

**Region 2 Intersection Studies  
Location: Walsenburg  
(US 160 at Main Street/7th Street)  
Project Summary Memorandum**

Prepared for:

Colorado Department of Transportation



Final: December 2025

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## Acronyms and Abbreviations

|        |                                          |
|--------|------------------------------------------|
| ADT    | Average Daily Traffic                    |
| AM     | Morning Peak Period                      |
| CDOT   | Colorado Department of Transportation    |
| CITY   | The City of Walsenburg                   |
| I-25   | Interstate 25                            |
| ICAT   | Intersection Control Assessment Tool     |
| LOS    | Level of Service                         |
| OTIS   | Online Transportation Information System |
| PM     | Evening Peak Period                      |
| RIRO   | Right-In, Right-Out                      |
| TMC    | Turning Movement Count                   |
| US 160 | United States Highway 160                |
| VPH    | Vehicles per Hour                        |

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## EXECUTIVE SUMMARY

The Colorado Department of Transportation's (CDOT) Traffic and Safety group in Region 2 identified the need to complete a traffic analysis at the intersection of United States Highway 160 (US 160) and Main Street/7th Street in Walsenburg, Colorado, and develop solutions to address potential operational and safety deficiencies.

A Stage 1 Intersection Control Assessment Tool (ICAT) evaluation was completed to identify up to 3 alternatives (in addition to No Action) for further consideration. The final three alternatives, in addition to the No Action option, identified for more consideration include:

- Alternative 1 - Mini roundabout.
- Alternative 2 – Single lane roundabout.
- Alternative 3 – Signalized intersection.

Alternative 3 (signalized intersection) was expanded to evaluate changes to lane assignments and introduction of access restrictions. A total of three options were identified as follows:

- Option 1 - Change the southbound approach lane assignments to have a shared through/left lane and right-turn only lane.
- Option 2 - Convert East 7th Street to right-in, right-out (RIRO) access and change the southbound approach to have one through lane and one right turn only lane.
- Option 3 - Same as Option 1 but convert East 7th Street to one-way eastbound traffic.

In addition, each option within Alternative 3 included evaluation of allowing pedestrian movements across all legs of the intersection or removing the pedestrian phase across the north leg. Each of the identified alternatives and associated options were evaluated and compared to the No Action conditions to determine potential benefits to operations and safety. Table ES-1 summarizes the results of the analysis for each alternative and options.

Table ES-1. Summary of the Analysis Results

| Alternative |                                                      | Measure                    |     | Continue Analysis |
|-------------|------------------------------------------------------|----------------------------|-----|-------------------|
| #           | Description                                          | Safety                     | Ops |                   |
| N/A         | No Action                                            |                            |     | X                 |
| 1           | Mini Roundabout                                      |                            |     | X                 |
| 2           | Single Lane Roundabout                               |                            |     | X                 |
| 3           | Signalized Intersection - Option 1: Lane Assignments |                            |     | ✓                 |
|             | Signalized Intersection - Option 2: RIRO             | All Pedestrian Crossings   |     | ✓                 |
|             |                                                      | Remove Pedestrian Crossing |     | ✓                 |
|             | Signalized Intersection - Option 3: One Way          | All Pedestrian Crossings   |     | X                 |
|             |                                                      | Remove Pedestrian Crossing |     | X                 |

 Measure is worse than No Action.  Measure is the same as No Action.  Measure is better than No Action.

Based on CDOT staff review and input, the following alternatives were selected to proceed with refined sketch layouts and cost estimating efforts.

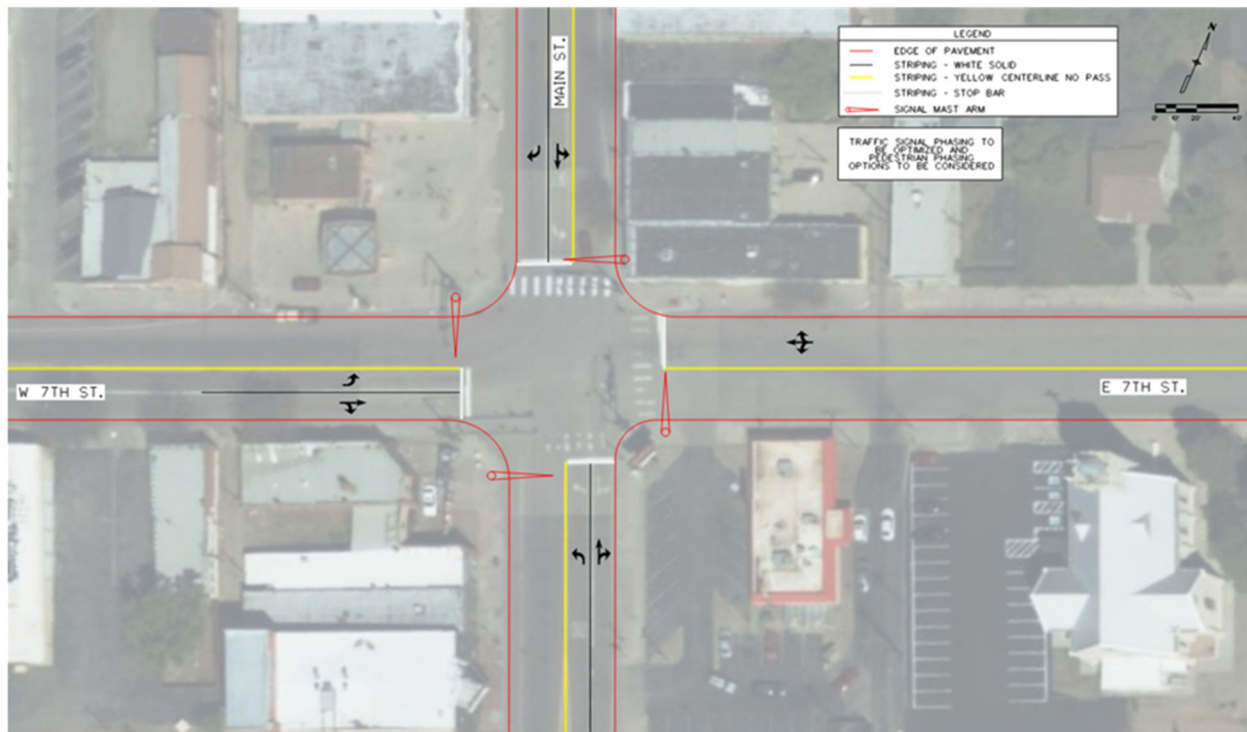
- Alternative 3 – Signalized Intersection – Option 1: Changes to the lane assignments on southbound Main Street (US 160) to include a right turn only lane and a shared thru-left turn lane. It should be noted that this alternative was evaluated using standard signal phasing which included a permitted phase for the southbound shared through-left lane. Shared left turn lanes generally have are serviced with an exclusive phase, but CDOT indicated the left turn volumes were low enough that initially they would use a permitted phase for this movement. CDOT would monitor the operations and crash history and if necessary, make signal phasing changes in the future to introduce an exclusive phase.
- Alternative 3 - Signalized Intersection – Option 2: Restrict East 7th Street to RIRO.

The remaining alternatives were eliminated from further consideration as follows:

- The mini roundabout was eliminated because of concerns about driver expectancy, concern about operations for large vehicles, and concern about public acceptance.
- The single lane roundabout was eliminated because of the anticipated right-of-way impacts and possible lack of public acceptance.
- The signalized intersection with one-way operation on East 7th Street was eliminated because of the impact on the local roadway network and concern about public acceptance.

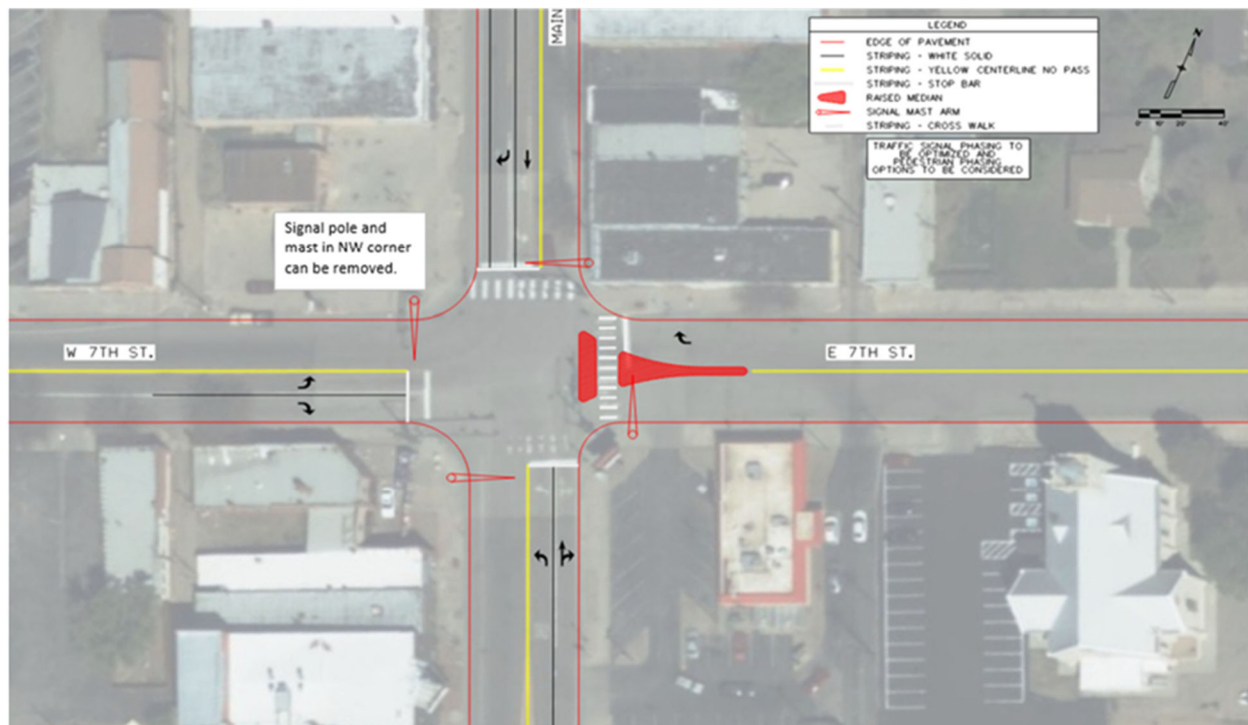
The sketch level layouts for alternatives considered for further consideration are shown in Figure ES-1 and Figure ES-2.

**Figure ES-1. Alternative 3 - Option 1: Lane Assignment Changes on Southbound US 160**



Source: Google Maps.

Figure ES-2. Sketch Level Layout for RIRO (East 7th Street)



Source: Google Maps.

The alternatives selected for further evaluation were put through a two-step cost estimating process that was based upon the sketch level layouts. The results of the two-step cost estimating exercise for the alternatives at this location are shown in Table ES-2.

Table ES-2. Estimated Costs\* Based on Sketch Layouts

| Name             | Description                                                | Estimated Costs |           |           |
|------------------|------------------------------------------------------------|-----------------|-----------|-----------|
|                  |                                                            | Step 1          | Step 2    | Total     |
| Alt 3 - Option 1 | Lane Assignment Changes to Southbound Main Street (US 160) | \$13,270        | \$49,100  | \$62,370  |
| Alt 3 - Option 2 | RIRO for East 7th Street                                   | \$60,120        | \$116,510 | \$176,630 |

\* Costs are based on sketch level design effort as outlined in the document.

Some additional mitigation measures that could be implemented at this intersection to help improve operations and safety include:

- Refresh fading or missing striping.
- Remove unnecessary striping.
- Better identify the start and end points of parking lanes.
- Install new traffic signal backplates with yellow retroreflective tape.

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## 1.0 INTRODUCTION

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The CDOT Traffic and Safety group in Region 2 identified the need to complete a traffic analysis at the intersection of US 160 and Main Street/7th Street in Walsenburg, Colorado, and develop solutions to address potential operational and safety deficiencies.

### 1.1 Study Location

US 160 is an east-west two-lane highway that connects to Interstate 25 (I-25) east of the City of Walsenburg (City) and provides access to many recreational destinations west of the City including:

- Great Sand Dunes National Park and Preserve
- Rio Grande and San Juan National Forests

US 160 intersects with I-25 at Exit 50 just east of the City. The highway travels southwesterly into the City and becomes West 5th Street, turns south (left) onto Main Street (also known as Business 25), travels south for two blocks, and then turns west (right) onto West 7th Street. The highway then continues southwesterly out of the City. The evaluation was limited to the single intersection of US 160 and Main Street/7th Street as shown in Figure 1-1.

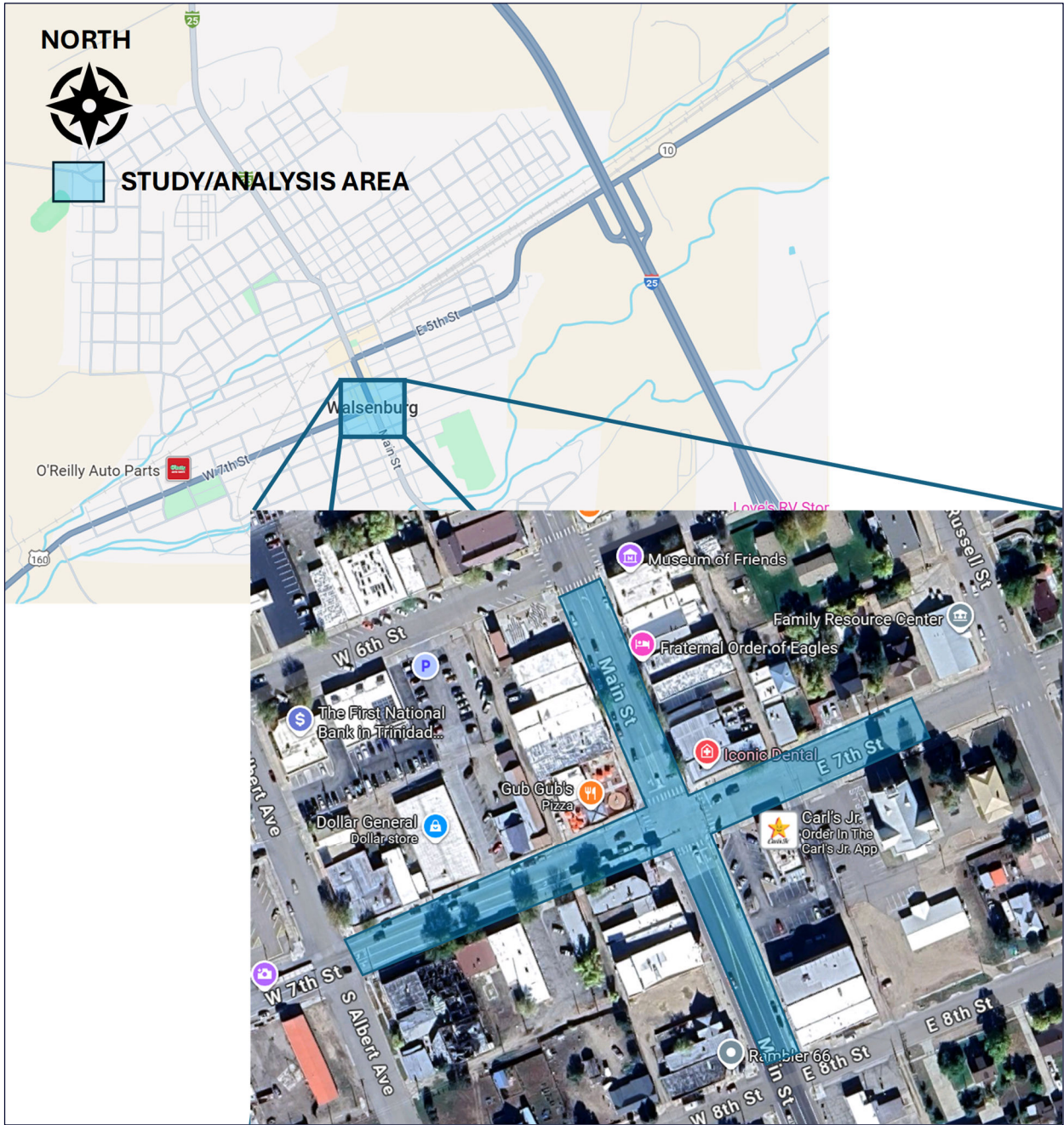
For existing conditions, the intersection is controlled by a traffic signal. Southbound Main Street (US 160) has a shared through-right turn lane and an exclusive left turn lane. The southbound left turns are permitted (no protected phasing). Northbound Main Street has a shared through-right turn lane and an exclusive left turn lane. The northbound left turns have protected/permitted (flashing yellow arrow) signal phasing. The westbound East 7th Street approach has a single shared (through-left-right) lane with the left turns being permitted. The eastbound West 7th Street (US 160) approach has a shared through-right turn lane and an exclusive left turn lane. The eastbound left turns have protected/permitted signal phasing.

### 1.2 Background and Purpose

CDOT identified concerns about congestion caused by a heavy volume of vehicles using US 160 to travel through the City. The highway alignment through the City results in vehicles making right or left turns at the study intersection. The limited right-of-way at this core downtown intersection makes turn movements difficult for larger and/or longer vehicles (recreational vehicles and those with trailers). In addition, pedestrian movements at the intersection impact the efficiency of the traffic signals and result in an increased exposure risk for the pedestrians. The purpose of this study was to evaluate the existing conditions at the intersection, identify deficiencies, and then identify potential solutions to address any operational or safety issues identified through the analysis. The remaining sections of this memorandum summarize the processes and procedures used to evaluate the study intersection and identify mitigation to address safety and operational deficiencies.



Figure 1-1. Study Area



Source: Google Maps.



## 2.0 DATA COLLECTION

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This section summarizes the data collection efforts that were completed at the study location in support of the analysis and recommendations. The data collection efforts included reviewing data provided by CDOT and conducting new field data collection efforts.

### 2.1 Data from CDOT

CDOT provided several pieces of data that were used to evaluate the study location, including:

- Average daily traffic (ADT) volumes from 2008, 2015, and 2023.
- Turning movement counts (TMC) from 2008 and 2015.
- The results from an Intersection Control Analysis Tool (ICAT) evaluation completed in 2023.
- CDOT provided sketches of previously considered alternatives that had been eliminated from further consideration.
  - Alternative 1 (see Figure 2-1) added an exclusive southbound Main Street to westbound East 7th Street right turn lane. This design would require the acquisition of some right-of-way in the northwest corner of the intersection.

**Figure 2-1. Eliminated Right Turn Bypass Concept**



Source: CDOT Region 2 Traffic.

- Alternative 2 (see Figure 2-2) realigned US 160 to form a ‘T’ intersection.

**Figure 2-2. Eliminated Realigned Signalized Intersection Concept**



Source: CDOT Region 2 Traffic.

- Existing signal timing data.
  - The data was used in the operational analysis of existing conditions and as the basis for future condition signal operations.
- Crash data.
  - CDOT has provided crash-related information over a 17-year period for the study area. The crash data for the study intersections is summarized in Table 2-1, with the crashes for the last 5 years shown in parenthesis. A total of 55 reported crashes have occurred over the 17 year period, which is an average of just over 3 crashes per year. The predominate crash type is rear-end, which is typical for a signalized intersection. The occurrences of sideswipes and contact with objects (including the traffic signal poles) is consistent with large vehicles having difficulty making turns due to the overall tight confines of the intersection. Finally, a high number of incidents involve parked vehicles, which can be a symptom of large vehicles or lack of sufficient space for the parked vehicles.

**Table 2-1. Crash Data Summary**

| Parked Car | Broadside | Approach Turn | Pedestrian/Cyclist | Rear End | Side Swipe | Overtaking Turn | Other/ Objects |
|------------|-----------|---------------|--------------------|----------|------------|-----------------|----------------|
| 12 (1)     | 2 (1)     | 3 (2)         | 1 (1)              | 18 (2)   | 7 (0)      | 4 (0)           | 8 (0)          |

Source: CDOT (2007-2023).

## 2.2 Field Data Collection

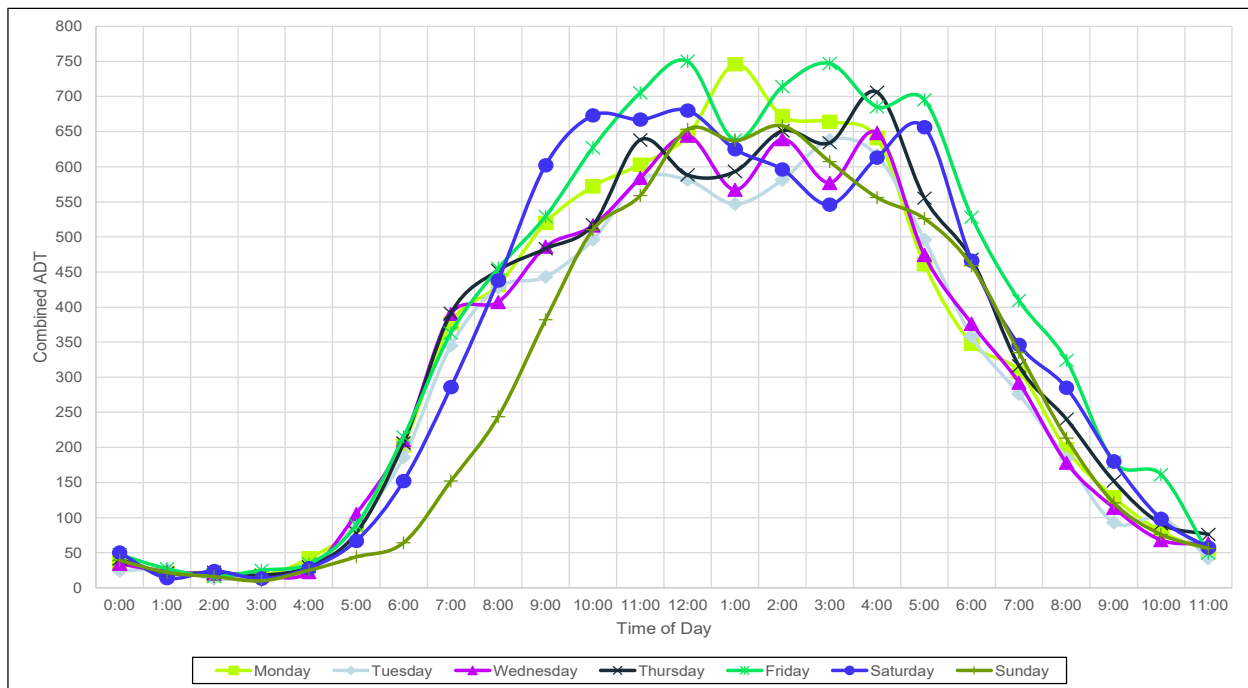
Additional data collection efforts were completed to supplement the data provided by CDOT and assist in completing the operational and safety analysis. The additional data collection included:

- Current ADT counts.
- Peak hour TMC.
- Conducted a field visit to document existing conditions.
- Performed a high level environmental desktop scan of the study area.

### Average Daily Traffic (ADT)

Bi-directional ADT counts were collected on US 160 west of the Main Street/7th Street intersection. The counts were collected for a 7-day period between April 8 and April 14, 2025. The ADT data is presented in Figure 2-3. The purpose of these counts was to identify the peak hours for vehicle movements at the intersection. A review of the data shows that Friday appears to have the highest peak volumes compared to the other days of the week. It should be noted that Monday does have a singular midday peak that is like Friday, but discussion with CDOT indicated the project would move forward with analyzing the peak traffic conditions that occur on a Friday. The ADT data can be found within Appendix A.

**Figure 2-3. 24-hour counts for Main Street and US 160/7th Street**



### Peak Hour Turning Movement Counts (TMC)

The project collected 12-hour TMCs on the same days as the ADT data. Based on the TMC data, the morning (AM) and evening (PM) peak hours were identified. The peak hour TMCs for a Friday are shown in Table 2-2 and the raw data can be found in Appendix B.

Table 2-2. AM and PM TMC

| Direction                          | Movement | AM Peak | PM Peak |
|------------------------------------|----------|---------|---------|
| Eastbound (US 160/West 7th Street) | Left     | 272     | 252     |
|                                    | Through  | 24      | 42      |
|                                    | Right    | 83      | 94      |
| Westbound (East 7th St)            | Left     | 3       | 5       |
|                                    | Through  | 27      | 43      |
|                                    | Right    | 16      | 20      |
| Northbound (Main Street)           | Left     | 68      | 68      |
|                                    | Through  | 69      | 69      |
|                                    | Right    | 3       | 9       |
| Southbound (US 160/Main St)        | Left     | 8       | 12      |
|                                    | Through  | 81      | 86      |
|                                    | Right    | 257     | 246     |

The TMC data indicates an even split of traffic using US 160 to travel through the City. The heaviest volumes using the intersection are those traveling southbound on US 160/Main Street and turning right onto westbound US 160/West 7th Street and vehicles traveling eastbound on US 160/West 7th Street making a left turn on to northbound US 160/Main Street. The lowest peak hour volume occurs on the westbound approach of East 7th Street. In addition, the volume of traffic departing eastbound on West 7th Street from the intersection are typically less than five vehicles-per-hour (vph). Pedestrian volumes (sum of all four legs) are typically much less than twenty per hour. Truck percentages for the intersection indicate several movements (eastbound left, eastbound right, northbound left, and southbound right) consist of about ten percent heavy vehicles (trucks) while all other movements have less than two percent truck volumes.

### Field Visit Observations

On May 23, 2025, a site visit was completed and some of the observations include:

- Queuing levels.
  - Due to the high volume of vehicles making southbound to westbound right turns and eastbound to northbound left turns, these lanes were often observed to queue back several hundred feet (sometimes to the adjacent intersection).
  - Some queuing was observed for the northbound left turn lane due to the high volume of southbound right turns.
  - Pedestrian movements at the intersection further impeded turning movement operations and contributed to the long queues.
- The major infrastructure that could be impacted if the intersection is modified include:
  - Traffic signal poles and drainage inlets in the southwest (damaged during site visit), northwest, and northeast corners.



- Access and driveways.
  - The properties in the northwest and southwest corners have multiple driveway access points near the intersection.
- Large vehicle movements and driver behavior.
  - Observations indicated large vehicles (commercial trucks, recreational vehicles, and vehicles pulling trailers) had some difficulty making southbound to westbound right turns and eastbound to southbound right turns at the intersection.
  - The turning radius of these vehicles combined with the existing small corner radius resulted in the vehicles often riding over the corner curb lines (see Figure 2-4) or swinging out into the opposing left turn lanes.

**Figure 2-4. Large Vehicle Tracking at Corners**



Source: Google Maps.

## Environmental Scan

A desktop environmental scan of the intersection was completed. Based on information available the scan determined that if a construction project was to occur at this location, then the anticipated environmental efforts would include:

- No floodplain concerns or permitting needs.
- Minimal level of effort related to biological resources, wetlands/Waters of the United States, hazardous materials, and cultural resources.

## 3.0 ANALYSIS

This section summarizes the results of the existing conditions and future No Action analyses. In addition, this section will discuss the process of identifying potential alternatives. For purposes of this study, the intersection level of service (LOS) and 95<sup>th</sup> percentile queue lengths were used as measures of effectiveness.

### 3.1 Existing Conditions

The collected traffic volumes were used to evaluate the existing operations of the intersection. The volumes collected for this study were compared to previous traffic counts provided by CDOT to determine if adjustments were necessary to ensure the traffic volumes represented a true peak period. It was determined that the traffic counts collected as part of this study were similar in magnitude to the previous counts and no adjustments were necessary. The analysis was completed using Synchro12 traffic analysis software. The intersection LOS results are shown in Table 3-1 (refer to Appendix C for more details). Overall, the intersection operates at LOS C during peak hours. LOS D or better is generally considered acceptable. It should be noted that the southbound approach of US 160/Main Street operates at LOS D during peak periods.

Table 3-1. Existing LOS Results

| Approach                       | Existing |    |
|--------------------------------|----------|----|
|                                | AM       | PM |
| Eastbound (US 160/West 7th St) | B        | B  |
| Westbound (East 7th St)        | C        | C  |
| Northbound (Main St)           | C        | B  |
| Southbound (US 160/Main St)    | D        | D  |
| Overall                        | C        | C  |

The available storage lengths (measured from aerial imagery) for each movement and the 95<sup>th</sup> percentile queues from the analysis are shown in Table 3-2 and more detail is presented in Appendix D.

Table 3-2. Existing Queue Lengths (feet)

| Approach   | Movement        | Storage (feet) | Existing |     |
|------------|-----------------|----------------|----------|-----|
|            |                 |                | AM       | PM  |
| Eastbound  | Left            | 420            | 210      | 185 |
|            | Thru-Right      | 420            | 70       | 80  |
| Westbound  | Left-Thru-Right | 420            | 75       | 95  |
| Northbound | Left            | 110            | 120      | 100 |
|            | Thru-Right      | 310            | 100      | 80  |
| Southbound | Left            | 150            | 25       | 35  |
|            | Thru-Right      | 290            | 220      | 230 |

Red text indicates a queue that is nearing or exceeding the existing storage length of the lane.

The analysis indicates the northbound left turns queue beyond the available storage, and this will result in blocking vehicles from being able to travel through or turn right at the intersection. In addition, the queues in the southbound through-right shared lane extend beyond the left turn

storage length, and this will prevent vehicles from being able to enter the left turn lane. Blockage of lanes by queues increases delay and results in deterioration of operations.

### 3.2 No Action Results

A future year (2045) analysis was completed to determine how the intersection is expected to operate under future traffic conditions. According to CDOT's Online Transportation Information System (OTIS), US 160 (sections A and B) within the City is expected to experience a 2-percent growth over the next twenty years. Thus, all movements at the intersection were increased by a factor of 1.02 to evaluate future conditions. The No Action analysis assumes no changes to the existing roadway or intersection control. The LOS results for the No Action analysis compared to Existing Conditions are shown in Table 3-3 and the reports can be found in Appendix C. The intersection is expected to continue to operate at LOS C and the southbound approach will operate at LOS D during peak periods. The expected 2045 No Action queues are compared to the Existing Conditions in Table 3-4 with reports included in Appendix D. Similar issues will continue to exist through 2045 for the northbound and southbound legs.

Table 3-3. 2045 No Action LOS Results

| Approach                       | Existing |    | No Action |    |
|--------------------------------|----------|----|-----------|----|
|                                | AM       | PM | AM        | PM |
| Eastbound (US 160/West 7th St) | B        | B  | B         | B  |
| Westbound (East 7th St)        | C        | C  | C         | C  |
| Northbound (Main St)           | C        | B  | C         | B  |
| Southbound (US 160/Main St)    | D        | D  | D         | D  |
| Overall                        | C        | C  | C         | C  |

Table 3-4. 2045 No Action Queue Lengths (feet)

| Approach   | Movement        | Storage (feet) | Existing |     | No Action* |     |
|------------|-----------------|----------------|----------|-----|------------|-----|
|            |                 |                | AM       | PM  | AM         | PM  |
| Eastbound  | Left            | 420            | 210      | 185 | 185        | 175 |
|            | Thru-Right      | 420            | 70       | 80  | 75         | 85  |
| Westbound  | Left-Thru-Right | 420            | 75       | 95  | 85         | 95  |
| Northbound | Left            | 110            | 120      | 100 | 110        | 90  |
|            | Thru-Right      | 310            | 100      | 80  | 110        | 85  |
| Southbound | Left            | 150            | 25       | 35  | 25         | 70  |
|            | Thru-Right      | 290            | 220      | 230 | 285        | 205 |

Red text indicates a queue that is nearing or exceeding the storage length of the lane.

\* Some of the No Action queue lengths are shorter than Existing because the signal timing was optimized for 2045 traffic volumes.

### 3.3 Alternatives Development

The poor LOS on the southbound approach and the high volume of traffic making right and left turns that creates a safety concern for pedestrians crossing at the intersection are reasons to investigate mitigation measures at this location. A Stage 1 ICAT evaluation (see Figure 3-1) was completed to identify up to 3 alternatives for further consideration. Based on the location of the intersection (core downtown area), adjacent land use characteristics (very restricted right-of-way), and discussions with CDOT, some of the potential intersection types (offset T and bowtie) were deemed infeasible or undesired and were eliminated from the analysis. The final Stage 1 ICAT evaluation results are shown in Figure 3-2 and are included in Appendix E.



### Figure 3-1. Initial Stage 1 ICAT Results

CDOT

ICAT STAGE 1: ALTERNATIVE SHORT-LIST DECISION RECORD

CDOT ICAT Version 2.0 | Release Date: 6/1/2024

|                                                                                                              |                                                                                                                                                    |                                                   |  |                                           |  |                            |  |                |  |  |  |  |  |  |  |  |  |  |  |  |  |
|--------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------|--|-------------------------------------------|--|----------------------------|--|----------------|--|--|--|--|--|--|--|--|--|--|--|--|--|
| Project Number: 0012345                                                                                      |                                                                                                                                                    | Project Location: Main Street @ US 160/7th Street |  | Existing Control: Signalized Intersection |  | Prepared by: Rehan Saharan |  | Date: 7/9/2025 |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 1                                                                                                            | Answer questions 1-16 with rating of 0, 1 or 2.                                                                                                    |                                                   |  |                                           |  |                            |  |                |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 2                                                                                                            | Deselect or select any alternative by placing an X or Y (respectively) in column to right of score; Enter change justification in rightmost column |                                                   |  |                                           |  |                            |  |                |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Intersection Alternatives: (see Intersections tab for detailed description of intersection/interchange type) |                                                                                                                                                    |                                                   |  |                                           |  |                            |  |                |  |  |  |  |  |  |  |  |  |  |  |  |  |
| No-Build Conditions                                                                                          |                                                                                                                                                    |                                                   |  |                                           |  |                            |  |                |  |  |  |  |  |  |  |  |  |  |  |  |  |
| All Way Stop                                                                                                 |                                                                                                                                                    |                                                   |  |                                           |  |                            |  |                |  |  |  |  |  |  |  |  |  |  |  |  |  |
|                                                                                                              |                                                                                                                                                    |                                                   |  |                                           |  |                            |  |                |  |  |  |  |  |  |  |  |  |  |  |  |  |
|                                                                                                              |                                                                                                                                                    |                                                   |  |                                           |  |                            |  |                |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Right-in/Right-out                                                                                           |                                                                                                                                                    |                                                   |  |                                           |  |                            |  |                |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Right-in/Right-out/Left-in (3/4 access)                                                                      |                                                                                                                                                    |                                                   |  |                                           |  |                            |  |                |  |  |  |  |  |  |  |  |  |  |  |  |  |
| R/R/O w/downstream U-Turn                                                                                    |                                                                                                                                                    |                                                   |  |                                           |  |                            |  |                |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Mini Roundabout                                                                                              |                                                                                                                                                    |                                                   |  |                                           |  |                            |  |                |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Single Lane Roundabout                                                                                       |                                                                                                                                                    |                                                   |  |                                           |  |                            |  |                |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Multilane Roundabout                                                                                         |                                                                                                                                                    |                                                   |  |                                           |  |                            |  |                |  |  |  |  |  |  |  |  |  |  |  |  |  |
| RCUT / J-Turn (stop control)                                                                                 |                                                                                                                                                    |                                                   |  |                                           |  |                            |  |                |  |  |  |  |  |  |  |  |  |  |  |  |  |
| High-T (unsignalized)                                                                                        |                                                                                                                                                    |                                                   |  |                                           |  |                            |  |                |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Unsignalized Offset-T Intersection                                                                           |                                                                                                                                                    |                                                   |  |                                           |  |                            |  |                |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Other Signalized Intersection (Name)                                                                         |                                                                                                                                                    |                                                   |  |                                           |  |                            |  |                |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Signalized Intersection                                                                                      |                                                                                                                                                    |                                                   |  |                                           |  |                            |  |                |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Median U-Turn                                                                                                |                                                                                                                                                    |                                                   |  |                                           |  |                            |  |                |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Superstreet / RCI                                                                                            |                                                                                                                                                    |                                                   |  |                                           |  |                            |  |                |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Displaced Left-Turn / CFI                                                                                    |                                                                                                                                                    |                                                   |  |                                           |  |                            |  |                |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Continuous Green-T                                                                                           |                                                                                                                                                    |                                                   |  |                                           |  |                            |  |                |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Signalized Offset-T Intersection                                                                             |                                                                                                                                                    |                                                   |  |                                           |  |                            |  |                |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Jughandle                                                                                                    |                                                                                                                                                    |                                                   |  |                                           |  |                            |  |                |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Quadrant Roadway                                                                                             |                                                                                                                                                    |                                                   |  |                                           |  |                            |  |                |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Split Intersection                                                                                           |                                                                                                                                                    |                                                   |  |                                           |  |                            |  |                |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Bowtie Intersection                                                                                          |                                                                                                                                                    |                                                   |  |                                           |  |                            |  |                |  |  |  |  |  |  |  |  |  |  |  |  |  |

Figure 3-2. Final Stage 1 ICAT Results

| ICAT STAGE 1: ALTERNATIVE SHORT-LIST DECISION RECORD                                                                                                                                                                                                                                 |                                                                                                                                                    |                                 |   |                 |  |  |                        |  |  |  |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------|---|-----------------|--|--|------------------------|--|--|--|
| CDOT ICAT Version 2.0   Release Date: 8/1/2024                                                                                                                                                                                                                                       |                                                                                                                                                    |                                 |   |                 |  |  |                        |  |  |  |
| 1                                                                                                                                                                                                                                                                                    | Project Number:                                                                                                                                    | 0012345                         | 2 | Right of Way    |  |  | Safety                 |  |  |  |
|                                                                                                                                                                                                                                                                                      | Project Location:                                                                                                                                  | Main Street @ US 160/7th Street |   | Roadway Context |  |  | Operations/Maintenance |  |  |  |
| 2                                                                                                                                                                                                                                                                                    | Existing Control:                                                                                                                                  | Signalized Intersection         |   | Right of Way    |  |  | Safety                 |  |  |  |
|                                                                                                                                                                                                                                                                                      | Prepared by:                                                                                                                                       | Rehan Saharan                   |   | Roadway Context |  |  | Operations/Maintenance |  |  |  |
| 3                                                                                                                                                                                                                                                                                    | Date:                                                                                                                                              | 7/9/2025                        |   | Right of Way    |  |  | Safety                 |  |  |  |
|                                                                                                                                                                                                                                                                                      | Answer questions 1-16 with rating of 0, 1 or 2.                                                                                                    |                                 |   | Roadway Context |  |  | Operations/Maintenance |  |  |  |
| 4                                                                                                                                                                                                                                                                                    | Deselect or select any alternative by placing an X or Y (respectively) in column to right of score. Enter change justification in rightmost column |                                 |   | Roadway Context |  |  | Operations/Maintenance |  |  |  |
|                                                                                                                                                                                                                                                                                      |                                                                                                                                                    |                                 |   | Roadway Context |  |  | Operations/Maintenance |  |  |  |
| 5                                                                                                                                                                                                                                                                                    | Intersection Alternatives: (see intersections tab for detailed description of intersection/interchange type)                                       |                                 |   | Roadway Context |  |  | Operations/Maintenance |  |  |  |
|                                                                                                                                                                                                                                                                                      |                                                                                                                                                    |                                 |   | Roadway Context |  |  | Operations/Maintenance |  |  |  |
| 6                                                                                                                                                                                                                                                                                    | No-Build Conditions                                                                                                                                |                                 |   | Roadway Context |  |  | Operations/Maintenance |  |  |  |
|                                                                                                                                                                                                                                                                                      | All Way Stop                                                                                                                                       |                                 |   | Roadway Context |  |  | Operations/Maintenance |  |  |  |
| 7                                                                                                                                                                                                                                                                                    | Right-In/Right-Out                                                                                                                                 |                                 |   | Roadway Context |  |  | Operations/Maintenance |  |  |  |
|                                                                                                                                                                                                                                                                                      | Right-In/Right-Out/Left-In (3/4 access)                                                                                                            |                                 |   | Roadway Context |  |  | Operations/Maintenance |  |  |  |
| 8                                                                                                                                                                                                                                                                                    | RIRO w/downstream U-Turn                                                                                                                           |                                 |   | Roadway Context |  |  | Operations/Maintenance |  |  |  |
|                                                                                                                                                                                                                                                                                      | Mini Roundabout                                                                                                                                    |                                 |   | Roadway Context |  |  | Operations/Maintenance |  |  |  |
| 9                                                                                                                                                                                                                                                                                    | Single Lane Roundabout                                                                                                                             |                                 |   | Roadway Context |  |  | Operations/Maintenance |  |  |  |
|                                                                                                                                                                                                                                                                                      | Multilane Roundabout                                                                                                                               |                                 |   | Roadway Context |  |  | Operations/Maintenance |  |  |  |
| 10                                                                                                                                                                                                                                                                                   | RCUT / J-Turn (stop control)                                                                                                                       |                                 |   | Roadway Context |  |  | Operations/Maintenance |  |  |  |
|                                                                                                                                                                                                                                                                                      | High-T (Unsignalized)                                                                                                                              |                                 |   | Roadway Context |  |  | Operations/Maintenance |  |  |  |
| 11                                                                                                                                                                                                                                                                                   | Unsignalized Offset-T Intersection                                                                                                                 |                                 |   | Roadway Context |  |  | Operations/Maintenance |  |  |  |
|                                                                                                                                                                                                                                                                                      | Other Signalized Intersection (Name)                                                                                                               |                                 |   | Roadway Context |  |  | Operations/Maintenance |  |  |  |
| 12                                                                                                                                                                                                                                                                                   | Signalized Intersection                                                                                                                            |                                 |   | Roadway Context |  |  | Operations/Maintenance |  |  |  |
|                                                                                                                                                                                                                                                                                      | Median U-Turn                                                                                                                                      |                                 |   | Roadway Context |  |  | Operations/Maintenance |  |  |  |
| 13                                                                                                                                                                                                                                                                                   | Superstreet / RCI                                                                                                                                  |                                 |   | Roadway Context |  |  | Operations/Maintenance |  |  |  |
|                                                                                                                                                                                                                                                                                      | Displaced Left-Turn / CFI                                                                                                                          |                                 |   | Roadway Context |  |  | Operations/Maintenance |  |  |  |
| 14                                                                                                                                                                                                                                                                                   | Continuous Green-T                                                                                                                                 |                                 |   | Roadway Context |  |  | Operations/Maintenance |  |  |  |
|                                                                                                                                                                                                                                                                                      | Signalized Offset-T Intersection                                                                                                                   |                                 |   | Roadway Context |  |  | Operations/Maintenance |  |  |  |
| 15                                                                                                                                                                                                                                                                                   | Jughandle                                                                                                                                          |                                 |   | Roadway Context |  |  | Operations/Maintenance |  |  |  |
|                                                                                                                                                                                                                                                                                      | Quadrant Roadway                                                                                                                                   |                                 |   | Roadway Context |  |  | Operations/Maintenance |  |  |  |
| 16                                                                                                                                                                                                                                                                                   | Split Intersection                                                                                                                                 |                                 |   | Roadway Context |  |  | Operations/Maintenance |  |  |  |
|                                                                                                                                                                                                                                                                                      | Bowtie Intersection                                                                                                                                |                                 |   | Roadway Context |  |  | Operations/Maintenance |  |  |  |
| Total Stage 1 Screening                                                                                                                                                                                                                                                              |                                                                                                                                                    |                                 |   | Roadway Context |  |  | Operations/Maintenance |  |  |  |
| Alternative choice override (justification required)                                                                                                                                                                                                                                 |                                                                                                                                                    |                                 |   | Roadway Context |  |  | Operations/Maintenance |  |  |  |
| Number of Alternatives to be Evaluated in Stage 2:                                                                                                                                                                                                                                   |                                                                                                                                                    |                                 |   | Roadway Context |  |  | Operations/Maintenance |  |  |  |
| Scoring Override Justification:                                                                                                                                                                                                                                                      |                                                                                                                                                    |                                 |   | Roadway Context |  |  | Operations/Maintenance |  |  |  |
| Use this Stage 1 assessment form to select 2 to 5 alternatives to be carried into Stage 2 evaluations; Intersection control alternatives with the highest total weighted scores will be highlighted in BLUE and automatically carried forward into the Stage 2 assessment worksheet. |                                                                                                                                                    |                                 |   | Roadway Context |  |  | Operations/Maintenance |  |  |  |

The final alternatives identified for further consideration include:

- Alternative 1 – Mini roundabout.
- Alternative 2 – Single lane roundabout.
- Alternative 3 – Signalized intersection.

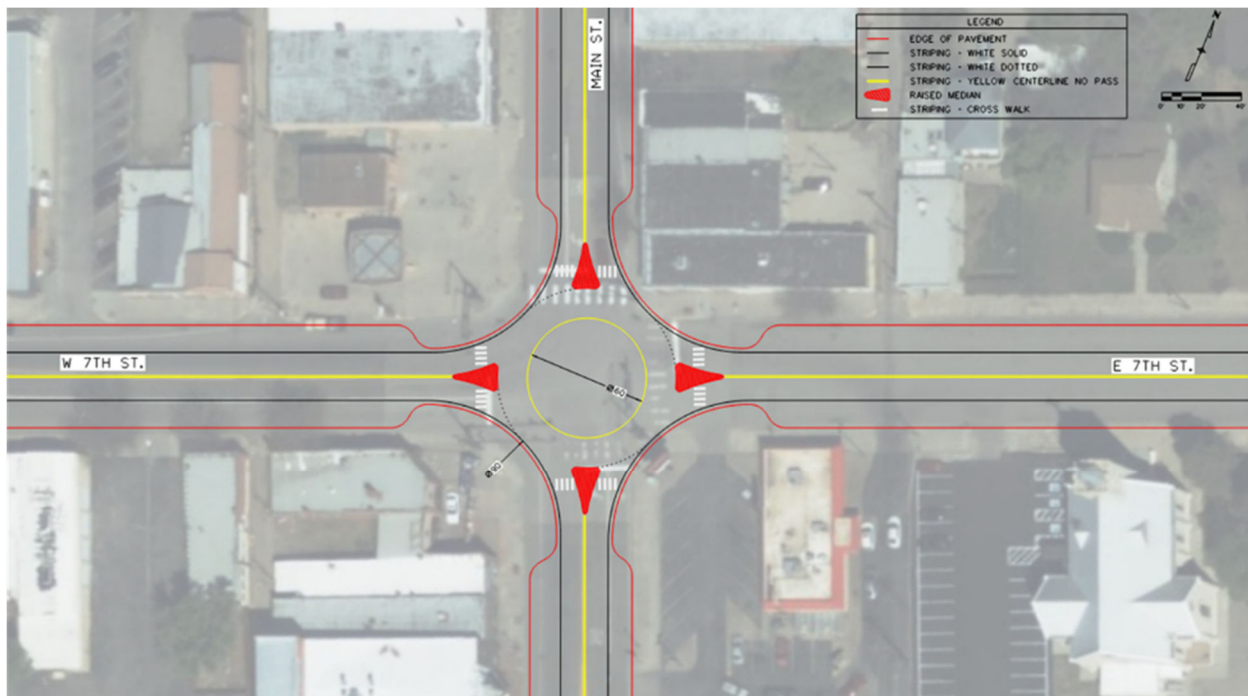
### 3.4 Alternatives Analysis

The alternatives analysis included evaluation of future traffic in Synchro and development of sketch-level drawings that consist of line work on top of aerial imagery with sufficient detail to identify elements that could result in constructability issues, significant costs, right-of-way impacts, and environmental concerns. This section summarizes the results of the alternatives analysis.

#### Alternative 1 - Mini Roundabout

A mini roundabout requires much less right-of-way compared to a traditional roundabout and in many cases can be designed to fit within the prism of an existing intersection. The low profile center island of the mini roundabout is designed so that automobiles and smaller trucks navigate around the island while larger trucks, recreational vehicles, and vehicles with trailers can traverse directly over the island to complete turn movements. Figure 3-3 shows a sketch level drawing of a potential mini roundabout at the study location.

**Figure 3-3. Sketch Level Layout for a Mini Roundabout**



Source: Google Maps.

Compared to other intersection types, some of the benefits of a mini roundabout include:

- Reduction in conflict points, forces drivers to reduce speeds, and offers better sight lines.
- Fewer stops, lower delays, and less idling.



- Unlikely to create right-of-way impacts.
- Expected to reduce all crash types by almost 37 percent.

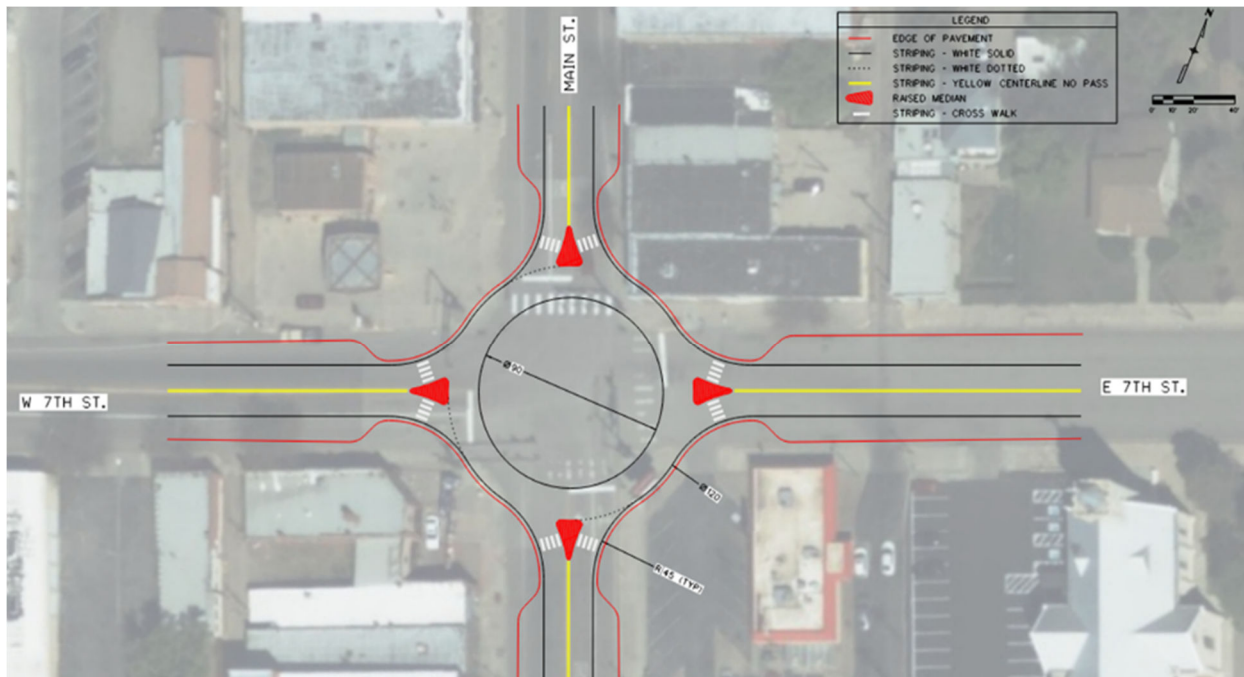
The operational analysis for 2045 traffic volumes indicates all approaches and the intersection are expected to operate at LOS A (see Appendix C) during the peaks with queues less than 100 feet (see Appendix D) on any approach. These results show an improvement compared to the No Action conditions. Despite the good operational results, there are several concerns raised by the mini roundabout option that include:

- Potential changes to drainage patterns and the need to invest in more infrastructure.
- This design does not address the safety concerns (may result in an increase in concern) about pedestrian/cyclist movements.
- The need for increased maintenance due to damage caused by truck/trailer movements over the center island.
- This type of design is not very common and could cause confusion with driver expectancy and safety concerns.

### Alternative 2 - Single-lane Roundabout

Figure 3-4 shows a sketch level drawing of a potential single lane roundabout at the study location. A single lane roundabout requires a much larger inner diameter compared to a mini roundabout and in many cases requires significant right-of-way. This is because vehicles are not permitted to traverse over the center island of a single lane roundabout. All vehicles (automobiles, smaller trucks, larger trucks, recreational vehicles, and vehicles with trailers) must complete turn movements by navigating around the island.

**Figure 3-4. Sketch Level Layout for a Single Lane Roundabout**



Source: Google Maps.

Compared to other intersection types, some of the benefits of a single lane roundabout include:

- Reduction in conflict points, forces drivers to reduce speeds, offers better sight lines, and reduces perpendicular (more severe) crash types.
- Fewer stops, lower delays, and less idling.
- Expected to reduce all crash types by almost 15 percent.

The results of the operational analysis for a single lane roundabout are like those of the mini roundabout. The analysis of 2045 traffic volumes indicates the intersection is expected to operate at LOS A (see Appendix C) during the peaks with queues less than 100 feet (see Appendix D) on any approach. These results show an improvement compared to the No Action conditions. Despite the good operational results, there are several concerns raised by the single lane roundabout option that include:

- Potential changes to drainage patterns and the need to invest in more infrastructure.
- This design, while better than a mini roundabout, does not fully address the safety concerns about pedestrian/cyclist movements.
- The design would require significant right-of-way and would impact access to properties in the four corners of the intersection.

### Alternative 3 - Signalized Intersection

Alternative 3 (signalized intersection), which is the same as the No Action option, was expanded to evaluate changes to lane assignments and introduction of access restrictions. A total of three options were identified as follows:

- Option 1 - Change the southbound approach lane assignments to have a shared through/left lane and right-turn only lane.
- Option 2 - Convert East 7th Street to RIRO access and change the southbound approach to have one through lane and one right turn only lane.
- Option 3 - Same as Option 1 but convert East 7th Street to one-way eastbound traffic.

In addition, each option within Alternative 3 included evaluation of allowing pedestrian movements across all legs of the intersection or removing the pedestrian phase across the north leg (shown in Figure 3-5). The pedestrian crossing on the north leg was evaluated for removal because it allows for more efficient traffic operations (shorter cycle length with higher percentage of green time to highest volume movements) and eliminates potential conflicts between turning vehicles and pedestrians on this leg (improves safety). Each of the identified alternatives and associated options were evaluated and compared to the No Action conditions to determine potential benefits to operations and safety.

Figure 3-5. Removal of Pedestrian Crossing on North Leg of Intersection

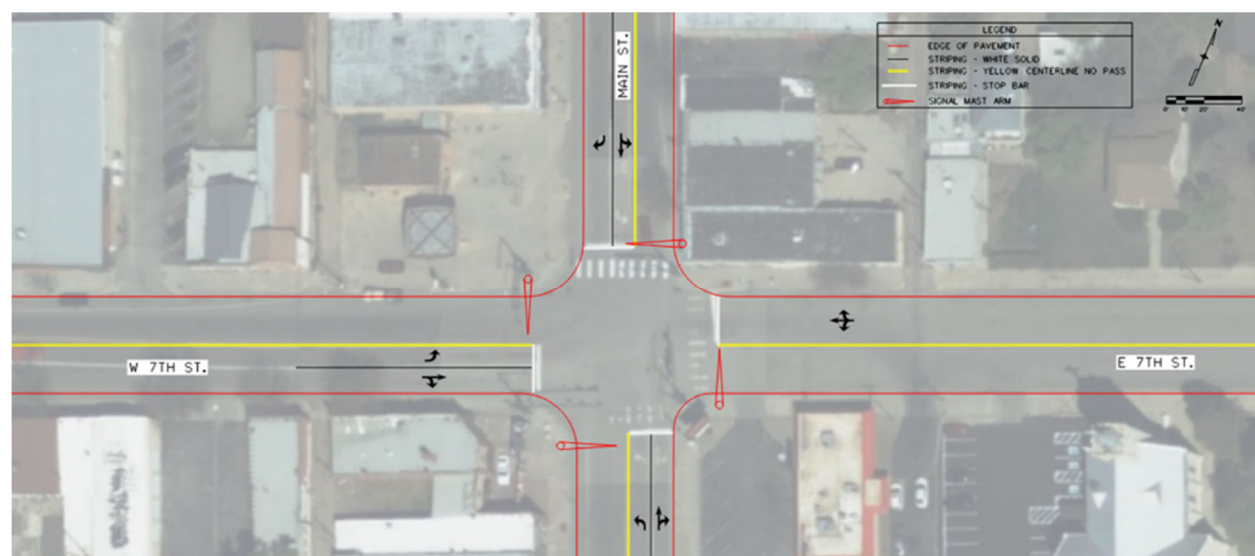


Source: Google Maps.

### Alternative 3 - Option 1: Lane Assignment Changes on US 160

The traffic volumes for this intersection indicate a very high volume of vehicles traveling south on Main Street (US 160) and turning right on US 160 (West 7th Street). Under existing conditions, the right turns share a lane with southbound through vehicles and when the traffic signal for southbound of Main Street (US 160) turns red, all right turns are stopped. This results in longer delay and queuing on the southbound approach. This alternative proposes reconfiguring the southbound approach of Main Street (US 160) from a shared thru-right turn and left turn only lanes to a shared through/left and right-turn only lanes (refer to Figure 3-6).

Figure 3-6. Sketch Level Layout for Lane Assignment Changes on US 160



Source: Google Maps.



The operational results for Alternative 3 – Option 1 (see Table 3-5 and Appendix C) indicate the intersection is expected to operate at LOS C under future traffic conditions, which is considered acceptable. The intersection will operate slightly better if the pedestrian crossing across the north leg is removed because green time can be more efficiently distributed to the phases with the higher traffic volumes. It should be noted that in this option the shared southbound through-left turn lane was evaluated as a permitted phase due to the very low volume of left turning vehicles. Normally, a shared through-left lane would operate with an exclusive phase to prevent a through vehicle having to yield behind a left turning vehicle on a green light (which could lead to an increase in rear end crashes). CDOT would need to closely monitor the operations and crash history of the shared lane and make changes to the signal phasing if necessary.

**Table 3-5. 2045 LOS Results for Alternative 3 - Option 1**

| Approach                       | No Action |    | Alternative 3 - Option 1 |    |             |    |
|--------------------------------|-----------|----|--------------------------|----|-------------|----|
|                                |           |    | Ped Allowed              |    | Ped Removed |    |
|                                | AM        | PM | AM                       | PM | AM          | PM |
| Eastbound (US 160/West 7th St) | B         | B  | C                        | C  | C           | C  |
| Westbound (East 7th St)        | C         | C  | C                        | C  | C           | C  |
| Northbound (Main St)           | C         | B  | B                        | B  | A           | A  |
| Southbound (US 160/Main St)    | D         | D  | C                        | B  | B           | B  |
| Overall                        | C         | C  | C                        | C  | C           | C  |

The expected 2045 queues for Alternative 3 – Option 1, as shown in Table 3-6 (see Appendix D). When compared to the No Action conditions, this alternative will resolve queueing issues on the southbound and northbound Main Street approaches. The queues are about equal when comparing the with and without pedestrian crossing options.

**Table 3-6. 2045 Queue Lengths (feet) for Alternative 3 - Option 1**

| Approach   | Movement            | Storage (feet) | No Action |     | Alternative 3 - Option 1 |     |             |     |
|------------|---------------------|----------------|-----------|-----|--------------------------|-----|-------------|-----|
|            |                     |                |           |     | Ped Allowed              |     | Ped Removed |     |
|            |                     |                | AM        | PM  | AM                       | PM  | AM          | PM  |
| Eastbound  | Left                | 420            | 185       | 175 | 205                      | 230 | 200         | 230 |
|            | Thru-Right          | 420            | 75        | 85  | 65                       | 110 | 65          | 90  |
| Westbound  | Left-Thru-Right     | 420            | 85        | 95  | 70                       | 85  | 70          | 70  |
| Northbound | Left                | 110            | 110       | 90  | 85                       | 90  | 100         | 80  |
|            | Thru-Right          | 310            | 110       | 85  | 80                       | 75  | 90          | 80  |
| Southbound | Left*/Thru-Left**   | 150*/225**     | 25        | 70  | 80                       | 95  | 85          | 85  |
|            | Thru-Right*/Right** | 290            | 285       | 205 | 100                      | 95  | 100         | 135 |

\* No Action condition. \*\* Alternative 3 - Option 1 condition.

Red text indicates a queue that is nearing or exceeding the storage length of the lane.

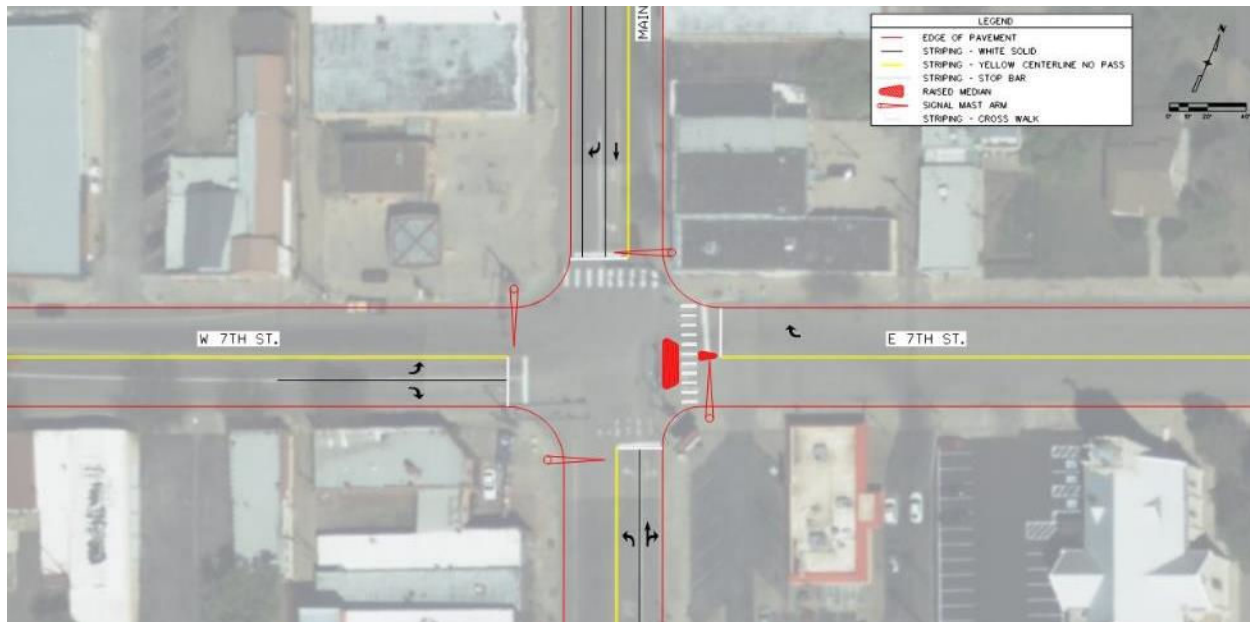
### Alternative 3 - Option 2: RIRO (East 7th Street)

This alternative proposes restricting access to East 7th Street from full movement to RIRO as shown in Figure 3-7. As a result, the following changes are made to the lane assignments:

- The southbound approach is reconfigured to have an exclusive right turn lane and a through lane.
- Southbound left turns would be prohibited (turns would occur at 6th Street or 8th Street).

- Eastbound through movements would be prohibited (vehicles would turn left or right and go around the block to gain access to East 7th Street).
- Westbound through and left turn movement would be prohibited (vehicles would use the local roadway network to complete these movements).

Figure 3-7. Sketch Level Layout for RIRO (East 7th Street)



Source: Google Maps.

The results of the Alternative 3 – Option 2 analysis (see Table 3-7 and Appendix C) indicate the intersection is expected to operate at LOS A/B under future traffic conditions. The omission of the pedestrian phase will result in better vehicle operations. Overall, this option operates better than Option 1.

Table 3-7. 2045 LOS Results for Alternative 3 - Option 2

| Approach                       | No Action |    | Alternative 3 - Option 2 |    |             |    |
|--------------------------------|-----------|----|--------------------------|----|-------------|----|
|                                |           |    | Ped Allowed              |    | Ped Removed |    |
|                                | AM        | PM | AM                       | PM | AM          | PM |
| Eastbound (US 160/West 7th St) | B         | B  | B                        | B  | B           | B  |
| Westbound (East 7th St)        | C         | C  | A                        | A  | A           | A  |
| Northbound (Main St)           | C         | B  | B                        | B  | A           | A  |
| Southbound (US 160/Main St)    | D         | D  | A                        | A  | A           | A  |
| Overall                        | C         | C  | B                        | B  | B           | A  |

The expected 2045 queues for Alternative 3 – Option 2, as shown in Table 3-8 (see Appendix D), are compared to the No Action conditions. Both phasing schemes will not result in significant queuing issues, but the omission of a pedestrian only phase will result in the best reduction to queues. Overall, none of the expected queues will exceed the available storage lengths.

