Green	0.63	0.63	0.63				0.00	0.14	0.14	0.05	0.25	0.00
Sat Flow, veh/h	1781	5106	1585				0	1870	1585	1781	1870	0
Grp Volume(v), veh/h	112	2141	186				0	175	115	73	104	0
Grp Sat Flow(s),veh/h/ln	1781	1702	1585				0	1870	1585	1781	1870	0
Q Serve(g_s), s	1.9	19.9	3.7				0.0	6.7	5.1	2.5	3.3	0.0
Cycle Q Clear(g_c), s	1.9	19.9	3.7				0.0	6.7	5.1	2.5	3.3	0.0
Prop In Lane	1.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	1127	3230	1003				0	253	215	239	463	0
V/C Ratio(X)	0.10	0.66	0.19				0.00	0.69	0.54	0.31	0.22	0.00
Avail Cap(c_a), veh/h	1127	3230	1003				0	1582	1341	277	1831	0
HCM Platoon Ratio	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				0.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	5.4	8.7	5.7				0.0	31.0	30.3	24.7	22.5	0.0
Incr Delay (d2), s/veh	0.2	1.1	0.4				0.0	3.3	2.1	0.7	0.2	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	6.2	1.1				0.0	3.2	2.0	1.1	1.4	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	5.6	9.8	6.1				0.0	34.3	32.3	25.4	22.8	0.0
LnGrp LOS	A	A	A					C	C	C	C	
Approach Vol, veh/h	2439						290			177		
Approach Delay, s/veh	9.3						33.5			23.9		
Approach LOS	A						C			C		
Timer - Assigned Phs	2			4			7		8			
Phs Duration (G+Y+Rc), s	52.0			23.1			8.4		14.7			
Change Period (Y+Rc), s	4.5			4.5			4.5		4.5			
Max Green Setting (Gmax), s	47.5			73.5			5.5		63.5			
Max Q Clear Time (g_c+I1), s	21.9			5.3			4.5		8.7			
Green Ext Time (p_c), s	19.9			0.6			0.0		1.5			
Intersection Summary												
HCM 7th Control Delay, s/veh	12.6											
HCM 7th LOS	B											

Lanes, Volumes, Timings

2: High Note Avenue & Ridgeway Parkway (Westbound)

01/29/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations				↰	↰↰↰	↰	↰	↰			↰	↰
Traffic Volume (vph)	0	0	0	95	1186	0	147	0	0	0	0	0
Future Volume (vph)	0	0	0	95	1186	0	147	0	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	100		100	100		0	0		100
Storage Lanes	0		0	1		1	1		0	0		1
Taper Length (ft)	25			100			100			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	0.91	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt												
Flt Protected				0.950			0.950					
Satd. Flow (prot)	0	0	0	1770	5085	1863	1770	1863	0	0	1863	1863
Flt Permitted				0.950			0.950					
Satd. Flow (perm)	0	0	0	1770	5085	1863	1770	1863	0	0	1863	1863
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		283			604			658			436	
Travel Time (s)		6.4			13.7			15.0			9.9	
Peak Hour Factor	0.92	0.92	0.92	0.78	0.93	0.78	0.83	0.78	0.92	0.92	0.78	0.78
Adj. Flow (vph)	0	0	0	122	1275	0	177	0	0	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	122	1275	0	177	0	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors				1	2	1	1	2			2	1
Detector Template				Left	Thru	Right	Left	Thru			Thru	Right
Leading Detector (ft)				20	100	20	20	100			100	20
Trailing Detector (ft)				0	0	0	0	0			0	0
Detector 1 Position(ft)				0	0	0	0	0			0	0
Detector 1 Size(ft)				20	6	20	20	6			6	20
Detector 1 Type				Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)				0.0	0.0	0.0	0.0	0.0			0.0	0.0
Detector 1 Queue (s)				0.0	0.0	0.0	0.0	0.0			0.0	0.0
Detector 1 Delay (s)				0.0	0.0	0.0	0.0	0.0			0.0	0.0
Detector 2 Position(ft)					94			94			94	
Detector 2 Size(ft)					6			6			6	
Detector 2 Type					Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)					0.0			0.0			0.0	
Turn Type				Perm	NA	Perm	pm+pt					Perm
Protected Phases					6		3	8			4	
Permitted Phases				6		6	8					4

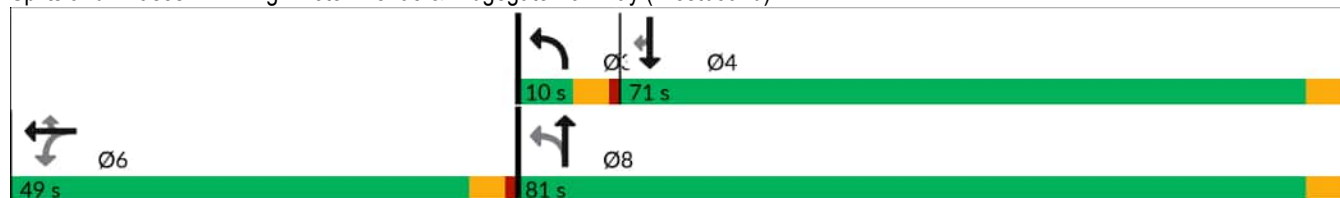
Lanes, Volumes, Timings

2: High Note Avenue & Ridgeway Parkway (Westbound)

01/29/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase				6	6	6	3	8			4	4
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)				49.0	49.0	49.0	10.0	81.0			71.0	71.0
Total Split (%)				37.7%	37.7%	37.7%	7.7%	62.3%			54.6%	54.6%
Maximum Green (s)				44.5	44.5	44.5	5.5	76.5			66.5	66.5
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							Lead				Lag	Lag
Lead-Lag Optimize?							Yes				Yes	Yes
Vehicle Extension (s)				3.0	3.0	3.0	3.0	3.0			3.0	3.0
Recall Mode				Max	Max	Max	None	None			None	None
Walk Time (s)				7.0	7.0	7.0		7.0			7.0	7.0
Flash Don't Walk (s)				11.0	11.0	11.0		11.0			11.0	11.0
Pedestrian Calls (#/hr)				0	0	0		0			0	0
Act Effct Green (s)				48.9	48.9		5.5					
Actuated g/C Ratio				0.77	0.77		0.09					
v/c Ratio				0.09	0.33		1.15					
Control Delay (s/veh)				2.0	2.5		149.7					
Queue Delay				0.0	0.0		0.0					
Total Delay (s/veh)				2.0	2.5		149.7					
LOS				A	A		F					
Approach Delay (s/veh)					2.5			149.7				
Approach LOS					A			F				
Intersection Summary												
Area Type:	Other											
Cycle Length: 130												
Actuated Cycle Length: 63.5												
Natural Cycle: 55												
Control Type: Actuated-Uncoordinated												
Maximum v/c Ratio: 1.15												
Intersection Signal Delay (s/veh): 19.0							Intersection LOS: B					
Intersection Capacity Utilization 62.3%							ICU Level of Service B					
Analysis Period (min) 15												

Splits and Phases: 2: High Note Avenue & Ridgeway Parkway (Westbound)



Queues

2: High Note Avenue & Ridgeway Parkway (Westbound)

01/29/2025



Lane Group	WBL	WBT	NBL
Lane Group Flow (vph)	122	1275	177
v/c Ratio	0.09	0.33	1.15
Control Delay (s/veh)	2.0	2.5	149.7
Queue Delay	0.0	0.0	0.0
Total Delay (s/veh)	2.0	2.5	149.7
Queue Length 50th (ft)	8	36	~77
Queue Length 95th (ft)	14	49	#158
Internal Link Dist (ft)		524	
Turn Bay Length (ft)	100		100
Base Capacity (vph)	1363	3916	154
Starvation Cap Reductn	0	0	0
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.09	0.33	1.15

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 7th Signalized Intersection Summary

2: High Note Avenue & Ridgeway Parkway (Westbound)

01/29/2025

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations				↰	↰↰↰	↰	↰	↰			↰	↰
Traffic Volume (veh/h)	0	0	0	95	1186	0	147	0	0	0	0	0
Future Volume (veh/h)	0	0	0	95	1186	0	147	0	0	0	0	0
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Lane Width Adj.				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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				1870	1870	1870	1870	1870	0	0	1870	1870
Adj Flow Rate, veh/h				122	1275	0	177	0	0	0	0	0
Peak Hour Factor				0.78	0.93	0.78	0.83	0.78	0.92	0.92	0.78	0.78
Percent Heavy Veh, %				2	2	2	2	2	0	0	2	2
Cap, veh/h				1344	3851	1196	288	174	0	0	3	3
Arrive On Green				0.75	0.75	0.00	0.09	0.00	0.00	0.00	0.00	0.00
Sat Flow, veh/h				1781	5106	1585	1781	1870	0	0	-84166	1585
Grp Volume(v), veh/h				122	1275	0	177	0	0	0	0	0
Grp Sat Flow(s),veh/h/ln				1781	1702	1585	1781	1870	0	0	1870	1585
Q Serve(g_s), s				1.1	4.8	0.0	5.5	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s				1.1	4.8	0.0	5.5	0.0	0.0	0.0	0.0	0.0
Prop In Lane				1.00		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				1344	3851	1196	288	174	0	0	3	3
V/C Ratio(X)				0.09	0.33	0.00	0.61	0.00	0.00	0.00	0.00	0.00
Avail Cap(c_a), veh/h				1344	3851	1196	288	2425	0	0	2108	1787
HCM Platoon Ratio				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	0.00	1.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d), s/veh				1.9	2.4	0.0	26.8	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh				0.1	0.2	0.0	3.9	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
%ile BackOfQ(50%),veh/ln				0.2	0.7	0.0	2.6	0.0	0.0	0.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh				2.0	2.6	0.0	30.7	0.0	0.0	0.0	0.0	0.0
LnGrp LOS				A	A		C					
Approach Vol, veh/h					1397			177			0	
Approach Delay, s/veh					2.6			30.7			0.0	
Approach LOS					A			C				
Timer - Assigned Phs			3	4		6		8				
Phs Duration (G+Y+Rc), s			10.0	0.0		49.0		10.0				
Change Period (Y+Rc), s			4.5	4.5		4.5		4.5				
Max Green Setting (Gmax), s			5.5	66.5		44.5		76.5				
Max Q Clear Time (g_c+I1), s			7.5	0.0		6.8		0.0				
Green Ext Time (p_c), s			0.0	0.0		12.8		0.0				
Intersection Summary												
HCM 7th Control Delay, s/veh			5.7									
HCM 7th LOS			A									

Lanes, Volumes, Timings

3: Ridgeway Parkway (Westbound) & Access

01/29/2025



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations			↑↑↑			↗
Traffic Volume (vph)	0	0	1165	20	0	10
Future Volume (vph)	0	0	1165	20	0	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.91	0.91	1.00	1.00
Frt			0.997			0.865
Flt Protected						
Satd. Flow (prot)	0	0	5070	0	0	1611
Flt Permitted						
Satd. Flow (perm)	0	0	5070	0	0	1611
Link Speed (mph)		30	30		30	
Link Distance (ft)		214	947		480	
Travel Time (s)		4.9	21.5		10.9	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	1266	22	0	11
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	1288	0	0	11
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	33.0%			ICU Level of Service A		
Analysis Period (min)	15					

Intersection

Int Delay, s/veh 0.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations			↑↑↑			↑
Traffic Vol, veh/h	0	0	1165	20	0	10
Future Vol, veh/h	0	0	1165	20	0	10
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	0	0	1266	22	0	11

Major/Minor	Major2	Minor2
Conflicting Flow All	-	0 644
Stage 1	-	- -
Stage 2	-	- -
Critical Hdwy	-	- 7.14
Critical Hdwy Stg 1	-	- -
Critical Hdwy Stg 2	-	- -
Follow-up Hdwy	-	- 3.92
Pot Cap-1 Maneuver	-	0 356
Stage 1	-	0 -
Stage 2	-	0 -
Platoon blocked, %	-	-
Mov Cap-1 Maneuver	-	- 356
Mov Cap-2 Maneuver	-	- -
Stage 1	-	- -
Stage 2	-	- -

Approach	WB	SB
HCM Control Delay, s/v	0	15.42
HCM LOS		C

Minor Lane/Major Mvmt	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	356
HCM Lane V/C Ratio	-	-	0.031
HCM Control Delay (s/veh)	-	-	15.4
HCM Lane LOS	-	-	C
HCM 95th %tile Q(veh)	-	-	0.1

Lanes, Volumes, Timings

1: High Note Avenue & Ridgeway Parkway (Eastbound)

01/29/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	83	907	72	0	0	0	0	130	82	42	49	0
Future Volume (vph)	83	907	72	0	0	0	0	130	82	42	49	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		100	0		0	0		150	100		0
Storage Lanes	1		1	0		0	0		1	1		0
Taper Length (ft)	100			25			25			100		
Lane Util. Factor	1.00	0.91	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850						0.850			
Flt Protected	0.950									0.950		
Satd. Flow (prot)	1770	5085	1583	0	0	0	0	1863	1583	1770	1863	0
Flt Permitted	0.950									0.415		
Satd. Flow (perm)	1770	5085	1583	0	0	0	0	1863	1583	773	1863	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			92						105			
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		640			692			320			658	
Travel Time (s)		14.5			15.7			7.3			15.0	
Peak Hour Factor	0.78	0.92	0.78	0.92	0.92	0.92	0.92	0.83	0.78	0.78	0.78	0.92
Adj. Flow (vph)	106	986	92	0	0	0	0	157	105	54	63	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	106	986	92	0	0	0	0	157	105	54	63	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1					2	1	1	2	
Detector Template	Left	Thru	Right					Thru	Right	Left	Thru	
Leading Detector (ft)	20	100	20					100	20	20	100	
Trailing Detector (ft)	0	0	0					0	0	0	0	
Detector 1 Position(ft)	0	0	0					0	0	0	0	
Detector 1 Size(ft)	20	6	20					6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex					Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0					0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0					0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0					0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94						94			94	
Detector 2 Size(ft)		6						6			6	
Detector 2 Type		Cl+Ex						Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0						0.0			0.0	
Turn Type	Perm	NA	Perm					NA	Perm	pm+pt	NA	
Protected Phases		2						8		7	4	
Permitted Phases	2		2						8	4		

Lanes, Volumes, Timings

1: High Note Avenue & Ridgeway Parkway (Eastbound)

01/29/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	2	2	2					8	8	7	4	
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					22.5	22.5	9.5	22.5	
Total Split (s)	45.0	45.0	45.0					34.0	34.0	11.0	45.0	
Total Split (%)	50.0%	50.0%	50.0%					37.8%	37.8%	12.2%	50.0%	
Maximum Green (s)	40.5	40.5	40.5					29.5	29.5	6.5	40.5	
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	Lag	Lead		
Lead-Lag Optimize?								Yes	Yes	Yes		
Vehicle Extension (s)	3.0	3.0	3.0					3.0	3.0	3.0	3.0	
Recall Mode	Max	Max	Max					None	None	None	None	
Walk Time (s)	7.0	7.0	7.0					7.0	7.0		7.0	
Flash Don't Walk (s)	11.0	11.0	11.0					11.0	11.0		11.0	
Pedestrian Calls (#/hr)	0	0	0					0	0		0	
Act Effct Green (s)	43.8	43.8	43.8					11.3	11.3	17.7	17.7	
Actuated g/C Ratio	0.62	0.62	0.62					0.16	0.16	0.25	0.25	
v/c Ratio	0.10	0.31	0.09					0.53	0.31	0.19	0.14	
Control Delay (s/veh)	7.8	7.8	2.4					33.7	8.6	19.2	18.4	
Queue Delay	0.0	0.0	0.0					0.0	0.0	0.0	0.0	
Total Delay (s/veh)	7.8	7.8	2.4					33.7	8.6	19.2	18.4	
LOS	A	A	A					C	A	B	B	
Approach Delay (s/veh)		7.4						23.6			18.8	
Approach LOS		A						C			B	

Queues

1: High Note Avenue & Ridgeway Parkway (Eastbound)

01/29/2025



Lane Group	EBL	EBT	EBR	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	106	986	92	157	105	54	63
v/c Ratio	0.10	0.31	0.09	0.53	0.31	0.19	0.14
Control Delay (s/veh)	7.8	7.8	2.4	33.7	8.6	19.2	18.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	7.8	7.8	2.4	33.7	8.6	19.2	18.4
Queue Length 50th (ft)	20	78	0	65	0	17	20
Queue Length 95th (ft)	39	119	14	108	27	34	38
Internal Link Dist (ft)		560		240			578
Turn Bay Length (ft)	100		100		150	100	
Base Capacity (vph)	1098	3156	1017	785	728	286	1078
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	0.10	0.31	0.09	0.20	0.14	0.19	0.06
Intersection Summary							

HCM 7th Signalized Intersection Summary

1: High Note Avenue & Ridgeway Parkway (Eastbound)

01/29/2025

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		  										
Traffic Volume (veh/h)	83	907	72	0	0	0	0	130	82	42	49	0
Future Volume (veh/h)	83	907	72	0	0	0	0	130	82	42	49	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
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	1870	1870	1870				0	1870	1870	1870	1870	0
Adj Flow Rate, veh/h	106	986	92				0	157	105	54	63	0
Peak Hour Factor	0.78	0.92	0.78				0.92	0.83	0.78	0.78	0.78	0.92
Percent Heavy Veh, %	2	2	2				0	2	2	2	2	0
Cap, veh/h	1101	3157	980				0	239	203	249	457	0
Arrive On Green	0.62	0.62	0.62				0.00	0.13	0.13	0.05	0.24	0.00
Sat Flow, veh/h	1781	5106	1585				0	1870	1585	1781	1870	0
Grp Volume(v), veh/h	106	986	92				0	157	105	54	63	0
Grp Sat Flow(s),veh/h/ln	1781	1702	1585				0	1870	1585	1781	1870	0
Q Serve(g_s), s	1.6	6.0	1.5				0.0	5.2	4.1	1.6	1.7	0.0
Cycle Q Clear(g_c), s	1.6	6.0	1.5				0.0	5.2	4.1	1.6	1.7	0.0
Prop In Lane	1.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	1101	3157	980				0	239	203	249	457	0
V/C Ratio(X)	0.10	0.31	0.09				0.00	0.66	0.52	0.22	0.14	0.00
Avail Cap(c_a), veh/h	1101	3157	980				0	842	714	340	1156	0
HCM Platoon Ratio	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				0.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	5.1	5.9	5.1				0.0	27.2	26.7	21.7	19.4	0.0
Incr Delay (d2), s/veh	0.2	0.3	0.2				0.0	3.0	2.0	0.4	0.1	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	1.7	0.5				0.0	2.4	1.6	0.7	0.7	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	5.3	6.2	5.3				0.0	30.2	28.7	22.1	19.5	0.0
LnGrp LOS	A	A	A					C	C	C	B	
Approach Vol, veh/h	1184						262			117		
Approach Delay, s/veh	6.0						29.6			20.7		
Approach LOS	A						C			C		
Timer - Assigned Phs	2			4			7		8			
Phs Duration (G+Y+Rc), s	45.0			20.5			7.6		12.9			
Change Period (Y+Rc), s	4.5			4.5			4.5		4.5			
Max Green Setting (Gmax), s	40.5			40.5			6.5		29.5			
Max Q Clear Time (g_c+I1), s	8.0			3.7			3.6		7.2			
Green Ext Time (p_c), s	9.2			0.3			0.0		1.2			
Intersection Summary												
HCM 7th Control Delay, s/veh				11.1								
HCM 7th LOS				B								
Notes												
User approved pedestrian interval to be less than phase max green.												

