EAGLE RIDGE ELEMENTARY TO ACRES GREEN ELEMENTARY CONSOLIDATION

Traffic Impact Study

Project Number: 1124175

Prepared For: Douglas County School District

March 21, 2025

DIBBLE

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Highlands Ranch, Colorado

Project Number: 1124175

Prepared For: Douglas County School District
Planning and Construction
2808 Highway 85, Building B
Castle Rock, Colorado 80109

March 21, 2025

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EXECUTIVE SUMMARY

Douglas County School District is considering options for consolidating schools in Highlands Ranch, Colorado. One option being considered is moving Eagle Ridge Elementary into Acres Green Elementary. This traffic impact study addresses existing traffic patterns and potential traffic challenges at Acres Green Elementary, while considering the anticipated increase in traffic caused by the school consolidation.

Acres Green has one parking lot with two access points to Maximus Drive. The school does not appear to use pick-up or drop-off lanes. A pedestrian crosswalk aids pedestrians in crossing Maximus Drive and accessing the park to the north. Maximus Drive also narrows in this area as a traffic calming device. Intersections along Maximus Drive at Acres Green Drive and Helena Circle to the west and east respectively have also contain pedestrian crosswalks. On-street parking does exist along Acres Green Drive with a pedestrian path to the school; this area is used as a pick-up and drop-off location. School bus service is provided for individuals within Acres Green's attendance boundary but is restricted to individuals living more than one mile from the school. This bus service will be expanded for Eagle Ridge students who qualify after relocating to Acres Green.

The projected 2028-2029 combined enrollment is 807 students. The projected combined enrollment numbers are 13 percent more than the previous maximum Acres Green enrollment.

When the existing traffic at Eagle Ridge is relocated to Acres Green, additional students will be eligible to take the bus. When the existing traffic is relocated to the new school, additional students will be eligible to take the bus. Students who currently walk to Eagle Ridge are unlikely to walk to Acres Green due to distance and crossing a major roadway, therefore, it is assumed that these students will now be driven to school and count as a new vehicular trip to Acres Green. Taking into account the estimated street parking trips, the ingress/egress trips, pedestrians and bicyclists converted to vehicle trips, anticipated carpooling and the subtraction of new bus ridership, the resulting increase in trip demand for Acres Green is about 446 trips during the morning peak hour and 440 trips during the afternoon peak hour.

Traffic will be increased with the additional enrollment, but additional bus service will be offered, limiting the impact of the increased enrollment. Traffic Although historic enrollment levels suggest Acres Green could accommodate the increased traffic, more vehicles and pedestrians are expected. To address existing and potential future traffic challenges the following mitigation measures are recommended:

- Construct two crosswalks within the school parking lot to facilitate safe pedestrian routes through the parking lot and pick-up/drop-off queue. Crossing attendants will need to be present at these crosswalks to enforce pedestrian right of way.
- Add pavement markings at the parking lot exit to Maximus Drive to provide one entrance lane, one left-turn exit lane, and one right-turn exit lane. The existing pavement width should accommodate the layout. If implemented, the modifications should be set up with temporary pavement markings for a trail period. Doulgas County follow MUTCH standards for determining the proper intersection traffic control and would not add signage or pavement markings unless warranted.

1. INTRODUCTION

1.1 Study Purpose and Scope

The purpose of this Traffic Impact Study (TIS) is to discuss the existing traffic patterns at Acres Green Elementary (Acres Green) and potential mitigation measures for current traffic and potential increased traffic due to increased enrollment caused by school consolidations. A potential school consolidation option includes having Eagle Ridge Elementary (Eagle Ridge) consolidate into Acres Green.

The scope of this TIS includes assessing school driveways, nearby intersections, school parking lots, school drop-off and pick-up locations, traffic flow, bicycle and pedestrian facilities, and general traffic challenges at Acres Green.

1.2 Study Area

Acres Green Elementary School is located at 13524 Acres Green Drive in the northeastern region of Highlands Ranch. This school is located near the intersection of Maximus Drive and Acres Green Drive. The parcel number for the property is 223104301001. A vicinity map showing the school's location is provided as **Figure 1**.

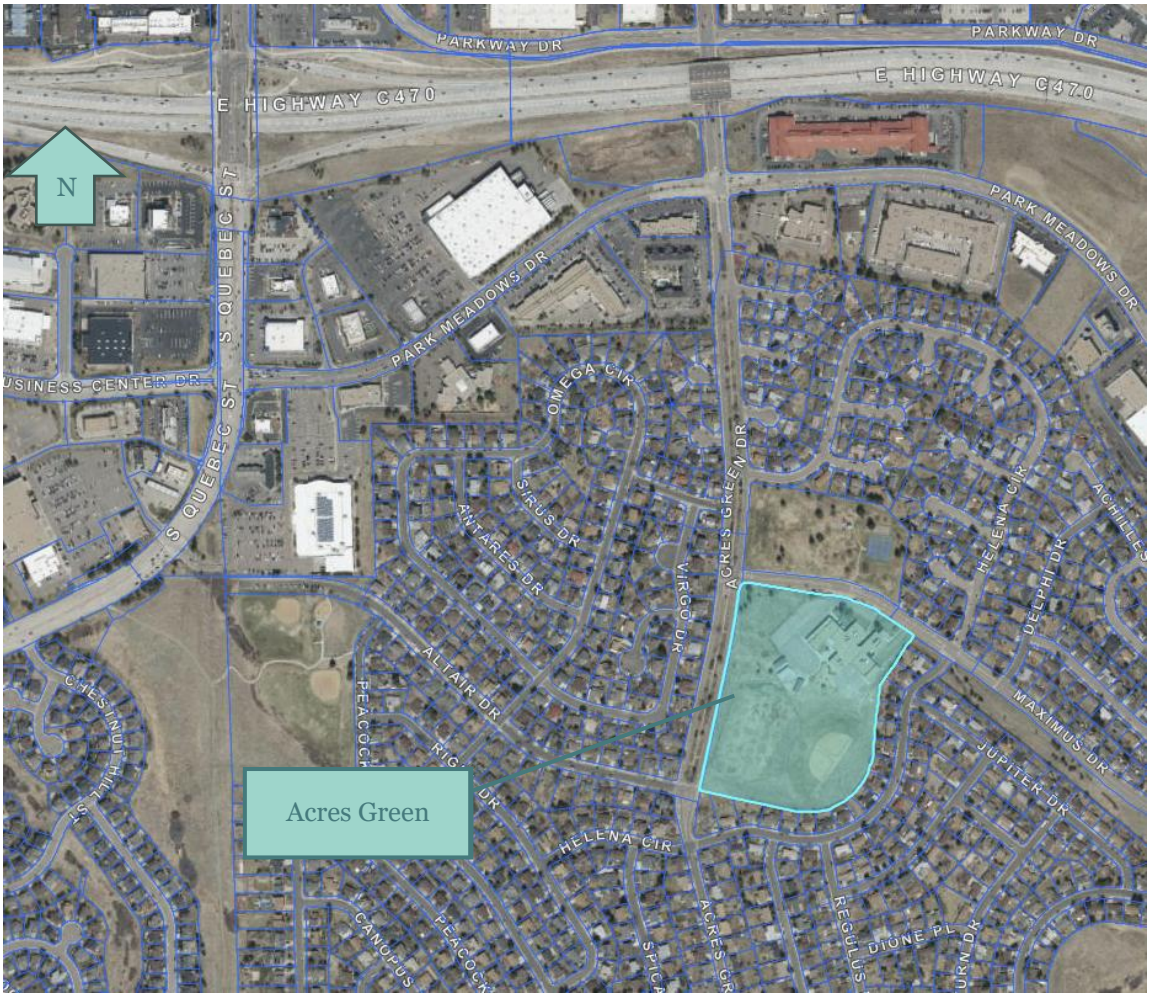

Figure 1 – Vicinity Map

The study area was determined through consultation with Douglas County School District (DCSD) and Douglas County and potentially impacted intersections were identified. Each school access and adjacent streets are included in the TIS study area as well as the following intersections:

- Timberline Road at Lone Tree Parkway
- Lone Tree Parkway at Yosemite Street/Heritage Hills Parkway
- Yosemite Street at Maximus Drive
- Maximus Drive Acres Green Access Driveways

Neighborhood local and collector streets are analyzed for safety challenges, bicycle and pedestrian facilities, parking availability, and queueing lengths. Larger intersections at arterial streets are analyzed for the same items, but also for accident history and traffic signal warrant criteria if a traffic signal is not present.