Table 3-8. 2045 Queue Lengths (feet) for Alternative 3 - Option 2

| Approach   | Movement                 | Storage (feet) | No Action |     | Alternative 3 - Option 2 |     |             |     |
|------------|--------------------------|----------------|-----------|-----|--------------------------|-----|-------------|-----|
|            |                          |                | AM        | PM  | Ped Allowed              |     | Ped Removed |     |
| Eastbound  | Left                     | 420            | 185       | 175 | 200                      | 165 | 155         | 115 |
|            | Thru-Right*/Right**      | 420            | 75        | 85  | 50                       | 70  | 55          | 65  |
| Westbound  | Left-Thru-Right*/Right** | 420            | 85        | 95  | 0                        | 0   | 0           | 0   |
| Northbound | Left                     | 110            | 110       | 90  | 80                       | 85  | 70          | 80  |
|            | Thru-Right               | 310            | 110       | 85  | 80                       | 50  | 65          | 50  |
| Southbound | Left*/Thru**             | 150*/225**     | 25        | 70  | 70                       | 65  | 70          | 80  |
|            | Thru-Right*/Right**      | 290            | 285       | 205 | 85                       | 70  | 75          | 75  |

\* No Action condition. \*\* Alternative 3 - Option 2 condition.

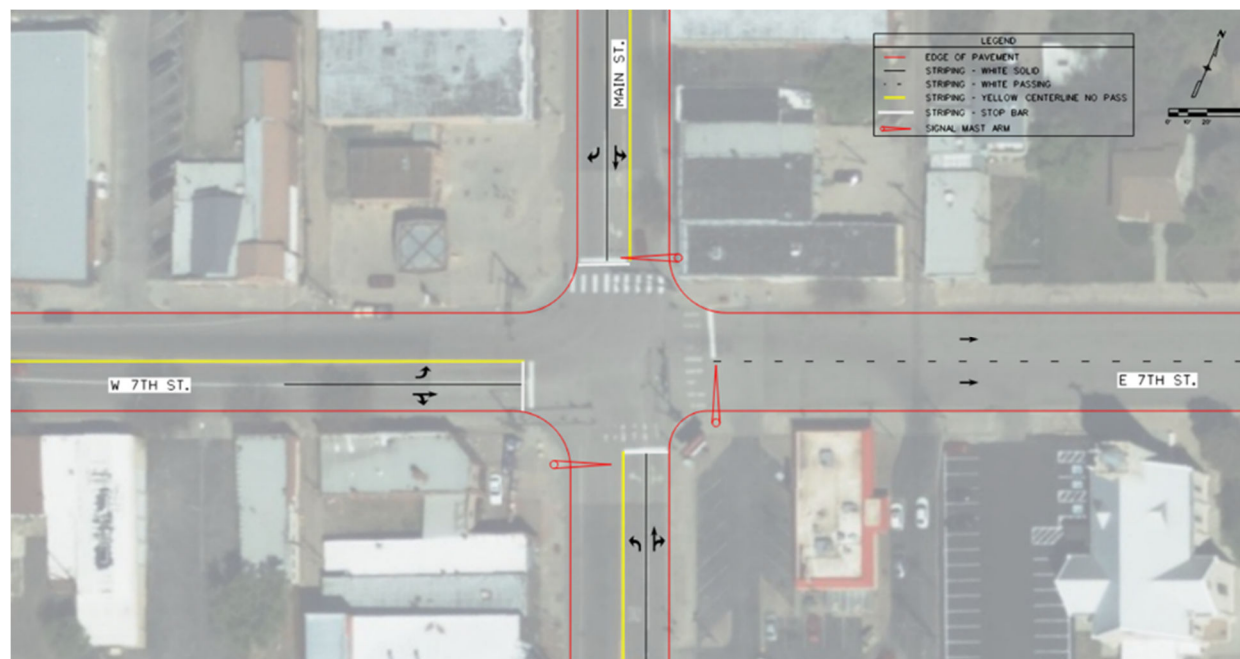
Red text indicates a queue that is nearing or exceeding the storage length of the lane.

### Alternative 3 - Option 3: One-Way for East 7th Street

This alternative proposes converting East 7th Street into one-way operations with traffic allowed to move eastbound away from the intersection, as shown in Figure 3-8. As a result, the following changes are made to the lane assignments:

- The southbound approach is reconfigured to have an exclusive right turn lane and a shared through-left turn lane.
- Westbound West 7th Street traffic movements would be prohibited.

Figure 3-8. Sketch Level Layout for One-Way (East 7th Street)



Source: Google Maps.

The results of the Alternative 3 – Option 3 analysis (see Table 3-9 and Appendix C) indicate the intersection is expected to operate at LOS B under future traffic conditions regardless of the any change to the allowed pedestrian movements.

Table 3-9. 2045 LOS Results for Alternative 3 - Option 3

| Approach                       | No Action |    | Alternative 3 - Option 3 |    |             |    |
|--------------------------------|-----------|----|--------------------------|----|-------------|----|
|                                |           |    | Ped Allowed              |    | Ped Removed |    |
|                                | AM        | PM | AM                       | PM | AM          | PM |
| Eastbound (US 160/West 7th St) | B         | B  | C                        | C  | C           | C  |
| Westbound (East 7th St)        | C         | C  | *                        | *  | *           | *  |
| Northbound (Main St)           | C         | B  | A                        | A  | A           | A  |
| Southbound (US 160/Main St)    | D         | D  | B                        | B  | B           | B  |
| Overall                        | C         | C  | B                        | B  | B           | B  |

\* This movement does not exist in this option.

The expected 2045 queues for Alternative 3 – Option 3, as shown in Table 3-10 (see Appendix D), are compared to the No Action conditions. This option will not result in any queuing issues, and in general the queues are better than the No Action conditions. In general, this option has the lowest overall queues.

Table 3-10. 2045 Queue Lengths (feet) for Alternative 3 - Option 3

| Approach   | Movement              | Storage (feet) | No Action |     | Alternative 3 - Option 3 |     |             |     |
|------------|-----------------------|----------------|-----------|-----|--------------------------|-----|-------------|-----|
|            |                       |                |           |     | Ped Allowed              |     | Ped Removed |     |
|            |                       |                | AM        | PM  | AM                       | PM  | AM          | PM  |
| Eastbound  | Left                  | 420            | 185       | 175 | 165                      | 180 | 165         | 180 |
|            | Thru-Right            | 420            | 75        | 85  | 65                       | 125 | 65          | 125 |
| Westbound  | Left-Thru-Right       | 420            | 85        | 95  | *                        | *   | *           | *   |
| Northbound | Left                  | 110**/225**    | 110       | 90  | 75                       | 80  | 75          | 80  |
|            | Thru-Right            | 310            | 110       | 85  | 85                       | 100 | 85          | 100 |
| Southbound | Left**/Thru-Left***   | 150**/225**    | 25        | 70  | 85                       | 95  | 85          | 95  |
|            | Thru-Right**/Right*** | 290            | 285       | 205 | 95                       | 100 | 95          | 100 |

\* This approach does not exist in this option. \*\*No Action condition. \*\*\* Alternative 3 - Option 3 condition.

Red text indicates a queue that is nearing or exceeding the storage length of the lane.

### 3.5 Summary of Analysis

Table 3-11 summarizes the results of the analysis for each alternative and options. In general, all the evaluated alternatives (and options) would provide operational benefits compared to the No Action conditions. Several alternatives will provide improved safety for vehicles (reduced speeds or restricted turns) and pedestrians (pedestrian only phasing or reduction in conflicts with turning vehicles). The results of the analysis and preliminary sketch drawings of the alternatives were presented to CDOT Region 2 staff on July 17, 2025. Based on staff input, the following alternatives were selected to proceed with refined sketch layouts and cost estimating efforts.

- Alternative 3 – Signalized Intersection – Option 1: Changes to the lane assignments on southbound Main Street (US 160) to include a right turn only lane and a shared thru-left turn lane.
- Alternative 3 - Signalized Intersection – Option 2: Restrict East 7th Street to RIRO.

Table 3-11. Recommendations Based on Results of Analysis

| Alternative |                                                      |                            | Measure |     | Continue Analysis |
|-------------|------------------------------------------------------|----------------------------|---------|-----|-------------------|
| #           | Description                                          |                            | Safety  | Ops |                   |
| N/A         | No Action                                            |                            |         |     | X                 |
| 1           | Mini Roundabout                                      |                            |         |     | X                 |
| 2           | Single Lane Roundabout                               |                            |         |     | X                 |
| 3           | Signalized Intersection - Option 1: Lane Assignments |                            |         |     | ✓                 |
|             | Signalized Intersection - Option 2: RIRO             | All Pedestrian Crossings   |         |     | ✓                 |
|             |                                                      | Remove Pedestrian Crossing |         |     | ✓                 |
|             | Signalized Intersection - Option 3: One Way          | All Pedestrian Crossings   |         |     | X                 |
|             |                                                      | Remove Pedestrian Crossing |         |     | X                 |

Measure is worse than No Action.
  Measure is the same as No Action.
  Measure is better than No Action.

The remaining alternatives were eliminated from further consideration as follows:

- The mini roundabout was eliminated because of concerns about driver expectancy, concern about operations for large vehicles, and concern about public acceptance.
- The single lane roundabout was eliminated because of the anticipated right-of-way impacts and possible lack of public acceptance.
- The signalized intersection with one-way operation on East 7th Street was eliminated because of the impact on the local roadway network and concern about public acceptance.

### 3.6 Additional Discussion Items

During the course of this study, there were several items identified that could impact operations and safety around the study intersection. These items are roadway elements that were not specifically evaluated as part of this study but addressing these items could provide safety and/or operational benefits.

The first item is the overall condition of the roadway striping. Many of the lane stripes were observed to be worn or faded and, in some cases, such as the parking lanes, the striping was missing altogether. This issue is most noticeable on Main Street both north and south of 7th Street as shown in Figure 3-9. Improved striping helps to reassure drivers of their location on the roadway and can help ensure parked cars are located out of travel lanes.



**Figure 3-9. Condition of Striping on Main Street**



Source: Google Maps.

Another striping issue was identified on the southbound Main Street (US 160) approach at 7th Street. The roadway is striped with a parking lane (see Figure 3-10) along the west curbside even though parking is not permitted in this area. Removing this unnecessary striping would help prevent cars from parking in this area, which could have a significant impact on large vehicles (or those with trailers) attempting to turn right at the intersection.

**Figure 3-10. Unnecessary Striping**



Source: Google Maps.

Another issue on the eastbound approach of US 160 is how the parking lane along the south side of the road is striped and signed. The parking lane tapers out (as shown in Figure 3-11)

and there is not a No Parking sign located at the point beyond which vehicles should not try to use the parking lane. The curb line is painted yellow (near the tree), but this is at a point where the parking lane is too narrow to fully accommodate a vehicle. The yellow curb painting should be extended further to the west to the point where the parking lane is at least 8 feet wide. In addition, a No Parking sign with an arrow pointing to the east should be installed at the same point. Finally, the portion of the shoulder that is not intended for parking should be striped out with a hatch pattern to further reinforce a no parking condition.

**Figure 3-11. Signing and Striping at the End of the Parking Lanes**



Source: Google Maps.

Finally, the intersection has at least two signal heads that are damaged with a portion of the backplate missing (see Figure 3-12). In addition, the signal backplates do not have yellow reflective tape around their perimeter. The reflective tape has been shown to provide a significant safety benefit by enhancing the visibility of the signal faces and their color indications. According to the crash modification factor clearinghouse, addition of 3-inch yellow retroreflective tape to signal backplates can reduce all crash types by 15 percent.

**Figure 3-12. Signal Head Condition**



Source: Google Maps.



## 4.0 COST ESTIMATING

The alternatives selected for further evaluation were put through a two-step cost estimating process that was based upon the sketch level layouts.

- Step 1 considered approximate costs for the major elements that would contribute the most to the anticipated costs of implementing the proposed design. The quantities for these items were estimated and priced using current CDOT cost data book information. The total cost of these items provide the baseline cost (Large Item Cost Estimate line A in Figure 4-1) for Step 2.
- Step 2 considers other factors that typically impact the overall costs of the project and are shown in. These factors are applied to the baseline cost based upon a percentile range for typical project costs as shown.

Figure 4-1. Step 2 Cost Estimating Factors

| Item                                              | % Range                     |     |
|---------------------------------------------------|-----------------------------|-----|
| Large Item Cost Estimate                          | Project Dependent           | (A) |
| Contingencies                                     | (15% - 30%) of (A)          | (B) |
| ITS                                               | (6-10%) of (A+B)            | (C) |
| Drainage/Water/Sewer                              | (3-10%) of (A+B)            | (D) |
| Signing and Striping                              | (1-5%) of (A+B+C+D)         | (E) |
| Construction Signing & Traffic Control            | 5 to 25% of (A+B+C+D+E)     | (F) |
| Mobilization                                      | (4 to 10%) of (A+B+C+D+E+F) | (G) |
| <b>Total of Construction Bid Items</b>            | (A+B+C+D+E+F+G)             | (H) |
| Force Account - Utilities                         | (1 to 2%) of (H)            | (I) |
| Force Account - Misc.                             | (10 to 15%) of (H)          | (J) |
| <b>Subtotal of Construction Cost</b>              | (H+I+J)                     | (K) |
| Total Construction Engineering - CE and Indirects | 26% of (K)                  | (L) |
| Total Preliminary Engineering                     | 10-20% of (K)               | (M) |
| Field Office/Lab                                  | Project Dependent           | (N) |
| Row                                               | Not Established             | (O) |
| Utilities                                         | Project Dependent           | (P) |
| Environmental                                     | Project Dependent           | (Q) |
| <b>Total Project Cost Estimate</b>                | (K+L+M+N+O+P+Q)             | (R) |

The results of the two-step cost estimating exercise for the alternatives at this location are shown in Table 4-1. More details about the estimates for this location are included in Appendix F. Updated sketches of the alternatives are provided in Figure 4-2 and Figure 4-3.

Table 4-1. Estimated Costs Based on Sketch Layouts

| Name                     | Description                                                | Estimated Costs |           |           |
|--------------------------|------------------------------------------------------------|-----------------|-----------|-----------|
|                          |                                                            | Step 1          | Step 2    | Total     |
| Alternative 3 - Option 1 | Lane Assignment Changes to Southbound Main Street (US 160) | \$13,270        | \$49,100  | \$62,370  |
| Alternative 3 - Option 2 | RIRO for East 7th Street                                   | \$60,120        | \$116,510 | \$176,630 |

Figure 4-2. Updated Sketch of Alternative 3 - Option 1

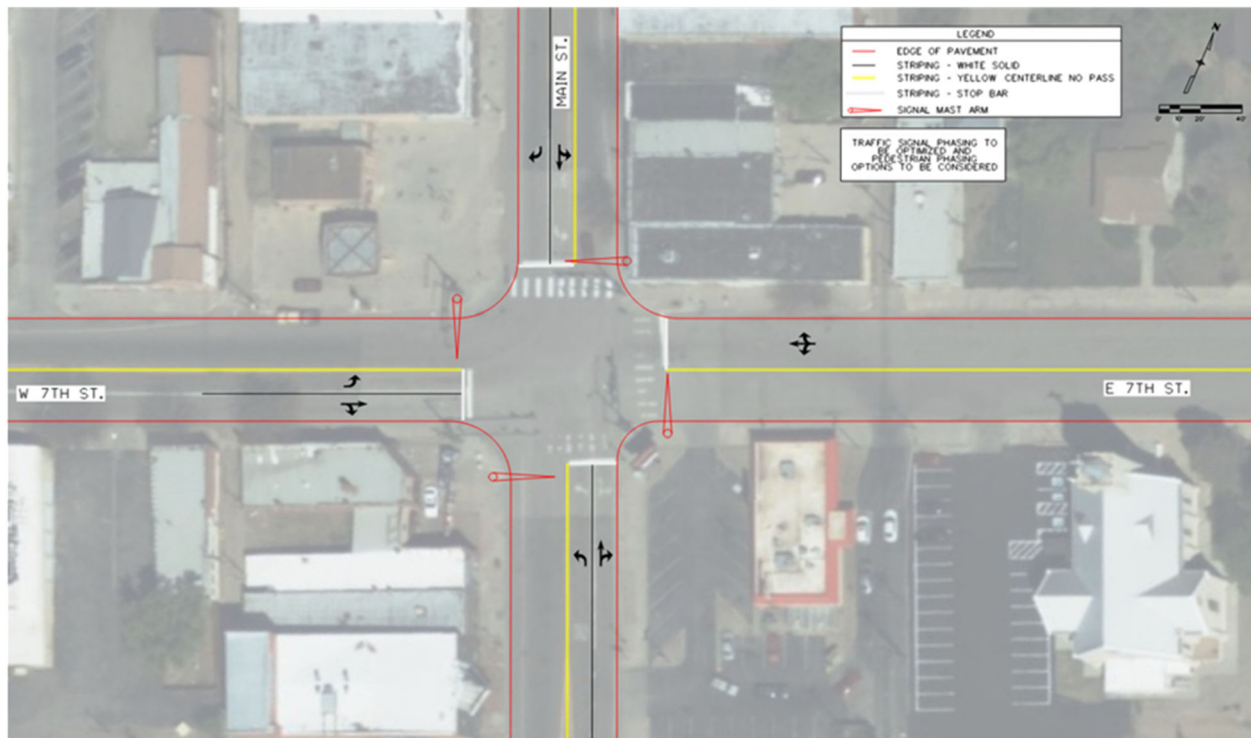
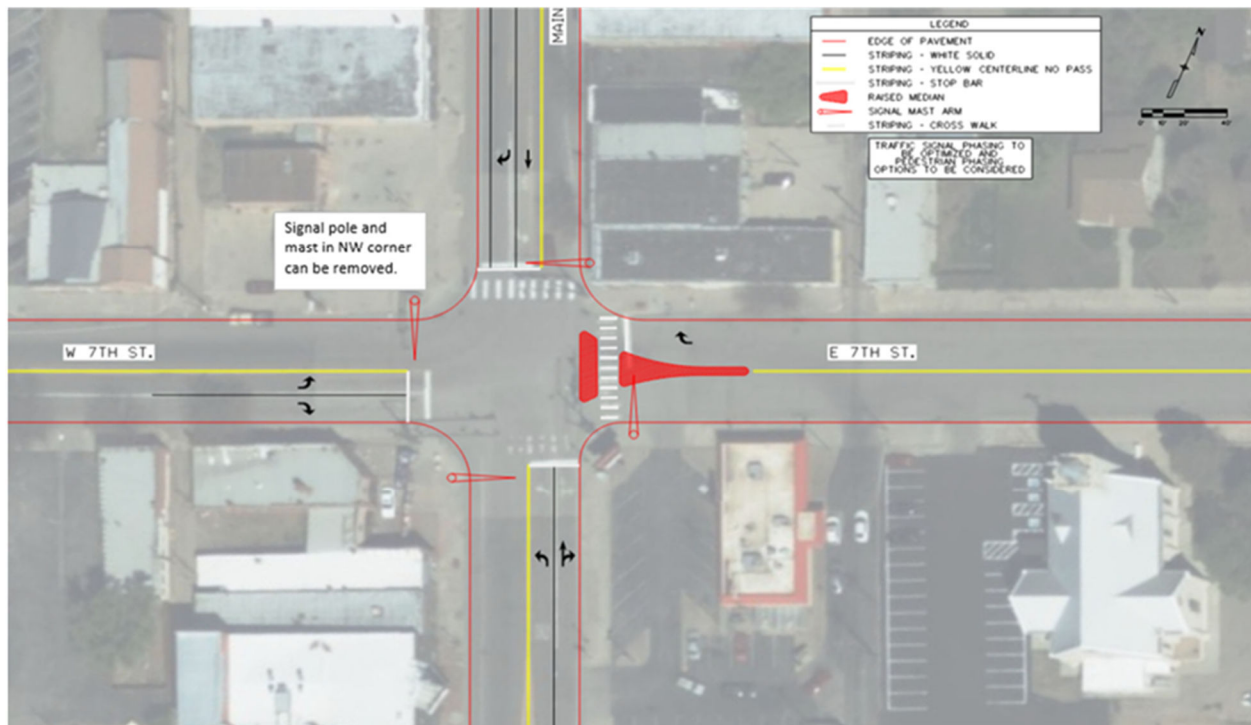


Figure 4-3. Updated Sketch of Alternative 3 - Option 2



## Appendix A. AVERAGE DAILY TRAFFIC COUNTS



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Ridgeview Data  
Collection

Walsenburg, CO  
R2 CDOT Location 7  
24 hour  
7th St west of Main St

File Name : 7th St west of Main St Mon  
Site Code : Atkins  
Start Date : 4/14/2025  
Page No : 1

Groups Printed- Light - Heavy

| Start Time | 7th St<br>Westbound |            | 7th St<br>Eastbound |            | Int. Total |
|------------|---------------------|------------|---------------------|------------|------------|
|            | Thru                | App. Total | Thru                | App. Total |            |
| 12:00 AM   | 7                   | 7          | 4                   | 4          | 11         |
| 12:15 AM   | 5                   | 5          | 3                   | 3          | 8          |
| 12:30 AM   | 3                   | 3          | 4                   | 4          | 7          |
| 12:45 AM   | 5                   | 5          | 6                   | 6          | 11         |
| Total      | 20                  | 20         | 17                  | 17         | 37         |
| 01:00 AM   | 4                   | 4          | 4                   | 4          | 8          |
| 01:15 AM   | 2                   | 2          | 1                   | 1          | 3          |
| 01:30 AM   | 5                   | 5          | 1                   | 1          | 6          |
| 01:45 AM   | 4                   | 4          | 0                   | 0          | 4          |
| Total      | 15                  | 15         | 6                   | 6          | 21         |
| 02:00 AM   | 2                   | 2          | 2                   | 2          | 4          |
| 02:15 AM   | 3                   | 3          | 1                   | 1          | 4          |
| 02:30 AM   | 1                   | 1          | 3                   | 3          | 4          |
| 02:45 AM   | 4                   | 4          | 2                   | 2          | 6          |
| Total      | 10                  | 10         | 8                   | 8          | 18         |
| 03:00 AM   | 2                   | 2          | 3                   | 3          | 5          |
| 03:15 AM   | 2                   | 2          | 1                   | 1          | 3          |
| 03:30 AM   | 1                   | 1          | 2                   | 2          | 3          |
| 03:45 AM   | 4                   | 4          | 2                   | 2          | 6          |
| Total      | 9                   | 9          | 8                   | 8          | 17         |
| 04:00 AM   | 7                   | 7          | 3                   | 3          | 10         |
| 04:15 AM   | 1                   | 1          | 1                   | 1          | 2          |
| 04:30 AM   | 3                   | 3          | 5                   | 5          | 8          |
| 04:45 AM   | 8                   | 8          | 14                  | 14         | 22         |
| Total      | 19                  | 19         | 23                  | 23         | 42         |



Ridgeview Data  
Collection

Walsenburg, CO  
R2 CDOT Location 7  
24 hour  
7th St west of Main St

File Name : 7th St west of Main St Mon  
Site Code : Atkins  
Start Date : 4/14/2025  
Page No : 2

Groups Printed- Light - Heavy

| Start Time | 7th St<br>Westbound |            | 7th St<br>Eastbound |            | Int. Total |
|------------|---------------------|------------|---------------------|------------|------------|
|            | Thru                | App. Total | Thru                | App. Total |            |
| 05:00 AM   | 10                  | 10         | 10                  | 10         | 20         |
| 05:15 AM   | 8                   | 8          | 1                   | 1          | 9          |
| 05:30 AM   | 10                  | 10         | 18                  | 18         | 28         |
| 05:45 AM   | 17                  | 17         | 15                  | 15         | 32         |
| Total      | 45                  | 45         | 44                  | 44         | 89         |
| 06:00 AM   | 17                  | 17         | 22                  | 22         | 39         |
| 06:15 AM   | 21                  | 21         | 9                   | 9          | 30         |
| 06:30 AM   | 44                  | 44         | 20                  | 20         | 64         |
| 06:45 AM   | 44                  | 44         | 26                  | 26         | 70         |
| Total      | 126                 | 126        | 77                  | 77         | 203        |
| 07:00 AM   | 51                  | 51         | 24                  | 24         | 75         |
| 07:15 AM   | 48                  | 48         | 46                  | 46         | 94         |
| 07:30 AM   | 45                  | 45         | 52                  | 52         | 97         |
| 07:45 AM   | 58                  | 58         | 53                  | 53         | 111        |
| Total      | 202                 | 202        | 175                 | 175        | 377        |
| 08:00 AM   | 47                  | 47         | 54                  | 54         | 101        |
| 08:15 AM   | 62                  | 62         | 55                  | 55         | 117        |
| 08:30 AM   | 59                  | 59         | 44                  | 44         | 103        |
| 08:45 AM   | 53                  | 53         | 57                  | 57         | 110        |
| Total      | 221                 | 221        | 210                 | 210        | 431        |
| 09:00 AM   | 55                  | 55         | 67                  | 67         | 122        |
| 09:15 AM   | 53                  | 53         | 78                  | 78         | 131        |
| 09:30 AM   | 51                  | 51         | 74                  | 74         | 125        |
| 09:45 AM   | 72                  | 72         | 70                  | 70         | 142        |
| Total      | 231                 | 231        | 289                 | 289        | 520        |
| 10:00 AM   | 69                  | 69         | 74                  | 74         | 143        |



Ridgeview Data  
Collection

Walsenburg, CO  
R2 CDOT Location 7  
24 hour  
7th St west of Main St

File Name : 7th St west of Main St Mon  
Site Code : Atkins  
Start Date : 4/14/2025  
Page No : 3

Groups Printed- Light - Heavy

| Start Time | 7th St<br>Westbound |            | 7th St<br>Eastbound |            | Int. Total |
|------------|---------------------|------------|---------------------|------------|------------|
|            | Thru                | App. Total | Thru                | App. Total |            |
| 10:15 AM   | 59                  | 59         | 74                  | 74         | 133        |
| 10:30 AM   | 71                  | 71         | 60                  | 60         | 131        |
| 10:45 AM   | 76                  | 76         | 89                  | 89         | 165        |
| Total      | 275                 | 275        | 297                 | 297        | 572        |
| 11:00 AM   | 75                  | 75         | 80                  | 80         | 155        |
| 11:15 AM   | 60                  | 60         | 66                  | 66         | 126        |
| 11:30 AM   | 72                  | 72         | 69                  | 69         | 141        |
| 11:45 AM   | 78                  | 78         | 103                 | 103        | 181        |
| Total      | 285                 | 285        | 318                 | 318        | 603        |
| 12:00 PM   | 79                  | 79         | 99                  | 99         | 178        |
| 12:15 PM   | 77                  | 77         | 85                  | 85         | 162        |
| 12:30 PM   | 67                  | 67         | 72                  | 72         | 139        |
| 12:45 PM   | 88                  | 88         | 77                  | 77         | 165        |
| Total      | 311                 | 311        | 333                 | 333        | 644        |
| 01:00 PM   | 84                  | 84         | 110                 | 110        | 194        |
| 01:15 PM   | 89                  | 89         | 93                  | 93         | 182        |
| 01:30 PM   | 86                  | 86         | 101                 | 101        | 187        |
| 01:45 PM   | 98                  | 98         | 85                  | 85         | 183        |
| Total      | 357                 | 357        | 389                 | 389        | 746        |
| 02:00 PM   | 69                  | 69         | 98                  | 98         | 167        |
| 02:15 PM   | 87                  | 87         | 88                  | 88         | 175        |
| 02:30 PM   | 92                  | 92         | 87                  | 87         | 179        |
| 02:45 PM   | 66                  | 66         | 85                  | 85         | 151        |
| Total      | 314                 | 314        | 358                 | 358        | 672        |
| 03:00 PM   | 83                  | 83         | 94                  | 94         | 177        |
| 03:15 PM   | 85                  | 85         | 73                  | 73         | 158        |





Ridgeview Data  
Collection

Walsenburg, CO  
R2 CDOT Location 7  
24 hour  
7th St west of Main St

File Name : 7th St west of Main St Mon  
Site Code : Atkins  
Start Date : 4/14/2025  
Page No : 4

Groups Printed- Light - Heavy

| Start Time | 7th St<br>Westbound |            | 7th St<br>Eastbound |            | Int. Total |
|------------|---------------------|------------|---------------------|------------|------------|
|            | Thru                | App. Total | Thru                | App. Total |            |
| 03:30 PM   | 61                  | 61         | 96                  | 96         | 157        |
| 03:45 PM   | 74                  | 74         | 98                  | 98         | 172        |
| Total      | 303                 | 303        | 361                 | 361        | 664        |
| 04:00 PM   | 74                  | 74         | 72                  | 72         | 146        |
| 04:15 PM   | 82                  | 82         | 93                  | 93         | 175        |
| 04:30 PM   | 74                  | 74         | 97                  | 97         | 171        |
| 04:45 PM   | 68                  | 68         | 81                  | 81         | 149        |
| Total      | 298                 | 298        | 343                 | 343        | 641        |
| 05:00 PM   | 45                  | 45         | 78                  | 78         | 123        |
| 05:15 PM   | 58                  | 58         | 64                  | 64         | 122        |
| 05:30 PM   | 53                  | 53         | 53                  | 53         | 106        |
| 05:45 PM   | 57                  | 57         | 53                  | 53         | 110        |
| Total      | 213                 | 213        | 248                 | 248        | 461        |
| 06:00 PM   | 43                  | 43         | 52                  | 52         | 95         |
| 06:15 PM   | 35                  | 35         | 53                  | 53         | 88         |
| 06:30 PM   | 42                  | 42         | 46                  | 46         | 88         |
| 06:45 PM   | 38                  | 38         | 39                  | 39         | 77         |
| Total      | 158                 | 158        | 190                 | 190        | 348        |
| 07:00 PM   | 41                  | 41         | 46                  | 46         | 87         |
| 07:15 PM   | 38                  | 38         | 43                  | 43         | 81         |
| 07:30 PM   | 41                  | 41         | 31                  | 31         | 72         |
| 07:45 PM   | 35                  | 35         | 33                  | 33         | 68         |
| Total      | 155                 | 155        | 153                 | 153        | 308        |
| 08:00 PM   | 30                  | 30         | 23                  | 23         | 53         |
| 08:15 PM   | 33                  | 33         | 27                  | 27         | 60         |
| 08:30 PM   | 23                  | 23         | 18                  | 18         | 41         |



Ridgeview Data  
Collection

Walsenburg, CO  
R2 CDOT Location 7  
24 hour  
7th St west of Main St

File Name : 7th St west of Main St Mon  
Site Code : Atkins  
Start Date : 4/14/2025  
Page No : 5

Groups Printed- Light - Heavy

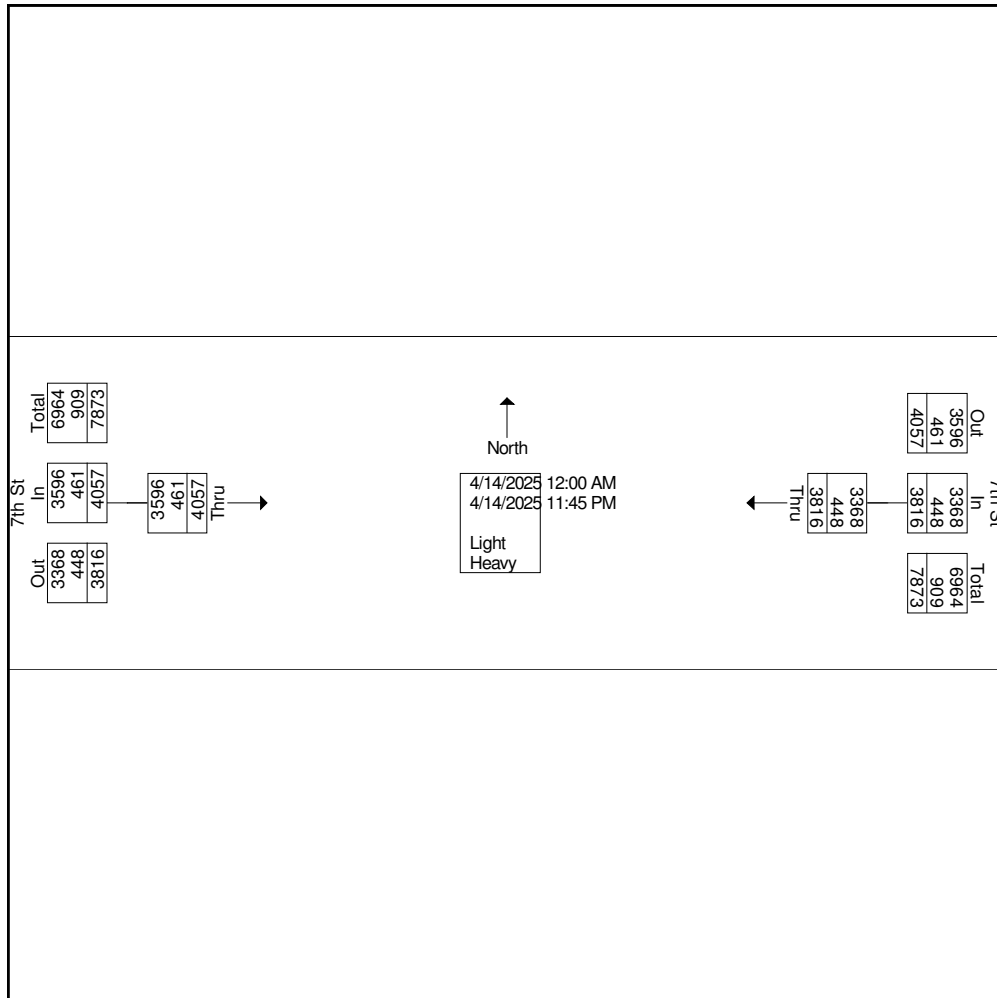
|             | 7th St<br>Westbound |            | 7th St<br>Eastbound |            |            |
|-------------|---------------------|------------|---------------------|------------|------------|
| Start Time  | Thru                | App. Total | Thru                | App. Total | Int. Total |
| 08:45 PM    | 20                  | 20         | 23                  | 23         | 43         |
| Total       | 106                 | 106        | 91                  | 91         | 197        |
| 09:00 PM    | 18                  | 18         | 11                  | 11         | 29         |
| 09:15 PM    | 10                  | 10         | 20                  | 20         | 30         |
| 09:30 PM    | 19                  | 19         | 22                  | 22         | 41         |
| 09:45 PM    | 19                  | 19         | 10                  | 10         | 29         |
| Total       | 66                  | 66         | 63                  | 63         | 129        |
| 10:00 PM    | 20                  | 20         | 8                   | 8          | 28         |
| 10:15 PM    | 13                  | 13         | 13                  | 13         | 26         |
| 10:30 PM    | 10                  | 10         | 6                   | 6          | 16         |
| 10:45 PM    | 3                   | 3          | 7                   | 7          | 10         |
| Total       | 46                  | 46         | 34                  | 34         | 80         |
| 11:00 PM    | 8                   | 8          | 4                   | 4          | 12         |
| 11:15 PM    | 8                   | 8          | 3                   | 3          | 11         |
| 11:30 PM    | 7                   | 7          | 8                   | 8          | 15         |
| 11:45 PM    | 8                   | 8          | 7                   | 7          | 15         |
| Total       | 31                  | 31         | 22                  | 22         | 53         |
| Grand Total | 3816                | 3816       | 4057                | 4057       | 7873       |
| Apprch %    | 100                 |            | 100                 |            |            |
| Total %     | 48.5                | 48.5       | 51.5                | 51.5       |            |
| Light       | 3368                | 3368       | 3596                | 3596       | 6964       |
| % Light     | 88.3                | 88.3       | 88.6                | 88.6       | 88.5       |
| Heavy       | 448                 | 448        | 461                 | 461        | 909        |
| % Heavy     | 11.7                | 11.7       | 11.4                | 11.4       | 11.5       |



Ridgeview Data  
Collection

Walsenburg, CO  
R2 CDOT Location 7  
24 hour  
7th St west of Main St

File Name : 7th St west of Main St Mon  
Site Code : Atkins  
Start Date : 4/14/2025  
Page No : 6



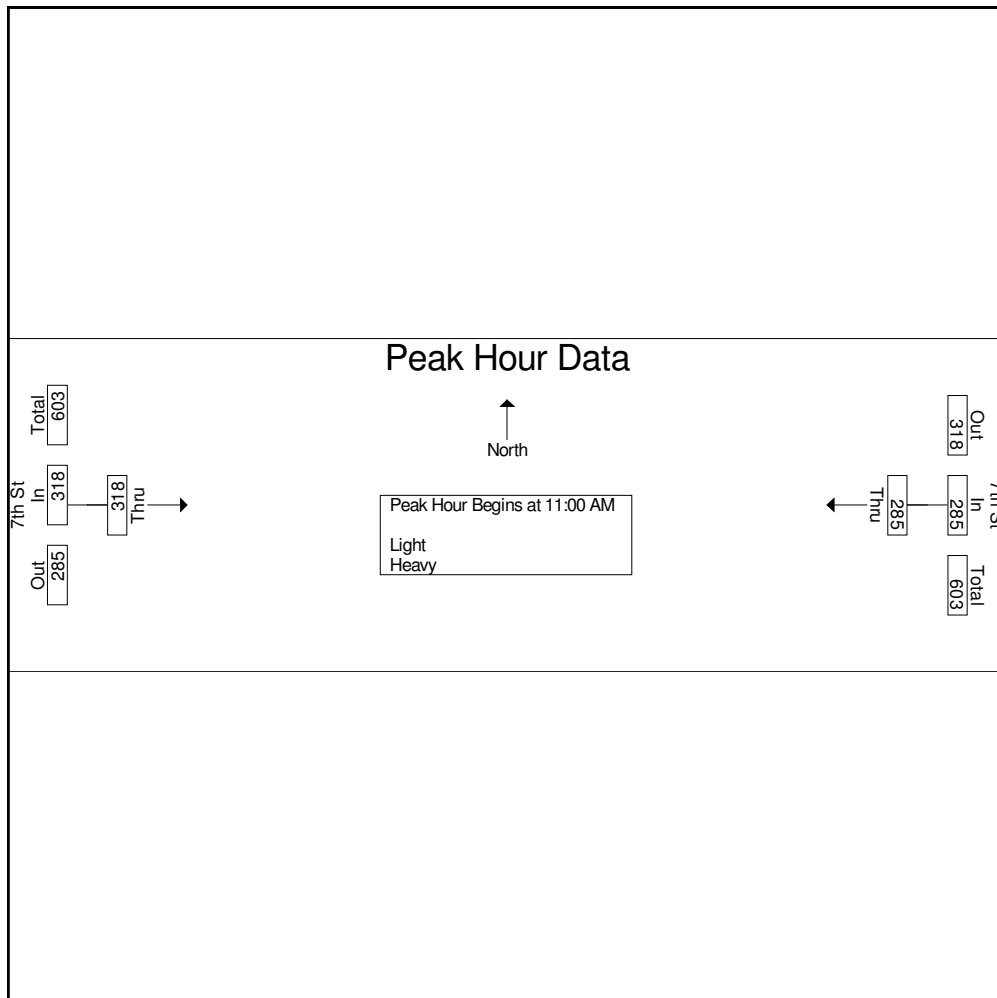


Ridgeview Data  
Collection

Walsenburg, CO  
R2 CDOT Location 7  
24 hour  
7th St west of Main St

File Name : 7th St west of Main St Mon  
Site Code : Atkins  
Start Date : 4/14/2025  
Page No : 7

|                                                            | 7th St<br>Westbound |            | 7th St<br>Eastbound |            |            |
|------------------------------------------------------------|---------------------|------------|---------------------|------------|------------|
| Start Time                                                 | Thru                | App. Total | Thru                | App. Total | Int. Total |
| Peak Hour Analysis From 12:00 AM to 11:45 AM - Peak 1 of 1 |                     |            |                     |            |            |
| Peak Hour for Entire Intersection Begins at 11:00 AM       |                     |            |                     |            |            |
| 11:00 AM                                                   | 75                  | 75         | 80                  | 80         | 155        |
| 11:15 AM                                                   | 60                  | 60         | 66                  | 66         | 126        |
| 11:30 AM                                                   | 72                  | 72         | 69                  | 69         | 141        |
| 11:45 AM                                                   | <b>78</b>           | <b>78</b>  | <b>103</b>          | <b>103</b> | <b>181</b> |
| Total Volume                                               | 285                 | 285        | 318                 | 318        | 603        |
| % App. Total                                               | 100                 |            | 100                 |            |            |
| PHF                                                        | .913                | .913       | .772                | .772       | .833       |



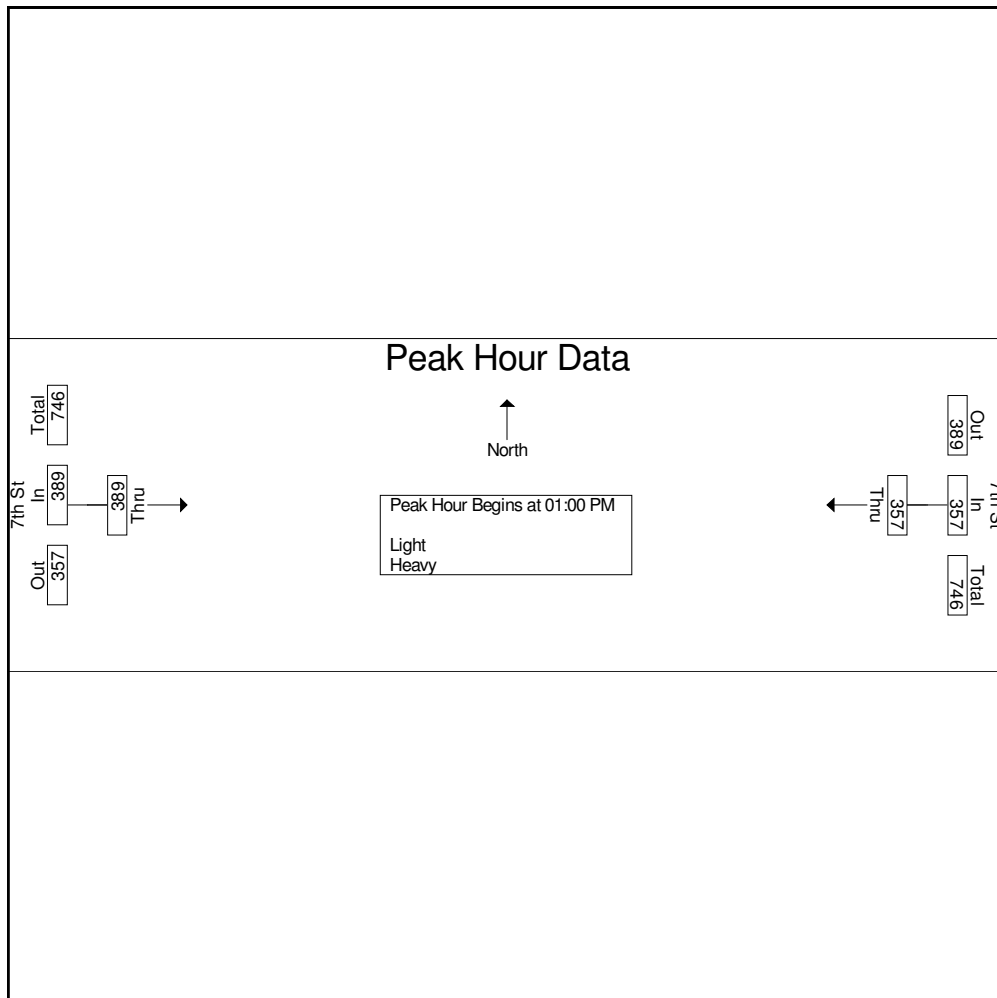


Ridgeview Data  
Collection

Walsenburg, CO  
R2 CDOT Location 7  
24 hour  
7th St west of Main St

File Name : 7th St west of Main St Mon  
Site Code : Atkins  
Start Date : 4/14/2025  
Page No : 8

|                                                            | 7th St<br>Westbound |            | 7th St<br>Eastbound |            |            |
|------------------------------------------------------------|---------------------|------------|---------------------|------------|------------|
| Start Time                                                 | Thru                | App. Total | Thru                | App. Total | Int. Total |
| Peak Hour Analysis From 12:00 PM to 11:45 PM - Peak 1 of 1 |                     |            |                     |            |            |
| Peak Hour for Entire Intersection Begins at 01:00 PM       |                     |            |                     |            |            |
| 01:00 PM                                                   | 84                  | 84         | 110                 | 110        | 194        |
| 01:15 PM                                                   | 89                  | 89         | 93                  | 93         | 182        |
| 01:30 PM                                                   | 86                  | 86         | 101                 | 101        | 187        |
| 01:45 PM                                                   | 98                  | 98         | 85                  | 85         | 183        |
| Total Volume                                               | 357                 | 357        | 389                 | 389        | 746        |
| % App. Total                                               | 100                 |            | 100                 |            |            |
| PHF                                                        | .911                | .911       | .884                | .884       | .961       |







Ridgeview Data  
Collection

Walsenburg, CO  
R2 CDOT Location 7  
24 hour  
7th St west of Main St

File Name : 7th St west of Main St Tues  
Site Code : Atkins  
Start Date : 4/8/2025  
Page No : 1

Groups Printed- Light - Heavy

| Start Time | 7th St<br>Westbound |            | 7th St<br>Eastbound |            | Int. Total |
|------------|---------------------|------------|---------------------|------------|------------|
|            | Thru                | App. Total | Thru                | App. Total |            |
| 12:00 AM   | 4                   | 4          | 2                   | 2          | 6          |
| 12:15 AM   | 4                   | 4          | 2                   | 2          | 6          |
| 12:30 AM   | 2                   | 2          | 2                   | 2          | 4          |
| 12:45 AM   | 4                   | 4          | 4                   | 4          | 8          |
| Total      | 14                  | 14         | 10                  | 10         | 24         |
| 01:00 AM   | 5                   | 5          | 1                   | 1          | 6          |
| 01:15 AM   | 4                   | 4          | 3                   | 3          | 7          |
| 01:30 AM   | 1                   | 1          | 3                   | 3          | 4          |
| 01:45 AM   | 4                   | 4          | 6                   | 6          | 10         |
| Total      | 14                  | 14         | 13                  | 13         | 27         |
| 02:00 AM   | 3                   | 3          | 3                   | 3          | 6          |
| 02:15 AM   | 2                   | 2          | 2                   | 2          | 4          |
| 02:30 AM   | 1                   | 1          | 1                   | 1          | 2          |
| 02:45 AM   | 0                   | 0          | 1                   | 1          | 1          |
| Total      | 6                   | 6          | 7                   | 7          | 13         |
| 03:00 AM   | 1                   | 1          | 1                   | 1          | 2          |
| 03:15 AM   | 4                   | 4          | 0                   | 0          | 4          |
| 03:30 AM   | 2                   | 2          | 2                   | 2          | 4          |
| 03:45 AM   | 3                   | 3          | 3                   | 3          | 6          |
| Total      | 10                  | 10         | 6                   | 6          | 16         |
| 04:00 AM   | 1                   | 1          | 3                   | 3          | 4          |
| 04:15 AM   | 4                   | 4          | 1                   | 1          | 5          |
| 04:30 AM   | 2                   | 2          | 4                   | 4          | 6          |
| 04:45 AM   | 5                   | 5          | 8                   | 8          | 13         |
| Total      | 12                  | 12         | 16                  | 16         | 28         |



Ridgeview Data  
Collection

Walsenburg, CO  
R2 CDOT Location 7  
24 hour  
7th St west of Main St

File Name : 7th St west of Main St Tues  
Site Code : Atkins  
Start Date : 4/8/2025  
Page No : 2

Groups Printed- Light - Heavy

| Start Time | 7th St<br>Westbound |            | 7th St<br>Eastbound |            | Int. Total |
|------------|---------------------|------------|---------------------|------------|------------|
|            | Thru                | App. Total | Thru                | App. Total |            |
| 05:00 AM   | 7                   | 7          | 10                  | 10         | 17         |
| 05:15 AM   | 9                   | 9          | 6                   | 6          | 15         |
| 05:30 AM   | 15                  | 15         | 13                  | 13         | 28         |
| 05:45 AM   | 19                  | 19         | 12                  | 12         | 31         |
| Total      | 50                  | 50         | 41                  | 41         | 91         |
| 06:00 AM   | 14                  | 14         | 14                  | 14         | 28         |
| 06:15 AM   | 19                  | 19         | 14                  | 14         | 33         |
| 06:30 AM   | 33                  | 33         | 20                  | 20         | 53         |
| 06:45 AM   | 45                  | 45         | 27                  | 27         | 72         |
| Total      | 111                 | 111        | 75                  | 75         | 186        |
| 07:00 AM   | 49                  | 49         | 27                  | 27         | 76         |
| 07:15 AM   | 40                  | 40         | 28                  | 28         | 68         |
| 07:30 AM   | 45                  | 45         | 25                  | 25         | 70         |
| 07:45 AM   | 67                  | 67         | 64                  | 64         | 131        |
| Total      | 201                 | 201        | 144                 | 144        | 345        |
| 08:00 AM   | 51                  | 51         | 53                  | 53         | 104        |
| 08:15 AM   | 42                  | 42         | 42                  | 42         | 84         |
| 08:30 AM   | 51                  | 51         | 71                  | 71         | 122        |
| 08:45 AM   | 65                  | 65         | 53                  | 53         | 118        |
| Total      | 209                 | 209        | 219                 | 219        | 428        |
| 09:00 AM   | 46                  | 46         | 66                  | 66         | 112        |
| 09:15 AM   | 52                  | 52         | 60                  | 60         | 112        |
| 09:30 AM   | 48                  | 48         | 60                  | 60         | 108        |
| 09:45 AM   | 51                  | 51         | 60                  | 60         | 111        |
| Total      | 197                 | 197        | 246                 | 246        | 443        |
| 10:00 AM   | 63                  | 63         | 59                  | 59         | 122        |



Ridgeview Data  
Collection

Walsenburg, CO  
R2 CDOT Location 7  
24 hour  
7th St west of Main St

File Name : 7th St west of Main St Tues  
Site Code : Atkins  
Start Date : 4/8/2025  
Page No : 3

Groups Printed- Light - Heavy

| Start Time | 7th St<br>Westbound |            | 7th St<br>Eastbound |            | Int. Total |
|------------|---------------------|------------|---------------------|------------|------------|
|            | Thru                | App. Total | Thru                | App. Total |            |
| 10:15 AM   | 46                  | 46         | 63                  | 63         | 109        |
| 10:30 AM   | 73                  | 73         | 66                  | 66         | 139        |
| 10:45 AM   | 59                  | 59         | 67                  | 67         | 126        |
| Total      | 241                 | 241        | 255                 | 255        | 496        |
| 11:00 AM   | 70                  | 70         | 62                  | 62         | 132        |
| 11:15 AM   | 47                  | 47         | 63                  | 63         | 110        |
| 11:30 AM   | 80                  | 80         | 96                  | 96         | 176        |
| 11:45 AM   | 79                  | 79         | 84                  | 84         | 163        |
| Total      | 276                 | 276        | 305                 | 305        | 581        |
| 12:00 PM   | 78                  | 78         | 66                  | 66         | 144        |
| 12:15 PM   | 75                  | 75         | 72                  | 72         | 147        |
| 12:30 PM   | 85                  | 85         | 77                  | 77         | 162        |
| 12:45 PM   | 66                  | 66         | 62                  | 62         | 128        |
| Total      | 304                 | 304        | 277                 | 277        | 581        |
| 01:00 PM   | 58                  | 58         | 77                  | 77         | 135        |
| 01:15 PM   | 66                  | 66         | 69                  | 69         | 135        |
| 01:30 PM   | 64                  | 64         | 77                  | 77         | 141        |
| 01:45 PM   | 64                  | 64         | 72                  | 72         | 136        |
| Total      | 252                 | 252        | 295                 | 295        | 547        |
| 02:00 PM   | 74                  | 74         | 56                  | 56         | 130        |
| 02:15 PM   | 60                  | 60         | 79                  | 79         | 139        |
| 02:30 PM   | 86                  | 86         | 71                  | 71         | 157        |
| 02:45 PM   | 94                  | 94         | 61                  | 61         | 155        |
| Total      | 314                 | 314        | 267                 | 267        | 581        |
| 03:00 PM   | 90                  | 90         | 92                  | 92         | 182        |
| 03:15 PM   | 79                  | 79         | 79                  | 79         | 158        |



Ridgeview Data  
Collection

Walsenburg, CO  
R2 CDOT Location 7  
24 hour  
7th St west of Main St

File Name : 7th St west of Main St Tues  
Site Code : Atkins  
Start Date : 4/8/2025  
Page No : 4

Groups Printed- Light - Heavy

| Start Time | 7th St<br>Westbound |            | 7th St<br>Eastbound |            | Int. Total |
|------------|---------------------|------------|---------------------|------------|------------|
|            | Thru                | App. Total | Thru                | App. Total |            |
| 03:30 PM   | 76                  | 76         | 72                  | 72         | 148        |
| 03:45 PM   | 66                  | 66         | 84                  | 84         | 150        |
| Total      | 311                 | 311        | 327                 | 327        | 638        |
| 04:00 PM   | 82                  | 82         | 67                  | 67         | 149        |
| 04:15 PM   | 63                  | 63         | 81                  | 81         | 144        |
| 04:30 PM   | 76                  | 76         | 82                  | 82         | 158        |
| 04:45 PM   | 85                  | 85         | 80                  | 80         | 165        |
| Total      | 306                 | 306        | 310                 | 310        | 616        |
| 05:00 PM   | 68                  | 68         | 63                  | 63         | 131        |
| 05:15 PM   | 67                  | 67         | 54                  | 54         | 121        |
| 05:30 PM   | 73                  | 73         | 66                  | 66         | 139        |
| 05:45 PM   | 51                  | 51         | 54                  | 54         | 105        |
| Total      | 259                 | 259        | 237                 | 237        | 496        |
| 06:00 PM   | 66                  | 66         | 42                  | 42         | 108        |
| 06:15 PM   | 32                  | 32         | 60                  | 60         | 92         |
| 06:30 PM   | 38                  | 38         | 42                  | 42         | 80         |
| 06:45 PM   | 39                  | 39         | 39                  | 39         | 78         |
| Total      | 175                 | 175        | 183                 | 183        | 358        |
| 07:00 PM   | 32                  | 32         | 26                  | 26         | 58         |
| 07:15 PM   | 40                  | 40         | 40                  | 40         | 80         |
| 07:30 PM   | 36                  | 36         | 32                  | 32         | 68         |
| 07:45 PM   | 40                  | 40         | 30                  | 30         | 70         |
| Total      | 148                 | 148        | 128                 | 128        | 276        |
| 08:00 PM   | 30                  | 30         | 21                  | 21         | 51         |
| 08:15 PM   | 28                  | 28         | 16                  | 16         | 44         |
| 08:30 PM   | 29                  | 29         | 18                  | 18         | 47         |



Ridgeview Data  
Collection

Walsenburg, CO  
R2 CDOT Location 7  
24 hour  
7th St west of Main St

File Name : 7th St west of Main St Tues  
Site Code : Atkins  
Start Date : 4/8/2025  
Page No : 5

Groups Printed- Light - Heavy

|             | 7th St<br>Westbound |            | 7th St<br>Eastbound |            |            |
|-------------|---------------------|------------|---------------------|------------|------------|
| Start Time  | Thru                | App. Total | Thru                | App. Total | Int. Total |
| 08:45 PM    | 17                  | 17         | 25                  | 25         | 42         |
| Total       | 104                 | 104        | 80                  | 80         | 184        |
| 09:00 PM    | 15                  | 15         | 14                  | 14         | 29         |
| 09:15 PM    | 16                  | 16         | 7                   | 7          | 23         |
| 09:30 PM    | 9                   | 9          | 8                   | 8          | 17         |
| 09:45 PM    | 16                  | 16         | 8                   | 8          | 24         |
| Total       | 56                  | 56         | 37                  | 37         | 93         |
| 10:00 PM    | 21                  | 21         | 19                  | 19         | 40         |
| 10:15 PM    | 11                  | 11         | 23                  | 23         | 34         |
| 10:30 PM    | 7                   | 7          | 7                   | 7          | 14         |
| 10:45 PM    | 8                   | 8          | 4                   | 4          | 12         |
| Total       | 47                  | 47         | 53                  | 53         | 100        |
| 11:00 PM    | 4                   | 4          | 3                   | 3          | 7          |
| 11:15 PM    | 5                   | 5          | 8                   | 8          | 13         |
| 11:30 PM    | 6                   | 6          | 7                   | 7          | 13         |
| 11:45 PM    | 3                   | 3          | 6                   | 6          | 9          |
| Total       | 18                  | 18         | 24                  | 24         | 42         |
| Grand Total | 3635                | 3635       | 3555                | 3555       | 7190       |
| Apprch %    | 100                 |            | 100                 |            |            |
| Total %     | 50.6                | 50.6       | 49.4                | 49.4       |            |
| Light       | 3182                | 3182       | 3109                | 3109       | 6291       |
| % Light     | 87.5                | 87.5       | 87.5                | 87.5       | 87.5       |
| Heavy       | 453                 | 453        | 446                 | 446        | 899        |
| % Heavy     | 12.5                | 12.5       | 12.5                | 12.5       | 12.5       |

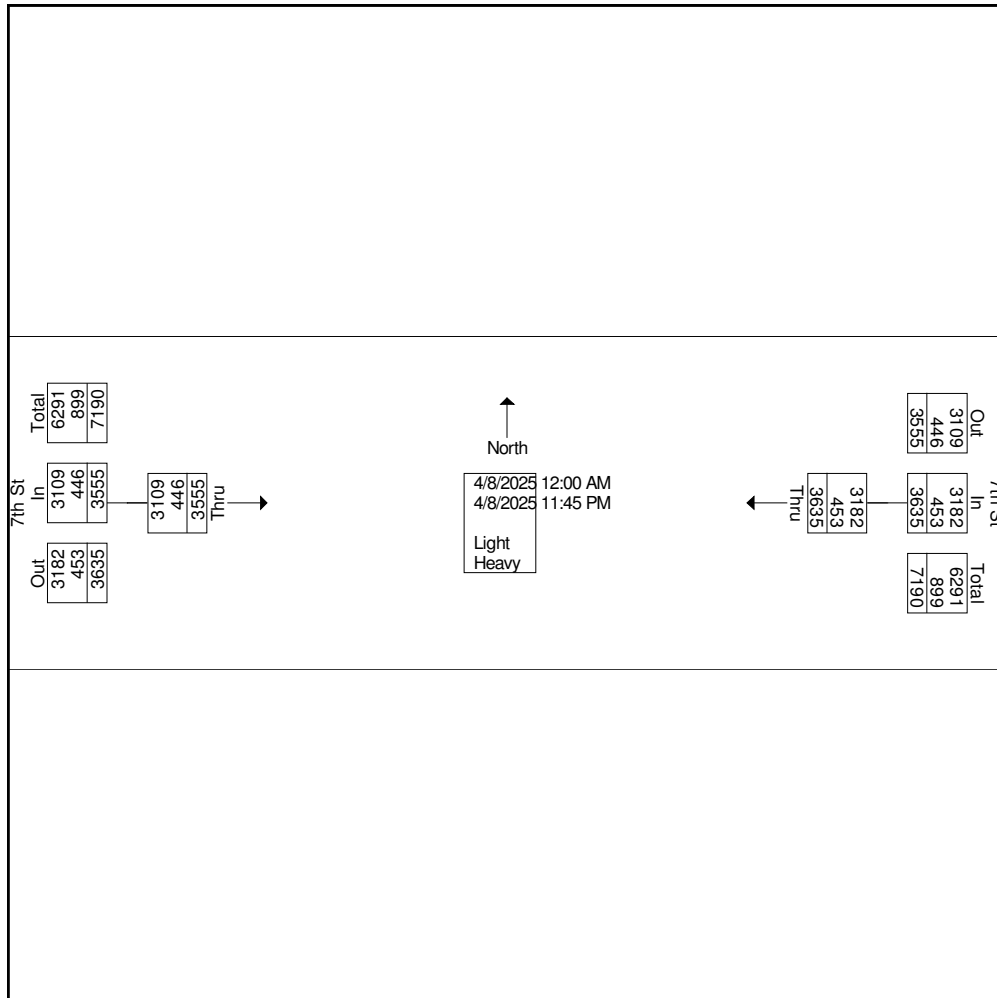




Ridgeview Data  
Collection

Walsenburg, CO  
R2 CDOT Location 7  
24 hour  
7th St west of Main St

File Name : 7th St west of Main St Tues  
Site Code : Atkins  
Start Date : 4/8/2025  
Page No : 6



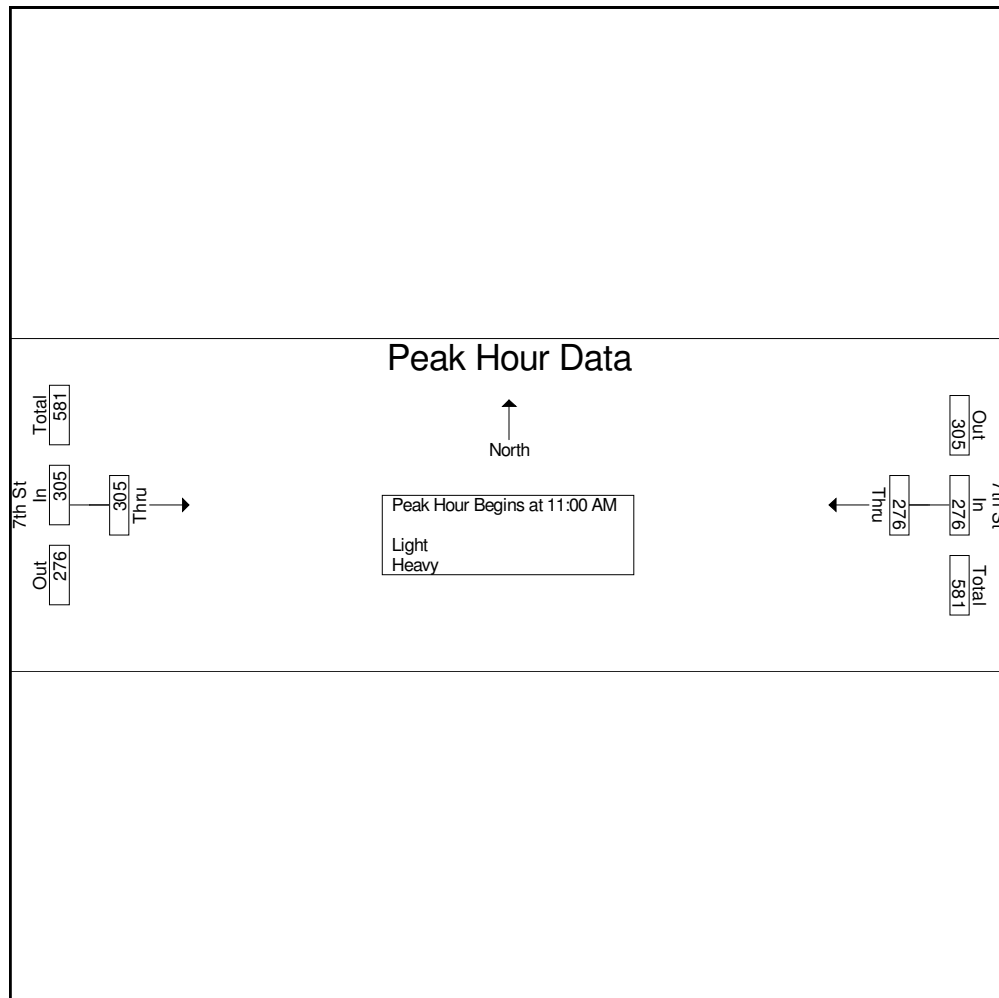


Ridgeview Data  
Collection

Walsenburg, CO  
R2 CDOT Location 7  
24 hour  
7th St west of Main St

File Name : 7th St west of Main St Tues  
Site Code : Atkins  
Start Date : 4/8/2025  
Page No : 7

|                                                            | 7th St<br>Westbound |            | 7th St<br>Eastbound |            |            |
|------------------------------------------------------------|---------------------|------------|---------------------|------------|------------|
| Start Time                                                 | Thru                | App. Total | Thru                | App. Total | Int. Total |
| Peak Hour Analysis From 12:00 AM to 11:45 AM - Peak 1 of 1 |                     |            |                     |            |            |
| Peak Hour for Entire Intersection Begins at 11:00 AM       |                     |            |                     |            |            |
| 11:00 AM                                                   | 70                  | 70         | 62                  | 62         | 132        |
| 11:15 AM                                                   | 47                  | 47         | 63                  | 63         | 110        |
| 11:30 AM                                                   | <b>80</b>           | <b>80</b>  | <b>96</b>           | <b>96</b>  | <b>176</b> |
| 11:45 AM                                                   | 79                  | 79         | 84                  | 84         | 163        |
| Total Volume                                               | 276                 | 276        | 305                 | 305        | 581        |
| % App. Total                                               | 100                 |            | 100                 |            |            |
| PHF                                                        | .863                | .863       | .794                | .794       | .825       |