Lanes, Volumes, Timings

2: High Note Avenue & Ridgeway Parkway (Westbound)

01/29/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations				↰	↰↰↰	↰	↰	↰			↰	↰
Traffic Volume (vph)	0	0	0	54	2212	23	124	70	0	0	10	12
Future Volume (vph)	0	0	0	54	2212	23	124	70	0	0	10	12
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	100		100	100		0	0		100
Storage Lanes	0		0	1		1	1		0	0		1
Taper Length (ft)	25			100			100			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	0.91	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt						0.850						0.850
Flt Protected				0.950			0.950					
Satd. Flow (prot)	0	0	0	1770	5085	1583	1770	1863	0	0	1863	1583
Flt Permitted				0.950			0.563					
Satd. Flow (perm)	0	0	0	1770	5085	1583	1049	1863	0	0	1863	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						73						73
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		283			604			658			436	
Travel Time (s)		6.4			13.7			15.0			9.9	
Peak Hour Factor	0.92	0.92	0.92	0.78	0.95	0.78	0.83	0.83	0.78	0.92	0.78	0.78
Adj. Flow (vph)	0	0	0	69	2328	29	149	84	0	0	13	15
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	69	2328	29	149	84	0	0	13	15
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors				1	2	1	1	2			2	1
Detector Template				Left	Thru	Right	Left	Thru			Thru	Right
Leading Detector (ft)				20	100	20	20	100			100	20
Trailing Detector (ft)				0	0	0	0	0			0	0
Detector 1 Position(ft)				0	0	0	0	0			0	0
Detector 1 Size(ft)				20	6	20	20	6			6	20
Detector 1 Type				Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)				0.0	0.0	0.0	0.0	0.0			0.0	0.0
Detector 1 Queue (s)				0.0	0.0	0.0	0.0	0.0			0.0	0.0
Detector 1 Delay (s)				0.0	0.0	0.0	0.0	0.0			0.0	0.0
Detector 2 Position(ft)					94			94			94	
Detector 2 Size(ft)					6			6			6	
Detector 2 Type					Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)					0.0			0.0			0.0	
Turn Type				Perm	NA	Perm	pm+pt	NA			NA	Perm
Protected Phases					6		3	8			4	
Permitted Phases				6		6	8					4

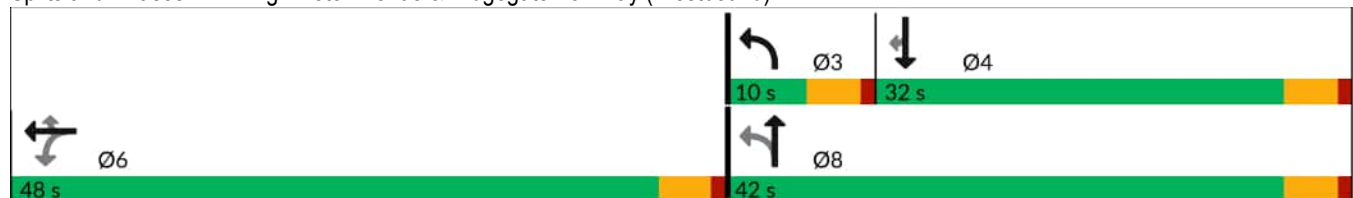
Lanes, Volumes, Timings

2: High Note Avenue & Ridgeway Parkway (Westbound)

01/29/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase				6	6	6	3	8			4	4
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)				48.0	48.0	48.0	10.0	42.0			32.0	32.0
Total Split (%)				53.3%	53.3%	53.3%	11.1%	46.7%			35.6%	35.6%
Maximum Green (s)				43.5	43.5	43.5	5.5	37.5			27.5	27.5
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							Lead				Lag	Lag
Lead-Lag Optimize?							Yes				Yes	Yes
Vehicle Extension (s)				3.0	3.0	3.0	3.0	3.0			3.0	3.0
Recall Mode				Max	Max	Max	None	None			None	None
Walk Time (s)				7.0	7.0	7.0		7.0			7.0	7.0
Flash Don't Walk (s)				11.0	11.0	11.0		11.0			11.0	11.0
Pedestrian Calls (#/hr)				0	0	0		0			0	0
Act Effct Green (s)				47.0	47.0	47.0	10.8	10.8			6.0	6.0
Actuated g/C Ratio				0.70	0.70	0.70	0.16	0.16			0.09	0.09
v/c Ratio				0.06	0.65	0.03	0.62	0.28			0.08	0.07
Control Delay (s/veh)				4.4	7.4	0.2	36.0	24.8			29.1	0.7
Queue Delay				0.0	0.0	0.0	0.0	0.0			0.0	0.0
Total Delay (s/veh)				4.4	7.4	0.2	36.0	24.8			29.1	0.7
LOS				A	A	A	D	C			C	A
Approach Delay (s/veh)					7.2			32.0			13.9	
Approach LOS					A			C			B	
Intersection Summary												
Area Type:	Other											
Cycle Length: 90												
Actuated Cycle Length: 66.8												
Natural Cycle: 70												
Control Type: Actuated-Uncoordinated												
Maximum v/c Ratio: 0.65												
Intersection Signal Delay (s/veh): 9.4				Intersection LOS: A								
Intersection Capacity Utilization 65.0%				ICU Level of Service C								
Analysis Period (min) 15												

Splits and Phases: 2: High Note Avenue & Ridgeway Parkway (Westbound)



Queues

2: High Note Avenue & Ridgeway Parkway (Westbound)

01/29/2025



Lane Group	WBL	WBT	WBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	69	2328	29	149	84	13	15
v/c Ratio	0.06	0.65	0.03	0.62	0.28	0.08	0.07
Control Delay (s/veh)	4.4	7.4	0.2	36.0	24.8	29.1	0.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	4.4	7.4	0.2	36.0	24.8	29.1	0.7
Queue Length 50th (ft)	6	120	0	53	28	4	0
Queue Length 95th (ft)	19	271	0	91	57	18	0
Internal Link Dist (ft)		524			578	356	
Turn Bay Length (ft)	100		100	100			100
Base Capacity (vph)	1244	3575	1134	239	1050	770	697
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	0.06	0.65	0.03	0.62	0.08	0.02	0.02
Intersection Summary							

HCM 7th Signalized Intersection Summary

2: High Note Avenue & Ridgeway Parkway (Westbound)

01/29/2025

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					  							
Traffic Volume (veh/h)	0	0	0	54	2212	23	124	70	0	0	10	12
Future Volume (veh/h)	0	0	0	54	2212	23	124	70	0	0	10	12
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Lane Width Adj.				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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				1870	1870	1870	1870	1870	0	0	1870	1870
Adj Flow Rate, veh/h				69	2328	29	149	84	0	0	13	15
Peak Hour Factor				0.78	0.95	0.78	0.83	0.83	0.78	0.92	0.78	0.78
Percent Heavy Veh, %				2	2	2	2	2	0	0	2	2
Cap, veh/h				1159	3321	1031	336	402	0	0	122	104
Arrive On Green				0.65	0.65	0.65	0.08	0.21	0.00	0.00	0.07	0.07
Sat Flow, veh/h				1781	5106	1585	1781	1870	0	0	1870	1585
Grp Volume(v), veh/h				69	2328	29	149	84	0	0	13	15
Grp Sat Flow(s),veh/h/ln				1781	1702	1585	1781	1870	0	0	1870	1585
Q Serve(g_s), s				0.9	19.6	0.4	5.0	2.5	0.0	0.0	0.4	0.6
Cycle Q Clear(g_c), s				0.9	19.6	0.4	5.0	2.5	0.0	0.0	0.4	0.6
Prop In Lane				1.00		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				1159	3321	1031	336	402	0	0	122	104
V/C Ratio(X)				0.06	0.70	0.03	0.44	0.21	0.00	0.00	0.11	0.14
Avail Cap(c_a), veh/h				1159	3321	1031	336	1049	0	0	769	652
HCM Platoon Ratio				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	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh				4.2	7.5	4.2	24.7	21.6	0.0	0.0	29.4	29.5
Incr Delay (d2), s/veh				0.1	1.3	0.1	0.9	0.3	0.0	0.0	0.4	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				0.3	5.5	0.1	2.1	1.1	0.0	0.0	0.2	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh				4.3	8.8	4.2	25.7	21.8	0.0	0.0	29.8	30.1
LnGrp LOS				A	A	A	C	C			C	C
Approach Vol, veh/h					2426			233			28	
Approach Delay, s/veh					8.6			24.3			30.0	
Approach LOS					A			C			C	
Timer - Assigned Phs			3	4		6		8				
Phs Duration (G+Y+Rc), s			10.0	8.9		48.0		18.9				
Change Period (Y+Rc), s			4.5	4.5		4.5		4.5				
Max Green Setting (Gmax), s			5.5	27.5		43.5		37.5				
Max Q Clear Time (g_c+I1), s			7.0	2.6		21.6		4.5				
Green Ext Time (p_c), s			0.0	0.1		18.2		0.4				
Intersection Summary												
HCM 7th Control Delay, s/veh			10.2									
HCM 7th LOS			B									
Notes												
User approved pedestrian interval to be less than phase max green.												

Lanes, Volumes, Timings

3: Ridgeway Parkway (Westbound) & Access

01/29/2025



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations			↑↑↑			↑
Traffic Volume (vph)	0	0	2197	27	0	23
Future Volume (vph)	0	0	2197	27	0	23
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.91	0.91	1.00	1.00
Frt			0.998			0.865
Flt Protected						
Satd. Flow (prot)	0	0	5075	0	0	1611
Flt Permitted						
Satd. Flow (perm)	0	0	5075	0	0	1611
Link Speed (mph)		30	30		30	
Link Distance (ft)		214	947		480	
Travel Time (s)		4.9	21.5		10.9	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	2388	29	0	25
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	2417	0	0	25
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	
Intersection Summary						
Area Type:	Other					
Control Type: Unsignalized						
Intersection Capacity Utilization 53.0%						
ICU Level of Service A						
Analysis Period (min) 15						

Intersection						
Int Delay, s/veh	0.3					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations			↑↑↑			↑
Traffic Vol, veh/h	0	0	2197	27	0	23
Future Vol, veh/h	0	0	2197	27	0	23
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	0	0	2388	29	0	25
Major/Minor		Major2		Minor2		
Conflicting Flow All		-	0	-	1209	
Stage 1		-	-	-	-	
Stage 2		-	-	-	-	
Critical Hdwy		-	-	-	7.14	
Critical Hdwy Stg 1		-	-	-	-	
Critical Hdwy Stg 2		-	-	-	-	
Follow-up Hdwy		-	-	-	3.92	
Pot Cap-1 Maneuver		-	-	0	150	
Stage 1		-	-	0	-	
Stage 2		-	-	0	-	
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver		-	-	-	150	
Mov Cap-2 Maneuver		-	-	-	-	
Stage 1		-	-	-	-	
Stage 2		-	-	-	-	
Approach		WB		SB		
HCM Control Delay, s/v		0		33.68		
HCM LOS				D		
Minor Lane/Major Mvmt	WBT	WBR	SBLn1			
Capacity (veh/h)	-	-	150			
HCM Lane V/C Ratio	-	-	0.166			
HCM Control Delay (s/veh)	-	-	33.7			
HCM Lane LOS	-	-	D			
HCM 95th %tile Q(veh)	-	-	0.6			

Lanes, Volumes, Timings

1: High Note Avenue & Ridgeway Parkway (Eastbound)

01/29/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	98	2034	154	0	0	0	0	146	90	69	85	0
Future Volume (vph)	98	2034	154	0	0	0	0	146	90	69	85	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		100	0		0	0		150	100		0
Storage Lanes	1		1	0		0	0		1	1		0
Taper Length (ft)	100			25			25			100		
Lane Util. Factor	1.00	0.91	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850							0.850		
Flt Protected	0.950									0.950		
Satd. Flow (prot)	1770	5085	1583	0	0	0	0	1863	1583	1770	1863	0
Flt Permitted	0.950									0.378		
Satd. Flow (perm)	1770	5085	1583	0	0	0	0	1863	1583	704	1863	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			52						72			
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		640			692			320			658	
Travel Time (s)		14.5			15.7			7.3			15.0	
Peak Hour Factor	0.78	0.95	0.83	0.92	0.92	0.92	0.92	0.83	0.78	0.78	0.78	0.92
Adj. Flow (vph)	126	2141	186	0	0	0	0	176	115	88	109	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	126	2141	186	0	0	0	0	176	115	88	109	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1					2	1	1	2	
Detector Template	Left	Thru	Right					Thru	Right	Left	Thru	
Leading Detector (ft)	20	100	20					100	20	20	100	
Trailing Detector (ft)	0	0	0					0	0	0	0	
Detector 1 Position(ft)	0	0	0					0	0	0	0	
Detector 1 Size(ft)	20	6	20					6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex					Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0					0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0					0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0					0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94						94			94	
Detector 2 Size(ft)		6						6			6	
Detector 2 Type		Cl+Ex						Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0						0.0			0.0	
Turn Type	Perm	NA	Perm					NA	Perm	pm+pt	NA	
Protected Phases		2						8		7	4	
Permitted Phases	2		2						8	4		

Lanes, Volumes, Timings

1: High Note Avenue & Ridgeway Parkway (Eastbound)

01/29/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	2	2	2					8	8	7	4	
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					22.5	22.5	9.5	22.5	
Total Split (s)	52.0	52.0	52.0					68.0	68.0	10.0	78.0	
Total Split (%)	40.0%	40.0%	40.0%					52.3%	52.3%	7.7%	60.0%	
Maximum Green (s)	47.5	47.5	47.5					63.5	63.5	5.5	73.5	
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	Lag	Lead		
Lead-Lag Optimize?								Yes	Yes	Yes		
Vehicle Extension (s)	3.0	3.0	3.0					3.0	3.0	3.0	3.0	
Recall Mode	Max	Max	Max					None	None	None	None	
Walk Time (s)	7.0	7.0	7.0					7.0	7.0		7.0	
Flash Don't Walk (s)	11.0	11.0	11.0					11.0	11.0		11.0	
Pedestrian Calls (#/hr)	0	0	0					0	0		0	
Act Effct Green (s)	47.8	47.8	47.8					12.6	12.6	20.3	20.3	
Actuated g/C Ratio	0.62	0.62	0.62					0.16	0.16	0.26	0.26	
v/c Ratio	0.11	0.68	0.19					0.58	0.36	0.34	0.22	
Control Delay (s/veh)	7.7	12.1	6.1					38.5	16.6	24.6	22.5	
Queue Delay	0.0	0.0	0.0					0.0	0.0	0.0	0.0	
Total Delay (s/veh)	7.7	12.1	6.1					38.5	16.6	24.6	22.5	
LOS	A	B	A					D	B	C	C	
Approach Delay (s/veh)		11.4						29.9			23.5	
Approach LOS		B						C			C	

Intersection Summary

Area Type: Other

Cycle Length: 130

Actuated Cycle Length: 77.2

Natural Cycle: 65

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.68

Intersection Signal Delay (s/veh): 14.1

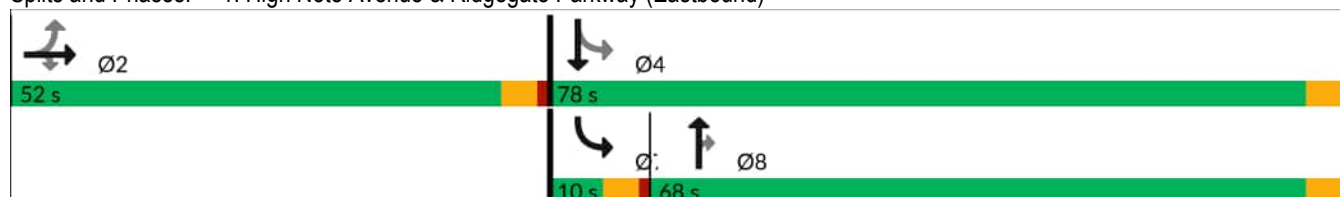
Intersection LOS: B

Intersection Capacity Utilization 62.4%

ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 1: High Note Avenue & Ridgeway Parkway (Eastbound)



Queues

1: High Note Avenue & Ridgeway Parkway (Eastbound)

01/29/2025



Lane Group	EBL	EBT	EBR	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	126	2141	186	176	115	88	109
v/c Ratio	0.11	0.68	0.19	0.58	0.36	0.34	0.22
Control Delay (s/veh)	7.7	12.1	6.1	38.5	16.6	24.6	22.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	7.7	12.1	6.1	38.5	16.6	24.6	22.5
Queue Length 50th (ft)	24	241	26	82	19	33	41
Queue Length 95th (ft)	45	340	54	130	49	56	67
Internal Link Dist (ft)		560		240			578
Turn Bay Length (ft)	100		100		150	100	
Base Capacity (vph)	1096	3150	1000	1542	1323	261	1739
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	0.11	0.68	0.19	0.11	0.09	0.34	0.06
Intersection Summary							

HCM 7th Signalized Intersection Summary

1: High Note Avenue & Ridgeway Parkway (Eastbound)

01/29/2025

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	98	2034	154	0	0	0	0	146	90	69	85	0
Future Volume (veh/h)	98	2034	154	0	0	0	0	146	90	69	85	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
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	1870	1870	1870				0	1870	1870	1870	1870	0
Adj Flow Rate, veh/h	126	2141	186				0	176	115	88	109	0
Peak Hour Factor	0.78	0.95	0.83				0.92	0.83	0.78	0.78	0.78	0.92
Percent Heavy Veh, %	2	2	2				0	2	2	2	2	0
Cap, veh/h	1120	3211	997				0	254	215	246	471	0
Arrive On Green	0.63	0.63	0.63				0.00	0.14	0.14	0.06	0.25	0.00
Sat Flow, veh/h	1781	5106	1585				0	1870	1585	1781	1870	0
Grp Volume(v), veh/h	126	2141	186				0	176	115	88	109	0
Grp Sat Flow(s),veh/h/ln	1781	1702	1585				0	1870	1585	1781	1870	0
Q Serve(g_s), s	2.1	20.2	3.7				0.0	6.8	5.1	3.1	3.5	0.0
Cycle Q Clear(g_c), s	2.1	20.2	3.7				0.0	6.8	5.1	3.1	3.5	0.0
Prop In Lane	1.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	1120	3211	997				0	254	215	246	471	0
V/C Ratio(X)	0.11	0.67	0.19				0.00	0.69	0.53	0.36	0.23	0.00
Avail Cap(c_a), veh/h	1120	3211	997				0	1572	1333	275	1820	0
HCM Platoon Ratio	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				0.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	5.6	9.0	5.9				0.0	31.1	30.4	24.8	22.4	0.0
Incr Delay (d2), s/veh	0.2	1.1	0.4				0.0	3.4	2.1	0.9	0.2	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	6.4	1.1				0.0	3.2	2.0	1.3	1.5	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	5.8	10.1	6.3				0.0	34.5	32.5	25.7	22.7	0.0
LnGrp LOS	A	B	A					C	C	C	C	
Approach Vol, veh/h	2453						291			197		
Approach Delay, s/veh	9.6						33.7			24.0		
Approach LOS	A						C			C		
Timer - Assigned Phs	2			4			7		8			
Phs Duration (G+Y+Rc), s	52.0			23.5			8.8		14.8			
Change Period (Y+Rc), s	4.5			4.5			4.5		4.5			
Max Green Setting (Gmax), s	47.5			73.5			5.5		63.5			
Max Q Clear Time (g_c+I1), s	22.2			5.5			5.1		8.8			
Green Ext Time (p_c), s	19.8			0.7			0.0		1.5			
Intersection Summary												
HCM 7th Control Delay, s/veh				12.9								
HCM 7th LOS				B								

Lanes, Volumes, Timings

2: High Note Avenue & Ridgeway Parkway (Westbound)

01/29/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations				↰	↰↰↰	↰	↰	↰			↰	↰
Traffic Volume (vph)	0	0	0	95	1186	4	147	12	0	0	16	18
Future Volume (vph)	0	0	0	95	1186	4	147	12	0	0	16	18
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	100		100	100		0	0		100
Storage Lanes	0		0	1		1	1		0	0		1
Taper Length (ft)	25			100			100			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	0.91	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt						0.850						0.850
Flt Protected				0.950			0.950					
Satd. Flow (prot)	0	0	0	1770	5085	1583	1770	1863	0	0	1863	1583
Flt Permitted				0.950			0.471					
Satd. Flow (perm)	0	0	0	1770	5085	1583	877	1863	0	0	1863	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						50						50
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		283			604			658			436	
Travel Time (s)		6.4			13.7			15.0			9.9	
Peak Hour Factor	0.92	0.92	0.92	0.78	0.93	0.78	0.83	0.83	0.92	0.92	0.78	0.78
Adj. Flow (vph)	0	0	0	122	1275	5	177	14	0	0	21	23
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	122	1275	5	177	14	0	0	21	23
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors				1	2	1	1	2			2	1
Detector Template				Left	Thru	Right	Left	Thru			Thru	Right
Leading Detector (ft)				20	100	20	20	100			100	20
Trailing Detector (ft)				0	0	0	0	0			0	0
Detector 1 Position(ft)				0	0	0	0	0			0	0
Detector 1 Size(ft)				20	6	20	20	6			6	20
Detector 1 Type				Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)				0.0	0.0	0.0	0.0	0.0			0.0	0.0
Detector 1 Queue (s)				0.0	0.0	0.0	0.0	0.0			0.0	0.0
Detector 1 Delay (s)				0.0	0.0	0.0	0.0	0.0			0.0	0.0
Detector 2 Position(ft)					94			94			94	
Detector 2 Size(ft)					6			6			6	
Detector 2 Type					Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)					0.0			0.0			0.0	
Turn Type				Perm	NA	Perm	pm+pt	NA			NA	Perm
Protected Phases					6		3	8			4	
Permitted Phases				6		6	8					4

Lanes, Volumes, Timings

2: High Note Avenue & Ridgeway Parkway (Westbound)

01/29/2025

	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase				6	6	6	3	8			4	4
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)				49.0	49.0	49.0	10.0	81.0			71.0	71.0
Total Split (%)				37.7%	37.7%	37.7%	7.7%	62.3%			54.6%	54.6%
Maximum Green (s)				44.5	44.5	44.5	5.5	76.5			66.5	66.5
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							Lead				Lag	Lag
Lead-Lag Optimize?							Yes				Yes	Yes
Vehicle Extension (s)				3.0	3.0	3.0	3.0	3.0			3.0	3.0
Recall Mode				Max	Max	Max	None	None			None	None
Walk Time (s)				7.0	7.0	7.0		7.0			7.0	7.0
Flash Don't Walk (s)				11.0	11.0	11.0		11.0			11.0	11.0
Pedestrian Calls (#/hr)				0	0	0		0			0	0
Act Effect Green (s)				48.3	48.3	48.3	12.2	12.2			6.3	6.3
Actuated g/C Ratio				0.69	0.69	0.69	0.18	0.18			0.09	0.09
v/c Ratio				0.10	0.36	0.00	0.79	0.04			0.13	0.12
Control Delay (s/veh)				4.9	5.4	0.0	49.6	21.0			30.8	4.9
Queue Delay				0.0	0.0	0.0	0.0	0.0			0.0	0.0
Total Delay (s/veh)				4.9	5.4	0.0	49.6	21.0			30.8	4.9
LOS				A	A	A	D	C			C	A
Approach Delay (s/veh)					5.3			47.5			17.3	
Approach LOS					A			D			B	