1.3 School Description

Acres Green

Acres Green has a start time of 8:35 AM and an end time of 3:30 PM. The school is located in the neighborhood to the west of the intersection of Park Meadows Drive at Yosemite Street. Acres Green has one parking lot with two access points to Maximus Drive. The school does not appear to use pick-up or drop-off lanes. A pedestrian crosswalk aids pedestrians in crossing Maximus Drive and accessing the park to the north. Maximus Drive also narrows in this area as a traffic calming device. Intersections along Maximus Drive at Acres Green Drive and Helena Circle to the west and east respectively have also contain pedestrian crosswalks. On-street parking does exist along Acres Green Drive with a pedestrian path to the school; this area is used as a pick-up and drop-off location. Acres Green has a maximum Capacity of 800 students but the largest enrollment since 2013 is 716 students.

School bus service is provided for individuals within Acres Green's attendance boundary but is restricted to individuals living more than one mile from the school. **Figure 2** depicts Acres Green's local attendance boundary in beige with the orange circle representing the walking radius. As of November 2024, 158 individuals are eligible to receive bus service, and 100 individuals have used the bus service which is a 63 percent rate.

Eagle Ridge

Eagle Ridge has a start time of 8:30 AM and an end time of 3:30 PM. The school is located in the neighborhood to the northeast of the intersection of Quebec Street at Lincoln Avenue. Eagle Ridge has a maximum Capacity of 800 students but the largest enrollment since 2013 is 639 students.

School bus service is provided for individuals within Eagle Ridge's attendance boundary but is restricted to individuals living more than one mile from the school. **Figure 3** depicts Eagle Ridge's local attendance boundary in lavender with the orange circle representing the walking radius. As of November 2024, 264 individuals are eligible to receive bus service, and 171 individuals have used the bus service which is a 65 percent rate. Most of the students attending Eagle Ridge do not live within 1 mile of Acres Green. Therefore, they would qualify for bus service to Acre's Green.

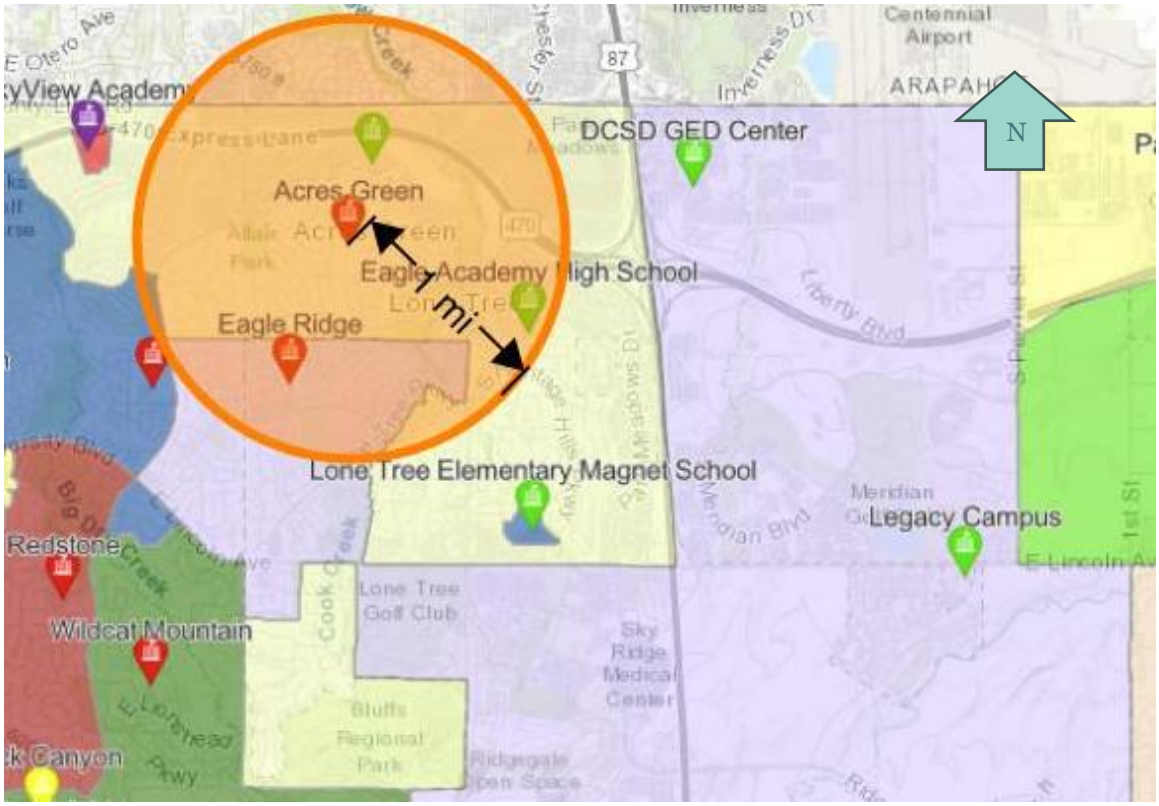

Figure 2 – Acres Green Bus Service Map

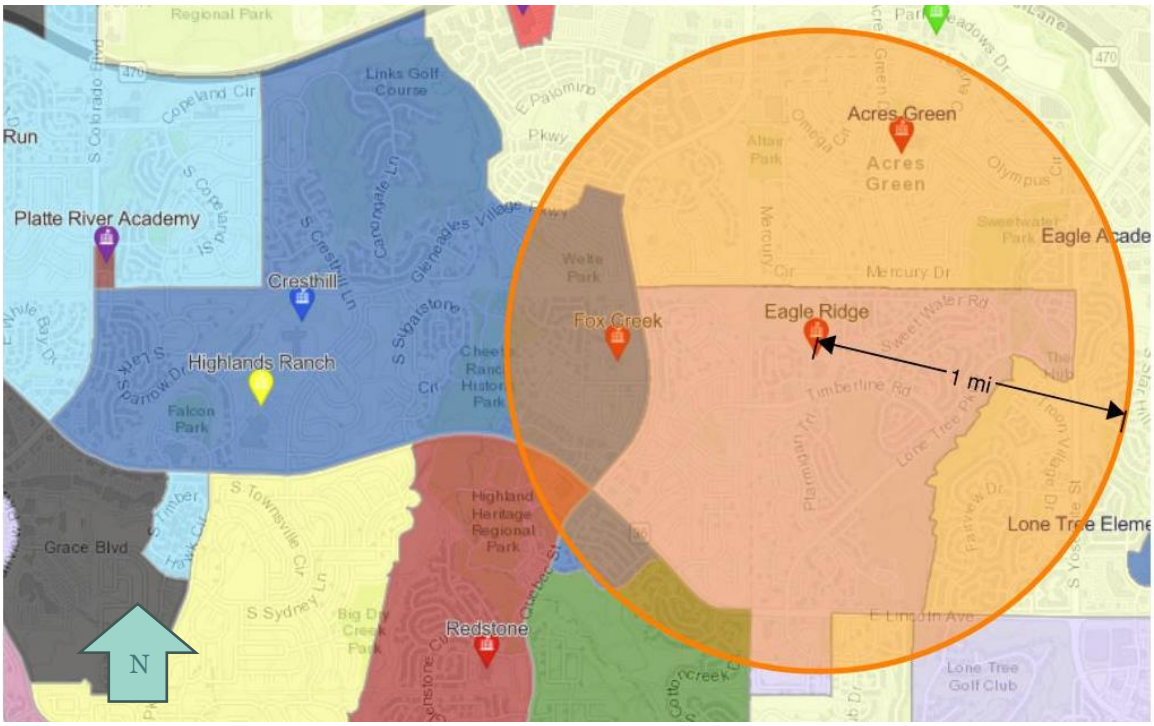

Figure 3 – Eagle Ridge Bus Service Map

2. EXISTING CONDITIONS

2.1 Site Observation

A site observation was performed at Acres Green on November 13, 2024. Field notes from the site observation are included in **Appendix A**. The morning site observation was conducted from 7:45 AM through 9:15 AM and the afternoon site observation was conducted from 2:45 PM through 4:15 PM. Key observations included:

- Congestion on Maximus Drive
- Sight visibility challenges due to street parking
- Near misses involving left turns from the parking lot

2.2 Roadway Network

The Highlands Ranch roadway network is maintained by Douglas County. Acres Green is situated within a built-out neighborhood and is surrounded by local and neighborhood collector streets. The main access points to the neighborhood are from Park Meadows Drive at Acres Green Drive and Maximus Drive at Yosemite Street with Park Meadows Drive being the main arterial street closest to the school. Both intersections are signalized.

Eagle Ridge traffic driving to Acres Green will mainly use Yosemite Street to Maximus Drive, or Quebec Street to Park Meadows Drive. **Figure 4** depicts the most likely route that would be taken from Eagle Ridge to Acres Green.

School zone flashers operate from 8:05 to 8:45 AM and from 3:20 to 4:00 PM. Two flashers are located near the school; one on Acres Green Drive, approximately 150 feet north of Helena Circle, and one on Maximus Drive approximately 100 feet west of Helena Circle.

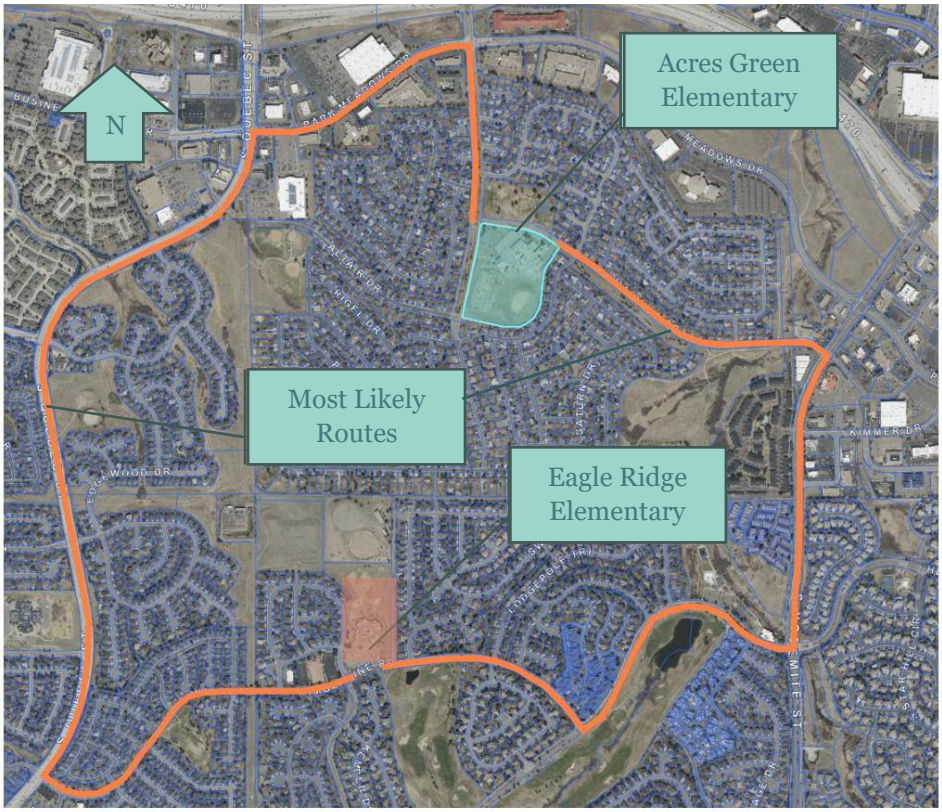

Figure 4 – Eagle Ridge to Acres Green

Timberline Road at lone Tree Parkway
The intersection of Timberline Road at Lone Tree Parkway is an unsignalized, three-way intersection that is stop-sign-controlled on the eastbound Timberline Road Approach. **Figure 5** shows an aerial of the intersection with the current intersection layout.

Northbound Lone Tree Parkway has one through lane and a dedicated left-turn lane. This lane has approximately 90 feet of storage and a 60-foot taper. Southbound Lone Tree Parkway has one through lane no dedicated turn lanes. A bike lane is present in both directions on Lone Tree Parkway.

The Eastbound Timberline Road approach has a dedicated left-turn lane and a dedicated right-turn lane. The left-turn lane has approximately 70 feet of storage and a 60-foot taper. Bike lanes are present for both directions on Timberline Road.

Figure 5 – Timberline Road at Lone Tree Parkway

Lone Tree Parkway at Yosemite Street/ Heritage Hills Parkway
The intersection of Yosemite Street at Lone Tree Parkway is a signalized, four-way intersection that has permissive left-turn lanes/phases for the Lone Tree Parkway approaches and protected/permissive phases for the Yosemite Street approaches. **Figure 6** shows an aerial of the intersection with the current intersection layout.

Northbound Yosemite Street has two through lanes and a dedicated left-turn lane. This lane has approximately 220 feet of storage space with a 100-foot taper. A dedicated right-turn lane is also present, providing 220 feet of storage space with a 160-foot taper. Southbound Yosemite Street also has two through lanes and a dedicated left-turn lane. This lane has approximately 190 feet of storage space with a

130-foot taper. A dedicated right-turn lane is also present, providing 140 feet of storage space with a 120-foot taper. Bike lanes are present for both directions on Yosemite Street.

The eastbound approach of Lone Tree Parkway contains a dedicated left-turn lane, with 120 feet of storage space and an 80-foot taper. Bike lanes are present for both directions on Lone Tree Parkway.

The westbound approach of Heritage Hills Parkway contains one through lane, and no dedicated turning lanes. A median separates the two directions of traffic on Heritage Hills Parkway.

Figure 6 – Lone Tree Parkway at Yosemite Street/Heritage Hills Parkway

Yosemite Street at Maximus Drive

The intersection of Yosemite Street at Maximus Drive is a signalized, four-way intersection that has permissive left-turn lanes/phases for all Approaches. **Figure 7** shows an aerial of the intersection with the current intersection layout.

Northbound Yosemite Street has two through lanes and a dedicated left-turn lane. This lane has approximately 180 feet of storage space with a 90-foot taper. There is no dedicated right-turn lane.

Southbound Yosemite Street also has two through lanes and a dedicated left-turn lane. This lane has approximately 100 feet of storage space with a 60-foot taper. A dedicated right-turn lane is also present, providing 160 feet of storage space. This lane becomes a drop lane, as southbound Yosemite Street transitions to three through lanes to the north. Bike lanes are present for both directions on Yosemite Street.

The eastbound approach of Maximus contains one through lane and a dedicated left-turn lane, with 80 feet of storage space and an 80-foot taper. The westbound approach of Maximus also contains one through lane and a dedicated left-turn lane, with 70 feet of storage space and a 50-foot taper. Bike lanes are not present on Maximus Drive.