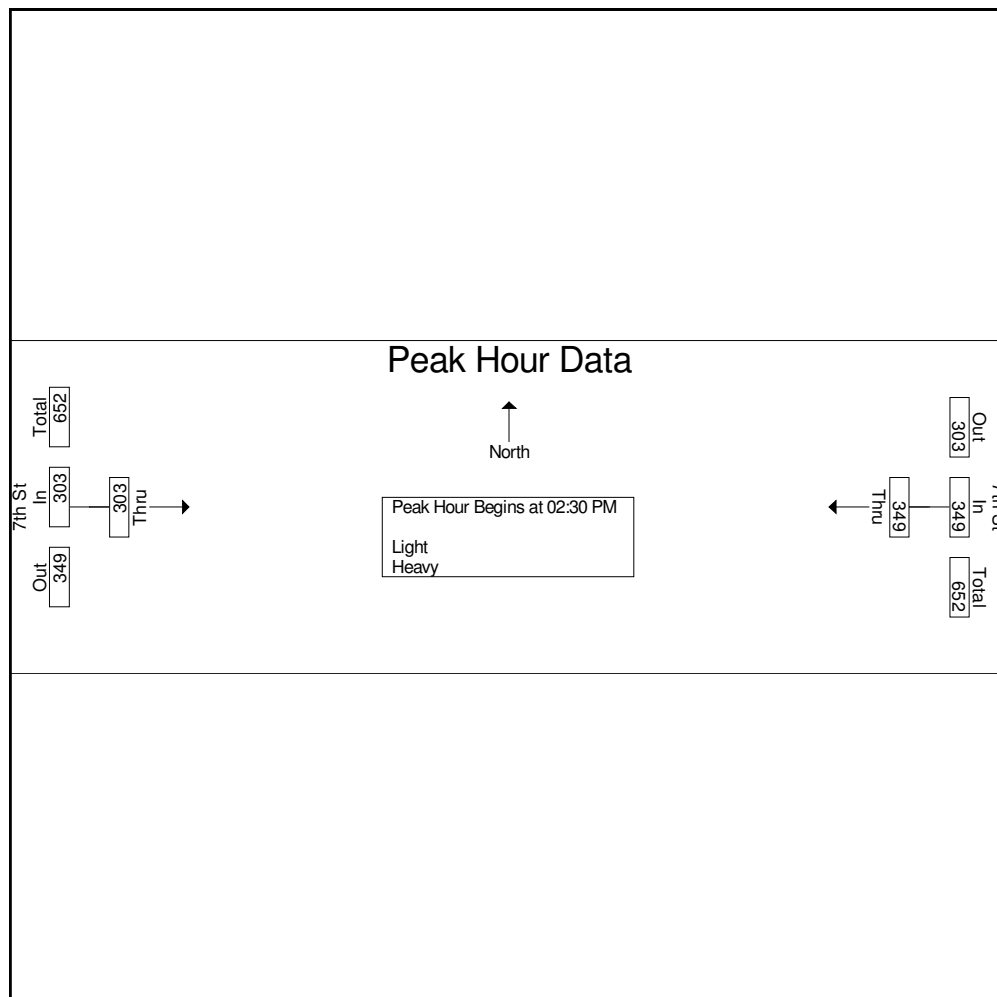


Ridgeview Data  
Collection

Walsenburg, CO  
R2 CDOT Location 7  
24 hour  
7th St west of Main St

File Name : 7th St west of Main St Tues  
Site Code : Atkins  
Start Date : 4/8/2025  
Page No : 8

|                                                            | 7th St<br>Westbound |            | 7th St<br>Eastbound |            |            |
|------------------------------------------------------------|---------------------|------------|---------------------|------------|------------|
| Start Time                                                 | Thru                | App. Total | Thru                | App. Total | Int. Total |
| Peak Hour Analysis From 12:00 PM to 11:45 PM - Peak 1 of 1 |                     |            |                     |            |            |
| Peak Hour for Entire Intersection Begins at 02:30 PM       |                     |            |                     |            |            |
| 02:30 PM                                                   | 86                  | 86         | 71                  | 71         | 157        |
| 02:45 PM                                                   | <b>94</b>           | <b>94</b>  | 61                  | 61         | 155        |
| 03:00 PM                                                   | 90                  | 90         | <b>92</b>           | <b>92</b>  | <b>182</b> |
| 03:15 PM                                                   | 79                  | 79         | 79                  | 79         | 158        |
| Total Volume                                               | 349                 | 349        | 303                 | 303        | 652        |
| % App. Total                                               | 100                 |            | 100                 |            |            |
| PHF                                                        | .928                | .928       | .823                | .823       | .896       |





Ridgeview Data  
Collection

Walsenburg, CO  
R2 CDOT Location 7  
24 hour  
7th St west of Main St

File Name : 7th St west of Main St Wed  
Site Code : Atkins  
Start Date : 4/9/2025  
Page No : 1

Groups Printed- Light - Heavy

| Start Time | 7th St<br>Westbound |            | 7th St<br>Eastbound |            | Int. Total |
|------------|---------------------|------------|---------------------|------------|------------|
|            | Thru                | App. Total | Thru                | App. Total |            |
| 12:00 AM   | 7                   | 7          | 5                   | 5          | 12         |
| 12:15 AM   | 4                   | 4          | 3                   | 3          | 7          |
| 12:30 AM   | 5                   | 5          | 1                   | 1          | 6          |
| 12:45 AM   | 5                   | 5          | 4                   | 4          | 9          |
| Total      | 21                  | 21         | 13                  | 13         | 34         |
| 01:00 AM   | 5                   | 5          | 3                   | 3          | 8          |
| 01:15 AM   | 2                   | 2          | 3                   | 3          | 5          |
| 01:30 AM   | 0                   | 0          | 3                   | 3          | 3          |
| 01:45 AM   | 4                   | 4          | 3                   | 3          | 7          |
| Total      | 11                  | 11         | 12                  | 12         | 23         |
| 02:00 AM   | 1                   | 1          | 2                   | 2          | 3          |
| 02:15 AM   | 4                   | 4          | 2                   | 2          | 6          |
| 02:30 AM   | 1                   | 1          | 2                   | 2          | 3          |
| 02:45 AM   | 4                   | 4          | 4                   | 4          | 8          |
| Total      | 10                  | 10         | 10                  | 10         | 20         |
| 03:00 AM   | 2                   | 2          | 0                   | 0          | 2          |
| 03:15 AM   | 2                   | 2          | 1                   | 1          | 3          |
| 03:30 AM   | 3                   | 3          | 5                   | 5          | 8          |
| 03:45 AM   | 3                   | 3          | 1                   | 1          | 4          |
| Total      | 10                  | 10         | 7                   | 7          | 17         |
| 04:00 AM   | 2                   | 2          | 1                   | 1          | 3          |
| 04:15 AM   | 2                   | 2          | 1                   | 1          | 3          |
| 04:30 AM   | 7                   | 7          | 0                   | 0          | 7          |
| 04:45 AM   | 4                   | 4          | 5                   | 5          | 9          |
| Total      | 15                  | 15         | 7                   | 7          | 22         |



Ridgeview Data  
Collection

Walsenburg, CO  
R2 CDOT Location 7  
24 hour  
7th St west of Main St

File Name : 7th St west of Main St Wed  
Site Code : Atkins  
Start Date : 4/9/2025  
Page No : 2

Groups Printed- Light - Heavy

| Start Time | 7th St<br>Westbound |            | 7th St<br>Eastbound |            | Int. Total |
|------------|---------------------|------------|---------------------|------------|------------|
|            | Thru                | App. Total | Thru                | App. Total |            |
| 05:00 AM   | 7                   | 7          | 12                  | 12         | 19         |
| 05:15 AM   | 9                   | 9          | 10                  | 10         | 19         |
| 05:30 AM   | 9                   | 9          | 7                   | 7          | 16         |
| 05:45 AM   | 31                  | 31         | 20                  | 20         | 51         |
| Total      | 56                  | 56         | 49                  | 49         | 105        |
| 06:00 AM   | 24                  | 24         | 17                  | 17         | 41         |
| 06:15 AM   | 20                  | 20         | 20                  | 20         | 40         |
| 06:30 AM   | 44                  | 44         | 22                  | 22         | 66         |
| 06:45 AM   | 37                  | 37         | 26                  | 26         | 63         |
| Total      | 125                 | 125        | 85                  | 85         | 210        |
| 07:00 AM   | 40                  | 40         | 30                  | 30         | 70         |
| 07:15 AM   | 40                  | 40         | 39                  | 39         | 79         |
| 07:30 AM   | 63                  | 63         | 49                  | 49         | 112        |
| 07:45 AM   | 61                  | 61         | 68                  | 68         | 129        |
| Total      | 204                 | 204        | 186                 | 186        | 390        |
| 08:00 AM   | 46                  | 46         | 61                  | 61         | 107        |
| 08:15 AM   | 47                  | 47         | 59                  | 59         | 106        |
| 08:30 AM   | 48                  | 48         | 39                  | 39         | 87         |
| 08:45 AM   | 48                  | 48         | 59                  | 59         | 107        |
| Total      | 189                 | 189        | 218                 | 218        | 407        |
| 09:00 AM   | 48                  | 48         | 58                  | 58         | 106        |
| 09:15 AM   | 57                  | 57         | 69                  | 69         | 126        |
| 09:30 AM   | 63                  | 63         | 63                  | 63         | 126        |
| 09:45 AM   | 61                  | 61         | 67                  | 67         | 128        |
| Total      | 229                 | 229        | 257                 | 257        | 486        |
| 10:00 AM   | 66                  | 66         | 58                  | 58         | 124        |



Ridgeview Data  
Collection

Walsenburg, CO  
R2 CDOT Location 7  
24 hour  
7th St west of Main St

File Name : 7th St west of Main St Wed  
Site Code : Atkins  
Start Date : 4/9/2025  
Page No : 3

Groups Printed- Light - Heavy

| Start Time | 7th St<br>Westbound |            | 7th St<br>Eastbound |            | Int. Total |
|------------|---------------------|------------|---------------------|------------|------------|
|            | Thru                | App. Total | Thru                | App. Total |            |
| 10:15 AM   | 52                  | 52         | 67                  | 67         | 119        |
| 10:30 AM   | 71                  | 71         | 49                  | 49         | 120        |
| 10:45 AM   | 75                  | 75         | 78                  | 78         | 153        |
| Total      | 264                 | 264        | 252                 | 252        | 516        |
| 11:00 AM   | 77                  | 77         | 71                  | 71         | 148        |
| 11:15 AM   | 74                  | 74         | 61                  | 61         | 135        |
| 11:30 AM   | 63                  | 63         | 79                  | 79         | 142        |
| 11:45 AM   | 78                  | 78         | 81                  | 81         | 159        |
| Total      | 292                 | 292        | 292                 | 292        | 584        |
| 12:00 PM   | 75                  | 75         | 81                  | 81         | 156        |
| 12:15 PM   | 82                  | 82         | 87                  | 87         | 169        |
| 12:30 PM   | 92                  | 92         | 67                  | 67         | 159        |
| 12:45 PM   | 82                  | 82         | 78                  | 78         | 160        |
| Total      | 331                 | 331        | 313                 | 313        | 644        |
| 01:00 PM   | 65                  | 65         | 74                  | 74         | 139        |
| 01:15 PM   | 73                  | 73         | 74                  | 74         | 147        |
| 01:30 PM   | 76                  | 76         | 72                  | 72         | 148        |
| 01:45 PM   | 67                  | 67         | 66                  | 66         | 133        |
| Total      | 281                 | 281        | 286                 | 286        | 567        |
| 02:00 PM   | 92                  | 92         | 82                  | 82         | 174        |
| 02:15 PM   | 72                  | 72         | 71                  | 71         | 143        |
| 02:30 PM   | 84                  | 84         | 78                  | 78         | 162        |
| 02:45 PM   | 74                  | 74         | 86                  | 86         | 160        |
| Total      | 322                 | 322        | 317                 | 317        | 639        |
| 03:00 PM   | 88                  | 88         | 65                  | 65         | 153        |
| 03:15 PM   | 77                  | 77         | 81                  | 81         | 158        |





Ridgeview Data  
Collection

Walsenburg, CO  
R2 CDOT Location 7  
24 hour  
7th St west of Main St

File Name : 7th St west of Main St Wed  
Site Code : Atkins  
Start Date : 4/9/2025  
Page No : 4

Groups Printed- Light - Heavy

| Start Time | 7th St<br>Westbound |            | 7th St<br>Eastbound |            | Int. Total |
|------------|---------------------|------------|---------------------|------------|------------|
|            | Thru                | App. Total | Thru                | App. Total |            |
| 03:30 PM   | 73                  | 73         | 64                  | 64         | 137        |
| 03:45 PM   | 49                  | 49         | 80                  | 80         | 129        |
| Total      | 287                 | 287        | 290                 | 290        | 577        |
| 04:00 PM   | 84                  | 84         | 80                  | 80         | 164        |
| 04:15 PM   | 86                  | 86         | 67                  | 67         | 153        |
| 04:30 PM   | 78                  | 78         | 86                  | 86         | 164        |
| 04:45 PM   | 72                  | 72         | 95                  | 95         | 167        |
| Total      | 320                 | 320        | 328                 | 328        | 648        |
| 05:00 PM   | 57                  | 57         | 56                  | 56         | 113        |
| 05:15 PM   | 71                  | 71         | 43                  | 43         | 114        |
| 05:30 PM   | 69                  | 69         | 67                  | 67         | 136        |
| 05:45 PM   | 59                  | 59         | 52                  | 52         | 111        |
| Total      | 256                 | 256        | 218                 | 218        | 474        |
| 06:00 PM   | 50                  | 50         | 43                  | 43         | 93         |
| 06:15 PM   | 34                  | 34         | 52                  | 52         | 86         |
| 06:30 PM   | 40                  | 40         | 62                  | 62         | 102        |
| 06:45 PM   | 43                  | 43         | 52                  | 52         | 95         |
| Total      | 167                 | 167        | 209                 | 209        | 376        |
| 07:00 PM   | 42                  | 42         | 45                  | 45         | 87         |
| 07:15 PM   | 36                  | 36         | 36                  | 36         | 72         |
| 07:30 PM   | 34                  | 34         | 29                  | 29         | 63         |
| 07:45 PM   | 28                  | 28         | 42                  | 42         | 70         |
| Total      | 140                 | 140        | 152                 | 152        | 292        |
| 08:00 PM   | 33                  | 33         | 31                  | 31         | 64         |
| 08:15 PM   | 29                  | 29         | 24                  | 24         | 53         |
| 08:30 PM   | 15                  | 15         | 7                   | 7          | 22         |



Ridgeview Data  
Collection

Walsenburg, CO  
R2 CDOT Location 7  
24 hour  
7th St west of Main St

File Name : 7th St west of Main St Wed  
Site Code : Atkins  
Start Date : 4/9/2025  
Page No : 5

Groups Printed- Light - Heavy

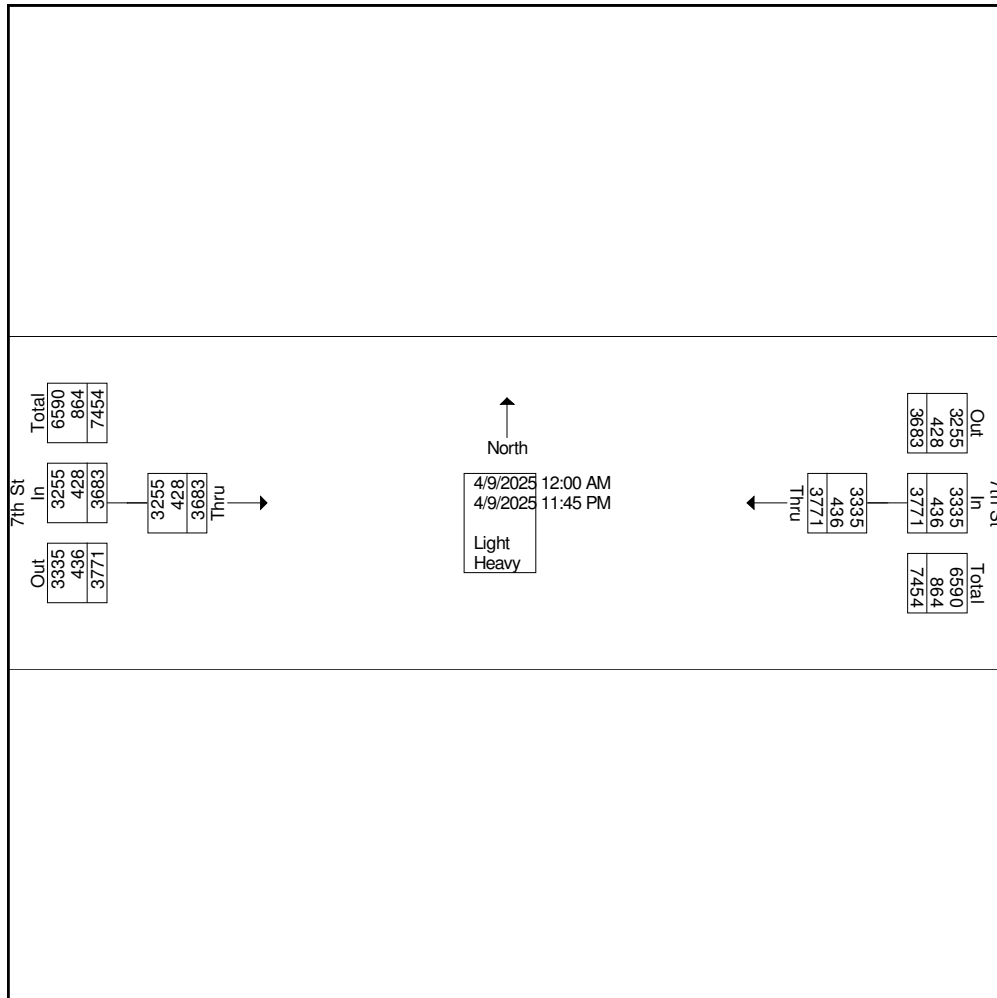
|             | 7th St<br>Westbound |            | 7th St<br>Eastbound |            |            |
|-------------|---------------------|------------|---------------------|------------|------------|
| Start Time  | Thru                | App. Total | Thru                | App. Total | Int. Total |
| 08:45 PM    | 20                  | 20         | 19                  | 19         | 39         |
| Total       | 97                  | 97         | 81                  | 81         | 178        |
| 09:00 PM    | 24                  | 24         | 15                  | 15         | 39         |
| 09:15 PM    | 11                  | 11         | 13                  | 13         | 24         |
| 09:30 PM    | 14                  | 14         | 11                  | 11         | 25         |
| 09:45 PM    | 18                  | 18         | 8                   | 8          | 26         |
| Total       | 67                  | 67         | 47                  | 47         | 114        |
| 10:00 PM    | 7                   | 7          | 12                  | 12         | 19         |
| 10:15 PM    | 9                   | 9          | 8                   | 8          | 17         |
| 10:30 PM    | 9                   | 9          | 1                   | 1          | 10         |
| 10:45 PM    | 12                  | 12         | 10                  | 10         | 22         |
| Total       | 37                  | 37         | 31                  | 31         | 68         |
| 11:00 PM    | 17                  | 17         | 8                   | 8          | 25         |
| 11:15 PM    | 10                  | 10         | 4                   | 4          | 14         |
| 11:30 PM    | 7                   | 7          | 3                   | 3          | 10         |
| 11:45 PM    | 6                   | 6          | 8                   | 8          | 14         |
| Total       | 40                  | 40         | 23                  | 23         | 63         |
| Grand Total | 3771                | 3771       | 3683                | 3683       | 7454       |
| Apprch %    | 100                 |            | 100                 |            |            |
| Total %     | 50.6                | 50.6       | 49.4                | 49.4       |            |
| Light       | 3335                | 3335       | 3255                | 3255       | 6590       |
| % Light     | 88.4                | 88.4       | 88.4                | 88.4       | 88.4       |
| Heavy       | 436                 | 436        | 428                 | 428        | 864        |
| % Heavy     | 11.6                | 11.6       | 11.6                | 11.6       | 11.6       |



Ridgeview Data  
Collection

Walsenburg, CO  
R2 CDOT Location 7  
24 hour  
7th St west of Main St

File Name : 7th St west of Main St Wed  
Site Code : Atkins  
Start Date : 4/9/2025  
Page No : 6



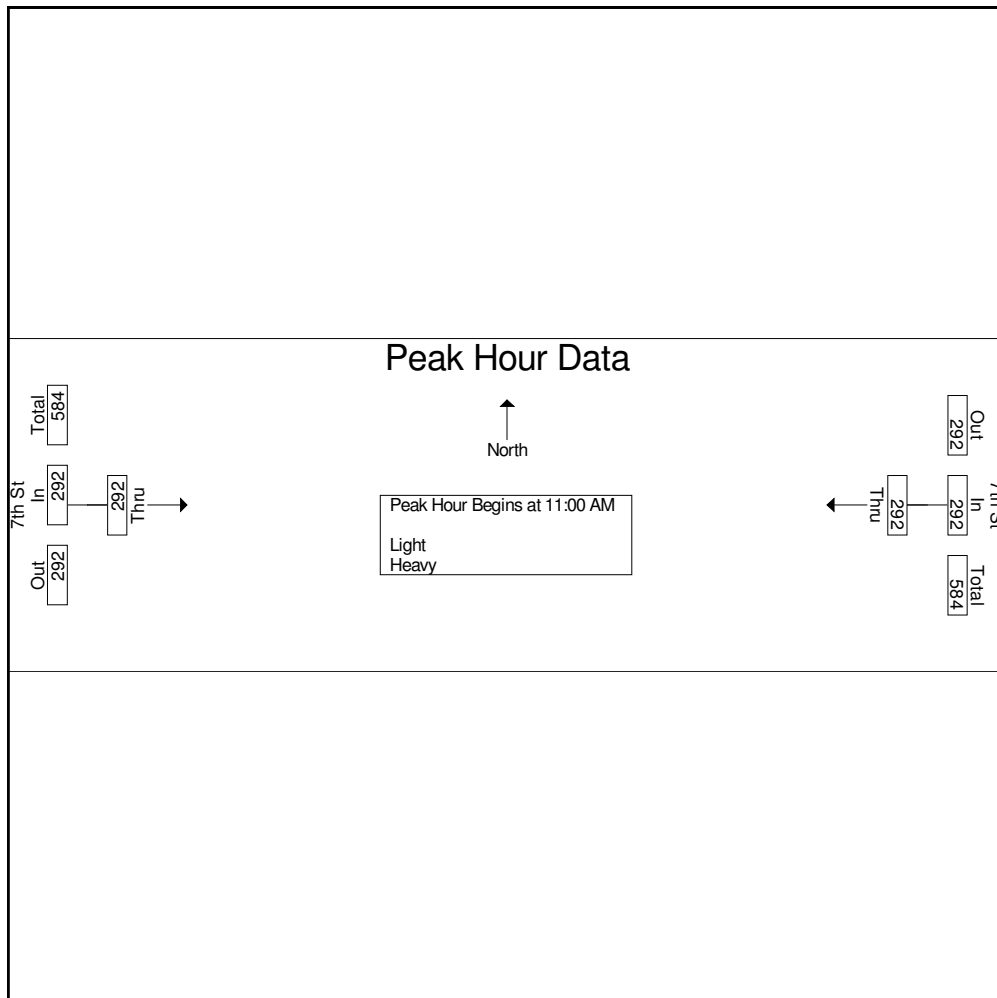


Ridgeview Data  
Collection

Walsenburg, CO  
R2 CDOT Location 7  
24 hour  
7th St west of Main St

File Name : 7th St west of Main St Wed  
Site Code : Atkins  
Start Date : 4/9/2025  
Page No : 7

|                                                            | 7th St<br>Westbound |            | 7th St<br>Eastbound |            |            |
|------------------------------------------------------------|---------------------|------------|---------------------|------------|------------|
| Start Time                                                 | Thru                | App. Total | Thru                | App. Total | Int. Total |
| Peak Hour Analysis From 12:00 AM to 11:45 AM - Peak 1 of 1 |                     |            |                     |            |            |
| Peak Hour for Entire Intersection Begins at 11:00 AM       |                     |            |                     |            |            |
| 11:00 AM                                                   | 77                  | 77         | 71                  | 71         | 148        |
| 11:15 AM                                                   | 74                  | 74         | 61                  | 61         | 135        |
| 11:30 AM                                                   | 63                  | 63         | 79                  | 79         | 142        |
| 11:45 AM                                                   | <b>78</b>           | <b>78</b>  | <b>81</b>           | <b>81</b>  | <b>159</b> |
| Total Volume                                               | 292                 | 292        | 292                 | 292        | 584        |
| % App. Total                                               | 100                 |            | 100                 |            |            |
| PHF                                                        | .936                | .936       | .901                | .901       | .918       |



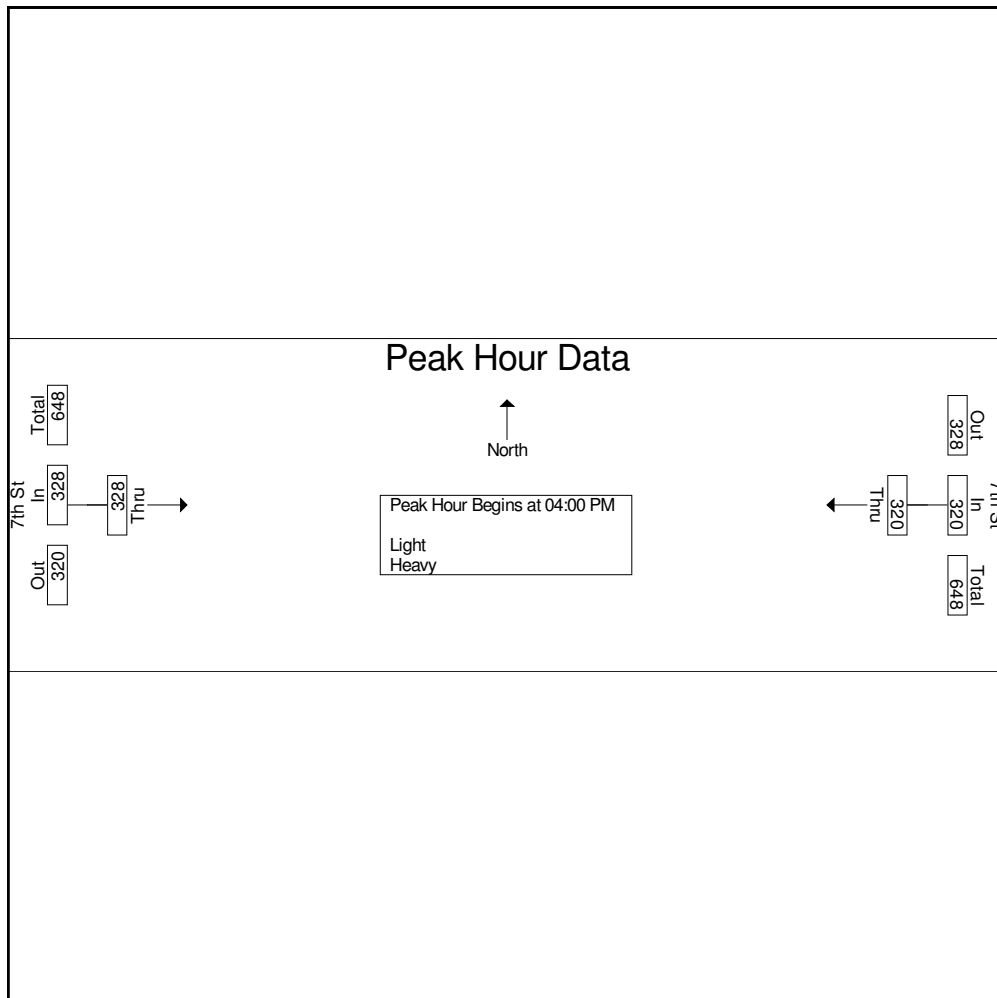


Ridgeview Data  
Collection

Walsenburg, CO  
R2 CDOT Location 7  
24 hour  
7th St west of Main St

File Name : 7th St west of Main St Wed  
Site Code : Atkins  
Start Date : 4/9/2025  
Page No : 8

|                                                            | 7th St<br>Westbound |            | 7th St<br>Eastbound |            |            |
|------------------------------------------------------------|---------------------|------------|---------------------|------------|------------|
| Start Time                                                 | Thru                | App. Total | Thru                | App. Total | Int. Total |
| Peak Hour Analysis From 12:00 PM to 11:45 PM - Peak 1 of 1 |                     |            |                     |            |            |
| Peak Hour for Entire Intersection Begins at 04:00 PM       |                     |            |                     |            |            |
| 04:00 PM                                                   | 84                  | 84         | 80                  | 80         | 164        |
| 04:15 PM                                                   | <b>86</b>           | <b>86</b>  | 67                  | 67         | 153        |
| 04:30 PM                                                   | 78                  | 78         | 86                  | 86         | 164        |
| 04:45 PM                                                   | 72                  | 72         | <b>95</b>           | <b>95</b>  | <b>167</b> |
| Total Volume                                               | 320                 | 320        | 328                 | 328        | 648        |
| % App. Total                                               | 100                 |            | 100                 |            |            |
| PHF                                                        | .930                | .930       | .863                | .863       | .970       |





Ridgeview Data  
Collection

Walsenburg, CO  
R2 CDOT Location 7  
24 hour  
7th St west of Main St

File Name : 7th St west of Main St Thurs  
Site Code : Atkins  
Start Date : 4/10/2025  
Page No : 1

Groups Printed- Light - Heavy

| Start Time | 7th St<br>Westbound |            | 7th St<br>Eastbound |            | Int. Total |
|------------|---------------------|------------|---------------------|------------|------------|
|            | Thru                | App. Total | Thru                | App. Total |            |
| 12:00 AM   | 10                  | 10         | 5                   | 5          | 15         |
| 12:15 AM   | 6                   | 6          | 2                   | 2          | 8          |
| 12:30 AM   | 7                   | 7          | 4                   | 4          | 11         |
| 12:45 AM   | 3                   | 3          | 4                   | 4          | 7          |
| Total      | 26                  | 26         | 15                  | 15         | 41         |
| 01:00 AM   | 2                   | 2          | 2                   | 2          | 4          |
| 01:15 AM   | 5                   | 5          | 5                   | 5          | 10         |
| 01:30 AM   | 1                   | 1          | 1                   | 1          | 2          |
| 01:45 AM   | 3                   | 3          | 2                   | 2          | 5          |
| Total      | 11                  | 11         | 10                  | 10         | 21         |
| 02:00 AM   | 3                   | 3          | 2                   | 2          | 5          |
| 02:15 AM   | 4                   | 4          | 2                   | 2          | 6          |
| 02:30 AM   | 5                   | 5          | 2                   | 2          | 7          |
| 02:45 AM   | 1                   | 1          | 3                   | 3          | 4          |
| Total      | 13                  | 13         | 9                   | 9          | 22         |
| 03:00 AM   | 0                   | 0          | 4                   | 4          | 4          |
| 03:15 AM   | 3                   | 3          | 1                   | 1          | 4          |
| 03:30 AM   | 5                   | 5          | 2                   | 2          | 7          |
| 03:45 AM   | 2                   | 2          | 1                   | 1          | 3          |
| Total      | 10                  | 10         | 8                   | 8          | 18         |
| 04:00 AM   | 3                   | 3          | 2                   | 2          | 5          |
| 04:15 AM   | 3                   | 3          | 4                   | 4          | 7          |
| 04:30 AM   | 7                   | 7          | 0                   | 0          | 7          |
| 04:45 AM   | 5                   | 5          | 6                   | 6          | 11         |
| Total      | 18                  | 18         | 12                  | 12         | 30         |





Ridgeview Data  
Collection

Walsenburg, CO  
R2 CDOT Location 7  
24 hour  
7th St west of Main St

File Name : 7th St west of Main St Thurs  
Site Code : Atkins  
Start Date : 4/10/2025  
Page No : 2

Groups Printed- Light - Heavy

| Start Time | 7th St<br>Westbound |            | 7th St<br>Eastbound |            | Int. Total |
|------------|---------------------|------------|---------------------|------------|------------|
|            | Thru                | App. Total | Thru                | App. Total |            |
| 05:00 AM   | 4                   | 4          | 7                   | 7          | 11         |
| 05:15 AM   | 5                   | 5          | 8                   | 8          | 13         |
| 05:30 AM   | 12                  | 12         | 5                   | 5          | 17         |
| 05:45 AM   | 22                  | 22         | 15                  | 15         | 37         |
| Total      | 43                  | 43         | 35                  | 35         | 78         |
| 06:00 AM   | 18                  | 18         | 15                  | 15         | 33         |
| 06:15 AM   | 21                  | 21         | 17                  | 17         | 38         |
| 06:30 AM   | 29                  | 29         | 29                  | 29         | 58         |
| 06:45 AM   | 43                  | 43         | 34                  | 34         | 77         |
| Total      | 111                 | 111        | 95                  | 95         | 206        |
| 07:00 AM   | 46                  | 46         | 25                  | 25         | 71         |
| 07:15 AM   | 41                  | 41         | 52                  | 52         | 93         |
| 07:30 AM   | 50                  | 50         | 50                  | 50         | 100        |
| 07:45 AM   | 64                  | 64         | 63                  | 63         | 127        |
| Total      | 201                 | 201        | 190                 | 190        | 391        |
| 08:00 AM   | 62                  | 62         | 56                  | 56         | 118        |
| 08:15 AM   | 52                  | 52         | 52                  | 52         | 104        |
| 08:30 AM   | 58                  | 58         | 50                  | 50         | 108        |
| 08:45 AM   | 71                  | 71         | 51                  | 51         | 122        |
| Total      | 243                 | 243        | 209                 | 209        | 452        |
| 09:00 AM   | 49                  | 49         | 54                  | 54         | 103        |
| 09:15 AM   | 45                  | 45         | 67                  | 67         | 112        |
| 09:30 AM   | 57                  | 57         | 68                  | 68         | 125        |
| 09:45 AM   | 56                  | 56         | 87                  | 87         | 143        |
| Total      | 207                 | 207        | 276                 | 276        | 483        |
| 10:00 AM   | 65                  | 65         | 66                  | 66         | 131        |



Ridgeview Data  
Collection

Walsenburg, CO  
R2 CDOT Location 7  
24 hour  
7th St west of Main St

File Name : 7th St west of Main St Thurs  
Site Code : Atkins  
Start Date : 4/10/2025  
Page No : 3

Groups Printed- Light - Heavy

| Start Time | 7th St<br>Westbound |            | 7th St<br>Eastbound |            | Int. Total |
|------------|---------------------|------------|---------------------|------------|------------|
|            | Thru                | App. Total | Thru                | App. Total |            |
| 10:15 AM   | 54                  | 54         | 72                  | 72         | 126        |
| 10:30 AM   | 73                  | 73         | 73                  | 73         | 146        |
| 10:45 AM   | 57                  | 57         | 57                  | 57         | 114        |
| Total      | 249                 | 249        | 268                 | 268        | 517        |
| 11:00 AM   | 73                  | 73         | 95                  | 95         | 168        |
| 11:15 AM   | 66                  | 66         | 94                  | 94         | 160        |
| 11:30 AM   | 81                  | 81         | 78                  | 78         | 159        |
| 11:45 AM   | 72                  | 72         | 79                  | 79         | 151        |
| Total      | 292                 | 292        | 346                 | 346        | 638        |
| 12:00 PM   | 63                  | 63         | 66                  | 66         | 129        |
| 12:15 PM   | 83                  | 83         | 73                  | 73         | 156        |
| 12:30 PM   | 71                  | 71         | 62                  | 62         | 133        |
| 12:45 PM   | 87                  | 87         | 83                  | 83         | 170        |
| Total      | 304                 | 304        | 284                 | 284        | 588        |
| 01:00 PM   | 64                  | 64         | 84                  | 84         | 148        |
| 01:15 PM   | 81                  | 81         | 73                  | 73         | 154        |
| 01:30 PM   | 62                  | 62         | 79                  | 79         | 141        |
| 01:45 PM   | 82                  | 82         | 68                  | 68         | 150        |
| Total      | 289                 | 289        | 304                 | 304        | 593        |
| 02:00 PM   | 84                  | 84         | 85                  | 85         | 169        |
| 02:15 PM   | 65                  | 65         | 92                  | 92         | 157        |
| 02:30 PM   | 82                  | 82         | 68                  | 68         | 150        |
| 02:45 PM   | 79                  | 79         | 96                  | 96         | 175        |
| Total      | 310                 | 310        | 341                 | 341        | 651        |
| 03:00 PM   | 99                  | 99         | 80                  | 80         | 179        |
| 03:15 PM   | 79                  | 79         | 76                  | 76         | 155        |



Ridgeview Data  
Collection

Walsenburg, CO  
R2 CDOT Location 7  
24 hour  
7th St west of Main St

File Name : 7th St west of Main St Thurs  
Site Code : Atkins  
Start Date : 4/10/2025  
Page No : 4

Groups Printed- Light - Heavy

| Start Time | 7th St<br>Westbound |            | 7th St<br>Eastbound |            | Int. Total |
|------------|---------------------|------------|---------------------|------------|------------|
|            | Thru                | App. Total | Thru                | App. Total |            |
| 03:30 PM   | 71                  | 71         | 84                  | 84         | 155        |
| 03:45 PM   | 73                  | 73         | 72                  | 72         | 145        |
| Total      | 322                 | 322        | 312                 | 312        | 634        |
| 04:00 PM   | 94                  | 94         | 75                  | 75         | 169        |
| 04:15 PM   | 93                  | 93         | 102                 | 102        | 195        |
| 04:30 PM   | 79                  | 79         | 88                  | 88         | 167        |
| 04:45 PM   | 108                 | 108        | 67                  | 67         | 175        |
| Total      | 374                 | 374        | 332                 | 332        | 706        |
| 05:00 PM   | 71                  | 71         | 90                  | 90         | 161        |
| 05:15 PM   | 87                  | 87         | 62                  | 62         | 149        |
| 05:30 PM   | 63                  | 63         | 62                  | 62         | 125        |
| 05:45 PM   | 62                  | 62         | 58                  | 58         | 120        |
| Total      | 283                 | 283        | 272                 | 272        | 555        |
| 06:00 PM   | 78                  | 78         | 64                  | 64         | 142        |
| 06:15 PM   | 53                  | 53         | 58                  | 58         | 111        |
| 06:30 PM   | 48                  | 48         | 50                  | 50         | 98         |
| 06:45 PM   | 51                  | 51         | 66                  | 66         | 117        |
| Total      | 230                 | 230        | 238                 | 238        | 468        |
| 07:00 PM   | 45                  | 45         | 42                  | 42         | 87         |
| 07:15 PM   | 44                  | 44         | 35                  | 35         | 79         |
| 07:30 PM   | 23                  | 23         | 43                  | 43         | 66         |
| 07:45 PM   | 43                  | 43         | 41                  | 41         | 84         |
| Total      | 155                 | 155        | 161                 | 161        | 316        |
| 08:00 PM   | 34                  | 34         | 35                  | 35         | 69         |
| 08:15 PM   | 37                  | 37         | 27                  | 27         | 64         |
| 08:30 PM   | 34                  | 34         | 31                  | 31         | 65         |



Ridgeview Data  
Collection

Walsenburg, CO  
R2 CDOT Location 7  
24 hour  
7th St west of Main St

File Name : 7th St west of Main St Thurs  
Site Code : Atkins  
Start Date : 4/10/2025  
Page No : 5

Groups Printed- Light - Heavy

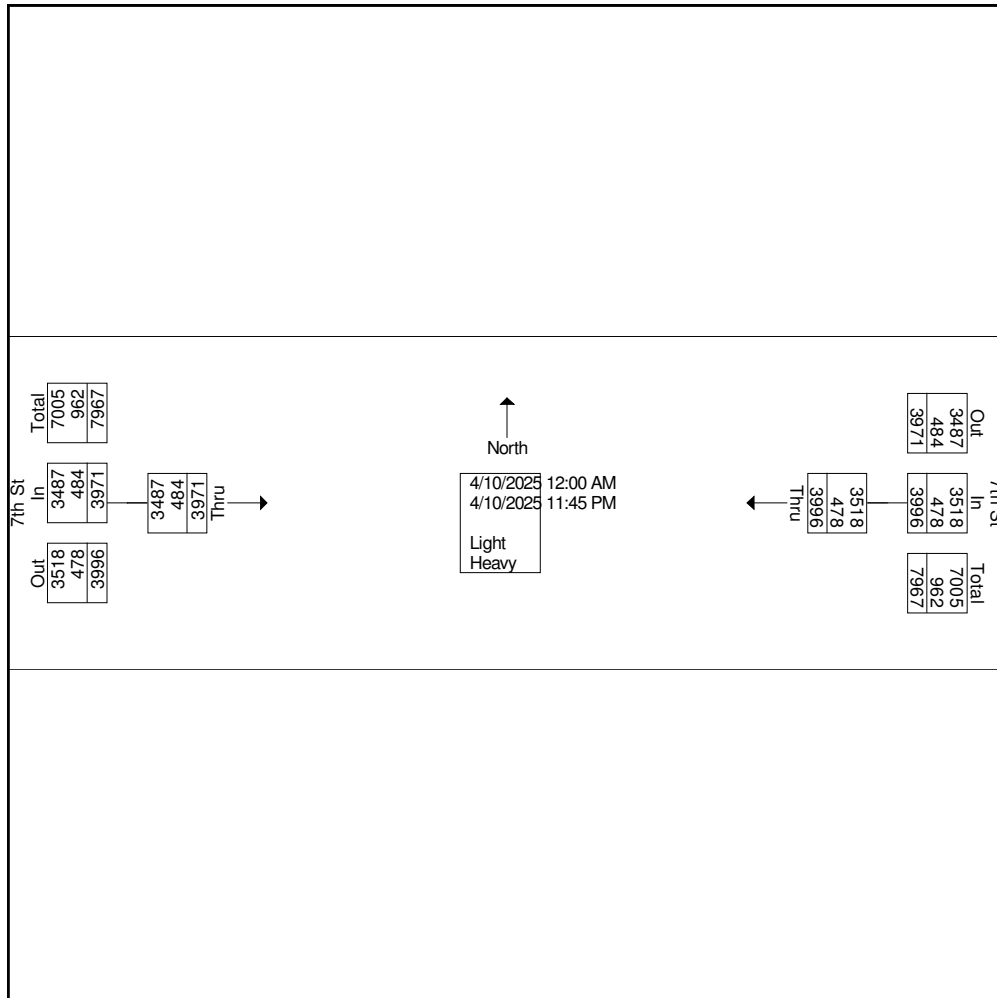
|             | 7th St<br>Westbound |            | 7th St<br>Eastbound |            |            |
|-------------|---------------------|------------|---------------------|------------|------------|
| Start Time  | Thru                | App. Total | Thru                | App. Total | Int. Total |
| 08:45 PM    | 30                  | 30         | 12                  | 12         | 42         |
| Total       | 135                 | 135        | 105                 | 105        | 240        |
| 09:00 PM    | 26                  | 26         | 27                  | 27         | 53         |
| 09:15 PM    | 17                  | 17         | 14                  | 14         | 31         |
| 09:30 PM    | 15                  | 15         | 11                  | 11         | 26         |
| 09:45 PM    | 22                  | 22         | 20                  | 20         | 42         |
| Total       | 80                  | 80         | 72                  | 72         | 152        |
| 10:00 PM    | 14                  | 14         | 16                  | 16         | 30         |
| 10:15 PM    | 14                  | 14         | 15                  | 15         | 29         |
| 10:30 PM    | 11                  | 11         | 8                   | 8          | 19         |
| 10:45 PM    | 8                   | 8          | 5                   | 5          | 13         |
| Total       | 47                  | 47         | 44                  | 44         | 91         |
| 11:00 PM    | 13                  | 13         | 5                   | 5          | 18         |
| 11:15 PM    | 13                  | 13         | 9                   | 9          | 22         |
| 11:30 PM    | 9                   | 9          | 11                  | 11         | 20         |
| 11:45 PM    | 8                   | 8          | 8                   | 8          | 16         |
| Total       | 43                  | 43         | 33                  | 33         | 76         |
| Grand Total | 3996                | 3996       | 3971                | 3971       | 7967       |
| Apprch %    | 100                 |            | 100                 |            |            |
| Total %     | 50.2                | 50.2       | 49.8                | 49.8       |            |
| Light       | 3518                | 3518       | 3487                | 3487       | 7005       |
| % Light     | 88                  | 88         | 87.8                | 87.8       | 87.9       |
| Heavy       | 478                 | 478        | 484                 | 484        | 962        |
| % Heavy     | 12                  | 12         | 12.2                | 12.2       | 12.1       |



Ridgeview Data  
Collection

Walsenburg, CO  
R2 CDOT Location 7  
24 hour  
7th St west of Main St

File Name : 7th St west of Main St Thurs  
Site Code : Atkins  
Start Date : 4/10/2025  
Page No : 6



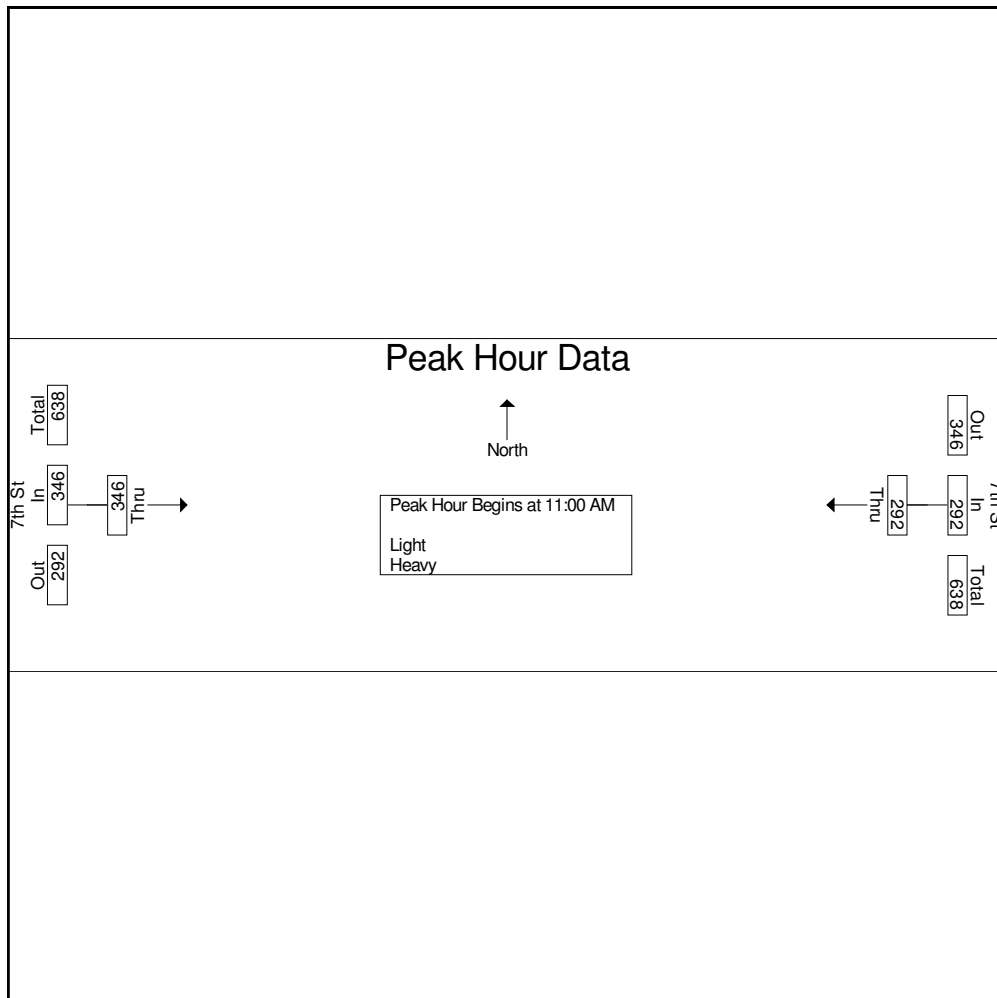


Ridgeview Data  
Collection

Walsenburg, CO  
R2 CDOT Location 7  
24 hour  
7th St west of Main St

File Name : 7th St west of Main St Thurs  
Site Code : Atkins  
Start Date : 4/10/2025  
Page No : 7

|                                                            | 7th St<br>Westbound |            | 7th St<br>Eastbound |            |            |
|------------------------------------------------------------|---------------------|------------|---------------------|------------|------------|
| Start Time                                                 | Thru                | App. Total | Thru                | App. Total | Int. Total |
| Peak Hour Analysis From 12:00 AM to 11:45 AM - Peak 1 of 1 |                     |            |                     |            |            |
| Peak Hour for Entire Intersection Begins at 11:00 AM       |                     |            |                     |            |            |
| 11:00 AM                                                   | 73                  | 73         | 95                  | 95         | 168        |
| 11:15 AM                                                   | 66                  | 66         | 94                  | 94         | 160        |
| 11:30 AM                                                   | 81                  | 81         | 78                  | 78         | 159        |
| 11:45 AM                                                   | 72                  | 72         | 79                  | 79         | 151        |
| Total Volume                                               | 292                 | 292        | 346                 | 346        | 638        |
| % App. Total                                               | 100                 |            | 100                 |            |            |
| PHF                                                        | .901                | .901       | .911                | .911       | .949       |



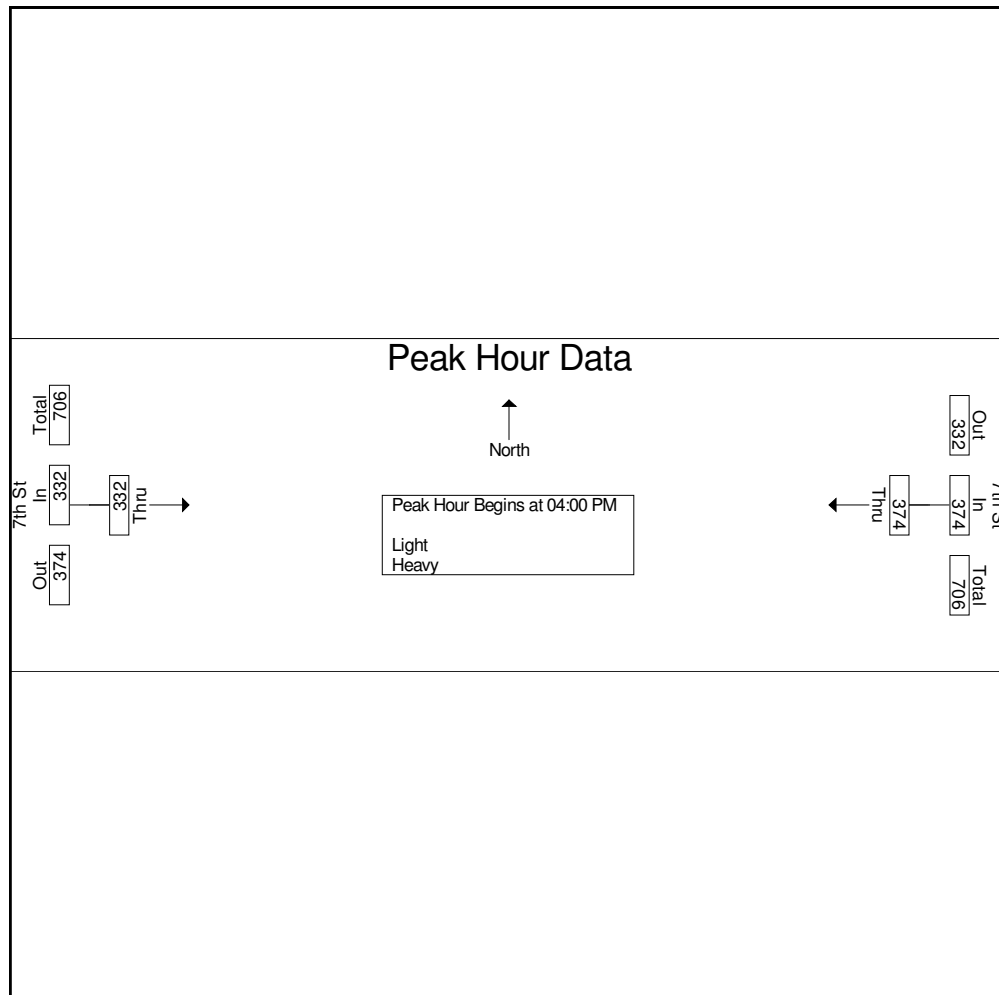


Ridgeview Data  
Collection

Walsenburg, CO  
R2 CDOT Location 7  
24 hour  
7th St west of Main St

File Name : 7th St west of Main St Thurs  
Site Code : Atkins  
Start Date : 4/10/2025  
Page No : 8

|                                                            | 7th St<br>Westbound |            | 7th St<br>Eastbound |            |            |
|------------------------------------------------------------|---------------------|------------|---------------------|------------|------------|
| Start Time                                                 | Thru                | App. Total | Thru                | App. Total | Int. Total |
| Peak Hour Analysis From 12:00 PM to 11:45 PM - Peak 1 of 1 |                     |            |                     |            |            |
| Peak Hour for Entire Intersection Begins at 04:00 PM       |                     |            |                     |            |            |
| 04:00 PM                                                   | 94                  | 94         | 75                  | 75         | 169        |
| 04:15 PM                                                   | 93                  | 93         | 102                 | 102        | 195        |
| 04:30 PM                                                   | 79                  | 79         | 88                  | 88         | 167        |
| 04:45 PM                                                   | 108                 | 108        | 67                  | 67         | 175        |
| Total Volume                                               | 374                 | 374        | 332                 | 332        | 706        |
| % App. Total                                               | 100                 |            | 100                 |            |            |
| PHF                                                        | .866                | .866       | .814                | .814       | .905       |







Ridgeview Data  
Collection

Walsenburg, CO  
R2 CDOT Location 7  
24 hour  
7th St west of Main St

File Name : 7th St west of Main St Fri  
Site Code : Atkins  
Start Date : 4/11/2025  
Page No : 1

Groups Printed- Light - Heavy

| Start Time | 7th St<br>Westbound |            | 7th St<br>Eastbound |            | Int. Total |
|------------|---------------------|------------|---------------------|------------|------------|
|            | Thru                | App. Total | Thru                | App. Total |            |
| 12:00 AM   | 7                   | 7          | 6                   | 6          | 13         |
| 12:15 AM   | 5                   | 5          | 8                   | 8          | 13         |
| 12:30 AM   | 6                   | 6          | 3                   | 3          | 9          |
| 12:45 AM   | 10                  | 10         | 2                   | 2          | 12         |
| Total      | 28                  | 28         | 19                  | 19         | 47         |
| 01:00 AM   | 6                   | 6          | 3                   | 3          | 9          |
| 01:15 AM   | 2                   | 2          | 1                   | 1          | 3          |
| 01:30 AM   | 5                   | 5          | 5                   | 5          | 10         |
| 01:45 AM   | 3                   | 3          | 2                   | 2          | 5          |
| Total      | 16                  | 16         | 11                  | 11         | 27         |
| 02:00 AM   | 5                   | 5          | 3                   | 3          | 8          |
| 02:15 AM   | 2                   | 2          | 1                   | 1          | 3          |
| 02:30 AM   | 1                   | 1          | 1                   | 1          | 2          |
| 02:45 AM   | 2                   | 2          | 1                   | 1          | 3          |
| Total      | 10                  | 10         | 6                   | 6          | 16         |
| 03:00 AM   | 5                   | 5          | 3                   | 3          | 8          |
| 03:15 AM   | 2                   | 2          | 2                   | 2          | 4          |
| 03:30 AM   | 6                   | 6          | 2                   | 2          | 8          |
| 03:45 AM   | 3                   | 3          | 2                   | 2          | 5          |
| Total      | 16                  | 16         | 9                   | 9          | 25         |
| 04:00 AM   | 2                   | 2          | 4                   | 4          | 6          |
| 04:15 AM   | 4                   | 4          | 6                   | 6          | 10         |
| 04:30 AM   | 3                   | 3          | 5                   | 5          | 8          |
| 04:45 AM   | 6                   | 6          | 4                   | 4          | 10         |
| Total      | 15                  | 15         | 19                  | 19         | 34         |



Ridgeview Data  
Collection

Walsenburg, CO  
R2 CDOT Location 7  
24 hour  
7th St west of Main St

File Name : 7th St west of Main St Fri  
Site Code : Atkins  
Start Date : 4/11/2025  
Page No : 2

Groups Printed- Light - Heavy

| Start Time | 7th St<br>Westbound |            | 7th St<br>Eastbound |            | Int. Total |
|------------|---------------------|------------|---------------------|------------|------------|
|            | Thru                | App. Total | Thru                | App. Total |            |
| 05:00 AM   | 12                  | 12         | 10                  | 10         | 22         |
| 05:15 AM   | 7                   | 7          | 6                   | 6          | 13         |
| 05:30 AM   | 15                  | 15         | 9                   | 9          | 24         |
| 05:45 AM   | 20                  | 20         | 10                  | 10         | 30         |
| Total      | 54                  | 54         | 35                  | 35         | 89         |
| 06:00 AM   | 23                  | 23         | 17                  | 17         | 40         |
| 06:15 AM   | 19                  | 19         | 22                  | 22         | 41         |
| 06:30 AM   | 38                  | 38         | 31                  | 31         | 69         |
| 06:45 AM   | 39                  | 39         | 26                  | 26         | 65         |
| Total      | 119                 | 119        | 96                  | 96         | 215        |
| 07:00 AM   | 35                  | 35         | 30                  | 30         | 65         |
| 07:15 AM   | 39                  | 39         | 34                  | 34         | 73         |
| 07:30 AM   | 60                  | 60         | 48                  | 48         | 108        |
| 07:45 AM   | 56                  | 56         | 61                  | 61         | 117        |
| Total      | 190                 | 190        | 173                 | 173        | 363        |
| 08:00 AM   | 42                  | 42         | 56                  | 56         | 98         |
| 08:15 AM   | 55                  | 55         | 58                  | 58         | 113        |
| 08:30 AM   | 54                  | 54         | 82                  | 82         | 136        |
| 08:45 AM   | 44                  | 44         | 64                  | 64         | 108        |
| Total      | 195                 | 195        | 260                 | 260        | 455        |
| 09:00 AM   | 51                  | 51         | 70                  | 70         | 121        |
| 09:15 AM   | 60                  | 60         | 67                  | 67         | 127        |
| 09:30 AM   | 64                  | 64         | 69                  | 69         | 133        |
| 09:45 AM   | 62                  | 62         | 86                  | 86         | 148        |
| Total      | 237                 | 237        | 292                 | 292        | 529        |
| 10:00 AM   | 67                  | 67         | 80                  | 80         | 147        |



Ridgeview Data  
Collection

Walsenburg, CO  
R2 CDOT Location 7  
24 hour  
7th St west of Main St

File Name : 7th St west of Main St Fri  
Site Code : Atkins  
Start Date : 4/11/2025  
Page No : 3

Groups Printed- Light - Heavy

| Start Time | 7th St<br>Westbound |            | 7th St<br>Eastbound |            | Int. Total |
|------------|---------------------|------------|---------------------|------------|------------|
|            | Thru                | App. Total | Thru                | App. Total |            |
| 10:15 AM   | 67                  | 67         | 53                  | 53         | 120        |
| 10:30 AM   | 85                  | 85         | 88                  | 88         | 173        |
| 10:45 AM   | 94                  | 94         | 93                  | 93         | 187        |
| Total      | 313                 | 313        | 314                 | 314        | 627        |
| 11:00 AM   | 89                  | 89         | 95                  | 95         | 184        |
| 11:15 AM   | 81                  | 81         | 95                  | 95         | 176        |
| 11:30 AM   | 78                  | 78         | 89                  | 89         | 167        |
| 11:45 AM   | 92                  | 92         | 86                  | 86         | 178        |
| Total      | 340                 | 340        | 365                 | 365        | 705        |
| 12:00 PM   | 92                  | 92         | 98                  | 98         | 190        |
| 12:15 PM   | 90                  | 90         | 84                  | 84         | 174        |
| 12:30 PM   | 91                  | 91         | 106                 | 106        | 197        |
| 12:45 PM   | 82                  | 82         | 107                 | 107        | 189        |
| Total      | 355                 | 355        | 395                 | 395        | 750        |
| 01:00 PM   | 81                  | 81         | 73                  | 73         | 154        |
| 01:15 PM   | 80                  | 80         | 70                  | 70         | 150        |
| 01:30 PM   | 74                  | 74         | 92                  | 92         | 166        |
| 01:45 PM   | 97                  | 97         | 71                  | 71         | 168        |
| Total      | 332                 | 332        | 306                 | 306        | 638        |
| 02:00 PM   | 91                  | 91         | 87                  | 87         | 178        |
| 02:15 PM   | 80                  | 80         | 70                  | 70         | 150        |
| 02:30 PM   | 106                 | 106        | 104                 | 104        | 210        |
| 02:45 PM   | 101                 | 101        | 75                  | 75         | 176        |
| Total      | 378                 | 378        | 336                 | 336        | 714        |
| 03:00 PM   | 99                  | 99         | 92                  | 92         | 191        |
| 03:15 PM   | 87                  | 87         | 82                  | 82         | 169        |



Ridgeview Data  
Collection

Walsenburg, CO  
R2 CDOT Location 7  
24 hour  
7th St west of Main St

File Name : 7th St west of Main St Fri  
Site Code : Atkins  
Start Date : 4/11/2025  
Page No : 4

Groups Printed- Light - Heavy

| Start Time | 7th St<br>Westbound |            | 7th St<br>Eastbound |            | Int. Total |
|------------|---------------------|------------|---------------------|------------|------------|
|            | Thru                | App. Total | Thru                | App. Total |            |
| 03:30 PM   | 114                 | 114        | 80                  | 80         | 194        |
| 03:45 PM   | 106                 | 106        | 87                  | 87         | 193        |
| Total      | 406                 | 406        | 341                 | 341        | 747        |
| 04:00 PM   | 114                 | 114        | 90                  | 90         | 204        |
| 04:15 PM   | 110                 | 110        | 92                  | 92         | 202        |
| 04:30 PM   | 92                  | 92         | 86                  | 86         | 178        |
| 04:45 PM   | 59                  | 59         | 42                  | 42         | 101        |
| Total      | 375                 | 375        | 310                 | 310        | 685        |
| 05:00 PM   | 108                 | 108        | 76                  | 76         | 184        |
| 05:15 PM   | 93                  | 93         | 70                  | 70         | 163        |
| 05:30 PM   | 98                  | 98         | 71                  | 71         | 169        |
| 05:45 PM   | 96                  | 96         | 83                  | 83         | 179        |
| Total      | 395                 | 395        | 300                 | 300        | 695        |
| 06:00 PM   | 80                  | 80         | 85                  | 85         | 165        |
| 06:15 PM   | 74                  | 74         | 61                  | 61         | 135        |
| 06:30 PM   | 59                  | 59         | 45                  | 45         | 104        |
| 06:45 PM   | 69                  | 69         | 55                  | 55         | 124        |
| Total      | 282                 | 282        | 246                 | 246        | 528        |
| 07:00 PM   | 72                  | 72         | 44                  | 44         | 116        |
| 07:15 PM   | 69                  | 69         | 51                  | 51         | 120        |
| 07:30 PM   | 44                  | 44         | 45                  | 45         | 89         |
| 07:45 PM   | 57                  | 57         | 27                  | 27         | 84         |
| Total      | 242                 | 242        | 167                 | 167        | 409        |
| 08:00 PM   | 53                  | 53         | 48                  | 48         | 101        |
| 08:15 PM   | 48                  | 48         | 28                  | 28         | 76         |
| 08:30 PM   | 39                  | 39         | 37                  | 37         | 76         |



Ridgeview Data  
Collection

Walsenburg, CO  
R2 CDOT Location 7  
24 hour  
7th St west of Main St

File Name : 7th St west of Main St Fri  
Site Code : Atkins  
Start Date : 4/11/2025  
Page No : 5