Intersection Summary

Area Type: Other

Cycle Length: 130

Actuated Cycle Length: 69.5

Natural Cycle: 55

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.79

Intersection Signal Delay (s/veh): 10.6

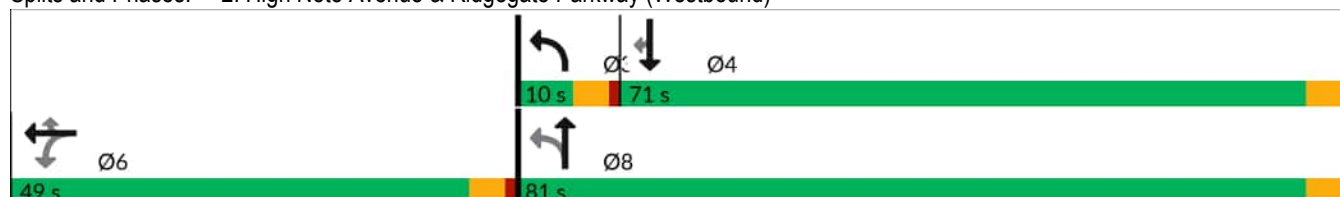
Intersection LOS: B

Intersection Capacity Utilization 62.4%

ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 2: High Note Avenue & Ridgeway Parkway (Westbound)



Queues

2: High Note Avenue & Ridgeway Parkway (Westbound)

01/29/2025



Lane Group	WBL	WBT	WBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	122	1275	5	177	14	21	23
v/c Ratio	0.10	0.36	0.00	0.79	0.04	0.13	0.12
Control Delay (s/veh)	4.9	5.4	0.0	49.6	21.0	30.8	4.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	4.9	5.4	0.0	49.6	21.0	30.8	4.9
Queue Length 50th (ft)	18	83	0	65	5	9	0
Queue Length 95th (ft)	31	112	0	108	16	24	5
Internal Link Dist (ft)		524			578	356	
Turn Bay Length (ft)	100		100	100			100
Base Capacity (vph)	1229	3531	1114	225	1863	1765	1503
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	0.10	0.36	0.00	0.79	0.01	0.01	0.02
Intersection Summary							

HCM 7th Signalized Intersection Summary

2: High Note Avenue & Ridgeway Parkway (Westbound)

01/29/2025

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations				↩	↩↩↩	↩	↩	↩			↩	↩
Traffic Volume (veh/h)	0	0	0	95	1186	4	147	12	0	0	16	18
Future Volume (veh/h)	0	0	0	95	1186	4	147	12	0	0	16	18
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Lane Width Adj.				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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				1870	1870	1870	1870	1870	0	0	1870	1870
Adj Flow Rate, veh/h				122	1275	5	177	14	0	0	21	23
Peak Hour Factor				0.78	0.93	0.78	0.83	0.83	0.92	0.92	0.78	0.78
Percent Heavy Veh, %				2	2	2	2	2	0	0	2	2
Cap, veh/h				1187	3402	1056	307	372	0	0	92	78
Arrive On Green				0.67	0.67	0.67	0.08	0.20	0.00	0.00	0.05	0.05
Sat Flow, veh/h				1781	5106	1585	1781	1870	0	0	1870	1585
Grp Volume(v), veh/h				122	1275	5	177	14	0	0	21	23
Grp Sat Flow(s),veh/h/ln				1781	1702	1585	1781	1870	0	0	1870	1585
Q Serve(g_s), s				1.6	7.4	0.1	5.5	0.4	0.0	0.0	0.7	0.9
Cycle Q Clear(g_c), s				1.6	7.4	0.1	5.5	0.4	0.0	0.0	0.7	0.9
Prop In Lane				1.00		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				1187	3402	1056	307	372	0	0	92	78
V/C Ratio(X)				0.10	0.37	0.00	0.58	0.04	0.00	0.00	0.23	0.29
Avail Cap(c_a), veh/h				1187	3402	1056	307	2142	0	0	1862	1578
HCM Platoon Ratio				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	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh				4.0	5.0	3.7	26.4	21.6	0.0	0.0	30.5	30.6
Incr Delay (d2), s/veh				0.2	0.3	0.0	2.6	0.0	0.0	0.0	1.2	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
%ile BackOfQ(50%),veh/ln				0.5	2.0	0.0	2.7	0.2	0.0	0.0	0.3	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh				4.2	5.3	3.7	29.1	21.6	0.0	0.0	31.8	32.7
LnGrp LOS				A	A	A	C	C			C	C
Approach Vol, veh/h					1402			191			44	
Approach Delay, s/veh					5.2			28.5			32.2	
Approach LOS					A			C			C	
Timer - Assigned Phs			3	4		6		8				
Phs Duration (G+Y+Rc), s			10.0	7.8		49.0		17.8				
Change Period (Y+Rc), s			4.5	4.5		4.5		4.5				
Max Green Setting (Gmax), s			5.5	66.5		44.5		76.5				
Max Q Clear Time (g_c+I1), s			7.5	2.9		9.4		2.4				
Green Ext Time (p_c), s			0.0	0.2		12.6		0.1				
Intersection Summary												
HCM 7th Control Delay, s/veh			8.6									
HCM 7th LOS			A									

Lanes, Volumes, Timings

3: Ridgeway Parkway (Westbound) & Access

01/29/2025



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations			↑↑↑↓			↑
Traffic Volume (vph)	0	0	1183	20	0	24
Future Volume (vph)	0	0	1183	20	0	24
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.91	0.91	1.00	1.00
Frt			0.997			0.865
Flt Protected						
Satd. Flow (prot)	0	0	5070	0	0	1611
Flt Permitted						
Satd. Flow (perm)	0	0	5070	0	0	1611
Link Speed (mph)		30	30		30	
Link Distance (ft)		214	947		480	
Travel Time (s)		4.9	21.5		10.9	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	1286	22	0	26
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	1308	0	0	26
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	33.3%			ICU Level of Service A		
Analysis Period (min)	15					

Intersection

Int Delay, s/veh 0.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations			↑↑↑			↑
Traffic Vol, veh/h	0	0	1183	20	0	24
Future Vol, veh/h	0	0	1183	20	0	24
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	0	0	1286	22	0	26

Major/Minor	Major2	Minor2
Conflicting Flow All	-	0 654
Stage 1	-	- -
Stage 2	-	- -
Critical Hdwy	-	- 7.14
Critical Hdwy Stg 1	-	- -
Critical Hdwy Stg 2	-	- -
Follow-up Hdwy	-	- 3.92
Pot Cap-1 Maneuver	-	0 351
Stage 1	-	0 -
Stage 2	-	0 -
Platoon blocked, %	-	-
Mov Cap-1 Maneuver	-	- 351
Mov Cap-2 Maneuver	-	- -
Stage 1	-	- -
Stage 2	-	- -

Approach	WB	SB
HCM Control Delay, s/v	0	16.08
HCM LOS		C

Minor Lane/Major Mvmt	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	351
HCM Lane V/C Ratio	-	-	0.074
HCM Control Delay (s/veh)	-	-	16.1
HCM Lane LOS	-	-	C
HCM 95th %tile Q(veh)	-	-	0.2

Lanes, Volumes, Timings

1: High Note Avenue & Ridgeway Parkway (Eastbound)

01/29/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		  										
Traffic Volume (vph)	20	1240	74	0	0	0	0	123	84	34	47	0
Future Volume (vph)	20	1240	74	0	0	0	0	123	84	34	47	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		100	0		0	0		150	100		0
Storage Lanes	1		1	0		0	0		1	1		0
Taper Length (ft)	100			25			25			100		
Lane Util. Factor	1.00	0.91	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850						0.850			
Flt Protected	0.950									0.950		
Satd. Flow (prot)	1770	5085	1583	0	0	0	0	1863	1583	1770	1863	0
Flt Permitted	0.950									0.441		
Satd. Flow (perm)	1770	5085	1583	0	0	0	0	1863	1583	821	1863	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			73						108			
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		640			692			320			658	
Travel Time (s)		14.5			15.7			7.3			15.0	
Peak Hour Factor	0.78	0.93	0.78	0.92	0.92	0.92	0.92	0.83	0.78	0.78	0.78	0.92
Adj. Flow (vph)	26	1333	95	0	0	0	0	148	108	44	60	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	26	1333	95	0	0	0	0	148	108	44	60	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1					2	1	1	2	
Detector Template	Left	Thru	Right					Thru	Right	Left	Thru	
Leading Detector (ft)	20	100	20					100	20	20	100	
Trailing Detector (ft)	0	0	0					0	0	0	0	
Detector 1 Position(ft)	0	0	0					0	0	0	0	
Detector 1 Size(ft)	20	6	20					6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex					Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0					0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0					0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0					0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94						94			94	
Detector 2 Size(ft)		6						6			6	
Detector 2 Type		Cl+Ex						Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0						0.0			0.0	
Turn Type	Perm	NA	Perm					NA	Perm	pm+pt	NA	
Protected Phases		2						8		7	4	
Permitted Phases	2		2						8	4		

Lanes, Volumes, Timings

1: High Note Avenue & Ridgeway Parkway (Eastbound)

01/29/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	2	2	2					8	8	7	4	
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					22.5	22.5	9.5	22.5	
Total Split (s)	40.0	40.0	40.0					40.0	40.0	10.0	50.0	
Total Split (%)	44.4%	44.4%	44.4%					44.4%	44.4%	11.1%	55.6%	
Maximum Green (s)	35.5	35.5	35.5					35.5	35.5	5.5	45.5	
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	Lag	Lead		
Lead-Lag Optimize?								Yes	Yes	Yes		
Vehicle Extension (s)	3.0	3.0	3.0					3.0	3.0	3.0	3.0	
Recall Mode	Max	Max	Max					None	None	None	None	
Walk Time (s)	7.0	7.0	7.0					7.0	7.0		7.0	
Flash Don't Walk (s)	11.0	11.0	11.0					11.0	11.0		11.0	
Pedestrian Calls (#/hr)	0	0	0					0	0		0	
Act Effct Green (s)	38.7	38.7	38.7					10.3	10.3	16.1	16.1	
Actuated g/C Ratio	0.61	0.61	0.61					0.16	0.16	0.25	0.25	
v/c Ratio	0.02	0.43	0.10					0.49	0.31	0.15	0.13	
Control Delay (s/veh)	7.7	8.5	3.5					30.1	8.2	16.8	16.4	
Queue Delay	0.0	0.0	0.0					0.0	0.0	0.0	0.0	
Total Delay (s/veh)	7.7	8.5	3.5					30.1	8.2	16.8	16.4	
LOS	A	A	A					C	A	B	B	
Approach Delay (s/veh)		8.2						20.9			16.6	
Approach LOS		A						C			B	

Queues

1: High Note Avenue & Ridgeway Parkway (Eastbound)

01/29/2025



Lane Group	EBL	EBT	EBR	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	26	1333	95	148	108	44	60
v/c Ratio	0.02	0.43	0.10	0.49	0.31	0.15	0.13
Control Delay (s/veh)	7.7	8.5	3.5	30.1	8.2	16.8	16.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	7.7	8.5	3.5	30.1	8.2	16.8	16.4
Queue Length 50th (ft)	4	107	4	54	0	12	17
Queue Length 95th (ft)	13	160	18	94	26	27	34
Internal Link Dist (ft)		560		240			578
Turn Bay Length (ft)	100		100		150	100	
Base Capacity (vph)	1072	3081	987	1045	935	289	1339
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	0.02	0.43	0.10	0.14	0.12	0.15	0.04
Intersection Summary							

HCM 7th Signalized Intersection Summary

1: High Note Avenue & Ridgeway Parkway (Eastbound)

01/29/2025

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		  									 	
Traffic Volume (veh/h)	20	1240	74	0	0	0	0	123	84	34	47	0
Future Volume (veh/h)	20	1240	74	0	0	0	0	123	84	34	47	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
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	1870	1870	1870				0	1870	1870	1870	1870	0
Adj Flow Rate, veh/h	26	1333	95				0	148	108	44	60	0
Peak Hour Factor	0.78	0.93	0.78				0.92	0.83	0.78	0.78	0.78	0.92
Percent Heavy Veh, %	2	2	2				0	2	2	2	2	0
Cap, veh/h	1069	3064	951				0	240	203	259	463	0
Arrive On Green	0.60	0.60	0.60				0.00	0.13	0.13	0.04	0.25	0.00
Sat Flow, veh/h	1781	5106	1585				0	1870	1585	1781	1870	0
Grp Volume(v), veh/h	26	1333	95				0	148	108	44	60	0
Grp Sat Flow(s),veh/h/ln	1781	1702	1585				0	1870	1585	1781	1870	0
Q Serve(g_s), s	0.4	8.4	1.5				0.0	4.4	3.8	1.2	1.5	0.0
Cycle Q Clear(g_c), s	0.4	8.4	1.5				0.0	4.4	3.8	1.2	1.5	0.0
Prop In Lane	1.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	1069	3064	951				0	240	203	259	463	0
V/C Ratio(X)	0.02	0.44	0.10				0.00	0.62	0.53	0.17	0.13	0.00
Avail Cap(c_a), veh/h	1069	3064	951				0	1122	951	347	1438	0
HCM Platoon Ratio	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				0.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	4.8	6.4	5.0				0.0	24.4	24.1	19.5	17.3	0.0
Incr Delay (d2), s/veh	0.0	0.5	0.2				0.0	2.6	2.1	0.3	0.1	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	2.3	0.4				0.0	2.0	1.4	0.5	0.6	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	4.8	6.9	5.2				0.0	27.0	26.3	19.8	17.4	0.0
LnGrp LOS	A	A	A					C	C	B	B	
Approach Vol, veh/h	1454						256			104		
Approach Delay, s/veh	6.7						26.7			18.4		
Approach LOS	A						C			B		
Timer - Assigned Phs	2			4			7		8			
Phs Duration (G+Y+Rc), s	40.0			19.2			7.1		12.1			
Change Period (Y+Rc), s	4.5			4.5			4.5		4.5			
Max Green Setting (Gmax), s	35.5			45.5			5.5		35.5			
Max Q Clear Time (g_c+I1), s	10.4			3.5			3.2		6.4			
Green Ext Time (p_c), s	11.6			0.3			0.0		1.2			
Intersection Summary												
HCM 7th Control Delay, s/veh				10.2								
HCM 7th LOS				B								

Lanes, Volumes, Timings

2: High Note Avenue & Ridgeway Parkway (Westbound)

01/29/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations				↰	↰↰↰	↰	↰	↰			↰	↰
Traffic Volume (vph)	0	0	0	54	3115	47	124	40	0	0	47	87
Future Volume (vph)	0	0	0	54	3115	47	124	40	0	0	47	87
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	100		100	100		0	0		100
Storage Lanes	0		0	1		1	1		0	0		1
Taper Length (ft)	25			100			100			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	0.91	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt						0.850						0.850
Flt Protected				0.950			0.950					
Satd. Flow (prot)	0	0	0	1770	5085	1583	1770	1863	0	0	1863	1583
Flt Permitted				0.950			0.442					
Satd. Flow (perm)	0	0	0	1770	5085	1583	823	1863	0	0	1863	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						73						73
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		283			604			658			436	
Travel Time (s)		6.4			13.7			15.0			9.9	
Peak Hour Factor	0.92	0.92	0.92	0.78	0.95	0.78	0.83	0.78	0.92	0.92	0.78	0.78
Adj. Flow (vph)	0	0	0	69	3279	60	149	51	0	0	60	112
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	69	3279	60	149	51	0	0	60	112
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors				1	2	1	1	2			2	1
Detector Template				Left	Thru	Right	Left	Thru			Thru	Right
Leading Detector (ft)				20	100	20	20	100			100	20
Trailing Detector (ft)				0	0	0	0	0			0	0
Detector 1 Position(ft)				0	0	0	0	0			0	0
Detector 1 Size(ft)				20	6	20	20	6			6	20
Detector 1 Type				Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)				0.0	0.0	0.0	0.0	0.0			0.0	0.0
Detector 1 Queue (s)				0.0	0.0	0.0	0.0	0.0			0.0	0.0
Detector 1 Delay (s)				0.0	0.0	0.0	0.0	0.0			0.0	0.0
Detector 2 Position(ft)					94			94			94	
Detector 2 Size(ft)					6			6			6	
Detector 2 Type					Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)					0.0			0.0			0.0	
Turn Type				Perm	NA	Perm	pm+pt	NA			NA	Perm
Protected Phases					6		3	8			4	
Permitted Phases				6		6	8					4

Lanes, Volumes, Timings

2: High Note Avenue & Ridgeway Parkway (Westbound)

01/29/2025

	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase				6	6	6	3	8			4	4
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)				58.0	58.0	58.0	10.0	32.0			22.0	22.0
Total Split (%)				64.4%	64.4%	64.4%	11.1%	35.6%			24.4%	24.4%
Maximum Green (s)				53.5	53.5	53.5	5.5	27.5			17.5	17.5
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							Lead				Lag	Lag
Lead-Lag Optimize?							Yes				Yes	Yes
Vehicle Extension (s)				3.0	3.0	3.0	3.0	3.0			3.0	3.0
Recall Mode				Max	Max	Max	None	None			None	None
Walk Time (s)				7.0	7.0	7.0		7.0			7.0	7.0
Flash Don't Walk (s)				11.0	11.0	11.0		11.0			11.0	11.0
Pedestrian Calls (#/hr)				0	0	0		0			0	0
Act Effect Green (s)				56.5	56.5	56.5	16.3	16.3			8.3	8.3
Actuated g/C Ratio				0.69	0.69	0.69	0.20	0.20			0.10	0.10
v/c Ratio				0.06	0.93	0.05	0.65	0.14			0.32	0.50
Control Delay (s/veh)				5.5	19.6	1.3	41.6	25.5			37.9	22.3
Queue Delay				0.0	0.0	0.0	0.0	0.0			0.0	0.0
Total Delay (s/veh)				5.5	19.6	1.3	41.6	25.5			37.9	22.3
LOS				A	B	A	D	C			D	C
Approach Delay (s/veh)					19.0			37.5			27.8	
Approach LOS					B			D			C	

Intersection Summary

Area Type: Other

Cycle Length: 90

Actuated Cycle Length: 81.8

Natural Cycle: 100

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.93

Intersection Signal Delay (s/veh): 20.3

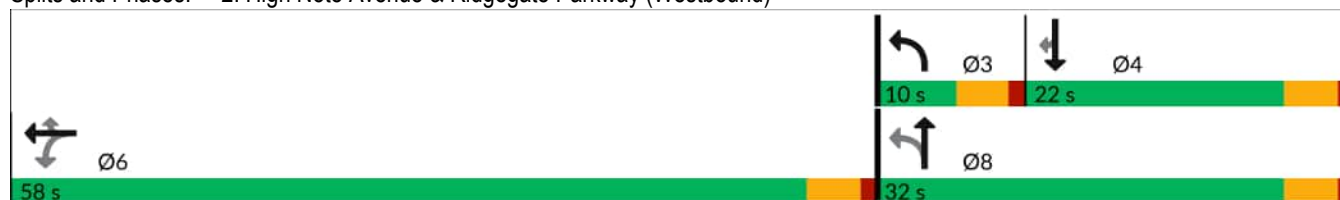
Intersection LOS: C

Intersection Capacity Utilization 83.7%

ICU Level of Service E

Analysis Period (min) 15

Splits and Phases: 2: High Note Avenue & Ridgeway Parkway (Westbound)



Queues

2: High Note Avenue & Ridgeway Parkway (Westbound)

01/29/2025



Lane Group	WBL	WBT	WBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	69	3279	60	149	51	60	112
v/c Ratio	0.06	0.93	0.05	0.65	0.14	0.32	0.50
Control Delay (s/veh)	5.5	19.6	1.3	41.6	25.5	37.9	22.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	5.5	19.6	1.3	41.6	25.5	37.9	22.3
Queue Length 50th (ft)	10	492	0	64	21	29	19
Queue Length 95th (ft)	23	#779	7	105	42	55	51
Internal Link Dist (ft)		524			578	356	
Turn Bay Length (ft)	100		100	100			100
Base Capacity (vph)	1221	3509	1115	228	626	398	396
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	0.06	0.93	0.05	0.65	0.08	0.15	0.28

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

HCM 7th Signalized Intersection Summary

2: High Note Avenue & Ridgeway Parkway (Westbound)

01/29/2025

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations				↩	↑↑↑	↩	↩	↑			↑	↩
Traffic Volume (veh/h)	0	0	0	54	3115	47	124	40	0	0	47	87
Future Volume (veh/h)	0	0	0	54	3115	47	124	40	0	0	47	87
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Lane Width Adj.				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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				1870	1870	1870	1870	1870	0	0	1870	1870
Adj Flow Rate, veh/h				69	3279	60	149	51	0	0	60	112
Peak Hour Factor				0.78	0.95	0.78	0.83	0.78	0.92	0.92	0.78	0.78
Percent Heavy Veh, %				2	2	2	2	2	0	0	2	2
Cap, veh/h				1186	3399	1055	294	416	0	0	183	155
Arrive On Green				0.67	0.67	0.67	0.07	0.22	0.00	0.00	0.10	0.10
Sat Flow, veh/h				1781	5106	1585	1781	1870	0	0	1870	1585
Grp Volume(v), veh/h				69	3279	60	149	51	0	0	60	112
Grp Sat Flow(s),veh/h/ln				1781	1702	1585	1781	1870	0	0	1870	1585
Q Serve(g_s), s				1.1	48.2	1.1	5.5	1.8	0.0	0.0	2.4	5.5
Cycle Q Clear(g_c), s				1.1	48.2	1.1	5.5	1.8	0.0	0.0	2.4	5.5
Prop In Lane				1.00		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				1186	3399	1055	294	416	0	0	183	155
V/C Ratio(X)				0.06	0.96	0.06	0.51	0.12	0.00	0.00	0.33	0.72
Avail Cap(c_a), veh/h				1186	3399	1055	294	640	0	0	407	345
HCM Platoon Ratio				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	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh				4.7	12.6	4.7	29.1	25.0	0.0	0.0	33.8	35.2
Incr Delay (d2), s/veh				0.1	9.2	0.1	1.4	0.1	0.0	0.0	1.0	6.2
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				0.4	16.9	0.3	2.6	0.8	0.0	0.0	1.1	2.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh				4.8	21.7	4.8	30.5	25.1	0.0	0.0	34.8	41.4
LnGrp LOS				A	C	A	C	C			C	D
Approach Vol, veh/h					3408			200			172	
Approach Delay, s/veh					21.1			29.2			39.1	
Approach LOS					C			C			D	
Timer - Assigned Phs			3	4		6		8				
Phs Duration (G+Y+Rc), s			10.0	12.4		58.0		22.4				
Change Period (Y+Rc), s			4.5	4.5		4.5		4.5				
Max Green Setting (Gmax), s			5.5	17.5		53.5		27.5				
Max Q Clear Time (g_c+I1), s			7.5	7.5		50.2		3.8				
Green Ext Time (p_c), s			0.0	0.4		3.2		0.2				
Intersection Summary												
HCM 7th Control Delay, s/veh			22.3									
HCM 7th LOS			C									
Notes												
User approved pedestrian interval to be less than phase max green.												