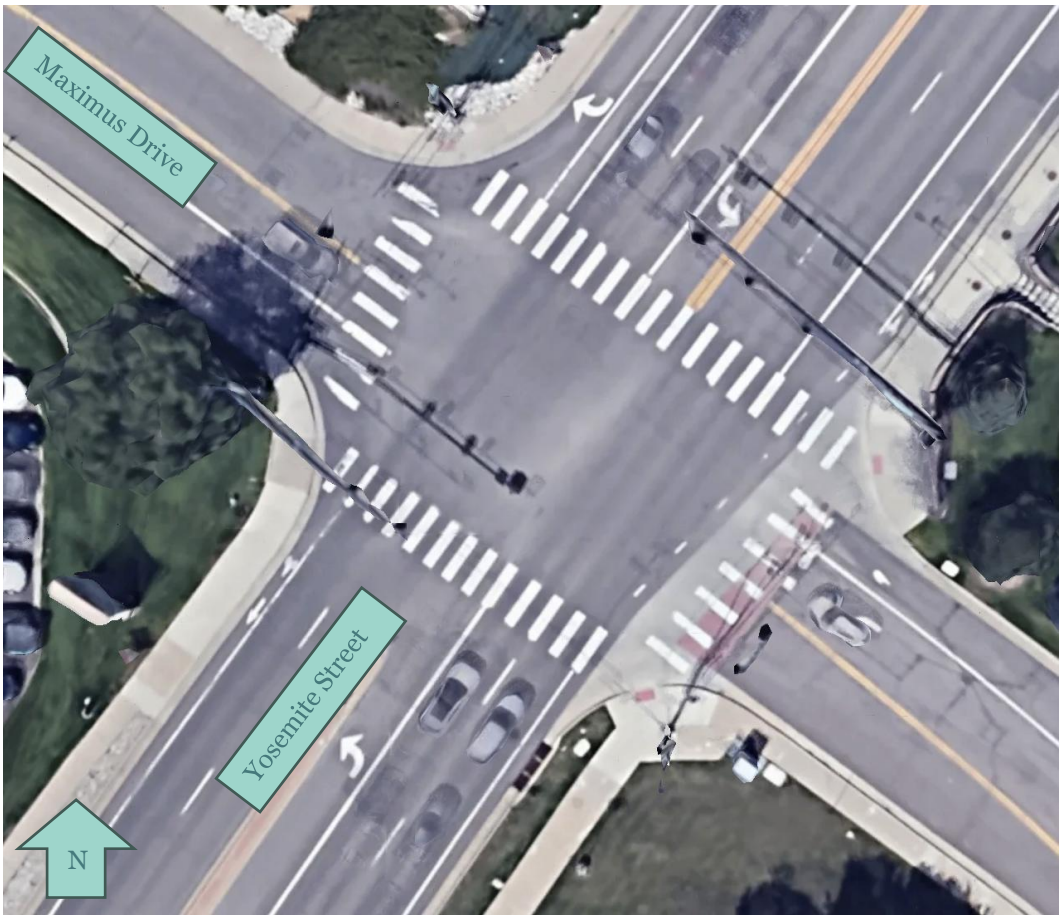

Figure 7 – Yosemite Street and Maximus Drive

Quebec Street at Timberline Road/ Silver Spur Lane

The intersection of Quebec Street and Timberline Road is a signalized, four-way intersection that has permissive/protected left-turn lanes/phases for all Quebec Street approaches and permissive left-turn lanes/phases for Timberline Drive approaches. **Figure 8** shows an aerial of the intersection with the current intersection layout.

Northbound Quebec Street has three through lanes and a dedicated left-turn lane. This lane has approximately 120 feet of storage space with a 70-foot taper. There is no dedicated right-turn lane. Southbound Quebec Street also has three through lanes and a dedicated left-turn lane. This lane has approximately 320 feet of storage space with a 330-foot taper. A dedicated right-turn lane is not present. Bike lanes are not present on Quebec Street.

The eastbound approach of Silver Spur Lane contains one through lane and a dedicated left-turn lane, with 50 feet of storage space. A median is present at this approach. There are no bike lanes on Silver Spur Lane. The westbound approach of Timberline Road contains one through lane and a dedicated left-turn lane, with 180 feet of storage space and a 90-foot taper. Bike lanes are present for both directions of Timberline Road but merge with traffic near the intersection.

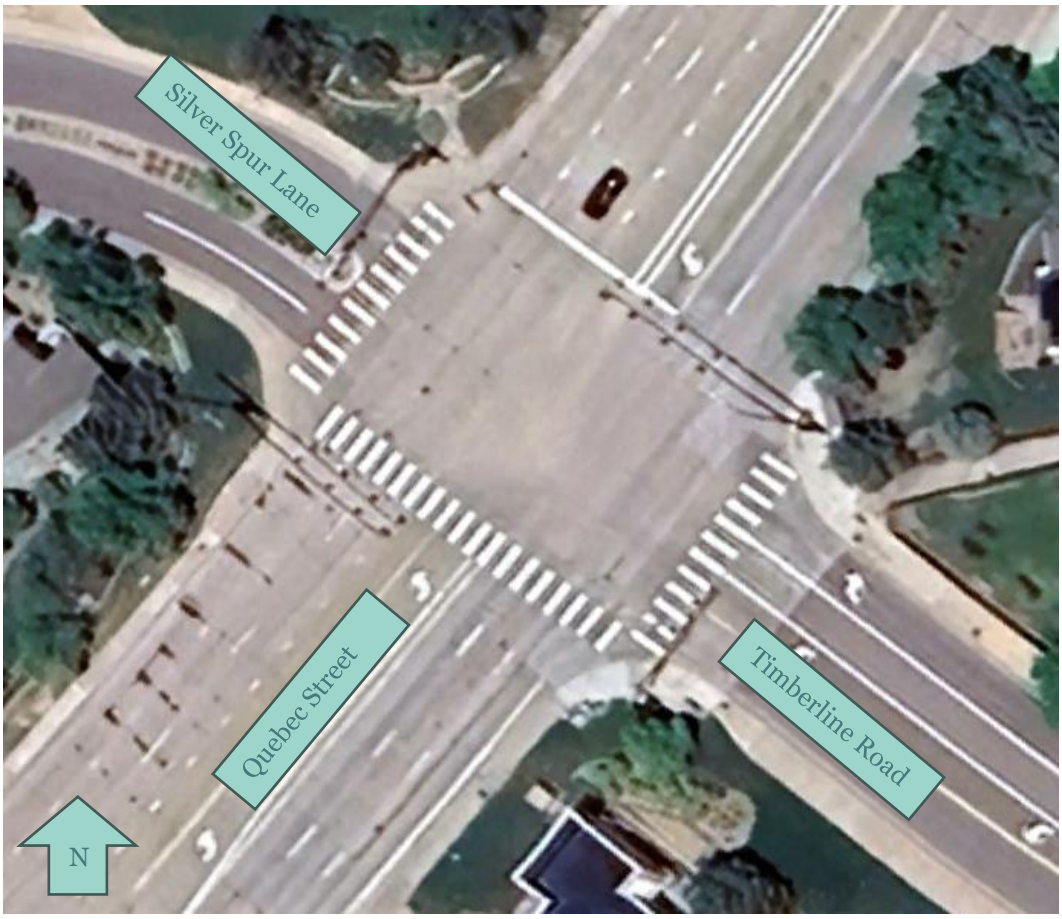

Figure 8 – Quebec Street at Timberline Road/Silver Spur Lane

Quebec Street at Collegiate Drive

The intersection of Quebec Street at Timberline Road is a signalized, three-way intersection that has permissive/protected left-turn lanes/phases for the northbound Quebec Street approach and permissive left-turn lanes/phases for the Timberline Drive approach. **Figure 9** shows an aerial of the intersection with the current intersection layout.