Groups Printed- Light - Heavy

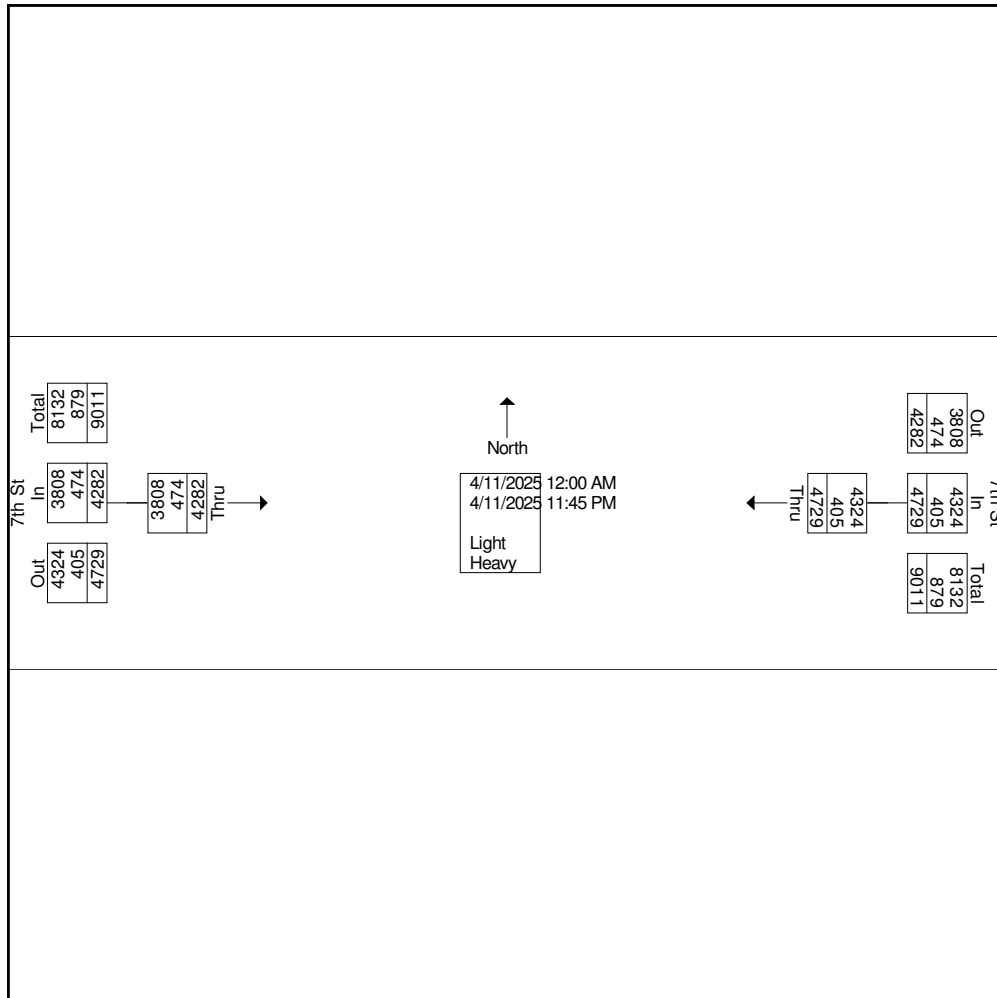
|             | 7th St<br>Westbound |            | 7th St<br>Eastbound |            |            |
|-------------|---------------------|------------|---------------------|------------|------------|
| Start Time  | Thru                | App. Total | Thru                | App. Total | Int. Total |
| 08:45 PM    | 42                  | 42         | 29                  | 29         | 71         |
| Total       | 182                 | 182        | 142                 | 142        | 324        |
| 09:00 PM    | 40                  | 40         | 23                  | 23         | 63         |
| 09:15 PM    | 29                  | 29         | 19                  | 19         | 48         |
| 09:30 PM    | 25                  | 25         | 11                  | 11         | 36         |
| 09:45 PM    | 22                  | 22         | 10                  | 10         | 32         |
| Total       | 116                 | 116        | 63                  | 63         | 179        |
| 10:00 PM    | 30                  | 30         | 26                  | 26         | 56         |
| 10:15 PM    | 30                  | 30         | 10                  | 10         | 40         |
| 10:30 PM    | 30                  | 30         | 13                  | 13         | 43         |
| 10:45 PM    | 16                  | 16         | 6                   | 6          | 22         |
| Total       | 106                 | 106        | 55                  | 55         | 161        |
| 11:00 PM    | 9                   | 9          | 6                   | 6          | 15         |
| 11:15 PM    | 7                   | 7          | 9                   | 9          | 16         |
| 11:30 PM    | 5                   | 5          | 3                   | 3          | 8          |
| 11:45 PM    | 6                   | 6          | 4                   | 4          | 10         |
| Total       | 27                  | 27         | 22                  | 22         | 49         |
| Grand Total | 4729                | 4729       | 4282                | 4282       | 9011       |
| Apprch %    | 100                 |            | 100                 |            |            |
| Total %     | 52.5                | 52.5       | 47.5                | 47.5       |            |
| Light       | 4324                | 4324       | 3808                | 3808       | 8132       |
| % Light     | 91.4                | 91.4       | 88.9                | 88.9       | 90.2       |
| Heavy       | 405                 | 405        | 474                 | 474        | 879        |
| % Heavy     | 8.6                 | 8.6        | 11.1                | 11.1       | 9.8        |



Ridgeview Data  
Collection

Walsenburg, CO  
R2 CDOT Location 7  
24 hour  
7th St west of Main St

File Name : 7th St west of Main St Fri  
Site Code : Atkins  
Start Date : 4/11/2025  
Page No : 6



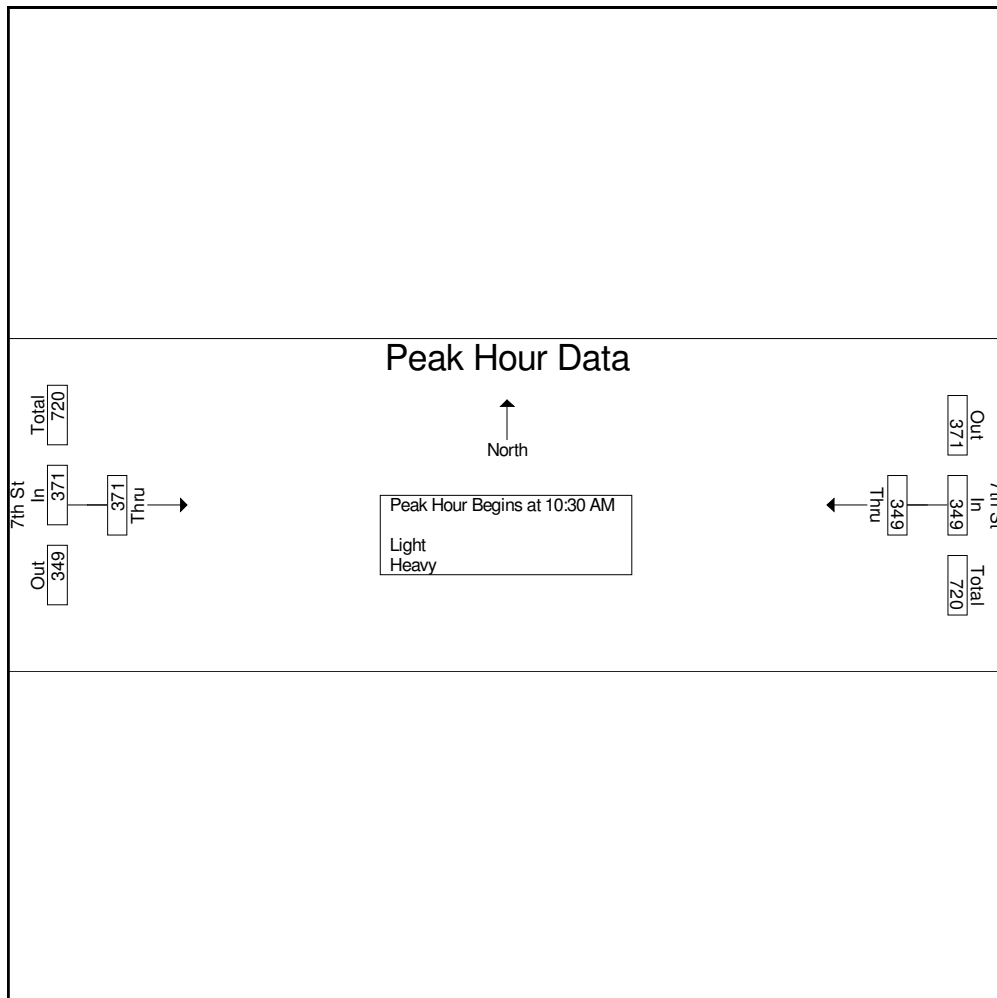


Ridgeview Data  
Collection

Walsenburg, CO  
R2 CDOT Location 7  
24 hour  
7th St west of Main St

File Name : 7th St west of Main St Fri  
Site Code : Atkins  
Start Date : 4/11/2025  
Page No : 7

|                                                            | 7th St<br>Westbound |            | 7th St<br>Eastbound |            |            |
|------------------------------------------------------------|---------------------|------------|---------------------|------------|------------|
| Start Time                                                 | Thru                | App. Total | Thru                | App. Total | Int. Total |
| Peak Hour Analysis From 12:00 AM to 11:45 AM - Peak 1 of 1 |                     |            |                     |            |            |
| Peak Hour for Entire Intersection Begins at 10:30 AM       |                     |            |                     |            |            |
| 10:30 AM                                                   | 85                  | 85         | 88                  | 88         | 173        |
| 10:45 AM                                                   | <b>94</b>           | <b>94</b>  | 93                  | 93         | <b>187</b> |
| 11:00 AM                                                   | 89                  | 89         | <b>95</b>           | <b>95</b>  | 184        |
| 11:15 AM                                                   | 81                  | 81         | 95                  | 95         | 176        |
| Total Volume                                               | 349                 | 349        | 371                 | 371        | 720        |
| % App. Total                                               | 100                 |            | 100                 |            |            |
| PHF                                                        | .928                | .928       | .976                | .976       | .963       |





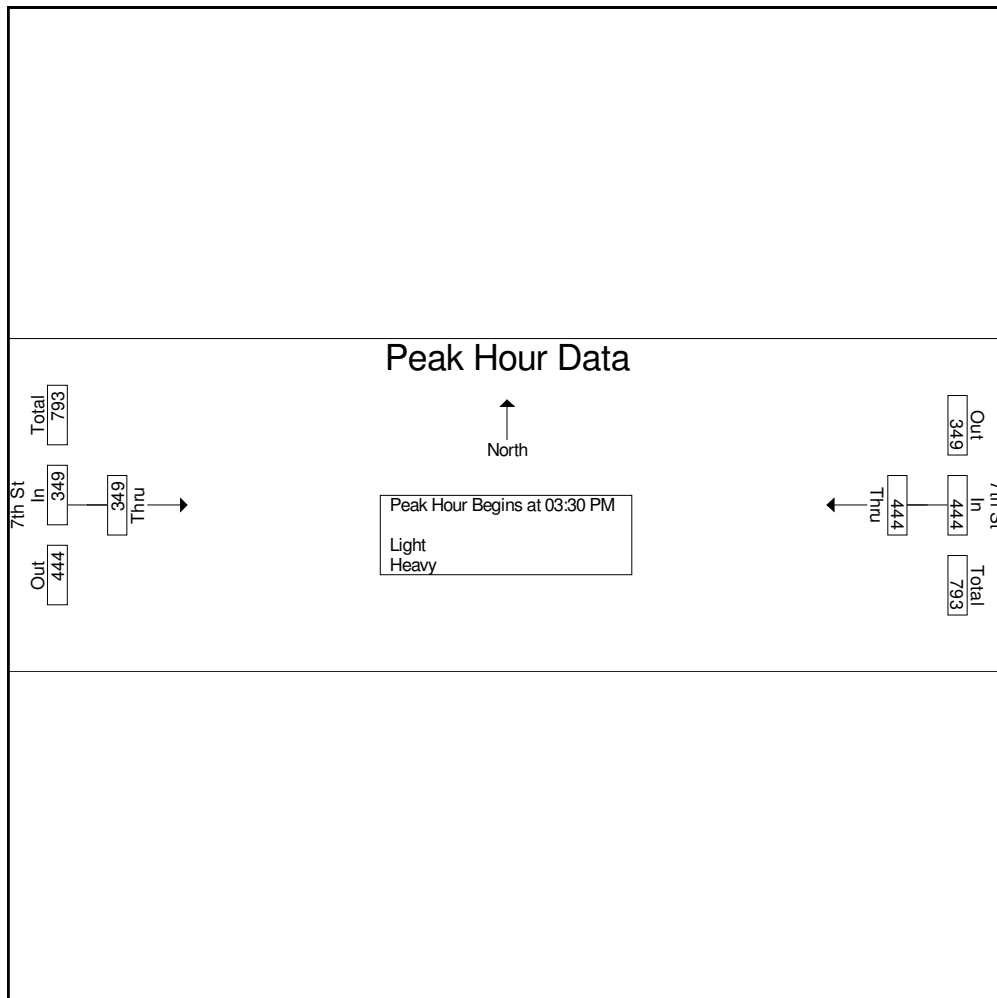


Ridgeview Data  
Collection

Walsenburg, CO  
R2 CDOT Location 7  
24 hour  
7th St west of Main St

File Name : 7th St west of Main St Fri  
Site Code : Atkins  
Start Date : 4/11/2025  
Page No : 8

|                                                            | 7th St<br>Westbound |            | 7th St<br>Eastbound |            |            |
|------------------------------------------------------------|---------------------|------------|---------------------|------------|------------|
| Start Time                                                 | Thru                | App. Total | Thru                | App. Total | Int. Total |
| Peak Hour Analysis From 12:00 PM to 11:45 PM - Peak 1 of 1 |                     |            |                     |            |            |
| Peak Hour for Entire Intersection Begins at 03:30 PM       |                     |            |                     |            |            |
| 03:30 PM                                                   | 114                 | 114        | 80                  | 80         | 194        |
| 03:45 PM                                                   | 106                 | 106        | 87                  | 87         | 193        |
| 04:00 PM                                                   | 114                 | 114        | 90                  | 90         | 204        |
| 04:15 PM                                                   | 110                 | 110        | 92                  | 92         | 202        |
| Total Volume                                               | 444                 | 444        | 349                 | 349        | 793        |
| % App. Total                                               | 100                 |            | 100                 |            |            |
| PHF                                                        | .974                | .974       | .948                | .948       | .972       |





Ridgeview Data  
Collection

Walsenburg, CO  
R2 CDOT Location 7  
24 hour  
7th St west of Main St

File Name : 7th St west of Main St Sat  
Site Code : Atkins  
Start Date : 4/12/2025  
Page No : 1

Groups Printed- Light - Heavy

| Start Time | 7th St<br>Westbound |            | 7th St<br>Eastbound |            | Int. Total |
|------------|---------------------|------------|---------------------|------------|------------|
|            | Thru                | App. Total | Thru                | App. Total |            |
| 12:00 AM   | 9                   | 9          | 8                   | 8          | 17         |
| 12:15 AM   | 6                   | 6          | 2                   | 2          | 8          |
| 12:30 AM   | 9                   | 9          | 7                   | 7          | 16         |
| 12:45 AM   | 6                   | 6          | 3                   | 3          | 9          |
| Total      | 30                  | 30         | 20                  | 20         | 50         |
| 01:00 AM   | 4                   | 4          | 2                   | 2          | 6          |
| 01:15 AM   | 2                   | 2          | 0                   | 0          | 2          |
| 01:30 AM   | 1                   | 1          | 2                   | 2          | 3          |
| 01:45 AM   | 1                   | 1          | 2                   | 2          | 3          |
| Total      | 8                   | 8          | 6                   | 6          | 14         |
| 02:00 AM   | 1                   | 1          | 3                   | 3          | 4          |
| 02:15 AM   | 3                   | 3          | 1                   | 1          | 4          |
| 02:30 AM   | 5                   | 5          | 7                   | 7          | 12         |
| 02:45 AM   | 4                   | 4          | 0                   | 0          | 4          |
| Total      | 13                  | 13         | 11                  | 11         | 24         |
| 03:00 AM   | 3                   | 3          | 3                   | 3          | 6          |
| 03:15 AM   | 2                   | 2          | 1                   | 1          | 3          |
| 03:30 AM   | 1                   | 1          | 0                   | 0          | 1          |
| 03:45 AM   | 2                   | 2          | 1                   | 1          | 3          |
| Total      | 8                   | 8          | 5                   | 5          | 13         |
| 04:00 AM   | 0                   | 0          | 4                   | 4          | 4          |
| 04:15 AM   | 0                   | 0          | 3                   | 3          | 3          |
| 04:30 AM   | 2                   | 2          | 7                   | 7          | 9          |
| 04:45 AM   | 5                   | 5          | 7                   | 7          | 12         |
| Total      | 7                   | 7          | 21                  | 21         | 28         |



Ridgeview Data  
Collection

Walsenburg, CO  
R2 CDOT Location 7  
24 hour  
7th St west of Main St

File Name : 7th St west of Main St Sat  
Site Code : Atkins  
Start Date : 4/12/2025  
Page No : 2

Groups Printed- Light - Heavy

| Start Time | 7th St<br>Westbound |            | 7th St<br>Eastbound |            | Int. Total |
|------------|---------------------|------------|---------------------|------------|------------|
|            | Thru                | App. Total | Thru                | App. Total |            |
| 05:00 AM   | 12                  | 12         | 4                   | 4          | 16         |
| 05:15 AM   | 10                  | 10         | 8                   | 8          | 18         |
| 05:30 AM   | 10                  | 10         | 5                   | 5          | 15         |
| 05:45 AM   | 14                  | 14         | 4                   | 4          | 18         |
| Total      | 46                  | 46         | 21                  | 21         | 67         |
| 06:00 AM   | 18                  | 18         | 8                   | 8          | 26         |
| 06:15 AM   | 23                  | 23         | 15                  | 15         | 38         |
| 06:30 AM   | 21                  | 21         | 19                  | 19         | 40         |
| 06:45 AM   | 26                  | 26         | 22                  | 22         | 48         |
| Total      | 88                  | 88         | 64                  | 64         | 152        |
| 07:00 AM   | 32                  | 32         | 20                  | 20         | 52         |
| 07:15 AM   | 39                  | 39         | 38                  | 38         | 77         |
| 07:30 AM   | 36                  | 36         | 31                  | 31         | 67         |
| 07:45 AM   | 56                  | 56         | 34                  | 34         | 90         |
| Total      | 163                 | 163        | 123                 | 123        | 286        |
| 08:00 AM   | 68                  | 68         | 49                  | 49         | 117        |
| 08:15 AM   | 50                  | 50         | 49                  | 49         | 99         |
| 08:30 AM   | 61                  | 61         | 49                  | 49         | 110        |
| 08:45 AM   | 54                  | 54         | 58                  | 58         | 112        |
| Total      | 233                 | 233        | 205                 | 205        | 438        |
| 09:00 AM   | 67                  | 67         | 68                  | 68         | 135        |
| 09:15 AM   | 72                  | 72         | 64                  | 64         | 136        |
| 09:30 AM   | 81                  | 81         | 77                  | 77         | 158        |
| 09:45 AM   | 79                  | 79         | 94                  | 94         | 173        |
| Total      | 299                 | 299        | 303                 | 303        | 602        |
| 10:00 AM   | 93                  | 93         | 79                  | 79         | 172        |



Ridgeview Data  
Collection

Walsenburg, CO  
R2 CDOT Location 7  
24 hour  
7th St west of Main St

File Name : 7th St west of Main St Sat  
Site Code : Atkins  
Start Date : 4/12/2025  
Page No : 3

Groups Printed- Light - Heavy

| Start Time | 7th St<br>Westbound |            | 7th St<br>Eastbound |            | Int. Total |
|------------|---------------------|------------|---------------------|------------|------------|
|            | Thru                | App. Total | Thru                | App. Total |            |
| 10:15 AM   | 97                  | 97         | 75                  | 75         | 172        |
| 10:30 AM   | 81                  | 81         | 81                  | 81         | 162        |
| 10:45 AM   | 88                  | 88         | 79                  | 79         | 167        |
| Total      | 359                 | 359        | 314                 | 314        | 673        |
| 11:00 AM   | 100                 | 100        | 88                  | 88         | 188        |
| 11:15 AM   | 81                  | 81         | 71                  | 71         | 152        |
| 11:30 AM   | 66                  | 66         | 80                  | 80         | 146        |
| 11:45 AM   | 98                  | 98         | 83                  | 83         | 181        |
| Total      | 345                 | 345        | 322                 | 322        | 667        |
| 12:00 PM   | 92                  | 92         | 96                  | 96         | 188        |
| 12:15 PM   | 68                  | 68         | 80                  | 80         | 148        |
| 12:30 PM   | 77                  | 77         | 85                  | 85         | 162        |
| 12:45 PM   | 87                  | 87         | 95                  | 95         | 182        |
| Total      | 324                 | 324        | 356                 | 356        | 680        |
| 01:00 PM   | 81                  | 81         | 100                 | 100        | 181        |
| 01:15 PM   | 70                  | 70         | 79                  | 79         | 149        |
| 01:30 PM   | 67                  | 67         | 73                  | 73         | 140        |
| 01:45 PM   | 89                  | 89         | 66                  | 66         | 155        |
| Total      | 307                 | 307        | 318                 | 318        | 625        |
| 02:00 PM   | 73                  | 73         | 88                  | 88         | 161        |
| 02:15 PM   | 73                  | 73         | 86                  | 86         | 159        |
| 02:30 PM   | 80                  | 80         | 44                  | 44         | 124        |
| 02:45 PM   | 78                  | 78         | 74                  | 74         | 152        |
| Total      | 304                 | 304        | 292                 | 292        | 596        |
| 03:00 PM   | 69                  | 69         | 77                  | 77         | 146        |
| 03:15 PM   | 74                  | 74         | 62                  | 62         | 136        |



Ridgeview Data  
Collection

Walsenburg, CO  
R2 CDOT Location 7  
24 hour  
7th St west of Main St

File Name : 7th St west of Main St Sat  
Site Code : Atkins  
Start Date : 4/12/2025  
Page No : 4

Groups Printed- Light - Heavy

| Start Time | 7th St<br>Westbound |            | 7th St<br>Eastbound |            | Int. Total |
|------------|---------------------|------------|---------------------|------------|------------|
|            | Thru                | App. Total | Thru                | App. Total |            |
| 03:30 PM   | 62                  | 62         | 44                  | 44         | 106        |
| 03:45 PM   | 79                  | 79         | 79                  | 79         | 158        |
| Total      | 284                 | 284        | 262                 | 262        | 546        |
| 04:00 PM   | 95                  | 95         | 74                  | 74         | 169        |
| 04:15 PM   | 71                  | 71         | 73                  | 73         | 144        |
| 04:30 PM   | 77                  | 77         | 74                  | 74         | 151        |
| 04:45 PM   | 71                  | 71         | 78                  | 78         | 149        |
| Total      | 314                 | 314        | 299                 | 299        | 613        |
| 05:00 PM   | 80                  | 80         | 81                  | 81         | 161        |
| 05:15 PM   | 77                  | 77         | 78                  | 78         | 155        |
| 05:30 PM   | 65                  | 65         | 98                  | 98         | 163        |
| 05:45 PM   | 78                  | 78         | 99                  | 99         | 177        |
| Total      | 300                 | 300        | 356                 | 356        | 656        |
| 06:00 PM   | 69                  | 69         | 68                  | 68         | 137        |
| 06:15 PM   | 53                  | 53         | 59                  | 59         | 112        |
| 06:30 PM   | 58                  | 58         | 52                  | 52         | 110        |
| 06:45 PM   | 44                  | 44         | 63                  | 63         | 107        |
| Total      | 224                 | 224        | 242                 | 242        | 466        |
| 07:00 PM   | 43                  | 43         | 43                  | 43         | 86         |
| 07:15 PM   | 53                  | 53         | 45                  | 45         | 98         |
| 07:30 PM   | 39                  | 39         | 30                  | 30         | 69         |
| 07:45 PM   | 40                  | 40         | 53                  | 53         | 93         |
| Total      | 175                 | 175        | 171                 | 171        | 346        |
| 08:00 PM   | 45                  | 45         | 37                  | 37         | 82         |
| 08:15 PM   | 39                  | 39         | 41                  | 41         | 80         |
| 08:30 PM   | 34                  | 34         | 29                  | 29         | 63         |



Ridgeview Data  
Collection

Walsenburg, CO  
R2 CDOT Location 7  
24 hour  
7th St west of Main St

File Name : 7th St west of Main St Sat  
Site Code : Atkins  
Start Date : 4/12/2025  
Page No : 5

Groups Printed- Light - Heavy

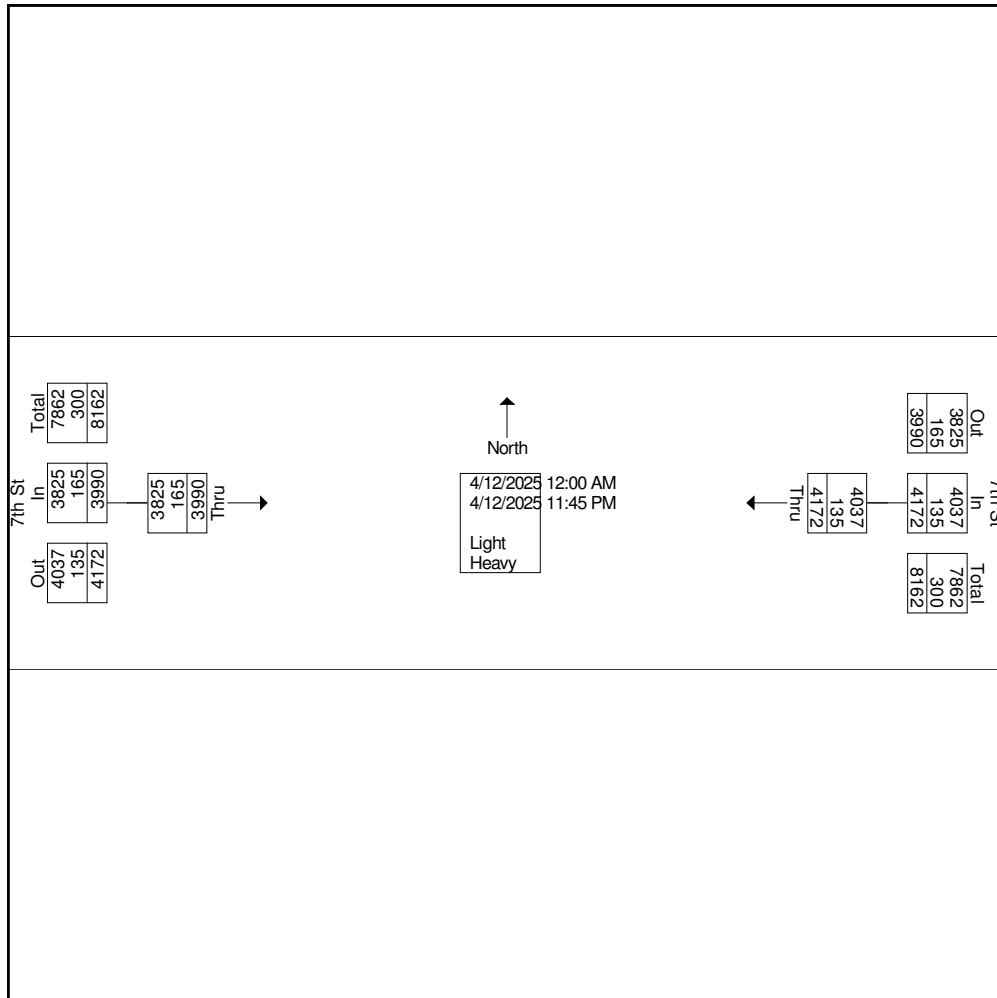
|             | 7th St<br>Westbound |            | 7th St<br>Eastbound |            |            |
|-------------|---------------------|------------|---------------------|------------|------------|
| Start Time  | Thru                | App. Total | Thru                | App. Total | Int. Total |
| 08:45 PM    | 36                  | 36         | 24                  | 24         | 60         |
| Total       | 154                 | 154        | 131                 | 131        | 285        |
| 09:00 PM    | 31                  | 31         | 23                  | 23         | 54         |
| 09:15 PM    | 29                  | 29         | 19                  | 19         | 48         |
| 09:30 PM    | 20                  | 20         | 24                  | 24         | 44         |
| 09:45 PM    | 18                  | 18         | 16                  | 16         | 34         |
| Total       | 98                  | 98         | 82                  | 82         | 180        |
| 10:00 PM    | 15                  | 15         | 10                  | 10         | 25         |
| 10:15 PM    | 23                  | 23         | 17                  | 17         | 40         |
| 10:30 PM    | 11                  | 11         | 9                   | 9          | 20         |
| 10:45 PM    | 7                   | 7          | 6                   | 6          | 13         |
| Total       | 56                  | 56         | 42                  | 42         | 98         |
| 11:00 PM    | 9                   | 9          | 7                   | 7          | 16         |
| 11:15 PM    | 13                  | 13         | 6                   | 6          | 19         |
| 11:30 PM    | 7                   | 7          | 6                   | 6          | 13         |
| 11:45 PM    | 4                   | 4          | 5                   | 5          | 9          |
| Total       | 33                  | 33         | 24                  | 24         | 57         |
| Grand Total | 4172                | 4172       | 3990                | 3990       | 8162       |
| Apprch %    | 100                 |            | 100                 |            |            |
| Total %     | 51.1                | 51.1       | 48.9                | 48.9       |            |
| Light       | 4037                | 4037       | 3825                | 3825       | 7862       |
| % Light     | 96.8                | 96.8       | 95.9                | 95.9       | 96.3       |
| Heavy       | 135                 | 135        | 165                 | 165        | 300        |
| % Heavy     | 3.2                 | 3.2        | 4.1                 | 4.1        | 3.7        |



Ridgeview Data  
Collection

Walsenburg, CO  
R2 CDOT Location 7  
24 hour  
7th St west of Main St

File Name : 7th St west of Main St Sat  
Site Code : Atkins  
Start Date : 4/12/2025  
Page No : 6



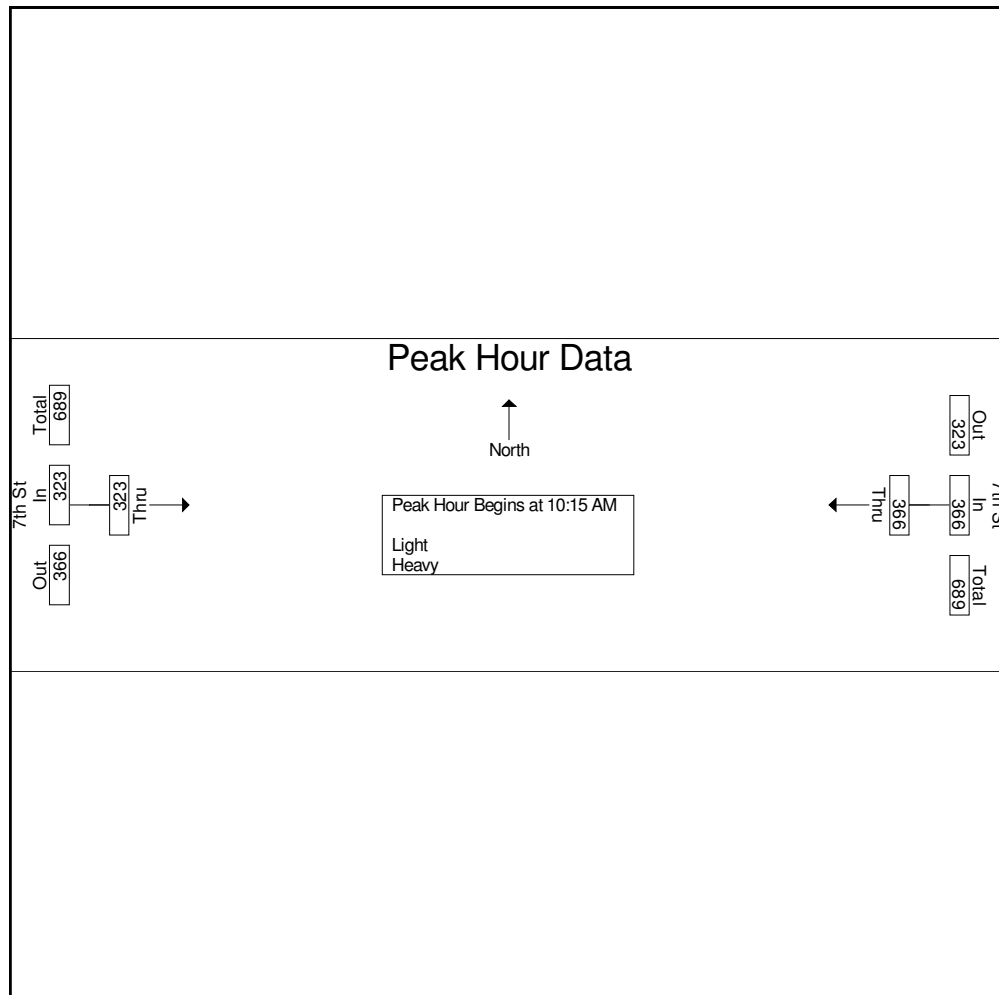


Ridgeview Data  
Collection

Walsenburg, CO  
R2 CDOT Location 7  
24 hour  
7th St west of Main St

File Name : 7th St west of Main St Sat  
Site Code : Atkins  
Start Date : 4/12/2025  
Page No : 7

|                                                            | 7th St<br>Westbound |            | 7th St<br>Eastbound |            |            |
|------------------------------------------------------------|---------------------|------------|---------------------|------------|------------|
| Start Time                                                 | Thru                | App. Total | Thru                | App. Total | Int. Total |
| Peak Hour Analysis From 12:00 AM to 11:45 AM - Peak 1 of 1 |                     |            |                     |            |            |
| Peak Hour for Entire Intersection Begins at 10:15 AM       |                     |            |                     |            |            |
| 10:15 AM                                                   | 97                  | 97         | 75                  | 75         | 172        |
| 10:30 AM                                                   | 81                  | 81         | 81                  | 81         | 162        |
| 10:45 AM                                                   | 88                  | 88         | 79                  | 79         | 167        |
| 11:00 AM                                                   | <b>100</b>          | <b>100</b> | <b>88</b>           | <b>88</b>  | <b>188</b> |
| Total Volume                                               | 366                 | 366        | 323                 | 323        | 689        |
| % App. Total                                               | 100                 |            | 100                 |            |            |
| PHF                                                        | .915                | .915       | .918                | .918       | .916       |





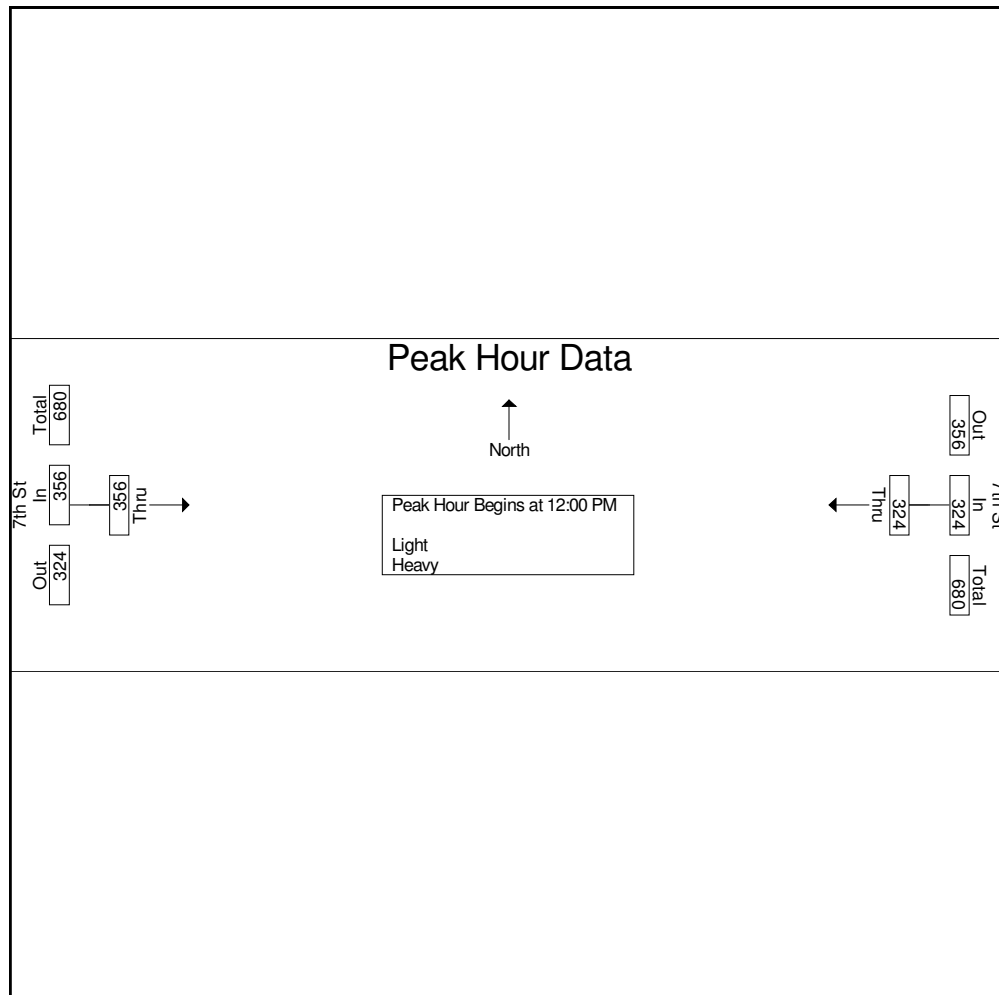


Ridgeview Data  
Collection

Walsenburg, CO  
R2 CDOT Location 7  
24 hour  
7th St west of Main St

File Name : 7th St west of Main St Sat  
Site Code : Atkins  
Start Date : 4/12/2025  
Page No : 8

|                                                            | 7th St<br>Westbound |            | 7th St<br>Eastbound |            |            |
|------------------------------------------------------------|---------------------|------------|---------------------|------------|------------|
| Start Time                                                 | Thru                | App. Total | Thru                | App. Total | Int. Total |
| Peak Hour Analysis From 12:00 PM to 11:45 PM - Peak 1 of 1 |                     |            |                     |            |            |
| Peak Hour for Entire Intersection Begins at 12:00 PM       |                     |            |                     |            |            |
| 12:00 PM                                                   | 92                  | 92         | 96                  | 96         | 188        |
| 12:15 PM                                                   | 68                  | 68         | 80                  | 80         | 148        |
| 12:30 PM                                                   | 77                  | 77         | 85                  | 85         | 162        |
| 12:45 PM                                                   | 87                  | 87         | 95                  | 95         | 182        |
| Total Volume                                               | 324                 | 324        | 356                 | 356        | 680        |
| % App. Total                                               | 100                 |            | 100                 |            |            |
| PHF                                                        | .880                | .880       | .927                | .927       | .904       |





Ridgeview Data  
Collection

Walsenburg, CO  
R2 CDOT Location 7  
24 hour  
7th St west of Main St

File Name : 7th St west of Main St Sun  
Site Code : Atkins  
Start Date : 4/13/2025  
Page No : 1

Groups Printed- Light - Heavy

| Start Time | 7th St<br>Westbound |            | 7th St<br>Eastbound |            | Int. Total |
|------------|---------------------|------------|---------------------|------------|------------|
|            | Thru                | App. Total | Thru                | App. Total |            |
| 12:00 AM   | 6                   | 6          | 6                   | 6          | 12         |
| 12:15 AM   | 1                   | 1          | 3                   | 3          | 4          |
| 12:30 AM   | 8                   | 8          | 3                   | 3          | 11         |
| 12:45 AM   | 5                   | 5          | 7                   | 7          | 12         |
| Total      | 20                  | 20         | 19                  | 19         | 39         |
| 01:00 AM   | 0                   | 0          | 3                   | 3          | 3          |
| 01:15 AM   | 3                   | 3          | 6                   | 6          | 9          |
| 01:30 AM   | 3                   | 3          | 1                   | 1          | 4          |
| 01:45 AM   | 3                   | 3          | 3                   | 3          | 6          |
| Total      | 9                   | 9          | 13                  | 13         | 22         |
| 02:00 AM   | 1                   | 1          | 4                   | 4          | 5          |
| 02:15 AM   | 3                   | 3          | 2                   | 2          | 5          |
| 02:30 AM   | 3                   | 3          | 2                   | 2          | 5          |
| 02:45 AM   | 1                   | 1          | 0                   | 0          | 1          |
| Total      | 8                   | 8          | 8                   | 8          | 16         |
| 03:00 AM   | 2                   | 2          | 1                   | 1          | 3          |
| 03:15 AM   | 0                   | 0          | 0                   | 0          | 0          |
| 03:30 AM   | 0                   | 0          | 5                   | 5          | 5          |
| 03:45 AM   | 0                   | 0          | 2                   | 2          | 2          |
| Total      | 2                   | 2          | 8                   | 8          | 10         |
| 04:00 AM   | 2                   | 2          | 3                   | 3          | 5          |
| 04:15 AM   | 3                   | 3          | 3                   | 3          | 6          |
| 04:30 AM   | 2                   | 2          | 7                   | 7          | 9          |
| 04:45 AM   | 2                   | 2          | 3                   | 3          | 5          |
| Total      | 9                   | 9          | 16                  | 16         | 25         |



Ridgeview Data  
Collection

Walsenburg, CO  
R2 CDOT Location 7  
24 hour  
7th St west of Main St

File Name : 7th St west of Main St Sun  
Site Code : Atkins  
Start Date : 4/13/2025  
Page No : 2

Groups Printed- Light - Heavy

| Start Time | 7th St<br>Westbound |            | 7th St<br>Eastbound |            | Int. Total |
|------------|---------------------|------------|---------------------|------------|------------|
|            | Thru                | App. Total | Thru                | App. Total |            |
| 05:00 AM   | 1                   | 1          | 2                   | 2          | 3          |
| 05:15 AM   | 0                   | 0          | 3                   | 3          | 3          |
| 05:30 AM   | 11                  | 11         | 10                  | 10         | 21         |
| 05:45 AM   | 11                  | 11         | 6                   | 6          | 17         |
| Total      | 23                  | 23         | 21                  | 21         | 44         |
| 06:00 AM   | 9                   | 9          | 5                   | 5          | 14         |
| 06:15 AM   | 4                   | 4          | 4                   | 4          | 8          |
| 06:30 AM   | 8                   | 8          | 11                  | 11         | 19         |
| 06:45 AM   | 13                  | 13         | 10                  | 10         | 23         |
| Total      | 34                  | 34         | 30                  | 30         | 64         |
| 07:00 AM   | 11                  | 11         | 14                  | 14         | 25         |
| 07:15 AM   | 14                  | 14         | 16                  | 16         | 30         |
| 07:30 AM   | 24                  | 24         | 26                  | 26         | 50         |
| 07:45 AM   | 16                  | 16         | 31                  | 31         | 47         |
| Total      | 65                  | 65         | 87                  | 87         | 152        |
| 08:00 AM   | 27                  | 27         | 26                  | 26         | 53         |
| 08:15 AM   | 26                  | 26         | 25                  | 25         | 51         |
| 08:30 AM   | 29                  | 29         | 43                  | 43         | 72         |
| 08:45 AM   | 28                  | 28         | 40                  | 40         | 68         |
| Total      | 110                 | 110        | 134                 | 134        | 244        |
| 09:00 AM   | 40                  | 40         | 26                  | 26         | 66         |
| 09:15 AM   | 44                  | 44         | 59                  | 59         | 103        |
| 09:30 AM   | 50                  | 50         | 44                  | 44         | 94         |
| 09:45 AM   | 49                  | 49         | 70                  | 70         | 119        |
| Total      | 183                 | 183        | 199                 | 199        | 382        |
| 10:00 AM   | 55                  | 55         | 72                  | 72         | 127        |



Ridgeview Data  
Collection

Walsenburg, CO  
R2 CDOT Location 7  
24 hour  
7th St west of Main St

File Name : 7th St west of Main St Sun  
Site Code : Atkins  
Start Date : 4/13/2025  
Page No : 3

Groups Printed- Light - Heavy

| Start Time | 7th St<br>Westbound |            | 7th St<br>Eastbound |            | Int. Total |
|------------|---------------------|------------|---------------------|------------|------------|
|            | Thru                | App. Total | Thru                | App. Total |            |
| 10:15 AM   | 49                  | 49         | 71                  | 71         | 120        |
| 10:30 AM   | 53                  | 53         | 85                  | 85         | 138        |
| 10:45 AM   | 48                  | 48         | 77                  | 77         | 125        |
| Total      | 205                 | 205        | 305                 | 305        | 510        |
| 11:00 AM   | 65                  | 65         | 70                  | 70         | 135        |
| 11:15 AM   | 65                  | 65         | 69                  | 69         | 134        |
| 11:30 AM   | 54                  | 54         | 74                  | 74         | 128        |
| 11:45 AM   | 74                  | 74         | 88                  | 88         | 162        |
| Total      | 258                 | 258        | 301                 | 301        | 559        |
| 12:00 PM   | 81                  | 81         | 76                  | 76         | 157        |
| 12:15 PM   | 68                  | 68         | 83                  | 83         | 151        |
| 12:30 PM   | 77                  | 77         | 89                  | 89         | 166        |
| 12:45 PM   | 69                  | 69         | 110                 | 110        | 179        |
| Total      | 295                 | 295        | 358                 | 358        | 653        |
| 01:00 PM   | 70                  | 70         | 99                  | 99         | 169        |
| 01:15 PM   | 75                  | 75         | 86                  | 86         | 161        |
| 01:30 PM   | 66                  | 66         | 96                  | 96         | 162        |
| 01:45 PM   | 72                  | 72         | 73                  | 73         | 145        |
| Total      | 283                 | 283        | 354                 | 354        | 637        |
| 02:00 PM   | 77                  | 77         | 71                  | 71         | 148        |
| 02:15 PM   | 68                  | 68         | 80                  | 80         | 148        |
| 02:30 PM   | 85                  | 85         | 102                 | 102        | 187        |
| 02:45 PM   | 75                  | 75         | 100                 | 100        | 175        |
| Total      | 305                 | 305        | 353                 | 353        | 658        |
| 03:00 PM   | 70                  | 70         | 81                  | 81         | 151        |
| 03:15 PM   | 73                  | 73         | 68                  | 68         | 141        |



Ridgeview Data  
Collection

Walsenburg, CO  
R2 CDOT Location 7  
24 hour  
7th St west of Main St

File Name : 7th St west of Main St Sun  
Site Code : Atkins  
Start Date : 4/13/2025  
Page No : 4

Groups Printed- Light - Heavy

| Start Time | 7th St<br>Westbound |            | 7th St<br>Eastbound |            | Int. Total |
|------------|---------------------|------------|---------------------|------------|------------|
|            | Thru                | App. Total | Thru                | App. Total |            |
| 03:30 PM   | 74                  | 74         | 80                  | 80         | 154        |
| 03:45 PM   | 78                  | 78         | 83                  | 83         | 161        |
| Total      | 295                 | 295        | 312                 | 312        | 607        |
| 04:00 PM   | 89                  | 89         | 71                  | 71         | 160        |
| 04:15 PM   | 51                  | 51         | 70                  | 70         | 121        |
| 04:30 PM   | 58                  | 58         | 72                  | 72         | 130        |
| 04:45 PM   | 65                  | 65         | 80                  | 80         | 145        |
| Total      | 263                 | 263        | 293                 | 293        | 556        |
| 05:00 PM   | 73                  | 73         | 77                  | 77         | 150        |
| 05:15 PM   | 69                  | 69         | 59                  | 59         | 128        |
| 05:30 PM   | 62                  | 62         | 49                  | 49         | 111        |
| 05:45 PM   | 71                  | 71         | 66                  | 66         | 137        |
| Total      | 275                 | 275        | 251                 | 251        | 526        |
| 06:00 PM   | 64                  | 64         | 53                  | 53         | 117        |
| 06:15 PM   | 55                  | 55         | 57                  | 57         | 112        |
| 06:30 PM   | 56                  | 56         | 59                  | 59         | 115        |
| 06:45 PM   | 59                  | 59         | 56                  | 56         | 115        |
| Total      | 234                 | 234        | 225                 | 225        | 459        |
| 07:00 PM   | 37                  | 37         | 39                  | 39         | 76         |
| 07:15 PM   | 70                  | 70         | 45                  | 45         | 115        |
| 07:30 PM   | 39                  | 39         | 29                  | 29         | 68         |
| 07:45 PM   | 44                  | 44         | 32                  | 32         | 76         |
| Total      | 190                 | 190        | 145                 | 145        | 335        |
| 08:00 PM   | 31                  | 31         | 38                  | 38         | 69         |
| 08:15 PM   | 24                  | 24         | 29                  | 29         | 53         |
| 08:30 PM   | 24                  | 24         | 20                  | 20         | 44         |



Ridgeview Data  
Collection

Walsenburg, CO  
R2 CDOT Location 7  
24 hour  
7th St west of Main St

File Name : 7th St west of Main St Sun  
Site Code : Atkins  
Start Date : 4/13/2025  
Page No : 5

Groups Printed- Light - Heavy

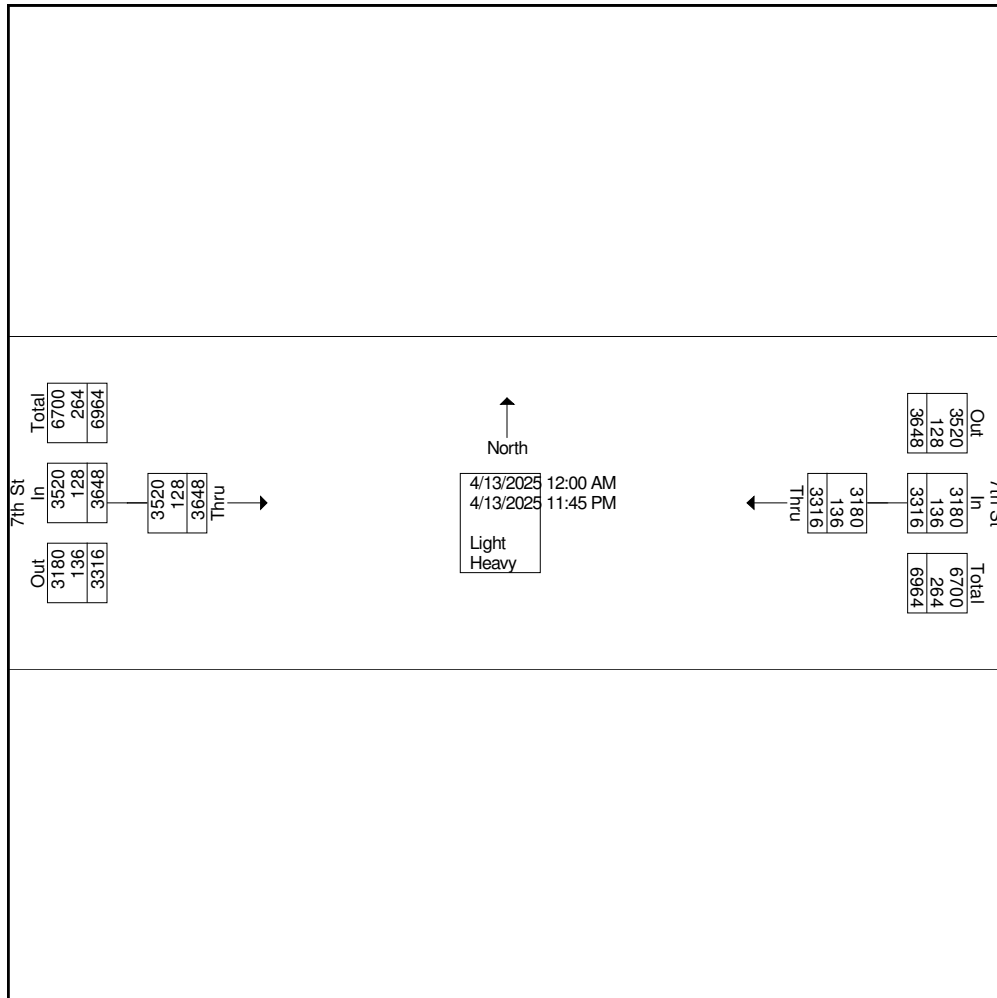
|             | 7th St<br>Westbound |            | 7th St<br>Eastbound |            |            |
|-------------|---------------------|------------|---------------------|------------|------------|
| Start Time  | Thru                | App. Total | Thru                | App. Total | Int. Total |
| 08:45 PM    | 25                  | 25         | 22                  | 22         | 47         |
| Total       | 104                 | 104        | 109                 | 109        | 213        |
| 09:00 PM    | 21                  | 21         | 13                  | 13         | 34         |
| 09:15 PM    | 22                  | 22         | 9                   | 9          | 31         |
| 09:30 PM    | 21                  | 21         | 9                   | 9          | 30         |
| 09:45 PM    | 12                  | 12         | 14                  | 14         | 26         |
| Total       | 76                  | 76         | 45                  | 45         | 121        |
| 10:00 PM    | 15                  | 15         | 10                  | 10         | 25         |
| 10:15 PM    | 9                   | 9          | 12                  | 12         | 21         |
| 10:30 PM    | 8                   | 8          | 6                   | 6          | 14         |
| 10:45 PM    | 9                   | 9          | 7                   | 7          | 16         |
| Total       | 41                  | 41         | 35                  | 35         | 76         |
| 11:00 PM    | 5                   | 5          | 11                  | 11         | 16         |
| 11:15 PM    | 10                  | 10         | 5                   | 5          | 15         |
| 11:30 PM    | 5                   | 5          | 4                   | 4          | 9          |
| 11:45 PM    | 9                   | 9          | 7                   | 7          | 16         |
| Total       | 29                  | 29         | 27                  | 27         | 56         |
| Grand Total | 3316                | 3316       | 3648                | 3648       | 6964       |
| Apprch %    | 100                 |            | 100                 |            |            |
| Total %     | 47.6                | 47.6       | 52.4                | 52.4       |            |
| Light       | 3180                | 3180       | 3520                | 3520       | 6700       |
| % Light     | 95.9                | 95.9       | 96.5                | 96.5       | 96.2       |
| Heavy       | 136                 | 136        | 128                 | 128        | 264        |
| % Heavy     | 4.1                 | 4.1        | 3.5                 | 3.5        | 3.8        |



Ridgeview Data  
Collection

Walsenburg, CO  
R2 CDOT Location 7  
24 hour  
7th St west of Main St

File Name : 7th St west of Main St Sun  
Site Code : Atkins  
Start Date : 4/13/2025  
Page No : 6



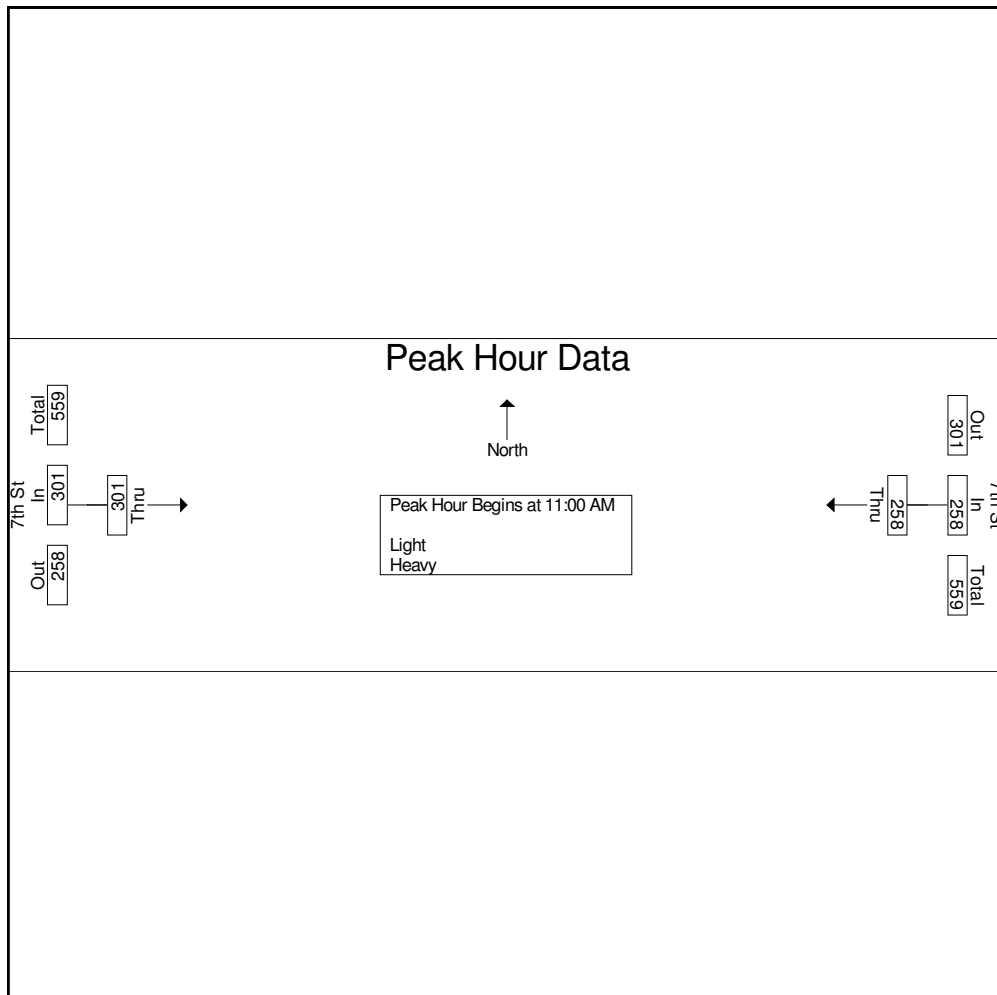


Ridgeview Data  
Collection

Walsenburg, CO  
R2 CDOT Location 7  
24 hour  
7th St west of Main St

File Name : 7th St west of Main St Sun  
Site Code : Atkins  
Start Date : 4/13/2025  
Page No : 7

|                                                            | 7th St<br>Westbound |            | 7th St<br>Eastbound |            |            |
|------------------------------------------------------------|---------------------|------------|---------------------|------------|------------|
| Start Time                                                 | Thru                | App. Total | Thru                | App. Total | Int. Total |
| Peak Hour Analysis From 12:00 AM to 11:45 AM - Peak 1 of 1 |                     |            |                     |            |            |
| Peak Hour for Entire Intersection Begins at 11:00 AM       |                     |            |                     |            |            |
| 11:00 AM                                                   | 65                  | 65         | 70                  | 70         | 135        |
| 11:15 AM                                                   | 65                  | 65         | 69                  | 69         | 134        |
| 11:30 AM                                                   | 54                  | 54         | 74                  | 74         | 128        |
| 11:45 AM                                                   | <b>74</b>           | <b>74</b>  | <b>88</b>           | <b>88</b>  | <b>162</b> |
| Total Volume                                               | 258                 | 258        | 301                 | 301        | 559        |
| % App. Total                                               | 100                 |            | 100                 |            |            |
| PHF                                                        | .872                | .872       | .855                | .855       | .863       |





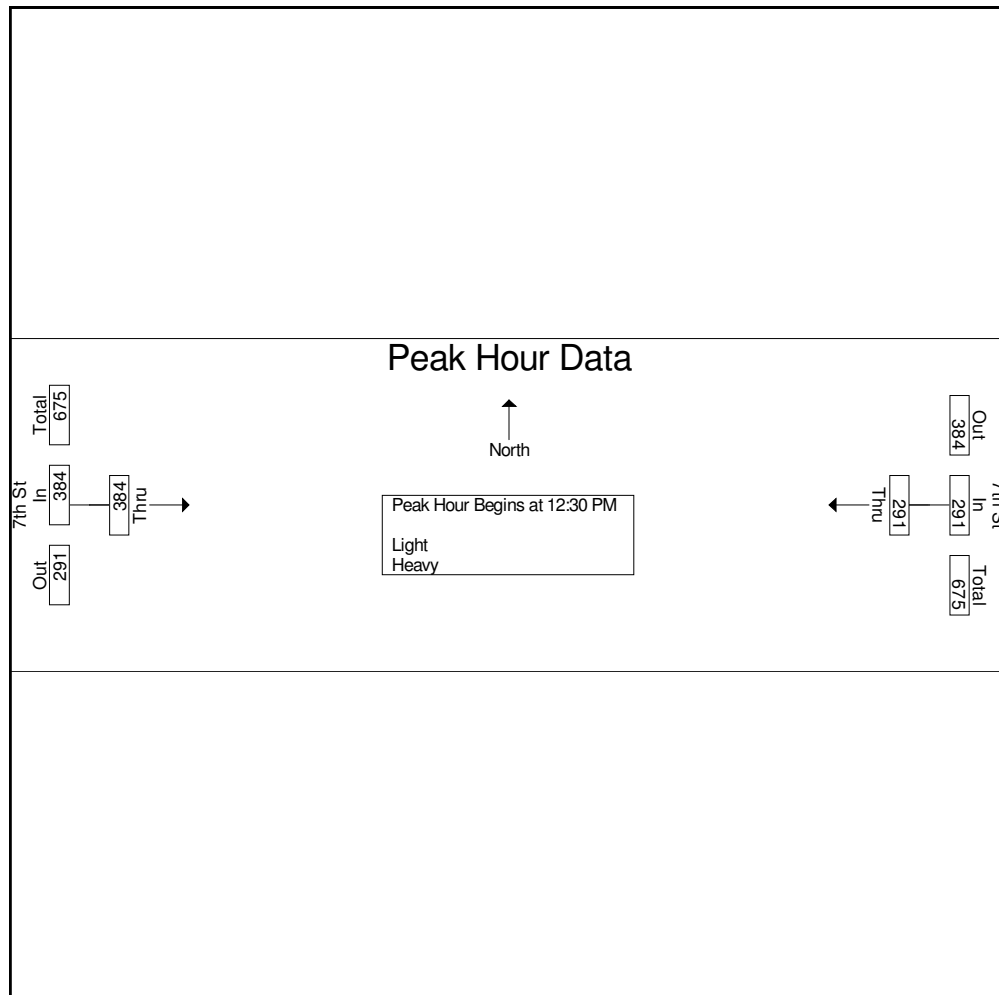


Ridgeview Data  
Collection

Walsenburg, CO  
R2 CDOT Location 7  
24 hour  
7th St west of Main St

File Name : 7th St west of Main St Sun  
Site Code : Atkins  
Start Date : 4/13/2025  
Page No : 8

|                                                            | 7th St<br>Westbound |            | 7th St<br>Eastbound |            |            |
|------------------------------------------------------------|---------------------|------------|---------------------|------------|------------|
| Start Time                                                 | Thru                | App. Total | Thru                | App. Total | Int. Total |
| Peak Hour Analysis From 12:00 PM to 11:45 PM - Peak 1 of 1 |                     |            |                     |            |            |
| Peak Hour for Entire Intersection Begins at 12:30 PM       |                     |            |                     |            |            |
| 12:30 PM                                                   | 77                  | 77         | 89                  | 89         | 166        |
| 12:45 PM                                                   | 69                  | 69         | 110                 | 110        | 179        |
| 01:00 PM                                                   | 70                  | 70         | 99                  | 99         | 169        |
| 01:15 PM                                                   | 75                  | 75         | 86                  | 86         | 161        |
| Total Volume                                               | 291                 | 291        | 384                 | 384        | 675        |
| % App. Total                                               | 100                 |            | 100                 |            |            |
| PHF                                                        | .945                | .945       | .873                | .873       | .943       |



## Appendix B. Turning Movement Counts

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Ridgeview Data  
Collection

Walsenburg, CO  
R2 CDOT Location 7  
24hr Peak  
7th St and Main St

File Name : 7th and Main  
Site Code : Atkins  
Start Date : 4/11/2025  
Page No : 1