Lanes, Volumes, Timings

3: Ridgeway Parkway (Westbound) & Access

01/29/2025



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations			↑↑↑↓			↑
Traffic Volume (vph)	0	0	3079	36	0	16
Future Volume (vph)	0	0	3079	36	0	16
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.91	0.91	1.00	1.00
Frt			0.998			0.865
Flt Protected						
Satd. Flow (prot)	0	0	5075	0	0	1611
Flt Permitted						
Satd. Flow (perm)	0	0	5075	0	0	1611
Link Speed (mph)		30	30		30	
Link Distance (ft)		202	946		349	
Travel Time (s)		4.6	21.5		7.9	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	3347	39	0	17
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	3386	0	0	17
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	70.3%			ICU Level of Service C		
Analysis Period (min)	15					

Intersection						
Int Delay, s/veh	0.4					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations			↑↑↑			↑
Traffic Vol, veh/h	0	0	3079	36	0	16
Future Vol, veh/h	0	0	3079	36	0	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	0	0	3347	39	0	17

Major/Minor	Major2	Minor2
Conflicting Flow All	-	0 - 1693
Stage 1	-	- -
Stage 2	-	- -
Critical Hdwy	-	- - 7.14
Critical Hdwy Stg 1	-	- -
Critical Hdwy Stg 2	-	- -
Follow-up Hdwy	-	- - 3.92
Pot Cap-1 Maneuver	-	- 0 70
Stage 1	-	- 0 -
Stage 2	-	- 0 -
Platoon blocked, %	-	-
Mov Cap-1 Maneuver	-	- - 70
Mov Cap-2 Maneuver	-	- -
Stage 1	-	- -
Stage 2	-	- -

Approach	WB	SB
HCM Control Delay, s/v	0	72.62
HCM LOS		F

Minor Lane/Major Mvmt	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	70
HCM Lane V/C Ratio	-	-	0.248
HCM Control Delay (s/veh)	-	-	72.6
HCM Lane LOS	-	-	F
HCM 95th %tile Q(veh)	-	-	0.9

Lanes, Volumes, Timings

1: High Note Avenue & Ridgeway Parkway (Eastbound)

01/29/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		  										
Traffic Volume (vph)	87	2845	156	0	0	0	0	145	92	57	81	0
Future Volume (vph)	87	2845	156	0	0	0	0	145	92	57	81	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		100	0		0	0		150	100		0
Storage Lanes	1		1	0		0	0		1	1		0
Taper Length (ft)	100			25			25			100		
Lane Util. Factor	1.00	0.91	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850						0.850			
Flt Protected	0.950									0.950		
Satd. Flow (prot)	1770	5085	1583	0	0	0	0	1863	1583	1770	1863	0
Flt Permitted	0.950									0.369		
Satd. Flow (perm)	1770	5085	1583	0	0	0	0	1863	1583	687	1863	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			50						118			
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		640			692			320			658	
Travel Time (s)		14.5			15.7			7.3			15.0	
Peak Hour Factor	0.78	0.95	0.83	0.92	0.92	0.92	0.92	0.83	0.78	0.78	0.78	0.92
Adj. Flow (vph)	112	2995	188	0	0	0	0	175	118	73	104	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	112	2995	188	0	0	0	0	175	118	73	104	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1					2	1	1	2	
Detector Template	Left	Thru	Right					Thru	Right	Left	Thru	
Leading Detector (ft)	20	100	20					100	20	20	100	
Trailing Detector (ft)	0	0	0					0	0	0	0	
Detector 1 Position(ft)	0	0	0					0	0	0	0	
Detector 1 Size(ft)	20	6	20					6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex					Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0					0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0					0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0					0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94						94			94	
Detector 2 Size(ft)		6						6			6	
Detector 2 Type		Cl+Ex						Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0						0.0			0.0	
Turn Type	Perm	NA	Perm					NA	Perm	pm+pt	NA	
Protected Phases		2						8		7	4	
Permitted Phases	2		2						8	4		

Lanes, Volumes, Timings

1: High Note Avenue & Ridgeway Parkway (Eastbound)

01/29/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	2	2	2					8	8	7	4	
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					22.5	22.5	9.5	22.5	
Total Split (s)	52.0	52.0	52.0					56.0	56.0	22.0	78.0	
Total Split (%)	40.0%	40.0%	40.0%					43.1%	43.1%	16.9%	60.0%	
Maximum Green (s)	47.5	47.5	47.5					51.5	51.5	17.5	73.5	
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	Lag	Lead		
Lead-Lag Optimize?								Yes	Yes	Yes		
Vehicle Extension (s)	3.0	3.0	3.0					3.0	3.0	3.0	3.0	
Recall Mode	Max	Max	Max					None	None	None	None	
Walk Time (s)	7.0	7.0	7.0					7.0	7.0		7.0	
Flash Don't Walk (s)	11.0	11.0	11.0					11.0	11.0		11.0	
Pedestrian Calls (#/hr)	0	0	0					0	0		0	
Act Effct Green (s)	48.1	48.1	48.1					12.7	12.7	23.3	23.3	
Actuated g/C Ratio	0.60	0.60	0.60					0.16	0.16	0.29	0.29	
v/c Ratio	0.11	0.99	0.19					0.60	0.34	0.23	0.19	
Control Delay (s/veh)	9.5	32.5	7.6					41.3	9.3	21.5	21.0	
Queue Delay	0.0	0.0	0.0					0.0	0.0	0.0	0.0	
Total Delay (s/veh)	9.5	32.5	7.6					41.3	9.3	21.5	21.0	
LOS	A	C	A					D	A	C	C	
Approach Delay (s/veh)		30.3						28.4			21.2	
Approach LOS		C						C			C	

Queues

1: High Note Avenue & Ridgeway Parkway (Eastbound)

01/29/2025



Lane Group	EBL	EBT	EBR	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	112	2995	188	175	118	73	104
v/c Ratio	0.11	0.99	0.19	0.60	0.34	0.23	0.19
Control Delay (s/veh)	9.5	32.5	7.6	41.3	9.3	21.5	21.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	9.5	32.5	7.6	41.3	9.3	21.5	21.0
Queue Length 50th (ft)	24	~569	30	85	0	27	39
Queue Length 95th (ft)	49	#821	67	139	30	48	63
Internal Link Dist (ft)		560		240			578
Turn Bay Length (ft)	100		100		150	100	
Base Capacity (vph)	1057	3037	965	1206	1066	456	1672
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	0.11	0.99	0.19	0.15	0.11	0.16	0.06

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 7th Signalized Intersection Summary

1: High Note Avenue & Ridgeway Parkway (Eastbound)

01/29/2025

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		  										
Traffic Volume (veh/h)	87	2845	156	0	0	0	0	145	92	57	81	0
Future Volume (veh/h)	87	2845	156	0	0	0	0	145	92	57	81	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
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	1870	1870	1870				0	1870	1870	1870	1870	0
Adj Flow Rate, veh/h	112	2995	188				0	175	118	73	104	0
Peak Hour Factor	0.78	0.95	0.83				0.92	0.83	0.78	0.78	0.78	0.92
Percent Heavy Veh, %	2	2	2				0	2	2	2	2	0
Cap, veh/h	1127	3231	1003				0	253	215	239	463	0
Arrive On Green	0.63	0.63	0.63				0.00	0.14	0.14	0.05	0.25	0.00
Sat Flow, veh/h	1781	5106	1585				0	1870	1585	1781	1870	0
Grp Volume(v), veh/h	112	2995	188				0	175	118	73	104	0
Grp Sat Flow(s),veh/h/ln	1781	1702	1585				0	1870	1585	1781	1870	0
Q Serve(g_s), s	1.9	39.1	3.7				0.0	6.7	5.2	2.5	3.3	0.0
Cycle Q Clear(g_c), s	1.9	39.1	3.7				0.0	6.7	5.2	2.5	3.3	0.0
Prop In Lane	1.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	1127	3231	1003				0	253	215	239	463	0
V/C Ratio(X)	0.10	0.93	0.19				0.00	0.69	0.55	0.31	0.22	0.00
Avail Cap(c_a), veh/h	1127	3231	1003				0	1283	1087	561	1831	0
HCM Platoon Ratio	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				0.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	5.4	12.2	5.7				0.0	31.0	30.3	24.7	22.5	0.0
Incr Delay (d2), s/veh	0.2	6.0	0.4				0.0	3.4	2.2	0.7	0.2	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	13.3	1.1				0.0	3.2	2.1	1.1	1.4	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	5.6	18.2	6.2				0.0	34.3	32.5	25.4	22.8	0.0
LnGrp LOS	A	B	A					C	C	C	C	
Approach Vol, veh/h	3295						293			177		
Approach Delay, s/veh	17.1						33.6			23.9		
Approach LOS	B						C			C		
Timer - Assigned Phs	2			4			7		8			
Phs Duration (G+Y+Rc), s	52.0			23.1			8.4		14.7			
Change Period (Y+Rc), s	4.5			4.5			4.5		4.5			
Max Green Setting (Gmax), s	47.5			73.5			17.5		51.5			
Max Q Clear Time (g_c+I1), s	41.1			5.3			4.5		8.7			
Green Ext Time (p_c), s	6.3			0.6			0.1		1.5			
Intersection Summary												
HCM 7th Control Delay, s/veh	18.7											
HCM 7th LOS	B											
Notes												
User approved pedestrian interval to be less than phase max green.												

Lanes, Volumes, Timings

2: High Note Avenue & Ridgeway Parkway (Westbound)

01/29/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations				↰	↰↰↰	↰	↰	↰			↰	↰
Traffic Volume (vph)	0	0	0	95	1616	74	147	94	0	0	60	53
Future Volume (vph)	0	0	0	95	1616	74	147	94	0	0	60	53
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	100		100	100		0	0		100
Storage Lanes	0		0	1		1	1		0	0		1
Taper Length (ft)	25			100			100			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	0.91	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt						0.850						0.850
Flt Protected				0.950			0.950					
Satd. Flow (prot)	0	0	0	1770	5085	1583	1770	1863	0	0	1863	1583
Flt Permitted				0.950			0.430					
Satd. Flow (perm)	0	0	0	1770	5085	1583	801	1863	0	0	1863	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						50						58
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		283			604			658			436	
Travel Time (s)		6.4			13.7			15.0			9.9	
Peak Hour Factor	0.92	0.92	0.92	0.78	0.92	0.78	0.92	0.78	0.78	0.92	0.78	0.92
Adj. Flow (vph)	0	0	0	122	1757	95	160	121	0	0	77	58
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	122	1757	95	160	121	0	0	77	58
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors				1	2	1	1	2			2	1
Detector Template				Left	Thru	Right	Left	Thru			Thru	Right
Leading Detector (ft)				20	100	20	20	100			100	20
Trailing Detector (ft)				0	0	0	0	0			0	0
Detector 1 Position(ft)				0	0	0	0	0			0	0
Detector 1 Size(ft)				20	6	20	20	6			6	20
Detector 1 Type				Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)				0.0	0.0	0.0	0.0	0.0			0.0	0.0
Detector 1 Queue (s)				0.0	0.0	0.0	0.0	0.0			0.0	0.0
Detector 1 Delay (s)				0.0	0.0	0.0	0.0	0.0			0.0	0.0
Detector 2 Position(ft)					94			94			94	
Detector 2 Size(ft)					6			6			6	
Detector 2 Type					Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)					0.0			0.0			0.0	
Turn Type				Perm	NA	Perm	pm+pt	NA			NA	Perm
Protected Phases					6		3	8			4	
Permitted Phases				6		6	8					4

Lanes, Volumes, Timings

2: High Note Avenue & Ridgeway Parkway (Westbound)

01/29/2025

	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase				6	6	6	3	8			4	4
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	49.0	83.0			34.0	34.0
Total Split (%)				36.2%	36.2%	36.2%	37.7%	63.8%			26.2%	26.2%
Maximum Green (s)				42.5	42.5	42.5	44.5	78.5			29.5	29.5
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							Lead				Lag	Lag
Lead-Lag Optimize?							Yes				Yes	Yes
Vehicle Extension (s)				3.0	3.0	3.0	3.0	3.0			3.0	3.0
Recall Mode				Max	Max	Max	None	None			None	None
Walk Time (s)				7.0	7.0	7.0		7.0			7.0	7.0
Flash Don't Walk (s)				11.0	11.0	11.0		11.0			11.0	11.0
Pedestrian Calls (#/hr)				0	0	0		0			0	0
Act Effect Green (s)				43.9	43.9	43.9	21.1	21.1			8.4	8.4
Actuated g/C Ratio				0.59	0.59	0.59	0.29	0.29			0.11	0.11
v/c Ratio				0.12	0.58	0.10	0.44	0.23			0.36	0.25
Control Delay (s/veh)				8.8	11.6	5.2	23.4	19.9			36.5	12.2
Queue Delay				0.0	0.0	0.0	0.0	0.0			0.0	0.0
Total Delay (s/veh)				8.8	11.6	5.2	23.4	19.9			36.5	12.2
LOS				A	B	A	C	B			D	B
Approach Delay (s/veh)					11.1			21.9			26.1	
Approach LOS					B			C			C	

Intersection Summary

Area Type: Other

Cycle Length: 130

Actuated Cycle Length: 74

Natural Cycle: 60

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.58

Intersection Signal Delay (s/veh): 13.3

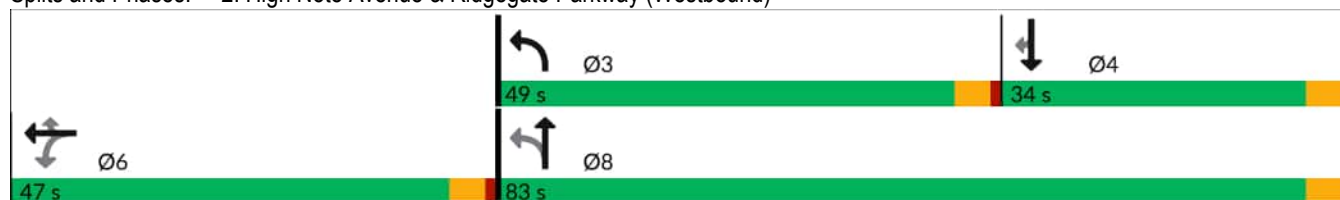
Intersection LOS: B

Intersection Capacity Utilization 78.0%

ICU Level of Service D

Analysis Period (min) 15

Splits and Phases: 2: High Note Avenue & Ridgeway Parkway (Westbound)



Queues

2: High Note Avenue & Ridgeway Parkway (Westbound)

01/29/2025



Lane Group	WBL	WBT	WBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	122	1757	95	160	121	77	58
v/c Ratio	0.12	0.58	0.10	0.44	0.23	0.36	0.25
Control Delay (s/veh)	8.8	11.6	5.2	23.4	19.9	36.5	12.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	8.8	11.6	5.2	23.4	19.9	36.5	12.2
Queue Length 50th (ft)	24	181	9	56	41	34	0
Queue Length 95th (ft)	48	269	26	100	67	64	32
Internal Link Dist (ft)		524			578	356	
Turn Bay Length (ft)	100		100	100			100
Base Capacity (vph)	1050	3015	958	1071	1852	747	669
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	0.12	0.58	0.10	0.15	0.07	0.10	0.09
Intersection Summary							

HCM 7th Signalized Intersection Summary

2: High Note Avenue & Ridgeway Parkway (Westbound)

01/29/2025

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations				↰	↰↰↰	↰	↰	↰			↰	↰
Traffic Volume (veh/h)	0	0	0	95	1616	74	147	94	0	0	60	53
Future Volume (veh/h)	0	0	0	95	1616	74	147	94	0	0	60	53
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Lane Width Adj.				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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				1870	1870	1870	1870	1870	0	0	1870	1870
Adj Flow Rate, veh/h				122	1757	95	160	121	0	0	77	58
Peak Hour Factor				0.78	0.92	0.78	0.92	0.78	0.78	0.92	0.78	0.92
Percent Heavy Veh, %				2	2	2	2	2	0	0	2	2
Cap, veh/h				1103	3161	981	343	467	0	0	142	121
Arrive On Green				0.62	0.62	0.62	0.11	0.25	0.00	0.00	0.08	0.08
Sat Flow, veh/h				1781	5106	1585	1781	1870	0	0	1870	1585
Grp Volume(v), veh/h				122	1757	95	160	121	0	0	77	58
Grp Sat Flow(s),veh/h/ln				1781	1702	1585	1781	1870	0	0	1870	1585
Q Serve(g_s), s				1.9	13.7	1.7	5.3	3.6	0.0	0.0	2.7	2.4
Cycle Q Clear(g_c), s				1.9	13.7	1.7	5.3	3.6	0.0	0.0	2.7	2.4
Prop In Lane				1.00		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				1103	3161	981	343	467	0	0	142	121
V/C Ratio(X)				0.11	0.56	0.10	0.47	0.26	0.00	0.00	0.54	0.48
Avail Cap(c_a), veh/h				1103	3161	981	1305	2139	0	0	804	681
HCM Platoon Ratio				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	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh				5.3	7.6	5.3	23.5	20.7	0.0	0.0	30.6	30.4
Incr Delay (d2), s/veh				0.2	0.7	0.2	1.0	0.3	0.0	0.0	3.2	2.9
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				0.6	4.1	0.5	2.2	1.5	0.0	0.0	1.3	1.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh				5.5	8.3	5.5	24.5	20.9	0.0	0.0	33.7	33.4
LnGrp LOS				A	A	A	C	C			C	C
Approach Vol, veh/h					1974			281			135	
Approach Delay, s/veh					8.0			23.0			33.6	
Approach LOS					A			C			C	
Timer - Assigned Phs				3	4	6	8					
Phs Duration (G+Y+Rc), s				11.9	9.7	47.0	21.6					
Change Period (Y+Rc), s				4.5	4.5	4.5	4.5					
Max Green Setting (Gmax), s				44.5	29.5	42.5	78.5					
Max Q Clear Time (g_c+I1), s				7.3	4.7	15.7	5.6					
Green Ext Time (p_c), s				0.5	0.5	16.8	0.7					
Intersection Summary												
HCM 7th Control Delay, s/veh				11.2								
HCM 7th LOS				B								

Lanes, Volumes, Timings

3: Ridgeway Parkway (Westbound) & Access

01/29/2025



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations			↑↑↑			↑
Traffic Volume (vph)	0	0	1591	25	0	12
Future Volume (vph)	0	0	1591	25	0	12
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.91	0.91	1.00	1.00
Frt			0.998			0.865
Flt Protected						
Satd. Flow (prot)	0	0	5075	0	0	1611
Flt Permitted						
Satd. Flow (perm)	0	0	5075	0	0	1611
Link Speed (mph)		30	30		30	
Link Distance (ft)		202	946		349	
Travel Time (s)		4.6	21.5		7.9	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	1729	27	0	13
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	1756	0	0	13
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	
Intersection Summary						
Area Type:	Other					
Control Type: Unsignalized						
Intersection Capacity Utilization 41.3%						
ICU Level of Service A						
Analysis Period (min) 15						

Intersection

Int Delay, s/veh 0.1

Movement EBL EBT WBT WBR SBL SBRLane Configurations 

Traffic Vol, veh/h 0 0 1591 25 0 12

Future Vol, veh/h 0 0 1591 25 0 12

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 0 0 1729 27 0 13

Major/Minor Major2 Minor2

Conflicting Flow All - 0 - 878

Stage 1 - - - -

Stage 2 - - - -

Critical Hdwy - - - 7.14

Critical Hdwy Stg 1 - - - -

Critical Hdwy Stg 2 - - - -

Follow-up Hdwy - - - 3.92

Pot Cap-1 Maneuver - - 0 250

Stage 1 - - 0 -

Stage 2 - - 0 -

Platoon blocked, % - - - -

Mov Cap-1 Maneuver - - - 250

Mov Cap-2 Maneuver - - - -

Stage 1 - - - -

Stage 2 - - - -

Approach WB SB

HCM Control Delay, s/v 0 20.2

HCM LOS C

Minor Lane/Major Mvmt WBT WBR SBLn1

Capacity (veh/h) - - 250

HCM Lane V/C Ratio - - 0.052

HCM Control Delay (s/veh) - - 20.2

HCM Lane LOS - - C

HCM 95th %tile Q(veh) - - 0.2

Lanes, Volumes, Timings

1: High Note Avenue & Ridgeway Parkway (Eastbound)