Northbound Quebec Street has three through lanes and a dedicated left-turn lane. This lane has approximately 120 feet of storage space with a 70-foot taper. There is no dedicated right-turn lane. Southbound Quebec Street also has three through lanes and a dedicated left-turn lane. This lane has approximately 320 feet of storage space with a 330-foot taper. A dedicated right-turn lane is not present. Bike lanes are not present on Quebec Street.

The eastbound approach of Collegiate Drive contains one through dedicated left-turn lane and one dedicated right-turn lane. These Lanes each have approximately 90 feet of storage.

Figure 9 – Quebec Street at Collegiate Drive

Roadway Characteristics

General features of the roadways along the most likely route from Eagle Ridge to Acres Green are summarized in **Table 1**.

Table 1 – Roadway Characteristics

Roadway	Timberline Road	Lone Tree Parkway	Yosemite Street	Maximus Drive	Quebec Street	Park Meadows Drive	Acres Green Drive
Speed Limit	30 mph	30 mph	40 mph	25 mph	45 mph	35 mph	25 mph
Number of Through Lanes	2	2	2	2	6	4	4
Lane Width	16 feet*	15 feet	11 feet	12 feet	11 feet	11 feet	11 feet
Bike Lane Width	5 feet	5 feet	5 feet	5 feet	7 feet	None	None
Median	Physical**	Physical	Physical	None	Physical & Striped	Physical	Physical
On-Street Parking	None	None	None	Both Sides	None	None	None

* Width is defined as distance from bike lane to edge of pavement at median.
**The Median discontinues west of Erminedale Drive

2.3 Traffic Volumes

Traffic data collection was conducted by Rekor Systems (All Traffic Data) on Wednesday, November 13, 2024. Traffic volumes were collected at the following applicable intersections:

- Maximus Drive at Yosemite Street
- Maximus Drive at Acres Green E Access
- Maximus Drive at Acres Green W Access
- Lone Tree Parkway at Yosemite Street

Traffic count data is summarized in **Table 2** and is included in **Appendix B**. The existing traffic is shown in **Figure 10**.

2.4 Existing Level of Service

The existing capacity analysis for the key intersections included in **Table 2** was evaluated using Synchro 11 Software (Synchro). The resulting level of service (LOS) and delay are summarized in **Table 8** provided in **Section 4** of this report for comparison to the future projected traffic capacity analysis.

Existing traffic signal timing plans provided by Douglas County are included in **Appendix C**.

Level of service reports from Synchro are included in **Appendix D**.

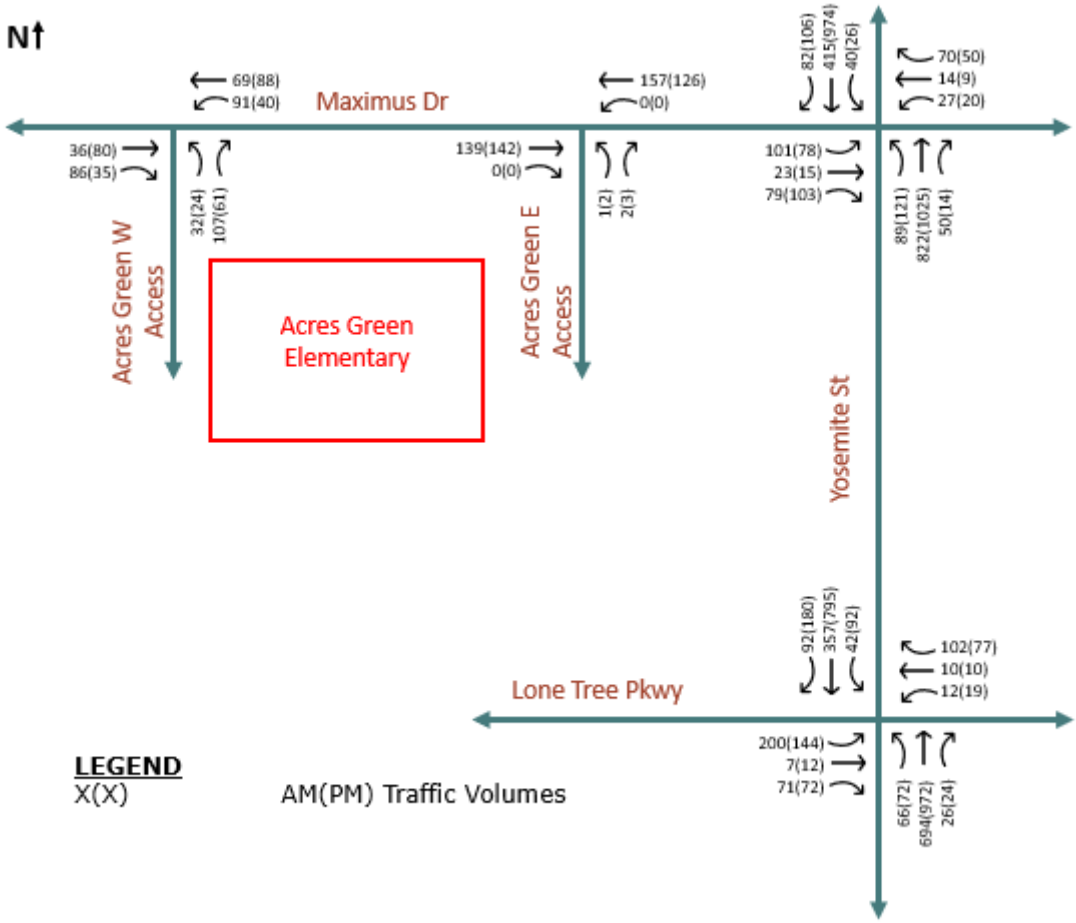

Figure 10 – Exisitng Traffic

Table 2 – Traffic Volume Summary

Intersection	Peak Hour	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Highlands Ranch Pkwy & Westridge Village Pkwy	AM	3	743	108	98	451	36	123	5	197	82	5	7
	PM	7	637	122	185	841	78	90	3	175	69	5	5
Highlands Ranch Pkwy & Springhill Pkwy	AM	15	813	283	152	344	32	233	25	290	26	34	6
	PM	15	599	258	232	667	50	399	53	346	46	41	29
Highlands Ranch Pkwy & Foothills Canyon Blvd	AM	77	1112	23	60	479	87	45	37	107	109	21	92
	PM	138	1009	12	49	956	124	51	73	186	86	7	102
Westridge Village Pkwy & Baneberry Ct	AM	-	70	88	19	101	-	91	-	16	-	-	-
	PM	-	114	94	13	77	-	103	-	16	-	-	-
Baneberry Pl & Baneberry Ct	AM	4	0	5	9	2	62	2	37	18	78	11	16
	PM	7	0	1	16	2	77	4	30	13	53	33	19
Westridge Village Pkwy & E Bus Access	AM	-	40	-	-	108	-	44	-	32	-	-	-
	PM	-	101	-	-	71	-	19	-	14	-	-	-
Westridge Village Pkwy & W Bus Access	AM	10	37	36	39	109	5	-	-	-	3	0	9
	PM	21	97	15	18	73	2	-	-	-	3	2	17

2.5 Traffic Safety Analysis

Intersection Crash Analysis

Crash history was reviewed at the intersections of Quebec Street at Collegiate Drive and Quebec Street at Timberline Road. Crashes were reviewed for the period between 2019 and 2024. **Table 3** Summarizes the year-by-year crash data for the intersections.

Crash diagrams and a listing of crashes are provided in **Appendix E**.

Quebec Street at Collegiate Drive

There was a total of 6 crashes at Quebec Street and Collegiate Drive over the course of the study period. Two of these involved injuries. Of the 25 crashes, 2 involved a left turn, and 2 were at night. None of these accidents involved a 3rd vehicle and none involved a bicycle.

Quebec Street at Timberline Road

There was a total of 25 crashes at Quebec Street and Timberline Road over the course of the study period. Three of these involved injuries. Of the 25 crashes, 10 involved a left turn, and 4 were at night. None of these accidents involved a 3rd vehicle and one involved a bicycle.