Groups Printed- Light - Heavy - Bicycle and Pedestrian

| Start Time | 7th St Eastbound |      |       |      |            | 7th St Westbound |      |       |      |            | Main St Northbound |      |       |      |            | Main St Southbound |      |       |      |            | Int. Total |
|------------|------------------|------|-------|------|------------|------------------|------|-------|------|------------|--------------------|------|-------|------|------------|--------------------|------|-------|------|------------|------------|
|            | Left             | Thru | Right | Peds | App. Total | Left             | Thru | Right | Peds | App. Total | Left               | Thru | Right | Peds | App. Total | Left               | Thru | Right | Peds | App. Total |            |
| 06:00 AM   | 12               | 1    | 6     | 0    | 19         | 0                | 0    | 0     | 1    | 1          | 3                  | 4    | 0     | 0    | 7          | 0                  | 4    | 20    | 0    | 24         | 51         |
| 06:15 AM   | 15               | 1    | 6     | 0    | 22         | 0                | 0    | 0     | 0    | 0          | 6                  | 3    | 0     | 0    | 9          | 1                  | 2    | 13    | 0    | 16         | 47         |
| 06:30 AM   | 18               | 2    | 10    | 0    | 30         | 1                | 3    | 0     | 0    | 4          | 6                  | 2    | 0     | 0    | 8          | 0                  | 5    | 32    | 0    | 37         | 79         |
| 06:45 AM   | 16               | 3    | 9     | 0    | 28         | 0                | 1    | 0     | 0    | 1          | 7                  | 4    | 0     | 0    | 11         | 0                  | 5    | 30    | 0    | 35         | 75         |
| Total      | 61               | 7    | 31    | 0    | 99         | 1                | 4    | 0     | 1    | 6          | 22                 | 13   | 0     | 0    | 35         | 1                  | 16   | 95    | 0    | 112        | 252        |
| 07:00 AM   | 22               | 0    | 11    | 0    | 33         | 0                | 3    | 0     | 0    | 3          | 10                 | 9    | 0     | 0    | 19         | 2                  | 3    | 23    | 0    | 28         | 83         |
| 07:15 AM   | 25               | 0    | 8     | 0    | 33         | 0                | 1    | 0     | 0    | 1          | 10                 | 6    | 0     | 0    | 16         | 0                  | 10   | 28    | 0    | 38         | 88         |
| 07:30 AM   | 34               | 4    | 11    | 0    | 49         | 1                | 3    | 2     | 0    | 6          | 7                  | 10   | 0     | 0    | 17         | 1                  | 9    | 54    | 0    | 64         | 136        |
| 07:45 AM   | 43               | 7    | 12    | 0    | 62         | 0                | 5    | 5     | 0    | 10         | 10                 | 12   | 0     | 0    | 22         | 1                  | 11   | 40    | 0    | 52         | 146        |
| Total      | 124              | 11   | 42    | 0    | 177        | 1                | 12   | 7     | 0    | 20         | 37                 | 37   | 0     | 0    | 74         | 4                  | 33   | 145   | 0    | 182        | 453        |
| 08:00 AM   | 37               | 3    | 14    | 0    | 54         | 1                | 2    | 2     | 1    | 6          | 9                  | 8    | 2     | 1    | 20         | 0                  | 14   | 31    | 0    | 45         | 125        |
| 08:15 AM   | 37               | 4    | 19    | 0    | 60         | 0                | 3    | 2     | 0    | 5          | 9                  | 10   | 0     | 0    | 19         | 3                  | 4    | 43    | 0    | 50         | 134        |
| 08:30 AM   | 60               | 6    | 13    | 0    | 79         | 0                | 6    | 3     | 0    | 9          | 11                 | 11   | 1     | 1    | 24         | 2                  | 10   | 37    | 0    | 49         | 161        |
| 08:45 AM   | 44               | 3    | 16    | 0    | 63         | 1                | 2    | 4     | 1    | 8          | 11                 | 10   | 1     | 0    | 22         | 2                  | 13   | 31    | 0    | 46         | 139        |
| Total      | 178              | 16   | 62    | 0    | 256        | 2                | 13   | 11    | 2    | 28         | 40                 | 39   | 4     | 2    | 85         | 7                  | 41   | 142   | 0    | 190        | 559        |
| 09:00 AM   | 55               | 4    | 11    | 0    | 70         | 1                | 9    | 4     | 0    | 14         | 11                 | 9    | 0     | 0    | 20         | 2                  | 10   | 31    | 0    | 43         | 147        |
| 09:15 AM   | 46               | 7    | 14    | 0    | 67         | 0                | 9    | 3     | 2    | 14         | 16                 | 11   | 0     | 0    | 27         | 1                  | 7    | 32    | 0    | 40         | 148        |
| 09:30 AM   | 47               | 7    | 16    | 0    | 70         | 0                | 10   | 4     | 0    | 14         | 7                  | 6    | 2     | 0    | 15         | 1                  | 12   | 46    | 0    | 59         | 158        |
| 09:45 AM   | 60               | 7    | 17    | 1    | 85         | 2                | 6    | 0     | 1    | 9          | 15                 | 16   | 0     | 0    | 31         | 2                  | 15   | 42    | 0    | 59         | 184        |
| Total      | 208              | 25   | 58    | 1    | 292        | 3                | 34   | 11    | 3    | 51         | 49                 | 42   | 2     | 0    | 93         | 6                  | 44   | 151   | 0    | 201        | 637        |
| 10:00 AM   | 59               | 4    | 18    | 0    | 81         | 1                | 3    | 2     | 0    | 6          | 9                  | 15   | 1     | 1    | 26         | 2                  | 17   | 56    | 0    | 75         | 188        |
| 10:15 AM   | 33               | 8    | 12    | 0    | 53         | 3                | 6    | 2     | 0    | 11         | 18                 | 13   | 2     | 0    | 33         | 1                  | 19   | 42    | 0    | 62         | 159        |
| 10:30 AM   | 66               | 5    | 18    | 0    | 89         | 0                | 10   | 2     | 1    | 13         | 18                 | 21   | 1     | 0    | 40         | 1                  | 19   | 61    | 0    | 81         | 223        |
| 10:45 AM   | 67               | 5    | 22    | 1    | 95         | 1                | 9    | 7     | 1    | 18         | 25                 | 20   | 0     | 2    | 47         | 1                  | 22   | 58    | 1    | 82         | 242        |
| Total      | 225              | 22   | 70    | 1    | 318        | 5                | 28   | 13    | 2    | 48         | 70                 | 69   | 4     | 3    | 146        | 5                  | 77   | 217   | 1    | 300        | 812        |



Ridgeview Data  
Collection

Walsenburg, CO  
R2 CDOT Location 7  
24hr Peak  
7th St and Main St

File Name : 7th and Main  
Site Code : Atkins  
Start Date : 4/11/2025  
Page No : 2

Groups Printed- Light - Heavy - Bicycle and Pedestrian

|            | 7th St<br>Eastbound |      |       |      |            | 7th St<br>Westbound |      |       |      |            | Main St<br>Northbound |      |       |      |            | Main St<br>Southbound |      |       |      |            |            |
|------------|---------------------|------|-------|------|------------|---------------------|------|-------|------|------------|-----------------------|------|-------|------|------------|-----------------------|------|-------|------|------------|------------|
| Start Time | Left                | Thru | Right | Peds | App. Total | Left                | Thru | Right | Peds | App. Total | Left                  | Thru | Right | Peds | App. Total | Left                  | Thru | Right | Peds | App. Total | Int. Total |
| 11:00 AM   | 66                  | 9    | 25    | 0    | 100        | 1                   | 3    | 3     | 1    | 8          | 11                    | 17   | 2     | 1    | 31         | 2                     | 18   | 75    | 0    | 95         | 234        |
| 11:15 AM   | 73                  | 5    | 18    | 0    | 96         | 1                   | 5    | 4     | 1    | 11         | 14                    | 11   | 0     | 2    | 27         | 4                     | 22   | 63    | 1    | 90         | 224        |
| 11:30 AM   | 68                  | 8    | 12    | 1    | 89         | 1                   | 8    | 3     | 0    | 12         | 17                    | 24   | 3     | 0    | 44         | 3                     | 11   | 56    | 1    | 71         | 216        |
| 11:45 AM   | 56                  | 7    | 22    | 0    | 85         | 1                   | 10   | 6     | 2    | 19         | 11                    | 19   | 5     | 1    | 36         | 3                     | 20   | 69    | 0    | 92         | 232        |
| Total      | 263                 | 29   | 77    | 1    | 370        | 4                   | 26   | 16    | 4    | 50         | 53                    | 71   | 10    | 4    | 138        | 12                    | 71   | 263   | 2    | 348        | 906        |
| 12:00 PM   | 70                  | 10   | 17    | 4    | 101        | 0                   | 11   | 2     | 0    | 13         | 19                    | 17   | 3     | 1    | 40         | 2                     | 21   | 63    | 2    | 88         | 242        |
| 12:15 PM   | 46                  | 9    | 27    | 0    | 82         | 2                   | 13   | 7     | 5    | 27         | 13                    | 12   | 2     | 0    | 27         | 4                     | 18   | 65    | 2    | 89         | 225        |
| 12:30 PM   | 63                  | 11   | 28    | 1    | 103        | 1                   | 11   | 5     | 0    | 17         | 14                    | 19   | 1     | 0    | 34         | 3                     | 22   | 66    | 2    | 93         | 247        |
| 12:45 PM   | 73                  | 12   | 22    | 2    | 109        | 2                   | 8    | 6     | 0    | 16         | 22                    | 21   | 3     | 0    | 46         | 3                     | 25   | 52    | 1    | 81         | 252        |
| Total      | 252                 | 42   | 94    | 7    | 395        | 5                   | 43   | 20    | 5    | 73         | 68                    | 69   | 9     | 1    | 147        | 12                    | 86   | 246   | 7    | 351        | 966        |
| 01:00 PM   | 54                  | 4    | 17    | 0    | 75         | 0                   | 7    | 3     | 0    | 10         | 8                     | 17   | 3     | 1    | 29         | 2                     | 17   | 67    | 1    | 87         | 201        |
| 01:15 PM   | 47                  | 9    | 18    | 2    | 76         | 0                   | 3    | 7     | 4    | 14         | 14                    | 21   | 0     | 0    | 35         | 6                     | 18   | 64    | 3    | 91         | 216        |
| 01:30 PM   | 59                  | 8    | 25    | 0    | 92         | 2                   | 5    | 7     | 3    | 17         | 8                     | 22   | 3     | 0    | 33         | 7                     | 23   | 60    | 0    | 90         | 232        |
| 01:45 PM   | 48                  | 7    | 13    | 0    | 68         | 2                   | 12   | 5     | 2    | 21         | 13                    | 14   | 3     | 0    | 30         | 3                     | 18   | 72    | 0    | 93         | 212        |
| Total      | 208                 | 28   | 73    | 2    | 311        | 4                   | 27   | 22    | 9    | 62         | 43                    | 74   | 9     | 1    | 127        | 18                    | 76   | 263   | 4    | 361        | 861        |
| 02:00 PM   | 64                  | 8    | 13    | 0    | 85         | 1                   | 10   | 3     | 0    | 14         | 20                    | 12   | 3     | 0    | 35         | 4                     | 16   | 64    | 0    | 84         | 218        |
| 02:15 PM   | 46                  | 5    | 21    | 0    | 72         | 0                   | 9    | 1     | 0    | 10         | 9                     | 7    | 2     | 1    | 19         | 4                     | 19   | 62    | 1    | 86         | 187        |
| 02:30 PM   | 77                  | 5    | 17    | 3    | 102        | 1                   | 15   | 4     | 2    | 22         | 11                    | 15   | 1     | 0    | 27         | 4                     | 12   | 81    | 2    | 99         | 250        |
| 02:45 PM   | 53                  | 8    | 10    | 3    | 74         | 0                   | 7    | 4     | 3    | 14         | 16                    | 17   | 2     | 0    | 35         | 2                     | 16   | 78    | 3    | 99         | 222        |
| Total      | 240                 | 26   | 61    | 6    | 333        | 2                   | 41   | 12    | 5    | 60         | 56                    | 51   | 8     | 1    | 116        | 14                    | 63   | 285   | 6    | 368        | 877        |
| 03:00 PM   | 67                  | 2    | 17    | 3    | 89         | 2                   | 9    | 5     | 0    | 16         | 20                    | 10   | 1     | 0    | 31         | 3                     | 13   | 68    | 0    | 84         | 220        |
| 03:15 PM   | 58                  | 9    | 17    | 0    | 84         | 1                   | 13   | 2     | 0    | 16         | 15                    | 24   | 3     | 0    | 42         | 4                     | 15   | 60    | 1    | 80         | 222        |
| 03:30 PM   | 58                  | 6    | 18    | 0    | 82         | 0                   | 8    | 3     | 0    | 11         | 20                    | 16   | 0     | 0    | 36         | 3                     | 13   | 85    | 1    | 102        | 231        |
| 03:45 PM   | 59                  | 13   | 22    | 2    | 96         | 1                   | 8    | 4     | 0    | 13         | 11                    | 19   | 3     | 4    | 37         | 2                     | 13   | 89    | 0    | 104        | 250        |
| Total      | 242                 | 30   | 74    | 5    | 351        | 4                   | 38   | 14    | 0    | 56         | 66                    | 69   | 7     | 4    | 146        | 12                    | 54   | 302   | 2    | 370        | 923        |



Ridgeview Data  
Collection

Walsenburg, CO  
R2 CDOT Location 7  
24hr Peak  
7th St and Main St

File Name : 7th and Main  
Site Code : Atkins  
Start Date : 4/11/2025  
Page No : 3

Groups Printed- Light - Heavy - Bicycle and Pedestrian

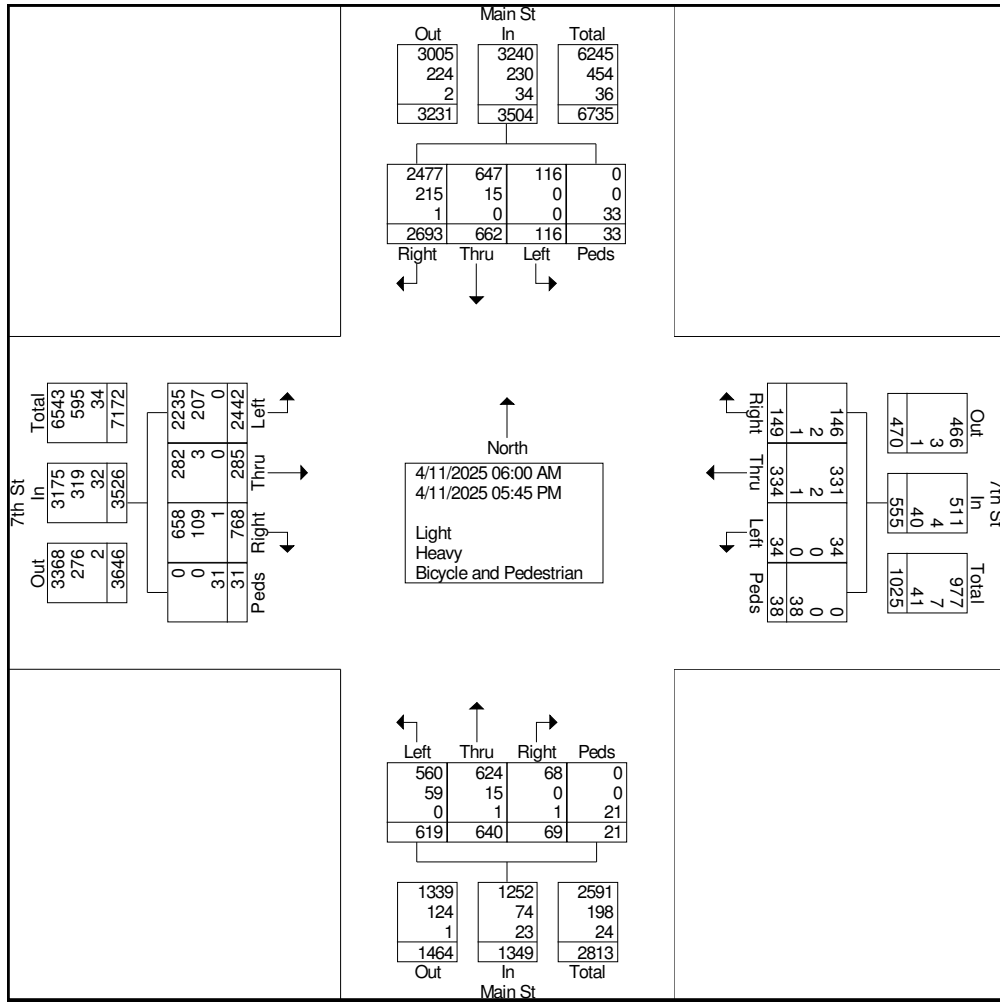
|                          | 7th St<br>Eastbound |      |       |      |            | 7th St<br>Westbound |      |       |      |            | Main St<br>Northbound |      |       |      |            | Main St<br>Southbound |      |       |      |            |            |
|--------------------------|---------------------|------|-------|------|------------|---------------------|------|-------|------|------------|-----------------------|------|-------|------|------------|-----------------------|------|-------|------|------------|------------|
| Start Time               | Left                | Thru | Right | Peds | App. Total | Left                | Thru | Right | Peds | App. Total | Left                  | Thru | Right | Peds | App. Total | Left                  | Thru | Right | Peds | App. Total | Int. Total |
| 04:00 PM                 | 59                  | 7    | 25    | 0    | 91         | 0                   | 14   | 3     | 1    | 18         | 13                    | 10   | 2     | 2    | 27         | 4                     | 11   | 88    | 0    | 103        | 239        |
| 04:15 PM                 | 76                  | 13   | 8     | 0    | 97         | 0                   | 12   | 3     | 0    | 15         | 16                    | 14   | 4     | 0    | 34         | 1                     | 11   | 81    | 3    | 96         | 242        |
| 04:30 PM                 | 63                  | 6    | 19    | 6    | 94         | 1                   | 8    | 3     | 1    | 13         | 14                    | 13   | 1     | 0    | 28         | 4                     | 12   | 71    | 3    | 90         | 225        |
| 04:45 PM                 | 34                  | 1    | 8     | 0    | 43         | 2                   | 3    | 5     | 1    | 11         | 15                    | 16   | 3     | 0    | 34         | 1                     | 9    | 42    | 2    | 54         | 142        |
| Total                    | 232                 | 27   | 60    | 6    | 325        | 3                   | 37   | 14    | 3    | 57         | 58                    | 53   | 10    | 2    | 123        | 10                    | 43   | 282   | 8    | 343        | 848        |
| 05:00 PM                 | 59                  | 3    | 14    | 1    | 77         | 0                   | 9    | 2     | 0    | 11         | 12                    | 15   | 1     | 1    | 29         | 6                     | 20   | 86    | 0    | 112        | 229        |
| 05:15 PM                 | 47                  | 5    | 17    | 0    | 69         | 0                   | 7    | 2     | 0    | 9          | 15                    | 9    | 2     | 0    | 26         | 2                     | 13   | 72    | 0    | 87         | 191        |
| 05:30 PM                 | 44                  | 7    | 20    | 1    | 72         | 0                   | 8    | 3     | 3    | 14         | 18                    | 14   | 0     | 2    | 34         | 2                     | 14   | 69    | 3    | 88         | 208        |
| 05:45 PM                 | 59                  | 7    | 15    | 0    | 81         | 0                   | 7    | 2     | 1    | 10         | 12                    | 15   | 3     | 0    | 30         | 5                     | 11   | 75    | 0    | 91         | 212        |
| Total                    | 209                 | 22   | 66    | 2    | 299        | 0                   | 31   | 9     | 4    | 44         | 57                    | 53   | 6     | 3    | 119        | 15                    | 58   | 302   | 3    | 378        | 840        |
| Grand Total              | 2442                | 285  | 768   | 31   | 3526       | 34                  | 334  | 149   | 38   | 555        | 619                   | 640  | 69    | 21   | 1349       | 116                   | 662  | 2693  | 33   | 3504       | 8934       |
| Apprch %                 | 69.3                | 8.1  | 21.8  | 0.9  |            | 6.1                 | 60.2 | 26.8  | 6.8  |            | 45.9                  | 47.4 | 5.1   | 1.6  |            | 3.3                   | 18.9 | 76.9  | 0.9  |            |            |
| Total %                  | 27.3                | 3.2  | 8.6   | 0.3  | 39.5       | 0.4                 | 3.7  | 1.7   | 0.4  | 6.2        | 6.9                   | 7.2  | 0.8   | 0.2  | 15.1       | 1.3                   | 7.4  | 30.1  | 0.4  | 39.2       |            |
| Light                    | 2235                | 282  | 658   | 0    | 3175       | 34                  | 331  | 146   | 0    | 511        | 560                   | 624  | 68    | 0    | 1252       | 116                   | 647  | 2477  | 0    | 3240       | 8178       |
| % Light                  | 91.5                | 98.9 | 85.7  | 0    | 90         | 100                 | 99.1 | 98    | 0    | 92.1       | 90.5                  | 97.5 | 98.6  | 0    | 92.8       | 100                   | 97.7 | 92    | 0    | 92.5       | 91.5       |
| Heavy                    | 207                 | 3    | 109   | 0    | 319        | 0                   | 2    | 2     | 0    | 4          | 59                    | 15   | 0     | 0    | 74         | 0                     | 15   | 215   | 0    | 230        | 627        |
| % Heavy                  | 8.5                 | 1.1  | 14.2  | 0    | 9          | 0                   | 0.6  | 1.3   | 0    | 0.7        | 9.5                   | 2.3  | 0     | 0    | 5.5        | 0                     | 2.3  | 8     | 0    | 6.6        | 7          |
| Bicycle and Pedestrian   | 0                   | 0    | 1     | 31   | 32         | 0                   | 1    | 1     | 38   | 40         | 0                     | 1    | 1     | 21   | 23         | 0                     | 0    | 1     | 33   | 34         | 129        |
| % Bicycle and Pedestrian | 0                   | 0    | 0.1   | 100  | 0.9        | 0                   | 0.3  | 0.7   | 100  | 7.2        | 0                     | 0.2  | 1.4   | 100  | 1.7        | 0                     | 0    | 0     | 100  | 1          | 1.4        |



Ridgeview Data  
Collection

Walsenburg, CO  
R2 CDOT Location 7  
24hr Peak  
7th St and Main St

File Name : 7th and Main  
Site Code : Atkins  
Start Date : 4/11/2025  
Page No : 4



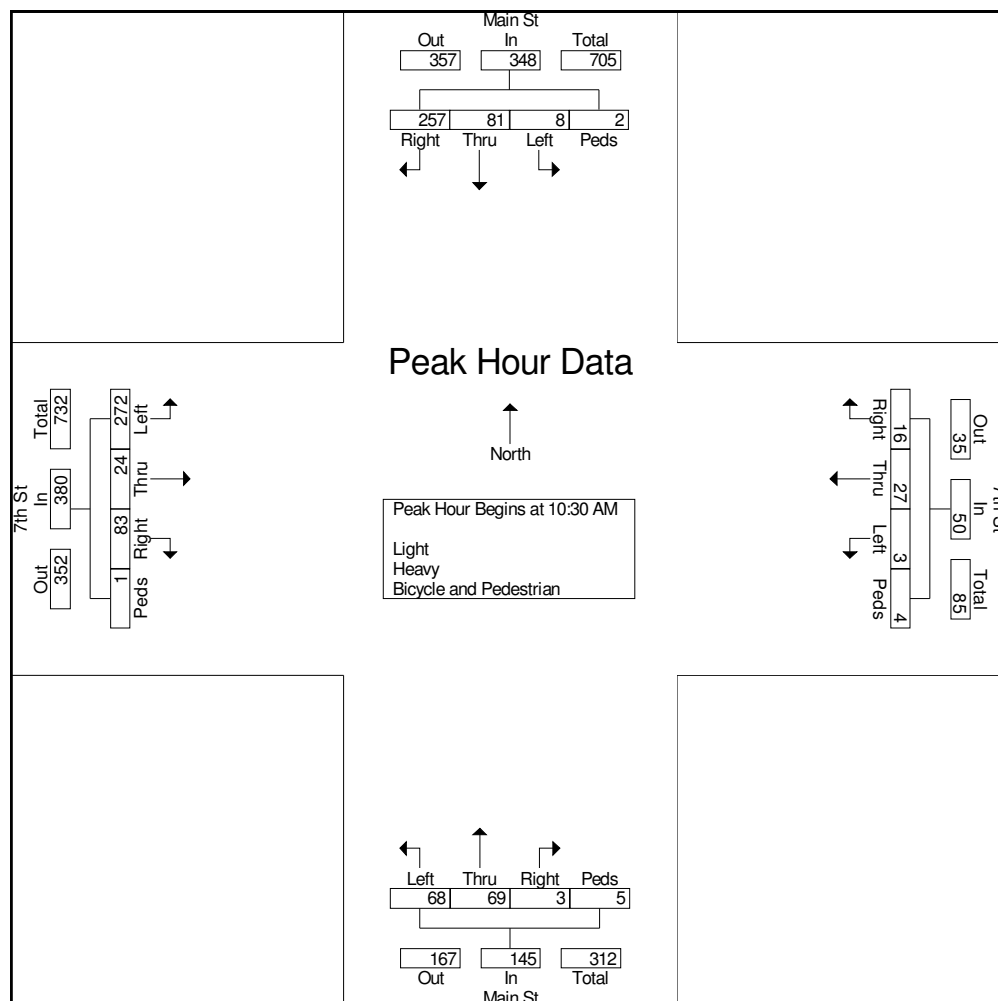


# Ridgeview Data Collection

Walsenburg, CO  
R2 CDOT Location 7  
24hr Peak  
7th St and Main St

File Name : 7th and Main  
Site Code : Atkins  
Start Date : 4/11/2025  
Page No : 5

|                                                            | 7th St<br>Eastbound |      |       |      |            | 7th St<br>Westbound |      |       |          |            | Main St<br>Northbound |      |       |      |            | Main St<br>Southbound |      |       |      |            |            |
|------------------------------------------------------------|---------------------|------|-------|------|------------|---------------------|------|-------|----------|------------|-----------------------|------|-------|------|------------|-----------------------|------|-------|------|------------|------------|
| Start Time                                                 | Left                | Thru | Right | Peds | App. Total | Left                | Thru | Right | Peds     | App. Total | Left                  | Thru | Right | Peds | App. Total | Left                  | Thru | Right | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 06:00 AM to 11:45 AM - Peak 1 of 1 |                     |      |       |      |            |                     |      |       |          |            |                       |      |       |      |            |                       |      |       |      |            |            |
| Peak Hour for Entire Intersection Begins at 10:30 AM       |                     |      |       |      |            |                     |      |       |          |            |                       |      |       |      |            |                       |      |       |      |            |            |
| 10:30 AM                                                   | 66                  | 5    | 18    | 0    | 89         | 0                   | 10   | 2     | 1        | 13         | 18                    | 21   | 1     | 0    | 40         | 1                     | 19   | 61    | 0    | 81         | 223        |
| 10:45 AM                                                   | 67                  | 5    | 22    | 1    | 95         | 1                   | 9    | 7     | 1        | 18         | 25                    | 20   | 0     | 2    | 47         | 1                     | 22   | 58    | 1    | 82         | 242        |
| 11:00 AM                                                   | 66                  | 9    | 25    | 0    | 100        | 1                   | 3    | 3     | 1        | 8          | 11                    | 17   | 2     | 1    | 31         | 2                     | 18   | 75    | 0    | 95         | 234        |
| 11:15 AM                                                   | 73                  | 5    | 18    | 0    | 96         | 1                   | 5    | 4     | 1        | 11         | 14                    | 11   | 0     | 2    | 27         | 4                     | 22   | 63    | 1    | 90         | 224        |
| Total Volume                                               | 272                 | 24   | 83    | 1    | 380        | 3                   | 27   | 16    | 4        | 50         | 68                    | 69   | 3     | 5    | 145        | 8                     | 81   | 257   | 2    | 348        | 923        |
| % App. Total                                               | 71.6                | 6.3  | 21.8  | 0.3  |            | 6                   | 54   | 32    | 8        |            | 46.9                  | 47.6 | 2.1   | 3.4  |            | 2.3                   | 23.3 | 73.9  | 0.6  |            |            |
| PHF                                                        | .932                | .667 | .830  | .250 | .950       | .750                | .675 | .571  | 1.0<br>0 | .694       | .680                  | .821 | .375  | .625 | .771       | .500                  | .920 | .857  | .500 | .916       | .954       |





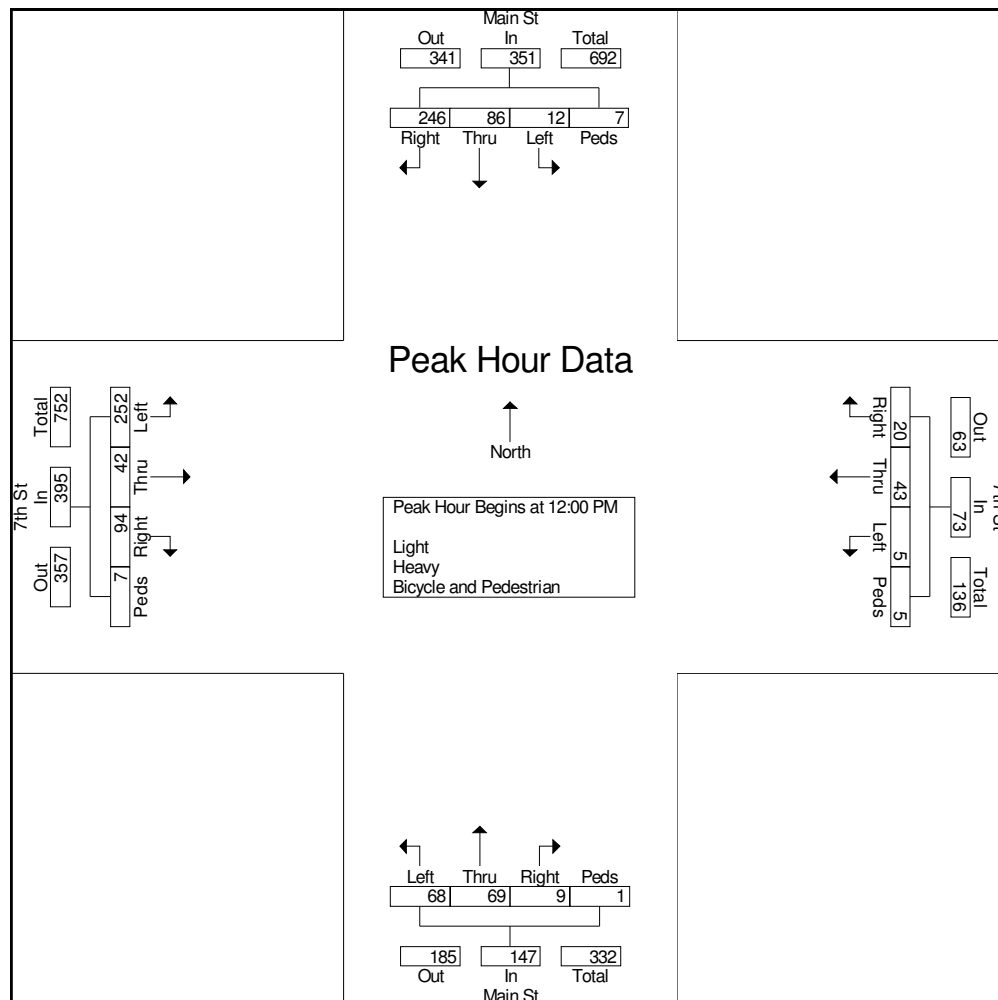


Ridgeview Data  
Collection

Walsenburg, CO  
R2 CDOT Location 7  
24hr Peak  
7th St and Main St

File Name : 7th and Main  
Site Code : Atkins  
Start Date : 4/11/2025  
Page No : 6

|                                                            | 7th St Eastbound |      |       |      |            | 7th St Westbound |      |       |      |            | Main St Northbound |      |       |      |            | Main St Southbound |      |       |      |            |            |
|------------------------------------------------------------|------------------|------|-------|------|------------|------------------|------|-------|------|------------|--------------------|------|-------|------|------------|--------------------|------|-------|------|------------|------------|
| Start Time                                                 | Left             | Thru | Right | Peds | App. Total | Left             | Thru | Right | Peds | App. Total | Left               | Thru | Right | Peds | App. Total | Left               | Thru | Right | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1 |                  |      |       |      |            |                  |      |       |      |            |                    |      |       |      |            |                    |      |       |      |            |            |
| Peak Hour for Entire Intersection Begins at 12:00 PM       |                  |      |       |      |            |                  |      |       |      |            |                    |      |       |      |            |                    |      |       |      |            |            |
| 12:00 PM                                                   | 70               | 10   | 17    | 4    | 101        | 0                | 11   | 2     | 0    | 13         | 19                 | 17   | 3     | 1    | 40         | 2                  | 21   | 63    | 2    | 88         | 242        |
| 12:15 PM                                                   | 46               | 9    | 27    | 0    | 82         | 2                | 13   | 7     | 5    | 27         | 13                 | 12   | 2     | 0    | 27         | 4                  | 18   | 65    | 2    | 89         | 225        |
| 12:30 PM                                                   | 63               | 11   | 28    | 1    | 103        | 1                | 11   | 5     | 0    | 17         | 14                 | 19   | 1     | 0    | 34         | 3                  | 22   | 66    | 2    | 93         | 247        |
| 12:45 PM                                                   | 73               | 12   | 22    | 2    | 109        | 2                | 8    | 6     | 0    | 16         | 22                 | 21   | 3     | 0    | 46         | 3                  | 25   | 52    | 1    | 81         | 252        |
| Total Volume                                               | 252              | 42   | 94    | 7    | 395        | 5                | 43   | 20    | 5    | 73         | 68                 | 69   | 9     | 1    | 147        | 12                 | 86   | 246   | 7    | 351        | 966        |
| % App. Total                                               | 63.8             | 10.6 | 23.8  | 1.8  |            | 6.8              | 58.9 | 27.4  | 6.8  |            | 46.3               | 46.9 | 6.1   | 0.7  |            | 3.4                | 24.5 | 70.1  | 2    |            |            |
| PHF                                                        | .863             | .875 | .839  | .438 | .906       | .625             | .827 | .714  | .250 | .676       | .773               | .821 | .750  | .250 | .799       | .750               | .860 | .932  | .875 | .944       | .958       |





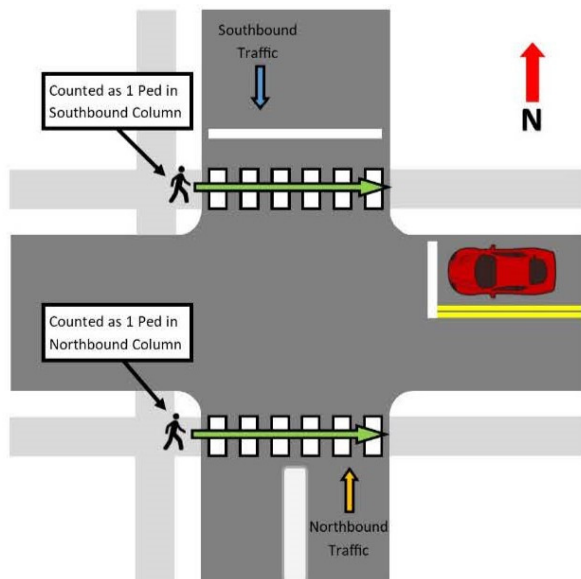
Ridgeview Data  
Collection

Walsenburg, CO  
R2 CDOT Location 7  
24hr Peak  
7th St and Main St

File Name : 7th and Main  
Site Code : Atkins  
Start Date : 4/11/2025  
Page No : 7

Image 1

The number of pedestrians shown on this report is representative of the crossing on the approaching leg, i.e. pedestrians crossing the north side of the intersection are counted as pedestrians in the southbound crosswalk, as that is the approaching leg that they are crossing (see figure below). Diagonal crossings are counted on the two legs that will get the pedestrian to the same end point. Diagonals can be counted separately if discussed prior to count.



## Appendix C. Synchro Level of Service Reports

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# HCM Signalized Intersection Capacity Analysis

## 3: Main Street & 7th Street

09/02/2025

|                                   |  |  |  |  |  |  |   |  |  |  |  |  |
|-----------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Movement                          | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                 | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations               |  |  |                                                                                   |                                                                                   |  |                                                                                   |  |  |                                                                                     |  |  |  |
| Traffic Volume (vph)              | 272                                                                               | 24                                                                                | 83                                                                                | 3                                                                                 | 27                                                                                | 16                                                                                | 68                                                                                  | 69                                                                                  | 3                                                                                   | 8                                                                                   | 81                                                                                  | 257                                                                                 |
| Future Volume (vph)               | 272                                                                               | 24                                                                                | 83                                                                                | 3                                                                                 | 27                                                                                | 16                                                                                | 68                                                                                  | 69                                                                                  | 3                                                                                   | 8                                                                                   | 81                                                                                  | 257                                                                                 |
| Ideal Flow (vphpl)                | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                                | 1900                                                                                | 1900                                                                                | 1900                                                                                | 1900                                                                                | 1900                                                                                |
| Total Lost time (s)               | 5.5                                                                               | 5.5                                                                               |                                                                                   |                                                                                   | 5.5                                                                               |                                                                                   | 5.5                                                                                 | 5.5                                                                                 |                                                                                     | 5.5                                                                                 | 5.5                                                                                 |                                                                                     |
| Lane Util. Factor                 | 1.00                                                                              | 1.00                                                                              |                                                                                   |                                                                                   | 1.00                                                                              |                                                                                   | 1.00                                                                                | 1.00                                                                                |                                                                                     | 1.00                                                                                | 1.00                                                                                |                                                                                     |
| Frpb, ped/bikes                   | 1.00                                                                              | 0.98                                                                              |                                                                                   |                                                                                   | 0.98                                                                              |                                                                                   | 1.00                                                                                | 1.00                                                                                |                                                                                     | 1.00                                                                                | 0.97                                                                                |                                                                                     |
| Flpb, ped/bikes                   | 1.00                                                                              | 1.00                                                                              |                                                                                   |                                                                                   | 1.00                                                                              |                                                                                   | 1.00                                                                                | 1.00                                                                                |                                                                                     | 0.99                                                                                | 1.00                                                                                |                                                                                     |
| Frt                               | 1.00                                                                              | 0.89                                                                              |                                                                                   |                                                                                   | 0.95                                                                              |                                                                                   | 1.00                                                                                | 0.99                                                                                |                                                                                     | 1.00                                                                                | 0.88                                                                                |                                                                                     |
| Flt Protected                     | 0.95                                                                              | 1.00                                                                              |                                                                                   |                                                                                   | 1.00                                                                              |                                                                                   | 0.95                                                                                | 1.00                                                                                |                                                                                     | 0.95                                                                                | 1.00                                                                                |                                                                                     |
| Satd. Flow (prot)                 | 1649                                                                              | 1499                                                                              |                                                                                   |                                                                                   | 1751                                                                              |                                                                                   | 1641                                                                                | 1836                                                                                |                                                                                     | 1788                                                                                | 1536                                                                                |                                                                                     |
| Flt Permitted                     | 0.62                                                                              | 1.00                                                                              |                                                                                   |                                                                                   | 0.98                                                                              |                                                                                   | 0.16                                                                                | 1.00                                                                                |                                                                                     | 0.70                                                                                | 1.00                                                                                |                                                                                     |
| Satd. Flow (perm)                 | 1069                                                                              | 1499                                                                              |                                                                                   |                                                                                   | 1729                                                                              |                                                                                   | 277                                                                                 | 1836                                                                                |                                                                                     | 1313                                                                                | 1536                                                                                |                                                                                     |
| Peak-hour factor, PHF             | 0.93                                                                              | 0.67                                                                              | 0.83                                                                              | 0.75                                                                              | 0.68                                                                              | 0.57                                                                              | 0.68                                                                                | 0.82                                                                                | 0.38                                                                                | 0.50                                                                                | 0.92                                                                                | 0.86                                                                                |
| Adj. Flow (vph)                   | 292                                                                               | 36                                                                                | 100                                                                               | 4                                                                                 | 40                                                                                | 28                                                                                | 100                                                                                 | 84                                                                                  | 8                                                                                   | 16                                                                                  | 88                                                                                  | 299                                                                                 |
| RTOR Reduction (vph)              | 0                                                                                 | 45                                                                                | 0                                                                                 | 0                                                                                 | 22                                                                                | 0                                                                                 | 0                                                                                   | 4                                                                                   | 0                                                                                   | 0                                                                                   | 149                                                                                 | 0                                                                                   |
| Lane Group Flow (vph)             | 292                                                                               | 91                                                                                | 0                                                                                 | 0                                                                                 | 50                                                                                | 0                                                                                 | 100                                                                                 | 88                                                                                  | 0                                                                                   | 16                                                                                  | 238                                                                                 | 0                                                                                   |
| Confl. Peds. (#/hr)               | 4                                                                                 |                                                                                   | 3                                                                                 | 1                                                                                 |                                                                                   | 9                                                                                 | 2                                                                                   |                                                                                     | 6                                                                                   | 5                                                                                   |                                                                                     | 6                                                                                   |
| Heavy Vehicles (%)                | 9%                                                                                | 1%                                                                                | 14%                                                                               | 0%                                                                                | 1%                                                                                | 1%                                                                                | 10%                                                                                 | 2%                                                                                  | 0%                                                                                  | 0%                                                                                  | 2%                                                                                  | 8%                                                                                  |
| Turn Type                         | pm+pt                                                                             | NA                                                                                |                                                                                   | Perm                                                                              | NA                                                                                |                                                                                   | pm+pt                                                                               | NA                                                                                  |                                                                                     | Perm                                                                                | NA                                                                                  |                                                                                     |
| Protected Phases                  | 7                                                                                 | 4                                                                                 |                                                                                   |                                                                                   | 8                                                                                 |                                                                                   | 5                                                                                   | 2                                                                                   |                                                                                     |                                                                                     | 6                                                                                   |                                                                                     |
| Permitted Phases                  | 4                                                                                 |                                                                                   |                                                                                   | 8                                                                                 |                                                                                   |                                                                                   | 2                                                                                   |                                                                                     |                                                                                     | 6                                                                                   |                                                                                     |                                                                                     |
| Actuated Green, G (s)             | 49.7                                                                              | 49.7                                                                              |                                                                                   |                                                                                   | 18.0                                                                              |                                                                                   | 29.3                                                                                | 29.3                                                                                |                                                                                     | 19.4                                                                                | 19.4                                                                                |                                                                                     |
| Effective Green, g (s)            | 49.7                                                                              | 49.7                                                                              |                                                                                   |                                                                                   | 18.0                                                                              |                                                                                   | 29.3                                                                                | 29.3                                                                                |                                                                                     | 19.4                                                                                | 19.4                                                                                |                                                                                     |
| Actuated g/C Ratio                | 0.55                                                                              | 0.55                                                                              |                                                                                   |                                                                                   | 0.20                                                                              |                                                                                   | 0.33                                                                                | 0.33                                                                                |                                                                                     | 0.22                                                                                | 0.22                                                                                |                                                                                     |
| Clearance Time (s)                | 5.5                                                                               | 5.5                                                                               |                                                                                   |                                                                                   | 5.5                                                                               |                                                                                   | 5.5                                                                                 | 5.5                                                                                 |                                                                                     | 5.5                                                                                 | 5.5                                                                                 |                                                                                     |
| Vehicle Extension (s)             | 3.0                                                                               | 3.0                                                                               |                                                                                   |                                                                                   | 3.0                                                                               |                                                                                   | 3.0                                                                                 | 3.0                                                                                 |                                                                                     | 3.0                                                                                 | 3.0                                                                                 |                                                                                     |
| Lane Grp Cap (vph)                | 759                                                                               | 827                                                                               |                                                                                   |                                                                                   | 345                                                                               |                                                                                   | 156                                                                                 | 597                                                                                 |                                                                                     | 283                                                                                 | 331                                                                                 |                                                                                     |
| v/s Ratio Prot                    | c0.11                                                                             | 0.06                                                                              |                                                                                   |                                                                                   |                                                                                   |                                                                                   | c0.03                                                                               | 0.05                                                                                |                                                                                     |                                                                                     | 0.15                                                                                |                                                                                     |
| v/s Ratio Perm                    | c0.10                                                                             |                                                                                   |                                                                                   |                                                                                   | 0.03                                                                              |                                                                                   | c0.18                                                                               |                                                                                     |                                                                                     | 0.01                                                                                |                                                                                     |                                                                                     |
| v/c Ratio                         | 0.38                                                                              | 0.11                                                                              |                                                                                   |                                                                                   | 0.14                                                                              |                                                                                   | 0.64                                                                                | 0.15                                                                                |                                                                                     | 0.06                                                                                | 0.72                                                                                |                                                                                     |
| Uniform Delay, d1                 | 11.2                                                                              | 9.6                                                                               |                                                                                   |                                                                                   | 29.7                                                                              |                                                                                   | 24.1                                                                                | 21.5                                                                                |                                                                                     | 28.0                                                                                | 32.8                                                                                |                                                                                     |
| Progression Factor                | 1.00                                                                              | 1.00                                                                              |                                                                                   |                                                                                   | 1.00                                                                              |                                                                                   | 1.00                                                                                | 1.00                                                                                |                                                                                     | 1.00                                                                                | 1.00                                                                                |                                                                                     |
| Incremental Delay, d2             | 1.5                                                                               | 0.3                                                                               |                                                                                   |                                                                                   | 0.2                                                                               |                                                                                   | 8.7                                                                                 | 0.1                                                                                 |                                                                                     | 0.1                                                                                 | 7.3                                                                                 |                                                                                     |
| Delay (s)                         | 12.7                                                                              | 9.9                                                                               |                                                                                   |                                                                                   | 29.8                                                                              |                                                                                   | 32.7                                                                                | 21.6                                                                                |                                                                                     | 28.1                                                                                | 40.1                                                                                |                                                                                     |
| Level of Service                  | B                                                                                 | A                                                                                 |                                                                                   |                                                                                   | C                                                                                 |                                                                                   | C                                                                                   | C                                                                                   |                                                                                     | C                                                                                   | D                                                                                   |                                                                                     |
| Approach Delay (s/veh)            |                                                                                   | 11.8                                                                              |                                                                                   |                                                                                   | 29.8                                                                              |                                                                                   |                                                                                     | 27.4                                                                                |                                                                                     |                                                                                     | 39.6                                                                                |                                                                                     |
| Approach LOS                      |                                                                                   | B                                                                                 |                                                                                   |                                                                                   | C                                                                                 |                                                                                   |                                                                                     | C                                                                                   |                                                                                     |                                                                                     | D                                                                                   |                                                                                     |
| <b>Intersection Summary</b>       |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 2000 Control Delay (s/veh)    |                                                                                   |                                                                                   | 25.9                                                                              |                                                                                   |                                                                                   |                                                                                   | HCM 2000 Level of Service                                                           |                                                                                     |                                                                                     | C                                                                                   |                                                                                     |                                                                                     |
| HCM 2000 Volume to Capacity ratio |                                                                                   |                                                                                   | 0.53                                                                              |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Actuated Cycle Length (s)         |                                                                                   |                                                                                   | 90.0                                                                              |                                                                                   |                                                                                   |                                                                                   | Sum of lost time (s)                                                                |                                                                                     |                                                                                     | 22.0                                                                                |                                                                                     |                                                                                     |
| Intersection Capacity Utilization |                                                                                   |                                                                                   | 61.4%                                                                             |                                                                                   |                                                                                   |                                                                                   | ICU Level of Service                                                                |                                                                                     |                                                                                     | B                                                                                   |                                                                                     |                                                                                     |
| Analysis Period (min)             |                                                                                   |                                                                                   | 15                                                                                |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |

c Critical Lane Group

# HCM Signalized Intersection Capacity Analysis

## 3: Main Street & 7th Street

09/02/2025

|                                   |  |  |  |  |  |  |   |  |  |  |  |  |
|-----------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Movement                          | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                 | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations               |  |  |                                                                                   |                                                                                   |  |                                                                                   |  |  |                                                                                     |  |  |                                                                                     |
| Traffic Volume (vph)              | 252                                                                               | 42                                                                                | 94                                                                                | 5                                                                                 | 43                                                                                | 20                                                                                | 68                                                                                  | 69                                                                                  | 9                                                                                   | 12                                                                                  | 86                                                                                  | 246                                                                                 |
| Future Volume (vph)               | 252                                                                               | 42                                                                                | 94                                                                                | 5                                                                                 | 43                                                                                | 20                                                                                | 68                                                                                  | 69                                                                                  | 9                                                                                   | 12                                                                                  | 86                                                                                  | 246                                                                                 |
| Ideal Flow (vphpl)                | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                                | 1900                                                                                | 1900                                                                                | 1900                                                                                | 1900                                                                                | 1900                                                                                |
| Total Lost time (s)               | 5.5                                                                               | 5.5                                                                               |                                                                                   |                                                                                   | 5.5                                                                               |                                                                                   | 5.5                                                                                 | 5.5                                                                                 |                                                                                     | 5.5                                                                                 | 5.5                                                                                 |                                                                                     |
| Lane Util. Factor                 | 1.00                                                                              | 1.00                                                                              |                                                                                   |                                                                                   | 1.00                                                                              |                                                                                   | 1.00                                                                                | 1.00                                                                                |                                                                                     | 1.00                                                                                | 1.00                                                                                |                                                                                     |
| Frpb, ped/bikes                   | 1.00                                                                              | 0.97                                                                              |                                                                                   |                                                                                   | 0.99                                                                              |                                                                                   | 1.00                                                                                | 1.00                                                                                |                                                                                     | 1.00                                                                                | 0.97                                                                                |                                                                                     |
| Flpb, ped/bikes                   | 1.00                                                                              | 1.00                                                                              |                                                                                   |                                                                                   | 1.00                                                                              |                                                                                   | 1.00                                                                                | 1.00                                                                                |                                                                                     | 1.00                                                                                | 1.00                                                                                |                                                                                     |
| Frt                               | 1.00                                                                              | 0.90                                                                              |                                                                                   |                                                                                   | 0.96                                                                              |                                                                                   | 1.00                                                                                | 0.98                                                                                |                                                                                     | 1.00                                                                                | 0.89                                                                                |                                                                                     |
| Flt Protected                     | 0.95                                                                              | 1.00                                                                              |                                                                                   |                                                                                   | 1.00                                                                              |                                                                                   | 0.95                                                                                | 1.00                                                                                |                                                                                     | 0.95                                                                                | 1.00                                                                                |                                                                                     |
| Satd. Flow (prot)                 | 1648                                                                              | 1497                                                                              |                                                                                   |                                                                                   | 1782                                                                              |                                                                                   | 1639                                                                                | 1826                                                                                |                                                                                     | 1802                                                                                | 1533                                                                                |                                                                                     |
| Flt Permitted                     | 0.61                                                                              | 1.00                                                                              |                                                                                   |                                                                                   | 0.98                                                                              |                                                                                   | 0.29                                                                                | 1.00                                                                                |                                                                                     | 0.70                                                                                | 1.00                                                                                |                                                                                     |
| Satd. Flow (perm)                 | 1062                                                                              | 1497                                                                              |                                                                                   |                                                                                   | 1752                                                                              |                                                                                   | 500                                                                                 | 1826                                                                                |                                                                                     | 1331                                                                                | 1533                                                                                |                                                                                     |
| Peak-hour factor, PHF             | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                                | 0.92                                                                                | 0.92                                                                                | 0.92                                                                                | 0.92                                                                                | 0.92                                                                                |
| Adj. Flow (vph)                   | 274                                                                               | 46                                                                                | 102                                                                               | 5                                                                                 | 47                                                                                | 22                                                                                | 74                                                                                  | 75                                                                                  | 10                                                                                  | 13                                                                                  | 93                                                                                  | 267                                                                                 |
| RTOR Reduction (vph)              | 0                                                                                 | 55                                                                                | 0                                                                                 | 0                                                                                 | 18                                                                                | 0                                                                                 | 0                                                                                   | 5                                                                                   | 0                                                                                   | 0                                                                                   | 111                                                                                 | 0                                                                                   |
| Lane Group Flow (vph)             | 274                                                                               | 93                                                                                | 0                                                                                 | 0                                                                                 | 56                                                                                | 0                                                                                 | 74                                                                                  | 80                                                                                  | 0                                                                                   | 13                                                                                  | 249                                                                                 | 0                                                                                   |
| Confl. Peds. (#/hr)               | 5                                                                                 |                                                                                   | 14                                                                                | 7                                                                                 |                                                                                   | 6                                                                                 | 7                                                                                   |                                                                                     | 8                                                                                   | 1                                                                                   |                                                                                     | 12                                                                                  |
| Heavy Vehicles (%)                | 9%                                                                                | 1%                                                                                | 14%                                                                               | 0%                                                                                | 1%                                                                                | 1%                                                                                | 10%                                                                                 | 2%                                                                                  | 0%                                                                                  | 0%                                                                                  | 2%                                                                                  | 8%                                                                                  |
| Turn Type                         | pm+pt                                                                             | NA                                                                                |                                                                                   | Perm                                                                              | NA                                                                                |                                                                                   | pm+pt                                                                               | NA                                                                                  |                                                                                     | Perm                                                                                | NA                                                                                  |                                                                                     |
| Protected Phases                  | 7                                                                                 | 4                                                                                 |                                                                                   |                                                                                   | 8                                                                                 |                                                                                   | 5                                                                                   | 2                                                                                   |                                                                                     |                                                                                     | 6                                                                                   |                                                                                     |
| Permitted Phases                  | 4                                                                                 |                                                                                   |                                                                                   | 8                                                                                 |                                                                                   |                                                                                   | 2                                                                                   |                                                                                     |                                                                                     | 6                                                                                   |                                                                                     |                                                                                     |
| Actuated Green, G (s)             | 41.4                                                                              | 41.4                                                                              |                                                                                   |                                                                                   | 18.0                                                                              |                                                                                   | 37.6                                                                                | 37.6                                                                                |                                                                                     | 27.7                                                                                | 27.7                                                                                |                                                                                     |
| Effective Green, g (s)            | 41.4                                                                              | 41.4                                                                              |                                                                                   |                                                                                   | 18.0                                                                              |                                                                                   | 37.6                                                                                | 37.6                                                                                |                                                                                     | 27.7                                                                                | 27.7                                                                                |                                                                                     |
| Actuated g/C Ratio                | 0.46                                                                              | 0.46                                                                              |                                                                                   |                                                                                   | 0.20                                                                              |                                                                                   | 0.42                                                                                | 0.42                                                                                |                                                                                     | 0.31                                                                                | 0.31                                                                                |                                                                                     |
| Clearance Time (s)                | 5.5                                                                               | 5.5                                                                               |                                                                                   |                                                                                   | 5.5                                                                               |                                                                                   | 5.5                                                                                 | 5.5                                                                                 |                                                                                     | 5.5                                                                                 | 5.5                                                                                 |                                                                                     |
| Vehicle Extension (s)             | 3.0                                                                               | 3.0                                                                               |                                                                                   |                                                                                   | 3.0                                                                               |                                                                                   | 3.0                                                                                 | 3.0                                                                                 |                                                                                     | 3.0                                                                                 | 3.0                                                                                 |                                                                                     |
| Lane Grp Cap (vph)                | 605                                                                               | 688                                                                               |                                                                                   |                                                                                   | 350                                                                               |                                                                                   | 264                                                                                 | 762                                                                                 |                                                                                     | 409                                                                                 | 471                                                                                 |                                                                                     |
| v/s Ratio Prot                    | c0.09                                                                             | 0.06                                                                              |                                                                                   |                                                                                   |                                                                                   |                                                                                   | c0.01                                                                               | 0.04                                                                                |                                                                                     |                                                                                     | c0.16                                                                               |                                                                                     |
| v/s Ratio Perm                    | c0.12                                                                             |                                                                                   |                                                                                   |                                                                                   | 0.03                                                                              |                                                                                   | 0.10                                                                                |                                                                                     |                                                                                     | 0.01                                                                                |                                                                                     |                                                                                     |
| v/c Ratio                         | 0.45                                                                              | 0.14                                                                              |                                                                                   |                                                                                   | 0.16                                                                              |                                                                                   | 0.28                                                                                | 0.10                                                                                |                                                                                     | 0.03                                                                                | 0.53                                                                                |                                                                                     |
| Uniform Delay, d1                 | 16.0                                                                              | 14.0                                                                              |                                                                                   |                                                                                   | 29.8                                                                              |                                                                                   | 17.4                                                                                | 16.0                                                                                |                                                                                     | 21.8                                                                                | 25.8                                                                                |                                                                                     |
| Progression Factor                | 1.00                                                                              | 1.00                                                                              |                                                                                   |                                                                                   | 1.00                                                                              |                                                                                   | 1.00                                                                                | 1.00                                                                                |                                                                                     | 1.00                                                                                | 1.00                                                                                |                                                                                     |
| Incremental Delay, d2             | 2.4                                                                               | 0.4                                                                               |                                                                                   |                                                                                   | 0.2                                                                               |                                                                                   | 0.6                                                                                 | 0.3                                                                                 |                                                                                     | 0.1                                                                                 | 4.2                                                                                 |                                                                                     |
| Delay (s)                         | 18.4                                                                              | 14.4                                                                              |                                                                                   |                                                                                   | 30.0                                                                              |                                                                                   | 18.0                                                                                | 16.2                                                                                |                                                                                     | 21.9                                                                                | 30.0                                                                                |                                                                                     |
| Level of Service                  | B                                                                                 | B                                                                                 |                                                                                   |                                                                                   | C                                                                                 |                                                                                   | B                                                                                   | B                                                                                   |                                                                                     | C                                                                                   | C                                                                                   |                                                                                     |
| Approach Delay (s/veh)            |                                                                                   | 17.0                                                                              |                                                                                   |                                                                                   | 30.0                                                                              |                                                                                   |                                                                                     | 17.1                                                                                |                                                                                     |                                                                                     | 29.7                                                                                |                                                                                     |
| Approach LOS                      |                                                                                   | B                                                                                 |                                                                                   |                                                                                   | C                                                                                 |                                                                                   |                                                                                     | B                                                                                   |                                                                                     |                                                                                     | C                                                                                   |                                                                                     |
| <b>Intersection Summary</b>       |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 2000 Control Delay (s/veh)    |                                                                                   |                                                                                   | 22.6                                                                              |                                                                                   |                                                                                   |                                                                                   | HCM 2000 Level of Service                                                           |                                                                                     |                                                                                     | C                                                                                   |                                                                                     |                                                                                     |
| HCM 2000 Volume to Capacity ratio |                                                                                   |                                                                                   | 0.51                                                                              |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Actuated Cycle Length (s)         |                                                                                   |                                                                                   | 90.0                                                                              |                                                                                   |                                                                                   |                                                                                   | Sum of lost time (s)                                                                |                                                                                     |                                                                                     | 22.0                                                                                |                                                                                     |                                                                                     |
| Intersection Capacity Utilization |                                                                                   |                                                                                   | 64.4%                                                                             |                                                                                   |                                                                                   |                                                                                   | ICU Level of Service                                                                |                                                                                     |                                                                                     | C                                                                                   |                                                                                     |                                                                                     |
| Analysis Period (min)             |                                                                                   |                                                                                   | 15                                                                                |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |

c Critical Lane Group

# HCM Signalized Intersection Capacity Analysis

## 3: Main Street & 7th Street

09/02/2025

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| Movement                          | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                 | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations               |  |  |                                                                                   |                                                                                   |  |                                                                                   |  |  |                                                                                     |  |  |                                                                                     |
| Traffic Volume (vph)              | 272                                                                               | 24                                                                                | 83                                                                                | 3                                                                                 | 27                                                                                | 16                                                                                | 68                                                                                  | 69                                                                                  | 3                                                                                   | 8                                                                                   | 81                                                                                  | 257                                                                                 |
| Future Volume (vph)               | 272                                                                               | 24                                                                                | 83                                                                                | 3                                                                                 | 27                                                                                | 16                                                                                | 68                                                                                  | 69                                                                                  | 3                                                                                   | 8                                                                                   | 81                                                                                  | 257                                                                                 |
| Ideal Flow (vphpl)                | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                                | 1900                                                                                | 1900                                                                                | 1900                                                                                | 1900                                                                                | 1900                                                                                |
| Total Lost time (s)               | 5.5                                                                               | 5.5                                                                               |                                                                                   |                                                                                   | 5.5                                                                               |                                                                                   | 5.5                                                                                 | 5.5                                                                                 |                                                                                     | 5.5                                                                                 | 5.5                                                                                 |                                                                                     |
| Lane Util. Factor                 | 1.00                                                                              | 1.00                                                                              |                                                                                   |                                                                                   | 1.00                                                                              |                                                                                   | 1.00                                                                                | 1.00                                                                                |                                                                                     | 1.00                                                                                | 1.00                                                                                |                                                                                     |
| Frpb, ped/bikes                   | 1.00                                                                              | 0.98                                                                              |                                                                                   |                                                                                   | 0.98                                                                              |                                                                                   | 1.00                                                                                | 1.00                                                                                |                                                                                     | 1.00                                                                                | 0.97                                                                                |                                                                                     |
| Flpb, ped/bikes                   | 1.00                                                                              | 1.00                                                                              |                                                                                   |                                                                                   | 1.00                                                                              |                                                                                   | 1.00                                                                                | 1.00                                                                                |                                                                                     | 0.99                                                                                | 1.00                                                                                |                                                                                     |
| Frt                               | 1.00                                                                              | 0.89                                                                              |                                                                                   |                                                                                   | 0.95                                                                              |                                                                                   | 1.00                                                                                | 0.99                                                                                |                                                                                     | 1.00                                                                                | 0.88                                                                                |                                                                                     |
| Flt Protected                     | 0.95                                                                              | 1.00                                                                              |                                                                                   |                                                                                   | 1.00                                                                              |                                                                                   | 0.95                                                                                | 1.00                                                                                |                                                                                     | 0.95                                                                                | 1.00                                                                                |                                                                                     |
| Satd. Flow (prot)                 | 1650                                                                              | 1500                                                                              |                                                                                   |                                                                                   | 1751                                                                              |                                                                                   | 1641                                                                                | 1837                                                                                |                                                                                     | 1788                                                                                | 1536                                                                                |                                                                                     |
| Flt Permitted                     | 0.61                                                                              | 1.00                                                                              |                                                                                   |                                                                                   | 0.98                                                                              |                                                                                   | 0.16                                                                                | 1.00                                                                                |                                                                                     | 0.70                                                                                | 1.00                                                                                |                                                                                     |
| Satd. Flow (perm)                 | 1061                                                                              | 1500                                                                              |                                                                                   |                                                                                   | 1729                                                                              |                                                                                   | 274                                                                                 | 1837                                                                                |                                                                                     | 1310                                                                                | 1536                                                                                |                                                                                     |
| Peak-hour factor, PHF             | 0.93                                                                              | 0.67                                                                              | 0.83                                                                              | 0.75                                                                              | 0.68                                                                              | 0.57                                                                              | 0.68                                                                                | 0.82                                                                                | 0.38                                                                                | 0.50                                                                                | 0.92                                                                                | 0.86                                                                                |
| Growth Factor (vph)               | 102%                                                                              | 102%                                                                              | 102%                                                                              | 102%                                                                              | 102%                                                                              | 102%                                                                              | 102%                                                                                | 102%                                                                                | 102%                                                                                | 102%                                                                                | 102%                                                                                | 102%                                                                                |
| Adj. Flow (vph)                   | 298                                                                               | 37                                                                                | 102                                                                               | 4                                                                                 | 40                                                                                | 29                                                                                | 102                                                                                 | 86                                                                                  | 8                                                                                   | 16                                                                                  | 90                                                                                  | 305                                                                                 |
| RTOR Reduction (vph)              | 0                                                                                 | 46                                                                                | 0                                                                                 | 0                                                                                 | 23                                                                                | 0                                                                                 | 0                                                                                   | 4                                                                                   | 0                                                                                   | 0                                                                                   | 148                                                                                 | 0                                                                                   |
| Lane Group Flow (vph)             | 298                                                                               | 93                                                                                | 0                                                                                 | 0                                                                                 | 51                                                                                | 0                                                                                 | 102                                                                                 | 90                                                                                  | 0                                                                                   | 16                                                                                  | 247                                                                                 | 0                                                                                   |
| Confl. Peds. (#/hr)               | 4                                                                                 |                                                                                   | 3                                                                                 | 1                                                                                 |                                                                                   | 9                                                                                 | 2                                                                                   |                                                                                     | 6                                                                                   | 5                                                                                   |                                                                                     | 6                                                                                   |
| Heavy Vehicles (%)                | 9%                                                                                | 1%                                                                                | 14%                                                                               | 0%                                                                                | 1%                                                                                | 1%                                                                                | 10%                                                                                 | 2%                                                                                  | 0%                                                                                  | 0%                                                                                  | 2%                                                                                  | 8%                                                                                  |
| Turn Type                         | pm+pt                                                                             | NA                                                                                |                                                                                   | Perm                                                                              | NA                                                                                |                                                                                   | pm+pt                                                                               | NA                                                                                  |                                                                                     | Perm                                                                                | NA                                                                                  |                                                                                     |
| Protected Phases                  | 7                                                                                 | 4                                                                                 |                                                                                   |                                                                                   | 8                                                                                 |                                                                                   | 5                                                                                   | 2                                                                                   |                                                                                     |                                                                                     | 6                                                                                   |                                                                                     |
| Permitted Phases                  | 4                                                                                 |                                                                                   |                                                                                   | 8                                                                                 |                                                                                   |                                                                                   | 2                                                                                   |                                                                                     |                                                                                     | 6                                                                                   |                                                                                     |                                                                                     |
| Actuated Green, G (s)             | 49.4                                                                              | 49.4                                                                              |                                                                                   |                                                                                   | 18.0                                                                              |                                                                                   | 29.6                                                                                | 29.6                                                                                |                                                                                     | 19.7                                                                                | 19.7                                                                                |                                                                                     |
| Effective Green, g (s)            | 49.4                                                                              | 49.4                                                                              |                                                                                   |                                                                                   | 18.0                                                                              |                                                                                   | 29.6                                                                                | 29.6                                                                                |                                                                                     | 19.7                                                                                | 19.7                                                                                |                                                                                     |
| Actuated g/C Ratio                | 0.55                                                                              | 0.55                                                                              |                                                                                   |                                                                                   | 0.20                                                                              |                                                                                   | 0.33                                                                                | 0.33                                                                                |                                                                                     | 0.22                                                                                | 0.22                                                                                |                                                                                     |
| Clearance Time (s)                | 5.5                                                                               | 5.5                                                                               |                                                                                   |                                                                                   | 5.5                                                                               |                                                                                   | 5.5                                                                                 | 5.5                                                                                 |                                                                                     | 5.5                                                                                 | 5.5                                                                                 |                                                                                     |
| Vehicle Extension (s)             | 3.0                                                                               | 3.0                                                                               |                                                                                   |                                                                                   | 3.0                                                                               |                                                                                   | 3.0                                                                                 | 3.0                                                                                 |                                                                                     | 3.0                                                                                 | 3.0                                                                                 |                                                                                     |
| Lane Grp Cap (vph)                | 751                                                                               | 823                                                                               |                                                                                   |                                                                                   | 345                                                                               |                                                                                   | 156                                                                                 | 604                                                                                 |                                                                                     | 286                                                                                 | 336                                                                                 |                                                                                     |
| v/s Ratio Prot                    | c0.11                                                                             | 0.06                                                                              |                                                                                   |                                                                                   |                                                                                   |                                                                                   | c0.03                                                                               | 0.05                                                                                |                                                                                     |                                                                                     | c0.16                                                                               |                                                                                     |
| v/s Ratio Perm                    | c0.10                                                                             |                                                                                   |                                                                                   |                                                                                   | 0.03                                                                              |                                                                                   | 0.18                                                                                |                                                                                     |                                                                                     | 0.01                                                                                |                                                                                     |                                                                                     |
| v/c Ratio                         | 0.40                                                                              | 0.11                                                                              |                                                                                   |                                                                                   | 0.15                                                                              |                                                                                   | 0.65                                                                                | 0.15                                                                                |                                                                                     | 0.06                                                                                | 0.74                                                                                |                                                                                     |
| Uniform Delay, d1                 | 11.4                                                                              | 9.8                                                                               |                                                                                   |                                                                                   | 29.7                                                                              |                                                                                   | 24.0                                                                                | 21.3                                                                                |                                                                                     | 27.8                                                                                | 32.7                                                                                |                                                                                     |
| Progression Factor                | 1.00                                                                              | 1.00                                                                              |                                                                                   |                                                                                   | 1.00                                                                              |                                                                                   | 1.00                                                                                | 1.00                                                                                |                                                                                     | 1.00                                                                                | 1.00                                                                                |                                                                                     |
| Incremental Delay, d2             | 1.6                                                                               | 0.3                                                                               |                                                                                   |                                                                                   | 0.2                                                                               |                                                                                   | 9.5                                                                                 | 0.1                                                                                 |                                                                                     | 0.1                                                                                 | 8.1                                                                                 |                                                                                     |
| Delay (s)                         | 13.0                                                                              | 10.0                                                                              |                                                                                   |                                                                                   | 29.9                                                                              |                                                                                   | 33.4                                                                                | 21.4                                                                                |                                                                                     | 27.9                                                                                | 40.9                                                                                |                                                                                     |
| Level of Service                  | B                                                                                 | B                                                                                 |                                                                                   |                                                                                   | C                                                                                 |                                                                                   | C                                                                                   | C                                                                                   |                                                                                     | C                                                                                   | D                                                                                   |                                                                                     |
| Approach Delay (s/veh)            |                                                                                   | 12.1                                                                              |                                                                                   |                                                                                   | 29.9                                                                              |                                                                                   |                                                                                     | 27.7                                                                                |                                                                                     |                                                                                     | 40.4                                                                                |                                                                                     |
| Approach LOS                      |                                                                                   | B                                                                                 |                                                                                   |                                                                                   | C                                                                                 |                                                                                   |                                                                                     | C                                                                                   |                                                                                     |                                                                                     | D                                                                                   |                                                                                     |
| <b>Intersection Summary</b>       |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 2000 Control Delay (s/veh)    |                                                                                   |                                                                                   | 26.4                                                                              |                                                                                   |                                                                                   |                                                                                   | HCM 2000 Level of Service                                                           |                                                                                     |                                                                                     | C                                                                                   |                                                                                     |                                                                                     |
| HCM 2000 Volume to Capacity ratio |                                                                                   |                                                                                   | 0.54                                                                              |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Actuated Cycle Length (s)         |                                                                                   |                                                                                   | 90.0                                                                              |                                                                                   |                                                                                   |                                                                                   | Sum of lost time (s)                                                                |                                                                                     |                                                                                     | 22.0                                                                                |                                                                                     |                                                                                     |
| Intersection Capacity Utilization |                                                                                   |                                                                                   | 61.7%                                                                             |                                                                                   |                                                                                   |                                                                                   | ICU Level of Service                                                                |                                                                                     |                                                                                     | B                                                                                   |                                                                                     |                                                                                     |
| Analysis Period (min)             |                                                                                   |                                                                                   | 15                                                                                |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| c Critical Lane Group             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |

# HCM Signalized Intersection Capacity Analysis

## 3: Main Street & 7th Street

09/02/2025

|                                   |  |  |  |  |  |  |   |  |  |  |  |  |
|-----------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Movement                          | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                 | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations               |  |  |                                                                                   |                                                                                   |  |                                                                                   |  |  |                                                                                     |  |  |  |
| Traffic Volume (vph)              | 252                                                                               | 42                                                                                | 94                                                                                | 5                                                                                 | 43                                                                                | 20                                                                                | 68                                                                                  | 69                                                                                  | 9                                                                                   | 12                                                                                  | 86                                                                                  | 246                                                                                 |
| Future Volume (vph)               | 252                                                                               | 42                                                                                | 94                                                                                | 5                                                                                 | 43                                                                                | 20                                                                                | 68                                                                                  | 69                                                                                  | 9                                                                                   | 12                                                                                  | 86                                                                                  | 246                                                                                 |
| Ideal Flow (vphpl)                | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                                | 1900                                                                                | 1900                                                                                | 1900                                                                                | 1900                                                                                | 1900                                                                                |
| Total Lost time (s)               | 5.5                                                                               | 5.5                                                                               |                                                                                   |                                                                                   | 5.5                                                                               |                                                                                   | 5.5                                                                                 | 5.5                                                                                 |                                                                                     | 5.5                                                                                 | 5.5                                                                                 |                                                                                     |
| Lane Util. Factor                 | 1.00                                                                              | 1.00                                                                              |                                                                                   |                                                                                   | 1.00                                                                              |                                                                                   | 1.00                                                                                | 1.00                                                                                |                                                                                     | 1.00                                                                                | 1.00                                                                                |                                                                                     |
| Frpb, ped/bikes                   | 1.00                                                                              | 0.97                                                                              |                                                                                   |                                                                                   | 0.99                                                                              |                                                                                   | 1.00                                                                                | 1.00                                                                                |                                                                                     | 1.00                                                                                | 0.97                                                                                |                                                                                     |
| Flpb, ped/bikes                   | 1.00                                                                              | 1.00                                                                              |                                                                                   |                                                                                   | 1.00                                                                              |                                                                                   | 1.00                                                                                | 1.00                                                                                |                                                                                     | 1.00                                                                                | 1.00                                                                                |                                                                                     |
| Frt                               | 1.00                                                                              | 0.90                                                                              |                                                                                   |                                                                                   | 0.96                                                                              |                                                                                   | 1.00                                                                                | 0.98                                                                                |                                                                                     | 1.00                                                                                | 0.89                                                                                |                                                                                     |
| Flt Protected                     | 0.95                                                                              | 1.00                                                                              |                                                                                   |                                                                                   | 1.00                                                                              |                                                                                   | 0.95                                                                                | 1.00                                                                                |                                                                                     | 0.95                                                                                | 1.00                                                                                |                                                                                     |
| Satd. Flow (prot)                 | 1648                                                                              | 1497                                                                              |                                                                                   |                                                                                   | 1783                                                                              |                                                                                   | 1639                                                                                | 1827                                                                                |                                                                                     | 1802                                                                                | 1533                                                                                |                                                                                     |
| Flt Permitted                     | 0.61                                                                              | 1.00                                                                              |                                                                                   |                                                                                   | 0.98                                                                              |                                                                                   | 0.28                                                                                | 1.00                                                                                |                                                                                     | 0.70                                                                                | 1.00                                                                                |                                                                                     |
| Satd. Flow (perm)                 | 1056                                                                              | 1497                                                                              |                                                                                   |                                                                                   | 1746                                                                              |                                                                                   | 484                                                                                 | 1827                                                                                |                                                                                     | 1328                                                                                | 1533                                                                                |                                                                                     |
| Peak-hour factor, PHF             | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                                | 0.92                                                                                | 0.92                                                                                | 0.92                                                                                | 0.92                                                                                | 0.92                                                                                |
| Growth Factor (vph)               | 102%                                                                              | 102%                                                                              | 102%                                                                              | 102%                                                                              | 102%                                                                              | 102%                                                                              | 102%                                                                                | 102%                                                                                | 102%                                                                                | 102%                                                                                | 102%                                                                                | 102%                                                                                |
| Adj. Flow (vph)                   | 279                                                                               | 47                                                                                | 104                                                                               | 6                                                                                 | 48                                                                                | 22                                                                                | 75                                                                                  | 76                                                                                  | 10                                                                                  | 13                                                                                  | 95                                                                                  | 273                                                                                 |
| RTOR Reduction (vph)              | 0                                                                                 | 56                                                                                | 0                                                                                 | 0                                                                                 | 18                                                                                | 0                                                                                 | 0                                                                                   | 5                                                                                   | 0                                                                                   | 0                                                                                   | 111                                                                                 | 0                                                                                   |
| Lane Group Flow (vph)             | 279                                                                               | 95                                                                                | 0                                                                                 | 0                                                                                 | 58                                                                                | 0                                                                                 | 75                                                                                  | 82                                                                                  | 0                                                                                   | 13                                                                                  | 257                                                                                 | 0                                                                                   |
| Confl. Peds. (#/hr)               | 5                                                                                 |                                                                                   | 14                                                                                | 7                                                                                 |                                                                                   | 6                                                                                 | 7                                                                                   |                                                                                     | 8                                                                                   | 1                                                                                   |                                                                                     | 12                                                                                  |
| Heavy Vehicles (%)                | 9%                                                                                | 1%                                                                                | 14%                                                                               | 0%                                                                                | 1%                                                                                | 1%                                                                                | 10%                                                                                 | 2%                                                                                  | 0%                                                                                  | 0%                                                                                  | 2%                                                                                  | 8%                                                                                  |
| Turn Type                         | pm+pt                                                                             | NA                                                                                |                                                                                   | Perm                                                                              | NA                                                                                |                                                                                   | pm+pt                                                                               | NA                                                                                  |                                                                                     | Perm                                                                                | NA                                                                                  |                                                                                     |
| Protected Phases                  | 7                                                                                 | 4                                                                                 |                                                                                   |                                                                                   | 8                                                                                 |                                                                                   | 5                                                                                   | 2                                                                                   |                                                                                     |                                                                                     | 6                                                                                   |                                                                                     |
| Permitted Phases                  | 4                                                                                 |                                                                                   |                                                                                   | 8                                                                                 |                                                                                   |                                                                                   | 2                                                                                   |                                                                                     |                                                                                     | 6                                                                                   |                                                                                     |                                                                                     |
| Actuated Green, G (s)             | 41.4                                                                              | 41.4                                                                              |                                                                                   |                                                                                   | 18.0                                                                              |                                                                                   | 37.6                                                                                | 37.6                                                                                |                                                                                     | 27.7                                                                                | 27.7                                                                                |                                                                                     |
| Effective Green, g (s)            | 41.4                                                                              | 41.4                                                                              |                                                                                   |                                                                                   | 18.0                                                                              |                                                                                   | 37.6                                                                                | 37.6                                                                                |                                                                                     | 27.7                                                                                | 27.7                                                                                |                                                                                     |
| Actuated g/C Ratio                | 0.46                                                                              | 0.46                                                                              |                                                                                   |                                                                                   | 0.20                                                                              |                                                                                   | 0.42                                                                                | 0.42                                                                                |                                                                                     | 0.31                                                                                | 0.31                                                                                |                                                                                     |
| Clearance Time (s)                | 5.5                                                                               | 5.5                                                                               |                                                                                   |                                                                                   | 5.5                                                                               |                                                                                   | 5.5                                                                                 | 5.5                                                                                 |                                                                                     | 5.5                                                                                 | 5.5                                                                                 |                                                                                     |
| Vehicle Extension (s)             | 3.0                                                                               | 3.0                                                                               |                                                                                   |                                                                                   | 3.0                                                                               |                                                                                   | 3.0                                                                                 | 3.0                                                                                 |                                                                                     | 3.0                                                                                 | 3.0                                                                                 |                                                                                     |
| Lane Grp Cap (vph)                | 603                                                                               | 688                                                                               |                                                                                   |                                                                                   | 349                                                                               |                                                                                   | 258                                                                                 | 763                                                                                 |                                                                                     | 408                                                                                 | 471                                                                                 |                                                                                     |
| v/s Ratio Prot                    | c0.09                                                                             | 0.06                                                                              |                                                                                   |                                                                                   |                                                                                   |                                                                                   | c0.01                                                                               | 0.04                                                                                |                                                                                     |                                                                                     | c0.17                                                                               |                                                                                     |
| v/s Ratio Perm                    | c0.12                                                                             |                                                                                   |                                                                                   |                                                                                   | 0.03                                                                              |                                                                                   | 0.11                                                                                |                                                                                     |                                                                                     | 0.01                                                                                |                                                                                     |                                                                                     |
| v/c Ratio                         | 0.46                                                                              | 0.14                                                                              |                                                                                   |                                                                                   | 0.17                                                                              |                                                                                   | 0.29                                                                                | 0.11                                                                                |                                                                                     | 0.03                                                                                | 0.55                                                                                |                                                                                     |
| Uniform Delay, d1                 | 16.1                                                                              | 14.0                                                                              |                                                                                   |                                                                                   | 29.8                                                                              |                                                                                   | 17.5                                                                                | 16.0                                                                                |                                                                                     | 21.8                                                                                | 25.9                                                                                |                                                                                     |
| Progression Factor                | 1.00                                                                              | 1.00                                                                              |                                                                                   |                                                                                   | 1.00                                                                              |                                                                                   | 1.00                                                                                | 1.00                                                                                |                                                                                     | 1.00                                                                                | 1.00                                                                                |                                                                                     |
| Incremental Delay, d2             | 2.5                                                                               | 0.4                                                                               |                                                                                   |                                                                                   | 0.2                                                                               |                                                                                   | 0.6                                                                                 | 0.3                                                                                 |                                                                                     | 0.1                                                                                 | 4.5                                                                                 |                                                                                     |
| Delay (s)                         | 18.6                                                                              | 14.4                                                                              |                                                                                   |                                                                                   | 30.0                                                                              |                                                                                   | 18.2                                                                                | 16.3                                                                                |                                                                                     | 21.9                                                                                | 30.4                                                                                |                                                                                     |
| Level of Service                  | B                                                                                 | B                                                                                 |                                                                                   |                                                                                   | C                                                                                 |                                                                                   | B                                                                                   | B                                                                                   |                                                                                     | C                                                                                   | C                                                                                   |                                                                                     |
| Approach Delay (s/veh)            |                                                                                   | 17.1                                                                              |                                                                                   |                                                                                   | 30.0                                                                              |                                                                                   |                                                                                     | 17.1                                                                                |                                                                                     |                                                                                     | 30.1                                                                                |                                                                                     |
| Approach LOS                      |                                                                                   | B                                                                                 |                                                                                   |                                                                                   | C                                                                                 |                                                                                   |                                                                                     | B                                                                                   |                                                                                     |                                                                                     | C                                                                                   |                                                                                     |
| <b>Intersection Summary</b>       |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 2000 Control Delay (s/veh)    |                                                                                   |                                                                                   | 22.8                                                                              |                                                                                   |                                                                                   |                                                                                   | HCM 2000 Level of Service                                                           |                                                                                     |                                                                                     | C                                                                                   |                                                                                     |                                                                                     |
| HCM 2000 Volume to Capacity ratio |                                                                                   |                                                                                   | 0.52                                                                              |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Actuated Cycle Length (s)         |                                                                                   |                                                                                   | 90.0                                                                              |                                                                                   |                                                                                   |                                                                                   | Sum of lost time (s)                                                                |                                                                                     |                                                                                     | 22.0                                                                                |                                                                                     |                                                                                     |
| Intersection Capacity Utilization |                                                                                   |                                                                                   | 64.7%                                                                             |                                                                                   |                                                                                   |                                                                                   | ICU Level of Service                                                                |                                                                                     |                                                                                     | C                                                                                   |                                                                                     |                                                                                     |
| Analysis Period (min)             |                                                                                   |                                                                                   | 15                                                                                |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| c Critical Lane Group             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |



HCM 7th Roundabout  
3: Main Street & 7th Street

09/02/2025

| Intersection                |         |         |         |         |
|-----------------------------|---------|---------|---------|---------|
| Intersection Delay, s/veh   | 6.9     |         |         |         |
| Intersection LOS            | A       |         |         |         |
| Approach                    | EB      | WB      | NB      | SB      |
| Entry Lanes                 | 1       | 1       | 1       | 1       |
| Conflicting Circle Lanes    | 1       | 1       | 1       | 1       |
| Adj Approach Flow, veh/h    | 437     | 73      | 196     | 411     |
| Demand Flow Rate, veh/h     | 478     | 73      | 208     | 437     |
| Vehicles Circulating, veh/h | 112     | 525     | 378     | 156     |
| Vehicles Exiting, veh/h     | 481     | 61      | 212     | 442     |
| Ped Vol Crossing Leg, #/h   | 6       | 6       | 3       | 9       |
| Ped Cap Adj                 | 0.999   | 0.999   | 1.000   | 0.999   |
| Approach Delay, s/veh       | 7.2     | 5.4     | 6.3     | 7.0     |
| Approach LOS                | A       | A       | A       | A       |
| Lane                        | Left    | Left    | Left    | Left    |
| Designated Moves            | LTR     | LTR     | LTR     | LTR     |
| Assumed Moves               | LTR     | LTR     | LTR     | LTR     |
| RT Channelized              |         |         |         |         |
| Lane Util                   | 1.000   | 1.000   | 1.000   | 1.000   |
| Follow-Up Headway, s        | 2.609   | 2.609   | 2.609   | 2.609   |
| Critical Headway, s         | 4.976   | 4.976   | 4.976   | 4.976   |
| A (Intercept)               | 1380    | 1380    | 1380    | 1380    |
| B (Slope)                   | 1.02e-3 | 1.02e-3 | 1.02e-3 | 1.02e-3 |
| Entry Flow, veh/h           | 478     | 73      | 208     | 437     |
| Cap Entry Lane, veh/h       | 1231    | 808     | 938     | 1177    |
| Entry HV Adj Factor         | 0.913   | 0.995   | 0.944   | 0.941   |
| Flow Entry, veh/h           | 437     | 73      | 196     | 411     |
| Cap Entry, veh/h            | 1123    | 803     | 885     | 1106    |
| V/C Ratio                   | 0.389   | 0.090   | 0.222   | 0.372   |
| Control Delay, s/veh        | 7.2     | 5.4     | 6.3     | 7.0     |
| LOS                         | A       | A       | A       | A       |
| 95th %tile Queue, veh       | 2       | 0       | 1       | 2       |

HCM 7th Roundabout  
3: Main Street & 7th Street

09/02/2025

| Intersection                |         |         |         |         |
|-----------------------------|---------|---------|---------|---------|
| Intersection Delay, s/veh   | 6.5     |         |         |         |
| Intersection LOS            | A       |         |         |         |
| Approach                    | EB      | WB      | NB      | SB      |
| Entry Lanes                 | 1       | 1       | 1       | 1       |
| Conflicting Circle Lanes    | 1       | 1       | 1       | 1       |
| Adj Approach Flow, veh/h    | 430     | 76      | 161     | 381     |
| Demand Flow Rate, veh/h     | 470     | 76      | 171     | 405     |
| Vehicles Circulating, veh/h | 116     | 464     | 364     | 136     |
| Vehicles Exiting, veh/h     | 426     | 70      | 222     | 404     |
| Ped Vol Crossing Leg, #/h   | 12      | 8       | 14      | 6       |
| Ped Cap Adj                 | 0.998   | 0.999   | 0.998   | 0.999   |
| Approach Delay, s/veh       | 7.1     | 5.1     | 5.8     | 6.5     |
| Approach LOS                | A       | A       | A       | A       |
| Lane                        | Left    | Left    | Left    | Left    |
| Designated Moves            | LTR     | LTR     | LTR     | LTR     |
| Assumed Moves               | LTR     | LTR     | LTR     | LTR     |
| RT Channelized              |         |         |         |         |
| Lane Util                   | 1.000   | 1.000   | 1.000   | 1.000   |
| Follow-Up Headway, s        | 2.609   | 2.609   | 2.609   | 2.609   |
| Critical Headway, s         | 4.976   | 4.976   | 4.976   | 4.976   |
| A (Intercept)               | 1380    | 1380    | 1380    | 1380    |
| B (Slope)                   | 1.02e-3 | 1.02e-3 | 1.02e-3 | 1.02e-3 |
| Entry Flow, veh/h           | 470     | 76      | 171     | 405     |
| Cap Entry Lane, veh/h       | 1226    | 860     | 952     | 1201    |
| Entry HV Adj Factor         | 0.914   | 0.994   | 0.944   | 0.941   |
| Flow Entry, veh/h           | 430     | 76      | 161     | 381     |
| Cap Entry, veh/h            | 1118    | 853     | 897     | 1129    |
| V/C Ratio                   | 0.384   | 0.089   | 0.180   | 0.337   |
| Control Delay, s/veh        | 7.1     | 5.1     | 5.8     | 6.5     |
| LOS                         | A       | A       | A       | A       |
| 95th %tile Queue, veh       | 2       | 0       | 1       | 2       |

HCM 7th Roundabout  
3: Main Street & 7th Street

09/02/2025

| Intersection                |         |         |         |         |
|-----------------------------|---------|---------|---------|---------|
| Intersection Delay, s/veh   | 6.9     |         |         |         |
| Intersection LOS            | A       |         |         |         |
| Approach                    | EB      | WB      | NB      | SB      |
| Entry Lanes                 | 1       | 1       | 1       | 1       |
| Conflicting Circle Lanes    | 1       | 1       | 1       | 1       |
| Adj Approach Flow, veh/h    | 437     | 73      | 196     | 411     |
| Demand Flow Rate, veh/h     | 478     | 73      | 208     | 437     |
| Vehicles Circulating, veh/h | 112     | 525     | 378     | 156     |
| Vehicles Exiting, veh/h     | 481     | 61      | 212     | 442     |
| Ped Vol Crossing Leg, #/h   | 6       | 6       | 3       | 9       |
| Ped Cap Adj                 | 0.999   | 0.999   | 1.000   | 0.999   |
| Approach Delay, s/veh       | 7.2     | 5.4     | 6.3     | 7.0     |
| Approach LOS                | A       | A       | A       | A       |
| Lane                        | Left    | Left    | Left    | Left    |
| Designated Moves            | LTR     | LTR     | LTR     | LTR     |
| Assumed Moves               | LTR     | LTR     | LTR     | LTR     |
| RT Channelized              |         |         |         |         |
| Lane Util                   | 1.000   | 1.000   | 1.000   | 1.000   |
| Follow-Up Headway, s        | 2.609   | 2.609   | 2.609   | 2.609   |
| Critical Headway, s         | 4.976   | 4.976   | 4.976   | 4.976   |
| A (Intercept)               | 1380    | 1380    | 1380    | 1380    |
| B (Slope)                   | 1.02e-3 | 1.02e-3 | 1.02e-3 | 1.02e-3 |
| Entry Flow, veh/h           | 478     | 73      | 208     | 437     |
| Cap Entry Lane, veh/h       | 1231    | 808     | 938     | 1177    |
| Entry HV Adj Factor         | 0.913   | 0.995   | 0.944   | 0.941   |
| Flow Entry, veh/h           | 437     | 73      | 196     | 411     |
| Cap Entry, veh/h            | 1123    | 803     | 885     | 1106    |
| V/C Ratio                   | 0.389   | 0.090   | 0.222   | 0.372   |
| Control Delay, s/veh        | 7.2     | 5.4     | 6.3     | 7.0     |
| LOS                         | A       | A       | A       | A       |
| 95th %tile Queue, veh       | 2       | 0       | 1       | 2       |

HCM 7th Roundabout  
3: Main Street & 7th Street

09/02/2025

| Intersection                |         |         |         |         |
|-----------------------------|---------|---------|---------|---------|
| Intersection Delay, s/veh   | 6.5     |         |         |         |
| Intersection LOS            | A       |         |         |         |
| Approach                    | EB      | WB      | NB      | SB      |
| Entry Lanes                 | 1       | 1       | 1       | 1       |
| Conflicting Circle Lanes    | 1       | 1       | 1       | 1       |
| Adj Approach Flow, veh/h    | 430     | 76      | 161     | 381     |
| Demand Flow Rate, veh/h     | 470     | 76      | 171     | 405     |
| Vehicles Circulating, veh/h | 116     | 464     | 364     | 136     |
| Vehicles Exiting, veh/h     | 426     | 70      | 222     | 404     |
| Ped Vol Crossing Leg, #/h   | 12      | 8       | 14      | 6       |
| Ped Cap Adj                 | 0.998   | 0.999   | 0.998   | 0.999   |
| Approach Delay, s/veh       | 7.1     | 5.1     | 5.8     | 6.5     |
| Approach LOS                | A       | A       | A       | A       |
| Lane                        | Left    | Left    | Left    | Left    |
| Designated Moves            | LTR     | LTR     | LTR     | LTR     |
| Assumed Moves               | LTR     | LTR     | LTR     | LTR     |
| RT Channelized              |         |         |         |         |
| Lane Util                   | 1.000   | 1.000   | 1.000   | 1.000   |
| Follow-Up Headway, s        | 2.609   | 2.609   | 2.609   | 2.609   |
| Critical Headway, s         | 4.976   | 4.976   | 4.976   | 4.976   |
| A (Intercept)               | 1380    | 1380    | 1380    | 1380    |
| B (Slope)                   | 1.02e-3 | 1.02e-3 | 1.02e-3 | 1.02e-3 |
| Entry Flow, veh/h           | 470     | 76      | 171     | 405     |
| Cap Entry Lane, veh/h       | 1226    | 860     | 952     | 1201    |
| Entry HV Adj Factor         | 0.914   | 0.994   | 0.944   | 0.941   |
| Flow Entry, veh/h           | 430     | 76      | 161     | 381     |
| Cap Entry, veh/h            | 1118    | 853     | 897     | 1129    |
| V/C Ratio                   | 0.384   | 0.089   | 0.180   | 0.337   |
| Control Delay, s/veh        | 7.1     | 5.1     | 5.8     | 6.5     |
| LOS                         | A       | A       | A       | A       |
| 95th %tile Queue, veh       | 2       | 0       | 1       | 2       |

# HCM 7th Signalized Intersection Summary

## 3: Main Street & 7th Street

11/14/2025

|                                           |  |  |  |  |  |  |   |  |  |  |  |  |
|-------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Movement                                  | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                 | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations                       |  |  |                                                                                   |                                                                                   |  |                                                                                   |  |  |                                                                                     |                                                                                     |  |  |
| Traffic Volume (veh/h)                    | 272                                                                               | 24                                                                                | 83                                                                                | 3                                                                                 | 27                                                                                | 16                                                                                | 68                                                                                  | 69                                                                                  | 3                                                                                   | 8                                                                                   | 81                                                                                  | 257                                                                                 |
| Future Volume (veh/h)                     | 272                                                                               | 24                                                                                | 83                                                                                | 3                                                                                 | 27                                                                                | 16                                                                                | 68                                                                                  | 69                                                                                  | 3                                                                                   | 8                                                                                   | 81                                                                                  | 257                                                                                 |
| Initial Q (Qb), veh                       | 0                                                                                 | 0                                                                                 | 0                                                                                 | 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                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Ped-Bike Adj(A_pbT)                       | 0.98                                                                              |                                                                                   | 0.99                                                                              | 0.98                                                                              |                                                                                   | 0.96                                                                              | 1.00                                                                                |                                                                                     | 0.99                                                                                | 0.99                                                                                |                                                                                     | 0.99                                                                                |
| Parking Bus, Adj                          | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Work Zone On Approach                     | No                                                                                |                                                                                   |                                                                                   | No                                                                                |                                                                                   |                                                                                   | No                                                                                  |                                                                                     |                                                                                     | No                                                                                  |                                                                                     |                                                                                     |
| Adj Sat Flow, veh/h/ln                    | 1767                                                                              | 1885                                                                              | 1693                                                                              | 1900                                                                              | 1885                                                                              | 1885                                                                              | 1752                                                                                | 1870                                                                                | 1900                                                                                | 1900                                                                                | 1870                                                                                | 1781                                                                                |
| Adj Flow Rate, veh/h                      | 298                                                                               | 37                                                                                | 102                                                                               | 4                                                                                 | 40                                                                                | 29                                                                                | 102                                                                                 | 86                                                                                  | 8                                                                                   | 16                                                                                  | 90                                                                                  | 305                                                                                 |
| Peak Hour Factor                          | 0.93                                                                              | 0.67                                                                              | 0.83                                                                              | 0.75                                                                              | 0.68                                                                              | 0.57                                                                              | 0.68                                                                                | 0.82                                                                                | 0.38                                                                                | 0.50                                                                                | 0.92                                                                                | 0.86                                                                                |
| Percent Heavy Veh, %                      | 9                                                                                 | 1                                                                                 | 14                                                                                | 0                                                                                 | 1                                                                                 | 1                                                                                 | 10                                                                                  | 2                                                                                   | 0                                                                                   | 0                                                                                   | 2                                                                                   | 8                                                                                   |
| Cap, veh/h                                | 469                                                                               | 133                                                                               | 367                                                                               | 57                                                                                | 108                                                                               | 74                                                                                | 628                                                                                 | 920                                                                                 | 86                                                                                  | 100                                                                                 | 480                                                                                 | 610                                                                                 |
| Arrive On Green                           | 0.12                                                                              | 0.30                                                                              | 0.30                                                                              | 0.11                                                                              | 0.11                                                                              | 0.11                                                                              | 0.18                                                                                | 0.55                                                                                | 0.55                                                                                | 0.29                                                                                | 0.29                                                                                | 0.29                                                                                |
| Sat Flow, veh/h                           | 1682                                                                              | 441                                                                               | 1216                                                                              | 38                                                                                | 992                                                                               | 679                                                                               | 1668                                                                                | 1684                                                                                | 157                                                                                 | 148                                                                                 | 1656                                                                                | 1494                                                                                |
| Grp Volume(v), veh/h                      | 298                                                                               | 0                                                                                 | 139                                                                               | 73                                                                                | 0                                                                                 | 0                                                                                 | 102                                                                                 | 0                                                                                   | 94                                                                                  | 106                                                                                 | 0                                                                                   | 305                                                                                 |
| Grp Sat Flow(s),veh/h/ln                  | 1682                                                                              | 0                                                                                 | 1657                                                                              | 1709                                                                              | 0                                                                                 | 0                                                                                 | 1668                                                                                | 0                                                                                   | 1841                                                                                | 1804                                                                                | 0                                                                                   | 1494                                                                                |
| Q Serve(g_s), s                           | 8.5                                                                               | 0.0                                                                               | 4.6                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 2.4                                                                                 | 0.0                                                                                 | 1.8                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 11.0                                                                                |
| Cycle Q Clear(g_c), s                     | 8.5                                                                               | 0.0                                                                               | 4.6                                                                               | 2.8                                                                               | 0.0                                                                               | 0.0                                                                               | 2.4                                                                                 | 0.0                                                                                 | 1.8                                                                                 | 3.1                                                                                 | 0.0                                                                                 | 11.0                                                                                |
| Prop In Lane                              | 1.00                                                                              |                                                                                   | 0.73                                                                              | 0.05                                                                              |                                                                                   | 0.40                                                                              | 1.00                                                                                |                                                                                     | 0.09                                                                                | 0.15                                                                                |                                                                                     | 1.00                                                                                |
| Lane Grp Cap(c), veh/h                    | 469                                                                               | 0                                                                                 | 500                                                                               | 238                                                                               | 0                                                                                 | 0                                                                                 | 628                                                                                 | 0                                                                                   | 1006                                                                                | 580                                                                                 | 0                                                                                   | 610                                                                                 |
| V/C Ratio(X)                              | 0.64                                                                              | 0.00                                                                              | 0.28                                                                              | 0.31                                                                              | 0.00                                                                              | 0.00                                                                              | 0.16                                                                                | 0.00                                                                                | 0.09                                                                                | 0.18                                                                                | 0.00                                                                                | 0.50                                                                                |
| Avail Cap(c_a), veh/h                     | 469                                                                               | 0                                                                                 | 514                                                                               | 253                                                                               | 0                                                                                 | 0                                                                                 | 673                                                                                 | 0                                                                                   | 1054                                                                                | 580                                                                                 | 0                                                                                   | 610                                                                                 |
| HCM Platoon Ratio                         | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Upstream Filter(I)                        | 1.00                                                                              | 0.00                                                                              | 1.00                                                                              | 1.00                                                                              | 0.00                                                                              | 0.00                                                                              | 1.00                                                                                | 0.00                                                                                | 1.00                                                                                | 1.00                                                                                | 0.00                                                                                | 1.00                                                                                |
| Uniform Delay (d), s/veh                  | 24.6                                                                              | 0.0                                                                               | 19.3                                                                              | 30.0                                                                              | 0.0                                                                               | 0.0                                                                               | 9.9                                                                                 | 0.0                                                                                 | 7.9                                                                                 | 19.4                                                                                | 0.0                                                                                 | 16.0                                                                                |
| Incr Delay (d2), s/veh                    | 6.4                                                                               | 0.0                                                                               | 0.3                                                                               | 0.7                                                                               | 0.0                                                                               | 0.0                                                                               | 0.1                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.7                                                                                 | 0.0                                                                                 | 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                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| %ile BackOfQ(50%),veh/ln                  | 5.3                                                                               | 0.0                                                                               | 1.8                                                                               | 1.2                                                                               | 0.0                                                                               | 0.0                                                                               | 0.8                                                                                 | 0.0                                                                                 | 0.7                                                                                 | 1.4                                                                                 | 0.0                                                                                 | 4.0                                                                                 |
| Unsig. Movement Delay, s/veh              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| LnGrp Delay(d), s/veh                     | 31.1                                                                              | 0.0                                                                               | 19.6                                                                              | 30.8                                                                              | 0.0                                                                               | 0.0                                                                               | 10.1                                                                                | 0.0                                                                                 | 7.9                                                                                 | 20.1                                                                                | 0.0                                                                                 | 18.9                                                                                |
| LnGrp LOS                                 | C                                                                                 |                                                                                   | B                                                                                 | C                                                                                 |                                                                                   |                                                                                   | B                                                                                   |                                                                                     | A                                                                                   | C                                                                                   |                                                                                     | B                                                                                   |
| Approach Vol, veh/h                       | 437                                                                               |                                                                                   |                                                                                   | 73                                                                                |                                                                                   |                                                                                   | 196                                                                                 |                                                                                     |                                                                                     | 411                                                                                 |                                                                                     |                                                                                     |
| Approach Delay, s/veh                     | 27.4                                                                              |                                                                                   |                                                                                   | 30.8                                                                              |                                                                                   |                                                                                   | 9.0                                                                                 |                                                                                     |                                                                                     | 19.2                                                                                |                                                                                     |                                                                                     |
| Approach LOS                              | C                                                                                 |                                                                                   |                                                                                   | C                                                                                 |                                                                                   |                                                                                   | A                                                                                   |                                                                                     |                                                                                     | B                                                                                   |                                                                                     |                                                                                     |
| Timer - Assigned Phs                      | 2                                                                                 |                                                                                   |                                                                                   | 4                                                                                 | 5                                                                                 | 6                                                                                 | 7                                                                                   | 8                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Phs Duration (G+Y+Rc), s                  | 45.1                                                                              |                                                                                   |                                                                                   | 27.4                                                                              | 18.6                                                                              | 26.5                                                                              | 14.0                                                                                | 13.4                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Change Period (Y+Rc), s                   | 5.5                                                                               |                                                                                   |                                                                                   | 5.5                                                                               | 5.5                                                                               | 5.5                                                                               | 5.5                                                                                 | 5.5                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Green Setting (Gmax), s               | 41.5                                                                              |                                                                                   |                                                                                   | 22.5                                                                              | 15.0                                                                              | 21.0                                                                              | 8.5                                                                                 | 8.5                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Q Clear Time (g_c+I1), s              | 3.8                                                                               |                                                                                   |                                                                                   | 6.6                                                                               | 4.4                                                                               | 13.0                                                                              | 10.5                                                                                | 4.8                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Green Ext Time (p_c), s                   | 0.5                                                                               |                                                                                   |                                                                                   | 0.7                                                                               | 0.2                                                                               | 1.1                                                                               | 0.0                                                                                 | 0.1                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Intersection Summary                      |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 7th Control Delay, s/veh              | 21.4                                                                              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 7th LOS                               | C                                                                                 |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Notes                                     |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| User approved changes to right turn type. |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |

# HCM 7th Signalized Intersection Summary

### 3: Main Street & 7th Street

11/14/2025

|                              |  |  |  |  |  |  |   |  |  |  |  |  |
|------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Movement                     | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                 | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations          |  |  |                                                                                   |                                                                                   |  |                                                                                   |  |  |                                                                                     |                                                                                     |  |  |
| Traffic Volume (veh/h)       | 252                                                                               | 42                                                                                | 94                                                                                | 5                                                                                 | 43                                                                                | 20                                                                                | 68                                                                                  | 69                                                                                  | 9                                                                                   | 12                                                                                  | 86                                                                                  | 246                                                                                 |
| Future Volume (veh/h)        | 252                                                                               | 42                                                                                | 94                                                                                | 5                                                                                 | 43                                                                                | 20                                                                                | 68                                                                                  | 69                                                                                  | 9                                                                                   | 12                                                                                  | 86                                                                                  | 246                                                                                 |
| Initial Q (Qb), veh          | 0                                                                                 | 0                                                                                 | 0                                                                                 | 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                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Ped-Bike Adj(A_pbT)          | 0.98                                                                              |                                                                                   | 0.98                                                                              | 0.95                                                                              |                                                                                   | 0.97                                                                              | 0.99                                                                                |                                                                                     | 0.99                                                                                | 0.99                                                                                |                                                                                     | 0.98                                                                                |
| Parking Bus, Adj             | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Work Zone On Approach        | No                                                                                |                                                                                   |                                                                                   | No                                                                                |                                                                                   |                                                                                   | No                                                                                  |                                                                                     |                                                                                     | No                                                                                  |                                                                                     |                                                                                     |
| Adj Sat Flow, veh/h/ln       | 1767                                                                              | 1885                                                                              | 1693                                                                              | 1900                                                                              | 1885                                                                              | 1885                                                                              | 1752                                                                                | 1870                                                                                | 1900                                                                                | 1900                                                                                | 1870                                                                                | 1781                                                                                |
| Adj Flow Rate, veh/h         | 279                                                                               | 47                                                                                | 104                                                                               | 6                                                                                 | 48                                                                                | 22                                                                                | 75                                                                                  | 76                                                                                  | 10                                                                                  | 13                                                                                  | 95                                                                                  | 273                                                                                 |
| Peak Hour Factor             | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                                | 0.92                                                                                | 0.92                                                                                | 0.92                                                                                | 0.92                                                                                | 0.92                                                                                |
| Percent Heavy Veh, %         | 9                                                                                 | 1                                                                                 | 14                                                                                | 0                                                                                 | 1                                                                                 | 1                                                                                 | 10                                                                                  | 2                                                                                   | 0                                                                                   | 0                                                                                   | 2                                                                                   | 8                                                                                   |
| Cap, veh/h                   | 481                                                                               | 158                                                                               | 351                                                                               | 61                                                                                | 131                                                                               | 56                                                                                | 611                                                                                 | 868                                                                                 | 114                                                                                 | 87                                                                                  | 509                                                                                 | 618                                                                                 |
| Arrive On Green              | 0.12                                                                              | 0.31                                                                              | 0.31                                                                              | 0.11                                                                              | 0.11                                                                              | 0.11                                                                              | 0.16                                                                                | 0.54                                                                                | 0.54                                                                                | 0.30                                                                                | 0.30                                                                                | 0.30                                                                                |
| Sat Flow, veh/h              | 1682                                                                              | 513                                                                               | 1136                                                                              | 61                                                                                | 1175                                                                              | 503                                                                               | 1668                                                                                | 1617                                                                                | 213                                                                                 | 104                                                                                 | 1721                                                                                | 1479                                                                                |
| Grp Volume(v), veh/h         | 279                                                                               | 0                                                                                 | 151                                                                               | 76                                                                                | 0                                                                                 | 0                                                                                 | 75                                                                                  | 0                                                                                   | 86                                                                                  | 108                                                                                 | 0                                                                                   | 273                                                                                 |
| Grp Sat Flow(s),veh/h/ln     | 1682                                                                              | 0                                                                                 | 1650                                                                              | 1739                                                                              | 0                                                                                 | 0                                                                                 | 1668                                                                                | 0                                                                                   | 1830                                                                                | 1824                                                                                | 0                                                                                   | 1479                                                                                |
| Q Serve(g_s), s              | 8.5                                                                               | 0.0                                                                               | 4.9                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 1.7                                                                                 | 0.0                                                                                 | 1.6                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 9.4                                                                                 |
| Cycle Q Clear(g_c), s        | 8.5                                                                               | 0.0                                                                               | 4.9                                                                               | 2.8                                                                               | 0.0                                                                               | 0.0                                                                               | 1.7                                                                                 | 0.0                                                                                 | 1.6                                                                                 | 3.1                                                                                 | 0.0                                                                                 | 9.4                                                                                 |
| Prop In Lane                 | 1.00                                                                              |                                                                                   | 0.69                                                                              | 0.08                                                                              |                                                                                   | 0.29                                                                              | 1.00                                                                                |                                                                                     | 0.12                                                                                | 0.12                                                                                |                                                                                     | 1.00                                                                                |
| Lane Grp Cap(c), veh/h       | 481                                                                               | 0                                                                                 | 509                                                                               | 248                                                                               | 0                                                                                 | 0                                                                                 | 611                                                                                 | 0                                                                                   | 982                                                                                 | 596                                                                                 | 0                                                                                   | 618                                                                                 |
| V/C Ratio(X)                 | 0.58                                                                              | 0.00                                                                              | 0.30                                                                              | 0.31                                                                              | 0.00                                                                              | 0.00                                                                              | 0.12                                                                                | 0.00                                                                                | 0.09                                                                                | 0.18                                                                                | 0.00                                                                                | 0.44                                                                                |
| Avail Cap(c_a), veh/h        | 481                                                                               | 0                                                                                 | 523                                                                               | 263                                                                               | 0                                                                                 | 0                                                                                 | 692                                                                                 | 0                                                                                   | 1070                                                                                | 596                                                                                 | 0                                                                                   | 618                                                                                 |
| HCM Platoon Ratio            | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Upstream Filter(I)           | 1.00                                                                              | 0.00                                                                              | 1.00                                                                              | 1.00                                                                              | 0.00                                                                              | 0.00                                                                              | 1.00                                                                                | 0.00                                                                                | 1.00                                                                                | 1.00                                                                                | 0.00                                                                                | 1.00                                                                                |
| Uniform Delay (d), s/veh     | 23.4                                                                              | 0.0                                                                               | 18.7                                                                              | 29.3                                                                              | 0.0                                                                               | 0.0                                                                               | 10.0                                                                                | 0.0                                                                                 | 8.0                                                                                 | 18.7                                                                                | 0.0                                                                                 | 14.9                                                                                |
| Incr Delay (d2), s/veh       | 5.0                                                                               | 0.0                                                                               | 0.3                                                                               | 0.7                                                                               | 0.0                                                                               | 0.0                                                                               | 0.1                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.7                                                                                 | 0.0                                                                                 | 2.3                                                                                 |
| Initial Q Delay(d3), s/veh   | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| %ile BackOfQ(50%),veh/ln     | 4.6                                                                               | 0.0                                                                               | 1.9                                                                               | 1.2                                                                               | 0.0                                                                               | 0.0                                                                               | 0.6                                                                                 | 0.0                                                                                 | 0.6                                                                                 | 1.4                                                                                 | 0.0                                                                                 | 3.4                                                                                 |
| Unsig. Movement Delay, s/veh |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| LnGrp Delay(d), s/veh        | 28.4                                                                              | 0.0                                                                               | 19.0                                                                              | 30.0                                                                              | 0.0                                                                               | 0.0                                                                               | 10.1                                                                                | 0.0                                                                                 | 8.0                                                                                 | 19.3                                                                                | 0.0                                                                                 | 17.2                                                                                |
| LnGrp LOS                    | C                                                                                 |                                                                                   | B                                                                                 | C                                                                                 |                                                                                   |                                                                                   | B                                                                                   |                                                                                     | A                                                                                   | B                                                                                   |                                                                                     | B                                                                                   |
| Approach Vol, veh/h          | 430                                                                               |                                                                                   |                                                                                   | 76                                                                                |                                                                                   |                                                                                   | 161                                                                                 |                                                                                     |                                                                                     | 381                                                                                 |                                                                                     |                                                                                     |
| Approach Delay, s/veh        | 25.1                                                                              |                                                                                   |                                                                                   | 30.0                                                                              |                                                                                   |                                                                                   | 9.0                                                                                 |                                                                                     |                                                                                     | 17.8                                                                                |                                                                                     |                                                                                     |
| Approach LOS                 | C                                                                                 |                                                                                   |                                                                                   | C                                                                                 |                                                                                   |                                                                                   | A                                                                                   |                                                                                     |                                                                                     | B                                                                                   |                                                                                     |                                                                                     |
| Timer - Assigned Phs         | 2                                                                                 |                                                                                   |                                                                                   | 4                                                                                 | 5                                                                                 | 6                                                                                 | 7                                                                                   | 8                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Phs Duration (G+Y+Rc), s     | 43.6                                                                              |                                                                                   |                                                                                   | 27.4                                                                              | 17.1                                                                              | 26.5                                                                              | 14.0                                                                                | 13.4                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Change Period (Y+Rc), s      | 5.5                                                                               |                                                                                   |                                                                                   | 5.5                                                                               | 5.5                                                                               | 5.5                                                                               | 5.5                                                                                 | 5.5                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Green Setting (Gmax), s  | 41.5                                                                              |                                                                                   |                                                                                   | 22.5                                                                              | 15.0                                                                              | 21.0                                                                              | 8.5                                                                                 | 8.5                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Q Clear Time (g_c+I1), s | 3.6                                                                               |                                                                                   |                                                                                   | 6.9                                                                               | 3.7                                                                               | 11.4                                                                              | 10.5                                                                                | 4.8                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Green Ext Time (p_c), s      | 0.5                                                                               |                                                                                   |                                                                                   | 0.7                                                                               | 0.1                                                                               | 1.2                                                                               | 0.0                                                                                 | 0.1                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Intersection Summary         |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 7th Control Delay, s/veh |                                                                                   |                                                                                   |                                                                                   | 20.3                                                                              |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 7th LOS                  |                                                                                   |                                                                                   |                                                                                   | C                                                                                 |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |

# HCM 7th Signalized Intersection Summary

## 3: Main Street & 7th Street

11/14/2025

|                                           |  |  |  |  |  |  |   |  |  |  |  |  |
|-------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Movement                                  | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                 | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations                       |  |  |                                                                                   |                                                                                   |  |                                                                                   |  |  |                                                                                     |                                                                                     |  |  |
| Traffic Volume (veh/h)                    | 272                                                                               | 24                                                                                | 83                                                                                | 3                                                                                 | 27                                                                                | 16                                                                                | 68                                                                                  | 69                                                                                  | 3                                                                                   | 8                                                                                   | 81                                                                                  | 257                                                                                 |
| Future Volume (veh/h)                     | 272                                                                               | 24                                                                                | 83                                                                                | 3                                                                                 | 27                                                                                | 16                                                                                | 68                                                                                  | 69                                                                                  | 3                                                                                   | 8                                                                                   | 81                                                                                  | 257                                                                                 |
| Initial Q (Qb), veh                       | 0                                                                                 | 0                                                                                 | 0                                                                                 | 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                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Ped-Bike Adj(A_pbT)                       | 0.98                                                                              |                                                                                   | 0.99                                                                              | 0.99                                                                              |                                                                                   | 0.96                                                                              | 1.00                                                                                |                                                                                     | 0.99                                                                                | 0.99                                                                                |                                                                                     | 0.99                                                                                |
| Parking Bus, Adj                          | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Work Zone On Approach                     | No                                                                                |                                                                                   |                                                                                   | No                                                                                |                                                                                   |                                                                                   | No                                                                                  |                                                                                     |                                                                                     | No                                                                                  |                                                                                     |                                                                                     |
| Adj Sat Flow, veh/h/ln                    | 1767                                                                              | 1885                                                                              | 1693                                                                              | 1900                                                                              | 1885                                                                              | 1885                                                                              | 1752                                                                                | 1870                                                                                | 1900                                                                                | 1900                                                                                | 1870                                                                                | 1781                                                                                |
| Adj Flow Rate, veh/h                      | 298                                                                               | 37                                                                                | 102                                                                               | 4                                                                                 | 40                                                                                | 29                                                                                | 102                                                                                 | 86                                                                                  | 8                                                                                   | 16                                                                                  | 90                                                                                  | 305                                                                                 |
| Peak Hour Factor                          | 0.93                                                                              | 0.67                                                                              | 0.83                                                                              | 0.75                                                                              | 0.68                                                                              | 0.57                                                                              | 0.68                                                                                | 0.82                                                                                | 0.38                                                                                | 0.50                                                                                | 0.92                                                                                | 0.86                                                                                |
| Percent Heavy Veh, %                      | 9                                                                                 | 1                                                                                 | 14                                                                                | 0                                                                                 | 1                                                                                 | 1                                                                                 | 10                                                                                  | 2                                                                                   | 0                                                                                   | 0                                                                                   | 2                                                                                   | 8                                                                                   |
| Cap, veh/h                                | 516                                                                               | 148                                                                               | 408                                                                               | 54                                                                                | 126                                                                               | 86                                                                                | 597                                                                                 | 877                                                                                 | 82                                                                                  | 95                                                                                  | 455                                                                                 | 618                                                                                 |
| Arrive On Green                           | 0.14                                                                              | 0.34                                                                              | 0.34                                                                              | 0.13                                                                              | 0.13                                                                              | 0.13                                                                              | 0.17                                                                                | 0.52                                                                                | 0.52                                                                                | 0.27                                                                                | 0.27                                                                                | 0.27                                                                                |
| Sat Flow, veh/h                           | 1682                                                                              | 441                                                                               | 1216                                                                              | 35                                                                                | 999                                                                               | 681                                                                               | 1668                                                                                | 1684                                                                                | 157                                                                                 | 148                                                                                 | 1655                                                                                | 1493                                                                                |
| Grp Volume(v), veh/h                      | 298                                                                               | 0                                                                                 | 139                                                                               | 73                                                                                | 0                                                                                 | 0                                                                                 | 102                                                                                 | 0                                                                                   | 94                                                                                  | 106                                                                                 | 0                                                                                   | 305                                                                                 |
| Grp Sat Flow(s),veh/h/ln                  | 1682                                                                              | 0                                                                                 | 1658                                                                              | 1715                                                                              | 0                                                                                 | 0                                                                                 | 1668                                                                                | 0                                                                                   | 1841                                                                                | 1804                                                                                | 0                                                                                   | 1493                                                                                |
| Q Serve(g_s), s                           | 10.5                                                                              | 0.0                                                                               | 4.6                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 2.6                                                                                 | 0.0                                                                                 | 2.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 11.5                                                                                |
| Cycle Q Clear(g_c), s                     | 10.5                                                                              | 0.0                                                                               | 4.6                                                                               | 2.9                                                                               | 0.0                                                                               | 0.0                                                                               | 2.6                                                                                 | 0.0                                                                                 | 2.0                                                                                 | 3.3                                                                                 | 0.0                                                                                 | 11.5                                                                                |
| Prop In Lane                              | 1.00                                                                              |                                                                                   | 0.73                                                                              | 0.05                                                                              |                                                                                   | 0.40                                                                              | 1.00                                                                                |                                                                                     | 0.09                                                                                | 0.15                                                                                |                                                                                     | 1.00                                                                                |
| Lane Grp Cap(c), veh/h                    | 516                                                                               | 0                                                                                 | 556                                                                               | 266                                                                               | 0                                                                                 | 0                                                                                 | 597                                                                                 | 0                                                                                   | 958                                                                                 | 550                                                                                 | 0                                                                                   | 618                                                                                 |
| V/C Ratio(X)                              | 0.58                                                                              | 0.00                                                                              | 0.25                                                                              | 0.27                                                                              | 0.00                                                                              | 0.00                                                                              | 0.17                                                                                | 0.00                                                                                | 0.10                                                                                | 0.19                                                                                | 0.00                                                                                | 0.49                                                                                |
| Avail Cap(c_a), veh/h                     | 516                                                                               | 0                                                                                 | 814                                                                               | 528                                                                               | 0                                                                                 | 0                                                                                 | 635                                                                                 | 0                                                                                   | 1000                                                                                | 550                                                                                 | 0                                                                                   | 618                                                                                 |
| HCM Platoon Ratio                         | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Upstream Filter(I)                        | 1.00                                                                              | 0.00                                                                              | 1.00                                                                              | 1.00                                                                              | 0.00                                                                              | 0.00                                                                              | 1.00                                                                                | 0.00                                                                                | 1.00                                                                                | 1.00                                                                                | 0.00                                                                                | 1.00                                                                                |
| Uniform Delay (d), s/veh                  | 23.4                                                                              | 0.0                                                                               | 18.4                                                                              | 30.5                                                                              | 0.0                                                                               | 0.0                                                                               | 11.4                                                                                | 0.0                                                                                 | 9.3                                                                                 | 21.3                                                                                | 0.0                                                                                 | 16.6                                                                                |
| Incr Delay (d2), s/veh                    | 4.7                                                                               | 0.0                                                                               | 0.2                                                                               | 0.6                                                                               | 0.0                                                                               | 0.0                                                                               | 0.1                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.8                                                                                 | 0.0                                                                                 | 2.8                                                                                 |
| Initial Q Delay(d3), s/veh                | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| %ile BackOfQ(50%),veh/ln                  | 5.2                                                                               | 0.0                                                                               | 1.8                                                                               | 1.3                                                                               | 0.0                                                                               | 0.0                                                                               | 0.9                                                                                 | 0.0                                                                                 | 0.8                                                                                 | 1.6                                                                                 | 0.0                                                                                 | 4.2                                                                                 |
| Unsig. Movement Delay, s/veh              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| LnGrp Delay(d), s/veh                     | 28.1                                                                              | 0.0                                                                               | 18.7                                                                              | 31.0                                                                              | 0.0                                                                               | 0.0                                                                               | 11.6                                                                                | 0.0                                                                                 | 9.3                                                                                 | 22.1                                                                                | 0.0                                                                                 | 19.4                                                                                |
| LnGrp LOS                                 | C                                                                                 |                                                                                   | B                                                                                 | C                                                                                 |                                                                                   |                                                                                   | B                                                                                   |                                                                                     | A                                                                                   | C                                                                                   |                                                                                     | B                                                                                   |
| Approach Vol, veh/h                       | 437                                                                               |                                                                                   |                                                                                   | 73                                                                                |                                                                                   |                                                                                   | 196                                                                                 |                                                                                     |                                                                                     | 411                                                                                 |                                                                                     |                                                                                     |
| Approach Delay, s/veh                     | 25.1                                                                              |                                                                                   |                                                                                   | 31.0                                                                              |                                                                                   |                                                                                   | 10.5                                                                                |                                                                                     |                                                                                     | 20.1                                                                                |                                                                                     |                                                                                     |
| Approach LOS                              | C                                                                                 |                                                                                   |                                                                                   | C                                                                                 |                                                                                   |                                                                                   | B                                                                                   |                                                                                     |                                                                                     | C                                                                                   |                                                                                     |                                                                                     |
| Timer - Assigned Phs                      | 2                                                                                 |                                                                                   |                                                                                   | 4                                                                                 | 5                                                                                 | 6                                                                                 | 7                                                                                   | 8                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Phs Duration (G+Y+Rc), s                  | 45.3                                                                              |                                                                                   |                                                                                   | 31.1                                                                              | 18.8                                                                              | 26.5                                                                              | 16.0                                                                                | 15.1                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Change Period (Y+Rc), s                   | 5.5                                                                               |                                                                                   |                                                                                   | 5.5                                                                               | 5.5                                                                               | 5.5                                                                               | 5.5                                                                                 | 5.5                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Green Setting (Gmax), s               | 41.5                                                                              |                                                                                   |                                                                                   | 37.5                                                                              | 15.0                                                                              | 21.0                                                                              | 10.5                                                                                | 21.5                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Q Clear Time (g_c+l1), s              | 4.0                                                                               |                                                                                   |                                                                                   | 6.6                                                                               | 4.6                                                                               | 13.5                                                                              | 12.5                                                                                | 4.9                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Green Ext Time (p_c), s                   | 0.5                                                                               |                                                                                   |                                                                                   | 0.9                                                                               | 0.2                                                                               | 1.1                                                                               | 0.0                                                                                 | 0.3                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Intersection Summary                      |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 7th Control Delay, s/veh              |                                                                                   |                                                                                   |                                                                                   | 21.1                                                                              |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 7th LOS                               |                                                                                   |                                                                                   |                                                                                   | C                                                                                 |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Notes                                     |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| User approved changes to right turn type. |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |

# HCM 7th Signalized Intersection Summary

## 3: Main Street & 7th Street

11/14/2025

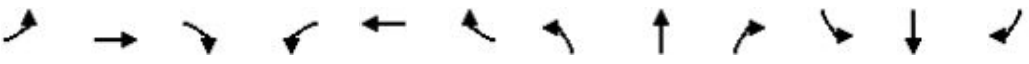
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|------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Movement                     | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                 | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations          |  |  |                                                                                   |                                                                                   |  |                                                                                   |  |  |                                                                                     |                                                                                     |  |  |
| Traffic Volume (veh/h)       | 252                                                                               | 42                                                                                | 94                                                                                | 5                                                                                 | 43                                                                                | 20                                                                                | 68                                                                                  | 69                                                                                  | 9                                                                                   | 12                                                                                  | 86                                                                                  | 246                                                                                 |
| Future Volume (veh/h)        | 252                                                                               | 42                                                                                | 94                                                                                | 5                                                                                 | 43                                                                                | 20                                                                                | 68                                                                                  | 69                                                                                  | 9                                                                                   | 12                                                                                  | 86                                                                                  | 246                                                                                 |
| Initial Q (Qb), veh          | 0                                                                                 | 0                                                                                 | 0                                                                                 | 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                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Ped-Bike Adj(A_pbT)          | 0.98                                                                              |                                                                                   | 0.98                                                                              | 0.96                                                                              |                                                                                   | 0.97                                                                              | 0.99                                                                                |                                                                                     | 0.99                                                                                | 0.99                                                                                |                                                                                     | 0.98                                                                                |
| Parking Bus, Adj             | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Work Zone On Approach        | No                                                                                |                                                                                   |                                                                                   | No                                                                                |                                                                                   |                                                                                   | No                                                                                  |                                                                                     |                                                                                     | No                                                                                  |                                                                                     |                                                                                     |
| Adj Sat Flow, veh/h/ln       | 1767                                                                              | 1885                                                                              | 1693                                                                              | 1900                                                                              | 1885                                                                              | 1885                                                                              | 1752                                                                                | 1870                                                                                | 1900                                                                                | 1900                                                                                | 1870                                                                                | 1781                                                                                |
| Adj Flow Rate, veh/h         | 279                                                                               | 47                                                                                | 104                                                                               | 6                                                                                 | 48                                                                                | 22                                                                                | 75                                                                                  | 76                                                                                  | 10                                                                                  | 13                                                                                  | 95                                                                                  | 273                                                                                 |
| Peak Hour Factor             | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                                | 0.92                                                                                | 0.92                                                                                | 0.92                                                                                | 0.92                                                                                | 0.92                                                                                |
| Percent Heavy Veh, %         | 9                                                                                 | 1                                                                                 | 14                                                                                | 0                                                                                 | 1                                                                                 | 1                                                                                 | 10                                                                                  | 2                                                                                   | 0                                                                                   | 0                                                                                   | 2                                                                                   | 8                                                                                   |
| Cap, veh/h                   | 535                                                                               | 180                                                                               | 398                                                                               | 59                                                                                | 165                                                                               | 70                                                                                | 575                                                                                 | 818                                                                                 | 108                                                                                 | 82                                                                                  | 475                                                                                 | 617                                                                                 |
| Arrive On Green              | 0.14                                                                              | 0.35                                                                              | 0.35                                                                              | 0.14                                                                              | 0.14                                                                              | 0.14                                                                              | 0.16                                                                                | 0.51                                                                                | 0.51                                                                                | 0.28                                                                                | 0.28                                                                                | 0.28                                                                                |
| Sat Flow, veh/h              | 1682                                                                              | 514                                                                               | 1138                                                                              | 54                                                                                | 1188                                                                              | 506                                                                               | 1668                                                                                | 1617                                                                                | 213                                                                                 | 104                                                                                 | 1721                                                                                | 1477                                                                                |
| Grp Volume(v), veh/h         | 279                                                                               | 0                                                                                 | 151                                                                               | 76                                                                                | 0                                                                                 | 0                                                                                 | 75                                                                                  | 0                                                                                   | 86                                                                                  | 108                                                                                 | 0                                                                                   | 273                                                                                 |
| Grp Sat Flow(s),veh/h/ln     | 1682                                                                              | 0                                                                                 | 1653                                                                              | 1748                                                                              | 0                                                                                 | 0                                                                                 | 1668                                                                                | 0                                                                                   | 1830                                                                                | 1824                                                                                | 0                                                                                   | 1477                                                                                |
| Q Serve(g_s), s              | 10.5                                                                              | 0.0                                                                               | 5.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 1.9                                                                                 | 0.0                                                                                 | 1.9                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 10.1                                                                                |
| Cycle Q Clear(g_c), s        | 10.5                                                                              | 0.0                                                                               | 5.0                                                                               | 2.9                                                                               | 0.0                                                                               | 0.0                                                                               | 1.9                                                                                 | 0.0                                                                                 | 1.9                                                                                 | 3.4                                                                                 | 0.0                                                                                 | 10.1                                                                                |
| Prop In Lane                 | 1.00                                                                              |                                                                                   | 0.69                                                                              | 0.08                                                                              |                                                                                   | 0.29                                                                              | 1.00                                                                                |                                                                                     | 0.12                                                                                | 0.12                                                                                |                                                                                     | 1.00                                                                                |
| Lane Grp Cap(c), veh/h       | 535                                                                               | 0                                                                                 | 578                                                                               | 294                                                                               | 0                                                                                 | 0                                                                                 | 575                                                                                 | 0                                                                                   | 925                                                                                 | 557                                                                                 | 0                                                                                   | 617                                                                                 |
| V/C Ratio(X)                 | 0.52                                                                              | 0.00                                                                              | 0.26                                                                              | 0.26                                                                              | 0.00                                                                              | 0.00                                                                              | 0.13                                                                                | 0.00                                                                                | 0.09                                                                                | 0.19                                                                                | 0.00                                                                                | 0.44                                                                                |
| Avail Cap(c_a), veh/h        | 535                                                                               | 0                                                                                 | 816                                                                               | 539                                                                               | 0                                                                                 | 0                                                                                 | 642                                                                                 | 0                                                                                   | 999                                                                                 | 557                                                                                 | 0                                                                                   | 617                                                                                 |
| HCM Platoon Ratio            | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Upstream Filter(I)           | 1.00                                                                              | 0.00                                                                              | 1.00                                                                              | 1.00                                                                              | 0.00                                                                              | 0.00                                                                              | 1.00                                                                                | 0.00                                                                                | 1.00                                                                                | 1.00                                                                                | 0.00                                                                                | 1.00                                                                                |
| Uniform Delay (d), s/veh     | 22.1                                                                              | 0.0                                                                               | 17.7                                                                              | 29.4                                                                              | 0.0                                                                               | 0.0                                                                               | 11.8                                                                                | 0.0                                                                                 | 9.7                                                                                 | 21.1                                                                                | 0.0                                                                                 | 16.0                                                                                |
| Incr Delay (d2), s/veh       | 3.6                                                                               | 0.0                                                                               | 0.2                                                                               | 0.5                                                                               | 0.0                                                                               | 0.0                                                                               | 0.1                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.8                                                                                 | 0.0                                                                                 | 2.3                                                                                 |
| Initial Q Delay(d3), s/veh   | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| %ile BackOfQ(50%),veh/ln     | 4.5                                                                               | 0.0                                                                               | 1.9                                                                               | 1.3                                                                               | 0.0                                                                               | 0.0                                                                               | 0.7                                                                                 | 0.0                                                                                 | 0.7                                                                                 | 1.6                                                                                 | 0.0                                                                                 | 3.6                                                                                 |
| Unsig. Movement Delay, s/veh |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| LnGrp Delay(d), s/veh        | 25.7                                                                              | 0.0                                                                               | 17.9                                                                              | 29.9                                                                              | 0.0                                                                               | 0.0                                                                               | 11.9                                                                                | 0.0                                                                                 | 9.8                                                                                 | 21.9                                                                                | 0.0                                                                                 | 18.3                                                                                |
| LnGrp LOS                    | C                                                                                 |                                                                                   | B                                                                                 | C                                                                                 |                                                                                   |                                                                                   | B                                                                                   |                                                                                     | A                                                                                   | C                                                                                   |                                                                                     | B                                                                                   |
| Approach Vol, veh/h          | 430                                                                               |                                                                                   |                                                                                   | 76                                                                                |                                                                                   |                                                                                   | 161                                                                                 |                                                                                     |                                                                                     | 381                                                                                 |                                                                                     |                                                                                     |
| Approach Delay, s/veh        | 23.0                                                                              |                                                                                   |                                                                                   | 29.9                                                                              |                                                                                   |                                                                                   | 10.8                                                                                |                                                                                     |                                                                                     | 19.3                                                                                |                                                                                     |                                                                                     |
| Approach LOS                 | C                                                                                 |                                                                                   |                                                                                   | C                                                                                 |                                                                                   |                                                                                   | B                                                                                   |                                                                                     |                                                                                     | B                                                                                   |                                                                                     |                                                                                     |
| Timer - Assigned Phs         | 2                                                                                 |                                                                                   |                                                                                   | 4                                                                                 |                                                                                   | 5                                                                                 | 6                                                                                   | 7                                                                                   | 8                                                                                   |                                                                                     |                                                                                     |                                                                                     |
| Phs Duration (G+Y+Rc), s     | 43.9                                                                              |                                                                                   |                                                                                   | 32.1                                                                              |                                                                                   | 17.4                                                                              | 26.5                                                                                | 16.0                                                                                | 16.1                                                                                |                                                                                     |                                                                                     |                                                                                     |
| Change Period (Y+Rc), s      | 5.5                                                                               |                                                                                   |                                                                                   | 5.5                                                                               |                                                                                   | 5.5                                                                               | 5.5                                                                                 | 5.5                                                                                 | 5.5                                                                                 |                                                                                     |                                                                                     |                                                                                     |
| Max Green Setting (Gmax), s  | 41.5                                                                              |                                                                                   |                                                                                   | 37.5                                                                              |                                                                                   | 15.0                                                                              | 21.0                                                                                | 10.5                                                                                | 21.5                                                                                |                                                                                     |                                                                                     |                                                                                     |
| Max Q Clear Time (g_c+l1), s | 3.9                                                                               |                                                                                   |                                                                                   | 7.0                                                                               |                                                                                   | 3.9                                                                               | 12.1                                                                                | 12.5                                                                                | 4.9                                                                                 |                                                                                     |                                                                                     |                                                                                     |
| Green Ext Time (p_c), s      | 0.5                                                                               |                                                                                   |                                                                                   | 1.0                                                                               |                                                                                   | 0.1                                                                               | 1.1                                                                                 | 0.0                                                                                 | 0.3                                                                                 |                                                                                     |                                                                                     |                                                                                     |
| Intersection Summary         |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 7th Control Delay, s/veh | 20.3                                                                              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 7th LOS                  | C                                                                                 |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |



# HCM Signalized Intersection Capacity Analysis

## 3: Main Street & 7th Street

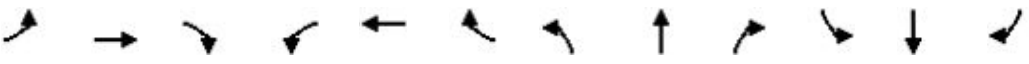
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|-----------------------------------|------------------------------------------------------------------------------------|------|-----------------------------------------------------------------------------------|------|------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|------|------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Movement                          | EBL                                                                                | EBT  | EBR                                                                               | WBL  | WBT  | WBR                                                                               | NBL                                                                                 | NBT                                                                                 | NBR  | SBL  | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations               |   |      |  |      |      |  |  |  |      |      |  |  |
| Traffic Volume (vph)              | 272                                                                                | 0    | 107                                                                               | 0    | 0    | 16                                                                                | 68                                                                                  | 69                                                                                  | 3    | 0    | 81                                                                                  | 257                                                                                 |
| Future Volume (vph)               | 272                                                                                | 0    | 107                                                                               | 0    | 0    | 16                                                                                | 68                                                                                  | 69                                                                                  | 3    | 0    | 81                                                                                  | 257                                                                                 |
| Ideal Flow (vphpl)                | 1900                                                                               | 1900 | 1900                                                                              | 1900 | 1900 | 1900                                                                              | 1900                                                                                | 1900                                                                                | 1900 | 1900 | 1900                                                                                | 1900                                                                                |
| Total Lost time (s)               | 5.5                                                                                |      | 5.5                                                                               |      |      | 5.5                                                                               | 5.5                                                                                 | 5.5                                                                                 |      |      | 5.5                                                                                 | 5.5                                                                                 |
| Lane Util. Factor                 | 1.00                                                                               |      | 1.00                                                                              |      |      | 1.00                                                                              | 1.00                                                                                | 1.00                                                                                |      |      | 1.00                                                                                | 1.00                                                                                |
| Frpb, ped/bikes                   | 1.00                                                                               |      | 0.98                                                                              |      |      | 0.97                                                                              | 1.00                                                                                | 1.00                                                                                |      |      | 1.00                                                                                | 0.99                                                                                |
| Flpb, ped/bikes                   | 1.00                                                                               |      | 1.00                                                                              |      |      | 1.00                                                                              | 1.00                                                                                | 1.00                                                                                |      |      | 1.00                                                                                | 1.00                                                                                |
| Frt                               | 1.00                                                                               |      | 0.85                                                                              |      |      | 0.87                                                                              | 1.00                                                                                | 0.99                                                                                |      |      | 1.00                                                                                | 0.85                                                                                |
| Flt Protected                     | 0.95                                                                               |      | 1.00                                                                              |      |      | 1.00                                                                              | 0.95                                                                                | 1.00                                                                                |      |      | 1.00                                                                                | 1.00                                                                                |
| Satd. Flow (prot)                 | 1656                                                                               |      | 1382                                                                              |      |      | 1573                                                                              | 1639                                                                                | 1837                                                                                |      |      | 1863                                                                                | 1474                                                                                |
| Flt Permitted                     | 0.95                                                                               |      | 1.00                                                                              |      |      | 1.00                                                                              | 0.55                                                                                | 1.00                                                                                |      |      | 1.00                                                                                | 1.00                                                                                |
| Satd. Flow (perm)                 | 1656                                                                               |      | 1382                                                                              |      |      | 1573                                                                              | 956                                                                                 | 1837                                                                                |      |      | 1863                                                                                | 1474                                                                                |
| Peak-hour factor, PHF             | 0.93                                                                               | 0.67 | 0.83                                                                              | 0.75 | 0.68 | 0.57                                                                              | 0.68                                                                                | 0.82                                                                                | 0.38 | 0.50 | 0.92                                                                                | 0.86                                                                                |
| Growth Factor (vph)               | 102%                                                                               | 102% | 102%                                                                              | 102% | 102% | 102%                                                                              | 102%                                                                                | 102%                                                                                | 102% | 102% | 102%                                                                                | 102%                                                                                |
| Adj. Flow (vph)                   | 298                                                                                | 0    | 131                                                                               | 0    | 0    | 29                                                                                | 102                                                                                 | 86                                                                                  | 8    | 0    | 90                                                                                  | 305                                                                                 |
| RTOR Reduction (vph)              | 0                                                                                  | 0    | 31                                                                                | 0    | 0    | 0                                                                                 | 0                                                                                   | 4                                                                                   | 0    | 0    | 0                                                                                   | 98                                                                                  |
| Lane Group Flow (vph)             | 298                                                                                | 0    | 100                                                                               | 0    | 0    | 29                                                                                | 102                                                                                 | 90                                                                                  | 0    | 0    | 90                                                                                  | 207                                                                                 |
| Confl. Peds. (#/hr)               | 4                                                                                  |      | 3                                                                                 | 1    |      | 9                                                                                 | 2                                                                                   |                                                                                     | 6    | 5    |                                                                                     | 6                                                                                   |
| Heavy Vehicles (%)                | 9%                                                                                 | 1%   | 14%                                                                               | 0%   | 1%   | 1%                                                                                | 10%                                                                                 | 2%                                                                                  | 0%   | 0%   | 2%                                                                                  | 8%                                                                                  |
| Turn Type                         | Prot                                                                               |      | Perm                                                                              |      |      | Perm                                                                              | pm+pt                                                                               | NA                                                                                  |      |      | NA                                                                                  | pm+ov                                                                               |
| Protected Phases                  | 4                                                                                  |      |                                                                                   |      |      |                                                                                   | 5                                                                                   | 2                                                                                   |      |      | 6                                                                                   | 4                                                                                   |
| Permitted Phases                  |                                                                                    |      | 4 6                                                                               |      |      | 2 4                                                                               | 2                                                                                   |                                                                                     |      |      |                                                                                     | 6                                                                                   |
| Actuated Green, G (s)             | 22.3                                                                               |      | 48.9                                                                              |      |      | 64.0                                                                              | 30.7                                                                                | 30.7                                                                                |      |      | 21.1                                                                                | 43.4                                                                                |
| Effective Green, g (s)            | 22.3                                                                               |      | 48.9                                                                              |      |      | 64.0                                                                              | 30.7                                                                                | 30.7                                                                                |      |      | 21.1                                                                                | 43.4                                                                                |
| Actuated g/C Ratio                | 0.35                                                                               |      | 0.76                                                                              |      |      | 1.00                                                                              | 0.48                                                                                | 0.48                                                                                |      |      | 0.33                                                                                | 0.68                                                                                |
| Clearance Time (s)                | 5.5                                                                                |      |                                                                                   |      |      |                                                                                   | 5.5                                                                                 | 5.5                                                                                 |      |      | 5.5                                                                                 | 5.5                                                                                 |
| Vehicle Extension (s)             | 3.0                                                                                |      |                                                                                   |      |      |                                                                                   | 3.0                                                                                 | 3.0                                                                                 |      |      | 3.0                                                                                 | 3.0                                                                                 |
| Lane Grp Cap (vph)                | 577                                                                                |      | 1055                                                                              |      |      | 1573                                                                              | 502                                                                                 | 881                                                                                 |      |      | 614                                                                                 | 1126                                                                                |
| v/s Ratio Prot                    | c0.18                                                                              |      |                                                                                   |      |      |                                                                                   | c0.01                                                                               | 0.05                                                                                |      |      | 0.05                                                                                | 0.06                                                                                |
| v/s Ratio Perm                    |                                                                                    |      | 0.07                                                                              |      |      | 0.02                                                                              | c0.08                                                                               |                                                                                     |      |      |                                                                                     | 0.08                                                                                |
| v/c Ratio                         | 0.52                                                                               |      | 0.09                                                                              |      |      | 0.02                                                                              | 0.20                                                                                | 0.10                                                                                |      |      | 0.15                                                                                | 0.18                                                                                |
| Uniform Delay, d1                 | 16.6                                                                               |      | 1.9                                                                               |      |      | 0.0                                                                               | 9.5                                                                                 | 9.1                                                                                 |      |      | 15.1                                                                                | 3.8                                                                                 |
| Progression Factor                | 1.00                                                                               |      | 1.00                                                                              |      |      | 1.00                                                                              | 1.00                                                                                | 1.00                                                                                |      |      | 1.00                                                                                | 1.00                                                                                |
| Incremental Delay, d2             | 3.3                                                                                |      | 0.2                                                                               |      |      | 0.0                                                                               | 0.2                                                                                 | 0.1                                                                                 |      |      | 0.5                                                                                 | 0.4                                                                                 |
| Delay (s)                         | 19.8                                                                               |      | 2.1                                                                               |      |      | 0.0                                                                               | 9.7                                                                                 | 9.2                                                                                 |      |      | 15.6                                                                                | 4.1                                                                                 |
| Level of Service                  | B                                                                                  |      | A                                                                                 |      |      | A                                                                                 | A                                                                                   | A                                                                                   |      |      | B                                                                                   | A                                                                                   |
| Approach Delay (s/veh)            |                                                                                    | 14.4 |                                                                                   |      | 0.0  |                                                                                   |                                                                                     | 9.4                                                                                 |      |      | 6.8                                                                                 |                                                                                     |
| Approach LOS                      |                                                                                    | B    |                                                                                   |      | A    |                                                                                   |                                                                                     | A                                                                                   |      |      | A                                                                                   |                                                                                     |
| <b>Intersection Summary</b>       |                                                                                    |      |                                                                                   |      |      |                                                                                   |                                                                                     |                                                                                     |      |      |                                                                                     |                                                                                     |
| HCM 2000 Control Delay (s/veh)    |                                                                                    |      | 10.2                                                                              |      |      | HCM 2000 Level of Service                                                         |                                                                                     |                                                                                     |      |      | B                                                                                   |                                                                                     |
| HCM 2000 Volume to Capacity ratio |                                                                                    |      | 0.37                                                                              |      |      |                                                                                   |                                                                                     |                                                                                     |      |      |                                                                                     |                                                                                     |
| Actuated Cycle Length (s)         |                                                                                    |      | 64.0                                                                              |      |      | Sum of lost time (s)                                                              |                                                                                     |                                                                                     |      |      | 16.5                                                                                |                                                                                     |
| Intersection Capacity Utilization |                                                                                    |      | 44.2%                                                                             |      |      | ICU Level of Service                                                              |                                                                                     |                                                                                     |      |      | A                                                                                   |                                                                                     |
| Analysis Period (min)             |                                                                                    |      | 15                                                                                |      |      |                                                                                   |                                                                                     |                                                                                     |      |      |                                                                                     |                                                                                     |
| c Critical Lane Group             |                                                                                    |      |                                                                                   |      |      |                                                                                   |                                                                                     |                                                                                     |      |      |                                                                                     |                                                                                     |

# HCM Signalized Intersection Capacity Analysis

## 3: Main Street & 7th Street

11/20/2025

|                                   |  |      |                                                                                   |      |      |                                                                                   |                                                                                     |                                                                                     |      |      |                                                                                     |                                                                                     |
|-----------------------------------|------------------------------------------------------------------------------------|------|-----------------------------------------------------------------------------------|------|------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|------|------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Movement                          | EBL                                                                                | EBT  | EBR                                                                               | WBL  | WBT  | WBR                                                                               | NBL                                                                                 | NBT                                                                                 | NBR  | SBL  | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations               |   |      |  |      |      |  |  |  |      |      |  |  |
| Traffic Volume (vph)              | 252                                                                                | 0    | 136                                                                               | 0    | 0    | 20                                                                                | 68                                                                                  | 69                                                                                  | 9    | 0    | 86                                                                                  | 246                                                                                 |
| Future Volume (vph)               | 252                                                                                | 0    | 136                                                                               | 0    | 0    | 20                                                                                | 68                                                                                  | 69                                                                                  | 9    | 0    | 86                                                                                  | 246                                                                                 |
| Ideal Flow (vphpl)                | 1900                                                                               | 1900 | 1900                                                                              | 1900 | 1900 | 1900                                                                              | 1900                                                                                | 1900                                                                                | 1900 | 1900 | 1900                                                                                | 1900                                                                                |
| Total Lost time (s)               | 5.5                                                                                |      | 5.5                                                                               |      |      | 5.5                                                                               | 5.5                                                                                 | 5.5                                                                                 |      |      | 5.5                                                                                 | 5.5                                                                                 |
| Lane Util. Factor                 | 1.00                                                                               |      | 1.00                                                                              |      |      | 1.00                                                                              | 1.00                                                                                | 1.00                                                                                |      |      | 1.00                                                                                | 1.00                                                                                |
| Frpb, ped/bikes                   | 1.00                                                                               |      | 0.97                                                                              |      |      | 0.97                                                                              | 1.00                                                                                | 1.00                                                                                |      |      | 1.00                                                                                | 0.98                                                                                |
| Flpb, ped/bikes                   | 1.00                                                                               |      | 1.00                                                                              |      |      | 1.00                                                                              | 1.00                                                                                | 1.00                                                                                |      |      | 1.00                                                                                | 1.00                                                                                |
| Frt                               | 1.00                                                                               |      | 0.85                                                                              |      |      | 0.87                                                                              | 1.00                                                                                | 0.98                                                                                |      |      | 1.00                                                                                | 0.85                                                                                |
| Flt Protected                     | 0.95                                                                               |      | 1.00                                                                              |      |      | 1.00                                                                              | 0.95                                                                                | 1.00                                                                                |      |      | 1.00                                                                                | 1.00                                                                                |
| Satd. Flow (prot)                 | 1656                                                                               |      | 1370                                                                              |      |      | 1586                                                                              | 1637                                                                                | 1829                                                                                |      |      | 1863                                                                                | 1472                                                                                |
| Flt Permitted                     | 0.95                                                                               |      | 1.00                                                                              |      |      | 1.00                                                                              | 0.46                                                                                | 1.00                                                                                |      |      | 1.00                                                                                | 1.00                                                                                |
| Satd. Flow (perm)                 | 1656                                                                               |      | 1370                                                                              |      |      | 1586                                                                              | 787                                                                                 | 1829                                                                                |      |      | 1863                                                                                | 1472                                                                                |
| Peak-hour factor, PHF             | 0.92                                                                               | 0.92 | 0.92                                                                              | 0.92 | 0.92 | 0.92                                                                              | 0.92                                                                                | 0.92                                                                                | 0.92 | 0.92 | 0.92                                                                                | 0.92                                                                                |
| Growth Factor (vph)               | 102%                                                                               | 102% | 102%                                                                              | 102% | 102% | 102%                                                                              | 102%                                                                                | 102%                                                                                | 102% | 102% | 102%                                                                                | 102%                                                                                |
| Adj. Flow (vph)                   | 279                                                                                | 0    | 151                                                                               | 0    | 0    | 22                                                                                | 75                                                                                  | 76                                                                                  | 10   | 0    | 95                                                                                  | 273                                                                                 |
| RTOR Reduction (vph)              | 0                                                                                  | 0    | 51                                                                                | 0    | 0    | 0                                                                                 | 0                                                                                   | 5                                                                                   | 0    | 0    | 0                                                                                   | 130                                                                                 |
| Lane Group Flow (vph)             | 279                                                                                | 0    | 100                                                                               | 0    | 0    | 22                                                                                | 75                                                                                  | 82                                                                                  | 0    | 0    | 95                                                                                  | 143                                                                                 |
| Confl. Peds. (#/hr)               | 5                                                                                  |      | 14                                                                                | 7    |      | 6                                                                                 | 7                                                                                   |                                                                                     | 8    | 1    |                                                                                     | 12                                                                                  |
| Heavy Vehicles (%)                | 9%                                                                                 | 1%   | 14%                                                                               | 0%   | 1%   | 1%                                                                                | 10%                                                                                 | 2%                                                                                  | 0%   | 0%   | 2%                                                                                  | 8%                                                                                  |
| Turn Type                         | Prot                                                                               |      | Perm                                                                              |      |      | Perm                                                                              | pm+pt                                                                               | NA                                                                                  |      |      | NA                                                                                  | pm+ov                                                                               |
| Protected Phases                  | 4                                                                                  |      |                                                                                   |      |      |                                                                                   | 5                                                                                   | 2                                                                                   |      |      | 6                                                                                   | 4                                                                                   |
| Permitted Phases                  | 4                                                                                  |      | 4 6                                                                               |      |      | 2 4                                                                               | 2                                                                                   |                                                                                     |      |      |                                                                                     | 6                                                                                   |
| Actuated Green, G (s)             | 10.4                                                                               |      | 26.4                                                                              |      |      | 39.8                                                                              | 18.4                                                                                | 18.4                                                                                |      |      | 10.5                                                                                | 20.9                                                                                |
| Effective Green, g (s)            | 10.4                                                                               |      | 26.4                                                                              |      |      | 39.8                                                                              | 18.4                                                                                | 18.4                                                                                |      |      | 10.5                                                                                | 20.9                                                                                |
| Actuated g/C Ratio                | 0.26                                                                               |      | 0.66                                                                              |      |      | 1.00                                                                              | 0.46                                                                                | 0.46                                                                                |      |      | 0.26                                                                                | 0.53                                                                                |
| Clearance Time (s)                | 5.5                                                                                |      |                                                                                   |      |      |                                                                                   | 5.5                                                                                 | 5.5                                                                                 |      |      | 5.5                                                                                 | 5.5                                                                                 |
| Vehicle Extension (s)             | 3.0                                                                                |      |                                                                                   |      |      |                                                                                   | 3.0                                                                                 | 3.0                                                                                 |      |      | 3.0                                                                                 | 3.0                                                                                 |
| Lane Grp Cap (vph)                | 432                                                                                |      | 908                                                                               |      |      | 1586                                                                              | 415                                                                                 | 845                                                                                 |      |      | 491                                                                                 | 976                                                                                 |
| v/s Ratio Prot                    | c0.17                                                                              |      |                                                                                   |      |      |                                                                                   | c0.01                                                                               | 0.04                                                                                |      |      | 0.05                                                                                | 0.04                                                                                |
| v/s Ratio Perm                    |                                                                                    |      | 0.07                                                                              |      |      | 0.01                                                                              | c0.07                                                                               |                                                                                     |      |      |                                                                                     | 0.06                                                                                |
| v/c Ratio                         | 0.65                                                                               |      | 0.11                                                                              |      |      | 0.01                                                                              | 0.18                                                                                | 0.10                                                                                |      |      | 0.19                                                                                | 0.15                                                                                |
| Uniform Delay, d1                 | 13.1                                                                               |      | 2.4                                                                               |      |      | 0.0                                                                               | 6.4                                                                                 | 6.0                                                                                 |      |      | 11.4                                                                                | 4.9                                                                                 |
| Progression Factor                | 1.00                                                                               |      | 1.00                                                                              |      |      | 1.00                                                                              | 1.00                                                                                | 1.00                                                                                |      |      | 1.00                                                                                | 1.00                                                                                |
| Incremental Delay, d2             | 3.3                                                                                |      | 0.1                                                                               |      |      | 0.0                                                                               | 0.2                                                                                 | 0.1                                                                                 |      |      | 0.2                                                                                 | 0.1                                                                                 |
| Delay (s)                         | 16.4                                                                               |      | 2.5                                                                               |      |      | 0.0                                                                               | 6.6                                                                                 | 6.1                                                                                 |      |      | 11.6                                                                                | 4.9                                                                                 |
| Level of Service                  | B                                                                                  |      | A                                                                                 |      |      | A                                                                                 | A                                                                                   | A                                                                                   |      |      | B                                                                                   | A                                                                                   |
| Approach Delay (s/veh)            |                                                                                    | 11.5 |                                                                                   |      | 0.0  |                                                                                   |                                                                                     | 6.3                                                                                 |      |      | 6.6                                                                                 |                                                                                     |
| Approach LOS                      |                                                                                    | B    |                                                                                   |      | A    |                                                                                   |                                                                                     | A                                                                                   |      |      | A                                                                                   |                                                                                     |
| <b>Intersection Summary</b>       |                                                                                    |      |                                                                                   |      |      |                                                                                   |                                                                                     |                                                                                     |      |      |                                                                                     |                                                                                     |
| HCM 2000 Control Delay (s/veh)    |                                                                                    |      | 8.6                                                                               |      |      | HCM 2000 Level of Service                                                         |                                                                                     |                                                                                     |      |      | A                                                                                   |                                                                                     |
| HCM 2000 Volume to Capacity ratio |                                                                                    |      | 0.42                                                                              |      |      |                                                                                   |                                                                                     |                                                                                     |      |      |                                                                                     |                                                                                     |
| Actuated Cycle Length (s)         |                                                                                    |      | 39.8                                                                              |      |      | Sum of lost time (s)                                                              |                                                                                     |                                                                                     |      | 16.5 |                                                                                     |                                                                                     |
| Intersection Capacity Utilization |                                                                                    |      | 53.8%                                                                             |      |      | ICU Level of Service                                                              |                                                                                     |                                                                                     |      | A    |                                                                                     |                                                                                     |
| Analysis Period (min)             |                                                                                    |      | 15                                                                                |      |      |                                                                                   |                                                                                     |                                                                                     |      |      |                                                                                     |                                                                                     |
| c Critical Lane Group             |                                                                                    |      |                                                                                   |      |      |                                                                                   |                                                                                     |                                                                                     |      |      |                                                                                     |                                                                                     |

# HCM Signalized Intersection Capacity Analysis

## 3: Main Street & 7th Street

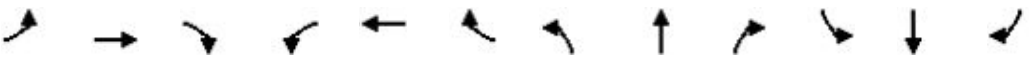
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| Movement                          | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                 | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations               |  |                                                                                   |  |                                                                                   |                                                                                   |  |  |  |                                                                                     |                                                                                     |  |  |
| Traffic Volume (vph)              | 272                                                                               | 0                                                                                 | 107                                                                               | 0                                                                                 | 0                                                                                 | 16                                                                                | 68                                                                                  | 69                                                                                  | 3                                                                                   | 0                                                                                   | 81                                                                                  | 257                                                                                 |
| Future Volume (vph)               | 272                                                                               | 0                                                                                 | 107                                                                               | 0                                                                                 | 0                                                                                 | 16                                                                                | 68                                                                                  | 69                                                                                  | 3                                                                                   | 0                                                                                   | 81                                                                                  | 257                                                                                 |
| Ideal Flow (vphpl)                | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                                | 1900                                                                                | 1900                                                                                | 1900                                                                                | 1900                                                                                | 1900                                                                                |
| Total Lost time (s)               | 5.5                                                                               |                                                                                   | 5.5                                                                               |                                                                                   |                                                                                   | 5.5                                                                               | 5.5                                                                                 | 5.5                                                                                 |                                                                                     |                                                                                     | 5.5                                                                                 | 5.5                                                                                 |
| Lane Util. Factor                 | 1.00                                                                              |                                                                                   | 1.00                                                                              |                                                                                   |                                                                                   | 1.00                                                                              | 1.00                                                                                | 1.00                                                                                |                                                                                     |                                                                                     | 1.00                                                                                | 1.00                                                                                |
| Frpb, ped/bikes                   | 1.00                                                                              |                                                                                   | 0.97                                                                              |                                                                                   |                                                                                   | 0.96                                                                              | 1.00                                                                                | 1.00                                                                                |                                                                                     |                                                                                     | 1.00                                                                                | 0.97                                                                                |
| Flpb, ped/bikes                   | 0.99                                                                              |                                                                                   | 1.00                                                                              |                                                                                   |                                                                                   | 1.00                                                                              | 1.00                                                                                | 1.00                                                                                |                                                                                     |                                                                                     | 1.00                                                                                | 1.00                                                                                |
| Frt                               | 1.00                                                                              |                                                                                   | 0.85                                                                              |                                                                                   |                                                                                   | 0.87                                                                              | 1.00                                                                                | 0.99                                                                                |                                                                                     |                                                                                     | 1.00                                                                                | 0.85                                                                                |
| Flt Protected                     | 0.95                                                                              |                                                                                   | 1.00                                                                              |                                                                                   |                                                                                   | 1.00                                                                              | 0.95                                                                                | 1.00                                                                                |                                                                                     |                                                                                     | 1.00                                                                                | 1.00                                                                                |
| Satd. Flow (prot)                 | 1645                                                                              |                                                                                   | 1381                                                                              |                                                                                   |                                                                                   | 1569                                                                              | 1639                                                                                | 1837                                                                                |                                                                                     |                                                                                     | 1863                                                                                | 1455                                                                                |
| Flt Permitted                     | 0.95                                                                              |                                                                                   | 1.00                                                                              |                                                                                   |                                                                                   | 1.00                                                                              | 0.55                                                                                | 1.00                                                                                |                                                                                     |                                                                                     | 1.00                                                                                | 1.00                                                                                |
| Satd. Flow (perm)                 | 1645                                                                              |                                                                                   | 1381                                                                              |                                                                                   |                                                                                   | 1569                                                                              | 956                                                                                 | 1837                                                                                |                                                                                     |                                                                                     | 1863                                                                                | 1455                                                                                |
| Peak-hour factor, PHF             | 0.93                                                                              | 0.67                                                                              | 0.83                                                                              | 0.75                                                                              | 0.68                                                                              | 0.57                                                                              | 0.68                                                                                | 0.82                                                                                | 0.38                                                                                | 0.50                                                                                | 0.92                                                                                | 0.86                                                                                |
| Growth Factor (vph)               | 102%                                                                              | 102%                                                                              | 102%                                                                              | 102%                                                                              | 102%                                                                              | 102%                                                                              | 102%                                                                                | 102%                                                                                | 102%                                                                                | 102%                                                                                | 102%                                                                                | 102%                                                                                |
| Adj. Flow (vph)                   | 298                                                                               | 0                                                                                 | 131                                                                               | 0                                                                                 | 0                                                                                 | 29                                                                                | 102                                                                                 | 86                                                                                  | 8                                                                                   | 0                                                                                   | 90                                                                                  | 305                                                                                 |
| RTOR Reduction (vph)              | 0                                                                                 | 0                                                                                 | 56                                                                                | 0                                                                                 | 0                                                                                 | 6                                                                                 | 0                                                                                   | 5                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 107                                                                                 |
| Lane Group Flow (vph)             | 298                                                                               | 0                                                                                 | 75                                                                                | 0                                                                                 | 0                                                                                 | 23                                                                                | 102                                                                                 | 89                                                                                  | 0                                                                                   | 0                                                                                   | 90                                                                                  | 198                                                                                 |
| Confl. Peds. (#/hr)               | 4                                                                                 |                                                                                   | 3                                                                                 | 1                                                                                 |                                                                                   | 9                                                                                 | 2                                                                                   |                                                                                     | 6                                                                                   | 5                                                                                   |                                                                                     | 6                                                                                   |
| Heavy Vehicles (%)                | 9%                                                                                | 1%                                                                                | 14%                                                                               | 0%                                                                                | 1%                                                                                | 1%                                                                                | 10%                                                                                 | 2%                                                                                  | 0%                                                                                  | 0%                                                                                  | 2%                                                                                  | 8%                                                                                  |
| Turn Type                         | custom                                                                            |                                                                                   | Perm                                                                              |                                                                                   |                                                                                   | Perm                                                                              | pm+pt                                                                               | NA                                                                                  |                                                                                     |                                                                                     | NA                                                                                  | custom                                                                              |
| Protected Phases                  | 3                                                                                 |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   | 5                                                                                   | 2                                                                                   |                                                                                     |                                                                                     | 6                                                                                   | 3                                                                                   |
| Permitted Phases                  | 4                                                                                 |                                                                                   | 4 6                                                                               |                                                                                   |                                                                                   | 2 4                                                                               | 2                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     | 4 6                                                                                 |
| Actuated Green, G (s)             | 27.1                                                                              |                                                                                   | 42.7                                                                              |                                                                                   |                                                                                   | 57.6                                                                              | 30.5                                                                                | 30.5                                                                                |                                                                                     |                                                                                     | 21.1                                                                                | 48.2                                                                                |
| Effective Green, g (s)            | 27.1                                                                              |                                                                                   | 42.7                                                                              |                                                                                   |                                                                                   | 57.6                                                                              | 30.5                                                                                | 30.5                                                                                |                                                                                     |                                                                                     | 21.1                                                                                | 48.2                                                                                |
| Actuated g/C Ratio                | 0.37                                                                              |                                                                                   | 0.58                                                                              |                                                                                   |                                                                                   | 0.78                                                                              | 0.41                                                                                | 0.41                                                                                |                                                                                     |                                                                                     | 0.28                                                                                | 0.65                                                                                |
| Clearance Time (s)                | 5.5                                                                               |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   | 5.5                                                                                 | 5.5                                                                                 |                                                                                     |                                                                                     | 5.5                                                                                 | 5.5                                                                                 |
| Vehicle Extension (s)             | 3.0                                                                               |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   | 3.0                                                                                 | 3.0                                                                                 |                                                                                     |                                                                                     | 3.0                                                                                 | 3.0                                                                                 |
| Lane Grp Cap (vph)                | 723                                                                               |                                                                                   | 795                                                                               |                                                                                   |                                                                                   | 1219                                                                              | 429                                                                                 | 756                                                                                 |                                                                                     |                                                                                     | 530                                                                                 | 1162                                                                                |
| v/s Ratio Prot                    | c0.03                                                                             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   | c0.01                                                                               | 0.05                                                                                |                                                                                     |                                                                                     | 0.05                                                                                | 0.01                                                                                |
| v/s Ratio Perm                    | 0.15                                                                              |                                                                                   | 0.05                                                                              |                                                                                   |                                                                                   | 0.01                                                                              | c0.09                                                                               |                                                                                     |                                                                                     |                                                                                     |                                                                                     | 0.12                                                                                |
| v/c Ratio                         | 0.41                                                                              |                                                                                   | 0.09                                                                              |                                                                                   |                                                                                   | 0.02                                                                              | 0.24                                                                                | 0.12                                                                                |                                                                                     |                                                                                     | 0.17                                                                                | 0.17                                                                                |
| Uniform Delay, d1                 | 18.2                                                                              |                                                                                   | 7.0                                                                               |                                                                                   |                                                                                   | 1.9                                                                               | 13.9                                                                                | 13.5                                                                                |                                                                                     |                                                                                     | 19.9                                                                                | 5.1                                                                                 |
| Progression Factor                | 1.00                                                                              |                                                                                   | 1.00                                                                              |                                                                                   |                                                                                   | 1.00                                                                              | 1.00                                                                                | 1.00                                                                                |                                                                                     |                                                                                     | 1.00                                                                                | 1.00                                                                                |
| Incremental Delay, d2             | 0.4                                                                               |                                                                                   | 0.2                                                                               |                                                                                   |                                                                                   | 0.0                                                                               | 0.3                                                                                 | 0.1                                                                                 |                                                                                     |                                                                                     | 0.7                                                                                 | 0.1                                                                                 |
| Delay (s)                         | 18.6                                                                              |                                                                                   | 7.3                                                                               |                                                                                   |                                                                                   | 1.9                                                                               | 14.2                                                                                | 13.6                                                                                |                                                                                     |                                                                                     | 20.6                                                                                | 5.2                                                                                 |
| Level of Service                  | B                                                                                 |                                                                                   | A                                                                                 |                                                                                   |                                                                                   | A                                                                                 | B                                                                                   | B                                                                                   |                                                                                     |                                                                                     | C                                                                                   | A                                                                                   |
| Approach Delay (s/veh)            |                                                                                   | 15.1                                                                              |                                                                                   |                                                                                   | 1.9                                                                               |                                                                                   |                                                                                     | 13.9                                                                                |                                                                                     |                                                                                     | 8.7                                                                                 |                                                                                     |
| Approach LOS                      |                                                                                   | B                                                                                 |                                                                                   |                                                                                   | A                                                                                 |                                                                                   |                                                                                     | B                                                                                   |                                                                                     |                                                                                     | A                                                                                   |                                                                                     |
| <b>Intersection Summary</b>       |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 2000 Control Delay (s/veh)    |                                                                                   |                                                                                   | 12.1                                                                              |                                                                                   |                                                                                   | HCM 2000 Level of Service                                                         |                                                                                     |                                                                                     |                                                                                     | B                                                                                   |                                                                                     |                                                                                     |
| HCM 2000 Volume to Capacity ratio |                                                                                   |                                                                                   | 0.39                                                                              |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Actuated Cycle Length (s)         |                                                                                   |                                                                                   | 74.1                                                                              |                                                                                   |                                                                                   | Sum of lost time (s)                                                              |                                                                                     |                                                                                     |                                                                                     | 22.0                                                                                |                                                                                     |                                                                                     |
| Intersection Capacity Utilization |                                                                                   |                                                                                   | 44.2%                                                                             |                                                                                   |                                                                                   | ICU Level of Service                                                              |                                                                                     |                                                                                     |                                                                                     | A                                                                                   |                                                                                     |                                                                                     |
| Analysis Period (min)             |                                                                                   |                                                                                   | 15                                                                                |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| c Critical Lane Group             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |

# HCM Signalized Intersection Capacity Analysis

## 3: Main Street & 7th Street

11/20/2025

|                                   |  |      |                                                                                   |      |      |                                                                                   |                                                                                     |                                                                                     |      |      |                                                                                     |                                                                                     |
|-----------------------------------|------------------------------------------------------------------------------------|------|-----------------------------------------------------------------------------------|------|------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|------|------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Movement                          | EBL                                                                                | EBT  | EBR                                                                               | WBL  | WBT  | WBR                                                                               | NBL                                                                                 | NBT                                                                                 | NBR  | SBL  | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations               |   |      |  |      |      |  |  |  |      |      |  |  |
| Traffic Volume (vph)              | 252                                                                                | 0    | 136                                                                               | 0    | 0    | 20                                                                                | 68                                                                                  | 69                                                                                  | 9    | 0    | 86                                                                                  | 246                                                                                 |
| Future Volume (vph)               | 252                                                                                | 0    | 136                                                                               | 0    | 0    | 20                                                                                | 68                                                                                  | 69                                                                                  | 9    | 0    | 86                                                                                  | 246                                                                                 |
| Ideal Flow (vphpl)                | 1900                                                                               | 1900 | 1900                                                                              | 1900 | 1900 | 1900                                                                              | 1900                                                                                | 1900                                                                                | 1900 | 1900 | 1900                                                                                | 1900                                                                                |
| Total Lost time (s)               | 5.5                                                                                |      | 5.5                                                                               |      |      | 5.5                                                                               | 5.5                                                                                 | 5.5                                                                                 |      |      | 5.5                                                                                 | 5.5                                                                                 |
| Lane Util. Factor                 | 1.00                                                                               |      | 1.00                                                                              |      |      | 1.00                                                                              | 1.00                                                                                | 1.00                                                                                |      |      | 1.00                                                                                | 1.00                                                                                |
| Frpb, ped/bikes                   | 1.00                                                                               |      | 0.96                                                                              |      |      | 0.97                                                                              | 1.00                                                                                | 1.00                                                                                |      |      | 1.00                                                                                | 0.98                                                                                |
| Flpb, ped/bikes                   | 0.99                                                                               |      | 1.00                                                                              |      |      | 1.00                                                                              | 1.00                                                                                | 1.00                                                                                |      |      | 1.00                                                                                | 1.00                                                                                |
| Frt                               | 1.00                                                                               |      | 0.85                                                                              |      |      | 0.87                                                                              | 1.00                                                                                | 0.98                                                                                |      |      | 1.00                                                                                | 0.85                                                                                |
| Flt Protected                     | 0.95                                                                               |      | 1.00                                                                              |      |      | 1.00                                                                              | 0.95                                                                                | 1.00                                                                                |      |      | 1.00                                                                                | 1.00                                                                                |
| Satd. Flow (prot)                 | 1646                                                                               |      | 1364                                                                              |      |      | 1583                                                                              | 1636                                                                                | 1828                                                                                |      |      | 1863                                                                                | 1466                                                                                |
| Flt Permitted                     | 0.95                                                                               |      | 1.00                                                                              |      |      | 1.00                                                                              | 0.45                                                                                | 1.00                                                                                |      |      | 1.00                                                                                | 1.00                                                                                |
| Satd. Flow (perm)                 | 1646                                                                               |      | 1364                                                                              |      |      | 1583                                                                              | 778                                                                                 | 1828                                                                                |      |      | 1863                                                                                | 1466                                                                                |
| Peak-hour factor, PHF             | 0.92                                                                               | 0.92 | 0.92                                                                              | 0.92 | 0.92 | 0.92                                                                              | 0.92                                                                                | 0.92                                                                                | 0.92 | 0.92 | 0.92                                                                                | 0.92                                                                                |
| Growth Factor (vph)               | 102%                                                                               | 102% | 102%                                                                              | 102% | 102% | 102%                                                                              | 102%                                                                                | 102%                                                                                | 102% | 102% | 102%                                                                                | 102%                                                                                |
| Adj. Flow (vph)                   | 279                                                                                | 0    | 151                                                                               | 0    | 0    | 22                                                                                | 75                                                                                  | 76                                                                                  | 10   | 0    | 95                                                                                  | 273                                                                                 |
| RTOR Reduction (vph)              | 0                                                                                  | 0    | 107                                                                               | 0    | 0    | 10                                                                                | 0                                                                                   | 6                                                                                   | 0    | 0    | 0                                                                                   | 130                                                                                 |
| Lane Group Flow (vph)             | 279                                                                                | 0    | 44                                                                                | 0    | 0    | 12                                                                                | 75                                                                                  | 81                                                                                  | 0    | 0    | 95                                                                                  | 143                                                                                 |
| Confl. Peds. (#/hr)               | 5                                                                                  |      | 14                                                                                | 7    |      | 6                                                                                 | 7                                                                                   |                                                                                     | 8    | 1    |                                                                                     | 12                                                                                  |
| Heavy Vehicles (%)                | 9%                                                                                 | 1%   | 14%                                                                               | 0%   | 1%   | 1%                                                                                | 10%                                                                                 | 2%                                                                                  | 0%   | 0%   | 2%                                                                                  | 8%                                                                                  |
| Turn Type                         | custom                                                                             |      | Perm                                                                              |      |      | Perm                                                                              | pm+pt                                                                               | NA                                                                                  |      |      | NA                                                                                  | custom                                                                              |
| Protected Phases                  | 3                                                                                  |      |                                                                                   |      |      |                                                                                   | 5                                                                                   | 2                                                                                   |      |      | 6                                                                                   | 3                                                                                   |
| Permitted Phases                  | 4                                                                                  |      | 4 6                                                                               |      |      | 2 4                                                                               | 2                                                                                   |                                                                                     |      |      |                                                                                     | 4 6                                                                                 |
| Actuated Green, G (s)             | 17.7                                                                               |      | 15.7                                                                              |      |      | 30.1                                                                              | 19.1                                                                                | 19.1                                                                                |      |      | 10.2                                                                                | 27.9                                                                                |
| Effective Green, g (s)            | 17.7                                                                               |      | 15.7                                                                              |      |      | 30.1                                                                              | 19.1                                                                                | 19.1                                                                                |      |      | 10.2                                                                                | 27.9                                                                                |
| Actuated g/C Ratio                | 0.33                                                                               |      | 0.29                                                                              |      |      | 0.56                                                                              | 0.36                                                                                | 0.36                                                                                |      |      | 0.19                                                                                | 0.52                                                                                |
| Clearance Time (s)                | 5.5                                                                                |      |                                                                                   |      |      |                                                                                   | 5.5                                                                                 | 5.5                                                                                 |      |      | 5.5                                                                                 | 5.5                                                                                 |
| Vehicle Extension (s)             | 3.0                                                                                |      |                                                                                   |      |      |                                                                                   | 3.0                                                                                 | 3.0                                                                                 |      |      | 3.0                                                                                 | 3.0                                                                                 |
| Lane Grp Cap (vph)                | 716                                                                                |      | 401                                                                               |      |      | 893                                                                               | 333                                                                                 | 655                                                                                 |      |      | 356                                                                                 | 1069                                                                                |
| v/s Ratio Prot                    | c0.09                                                                              |      |                                                                                   |      |      |                                                                                   | c0.01                                                                               | 0.04                                                                                |      |      | 0.05                                                                                | 0.03                                                                                |
| v/s Ratio Perm                    | 0.08                                                                               |      | 0.03                                                                              |      |      | 0.01                                                                              | c0.07                                                                               |                                                                                     |      |      |                                                                                     | 0.07                                                                                |
| v/c Ratio                         | 0.39                                                                               |      | 0.11                                                                              |      |      | 0.01                                                                              | 0.23                                                                                | 0.12                                                                                |      |      | 0.27                                                                                | 0.13                                                                                |
| Uniform Delay, d1                 | 14.3                                                                               |      | 13.7                                                                              |      |      | 5.1                                                                               | 11.8                                                                                | 11.5                                                                                |      |      | 18.4                                                                                | 6.5                                                                                 |
| Progression Factor                | 1.00                                                                               |      | 1.00                                                                              |      |      | 1.00                                                                              | 1.00                                                                                | 1.00                                                                                |      |      | 1.00                                                                                | 1.00                                                                                |
| Incremental Delay, d2             | 0.4                                                                                |      | 0.1                                                                               |      |      | 0.0                                                                               | 0.3                                                                                 | 0.1                                                                                 |      |      | 0.4                                                                                 | 0.1                                                                                 |
| Delay (s)                         | 14.7                                                                               |      | 13.8                                                                              |      |      | 5.1                                                                               | 12.1                                                                                | 11.6                                                                                |      |      | 18.8                                                                                | 6.6                                                                                 |
| Level of Service                  | B                                                                                  |      | B                                                                                 |      |      | A                                                                                 | B                                                                                   | B                                                                                   |      |      | B                                                                                   | A                                                                                   |
| Approach Delay (s/veh)            |                                                                                    | 14.4 |                                                                                   |      | 5.1  |                                                                                   |                                                                                     | 11.8                                                                                |      |      | 9.7                                                                                 |                                                                                     |
| Approach LOS                      |                                                                                    | B    |                                                                                   |      | A    |                                                                                   |                                                                                     | B                                                                                   |      |      | A                                                                                   |                                                                                     |
| <b>Intersection Summary</b>       |                                                                                    |      |                                                                                   |      |      |                                                                                   |                                                                                     |                                                                                     |      |      |                                                                                     |                                                                                     |
| HCM 2000 Control Delay (s/veh)    |                                                                                    |      | 12.0                                                                              |      |      | HCM 2000 Level of Service                                                         |                                                                                     |                                                                                     |      | B    |                                                                                     |                                                                                     |
| HCM 2000 Volume to Capacity ratio |                                                                                    |      | 0.41                                                                              |      |      |                                                                                   |                                                                                     |                                                                                     |      |      |                                                                                     |                                                                                     |
| Actuated Cycle Length (s)         |                                                                                    |      | 53.3                                                                              |      |      | Sum of lost time (s)                                                              |                                                                                     |                                                                                     |      | 22.0 |                                                                                     |                                                                                     |
| Intersection Capacity Utilization |                                                                                    |      | 53.8%                                                                             |      |      | ICU Level of Service                                                              |                                                                                     |                                                                                     |      | A    |                                                                                     |                                                                                     |
| Analysis Period (min)             |                                                                                    |      | 15                                                                                |      |      |                                                                                   |                                                                                     |                                                                                     |      |      |                                                                                     |                                                                                     |
| c Critical Lane Group             |                                                                                    |      |                                                                                   |      |      |                                                                                   |                                                                                     |                                                                                     |      |      |                                                                                     |                                                                                     |

# HCM 7th Signalized Intersection Summary

## 3: Main Street & 7th Street

11/14/2025

|                                           |  |  |  |  |  |  |   |  |  |  |  |  |
|-------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Movement                                  | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                 | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations                       |  |  |                                                                                   |                                                                                   |                                                                                   |                                                                                   |  |  |                                                                                     |                                                                                     |  |  |
| Traffic Volume (veh/h)                    | 272                                                                               | 24                                                                                | 83                                                                                | 0                                                                                 | 0                                                                                 | 0                                                                                 | 68                                                                                  | 69                                                                                  | 3                                                                                   | 8                                                                                   | 81                                                                                  | 257                                                                                 |
| Future Volume (veh/h)                     | 272                                                                               | 24                                                                                | 83                                                                                | 0                                                                                 | 0                                                                                 | 0                                                                                 | 68                                                                                  | 69                                                                                  | 3                                                                                   | 8                                                                                   | 81                                                                                  | 257                                                                                 |
| 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                                                                              |                                                                                   | 0.99                                                                              |                                                                                   |                                                                                   |                                                                                   | 1.00                                                                                |                                                                                     | 0.99                                                                                | 0.99                                                                                |                                                                                     | 0.99                                                                                |
| 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                    | 1767                                                                              | 1885                                                                              | 1693                                                                              |                                                                                   |                                                                                   |                                                                                   | 1752                                                                                | 1870                                                                                | 1900                                                                                | 1900                                                                                | 1870                                                                                | 1781                                                                                |
| Adj Flow Rate, veh/h                      | 298                                                                               | 37                                                                                | 102                                                                               |                                                                                   |                                                                                   |                                                                                   | 102                                                                                 | 86                                                                                  | 8                                                                                   | 16                                                                                  | 90                                                                                  | 305                                                                                 |
| Peak Hour Factor                          | 0.93                                                                              | 0.67                                                                              | 0.83                                                                              |                                                                                   |                                                                                   |                                                                                   | 0.68                                                                                | 0.82                                                                                | 0.38                                                                                | 0.50                                                                                | 0.92                                                                                | 0.86                                                                                |
| Percent Heavy Veh, %                      | 9                                                                                 | 1                                                                                 | 14                                                                                |                                                                                   |                                                                                   |                                                                                   | 10                                                                                  | 2                                                                                   | 0                                                                                   | 0                                                                                   | 2                                                                                   | 8                                                                                   |
| Cap, veh/h                                | 518                                                                               | 136                                                                               | 374                                                                               |                                                                                   |                                                                                   |                                                                                   | 623                                                                                 | 913                                                                                 | 85                                                                                  | 99                                                                                  | 476                                                                                 | 894                                                                                 |
| Arrive On Green                           | 0.31                                                                              | 0.31                                                                              | 0.31                                                                              |                                                                                   |                                                                                   |                                                                                   | 0.18                                                                                | 0.54                                                                                | 0.54                                                                                | 0.29                                                                                | 0.29                                                                                | 0.29                                                                                |
| Sat Flow, veh/h                           | 1682                                                                              | 441                                                                               | 1216                                                                              |                                                                                   |                                                                                   |                                                                                   | 1668                                                                                | 1684                                                                                | 157                                                                                 | 148                                                                                 | 1656                                                                                | 1494                                                                                |
| Grp Volume(v), veh/h                      | 298                                                                               | 0                                                                                 | 139                                                                               |                                                                                   |                                                                                   |                                                                                   | 102                                                                                 | 0                                                                                   | 94                                                                                  | 106                                                                                 | 0                                                                                   | 305                                                                                 |
| Grp Sat Flow(s),veh/h/ln                  | 1682                                                                              | 0                                                                                 | 1657                                                                              |                                                                                   |                                                                                   |                                                                                   | 1668                                                                                | 0                                                                                   | 1841                                                                                | 1804                                                                                | 0                                                                                   | 1494                                                                                |
| Q Serve(g_s), s                           | 10.9                                                                              | 0.0                                                                               | 4.6                                                                               |                                                                                   |                                                                                   |                                                                                   | 2.4                                                                                 | 0.0                                                                                 | 1.8                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 7.6                                                                                 |
| Cycle Q Clear(g_c), s                     | 10.9                                                                              | 0.0                                                                               | 4.6                                                                               |                                                                                   |                                                                                   |                                                                                   | 2.4                                                                                 | 0.0                                                                                 | 1.8                                                                                 | 3.1                                                                                 | 0.0                                                                                 | 7.6                                                                                 |
| Prop In Lane                              | 1.00                                                                              |                                                                                   | 0.73                                                                              |                                                                                   |                                                                                   |                                                                                   | 1.00                                                                                |                                                                                     | 0.09                                                                                | 0.15                                                                                |                                                                                     | 1.00                                                                                |
| Lane Grp Cap(c), veh/h                    | 518                                                                               | 0                                                                                 | 510                                                                               |                                                                                   |                                                                                   |                                                                                   | 623                                                                                 | 0                                                                                   | 997                                                                                 | 575                                                                                 | 0                                                                                   | 894                                                                                 |
| V/C Ratio(X)                              | 0.58                                                                              | 0.00                                                                              | 0.27                                                                              |                                                                                   |                                                                                   |                                                                                   | 0.16                                                                                | 0.00                                                                                | 0.09                                                                                | 0.18                                                                                | 0.00                                                                                | 0.34                                                                                |
| Avail Cap(c_a), veh/h                     | 518                                                                               | 0                                                                                 | 510                                                                               |                                                                                   |                                                                                   |                                                                                   | 666                                                                                 | 0                                                                                   | 1045                                                                                | 575                                                                                 | 0                                                                                   | 894                                                                                 |
| 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                                                                              | 0.00                                                                              | 1.00                                                                              |                                                                                   |                                                                                   |                                                                                   | 1.00                                                                                | 0.00                                                                                | 1.00                                                                                | 1.00                                                                                | 0.00                                                                                | 1.00                                                                                |
| Uniform Delay (d), s/veh                  | 21.3                                                                              | 0.0                                                                               | 19.1                                                                              |                                                                                   |                                                                                   |                                                                                   | 10.2                                                                                | 0.0                                                                                 | 8.1                                                                                 | 19.7                                                                                | 0.0                                                                                 | 7.5                                                                                 |
| Incr Delay (d2), s/veh                    | 4.6                                                                               | 0.0                                                                               | 1.3                                                                               |                                                                                   |                                                                                   |                                                                                   | 0.1                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.7                                                                                 | 0.0                                                                                 | 1.0                                                                                 |
| Initial Q Delay(d3), s/veh                | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               |                                                                                   |                                                                                   |                                                                                   | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| %ile BackOfQ(50%),veh/ln                  | 4.8                                                                               | 0.0                                                                               | 1.9                                                                               |                                                                                   |                                                                                   |                                                                                   | 0.8                                                                                 | 0.0                                                                                 | 0.7                                                                                 | 1.4                                                                                 | 0.0                                                                                 | 4.8                                                                                 |
| Unsig. Movement Delay, s/veh              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| LnGrp Delay(d), s/veh                     | 25.9                                                                              | 0.0                                                                               | 20.4                                                                              |                                                                                   |                                                                                   |                                                                                   | 10.3                                                                                | 0.0                                                                                 | 8.1                                                                                 | 20.4                                                                                | 0.0                                                                                 | 8.6                                                                                 |
| LnGrp LOS                                 | C                                                                                 |                                                                                   |                                                                                   | C                                                                                 |                                                                                   |                                                                                   | B                                                                                   |                                                                                     | A                                                                                   |                                                                                     | C                                                                                   |                                                                                     |
| Approach Vol, veh/h                       | 437                                                                               |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   | 196                                                                                 |                                                                                     |                                                                                     | 411                                                                                 |                                                                                     |                                                                                     |
| Approach Delay, s/veh                     | 24.2                                                                              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   | 9.3                                                                                 |                                                                                     |                                                                                     | 11.6                                                                                |                                                                                     |                                                                                     |
| Approach LOS                              | C                                                                                 |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   | A                                                                                   |                                                                                     |                                                                                     | B                                                                                   |                                                                                     |                                                                                     |
| Timer - Assigned Phs                      | 2                                                                                 |                                                                                   |                                                                                   | 4                                                                                 |                                                                                   | 5                                                                                 | 6                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Phs Duration (G+Y+Rc), s                  | 45.1                                                                              |                                                                                   |                                                                                   | 28.0                                                                              |                                                                                   | 18.6                                                                              | 26.5                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Change Period (Y+Rc), s                   | 5.5                                                                               |                                                                                   |                                                                                   | 5.5                                                                               |                                                                                   | 5.5                                                                               | 5.5                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Green Setting (Gmax), s               | 41.5                                                                              |                                                                                   |                                                                                   | 22.5                                                                              |                                                                                   | 15.0                                                                              | 21.0                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Q Clear Time (g_c+l1), s              | 3.8                                                                               |                                                                                   |                                                                                   | 12.9                                                                              |                                                                                   | 4.4                                                                               | 9.6                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Green Ext Time (p_c), s                   | 0.5                                                                               |                                                                                   |                                                                                   | 1.3                                                                               |                                                                                   | 0.2                                                                               | 1.4                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Intersection Summary                      |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 7th Control Delay, s/veh              | 16.4                                                                              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 7th LOS                               | B                                                                                 |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Notes                                     |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| User approved changes to right turn type. |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |

# HCM 7th Signalized Intersection Summary

## 3: Main Street & 7th Street

11/14/2025

|                              |  |  |  |  |  |  |   |  |  |  |  |  |
|------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Movement                     | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                 | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations          |  |  |                                                                                   |                                                                                   |                                                                                   |                                                                                   |  |  |                                                                                     |                                                                                     |  |  |
| Traffic Volume (veh/h)       | 252                                                                               | 42                                                                                | 94                                                                                | 0                                                                                 | 0                                                                                 | 0                                                                                 | 68                                                                                  | 69                                                                                  | 9                                                                                   | 12                                                                                  | 86                                                                                  | 246                                                                                 |
| Future Volume (veh/h)        | 252                                                                               | 42                                                                                | 94                                                                                | 0                                                                                 | 0                                                                                 | 0                                                                                 | 68                                                                                  | 69                                                                                  | 9                                                                                   | 12                                                                                  | 86                                                                                  | 246                                                                                 |
| 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                                                                              |                                                                                   | 0.98                                                                              |                                                                                   |                                                                                   |                                                                                   | 0.99                                                                                |                                                                                     | 0.99                                                                                | 0.99                                                                                |                                                                                     | 0.98                                                                                |
| 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       | 1767                                                                              | 1885                                                                              | 1693                                                                              |                                                                                   |                                                                                   |                                                                                   | 1752                                                                                | 1870                                                                                | 1900                                                                                | 1900                                                                                | 1870                                                                                | 1781                                                                                |
| Adj Flow Rate, veh/h         | 279                                                                               | 47                                                                                | 104                                                                               |                                                                                   |                                                                                   |                                                                                   | 75                                                                                  | 76                                                                                  | 10                                                                                  | 13                                                                                  | 95                                                                                  | 273                                                                                 |
| Peak Hour Factor             | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              |                                                                                   |                                                                                   |                                                                                   | 0.92                                                                                | 0.92                                                                                | 0.92                                                                                | 0.92                                                                                | 0.92                                                                                | 0.92                                                                                |
| Percent Heavy Veh, %         | 9                                                                                 | 1                                                                                 | 14                                                                                |                                                                                   |                                                                                   |                                                                                   | 10                                                                                  | 2                                                                                   | 0                                                                                   | 0                                                                                   | 2                                                                                   | 8                                                                                   |
| Cap, veh/h                   | 529                                                                               | 161                                                                               | 357                                                                               |                                                                                   |                                                                                   |                                                                                   | 606                                                                                 | 861                                                                                 | 113                                                                                 | 87                                                                                  | 504                                                                                 | 908                                                                                 |
| Arrive On Green              | 0.31                                                                              | 0.31                                                                              | 0.31                                                                              |                                                                                   |                                                                                   |                                                                                   | 0.16                                                                                | 0.53                                                                                | 0.53                                                                                | 0.29                                                                                | 0.29                                                                                | 0.29                                                                                |
| Sat Flow, veh/h              | 1682                                                                              | 514                                                                               | 1136                                                                              |                                                                                   |                                                                                   |                                                                                   | 1668                                                                                | 1617                                                                                | 213                                                                                 | 104                                                                                 | 1721                                                                                | 1479                                                                                |
| Grp Volume(v), veh/h         | 279                                                                               | 0                                                                                 | 151                                                                               |                                                                                   |                                                                                   |                                                                                   | 75                                                                                  | 0                                                                                   | 86                                                                                  | 108                                                                                 | 0                                                                                   | 273                                                                                 |
| Grp Sat Flow(s),veh/h/ln     | 1682                                                                              | 0                                                                                 | 1650                                                                              |                                                                                   |                                                                                   |                                                                                   | 1668                                                                                | 0                                                                                   | 1830                                                                                | 1824                                                                                | 0                                                                                   | 1479                                                                                |
| Q Serve(g_s), s              | 9.8                                                                               | 0.0                                                                               | 4.9                                                                               |                                                                                   |                                                                                   |                                                                                   | 1.7                                                                                 | 0.0                                                                                 | 1.7                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 6.4                                                                                 |
| Cycle Q Clear(g_c), s        | 9.8                                                                               | 0.0                                                                               | 4.9                                                                               |                                                                                   |                                                                                   |                                                                                   | 1.7                                                                                 | 0.0                                                                                 | 1.7                                                                                 | 3.1                                                                                 | 0.0                                                                                 | 6.4                                                                                 |
| Prop In Lane                 | 1.00                                                                              |                                                                                   | 0.69                                                                              |                                                                                   |                                                                                   |                                                                                   | 1.00                                                                                |                                                                                     | 0.12                                                                                | 0.12                                                                                |                                                                                     | 1.00                                                                                |
| Lane Grp Cap(c), veh/h       | 529                                                                               | 0                                                                                 | 518                                                                               |                                                                                   |                                                                                   |                                                                                   | 606                                                                                 | 0                                                                                   | 974                                                                                 | 591                                                                                 | 0                                                                                   | 908                                                                                 |
| V/C Ratio(X)                 | 0.53                                                                              | 0.00                                                                              | 0.29                                                                              |                                                                                   |                                                                                   |                                                                                   | 0.12                                                                                | 0.00                                                                                | 0.09                                                                                | 0.18                                                                                | 0.00                                                                                | 0.30                                                                                |
| Avail Cap(c_a), veh/h        | 529                                                                               | 0                                                                                 | 518                                                                               |                                                                                   |                                                                                   |                                                                                   | 685                                                                                 | 0                                                                                   | 1060                                                                                | 591                                                                                 | 0                                                                                   | 908                                                                                 |
| 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                                                                              | 0.00                                                                              | 1.00                                                                              |                                                                                   |                                                                                   |                                                                                   | 1.00                                                                                | 0.00                                                                                | 1.00                                                                                | 1.00                                                                                | 0.00                                                                                | 1.00                                                                                |
| Uniform Delay (d), s/veh     | 20.2                                                                              | 0.0                                                                               | 18.5                                                                              |                                                                                   |                                                                                   |                                                                                   | 10.2                                                                                | 0.0                                                                                 | 8.2                                                                                 | 19.0                                                                                | 0.0                                                                                 | 6.8                                                                                 |
| Incr Delay (d2), s/veh       | 3.7                                                                               | 0.0                                                                               | 1.4                                                                               |                                                                                   |                                                                                   |                                                                                   | 0.1                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.7                                                                                 | 0.0                                                                                 | 0.9                                                                                 |
| Initial Q Delay(d3), s/veh   | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               |                                                                                   |                                                                                   |                                                                                   | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| %ile BackOfQ(50%),veh/ln     | 4.2                                                                               | 0.0                                                                               | 2.0                                                                               |                                                                                   |                                                                                   |                                                                                   | 0.6                                                                                 | 0.0                                                                                 | 0.6                                                                                 | 1.4                                                                                 | 0.0                                                                                 | 4.0                                                                                 |
| Unsig. Movement Delay, s/veh |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| LnGrp Delay(d), s/veh        | 23.9                                                                              | 0.0                                                                               | 20.0                                                                              |                                                                                   |                                                                                   |                                                                                   | 10.3                                                                                | 0.0                                                                                 | 8.3                                                                                 | 19.7                                                                                | 0.0                                                                                 | 7.6                                                                                 |
| LnGrp LOS                    | C                                                                                 |                                                                                   | B                                                                                 |                                                                                   |                                                                                   |                                                                                   | B                                                                                   |                                                                                     | A                                                                                   |                                                                                     | A                                                                                   |                                                                                     |
| Approach Vol, veh/h          | 430                                                                               |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   | 161                                                                                 |                                                                                     |                                                                                     | 381                                                                                 |                                                                                     |                                                                                     |
| Approach Delay, s/veh        | 22.5                                                                              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   | 9.2                                                                                 |                                                                                     |                                                                                     | 11.0                                                                                |                                                                                     |                                                                                     |
| Approach LOS                 | C                                                                                 |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   | A                                                                                   |                                                                                     |                                                                                     | B                                                                                   |                                                                                     |                                                                                     |
| Timer - Assigned Phs         | 2                                                                                 |                                                                                   |                                                                                   | 4                                                                                 |                                                                                   |                                                                                   | 5                                                                                   |                                                                                     |                                                                                     | 6                                                                                   |                                                                                     |                                                                                     |
| Phs Duration (G+Y+Rc), s     | 43.6                                                                              |                                                                                   |                                                                                   | 28.0                                                                              |                                                                                   |                                                                                   | 17.1                                                                                |                                                                                     |                                                                                     | 26.5                                                                                |                                                                                     |                                                                                     |
| Change Period (Y+Rc), s      | 5.5                                                                               |                                                                                   |                                                                                   | 5.5                                                                               |                                                                                   |                                                                                   | 5.5                                                                                 |                                                                                     |                                                                                     | 5.5                                                                                 |                                                                                     |                                                                                     |
| Max Green Setting (Gmax), s  | 41.5                                                                              |                                                                                   |                                                                                   | 22.5                                                                              |                                                                                   |                                                                                   | 15.0                                                                                |                                                                                     |                                                                                     | 21.0                                                                                |                                                                                     |                                                                                     |
| Max Q Clear Time (g_c+l1), s | 3.7                                                                               |                                                                                   |                                                                                   | 11.8                                                                              |                                                                                   |                                                                                   | 3.7                                                                                 |                                                                                     |                                                                                     | 8.4                                                                                 |                                                                                     |                                                                                     |
| Green Ext Time (p_c), s      | 0.5                                                                               |                                                                                   |                                                                                   | 1.4                                                                               |                                                                                   |                                                                                   | 0.1                                                                                 |                                                                                     |                                                                                     | 1.3                                                                                 |                                                                                     |                                                                                     |
| Intersection Summary         |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 7th Control Delay, s/veh | 15.8                                                                              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 7th LOS                  | B                                                                                 |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |

## Appendix D. SimTraffic Queue Reports

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Intersection: 3: Main Street & 7th Street

| Movement              | EB  | EB  | WB  | NB  | NB  | SB  | SB  |
|-----------------------|-----|-----|-----|-----|-----|-----|-----|
| Directions Served     | L   | TR  | LTR | L   | TR  | L   | TR  |
| Maximum Queue (ft)    | 267 | 74  | 75  | 154 | 112 | 31  | 250 |
| Average Queue (ft)    | 117 | 38  | 36  | 62  | 54  | 6   | 140 |
| 95th Queue (ft)       | 208 | 67  | 74  | 120 | 96  | 24  | 218 |
| Link Distance (ft)    | 458 | 458 | 382 |     | 289 |     | 297 |
| Upstream Blk Time (%) |     |     |     |     |     |     |     |
| Queuing Penalty (veh) |     |     |     |     |     |     |     |
| Storage Bay Dist (ft) |     |     |     | 145 |     | 150 |     |
| Storage Blk Time (%)  |     |     |     | 1   |     |     | 7   |
| Queuing Penalty (veh) |     |     |     | 1   |     |     | 1   |

Network Summary

Network wide Queuing Penalty: 1

Intersection: 3: Main Street & 7th Street

| Movement              | EB  | EB  | WB  | NB  | NB  | SB  | SB  |
|-----------------------|-----|-----|-----|-----|-----|-----|-----|
| Directions Served     | L   | TR  | LTR | L   | TR  | L   | TR  |
| Maximum Queue (ft)    | 200 | 94  | 116 | 110 | 93  | 31  | 283 |
| Average Queue (ft)    | 105 | 42  | 50  | 59  | 36  | 11  | 122 |
| 95th Queue (ft)       | 183 | 79  | 92  | 96  | 77  | 33  | 228 |
| Link Distance (ft)    | 458 | 458 | 382 |     | 289 |     | 297 |
| Upstream Blk Time (%) |     |     |     |     |     |     | 0   |
| Queuing Penalty (veh) |     |     |     |     |     |     | 0   |
| Storage Bay Dist (ft) |     |     |     | 145 |     | 150 |     |
| Storage Blk Time (%)  |     |     |     |     |     |     | 6   |
| Queuing Penalty (veh) |     |     |     |     |     |     | 1   |

Network Summary

Network wide Queuing Penalty: 1

## Intersection: 3: Main Street &amp; 7th Street

| Movement              | EB  | EB  | WB  | NB  | NB  | SB  | SB  |
|-----------------------|-----|-----|-----|-----|-----|-----|-----|
| Directions Served     | L   | TR  | LTR | L   | TR  | L   | TR  |
| Maximum Queue (ft)    | 222 | 94  | 94  | 134 | 134 | 31  | 349 |
| Average Queue (ft)    | 105 | 32  | 34  | 61  | 58  | 5   | 154 |
| 95th Queue (ft)       | 182 | 72  | 81  | 110 | 108 | 22  | 272 |
| Link Distance (ft)    | 458 | 458 | 382 |     | 289 |     | 297 |
| Upstream Blk Time (%) |     |     |     |     |     |     | 2   |
| Queuing Penalty (veh) |     |     |     |     |     |     | 0   |
| Storage Bay Dist (ft) |     |     |     | 145 |     | 150 |     |
| Storage Blk Time (%)  |     |     |     | 0   | 0   |     | 10  |
| Queuing Penalty (veh) |     |     |     | 0   | 0   |     | 1   |

## Network Summary

Network wide Queuing Penalty: 1

## Queuing and Blocking Report

No Action PM

09/02/2025

### Intersection: 3: Main Street & 7th Street

| Movement              | EB  | EB  | WB  | NB  | NB  | SB  | SB  |
|-----------------------|-----|-----|-----|-----|-----|-----|-----|
| Directions Served     | L   | TR  | LTR | L   | TR  | L   | TR  |
| Maximum Queue (ft)    | 211 | 118 | 116 | 110 | 110 | 174 | 236 |
| Average Queue (ft)    | 107 | 41  | 47  | 53  | 33  | 16  | 112 |
| 95th Queue (ft)       | 175 | 81  | 93  | 89  | 81  | 69  | 201 |
| Link Distance (ft)    | 458 | 458 | 382 |     | 289 |     | 297 |
| Upstream Blk Time (%) |     |     |     |     |     |     |     |
| Queuing Penalty (veh) |     |     |     |     |     |     |     |
| Storage Bay Dist (ft) |     |     |     | 145 |     | 150 |     |
| Storage Blk Time (%)  |     |     |     |     |     |     | 3   |
| Queuing Penalty (veh) |     |     |     |     |     |     | 0   |

### Network Summary

Network wide Queuing Penalty: 0

## Intersection: 3: Main Street &amp; 7th Street

| Movement              | EB  | WB  | NB  | SB  |
|-----------------------|-----|-----|-----|-----|
| Directions Served     | LTR | LTR | LTR | LTR |
| Maximum Queue (ft)    | 139 | 31  | 79  | 76  |
| Average Queue (ft)    | 42  | 12  | 20  | 27  |
| 95th Queue (ft)       | 94  | 36  | 51  | 66  |
| Link Distance (ft)    | 439 | 362 | 270 | 277 |
| Upstream Blk Time (%) |     |     |     |     |
| Queuing Penalty (veh) |     |     |     |     |
| Storage Bay Dist (ft) |     |     |     |     |
| Storage Blk Time (%)  |     |     |     |     |
| Queuing Penalty (veh) |     |     |     |     |

## Network Summary

Network wide Queuing Penalty: 0

## Intersection: 3: Main Street &amp; 7th Street

| Movement              | EB  | WB  | NB  | SB  |
|-----------------------|-----|-----|-----|-----|
| Directions Served     | LTR | LTR | LTR | LTR |
| Maximum Queue (ft)    | 121 | 74  | 79  | 137 |
| Average Queue (ft)    | 36  | 15  | 24  | 35  |
| 95th Queue (ft)       | 91  | 48  | 58  | 87  |
| Link Distance (ft)    | 439 | 362 | 270 | 277 |
| Upstream Blk Time (%) |     |     |     |     |
| Queuing Penalty (veh) |     |     |     |     |
| Storage Bay Dist (ft) |     |     |     |     |
| Storage Blk Time (%)  |     |     |     |     |
| Queuing Penalty (veh) |     |     |     |     |

## Network Summary

Network wide Queuing Penalty: 0

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Intersection: 3: Main Street & 7th Street

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| Movement              | EB  | WB  | NB  | SB  |
|-----------------------|-----|-----|-----|-----|
| Directions Served     | LTR | LTR | LTR | LTR |
| Maximum Queue (ft)    | 139 | 53  | 80  | 79  |
| Average Queue (ft)    | 37  | 13  | 20  | 26  |
| 95th Queue (ft)       | 86  | 39  | 52  | 59  |
| Link Distance (ft)    | 418 | 342 | 249 | 257 |
| Upstream Blk Time (%) |     |     |     |     |
| Queuing Penalty (veh) |     |     |     |     |
| Storage Bay Dist (ft) |     |     |     |     |
| Storage Blk Time (%)  |     |     |     |     |
| Queuing Penalty (veh) |     |     |     |     |

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Network Summary

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Network wide Queuing Penalty: 0

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## Intersection: 3: Main Street &amp; 7th Street

| Movement              | EB  | WB  | NB  | SB  |
|-----------------------|-----|-----|-----|-----|
| Directions Served     | LTR | LTR | LTR | LTR |
| Maximum Queue (ft)    | 98  | 53  | 80  | 68  |
| Average Queue (ft)    | 49  | 21  | 23  | 23  |
| 95th Queue (ft)       | 86  | 50  | 64  | 55  |
| Link Distance (ft)    | 418 | 342 | 249 | 257 |
| Upstream Blk Time (%) |     |     |     |     |
| Queuing Penalty (veh) |     |     |     |     |
| Storage Bay Dist (ft) |     |     |     |     |
| Storage Blk Time (%)  |     |     |     |     |
| Queuing Penalty (veh) |     |     |     |     |

## Network Summary

Network wide Queuing Penalty: 0



Intersection: 3: Main Street & 7th Street

| Movement              | EB  | EB  | WB  | NB  | NB  | SB  | SB  |
|-----------------------|-----|-----|-----|-----|-----|-----|-----|
| Directions Served     | L   | TR  | LTR | L   | TR  | LT  | R   |
| Maximum Queue (ft)    | 216 | 74  | 72  | 114 | 115 | 79  | 159 |
| Average Queue (ft)    | 143 | 37  | 34  | 55  | 42  | 37  | 48  |
| 95th Queue (ft)       | 228 | 62  | 66  | 99  | 89  | 81  | 97  |
| Link Distance (ft)    |     | 731 | 384 |     | 289 |     | 297 |
| Upstream Blk Time (%) |     |     |     |     |     |     |     |
| Queuing Penalty (veh) |     |     |     |     |     |     |     |
| Storage Bay Dist (ft) | 425 |     |     | 225 |     | 225 |     |
| Storage Blk Time (%)  |     |     |     |     |     |     |     |
| Queuing Penalty (veh) |     |     |     |     |     |     |     |

Network Summary

Network wide Queuing Penalty: 0

Intersection: 3: Main Street & 7th Street

| Movement              | EB  | EB  | WB  | NB  | NB  | SB  | SB  |
|-----------------------|-----|-----|-----|-----|-----|-----|-----|
| Directions Served     | L   | TR  | LTR | L   | TR  | LT  | R   |
| Maximum Queue (ft)    | 310 | 112 | 91  | 96  | 95  | 116 | 222 |
| Average Queue (ft)    | 123 | 44  | 39  | 41  | 47  | 40  | 62  |
| 95th Queue (ft)       | 229 | 89  | 67  | 78  | 79  | 81  | 133 |
| Link Distance (ft)    |     | 709 | 384 |     | 289 |     | 297 |
| Upstream Blk Time (%) |     |     |     |     |     |     |     |
| Queuing Penalty (veh) |     |     |     |     |     |     |     |
| Storage Bay Dist (ft) | 425 |     |     | 225 |     | 225 |     |
| Storage Blk Time (%)  |     |     |     |     |     |     | 0   |
| Queuing Penalty (veh) |     |     |     |     |     |     | 0   |

Network Summary

Network wide Queuing Penalty: 0

Intersection: 3: Main Street & 7th Street

| Movement              | EB  | EB  | WB  | NB  | NB  | SB  | SB  |
|-----------------------|-----|-----|-----|-----|-----|-----|-----|
| Directions Served     | L   | TR  | LTR | L   | TR  | LT  | R   |
| Maximum Queue (ft)    | 222 | 71  | 91  | 94  | 93  | 74  | 112 |
| Average Queue (ft)    | 126 | 38  | 32  | 45  | 39  | 42  | 54  |
| 95th Queue (ft)       | 203 | 61  | 67  | 85  | 76  | 77  | 98  |
| Link Distance (ft)    |     | 731 | 384 |     | 289 |     | 297 |
| Upstream Blk Time (%) |     |     |     |     |     |     |     |
| Queuing Penalty (veh) |     |     |     |     |     |     |     |
| Storage Bay Dist (ft) | 425 |     |     | 225 |     | 225 |     |
| Storage Blk Time (%)  |     |     |     |     |     |     |     |
| Queuing Penalty (veh) |     |     |     |     |     |     |     |

Network Summary

Network wide Queuing Penalty: 0

Intersection: 3: Main Street & 7th Street

| Movement              | EB  | EB  | WB  | NB  | NB  | SB  | SB  |
|-----------------------|-----|-----|-----|-----|-----|-----|-----|
| Directions Served     | L   | TR  | LTR | L   | TR  | LT  | R   |
| Maximum Queue (ft)    | 294 | 141 | 95  | 96  | 74  | 116 | 131 |
| Average Queue (ft)    | 123 | 52  | 44  | 49  | 35  | 44  | 53  |
| 95th Queue (ft)       | 227 | 109 | 81  | 86  | 72  | 91  | 94  |
| Link Distance (ft)    |     | 709 | 384 |     | 289 |     | 297 |
| Upstream Blk Time (%) |     |     |     |     |     |     |     |
| Queuing Penalty (veh) |     |     |     |     |     |     |     |
| Storage Bay Dist (ft) | 425 |     |     | 225 |     | 225 |     |
| Storage Blk Time (%)  |     |     |     |     |     |     |     |
| Queuing Penalty (veh) |     |     |     |     |     |     |     |

Network Summary

Network wide Queuing Penalty: 0

Intersection: 3: Main Street & 7th Street

| Movement              | EB  | EB  | NB  | NB  | SB  | SB  |
|-----------------------|-----|-----|-----|-----|-----|-----|
| Directions Served     | L   | R   | L   | TR  | T   | R   |
| Maximum Queue (ft)    | 180 | 88  | 81  | 80  | 66  | 94  |
| Average Queue (ft)    | 95  | 13  | 31  | 29  | 29  | 37  |
| 95th Queue (ft)       | 154 | 51  | 67  | 64  | 67  | 75  |
| Link Distance (ft)    |     | 745 |     | 288 |     | 297 |
| Upstream Blk Time (%) |     |     |     |     |     |     |
| Queuing Penalty (veh) |     |     |     |     |     |     |
| Storage Bay Dist (ft) | 425 |     | 225 |     | 225 |     |
| Storage Blk Time (%)  |     |     |     |     |     |     |
| Queuing Penalty (veh) |     |     |     |     |     |     |

Network Summary

Network wide Queuing Penalty: 0

Intersection: 3: Main Street & 7th Street

| Movement              | EB  | EB  | NB  | NB  | SB  | SB  |
|-----------------------|-----|-----|-----|-----|-----|-----|
| Directions Served     | L   | R   | L   | TR  | T   | R   |
| Maximum Queue (ft)    | 127 | 90  | 83  | 59  | 124 | 87  |
| Average Queue (ft)    | 71  | 26  | 42  | 23  | 41  | 40  |
| 95th Queue (ft)       | 112 | 65  | 76  | 46  | 78  | 71  |
| Link Distance (ft)    |     | 747 |     | 287 |     | 297 |
| Upstream Blk Time (%) |     |     |     |     |     |     |
| Queuing Penalty (veh) |     |     |     |     |     |     |
| Storage Bay Dist (ft) | 425 |     | 225 |     | 225 |     |
| Storage Blk Time (%)  |     |     |     |     |     |     |
| Queuing Penalty (veh) |     |     |     |     |     |     |

Network Summary

Network wide Queuing Penalty: 0

Intersection: 3: Main Street & 7th Street

| Movement              | EB  | EB  | NB  | NB  | SB  | SB  |
|-----------------------|-----|-----|-----|-----|-----|-----|
| Directions Served     | L   | R   | L   | TR  | T   | R   |
| Maximum Queue (ft)    | 278 | 52  | 89  | 121 | 88  | 94  |
| Average Queue (ft)    | 105 | 22  | 41  | 34  | 36  | 39  |
| 95th Queue (ft)       | 196 | 49  | 78  | 77  | 67  | 81  |
| Link Distance (ft)    |     | 745 |     | 288 |     | 297 |
| Upstream Blk Time (%) |     |     |     |     |     |     |
| Queuing Penalty (veh) |     |     |     |     |     |     |
| Storage Bay Dist (ft) | 425 |     | 225 |     | 225 |     |
| Storage Blk Time (%)  |     |     |     |     |     |     |
| Queuing Penalty (veh) |     |     |     |     |     |     |

Network Summary

Network wide Queuing Penalty: 0

Intersection: 3: Main Street & 7th Street

| Movement              | EB  | EB  | NB  | NB  | SB  | SB  |
|-----------------------|-----|-----|-----|-----|-----|-----|
| Directions Served     | L   | R   | L   | TR  | T   | R   |
| Maximum Queue (ft)    | 198 | 90  | 103 | 59  | 66  | 77  |
| Average Queue (ft)    | 95  | 39  | 41  | 22  | 37  | 36  |
| 95th Queue (ft)       | 165 | 68  | 84  | 50  | 61  | 69  |
| Link Distance (ft)    |     | 747 |     | 287 |     | 297 |
| Upstream Blk Time (%) |     |     |     |     |     |     |
| Queuing Penalty (veh) |     |     |     |     |     |     |
| Storage Bay Dist (ft) | 425 |     | 225 |     | 225 |     |
| Storage Blk Time (%)  |     |     |     |     |     |     |
| Queuing Penalty (veh) |     |     |     |     |     |     |

Network Summary

Network wide Queuing Penalty: 0



Intersection: 3: Main Street & 7th Street

| Movement              | EB  | EB  | NB  | NB  | SB  | SB  |
|-----------------------|-----|-----|-----|-----|-----|-----|
| Directions Served     | L   | TR  | L   | TR  | LT  | R   |
| Maximum Queue (ft)    | 232 | 75  | 89  | 93  | 104 | 119 |
| Average Queue (ft)    | 92  | 35  | 36  | 41  | 47  | 46  |
| 95th Queue (ft)       | 166 | 63  | 71  | 82  | 85  | 95  |
| Link Distance (ft)    |     | 731 |     | 289 |     | 297 |
| Upstream Blk Time (%) |     |     |     |     |     |     |
| Queuing Penalty (veh) |     |     |     |     |     |     |
| Storage Bay Dist (ft) | 425 |     | 225 |     | 225 |     |
| Storage Blk Time (%)  |     |     |     |     |     |     |
| Queuing Penalty (veh) |     |     |     |     |     |     |

Network Summary

Network wide Queuing Penalty: 0

Intersection: 3: Main Street & 7th Street

| Movement              | EB  | EB  | NB  | NB  | SB  | SB  |
|-----------------------|-----|-----|-----|-----|-----|-----|
| Directions Served     | L   | TR  | L   | TR  | LT  | R   |
| Maximum Queue (ft)    | 215 | 201 | 97  | 115 | 110 | 113 |
| Average Queue (ft)    | 96  | 53  | 41  | 51  | 42  | 44  |
| 95th Queue (ft)       | 176 | 122 | 80  | 96  | 91  | 96  |
| Link Distance (ft)    |     | 709 |     | 289 |     | 297 |
| Upstream Blk Time (%) |     |     |     |     |     |     |
| Queuing Penalty (veh) |     |     |     |     |     |     |
| Storage Bay Dist (ft) | 425 |     | 225 |     | 225 |     |
| Storage Blk Time (%)  |     |     |     |     |     |     |
| Queuing Penalty (veh) |     |     |     |     |     |     |

Network Summary

Network wide Queuing Penalty: 0

## Appendix E. Stage 1 ICAT Results

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# INTERSECTION CONTROL ASSESSMENT TOOL (ICAT) INTERSECTION DATA

CDOT ICAT Version 2.0 | Release Date: 6/1/2024

CDOT Project No: 12345 Requested by: City of Walsenburg

County: Huerfano CDOT Region: Region 2

|                      | EB Approach      | WB Approach      | NB Approach   | SB Approach   |
|----------------------|------------------|------------------|---------------|---------------|
| Road Name            | US 160           | 7th Street       | Main Street   | Main Street   |
| Road Classification: | NR-A Regional Hw | Other Local Road | NR-C Arterial | NR-C Arterial |
| Road Median Width:   | 0' Median        | 0' Median        | 0' Median     | 0' Median     |
| Right of Way:        | 60' ROW          | 60' ROW          | 60' ROW       | 60' ROW       |
| Speed Limit:         | 30 mph           | 25 mph           | 25 mph        | 25 mph        |
| Approach Lanes:      |                  |                  |               |               |

Major Rd Direction: North/South Area Type: Urban

Intersection Control: Signalized Intersection Terrain: Plains

Prepared By: Rehan Saharan Date: 6/5/2025

Project Description: R2 Intersection Studies

Type of Project: Operational Improvement Project

## VOLUME FACTOR DATA

|      |                      |
|------|----------------------|
| 2025 | Existing Data Year * |
| 2026 | Project Open Year    |
| 2050 | Project Design Year  |
| 13%  | K Factor**           |

## ICAT Users Guide (Double Click to Open)



\* If current count data is older than 2016, collection of new (current) count data is recommended  
\*\* K Factor = proportion of average annual daily traffic occurring in the highest hour of the day

## CRASH DATA:

Use DiExSys Data or LOSS Database to document number of PDO, injury, fatal crashes and LOSS at intersection in past 5 years:

Use below link to access CDOT Crash Patterns/LOSS:  
<https://cdot.maps.arcgis.com/apps/MapSeries/index.html>

|   |                                                    |
|---|----------------------------------------------------|
| 3 | Number of PDO crashes in last 5 year period ***    |
| 0 | Number of Injury crashes in last 5 year period *** |
| 0 | Number of Fatal crashes in last 5 year period ***  |
| 3 | Total number of crashes in last 5 year period      |

\*\*\* **Note:** Enter number of injury and fatal crashes. NOT the number of persons injured or killed.

|   |             |
|---|-------------|
| 0 | LOSS Total  |
| 0 | LOSS Severe |

## 2025 Existing Volumes

|                         |                  |       |     |                                                                                                |                                                                                                |                                                                                                |                                                                                                |                                                                                                |                                                                                                |                                                                                                |                                                                                                |                |            |
|-------------------------|------------------|-------|-----|------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------|----------------|------------|
| 2025 Existing Volumes   |                  |       |     | Main Street                                                                                    |                                                                                                |                                                                                                |                                                                                                | <div></div> |                                                                                                |                                                                                                |                                                                                                |                |            |
|                         |                  |       |     | 346 (344) [5400]                                                                               |                                                                                                |                                                                                                |                                                                                                |                                                                                                |                                                                                                |                                                                                                |                                                                                                |                |            |
|                         |                  |       |     | (7)                                                                                            | (246)                                                                                          | (86)                                                                                           | (12)                                                                                           |                                                                                                |                                                                                                |                                                                                                |                                                                                                |                |            |
|                         |                  |       |     | 2                                                                                              | 257                                                                                            | 81                                                                                             | 8                                                                                              |                                                                                                |                                                                                                |                                                                                                |                                                                                                |                |            |
| Critical Lane V/C: 0.45 |                  |       |     | <div></div> | <div></div> | <div></div> | <div></div> | <div></div> | <div></div> | 4                                                                                              | (5)                                                                                            | 0.1%           |            |
| US 160                  | 379 [388] [5700] | (252) | 272 | <div></div> | 2025 Intersection Daily Entering Volume (est):<br>7,300                                        |                                                                                                |                                                                                                |                                                                                                | <div></div> | 16                                                                                             | (20)                                                                                           | 46 (68) [1000] | 7th Street |
|                         |                  | (42)  | 24  | <div></div> |                                                                                                |                                                                                                |                                                                                                |                                                                                                | <div></div> | 27                                                                                             | (43)                                                                                           |                |            |
|                         |                  | (94)  | 83  | <div></div> |                                                                                                |                                                                                                |                                                                                                |                                                                                                | <div></div> | 3                                                                                              | (5)                                                                                            |                |            |
|                         |                  | (7)   | 1   | <div></div> |                                                                                                |                                                                                                |                                                                                                |                                                                                                | <div></div> | <div></div> | <div></div> |                |            |
| 0.1%                    |                  |       |     | <div></div> | <div></div> | <div></div> | <div></div> | <div></div> | Peak Hour % Trucks                                                                             |                                                                                                |                                                                                                |                |            |
|                         |                  |       |     | 68                                                                                             | 69                                                                                             | 3                                                                                              | 5                                                                                              | EB 9%                                                                                          |                                                                                                |                                                                                                |                                                                                                |                |            |
|                         |                  |       |     | (68)                                                                                           | (69)                                                                                           | (9)                                                                                            | (1)                                                                                            | WB 1%                                                                                          |                                                                                                |                                                                                                |                                                                                                |                |            |
| Roadway Volume Splits   |                  |       |     |                                                                                                |                                                                                                |                                                                                                |                                                                                                |                                                                                                |                                                                                                |                                                                                                |                                                                                                |                |            |
| US 160/7th Street 46%   |                  |       |     |                                                                                                |                                                                                                |                                                                                                |                                                                                                |                                                                                                |                                                                                                |                                                                                                |                                                                                                |                |            |
| Main Street 54%         |                  |       |     |                                                                                                |                                                                                                |                                                                                                |                                                                                                |                                                                                                |                                                                                                |                                                                                                |                                                                                                |                |            |
|                         |                  |       |     | 140 (146) [2500]                                                                               |                                                                                                |                                                                                                |                                                                                                |                                                                                                |                                                                                                |                                                                                                |                                                                                                |                |            |
|                         |                  |       |     | Main Street                                                                                    |                                                                                                |                                                                                                |                                                                                                |                                                                                                |                                                                                                |                                                                                                |                                                                                                |                |            |
|                         |                  |       |     |                                                                                                |                                                                                                |                                                                                                |                                                                                                | NB 6%                                                                                          |                                                                                                |                                                                                                |                                                                                                |                |            |
|                         |                  |       |     |                                                                                                |                                                                                                |                                                                                                |                                                                                                | SB 7%                                                                                          |                                                                                                |                                                                                                |                                                                                                |                |            |



## Roadway Volume Splits

US 160/7th Street 46%  
Main Street 54%

## 2026 Opening Year Volumes

|                                           |       |     |   |                                                            |       |      |      |                                                                                                                                                                 |    |      |                              |   |
|-------------------------------------------|-------|-----|---|------------------------------------------------------------|-------|------|------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------|----|------|------------------------------|---|
| 2026 Opening<br>Year Volumes              |       |     |   | Main Street                                                |       |      |      | <b>Legend:</b><br>000 = AM Peak Hr Movement/<br>Approach Volume<br>(000) = PM Peak Hr Movement/<br>Approach Volume<br>[0000]= ADT Approach Volume<br>(Estimate) |    |      |                              |   |
|                                           |       |     |   | 345 (340) [5230.76923076923]                               |       |      |      |                                                                                                                                                                 |    |      |                              |   |
|                                           |       |     |   | (5)                                                        | (245) | (85) | (10) |                                                                                                                                                                 |    |      |                              |   |
|                                           |       |     |   | 0                                                          | 255   | 80   | 10   |                                                                                                                                                                 |    |      |                              |   |
|                                           |       |     |   | Peds                                                       |       |      |      |                                                                                                                                                                 |    |      |                              |   |
| Critical Lane V/C: 0.45                   |       |     |   | ↔                                                          | ↶     | ↓    | ↷    | ↕                                                                                                                                                               | 5  | (5)  | 45 (70) [1000]<br>7th Street |   |
| US 160<br>380 (385)<br>[5730.76923076923] | (250) | 270 | ↶ | 2026 Intersection Daily<br>Entering Volume (est):<br>7,269 |       |      |      | ↶                                                                                                                                                               | 15 | (20) |                              |   |
|                                           | (40)  | 25  | ↷ |                                                            |       |      |      | ↶                                                                                                                                                               | 25 | (45) |                              |   |
|                                           | (95)  | 85  | ↷ |                                                            |       |      |      | ↶                                                                                                                                                               | 5  | (5)  |                              |   |
|                                           | (5)   | 0   | ↕ |                                                            |       |      |      | ↶                                                                                                                                                               | ↶  | ↶    |                              |   |
|                                           |       |     |   |                                                            |       |      |      | ↕                                                                                                                                                               | ↶  | ↶    | ↶                            | ↕ |
|                                           |       |     |   | 70                                                         | 70    | 5    | 5    |                                                                                                                                                                 |    |      |                              |   |
|                                           |       |     |   | (70)                                                       | (70)  | (10) | (0)  |                                                                                                                                                                 |    |      |                              |   |
|                                           |       |     |   | 145 (150) [2576.92307692308]                               |       |      |      |                                                                                                                                                                 |    |      |                              |   |
|                                           |       |     |   | Main Street                                                |       |      |      |                                                                                                                                                                 |    |      |                              |   |

## Legend:

000 = AM Peak Hr Movement/  
Approach Volume  
(000) = PM Peak Hr Movement/  
Approach Volume  
[0000] = ADT Approach Volume  
(Estimate)

## 2050 Design Year Volumes

| 2050 Design<br>Year Volumes              |       |     |       | Main Street                                                |       |       |      |     |      |
|------------------------------------------|-------|-----|-------|------------------------------------------------------------|-------|-------|------|-----|------|
|                                          |       |     |       | 360 (350) [5384.61538461538]                               |       |       |      |     |      |
|                                          |       |     |       | (5)                                                        | (250) | (90)  | (10) |     |      |
|                                          |       |     |       | 0                                                          | 265   | 85    | 10   |     |      |
| Critical Lane V/C: 0.44                  |       |     |       | Peds↔                                                      | ↶     | ⇓     | ↷    |     |      |
|                                          |       |     |       |                                                            |       | Peds⇓ | 5    | (5) |      |
| US 160<br>390 (400)<br>15884.61538461538 | (260) | 280 | ↶     | 2050 Intersection Daily<br>Entering Volume (est):<br>7,462 |       |       | ↶    | 15  | (20) |
|                                          | (45)  | 25  | ⇨     |                                                            |       |       | ⇨    | 25  | (45) |
|                                          | (95)  | 85  | ↷     |                                                            |       |       | ↷    | 5   | (5)  |
|                                          | (5)   | 0   | ↶Peds |                                                            |       |       | ↶    | ⇑   | ↷    |
|                                          |       |     |       |                                                            | ↶     | ⇑     | ↷    |     |      |
|                                          |       |     |       | 70                                                         | 70    | 5     | 5    |     |      |
|                                          |       |     |       | (70)                                                       | (70)  | (10)  | (0)  |     |      |
|                                          |       |     |       | 145 (150) [2615.38461538462]                               |       |       |      |     |      |
|                                          |       |     |       | Main Street                                                |       |       |      |     |      |

persons injured or killed.

**Note:** Critical V/C = \* indicates V/C ratio cannot be calculated using CLV method

**Note:** Critical V/C = \* indicates V/C ratio cannot be calculated using CLV method



## ICAT STAGE 1: ALTERNATIVE SHORT-LIST DECISION RECORD

CDOT ICAT Version 2.0 | Release Date: 6/1/2024

|                                                                                                              |  |                                                                                                                                                      |  |                                                                    |  |                                                                    |  |                                                                          |  |                                                                                                                    |  |                                                                                                                                |  |                                                                                                                                       |  |                                                                      |  |                                                                                    |  |                                                                           |  |                                                                                      |  |                                                                                                |  |                                                                                                                                 |  |                                                                                                                                 |  |                                                                                        |  |                                                                     |  |                                          |  |                |  |            |  |             |  |                                                      |  |                                                                                                                                                                                                                                                                                      |  |
|--------------------------------------------------------------------------------------------------------------|--|------------------------------------------------------------------------------------------------------------------------------------------------------|--|--------------------------------------------------------------------|--|--------------------------------------------------------------------|--|--------------------------------------------------------------------------|--|--------------------------------------------------------------------------------------------------------------------|--|--------------------------------------------------------------------------------------------------------------------------------|--|---------------------------------------------------------------------------------------------------------------------------------------|--|----------------------------------------------------------------------|--|------------------------------------------------------------------------------------|--|---------------------------------------------------------------------------|--|--------------------------------------------------------------------------------------|--|------------------------------------------------------------------------------------------------|--|---------------------------------------------------------------------------------------------------------------------------------|--|---------------------------------------------------------------------------------------------------------------------------------|--|----------------------------------------------------------------------------------------|--|---------------------------------------------------------------------|--|------------------------------------------|--|----------------|--|------------|--|-------------|--|------------------------------------------------------|--|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|
| Project Number: 0012345                                                                                      |  | Project Location: Main Street @ US 160/7th Street                                                                                                    |  | Existing Control: Signalized Intersection                          |  | Prepared by: Rehan Saharan                                         |  | Date: 6/5/2025                                                           |  |                                                                                                                    |  |                                                                                                                                |  |                                                                                                                                       |  |                                                                      |  |                                                                                    |  |                                                                           |  |                                                                                      |  |                                                                                                |  |                                                                                                                                 |  |                                                                                                                                 |  |                                                                                        |  |                                                                     |  |                                          |  |                |  |            |  |             |  |                                                      |  |                                                                                                                                                                                                                                                                                      |  |
| 1 Answer questions 1-16 with rating of 0, 1 or 2.                                                            |  | 2 Deselect or select any alternative by placing an X or Y (respectively) in column to right of score; Enter change justification in rightmost column |  | Q1: Is ROW on major road constrained? (0=no, 1=somewhat, 2=highly) |  | Q2: Is ROW on minor road constrained? (0=no, 1=somewhat, 2=highly) |  | Q3: Are intersection quadrants constrained? (0=no, 1=somewhat, 2=highly) |  | Q4: Are there intersection safety issues? (0=no, 1=moderate, 2=crash hot spot) (Based on previous LOSS data input) |  | Q5: Is there significant current or future pedestrian activity? (0=no, 1=moderate, 2=high) (Based on pedestrian volumes input) |  | Q6: Is there significant current or future bicycle activity? (0=no, 1=moderate, 2=high) (Based on previous roadway speed data inputs) |  | Q7: Are one or more approach speeds high? (0=no, 1=moderate, 2=high) |  | Q8: Do roadway contexts, characteristics transition at intersection? (0=no, 1=yes) |  | Q9: Are there numerous driveways near intersection? (0=no, 1=few, 2=many) |  | Q10: What is adjacent intersection spacing? (0=isolated, 1=network, 2=dense network) |  | Q11: Is this a T-intersection? Or can minor ST thru or left turns be eliminated? (0=No, 2=Yes) |  | Q12: Are design year volumes high? 2050 V <sub>C+D</sub> : (0=low, 2=mod, 4=high) (CLV based on design year vol/capacity ratio) |  | Q13: Are exist LT volumes high? (Max 2050 LT = 280 vph) : (0=no, 1=somewhat, 2=yes) (Based on previous left turn volume inputs) |  | Q14: Could intersection become interchange in next 20 yrs? (0=no, 1=maybe, 2=probably) |  | Q15: Are costs a primary decision factor? (0=no, 1=somewhat, 2=yes) |  | Total Stage 1 Screening Evaluation Score |  | Adjusted Score |  | Score Rank |  | Unique Rank |  | Alternative choice override (justification required) |  | Use this Stage 1 assessment form to select 2 to 5 alternatives to be carried into Stage 2 evaluations; Intersection control alternatives with the highest total weighted scores will be highlighted in BLUE and automatically carried forward into the Stage 2 assessment worksheet. |  |
|                                                                                                              |  |                                                                                                                                                      |  | 2                                                                  |  | 2                                                                  |  | 2                                                                        |  | 0                                                                                                                  |  | 1                                                                                                                              |  | 1                                                                                                                                     |  | 0                                                                    |  | 0                                                                                  |  | 1                                                                         |  | 2                                                                                    |  | 0                                                                                              |  | 0                                                                                                                               |  | 1                                                                                                                               |  | 0                                                                                      |  | 2                                                                   |  | 1.3                                      |  | 0.0            |  | -          |  | 25          |  | Y                                                    |  | Number of Alternatives to be Evaluated in Stage 2: 4                                                                                                                                                                                                                                 |  |
| Intersection Alternatives: (see Intersections tab for detailed description of intersection/interchange type) |  |                                                                                                                                                      |  | 2                                                                  |  | 2                                                                  |  | 2                                                                        |  | 0                                                                                                                  |  | 1                                                                                                                              |  | 1                                                                                                                                     |  | 0                                                                    |  | 0                                                                                  |  | 1                                                                         |  | 2                                                                                    |  | 0                                                                                              |  | 0                                                                                                                               |  | 1                                                                                                                               |  | 0                                                                                      |  | 2                                                                   |  | 15.0                                     |  | 15.0           |  | 10         |  | 11          |  | Scoring Override Justification:                      |  |                                                                                                                                                                                                                                                                                      |  |
| Conventional Improvements                                                                                    |  | No-Build Conditions                                                                                                                                  |  | 2.00                                                               |  | 2.00                                                               |  | 3                                                                        |  | 1.3                                                                                                                |  | 2.2                                                                                                                            |  | 3                                                                                                                                     |  | 2                                                                    |  | 0                                                                                  |  | 0                                                                         |  | 3                                                                                    |  | 2                                                                                              |  | 0                                                                                                                               |  | 0                                                                                                                               |  | 0                                                                                      |  | 3                                                                   |  | 15.0                                     |  | 15.0           |  | 10         |  | 11          |  |                                                      |  |                                                                                                                                                                                                                                                                                      |  |
|                                                                                                              |  | All Way Stop                                                                                                                                         |  |                                                                    |  |                                                                    |  |                                                                          |  |                                                                                                                    |  |                                                                                                                                |  |                                                                                                                                       |  |                                                                      |  |                                                                                    |  |                                                                           |  |                                                                                      |  |                                                                                                |  |                                                                                                                                 |  |                                                                                                                                 |  |                                                                                        |  |                                                                     |  |                                          |  |                |  |            |  |             |  |                                                      |  |                                                                                                                                                                                                                                                                                      |  |
|                                                                                                              |  | Change Lanes                                                                                                                                         |  |                                                                    |  |                                                                    |  |                                                                          |  |                                                                                                                    |  |                                                                                                                                |  |                                                                                                                                       |  |                                                                      |  |                                                                                    |  |                                                                           |  |                                                                                      |  |                                                                                                |  |                                                                                                                                 |  |                                                                                                                                 |  |                                                                                        |  |                                                                     |  |                                          |  |                |  |            |  |             |  |                                                      |  |                                                                                                                                                                                                                                                                                      |  |
|                                                                                                              |  | Access Restriction                                                                                                                                   |  |                                                                    |  |                                                                    |  |                                                                          |  |                                                                                                                    |  |                                                                                                                                |  |                                                                                                                                       |  |                                                                      |  |                                                                                    |  |                                                                           |  |                                                                                      |  |                                                                                                |  |                                                                                                                                 |  |                                                                                                                                 |  |                                                                                        |  |                                                                     |  |                                          |  |                |  |            |  |             |  |                                                      |  |                                                                                                                                                                                                                                                                                      |  |
| Unsignalized Intersections                                                                                   |  | Right-In/Right-out                                                                                                                                   |  | 0.00                                                               |  | 0.00                                                               |  | 0                                                                        |  | 2.7                                                                                                                |  | 1.8                                                                                                                            |  | 0                                                                                                                                     |  | 0                                                                    |  | 0                                                                                  |  | 0                                                                         |  | 0                                                                                    |  | 0                                                                                              |  | 0                                                                                                                               |  | -3                                                                                                                              |  | 0                                                                                      |  | 0                                                                   |  | -1.2                                     |  | -1.2           |  | 24         |  | 26          |  |                                                      |  |                                                                                                                                                                                                                                                                                      |  |
|                                                                                                              |  | Right-in/Right-out/Left-in (3/4 access)                                                                                                              |  | 0.00                                                               |  | 0.00                                                               |  | 0                                                                        |  | 1.6                                                                                                                |  | 1.3                                                                                                                            |  | 0                                                                                                                                     |  | 0                                                                    |  | 0                                                                                  |  | 0                                                                         |  | 0                                                                                    |  | 0                                                                                              |  | 0                                                                                                                               |  | 0                                                                                                                               |  | 0                                                                                      |  | 0                                                                   |  | 1.3                                      |  | 1.3            |  | 21         |  | 18          |  |                                                      |  |                                                                                                                                                                                                                                                                                      |  |
|                                                                                                              |  | RtO w/downstream U-Turn                                                                                                                              |  | -0.30                                                              |  | 2.00                                                               |  | 1                                                                        |  | 2.7                                                                                                                |  | 0.6                                                                                                                            |  | 2                                                                                                                                     |  | 2                                                                    |  | 1                                                                                  |  | -1                                                                        |  | 2                                                                                    |  | 2                                                                                              |  | 0                                                                                                                               |  | 0                                                                                                                               |  | 0                                                                                      |  | 2                                                                   |  | 15.0                                     |  | 15.0           |  | 13         |  | 10          |  |                                                      |  |                                                                                                                                                                                                                                                                                      |  |
|                                                                                                              |  | Mini Roundabout                                                                                                                                      |  | 2.00                                                               |  | 2.00                                                               |  | 3                                                                        |  | 1.0                                                                                                                |  | 1.3                                                                                                                            |  | 2                                                                                                                                     |  | 1                                                                    |  | 2                                                                                  |  | -1                                                                        |  | 2                                                                                    |  | 3                                                                                              |  | 0                                                                                                                               |  | 1                                                                                                                               |  | 0                                                                                      |  | 3                                                                   |  | 27.3                                     |  | 27.3           |  | 4          |  | 3           |  |                                                      |  |                                                                                                                                                                                                                                                                                      |  |
|                                                                                                              |  | Single Lane Roundabout                                                                                                                               |  | 2.00                                                               |  | 2.00                                                               |  | 2                                                                        |  | 1.0                                                                                                                |  | 1.3                                                                                                                            |  | 2                                                                                                                                     |  | 2                                                                    |  | 3                                                                                  |  | -1                                                                        |  | 2                                                                                    |  | 3                                                                                              |  | 1                                                                                                                               |  | 2                                                                                                                               |  | 0                                                                                      |  | 2                                                                   |  | 24.3                                     |  | 24.3           |  | 7          |  | 4           |  |                                                      |  |                                                                                                                                                                                                                                                                                      |  |
|                                                                                                              |  | Multilane Roundabout                                                                                                                                 |  | 2.00                                                               |  | 2.00                                                               |  | 1                                                                        |  | 0.9                                                                                                                |  | 0.9                                                                                                                            |  | 1                                                                                                                                     |  | 1                                                                    |  | 3                                                                                  |  | -2                                                                        |  | 1                                                                                    |  | 2                                                                                              |  | 2                                                                                                                               |  | 3                                                                                                                               |  | 1                                                                                      |  | 1                                                                   |  | 16.9                                     |  | 16.9           |  | 11         |  | 8           |  |                                                      |  |                                                                                                                                                                                                                                                                                      |  |
|                                                                                                              |  | RCUT / J-Turn (stop control)                                                                                                                         |  | -0.30                                                              |  | 1.56                                                               |  | 1                                                                        |  | 0.5                                                                                                                |  | 1.0                                                                                                                            |  | 2                                                                                                                                     |  | 2                                                                    |  | 2                                                                                  |  | -1                                                                        |  | 2                                                                                    |  | 2                                                                                              |  | 1                                                                                                                               |  | 2                                                                                                                               |  | 1                                                                                      |  | 3                                                                   |  | 18.5                                     |  | 18.5           |  | 7          |  | 7           |  |                                                      |  |                                                                                                                                                                                                                                                                                      |  |
|                                                                                                              |  | High-T (unsignalized)                                                                                                                                |  | 0.00                                                               |  | 0.00                                                               |  | 0                                                                        |  | 2.7                                                                                                                |  | 2.0                                                                                                                            |  | 0                                                                                                                                     |  | 0                                                                    |  | 0                                                                                  |  | 0                                                                         |  | 0                                                                                    |  | 6                                                                                              |  | 0                                                                                                                               |  | 0                                                                                                                               |  | 0                                                                                      |  | 0                                                                   |  | 2.0                                      |  | 2.0            |  | 19         |  | 16          |  |                                                      |  |                                                                                                                                                                                                                                                                                      |  |
|                                                                                                              |  | Unsignalized Offset-T Intersection                                                                                                                   |  | 2.00                                                               |  | 2.00                                                               |  | 3                                                                        |  | 1.0                                                                                                                |  | 1.1                                                                                                                            |  | 2                                                                                                                                     |  | 2                                                                    |  | 2                                                                                  |  | -1                                                                        |  | 0                                                                                    |  | 4                                                                                              |  | 1                                                                                                                               |  | 1                                                                                                                               |  | 0                                                                                      |  | 2                                                                   |  | 21.1                                     |  | 21.1           |  | 8          |  | 5           |  |                                                      |  |                                                                                                                                                                                                                                                                                      |  |
|                                                                                                              |  | Other Signalized Intersection (Describe)                                                                                                             |  |                                                                    |  |                                                                    |  |                                                                          |  |                                                                                                                    |  |                                                                                                                                |  |                                                                                                                                       |  |                                                                      |  |                                                                                    |  |                                                                           |  |                                                                                      |  |                                                                                                |  |                                                                                                                                 |  |                                                                                                                                 |  |                                                                                        |  |                                                                     |  |                                          |  |                |  |            |  |             |  |                                                      |  |                                                                                                                                                                                                                                                                                      |  |
| Signalized Intersections                                                                                     |  | Signalized Intersection                                                                                                                              |  | 1.35                                                               |  | 2.00                                                               |  | 3                                                                        |  | 0.7                                                                                                                |  | 0.7                                                                                                                            |  | 2                                                                                                                                     |  | 2                                                                    |  | 1                                                                                  |  | -1                                                                        |  | 2                                                                                    |  | 2                                                                                              |  | 2                                                                                                                               |  | 2                                                                                                                               |  | 0                                                                                      |  | 2                                                                   |  | 24.4                                     |  | 0.0            |  | 6          |  | 24          |  | X                                                    |  |                                                                                                                                                                                                                                                                                      |  |
|                                                                                                              |  | Median U-Turn                                                                                                                                        |  | -0.30                                                              |  | 1.56                                                               |  | 1                                                                        |  | 1.1                                                                                                                |  | 1.1                                                                                                                            |  | 3                                                                                                                                     |  | 3                                                                    |  | 1                                                                                  |  | -1                                                                        |  | 2                                                                                    |  | -1                                                                                             |  | 3                                                                                                                               |  | 1                                                                                                                               |  | 3                                                                                      |  | 1                                                                   |  | 14.6                                     |  | 14.6           |  | 15         |  | 12          |  |                                                      |  |                                                                                                                                                                                                                                                                                      |  |
|                                                                                                              |  | Superstreet / RCI                                                                                                                                    |  | -0.30                                                              |  | 1.56                                                               |  | 1                                                                        |  | 0.6                                                                                                                |  | 1.4                                                                                                                            |  | 3                                                                                                                                     |  | 3                                                                    |  | 1                                                                                  |  | -1                                                                        |  | 2                                                                                    |  | 2                                                                                              |  | 3                                                                                                                               |  | 2                                                                                                                               |  | 3                                                                                      |  | 1                                                                   |  | 16.0                                     |  | 16.0           |  | 12         |  | 9           |  |                                                      |  |                                                                                                                                                                                                                                                                                      |  |
|                                                                                                              |  | Displaced Left-Turn / CFI                                                                                                                            |  | -0.64                                                              |  | 0.18                                                               |  | 0                                                                        |  | 0.5                                                                                                                |  | 0.5                                                                                                                            |  | 1                                                                                                                                     |  | 2                                                                    |  | 1                                                                                  |  | -2                                                                        |  | 0                                                                                    |  | 1                                                                                              |  | 3                                                                                                                               |  | 3                                                                                                                               |  | 0                                                                                      |  | 0                                                                   |  | 1.6                                      |  | 1.6            |  | 20         |  | 17          |  |                                                      |  |                                                                                                                                                                                                                                                                                      |  |
|                                                                                                              |  | Continuous Green-T                                                                                                                                   |  | 0.00                                                               |  | 0.00                                                               |  | 3                                                                        |  | 2.7                                                                                                                |  | 1.6                                                                                                                            |  | 0                                                                                                                                     |  | 0                                                                    |  | 0                                                                                  |  | 0                                                                         |  | 0                                                                                    |  | 6                                                                                              |  | 0                                                                                                                               |  | 0                                                                                                                               |  | 0                                                                                      |  | 2                                                                   |  | 11.6                                     |  | 11.6           |  | 16         |  | 13          |  |                                                      |  |                                                                                                                                                                                                                                                                                      |  |
|                                                                                                              |  | Signalized Offset-T Intersection                                                                                                                     |  | 2.00                                                               |  | 2.00                                                               |  | 3                                                                        |  | 1.0                                                                                                                |  | 1.1                                                                                                                            |  | 2                                                                                                                                     |  | 2                                                                    |  | 2                                                                                  |  | -1                                                                        |  | 3                                                                                    |  | 2                                                                                              |  | 2                                                                                                                               |  | 2                                                                                                                               |  | 1                                                                                      |  | 2                                                                   |  | 28.1                                     |  | 0.0            |  | 3          |  | 23          |  | X                                                    |  |                                                                                                                                                                                                                                                                                      |  |
|                                                                                                              |  | Jughandle                                                                                                                                            |  | 2.00                                                               |  | 1.35                                                               |  | 0                                                                        |  | 1.0                                                                                                                |  | 0.7                                                                                                                            |  | 2                                                                                                                                     |  | 3                                                                    |  | 1                                                                                  |  | -2                                                                        |  | 0                                                                                    |  | 0                                                                                              |  | 3                                                                                                                               |  | 1                                                                                                                               |  | 3                                                                                      |  | 0                                                                   |  | 8.4                                      |  | 8.4            |  | 17         |  | 14          |  |                                                      |  |                                                                                                                                                                                                                                                                                      |  |
|                                                                                                              |  | Quadrant Roadway                                                                                                                                     |  | 2.00                                                               |  | 2.00                                                               |  | 1                                                                        |  | 1.1                                                                                                                |  | 0.7                                                                                                                            |  | 2                                                                                                                                     |  | 2                                                                    |  | 2                                                                                  |  | -1                                                                        |  | 2                                                                                    |  | 0                                                                                              |  | 2                                                                                                                               |  | 2                                                                                                                               |  | 2                                                                                      |  | 1                                                                   |  | 19.7                                     |  | 19.7           |  | 9          |  | 6           |  |                                                      |  |                                                                                                                                                                                                                                                                                      |  |
|                                                                                                              |  | Split Intersection                                                                                                                                   |  | -2.18                                                              |  | 2.00                                                               |  | 0                                                                        |  | 1.0                                                                                                                |  | 1.1                                                                                                                            |  | 2                                                                                                                                     |  | 3                                                                    |  | 1                                                                                  |  | -2                                                                        |  | 0                                                                                    |  | 0                                                                                              |  | 3                                                                                                                               |  | 2                                                                                                                               |  | 3                                                                                      |  | 0                                                                   |  | 2.7                                      |  | 2.7            |  | 18         |  | 15          |  |                                                      |  |                                                                                                                                                                                                                                                                                      |  |
|                                                                                                              |  | Bowtie Intersection                                                                                                                                  |  | 2.00                                                               |  | 2.00                                                               |  | 3                                                                        |  | 1.1                                                                                                                |  | 0.8                                                                                                                            |  | 3                                                                                                                                     |  | 1                                                                    |  | 3                                                                                  |  | -1                                                                        |  | 2                                                                                    |  | 0                                                                                              |  | 2                                                                                                                               |  | 1                                                                                                                               |  | 0                                                                                      |  | 2                                                                   |  | 25.8                                     |  | 0.0            |  | 5          |  | 22          |  | X                                                    |  |                                                                                                                                                                                                                                                                                      |  |
|                                                                                                              |  | Other Unsignalized Intersection (Describe)                                                                                                           |  |                                                                    |  |                                                                    |  |                                                                          |  |                                                                                                                    |  |                                                                                                                                |  |                                                                                                                                       |  |                                                                      |  |                                                                                    |  |                                                                           |  |                                                                                      |  |                                                                                                |  |                                                                                                                                 |  |                                                                                                                                 |  |                                                                                        |  |                                                                     |  | 0.0                                      |  | 0.0            |  | -          |  | 21          |  |                                                      |  |                                                                                                                                                                                                                                                                                      |  |
| Grade-Separated Intersections                                                                                |  | Echelon                                                                                                                                              |  | -6.00                                                              |  | -6.00                                                              |  |                                                                          |  |                                                                                                                    |  |                                                                                                                                |  |                                                                                                                                       |  |                                                                      |  |                                                                                    |  |                                                                           |  |                                                                                      |  |                                                                                                |  |                                                                                                                                 |  |                                                                                                                                 |  |                                                                                        |  |                                                                     |  | -24.0                                    |  | -24.0          |  | 25         |  | 37          |  |                                                      |  |                                                                                                                                                                                                                                                                                      |  |
|                                                                                                              |  | Center Turn Overpass                                                                                                                                 |  | -6.00                                                              |  | -6.00                                                              |  |                                                                          |  |                                                                                                                    |  |                                                                                                                                |  |                                                                                                                                       |  |                                                                      |  |                                                                                    |  |                                                                           |  |                                                                                      |  |                                                                                                |  |                                                                                                                                 |  |                                                                                                                                 |  |                                                                                        |  |                                                                     |  | -24.0                                    |  | -24.0          |  | 25         |  | 36          |  |                                                      |  |                                                                                                                                                                                                                                                                                      |  |
|                                                                                                              |  | Grade-Separated T-Interchange                                                                                                                        |  | 0.00                                                               |  | 0.00                                                               |  |                                                                          |  |                                                                                                                    |  |                                                                                                                                |  |                                                                                                                                       |  |                                                                      |  |                                                                                    |  |                                                                           |  |                                                                                      |  |                                                                                                |  |                                                                                                                                 |  |                                                                                                                                 |  |                                                                                        |  |                                                                     |  | 0.0                                      |  | 0.0            |  | 22         |  | 20          |  |                                                      |  |                                                                                                                                                                                                                                                                                      |  |
|                                                                                                              |  | Diamond Interchange                                                                                                                                  |  | -6.00                                                              |  | -6.00                                                              |  |                                                                          |  |                                                                                                                    |  |                                                                                                                                |  |                                                                                                                                       |  |                                                                      |  |                                                                                    |  |                                                                           |  |                                                                                      |  |                                                                                                |  |                                                                                                                                 |  |                                                                                                                                 |  |                                                                                        |  |                                                                     |  | -24.0                                    |  | -24.0          |  | 25         |  | 35          |  |                                                      |  |                                                                                                                                                                                                                                                                                      |  |
|                                                                                                              |  | Single Quadrant Interchange                                                                                                                          |  | -6.00                                                              |  | -6.00                                                              |  |                                                                          |  |                                                                                                                    |  |                                                                                                                                |  |                                                                                                                                       |  |                                                                      |  |                                                                                    |  |                                                                           |  |                                                                                      |  |                                                                                                |  |                                                                                                                                 |  |                                                                                                                                 |  |                                                                                        |  |                                                                     |  | -24.0                                    |  | -24.0          |  | 25         |  | 34          |  |                                                      |  |                                                                                                                                                                                                                                                                                      |  |
|                                                                                                              |  | Cloverleaf Interchange                                                                                                                               |  | -6.00                                                              |  | -6.00                                                              |  |                                                                          |  |                                                                                                                    |  |                                                                                                                                |  |                                                                                                                                       |  |                                                                      |  |                                                                                    |  |                                                                           |  |                                                                                      |  |                                                                                                |  |                                                                                                                                 |  |                                                                                                                                 |  |                                                                                        |  |                                                                     |  | -24.0                                    |  | -24.0          |  | 25         |  | 26          |  |                                                      |  |                                                                                                                                                                                                                                                                                      |  |
|                                                                                                              |  | Partial Cloverleaf (Parclo)                                                                                                                          |  | -6.00                                                              |  | -6.00                                                              |  |                                                                          |  |                                                                                                                    |  |                                                                                                                                |  |                                                                                                                                       |  |                                                                      |  |                                                                                    |  |                                                                           |  |                                                                                      |  |                                                                                                |  |                                                                                                                                 |  |                                                                                                                                 |  |                                                                                        |  |                                                                     |  | -24.0                                    |  | -24.0          |  | 25         |  | 26          |  |                                                      |  |                                                                                                                                                                                                                                                                                      |  |
|                                                                                                              |  | Diverging Diamond                                                                                                                                    |  | -6.00                                                              |  | -6.00                                                              |  |                                                                          |  |                                                                                                                    |  |                                                                                                                                |  |                                                                                                                                       |  |                                                                      |  |                                                                                    |  |                                                                           |  |                                                                                      |  |                                                                                                |  |                                                                                                                                 |  |                                                                                                                                 |  |                                                                                        |  |                                                                     |  | -24.0                                    |  | -24.0          |  | 25         |  | 26          |  |                                                      |  |                                                                                                                                                                                                                                                                                      |  |
|                                                                                                              |  | Single Point Interchange                                                                                                                             |  | -6.00                                                              |  | -6.00                                                              |  |                                                                          |  |                                                                                                                    |  |                                                                                                                                |  |                                                                                                                                       |  |                                                                      |  |                                                                                    |  |                                                                           |  |                                                                                      |  |                                                                                                |  |                                                                                                                                 |  |                                                                                                                                 |  |                                                                                        |  |                                                                     |  | -24.0                                    |  | -24.0          |  | 25         |  | 26          |  |                                                      |  |                                                                                                                                                                                                                                                                                      |  |
|                                                                                                              |  | Contraflow Left                                                                                                                                      |  | -6.00                                                              |  | -6.00                                                              |  |                                                                          |  |                                                                                                                    |  |                                                                                                                                |  |                                                                                                                                       |  |                                                                      |  |                                                                                    |  |                                                                           |  |                                                                                      |  |                                                                                                |  |                                                                                                                                 |  |                                                                                                                                 |  |                                                                                        |  |                                                                     |  | -24.0                                    |  | -24.0          |  | 25         |  | 26          |  |                                                      |  |                                                                                                                                                                                                                                                                                      |  |
|                                                                                                              |  | Single Roundabout Interchange                                                                                                                        |  | -6.00                                                              |  | -6.00                                                              |  |                                                                          |  |                                                                                                                    |  |                                                                                                                                |  |                                                                                                                                       |  |                                                                      |  |                                                                                    |  |                                                                           |  |                                                                                      |  |                                                                                                |  |                                                                                                                                 |  |                                                                                                                                 |  |                                                                                        |  |                                                                     |  | -24.0                                    |  | -24.0          |  | 25         |  | 26          |  |                                                      |  |                                                                                                                                                                                                                                                                                      |  |
|                                                                                                              |  | Double Roundabout Interchange                                                                                                                        |  | -6.00                                                              |  | -6.00                                                              |  |                                                                          |  |                                                                                                                    |  |                                                                                                                                |  |                                                                                                                                       |  |                                                                      |  |                                                                                    |  |                                                                           |  |                                                                                      |  |                                                                                                |  |                                                                                                                                 |  |                                                                                                                                 |  |                                                                                        |  |                                                                     |  | -24.0                                    |  | -24.0          |  | 25         |  | 26          |  |                                                      |  |                                                                                                                                                                                                                                                                                      |  |
|                                                                                                              |  | Other Interchange (provide description)                                                                                                              |  |                                                                    |  |                                                                    |  |                                                                          |  |                                                                                                                    |  |                                                                                                                                |  |                                                                                                                                       |  |                                                                      |  |                                                                                    |  |                                                                           |  |                                                                                      |  |                                                                                                |  |                                                                                                                                 |  |                                                                                                                                 |  |                                                                                        |  |                                                                     |  | 0.0                                      |  | -              |  | 19         |  |             |  |                                                      |  |                                                                                                                                                                                                                                                                                      |  |

= Intersection type selected for more detailed analysis in Stage 2 Alternative Selection Decision Record

## Appendix F. Cost Estimate Data

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| WALSENBURG OPTION 1 - SHARED THROUGH/LEFT LANE AND RIGHT-TURN LANE ON SB APPROACH |                             |            |             |     |
|-----------------------------------------------------------------------------------|-----------------------------|------------|-------------|-----|
| Preliminary Project Cost Estimate                                                 |                             |            |             |     |
|                                                                                   | % Range                     | % Used     | Cost        |     |
| Traffic Signal Construction Bid Items                                             | Project Dependent           |            | \$0.00      |     |
| Project Roadway Construction Bid Items                                            | Project Dependent           |            | \$13,271.00 |     |
|                                                                                   | Project Dependent           |            | \$13,271.00 | (A) |
| Contingencies                                                                     | (15% - 30%) of (A)          | 20.00%     | \$2,654.20  | (B) |
| ITS                                                                               | (6-10%) of (A+B)            | 0.00%      | \$0.00      | (C) |
|                                                                                   | Default = 6%                |            |             |     |
| Drainage/Water/Sewer                                                              | (3-10%) of (A+B)            | 6.00%      | \$955.51    | (D) |
|                                                                                   | Default = 6%                |            |             |     |
| Signing and Striping                                                              | (1-5%) of (A+B+C+D)         |            | \$0.00      | (E) |
|                                                                                   | Default = 5%                |            |             |     |
| Construction Signing & Traffic Control                                            | 5 to 25% of (A+B+C+D+E)     | 10.00%     | \$1,688.07  | (F) |
|                                                                                   | Default = 20%               |            |             |     |
| Mobilization                                                                      | (4 to 10%) of (A+B+C+D+E+F) | 10.00%     | \$1,856.88  | (G) |
|                                                                                   | Default = 7%                |            |             |     |
| <b>Total of Construction Bid Items</b>                                            | (A+B+C+D+E+F+G)             |            | \$20,425.66 | (H) |
| Force Account - Utilities                                                         | (1 to 2%) of (H)            | 2.00%      | \$408.51    | (I) |
| Force Account - Misc.                                                             | (10 to 15%) of (H)          | 12.00%     | \$2,451.08  | (J) |
|                                                                                   | Default = 12%               |            |             |     |
| <b>Subtotal of Construction Cost</b>                                              | (H+I+J)                     |            | \$23,285.25 | (K) |
| Total Construction Engineering - CE and Indirects                                 | 26% of (K)                  | 26.00%     | \$6,054.17  | (L) |
| Total Preliminary Engineering                                                     | 10-20% of (K)               | 13.00%     | \$3,027.08  | (M) |
| Field Office/Lab                                                                  |                             |            | \$0.00      |     |
| Row                                                                               | Not Established             | Contingent | \$0.00      | (N) |
| Utilities                                                                         | Project Dependent           | N/A        | \$0.00      | (O) |
| Environmental                                                                     | Project Dependent           | N/A        | \$30,000    | (P) |
| <b>Total Project Cost Estimate</b>                                                |                             |            | \$62,370.00 | (Q) |

| WALSENBURG OPTION 2 - RIGHT-IN RIGHT-OUT FOR 7TH STREET |  |
|---------------------------------------------------------|--|
| ESTIMATE OF CONSTRUCTION COSTS                          |  |

[illegible]

**WALSENBURG OPTION 2 - RIGHT-IN RIGHT-OUT FOR 7TH STREET**

### Preliminary Project Cost Estimate

|                                                   | % Range                     | % Used     | Cost         |     |
|---------------------------------------------------|-----------------------------|------------|--------------|-----|
| Traffic Signal Construction Bid Items             | Project Dependent           |            | \$0.00       |     |
| Project Roadway Construction Bid Items            | Project Dependent           |            | \$60,121.00  |     |
|                                                   | Project Dependent           |            | \$60,121.00  | (A) |
| Contingencies                                     | (15% - 30%) of (A)          | 20.00%     | \$12,024.20  | (B) |
| ITS                                               | (6-10%) of (A+B)            | 0.00%      | \$0.00       | (C) |
|                                                   | Default = 6%                |            |              |     |
| Drainage/Water/Sewer                              | (3-10% )of (A+B)            | 6.00%      | \$4,328.71   | (D) |
|                                                   | Default = 6%                |            |              |     |
| Signing and Striping                              | (1-5%) of (A+B+C+D)         |            | \$0.00       | (E) |
|                                                   | Default = 5%                |            |              |     |
| Construction Signing & Traffic Control            | 5 to 25% of (A+B+C+D+E)     | 10.00%     | \$7,647.39   | (F) |
|                                                   | Default = 20%               |            |              |     |
| Mobilization                                      | (4 to 10%) of (A+B+C+D+E+F) | 10.00%     | \$8,412.13   | (G) |
|                                                   | Default = 7%                |            |              |     |
| <b>Total of Construction Bid Items</b>            | (A+B+C+D+E+F+G)             |            | \$92,533.43  | (H) |
| Force Account - Utilities                         | (1 to 2%) of (H)            | 2.00%      | \$1,850.67   | (I) |
|                                                   | Default = 2%                |            |              |     |
| Force Account - Misc.                             | (10 to 15%) of (H)          | 12.00%     | \$11,104.01  | (J) |
|                                                   | Default = 12%               |            |              |     |
| <b>Subtotal of Construction Cost</b>              | (H+I+J)                     |            | \$105,488.11 | (K) |
| Total Construction Engineering - CE and Indirects | 26% of (K)                  | 26.00%     | \$27,426.91  | (L) |
| Total Preliminary Engineering                     | 10-20% of (K)               | 13.00%     | \$13,713.45  | (M) |
| Field Office/Lab                                  |                             |            | \$0.00       |     |
| Row                                               | Not Established             | Contingent | \$0.00       | (N) |
| Utilities                                         | Project Dependent           | N/A        | \$0.00       | (O) |
| Environmental                                     | Project Dependent           | N/A        | \$30,000     | (P) |
| <b>Total Project Cost Estimate</b>                |                             |            | \$176,630.00 | (Q) |