01/29/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		  										
Traffic Volume (vph)	83	1240	74	0	0	0	0	130	84	42	49	0
Future Volume (vph)	83	1240	74	0	0	0	0	130	84	42	49	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		100	0		0	0		150	100		0
Storage Lanes	1		1	0		0	0		1	1		0
Taper Length (ft)	100			25			25			100		
Lane Util. Factor	1.00	0.91	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850						0.850			
Flt Protected	0.950									0.950		
Satd. Flow (prot)	1770	5085	1583	0	0	0	0	1863	1583	1770	1863	0
Flt Permitted	0.950									0.430		
Satd. Flow (perm)	1770	5085	1583	0	0	0	0	1863	1583	801	1863	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			73						108			
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		640			692			320			658	
Travel Time (s)		14.5			15.7			7.3			15.0	
Peak Hour Factor	0.78	0.93	0.78	0.92	0.92	0.92	0.92	0.83	0.78	0.78	0.78	0.92
Adj. Flow (vph)	106	1333	95	0	0	0	0	157	108	54	63	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	106	1333	95	0	0	0	0	157	108	54	63	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1					2	1	1	2	
Detector Template	Left	Thru	Right					Thru	Right	Left	Thru	
Leading Detector (ft)	20	100	20					100	20	20	100	
Trailing Detector (ft)	0	0	0					0	0	0	0	
Detector 1 Position(ft)	0	0	0					0	0	0	0	
Detector 1 Size(ft)	20	6	20					6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex					Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0					0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0					0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0					0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94						94			94	
Detector 2 Size(ft)		6						6			6	
Detector 2 Type		Cl+Ex						Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0						0.0			0.0	
Turn Type	Perm	NA	Perm					NA	Perm	pm+pt	NA	
Protected Phases		2						8		7	4	
Permitted Phases	2		2						8	4		

Lanes, Volumes, Timings

1: High Note Avenue & Ridgeway Parkway (Eastbound)

01/29/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	2	2	2					8	8	7	4	
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					22.5	22.5	9.5	22.5	
Total Split (s)	40.0	40.0	40.0					40.0	40.0	10.0	50.0	
Total Split (%)	44.4%	44.4%	44.4%					44.4%	44.4%	11.1%	55.6%	
Maximum Green (s)	35.5	35.5	35.5					35.5	35.5	5.5	45.5	
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	Lag	Lead		
Lead-Lag Optimize?								Yes	Yes	Yes		
Vehicle Extension (s)	3.0	3.0	3.0					3.0	3.0	3.0	3.0	
Recall Mode	Max	Max	Max					None	None	None	None	
Walk Time (s)	7.0	7.0	7.0					7.0	7.0		7.0	
Flash Don't Walk (s)	11.0	11.0	11.0					11.0	11.0		11.0	
Pedestrian Calls (#/hr)	0	0	0					0	0		0	
Act Effct Green (s)	38.7	38.7	38.7					10.8	10.8	16.6	16.6	
Actuated g/C Ratio	0.60	0.60	0.60					0.17	0.17	0.26	0.26	
v/c Ratio	0.10	0.44	0.10					0.50	0.30	0.19	0.13	
Control Delay (s/veh)	7.8	8.7	3.6					30.0	8.0	17.1	16.4	
Queue Delay	0.0	0.0	0.0					0.0	0.0	0.0	0.0	
Total Delay (s/veh)	7.8	8.7	3.6					30.0	8.0	17.1	16.4	
LOS	A	A	A					C	A	B	B	
Approach Delay (s/veh)		8.3						21.1			16.7	
Approach LOS		A						C			B	

Queues

1: High Note Avenue & Ridgeway Parkway (Eastbound)

01/29/2025



Lane Group	EBL	EBT	EBR	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	106	1333	95	157	108	54	63
v/c Ratio	0.10	0.44	0.10	0.50	0.30	0.19	0.13
Control Delay (s/veh)	7.8	8.7	3.6	30.0	8.0	17.1	16.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	7.8	8.7	3.6	30.0	8.0	17.1	16.4
Queue Length 50th (ft)	19	109	4	58	0	15	17
Queue Length 95th (ft)	38	163	19	99	25	31	35
Internal Link Dist (ft)		560		240			578
Turn Bay Length (ft)	100		100		150	100	
Base Capacity (vph)	1064	3057	980	1036	928	290	1328
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	0.10	0.44	0.10	0.15	0.12	0.19	0.05
Intersection Summary							

HCM 7th Signalized Intersection Summary

1: High Note Avenue & Ridgeway Parkway (Eastbound)

01/29/2025

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		  										
Traffic Volume (veh/h)	83	1240	74	0	0	0	0	130	84	42	49	0
Future Volume (veh/h)	83	1240	74	0	0	0	0	130	84	42	49	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
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	1870	1870	1870				0	1870	1870	1870	1870	0
Adj Flow Rate, veh/h	106	1333	95				0	157	108	54	63	0
Peak Hour Factor	0.78	0.93	0.78				0.92	0.83	0.78	0.78	0.78	0.92
Percent Heavy Veh, %	2	2	2				0	2	2	2	2	0
Cap, veh/h	1055	3024	939				0	249	211	268	482	0
Arrive On Green	0.59	0.59	0.59				0.00	0.13	0.13	0.05	0.26	0.00
Sat Flow, veh/h	1781	5106	1585				0	1870	1585	1781	1870	0
Grp Volume(v), veh/h	106	1333	95				0	157	108	54	63	0
Grp Sat Flow(s),veh/h/ln	1781	1702	1585				0	1870	1585	1781	1870	0
Q Serve(g_s), s	1.5	8.6	1.6				0.0	4.8	3.8	1.5	1.6	0.0
Cycle Q Clear(g_c), s	1.5	8.6	1.6				0.0	4.8	3.8	1.5	1.6	0.0
Prop In Lane	1.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	1055	3024	939				0	249	211	268	482	0
V/C Ratio(X)	0.10	0.44	0.10				0.00	0.63	0.51	0.20	0.13	0.00
Avail Cap(c_a), veh/h	1055	3024	939				0	1108	939	343	1420	0
HCM Platoon Ratio	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				0.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	5.3	6.7	5.3				0.0	24.6	24.2	19.4	17.1	0.0
Incr Delay (d2), s/veh	0.2	0.5	0.2				0.0	2.6	1.9	0.4	0.1	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	2.5	0.4				0.0	2.2	1.5	0.6	0.6	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	5.5	7.2	5.5				0.0	27.2	26.1	19.8	17.2	0.0
LnGrp LOS	A	A	A					C	C	B	B	
Approach Vol, veh/h	1534						265			117		
Approach Delay, s/veh	7.0						26.8			18.4		
Approach LOS	A						C			B		
Timer - Assigned Phs	2			4			7		8			
Phs Duration (G+Y+Rc), s	40.0			19.9			7.5		12.5			
Change Period (Y+Rc), s	4.5			4.5			4.5		4.5			
Max Green Setting (Gmax), s	35.5			45.5			5.5		35.5			
Max Q Clear Time (g_c+l1), s	10.6			3.6			3.5		6.8			
Green Ext Time (p_c), s	11.9			0.3			0.0		1.3			
Intersection Summary												
HCM 7th Control Delay, s/veh	10.4											
HCM 7th LOS	B											

Lanes, Volumes, Timings

2: High Note Avenue & Ridgeway Parkway (Westbound)

01/29/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations				↩	↩↩↩	↩	↩	↩			↩	↩
Traffic Volume (vph)	0	0	0	54	3115	70	124	110	0	0	57	99
Future Volume (vph)	0	0	0	54	3115	70	124	110	0	0	57	99
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	100		100	100		0	0		100
Storage Lanes	0		0	1		1	1		0	0		1
Taper Length (ft)	25			100			100			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	0.91	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt						0.850						0.850
Flt Protected				0.950			0.950					
Satd. Flow (prot)	0	0	0	1770	5085	1583	1770	1863	0	0	1863	1583
Flt Permitted				0.950			0.473					
Satd. Flow (perm)	0	0	0	1770	5085	1583	881	1863	0	0	1863	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						73						73
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		283			604			658			436	
Travel Time (s)		6.4			13.7			15.0			9.9	
Peak Hour Factor	0.92	0.92	0.92	0.78	0.95	0.78	0.83	0.83	0.92	0.92	0.78	0.78
Adj. Flow (vph)	0	0	0	69	3279	90	149	133	0	0	73	127
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	69	3279	90	149	133	0	0	73	127
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors				1	2	1	1	2			2	1
Detector Template				Left	Thru	Right	Left	Thru			Thru	Right
Leading Detector (ft)				20	100	20	20	100			100	20
Trailing Detector (ft)				0	0	0	0	0			0	0
Detector 1 Position(ft)				0	0	0	0	0			0	0
Detector 1 Size(ft)				20	6	20	20	6			6	20
Detector 1 Type				Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)				0.0	0.0	0.0	0.0	0.0			0.0	0.0
Detector 1 Queue (s)				0.0	0.0	0.0	0.0	0.0			0.0	0.0
Detector 1 Delay (s)				0.0	0.0	0.0	0.0	0.0			0.0	0.0
Detector 2 Position(ft)					94			94			94	
Detector 2 Size(ft)					6			6			6	
Detector 2 Type					Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)					0.0			0.0			0.0	
Turn Type				Perm	NA	Perm	pm+pt	NA			NA	Perm
Protected Phases					6		3	8			4	
Permitted Phases				6		6	8					4

Lanes, Volumes, Timings

2: High Note Avenue & Ridgeway Parkway (Westbound)

01/29/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase				6	6	6	3	8			4	4
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)				58.0	58.0	58.0	10.0	32.0			22.0	22.0
Total Split (%)				64.4%	64.4%	64.4%	11.1%	35.6%			24.4%	24.4%
Maximum Green (s)				53.5	53.5	53.5	5.5	27.5			17.5	17.5
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							Lead				Lag	Lag
Lead-Lag Optimize?							Yes				Yes	Yes
Vehicle Extension (s)				3.0	3.0	3.0	3.0	3.0			3.0	3.0
Recall Mode				Max	Max	Max	None	None			None	None
Walk Time (s)				7.0	7.0	7.0		7.0			7.0	7.0
Flash Don't Walk (s)				11.0	11.0	11.0		11.0			11.0	11.0
Pedestrian Calls (#/hr)				0	0	0		0			0	0
Act Effect Green (s)				54.1	54.1	54.1	19.0	19.0			9.0	9.0
Actuated g/C Ratio				0.66	0.66	0.66	0.23	0.23			0.11	0.11
v/c Ratio				0.06	0.98	0.08	0.57	0.31			0.36	0.54
Control Delay (s/veh)				5.8	26.3	2.3	35.4	27.8			38.4	24.9
Queue Delay				0.0	0.0	0.0	0.0	0.0			0.0	0.0
Total Delay (s/veh)				5.8	26.3	2.3	35.4	27.8			38.4	24.9
LOS				A	C	A	D	C			D	C
Approach Delay (s/veh)					25.3			31.8			29.8	
Approach LOS					C			C			C	

Intersection Summary

Area Type: Other

Cycle Length: 90

Actuated Cycle Length: 82.1

Natural Cycle: 100

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.98

Intersection Signal Delay (s/veh): 26.0

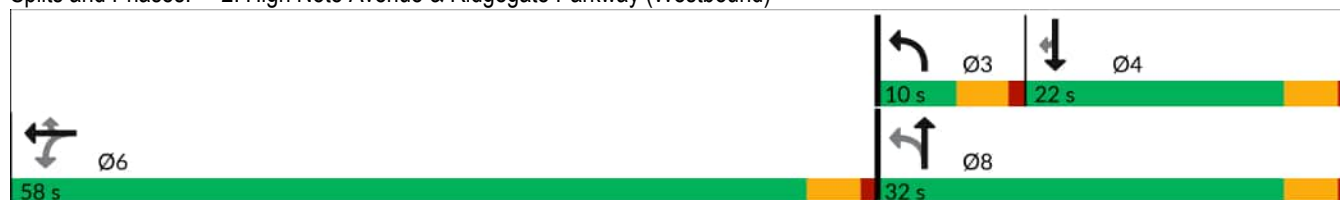
Intersection LOS: C

Intersection Capacity Utilization 84.4%

ICU Level of Service E

Analysis Period (min) 15

Splits and Phases: 2: High Note Avenue & Ridgeway Parkway (Westbound)



Queues

2: High Note Avenue & Ridgeway Parkway (Westbound)

01/29/2025



Lane Group	WBL	WBT	WBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	69	3279	90	149	133	73	127
v/c Ratio	0.06	0.98	0.08	0.57	0.31	0.36	0.54
Control Delay (s/veh)	5.8	26.3	2.3	35.4	27.8	38.4	24.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	5.8	26.3	2.3	35.4	27.8	38.4	24.9
Queue Length 50th (ft)	11	506	3	64	56	35	26
Queue Length 95th (ft)	24	#798	15	105	94	64	60
Internal Link Dist (ft)		524			578	356	
Turn Bay Length (ft)	100		100	100			100
Base Capacity (vph)	1166	3351	1068	263	624	397	395
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	0.06	0.98	0.08	0.57	0.21	0.18	0.32

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

HCM 7th Signalized Intersection Summary

2: High Note Avenue & Ridgeway Parkway (Westbound)

01/29/2025

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	54	3115	70	124	110	0	0	57	99
Future Volume (veh/h)	0	0	0	54	3115	70	124	110	0	0	57	99
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Lane Width Adj.				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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				1870	1870	1870	1870	1870	0	0	1870	1870
Adj Flow Rate, veh/h				69	3279	90	149	133	0	0	73	127
Peak Hour Factor				0.78	0.95	0.78	0.83	0.83	0.92	0.92	0.78	0.78
Percent Heavy Veh, %				2	2	2	2	2	0	0	2	2
Cap, veh/h				1172	3360	1043	294	432	0	0	202	172
Arrive On Green				0.66	0.66	0.66	0.07	0.23	0.00	0.00	0.11	0.11
Sat Flow, veh/h				1781	5106	1585	1781	1870	0	0	1870	1585
Grp Volume(v), veh/h				69	3279	90	149	133	0	0	73	127
Grp Sat Flow(s),veh/h/ln				1781	1702	1585	1781	1870	0	0	1870	1585
Q Serve(g_s), s				1.1	49.9	1.7	5.5	4.8	0.0	0.0	2.9	6.3
Cycle Q Clear(g_c), s				1.1	49.9	1.7	5.5	4.8	0.0	0.0	2.9	6.3
Prop In Lane				1.00		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				1172	3360	1043	294	432	0	0	202	172
V/C Ratio(X)				0.06	0.98	0.09	0.51	0.31	0.00	0.00	0.36	0.74
Avail Cap(c_a), veh/h				1172	3360	1043	294	633	0	0	403	341
HCM Platoon Ratio				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	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh				4.9	13.3	5.0	28.9	25.9	0.0	0.0	33.6	35.1
Incr Delay (d2), s/veh				0.1	10.8	0.2	1.4	0.4	0.0	0.0	1.1	6.1
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				0.4	18.1	0.5	2.6	2.1	0.0	0.0	1.4	2.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh				5.0	24.1	5.2	30.3	26.3	0.0	0.0	34.7	41.3
LnGrp LOS				A	C	A	C	C			C	D
Approach Vol, veh/h					3438			282			200	
Approach Delay, s/veh					23.2			28.4			38.9	
Approach LOS					C			C			D	
Timer - Assigned Phs			3	4		6		8				
Phs Duration (G+Y+Rc), s			10.0	13.3		58.0		23.3				
Change Period (Y+Rc), s			4.5	4.5		4.5		4.5				
Max Green Setting (Gmax), s			5.5	17.5		53.5		27.5				
Max Q Clear Time (g_c+I1), s			7.5	8.3		51.9		6.8				
Green Ext Time (p_c), s			0.0	0.5		1.6		0.6				
Intersection Summary												
HCM 7th Control Delay, s/veh			24.4									
HCM 7th LOS			C									
Notes												
User approved pedestrian interval to be less than phase max green.												

Lanes, Volumes, Timings

3: Ridgeway Parkway (Westbound) & Access

01/29/2025



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations			↑↑↑↓			↑
Traffic Volume (vph)	0	0	3091	36	0	25
Future Volume (vph)	0	0	3091	36	0	25
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.91	0.91	1.00	1.00
Frt			0.998			0.865
Flt Protected						
Satd. Flow (prot)	0	0	5075	0	0	1611
Flt Permitted						
Satd. Flow (perm)	0	0	5075	0	0	1611
Link Speed (mph)		30	30		30	
Link Distance (ft)		202	946		349	
Travel Time (s)		4.6	21.5		7.9	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	3360	39	0	27
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	3399	0	0	27
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	70.5%			ICU Level of Service C		
Analysis Period (min)	15					

Intersection

Int Delay, s/veh 0.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations			↑↑↑			↑
Traffic Vol, veh/h	0	0	3091	36	0	25
Future Vol, veh/h	0	0	3091	36	0	25
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	0	0	3360	39	0	27

Major/Minor	Major2	Minor2
Conflicting Flow All	-	0 - 1699
Stage 1	-	- -
Stage 2	-	- -
Critical Hdwy	-	- - 7.14
Critical Hdwy Stg 1	-	- -
Critical Hdwy Stg 2	-	- -
Follow-up Hdwy	-	- - 3.92
Pot Cap-1 Maneuver	-	- 0 69
Stage 1	-	- 0 -
Stage 2	-	- 0 -
Platoon blocked, %	-	-
Mov Cap-1 Maneuver	-	- - 69
Mov Cap-2 Maneuver	-	- -
Stage 1	-	- -
Stage 2	-	- -

Approach	WB	SB
HCM Control Delay, s/v	0	87.13
HCM LOS		F

Minor Lane/Major Mvmt	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	69
HCM Lane V/C Ratio	-	-	0.392
HCM Control Delay (s/veh)	-	-	87.1
HCM Lane LOS	-	-	F
HCM 95th %tile Q(veh)	-	-	1.5

Lanes, Volumes, Timings

1: High Note Avenue & Ridgeway Parkway (Eastbound)

01/29/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		  										
Traffic Volume (vph)	98	2845	156	0	0	0	0	146	92	69	85	0
Future Volume (vph)	98	2845	156	0	0	0	0	146	92	69	85	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		100	0		0	0		150	100		0
Storage Lanes	1		1	0		0	0		1	1		0
Taper Length (ft)	100			25			25			100		
Lane Util. Factor	1.00	0.91	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850						0.850			
Flt Protected	0.950									0.950		
Satd. Flow (prot)	1770	5085	1583	0	0	0	0	1863	1583	1770	1863	0
Flt Permitted	0.950									0.369		
Satd. Flow (perm)	1770	5085	1583	0	0	0	0	1863	1583	687	1863	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			50						118			
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		640			692			320			658	
Travel Time (s)		14.5			15.7			7.3			15.0	
Peak Hour Factor	0.78	0.95	0.83	0.78	0.78	0.78	0.78	0.83	0.78	0.78	0.78	0.78
Adj. Flow (vph)	126	2995	188	0	0	0	0	176	118	88	109	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	126	2995	188	0	0	0	0	176	118	88	109	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1					2	1	1	2	
Detector Template	Left	Thru	Right					Thru	Right	Left	Thru	
Leading Detector (ft)	20	100	20					100	20	20	100	
Trailing Detector (ft)	0	0	0					0	0	0	0	
Detector 1 Position(ft)	0	0	0					0	0	0	0	
Detector 1 Size(ft)	20	6	20					6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex					Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0					0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0					0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0					0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94						94			94	
Detector 2 Size(ft)		6						6			6	
Detector 2 Type		Cl+Ex						Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0						0.0			0.0	
Turn Type	Perm	NA	Perm					NA	Perm	pm+pt	NA	
Protected Phases		2						8		7	4	
Permitted Phases	2		2						8	4		

Lanes, Volumes, Timings

1: High Note Avenue & Ridgeway Parkway (Eastbound)

01/29/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	2	2	2					8	8	7	4	
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					22.5	22.5	9.5	22.5	
Total Split (s)	52.0	52.0	52.0					56.0	56.0	22.0	78.0	
Total Split (%)	40.0%	40.0%	40.0%					43.1%	43.1%	16.9%	60.0%	
Maximum Green (s)	47.5	47.5	47.5					51.5	51.5	17.5	73.5	
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	Lag	Lead		
Lead-Lag Optimize?								Yes	Yes	Yes		
Vehicle Extension (s)	3.0	3.0	3.0					3.0	3.0	3.0	3.0	
Recall Mode	Max	Max	Max					None	None	None	None	
Walk Time (s)	7.0	7.0	7.0					7.0	7.0		7.0	
Flash Don't Walk (s)	11.0	11.0	11.0					11.0	11.0		11.0	
Pedestrian Calls (#/hr)	0	0	0					0	0		0	
Act Effct Green (s)	48.1	48.1	48.1					13.0	13.0	24.1	24.1	
Actuated g/C Ratio	0.59	0.59	0.59					0.16	0.16	0.30	0.30	
v/c Ratio	0.12	1.00	0.20					0.59	0.34	0.27	0.20	
Control Delay (s/veh)	9.9	35.3	7.9					41.7	9.3	21.7	20.8	
Queue Delay	0.0	0.0	0.0					0.0	0.0	0.0	0.0	
Total Delay (s/veh)	9.9	35.3	7.9					41.7	9.3	21.7	20.8	
LOS	A	D	A					D	A	C	C	
Approach Delay (s/veh)		32.8						28.7			21.2	
Approach LOS		C						C			C	