Table 3 – Annual Crash Summary

Year	Quebec Street and Collegiate Drive	Quebec Street and Timberline Road
2019	0	6
2020	1	5
2021	2	3
2022	0	4
2023	2	3
2024	1	4

School Safety
Students are picked up and dropped off primarily via the parking lot to the west of the school building. A one-way aisle facilitates traffic. On-street parking is provided on both sides of Maximus Drive and is heavily used in the afternoon. Crosswalks are present at the parking lot entrance on Maximus Drive. Crossing guards facilitate traffic at the entrance. Only right turns are allowed onto Maximus Drive.

Acres Green was provided with a questionnaire to provide any feedback related to traffic and school safety. Responses to the questionnaire are provided in **Appendix G**.

The general safety concerns at Acres Green, according to school staff, are vehicles travelling too fast near the school and vehicles not obeying crossing guards. Acres Green stated that there is no crosswalk through the parking lot, and that adding one would improve safety.

3. TRIP PROJECTIONS

3.1 Projected Traffic

Douglas County School District (DCSD) is considering a potential school consolidation option that would consolidate Eagle Ridge Elementary into Acres Green. **Table 4** provides data on student enrollment for Eagle Ridge and Acres Green.

Table 4 – School Enrollment

School	Ideal Capacity per DCSD	Maximum Historic Enrollment	2023-2024 Enrollment Count*	Projected 2028-2029 Enrollment*
Eagle Ridge	506	639	587	562
Acres Green	437	716	382	245
Combined	-	-	-	807

*Enrollment values include Pre-School through 6th Grade.

The projected 2028-2029 combined enrollment is 807 students. The projected combined enrollment numbers are 13 percent more than the previous maximum Acres Green enrollment.

3.2 Trip Generation

Trip generation calculations were performed based on the number of additional students that will be transferring from Eagle Ridge to Acres Green. For the purposes of this report, it is assumed the existing 2024 Acres Green traffic and enrollment will see negligible changes by the 2025-2026 school year. Therefore, the trip generation calculations do not focus on the total future enrollment for Acres Green

with the addition of Eagle Ridge students. The trip generation calculations are therefore only based on the Eagle Ridge existing traffic and enrollment. The trip generation was calculated multiple ways to account for the transfer of Eagle Ridge students to Acres Green. First the Institute of Transportation Engineers (ITE) Trip Generation web-based application was used to calculate the trip generation for three different types of elementary schools or land use codes (LUC) as follows:

- Public Elementary School (LUC 520)
- Private School K-8 (LUC 530)
- Charter School (LUC 536)

The relocation of students from one elementary school to the other has similarities to each of the three land uses evaluated using the ITE Trip Generation approach, however, this is a unique scenario and therefore the three land uses are not entirely representative of this scenario. A unique approach was therefore evaluated using existing traffic data and field observations at Eagle Ridge to understand the current traffic demand at the school and how that traffic demand is anticipated to change when relocated to Acres Green. The following considerations were taken into account to determine the anticipated number of trips added to Acres Green for this scenario:

- Calculate the existing ingress and egress traffic for parent drop-off and pick-up in the designated parking areas (parking lot and bus areas) using the existing traffic data collected
- Field observations of street parking adjacent to the school for drop-off and pick-up of students
- Students walking or riding a bike to/from the school using the existing traffic data collected
- Current bus ridership
- New bus ridership eligibility (outside 1 mile radius)
- Anticipated number of students "carpooling" with siblings or classmates after subtracting trips accounted for with existing traffic data, bus ridership, pedestrians/bicyclists and estimated street parking drop-off/pick-up from the student population.

The results of these considerations are summarized in the following table:

Table 5 – Eagle Ridge Existing Traffic Considerations

Peak Hour	Enrollment	Existing Bus Riders	Traffic Data Ingress/Egress	Ped & Bike	Estimated Street Parking	Calculated Carpooling
AM	587	171	128	81	30	177
PM			91	113		182

When the existing traffic at Eagle Ridge is relocated to Acres Green, additional students will be eligible to take the bus. It is anticipated that about **1/4** of the Eagle Ridge students will be newly eligible to take the bus to school. Assuming the ridership percentage remains the same as it is currently, ridership for these newly eligible students will also be about **65%** which results in an additional **89** students riding the bus to school for a total of **260** students from Eagle Ridge taking the bus to Acres Green.

Students who currently walk to Eagle Ridge are unlikely to walk to Acres Green due to distance and crossing a major roadway, therefore, it is assumed that these students will now be driven to school and count as a new vehicular trip to Acres Green. Taking into account the estimated street parking trips, the ingress/egress trips, pedestrians and bicyclists converted to vehicle trips, anticipated carpooling and the subtraction of new bus ridership, the resulting increase in trip demand for Acres Green is about **446** trips during the morning peak hour and **440** trips during the afternoon peak hour.

A summary of the trip generation comparison is summarized in **Table 6**.

Table 6 – Trip Generation Comparison

ITE LUC	Description	Units	Quant	AM Peak - Generator Peak			PM Peak - Generator Peak		
				Total	Ingress	Egress	Total	Ingress	Egress
-	Existing Data Based Calculation	Students	587	446	223	223	440	220	220
520	Public Elementary School	Students	587	440	238	203	264	122	143
530	Private School (K-8)	Students	587	593	332	261	352	166	187
536	Charter Elementary School	Students	587	628	333	295	423	207	216

3.3 Trip Distribution/Assignment

The trip distribution and assignment was evaluated by first reviewing the attendance boundaries for Eagle Ridge to get an idea of the population density within the boundary limits. Then the distribution of traffic within the Eagle Ridge boundary and the directions of approach for arriving at Acres Green was estimated by percentage. Note a small percentage of traffic was assumed to come from outside the Eagle Ridge boundaries based on the existing traffic trends. The resulting Trip Distribution percentages are shown in **Figure 11**.