Intersection Summary

Area Type: Other

Cycle Length: 130

Actuated Cycle Length: 81.4

Natural Cycle: 90

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 1.00

Intersection Signal Delay (s/veh): 31.9

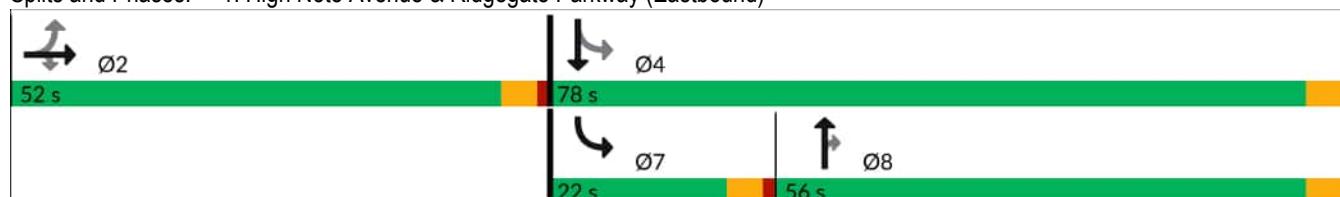
Intersection LOS: C

Intersection Capacity Utilization 78.1%

ICU Level of Service D

Analysis Period (min) 15

Splits and Phases: 1: High Note Avenue & Ridgeway Parkway (Eastbound)



Queues

1: High Note Avenue & Ridgeway Parkway (Eastbound)

01/29/2025



Lane Group	EBL	EBT	EBR	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	126	2995	188	176	118	88	109
v/c Ratio	0.12	1.00	0.20	0.59	0.34	0.27	0.20
Control Delay (s/veh)	9.9	35.3	7.9	41.7	9.3	21.7	20.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	9.9	35.3	7.9	41.7	9.3	21.7	20.8
Queue Length 50th (ft)	28	~623	31	87	0	33	41
Queue Length 95th (ft)	56	#840	69	142	30	55	65
Internal Link Dist (ft)		560		240			578
Turn Bay Length (ft)	100		100		150	100	
Base Capacity (vph)	1046	3006	956	1194	1057	458	1658
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	0.12	1.00	0.20	0.15	0.11	0.19	0.07

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 7th Signalized Intersection Summary

1: High Note Avenue & Ridgeway Parkway (Eastbound)

01/29/2025

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		  										
Traffic Volume (veh/h)	98	2845	156	0	0	0	0	146	92	69	85	0
Future Volume (veh/h)	98	2845	156	0	0	0	0	146	92	69	85	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
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	1870	1870	1870				0	1870	1870	1870	1870	0
Adj Flow Rate, veh/h	126	2995	188				0	176	118	88	109	0
Peak Hour Factor	0.78	0.95	0.83				0.78	0.83	0.78	0.78	0.78	0.78
Percent Heavy Veh, %	2	2	2				0	2	2	2	2	0
Cap, veh/h	1118	3206	995				0	254	215	248	474	0
Arrive On Green	0.63	0.63	0.63				0.00	0.14	0.14	0.06	0.25	0.00
Sat Flow, veh/h	1781	5106	1585				0	1870	1585	1781	1870	0
Grp Volume(v), veh/h	126	2995	188				0	176	118	88	109	0
Grp Sat Flow(s),veh/h/ln	1781	1702	1585				0	1870	1585	1781	1870	0
Q Serve(g_s), s	2.1	39.9	3.8				0.0	6.8	5.3	3.1	3.5	0.0
Cycle Q Clear(g_c), s	2.1	39.9	3.8				0.0	6.8	5.3	3.1	3.5	0.0
Prop In Lane	1.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	1118	3206	995				0	254	215	248	474	0
V/C Ratio(X)	0.11	0.93	0.19				0.00	0.69	0.55	0.35	0.23	0.00
Avail Cap(c_a), veh/h	1118	3206	995				0	1273	1079	557	1817	0
HCM Platoon Ratio	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				0.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	5.6	12.7	5.9				0.0	31.2	30.5	24.8	22.4	0.0
Incr Delay (d2), s/veh	0.2	6.5	0.4				0.0	3.4	2.2	0.9	0.2	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	13.9	1.2				0.0	3.2	2.1	1.3	1.5	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	5.8	19.2	6.4				0.0	34.6	32.7	25.6	22.6	0.0
LnGrp LOS	A	B	A					C	C	C	C	
Approach Vol, veh/h	3309						294			197		
Approach Delay, s/veh	18.0						33.8			24.0		
Approach LOS	B						C			C		
Timer - Assigned Phs	2			4			7		8			
Phs Duration (G+Y+Rc), s	52.0			23.7			8.9		14.8			
Change Period (Y+Rc), s	4.5			4.5			4.5		4.5			
Max Green Setting (Gmax), s	47.5			73.5			17.5		51.5			
Max Q Clear Time (g_c+l1), s	41.9			5.5			5.1		8.8			
Green Ext Time (p_c), s	5.5			0.7			0.1		1.5			
Intersection Summary												
HCM 7th Control Delay, s/veh				19.5								
HCM 7th LOS				B								
Notes												
User approved pedestrian interval to be less than phase max green.												

Lanes, Volumes, Timings

2: High Note Avenue & Ridgeway Parkway (Westbound)

01/29/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations				↰	↰↰↰	↰	↰	↰			↰	↰
Traffic Volume (vph)	0	0	0	95	1616	78	147	106	0	0	76	71
Future Volume (vph)	0	0	0	95	1616	78	147	106	0	0	76	71
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	100		100	100		0	0		100
Storage Lanes	0		0	1		1	1		0	0		1
Taper Length (ft)	25			100			100			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	0.91	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt						0.850						0.850
Flt Protected				0.950			0.950					
Satd. Flow (prot)	0	0	0	1770	5085	1583	1770	1863	0	0	1863	1583
Flt Permitted				0.950			0.468					
Satd. Flow (perm)	0	0	0	1770	5085	1583	872	1863	0	0	1863	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						50						91
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		283			604			658			436	
Travel Time (s)		6.4			13.7			15.0			9.9	
Peak Hour Factor	0.92	0.92	0.92	0.78	0.93	0.78	0.83	0.83	0.92	0.92	0.78	0.78
Adj. Flow (vph)	0	0	0	122	1738	100	177	128	0	0	97	91
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	122	1738	100	177	128	0	0	97	91
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors				1	2	1	1	2			2	1
Detector Template				Left	Thru	Right	Left	Thru			Thru	Right
Leading Detector (ft)				20	100	20	20	100			100	20
Trailing Detector (ft)				0	0	0	0	0			0	0
Detector 1 Position(ft)				0	0	0	0	0			0	0
Detector 1 Size(ft)				20	6	20	20	6			6	20
Detector 1 Type				Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)				0.0	0.0	0.0	0.0	0.0			0.0	0.0
Detector 1 Queue (s)				0.0	0.0	0.0	0.0	0.0			0.0	0.0
Detector 1 Delay (s)				0.0	0.0	0.0	0.0	0.0			0.0	0.0
Detector 2 Position(ft)					94			94			94	
Detector 2 Size(ft)					6			6			6	
Detector 2 Type					Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)					0.0			0.0			0.0	
Turn Type				Perm	NA	Perm	pm+pt	NA			NA	Perm
Protected Phases					6		3	8			4	
Permitted Phases				6		6	8					4

Lanes, Volumes, Timings

2: High Note Avenue & Ridgeway Parkway (Westbound)

01/29/2025

	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group												
Detector Phase				6	6	6	3	8			4	4
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	49.0	83.0			34.0	34.0
Total Split (%)				36.2%	36.2%	36.2%	37.7%	63.8%			26.2%	26.2%
Maximum Green (s)				42.5	42.5	42.5	44.5	78.5			29.5	29.5
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							Lead				Lag	Lag
Lead-Lag Optimize?							Yes				Yes	Yes
Vehicle Extension (s)				3.0	3.0	3.0	3.0	3.0			3.0	3.0
Recall Mode				Max	Max	Max	None	None			None	None
Walk Time (s)				7.0	7.0	7.0		7.0			7.0	7.0
Flash Don't Walk (s)				11.0	11.0	11.0		11.0			11.0	11.0
Pedestrian Calls (#/hr)				0	0	0		0			0	0
Act Effect Green (s)				42.7	42.7	42.7	25.0	25.0			9.3	9.3
Actuated g/C Ratio				0.56	0.56	0.56	0.33	0.33			0.12	0.12
v/c Ratio				0.12	0.61	0.11	0.43	0.21			0.43	0.33
Control Delay (s/veh)				9.6	13.3	5.7	22.4	19.2			37.9	11.3
Queue Delay				0.0	0.0	0.0	0.0	0.0			0.0	0.0
Total Delay (s/veh)				9.6	13.3	5.7	22.4	19.2			37.9	11.3
LOS				A	B	A	C	B			D	B
Approach Delay (s/veh)					12.7			21.1			25.0	
Approach LOS					B			C			C	

Intersection Summary

Area Type: Other

Cycle Length: 130

Actuated Cycle Length: 76.7

Natural Cycle: 60

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.61

Intersection Signal Delay (s/veh): 14.6

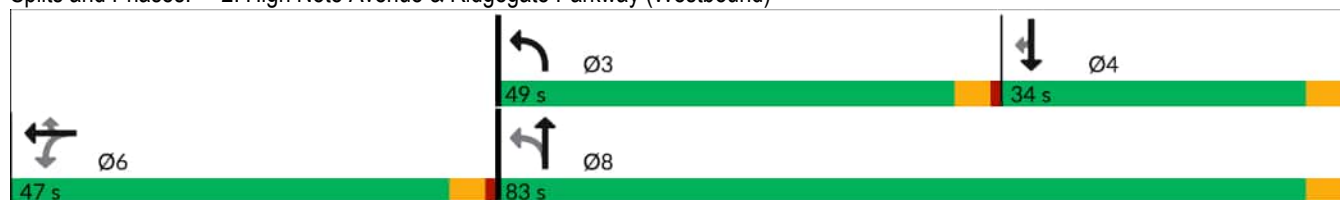
Intersection LOS: B

Intersection Capacity Utilization 78.1%

ICU Level of Service D

Analysis Period (min) 15

Splits and Phases: 2: High Note Avenue & Ridgeway Parkway (Westbound)



Queues

2: High Note Avenue & Ridgeway Parkway (Westbound)

01/29/2025



Lane Group	WBL	WBT	WBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	122	1738	100	177	128	97	91
v/c Ratio	0.12	0.61	0.11	0.43	0.21	0.43	0.33
Control Delay (s/veh)	9.6	13.3	5.7	22.4	19.2	37.9	11.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	9.6	13.3	5.7	22.4	19.2	37.9	11.3
Queue Length 50th (ft)	26	188	10	62	43	44	0
Queue Length 95th (ft)	51	282	29	99	74	78	28
Internal Link Dist (ft)		524			578	356	
Turn Bay Length (ft)	100		100	100			100
Base Capacity (vph)	984	2827	902	1030	1840	719	666
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	0.12	0.61	0.11	0.17	0.07	0.13	0.14
Intersection Summary							

HCM 7th Signalized Intersection Summary

2: High Note Avenue & Ridgeway Parkway (Westbound)

01/29/2025

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations				↰	↰↰↰	↰	↰	↰			↰	↰
Traffic Volume (veh/h)	0	0	0	95	1616	78	147	106	0	0	76	71
Future Volume (veh/h)	0	0	0	95	1616	78	147	106	0	0	76	71
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Lane Width Adj.				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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				1870	1870	1870	1870	1870	0	0	1870	1870
Adj Flow Rate, veh/h				122	1738	100	177	128	0	0	97	91
Peak Hour Factor				0.78	0.93	0.78	0.83	0.83	0.92	0.92	0.78	0.78
Percent Heavy Veh, %				2	2	2	2	2	0	0	2	2
Cap, veh/h				1068	3062	950	361	511	0	0	176	149
Arrive On Green				0.60	0.60	0.60	0.12	0.27	0.00	0.00	0.09	0.09
Sat Flow, veh/h				1781	5106	1585	1781	1870	0	0	1870	1585
Grp Volume(v), veh/h				122	1738	100	177	128	0	0	97	91
Grp Sat Flow(s),veh/h/ln				1781	1702	1585	1781	1870	0	0	1870	1585
Q Serve(g_s), s				2.1	14.6	1.9	6.0	3.8	0.0	0.0	3.5	3.9
Cycle Q Clear(g_c), s				2.1	14.6	1.9	6.0	3.8	0.0	0.0	3.5	3.9
Prop In Lane				1.00		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				1068	3062	950	361	511	0	0	176	149
V/C Ratio(X)				0.11	0.57	0.11	0.49	0.25	0.00	0.00	0.55	0.61
Avail Cap(c_a), veh/h				1068	3062	950	1273	2071	0	0	778	660
HCM Platoon Ratio				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	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh				6.1	8.6	6.1	23.1	20.1	0.0	0.0	30.7	30.9
Incr Delay (d2), s/veh				0.2	0.8	0.2	1.0	0.3	0.0	0.0	2.7	4.0
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				0.7	4.6	0.6	2.5	1.6	0.0	0.0	1.7	1.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh				6.3	9.4	6.3	24.1	20.3	0.0	0.0	33.4	34.8
LnGrp LOS				A	A	A	C	C			C	C
Approach Vol, veh/h					1960			305			188	
Approach Delay, s/veh					9.0			22.5			34.1	
Approach LOS					A			C			C	
Timer - Assigned Phs				3	4		6	8				
Phs Duration (G+Y+Rc), s				12.7	11.2		47.0	23.9				
Change Period (Y+Rc), s				4.5	4.5		4.5	4.5				
Max Green Setting (Gmax), s				44.5	29.5		42.5	78.5				
Max Q Clear Time (g_c+I1), s				8.0	5.9		16.6	5.8				
Green Ext Time (p_c), s				0.5	0.8		16.3	0.8				
Intersection Summary												
HCM 7th Control Delay, s/veh				12.6								
HCM 7th LOS				B								

Lanes, Volumes, Timings

3: Ridgeway Parkway (Westbound) & Access

01/29/2025



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations			↑↑↑			↑
Traffic Volume (vph)	0	0	1609	25	0	26
Future Volume (vph)	0	0	1609	25	0	26
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.91	0.91	1.00	1.00
Frt			0.998			0.865
Flt Protected						
Satd. Flow (prot)	0	0	5075	0	0	1611
Flt Permitted						
Satd. Flow (perm)	0	0	5075	0	0	1611
Link Speed (mph)		30	30		30	
Link Distance (ft)		202	946		349	
Travel Time (s)		4.6	21.5		7.9	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	1749	27	0	28
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	1776	0	0	28
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	
Intersection Summary						
Area Type:	Other					
Control Type: Unsignalized						
Intersection Capacity Utilization 41.6%						
ICU Level of Service A						
Analysis Period (min) 15						

Intersection

Int Delay, s/veh 0.3

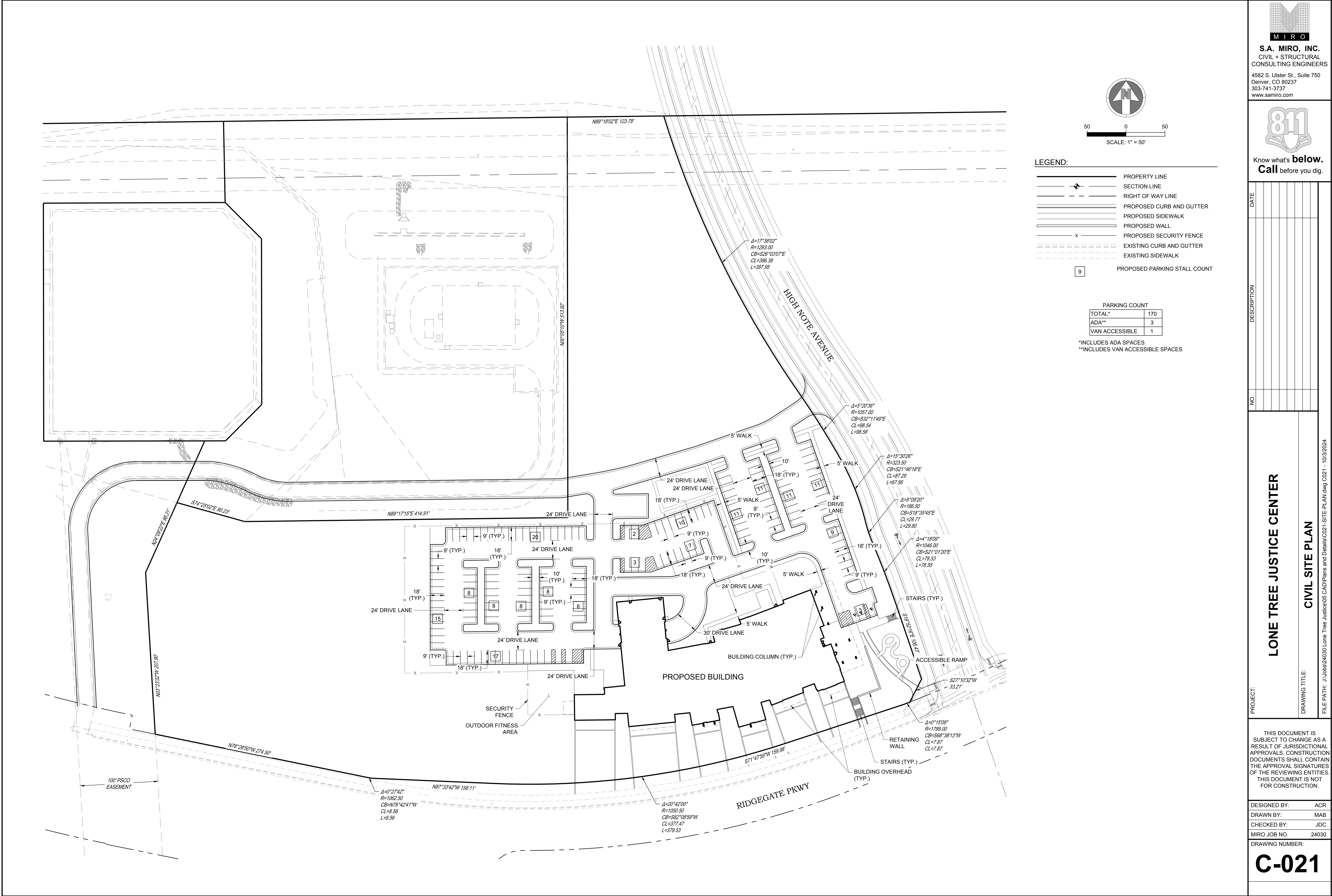
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations			↑↑↑			↑
Traffic Vol, veh/h	0	0	1609	25	0	26
Future Vol, veh/h	0	0	1609	25	0	26
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	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	0	0	1749	27	0	28

Major/Minor	Major2	Minor2
Conflicting Flow All	-	0 888
Stage 1	-	- -
Stage 2	-	- -
Critical Hdwy	-	- 7.14
Critical Hdwy Stg 1	-	- -
Critical Hdwy Stg 2	-	- -
Follow-up Hdwy	-	- 3.92
Pot Cap-1 Maneuver	-	0 246
Stage 1	-	0 -
Stage 2	-	0 -
Platoon blocked, %	-	-
Mov Cap-1 Maneuver	-	- 246
Mov Cap-2 Maneuver	-	- -
Stage 1	-	- -
Stage 2	-	- -

Approach	WB	SB
HCM Control Delay, s/v	0	21.51
HCM LOS		C

Minor Lane/Major Mvmt	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	246
HCM Lane V/C Ratio	-	-	0.115
HCM Control Delay (s/veh)	-	-	21.5
HCM Lane LOS	-	-	C
HCM 95th %tile Q(veh)	-	-	0.4

Appendix D Site Plan



AndersonMasonDale
Architects

Architect
AndersonMasonDale Architects, P.C.
3198 Speer Boulevard
Denver, CO 80211
Telephone: 303-294-9448
FAX: 303-294-0762

Structural Engineer
KL&A
215 North 12th St, Unit E
Carbondale, CO 80623
Telephone: 970-510-5703

**Mechanical, Electrical,
and Plumbing Engineer**
Cator Ruma & Associates Co
896 Tabor St #1
Lafayette, CO 80001
Telephone: 303-292-6200

IT / AV / Acoustic Engineer
NVS
2420 W 26th Ave
Denver, CO 80401
Telephone: 303-220-6400

Civil Engineer
S.A. Miro, Inc.
4582 S Ulster St #750
Denver, CO 80237
Telephone: 303-741-3737

Landscape Architect
Lima Green Design, Inc.
1165 S Pennsylvania, Suite 120A
Denver, CO 80210
Telephone: 303-733-7558

Energy Modeling
Group14 Engineering, PBC
1325 East 16th Avenue
Denver, CO 80218
Telephone: 303-861-2070

Seal

Issue

Date
04 OCTOBER 2024

SCHEMATIC DESIGN

**LONE TREE JUSTICE
CENTER**

**Project Address
24-013**

Owner
Agency
Address
City, ST, ZIP
Telephone: xxx-xxx-xxxx
FAX: xxx-xxx-xxxx
E-mail (optional)

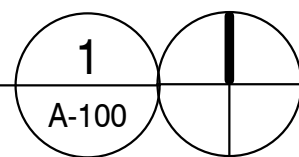
Project Number: 24-013
Drawn By: AMD
Reviewed By: AMD
Approved By: AMD

CIVIL SITE PLAN

C-021



ARCHITECTURAL SITE PLAN



**AndersonMasonDale
Architects**

Architect
AndersonMasonDale Architects, P.C.
3198 Speer Boulevard
Denver, CO 80211
Telephone: 303-294-9448
FAX: 303-294-0762

Structural Engineer
KL&A
215 North 12th St. Unit E
Carbondale, CO 80623
Telephone: 970-510-5703

**Mechanical, Electrical,
and Plumbing Engineer**
Cator Ruma & Associates Co
896 Tabor St #1
Lakewood, CO 80401
Telephone: 303-232-6200

IT / AV / Acoustic Engineer
NVS
2420 W 26th Ave
Denver, CO 80401
Telephone: 303-232-6400

Civil Engineer
S.A. Miro, Inc.
4582 S Ulster St #750
Denver, CO 80237
Telephone: 303-741-3737

Landscape Architect
Lima Green Design, Inc.
1165 S Pennsylvania, Suite 120A
Denver, CO 80210
Telephone: 303-733-7558

Energy Modeling
Group14 Engineering, PBC
1325 East 16th Avenue
Denver, CO 80218
Telephone: 303-861-2070

Seal
NOT FOR CONSTRUCTION
Issue
SCHEMATIC DESIGN
Date
04 OCTOBER 2024

**LONE TREE JUSTICE
CENTER**

Enter address here
24-013

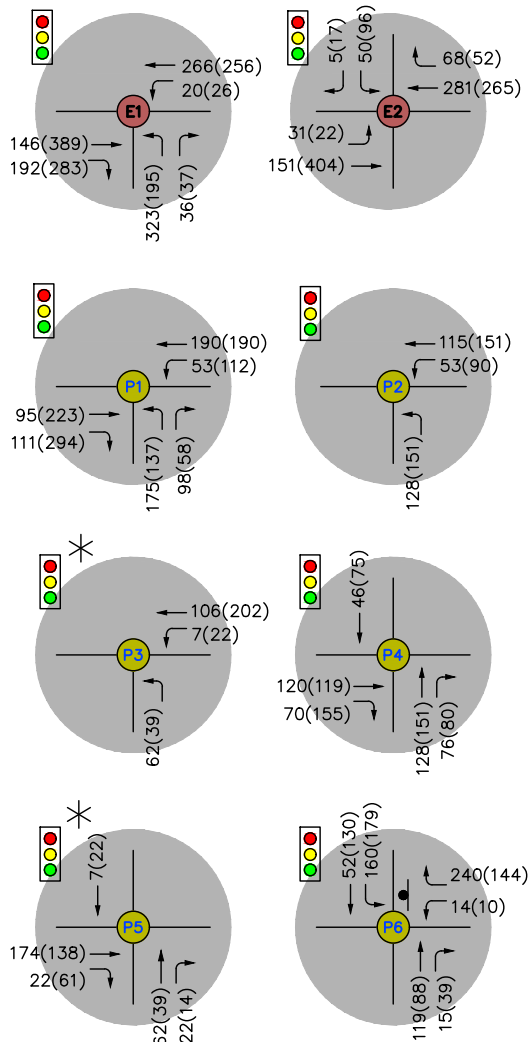
Owner
Agency
Address
City, ST, ZIP
Telephone: xxx-xxx-xxxx
FAX: xxx-xxx-xxxx
E-mail (optional)

Project Number: 24-013
Drawn By: AMD
Reviewed By: JT
Approved By: JC

ARCHITECTURAL SITE PLAN

A-100

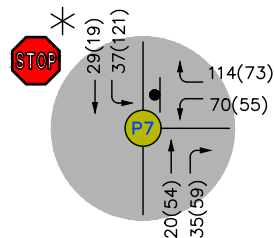
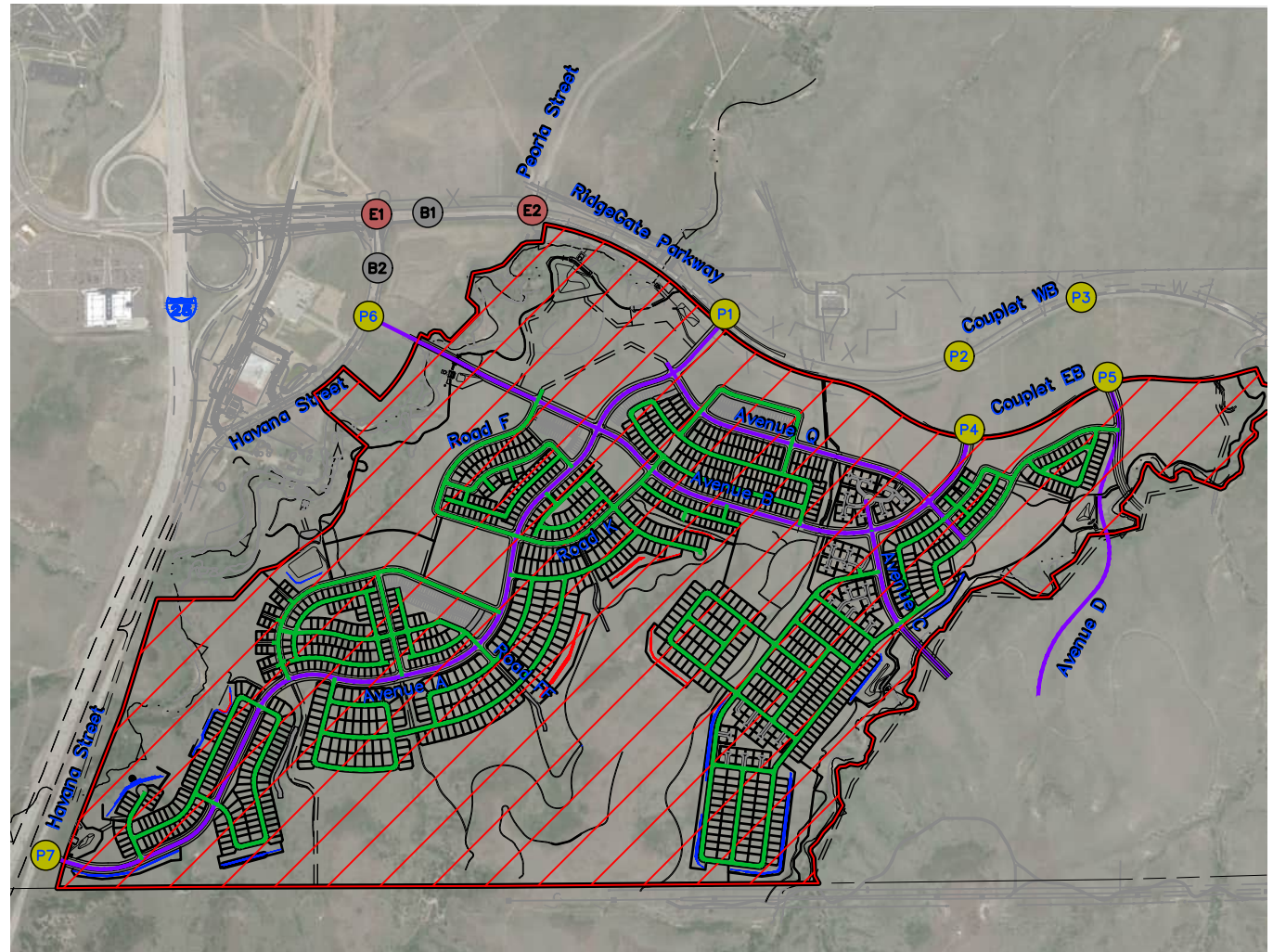
Appendix E
Excerpts from the Ridgeway – Southwest Village Traffic Impact Study
By JR Engineering
Dated October 22, 2020



* SIGNAL NOT WARRANTED BASED ON PEAK HOUR VOLUMES, BUT IS A PLANNED SIGNAL.
P3 AND P5 MODELED AS SIGNALIZED IN ORDER TO BE CONSISTENT THROUGH COUPLET.
P7 CURRENTLY MODELED AS STOP-CONTROLLED.

LEGEND

- | | |
|---|-------------------|
| EXISTING INTERSECTION | COLLECTOR ROAD |
| PROPOSED INTERSECTION - EXTERNAL | LOCAL ROAD |
| PROPOSED INTERSECTION - INTERNAL | PROJECT SITE |
| AVERAGE DAILY TRAFFIC (ADT) | STOP SIGN CONTROL |
| XX (XX) AM (PM) PEAK HOUR TRIP DISTRIBUTION | SIGNAL CONTROL |



SITE GENERATED ADT

- | | |
|----|-------|
| B1 | 8,700 |
| B2 | 5,650 |



1500 750 0 1500

ORIGINAL SCALE: 1" = 1500'

FIGURE 8 – SITE GENERATED TRAFFIC – EXTERNAL
RIDGEGATE SOUTHWEST VILLAGE
PAGE 18
PROJ. NO. 15950.00



J.R. ENGINEERING
A Westrian Company

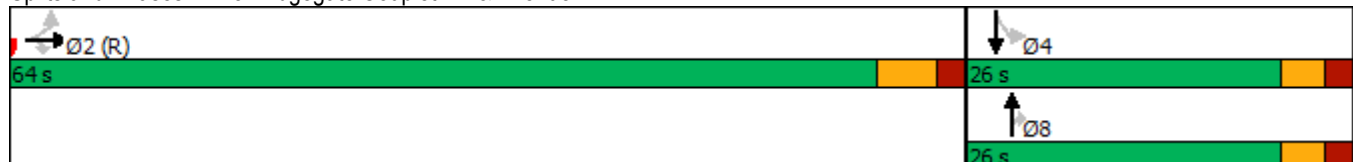
Centennial 303-740-9393 • Colorado Springs 719-593-2593
Fort Collins 970-491-9888 • www.jrengineering.com

Lanes, Volumes, Timings
15: Ridgeway Couplet EB & Avenue D

JR Engineering
05/13/2020

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	2	2	2					8	8	4	4	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0					5.0	5.0	5.0	5.0	
Minimum Split (s)	24.0	24.0	24.0					23.0	23.0	23.0	23.0	
Total Split (s)	64.0	64.0	64.0					26.0	26.0	26.0	26.0	
Total Split (%)	71.1%	71.1%	71.1%					28.9%	28.9%	28.9%	28.9%	
Maximum Green (s)	58.0	58.0	58.0					21.0	21.0	21.0	21.0	
Yellow Time (s)	4.0	4.0	4.0					3.0	3.0	3.0	3.0	
All-Red Time (s)	2.0	2.0	2.0					2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0					0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.0	6.0	6.0					5.0	5.0	5.0	5.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0	3.0					3.0	3.0	3.0	3.0	
Recall Mode	C-Min	C-Min	C-Min					None	None	None	None	
Walk Time (s)	7.0	7.0	7.0					7.0	7.0	7.0	7.0	
Flash Dont Walk (s)	11.0	11.0	11.0					11.0	11.0	11.0	11.0	
Pedestrian Calls (#/hr)	0	0	0					0	0	0	0	
Act Effct Green (s)	72.8	72.8	72.8					9.5	9.5	9.5	9.5	
Actuated g/C Ratio	0.81	0.81	0.81					0.11	0.11	0.11	0.11	
v/c Ratio	0.00	0.44	0.02					0.44	0.15	0.01	0.05	
Control Delay	2.0	2.5	0.4					44.7	11.6	37.0	33.3	
Queue Delay	0.0	0.0	0.0					0.0	0.0	0.0	0.0	
Total Delay	2.0	2.5	0.4					44.7	11.6	37.0	33.3	
LOS	A	A	A					D	B	D	C	
Approach Delay		2.4						35.9			33.7	
Approach LOS		A						D			C	
Intersection Summary												
Area Type:	CBD											
Cycle Length: 90												
Actuated Cycle Length: 90												
Offset: 0 (0%), Referenced to phase 2:EBTL, Start of Green												
Natural Cycle: 55												
Control Type: Actuated-Coordinated												
Maximum v/c Ratio: 0.44												
Intersection Signal Delay: 5.4						Intersection LOS: A						
Intersection Capacity Utilization 62.7%						ICU Level of Service B						
Analysis Period (min) 15												

Splits and Phases: 15: Ridgeway Couplet EB & Avenue D

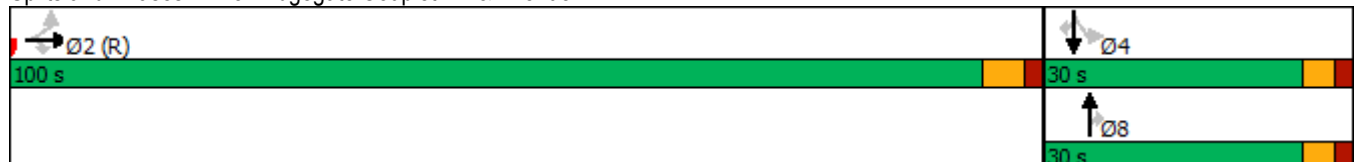


Lanes, Volumes, Timings
15: Ridgeway Couplet EB & Avenue D

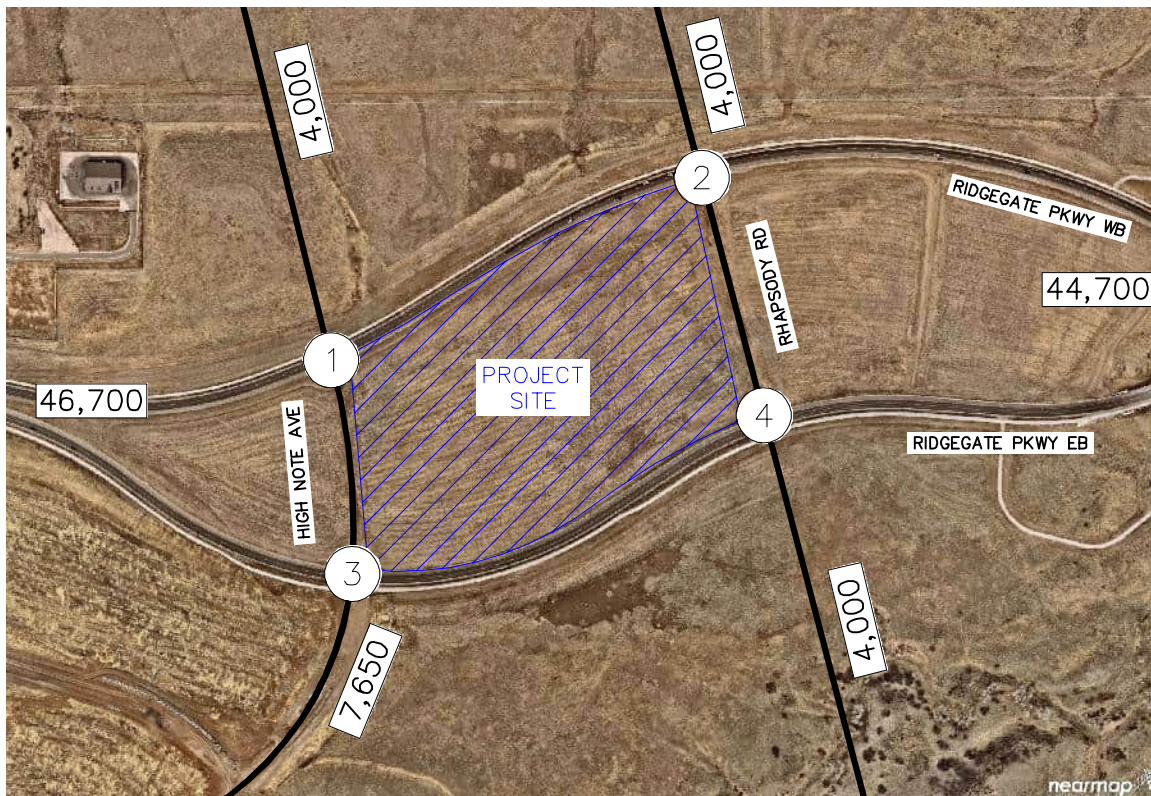
JR Engineering
05/13/2020

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	2	2	2					8	8	4	4	4
Switch Phase												
Minimum Initial (s)	10.0	10.0	10.0					5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	24.0	24.0	24.0					23.0	23.0	23.0	23.0	23.0
Total Split (s)	100.0	100.0	100.0					30.0	30.0	30.0	30.0	30.0
Total Split (%)	76.9%	76.9%	76.9%					23.1%	23.1%	23.1%	23.1%	23.1%
Maximum Green (s)	94.0	94.0	94.0					25.0	25.0	25.0	25.0	25.0
Yellow Time (s)	4.0	4.0	4.0					3.0	3.0	3.0	3.0	3.0
All-Red Time (s)	2.0	2.0	2.0					2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0					0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0					5.0	5.0	5.0	5.0	5.0
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0	3.0					3.0	3.0	3.0	3.0	3.0
Recall Mode	C-Min	C-Min	C-Min					None	None	None	None	None
Walk Time (s)	7.0	7.0	7.0					7.0	7.0	7.0	7.0	7.0
Flash Dont Walk (s)	11.0	11.0	11.0					11.0	11.0	11.0	11.0	11.0
Pedestrian Calls (#/hr)	0	0	0					0	0	0	0	0
Act Effct Green (s)	113.1	113.1	113.1					9.3	9.3	9.2	9.2	9.2
Actuated g/C Ratio	0.87	0.87	0.87					0.07	0.07	0.07	0.07	0.07
v/c Ratio	0.00	0.92	0.06					0.42	0.15	0.01	0.24	0.01
Control Delay	3.0	11.1	1.2					67.5	16.8	64.0	59.0	1.0
Queue Delay	0.0	0.0	0.0					0.0	0.0	0.0	0.0	0.0
Total Delay	3.0	11.1	1.2					67.5	16.8	64.0	59.0	1.0
LOS	A	B	A					E	B	E	E	A
Approach Delay		10.8						54.1			57.3	
Approach LOS		B						D			E	
Intersection Summary												
Area Type:	CBD											
Cycle Length: 130												
Actuated Cycle Length: 130												
Offset: 0 (0%), Referenced to phase 2:EBTL, Start of Green												
Natural Cycle: 130												
Control Type: Actuated-Coordinated												
Maximum v/c Ratio: 0.92												
Intersection Signal Delay: 12.4				Intersection LOS: B								
Intersection Capacity Utilization 94.1%				ICU Level of Service F								
Analysis Period (min) 15												

Splits and Phases: 15: Ridgeway Couplet EB & Avenue D



Appendix F
Excerpts from the Ridgeway King Soopers Traffic Impact Study
By Kimley Horn
Dated March 2023



1		2		3		4	
↙130(80) ←65(80) ↗65(100) ←2675(1495) ↙60(90)		↙130(80) ←65(80) ↗65(100) ←2595(1565) ↙30(55)		↓80(95) ↙45(75) →30(125) →1070(2560) ↙105(185)	↑180(170) ↘110(95) →25(90) →1135(2500) ↙65(140)	↓70(105) ↙25(30) ↑115(90) ↘65(65)	
RIDGEGATE PKWY WB & HIGH NOTE AVE		RIDGEGATE PKWY WB & RHAPSODY RD		RIDGEGATE PKWY EB & HIGH NOTE AVE		RIDGEGATE PKWY WB & RHAPSODY RD	

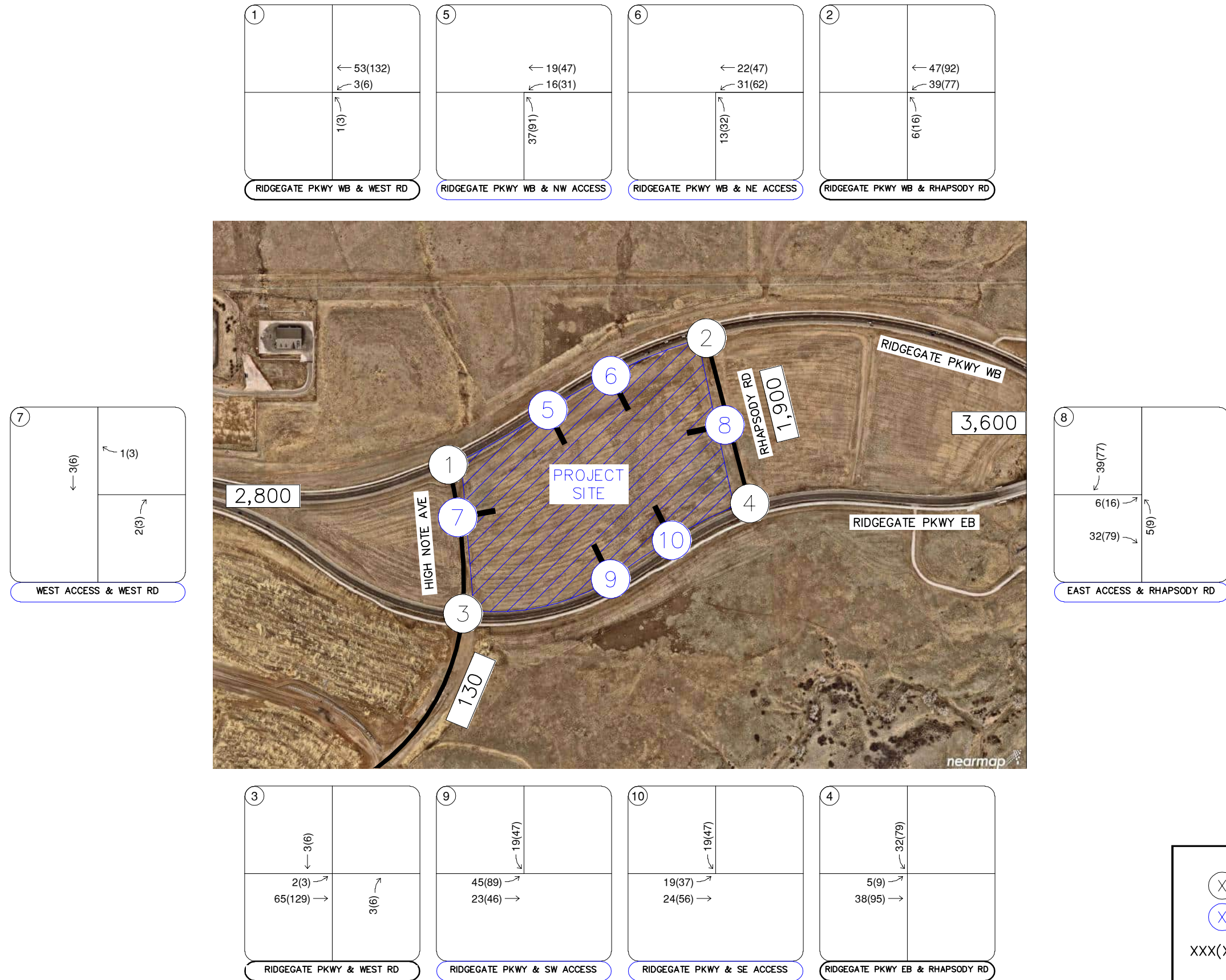
75(40)