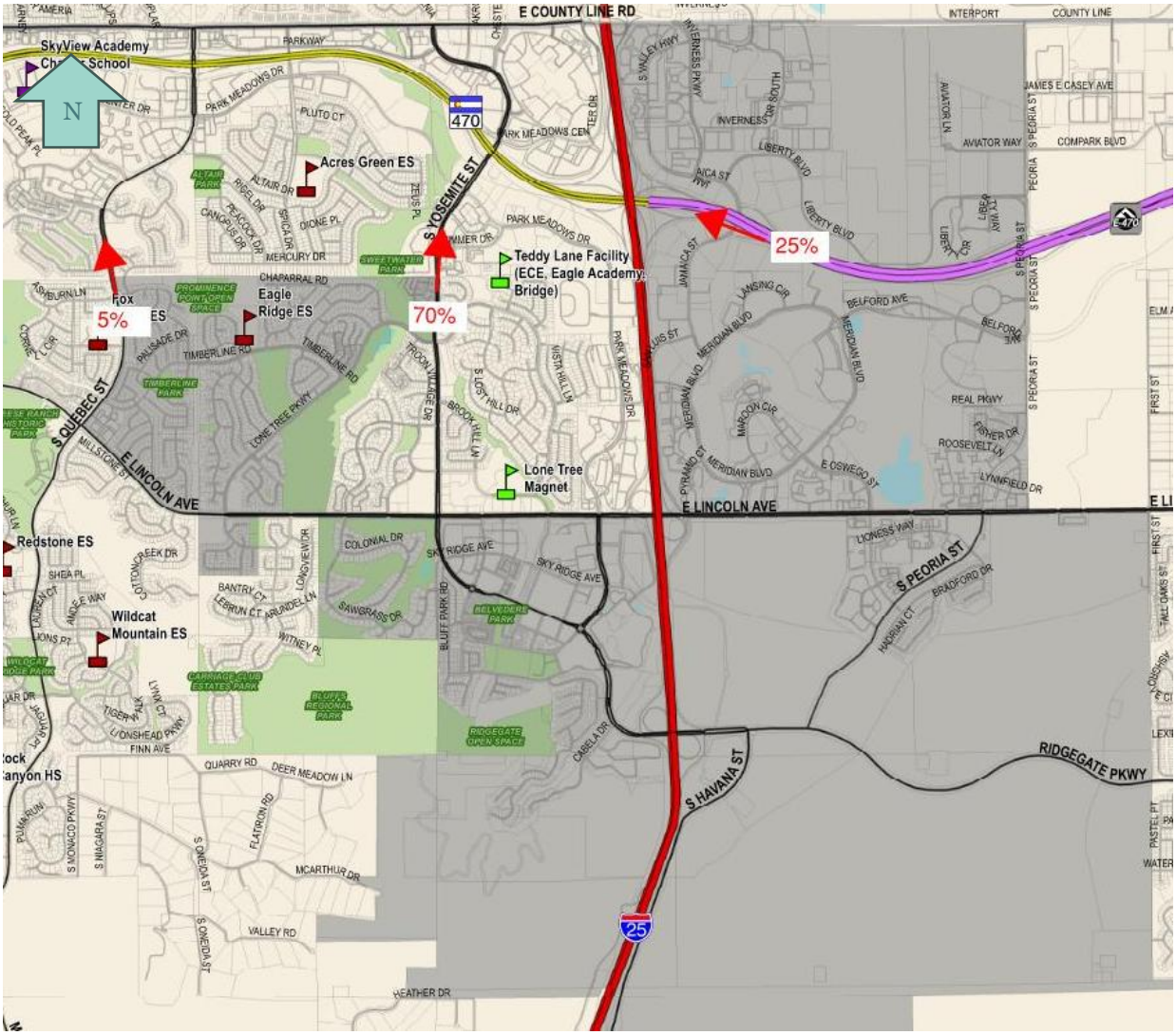

Figure 11 – Trip Distribution

Based on the Trip Distribution, the trips turning movements were then assigned to the key intersections evaluated as a part of this TIS.

- Maximus Drive at Yosemite Street
- Maximus Drive at Acres Green E Access
- Maximus Drive at Acres Green W Access
- Lone Tree Parkway at Yosemite Street

The resulting trip assignment is shown in **Figure 12.**

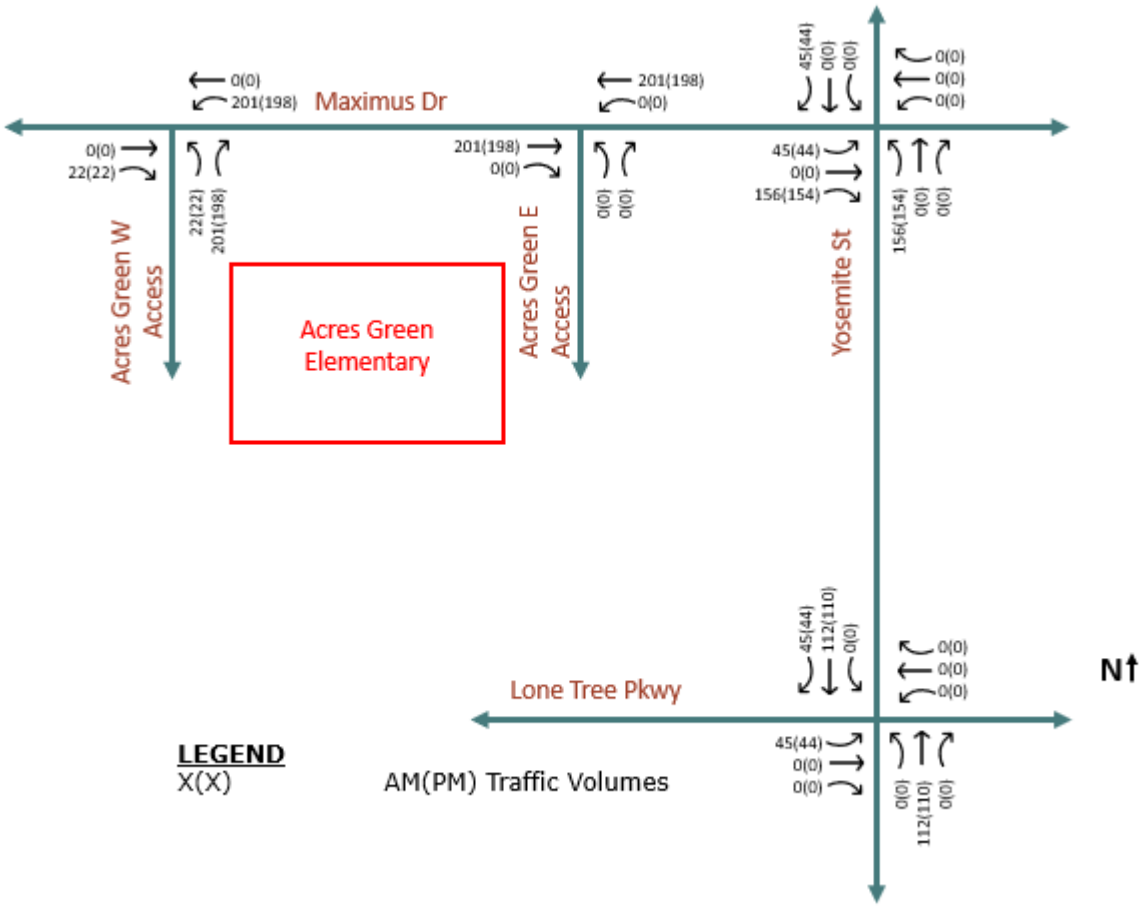

Figure 12 – Trip Assignment

In addition to the new anticipated trips for Eagle Ridge students transferring to Acres Green, the existing trips to Eagle Ridge will also be removed for a few of the key intersections. Certain turning movements accounting for the current arrival of drivers to Eagle Ridge would be reduced in this new scenario. Using the trip distribution and the existing distribution of ingress and egress trips for Eagle Ridge, the estimated reduction for certain turning movements was estimated. The resulting reductions are summarized in **Table** 7.

Table 7 – Turning Movement Reductions

Intersection	Peak Hour	EBL	EBR	NBL	NBT	SBT	SBR
Maximus Dr & Yosemite St	AM	0	0	0	-45	-45	0
	PM	0	0	0	-44	-44	0
Lone Tree Pkwy & Yosemite St	AM	-45	-45	-45	0	0	-45
	PM	-44	-44	-44	0	0	-44

4. PROJECTED SITE TRAFFIC IMPACTS

4.1 Total Traffic (2028-2029 School Year)

The total anticipated future traffic for the 2028 to 2029 school year for Acres Green with the addition of Eagle Ridge students was calculated by adding the trip assignment to the existing Acres Green traffic data and then subtracting the anticipated turning movement reductions. The resulting total traffic is shown in **Figure 13**.

4.2 Projected Level of Service

The capacity analysis for the total projected traffic from the transfer of Eagle Ridge students to Acres Green was evaluated using Synchro. The resulting LOS and delay are summarized in **Table 8** for both the existing conditions (without Eagle Ridge traffic) and for the total traffic conditions (with Eagle Ridge traffic). Project level of service reports from Synchro are included in **Appendix F**.