65(140)

LEGEND	
(X)	Study Area Key Intersection
XXX(XXX)	Weekday AM(PM) Peak Hour Traffic Volumes
XX,X00	Estimated Daily Traffic Volume

RIDGEGATE KING SOOPERS
 LONE TREE, COLORADO
 2045 BACKGROUND TRAFFIC VOLUMES

FIGURE 5

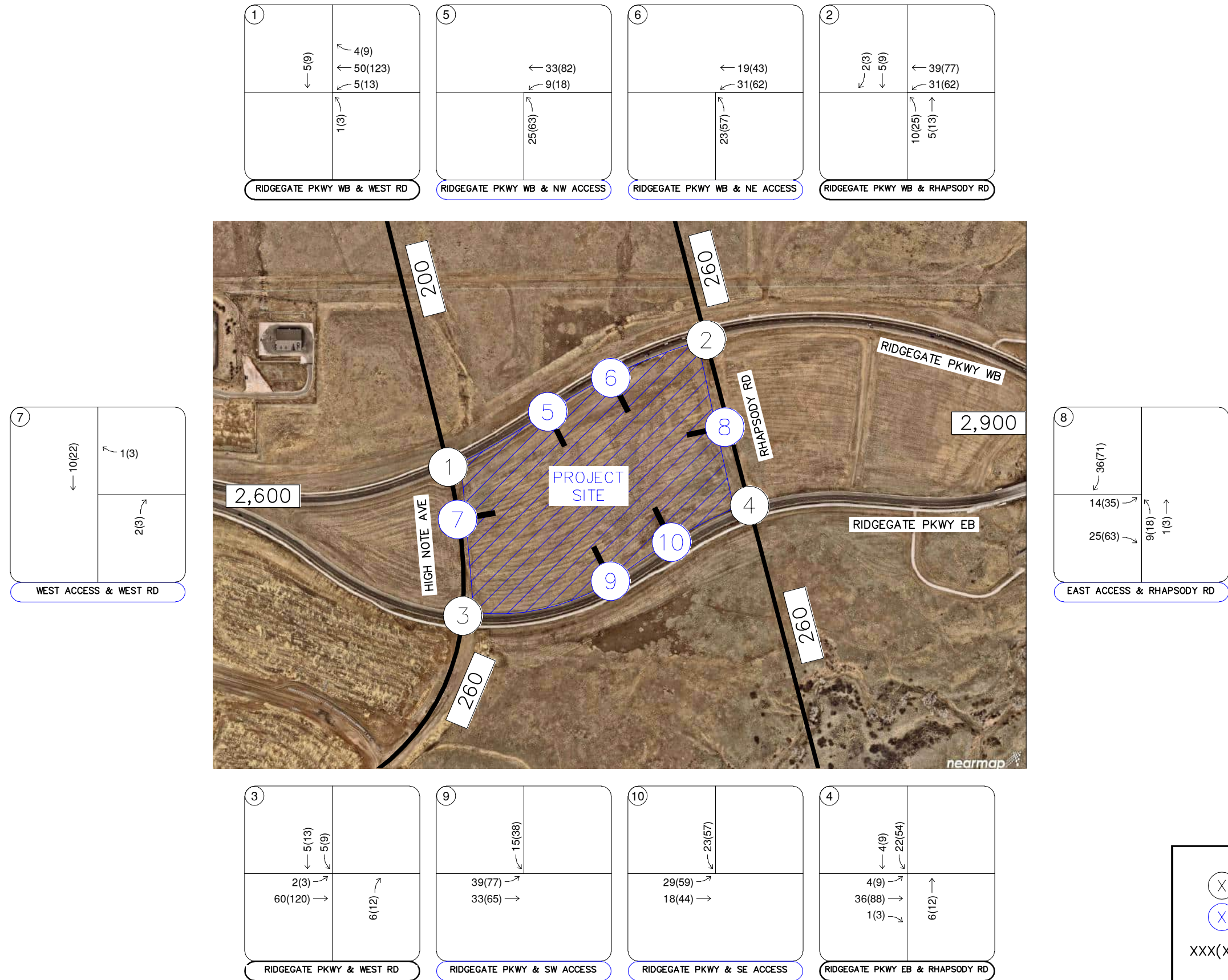


RIDGEGATE KING SOOPERS
LONE TREE, COLORADO
2025 NON PASS-BY TRAFFIC ASSIGNMENT

LEGEND

- (X) Study Area Key Intersection
- (X) Project Access Intersection
- XXX(XXX) Weekday AM(PM)
- Peak Hour Traffic Volumes
- XX,X00 Estimated Daily Traffic Volume

FIGURE 10



RIDGEGATE KING SOOPERS
LONE TREE, COLORADO
2045 NON PASS-BY TRAFFIC ASSIGNMENT

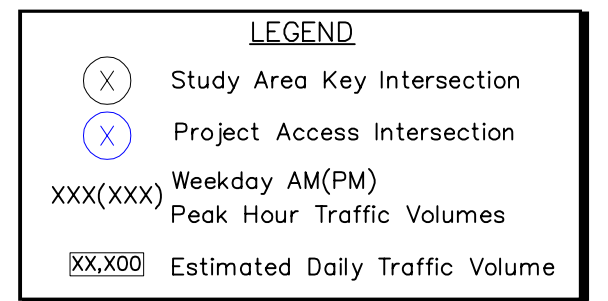
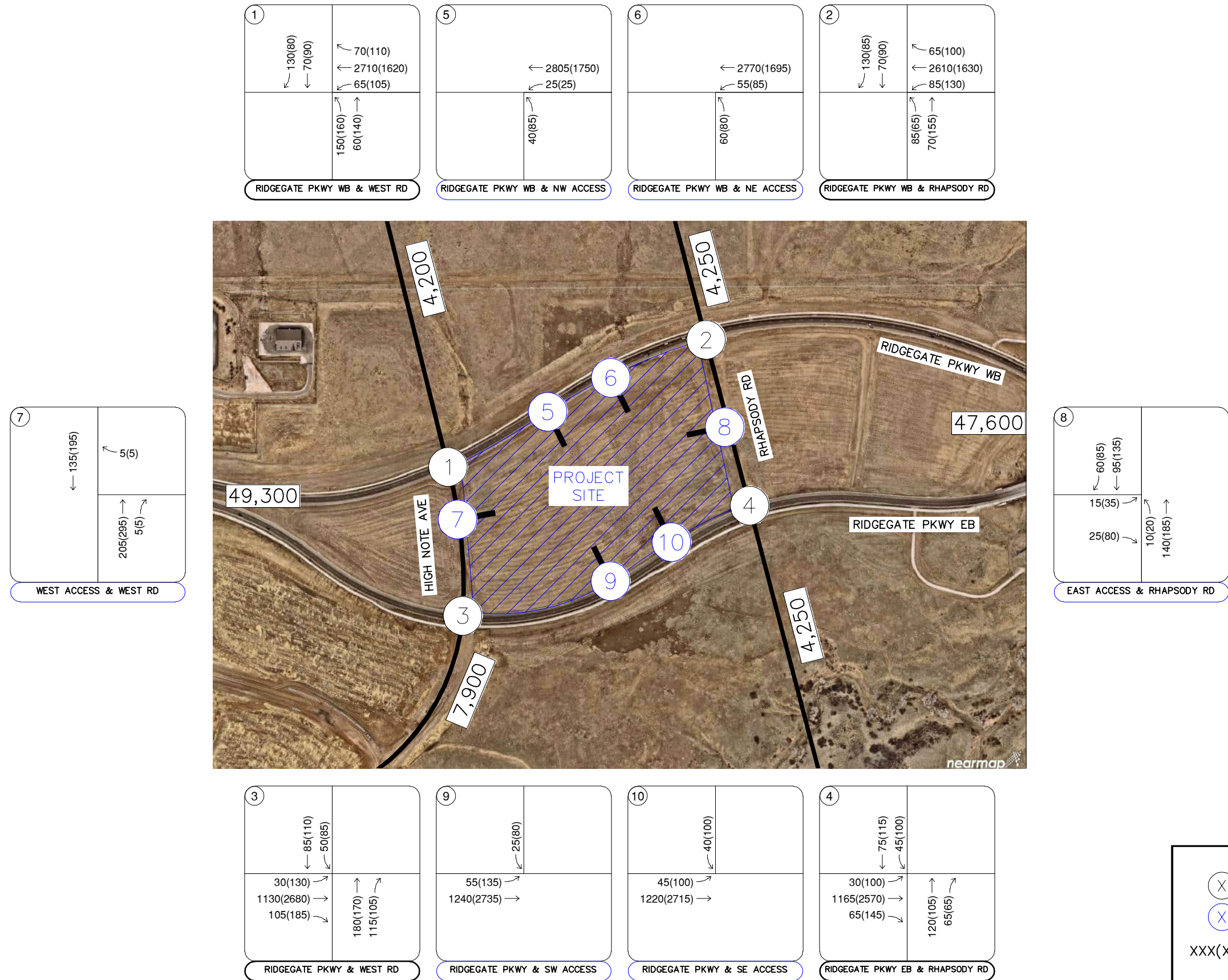


FIGURE 11



RIDGEGATE KING SOOPERS
LONE TREE, COLORADO
2045 TOTAL TRAFFIC VOLUMES

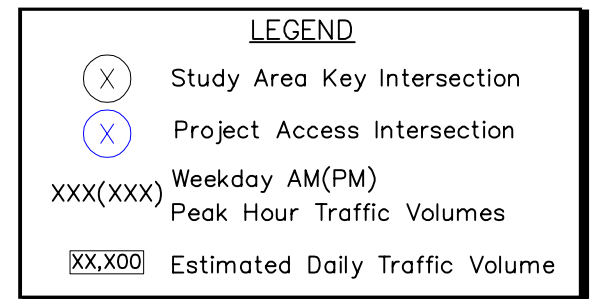


FIGURE 14

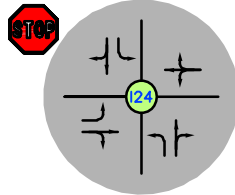
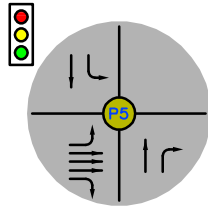
Appendix G

Excerpts from the Ridgeway Southwest Village Filings 4 & 5 Traffic Conformance Letter

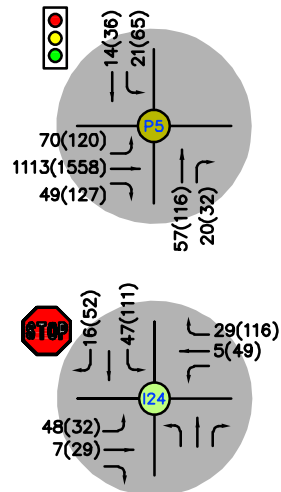
By JR Engineering

Dated November 13, 2024

PROPOSED LANE GEOMETRY

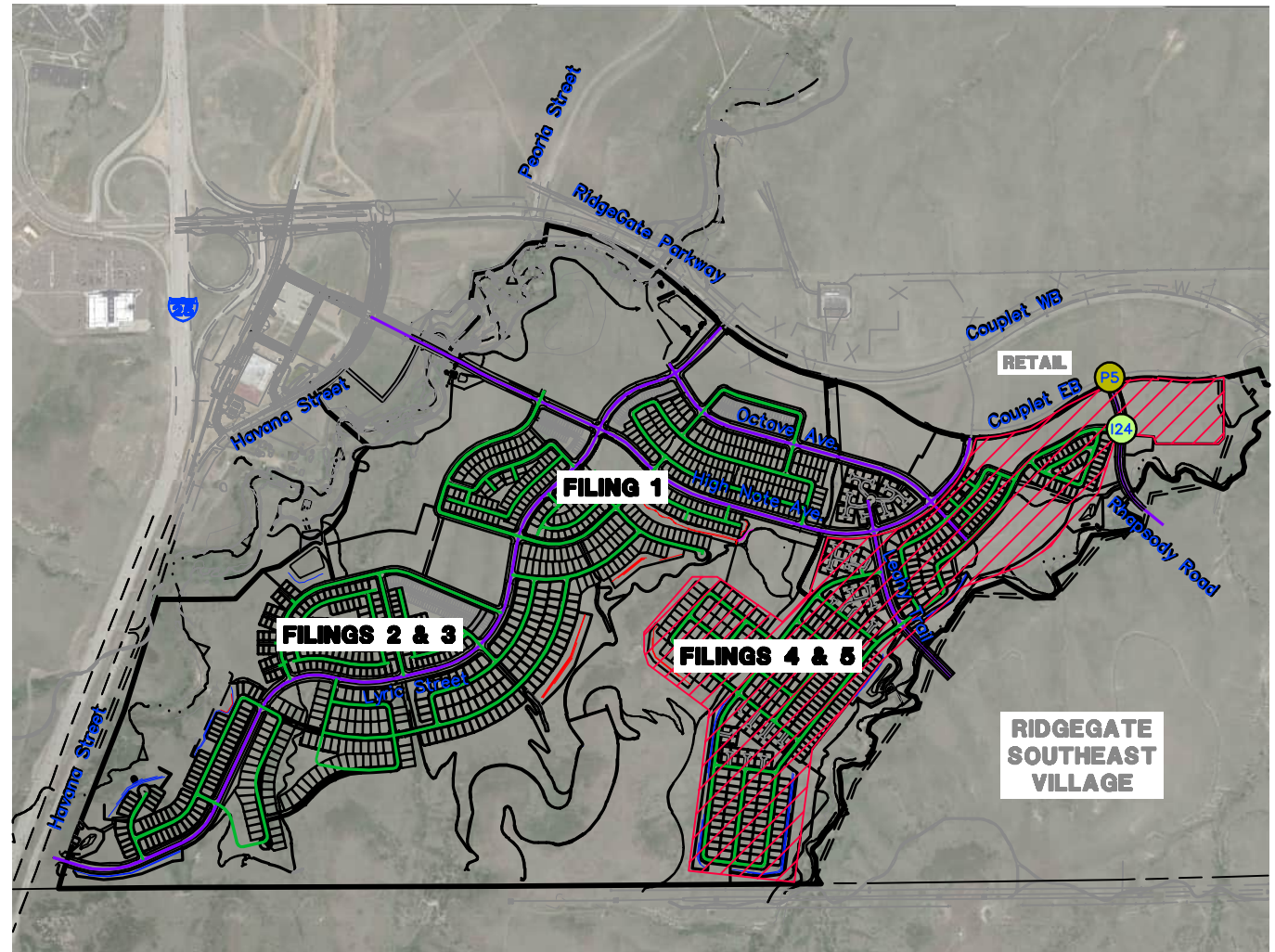


2026 TRAFFIC VOLUMES



LEGEND

- | | | | |
|---------|-------------------------------------|--|----------------|
| | PROPOSED INTERSECTION - EXTERNAL | | COLLECTOR ROAD |
| | PROPOSED INTERSECTION - INTERNAL | | LOCAL ROAD |
| | PROPOSED MOVEMENT | | PROJECT SITE |
| XX (XX) | AM (PM) PEAK HOUR TRIP DISTRIBUTION | | STOP CONTROL |
| | | | SIGNAL CONTROL |



1500 750 0 1500

ORIGINAL SCALE: 1" = 1500'

FIGURE 1 – FILINGS 4 & 5
TRAFFIC
RIDGEWAY SOUTHWEST VILLAGE
PAGE 4
PROJ. NO. 15950.15



J.R. ENGINEERING
A Westrian Company

Centennial 303-740-9393 • Colorado Springs 719-593-2593
Fort Collins 970-491-9888 • www.jrengineering.com

Lanes, Volumes, Timings

1: Rhapsody Road & Ridgeway Parkway

JR Engineering
11/13/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	2	2	5					8	8	7	4	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0					5.0	5.0	5.0	5.0	
Minimum Split (s)	23.5	23.5	23.5					23.5	23.5	10.5	23.5	
Total Split (s)	54.0	54.0	29.0					25.0	25.0	11.0	36.0	
Total Split (%)	60.0%	60.0%	32.2%					27.8%	27.8%	12.2%	40.0%	
Maximum Green (s)	49.0	49.0	24.0					20.0	20.0	6.0	31.0	
Yellow Time (s)	3.5	3.5	3.5					3.5	3.5	3.5	3.5	
All-Red Time (s)	1.5	1.5	1.5					1.5	1.5	1.5	1.5	
Lost Time Adjust (s)	0.0	0.0	0.0					0.0	0.0	0.0	0.0	
Total Lost Time (s)	5.0	5.0	5.0					5.0	5.0	5.0	5.0	
Lead/Lag			Lead					Lag	Lag	Lead		
Lead-Lag Optimize?			Yes					Yes	Yes	Yes		
Vehicle Extension (s)	3.0	3.0	3.0					3.0	3.0	3.0	3.0	
Recall Mode	Max	Max	Max					None	None	None	None	
Walk Time (s)	7.0	7.0	7.0					7.0	7.0		7.0	
Flash Don't Walk (s)	11.0	11.0	11.0					11.0	11.0		11.0	
Pedestrian Calls (#/hr)	0	0	0					0	0		0	
Act Effect Green (s)	51.4	51.4	24.6					8.1	8.1	12.0	12.0	
Actuated g/C Ratio	0.74	0.74	0.35					0.12	0.12	0.17	0.17	
v/c Ratio	0.07	0.32	0.10					0.33	0.08	0.12	0.06	
Control Delay (s/veh)	5.4	5.4	0.3					34.9	0.5	24.4	23.2	
Queue Delay	0.0	0.0	0.0					0.0	0.0	0.0	0.0	
Total Delay (s/veh)	5.4	5.4	0.3					34.9	0.5	24.4	23.2	
LOS	A	A	A					C	A	C	C	
Approach Delay (s/veh)		5.2						25.8			23.9	
Approach LOS		A						C			C	

Intersection Summary

Area Type: Other

Cycle Length: 90

Actuated Cycle Length: 69.6

Natural Cycle: 85

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.33

Intersection Signal Delay (s/veh): 7.1

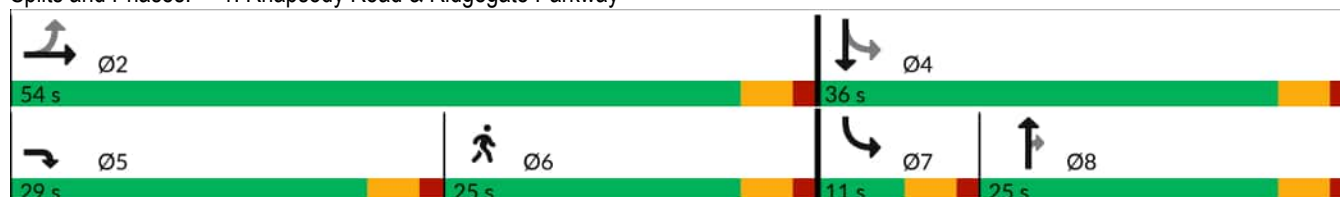
Intersection LOS: A

Intersection Capacity Utilization 42.3%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 1: Rhapsody Road & Ridgeway Parkway



Lanes, Volumes, Timings

1: Rhapsody Road & Ridgeway Parkway

JR Engineering
11/13/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	2	2	5					8	8	7	4	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0					5.0	5.0	5.0	5.0	
Minimum Split (s)	23.5	23.5	23.5					23.5	23.5	10.5	23.5	
Total Split (s)	70.0	70.0	45.0					40.0	40.0	20.0	60.0	
Total Split (%)	53.8%	53.8%	34.6%					30.8%	30.8%	15.4%	46.2%	
Maximum Green (s)	65.0	65.0	40.0					35.0	35.0	15.0	55.0	
Yellow Time (s)	3.5	3.5	3.5					3.5	3.5	3.5	3.5	
All-Red Time (s)	1.5	1.5	1.5					1.5	1.5	1.5	1.5	
Lost Time Adjust (s)	0.0	0.0	0.0					0.0	0.0	0.0	0.0	
Total Lost Time (s)	5.0	5.0	5.0					5.0	5.0	5.0	5.0	
Lead/Lag			Lead					Lag	Lag	Lead		
Lead-Lag Optimize?			Yes					Yes	Yes	Yes		
Vehicle Extension (s)	3.0	3.0	3.0					3.0	3.0	3.0	3.0	
Recall Mode	Max	Max	Max					None	None	None	None	
Walk Time (s)	7.0	7.0	7.0					7.0	7.0		7.0	
Flash Don't Walk (s)	11.0	11.0	11.0					11.0	11.0		11.0	
Pedestrian Calls (#/hr)	0	0	0					0	0		0	
Act Effect Green (s)	65.7	65.7	40.4					12.7	12.7	24.9	24.9	
Actuated g/C Ratio	0.65	0.65	0.40					0.13	0.13	0.25	0.25	
v/c Ratio	0.12	0.50	0.22					0.59	0.14	0.29	0.10	
Control Delay (s/veh)	8.9	11.1	9.8					53.4	1.0	30.7	27.7	
Queue Delay	0.0	0.0	0.0					0.0	0.0	0.0	0.0	
Total Delay (s/veh)	8.9	11.1	9.8					53.4	1.0	30.7	27.7	
LOS	A	B	A					D	A	C	C	
Approach Delay (s/veh)		10.8						41.4			29.6	
Approach LOS		B						D			C	

Intersection Summary

Area Type: Other

Cycle Length: 130

Actuated Cycle Length: 100.7

Natural Cycle: 85

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.59

Intersection Signal Delay (s/veh): 14.3

Intersection LOS: B

Intersection Capacity Utilization 50.9%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 1: Rhapsody Road & Ridgeway Parkway