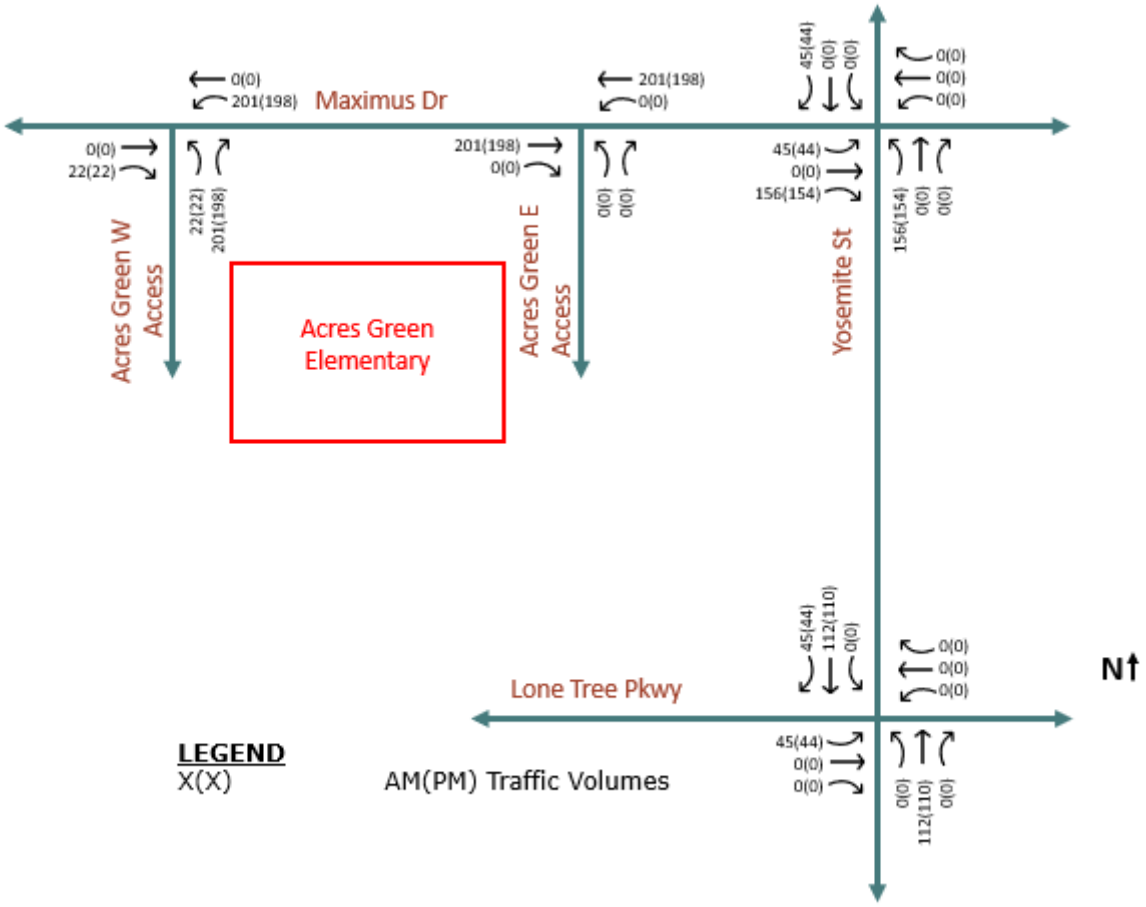

Figure 13 – Total Traffic

Table 8 – LOS and Delay Results

Intersection	Control	Movement	Existing						Total Traffic							
			LOS		Delay (s)		Queue Length (ft)		LOS		Delay (s)		Delay Delta (s)		Queue Length (ft)	
			AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
Lone Tree Pkwy & Yosemite St	Signal	**Overall**	**B**	**C**	**19.0**	**21.8**	**-**	**-**	**C**	**C**	**20.6**	**25.7**	**+1.6**	**+3.9**	**-**	**-**
		NBL	A	A	8.2	9.3	33	35	A	A	7.7	8.2	-0.5	-1.1	14	17
		NBT	C	C	21.4	27.7	217	331	C	C	23.0	33.3	+1.6	+5.6	260	384
		NBR	A	A	0.1	0.1	0	0	A	A	0.1	0.1	0.0	0.0	0	0
		SBL	A	B	8.2	11.4	23	43	A	B	8.4	11.4	+0.2	0.0	23	43
		SBT	B	C	17.8	22.8	102	256	B	C	18.7	24.8	+0.9	+2.0	134	303
		SBR	A	A	4.3	3.6	29	39	A	A	4.3	4.3	0.0	+0.7	29	44
		EBL	D	C	39.5	31.6	181	118	D	C	39.5	31.6	0.0	0.0	181	118
		EBT	A	A	7.3	7.7	32	25	B	B	10.5	11.1	+3.2	+3.4	23	23
		EBR	A	A	7.3	7.7	32	25	B	B	10.5	11.1	+3.2	+3.4	23	23
		WBL	A	A	7.9	9.5	36	47	A	A	7.8	9.5	-0.1	0.0	36	47
		WBT	A	A	7.9	9.5	36	47	A	A	7.8	9.5	-0.1	0.0	36	47
		WBR	A	A	7.9	9.5	36	47	A	A	7.8	9.5	-0.1	0.0	36	47
Maximus Dr & Yosemite St	Signal	**Overall**	**C**	**C**	**21.2**	**29.3**	**-**	**-**	**B**	**D**	**19.5**	**36.3**	-1.7	+7.0	**-**	**-**
		NBL	B	B	10.5	18.6	47	74	B	F	13.9	117.2	+3.4	+98.6	118	305
		NBT	C	C	26.5	35.0	300	395	C	C	25.5	32.4	-1.0	-2.6	280	372
		NBR	C	C	26.5	35.0	300	395	C	C	25.5	32.4	-1.0	-2.6	280	372
		SBL	B	B	10.2	10.2	24	19	B	B	10.1	10.2	-0.1	0.0	24	19
		SBT	C	C	20.3	32.5	126	360	B	C	19.9	30.5	-0.4	-2.0	112	337
		SBR	A	A	1.0	3.1	6	21	A	A	3.5	4.0	+2.5	+0.9	30	33
		EBL	C	C	24.1	23.8	81	62	C	C	26.8	26.8	+2.7	+3.0	113	92
		EBT	B	B	13.9	11.9	47	25	B	B	12.1	14.0	-1.8	+2.1	53	17
		EBR	B	B	13.9	11.9	47	25	B	B	12.1	14.0	-1.8	+2.1	53	17
		WBL	C	C	21.1	21.1	29	24	C	C	21.5	21.4	+0.4	+0.3	29	24
		WBT	B	B	13.1	13.3	47	33	B	B	13.1	13.3	0.0	0.0	47	33
		WBR	B	B	13.1	13.3	47	33	B	B	13.1	13.3	0.0	0.0	47	33
Maximus Dr & Acres Green W Access	Unsignalized (TWSC or AWSC)	**Overall**			**-**	**-**	**-**	**-**			**-**	**-**	**-**	**-**	**-**	**-**
		NBL	B	B	12.1	11.2	30	26	F	F	188.8	182.6	+176.7	+171.4	592	750
		NBT	-	-	-	-	-	-	-	-	-	-	-	-	-	-
		NBR	B	B	12.1	11.2	30	26	F	F	188.8	182.6	+176.7	+171.4	592	750
		SBL	-	-	-	-	-	-	-	-	-	-	-	-	-	-
		SBT	-	-	-	-	-	-	-	-	-	-	-	-	-	-
		SBR	-	-	-	-	-	-	-	-	-	-	-	-	-	-
		EBL	-	-	-	-	-	-	-	-	-	-	-	-	-	-
		EBT	A	A	0	0	0	0	A	A	0	0	0	0	0	0
		EBR	A	A	0	0	0	0	A	A	0	0	0	0	0	0
		WBL	A	A	7.9	7.6	6	2	A	A	9.0	8.2	+1.1	+0.6	30	16
		WBT	A	A	0	0	0	0	A	A	0	0	0	0	0	0
		WBR	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection	Control	Movement	Existing						Total Traffic							
			LOS		Delay (s)		Queue Length (ft)		LOS		Delay (s)		Delay Delta (s)		Queue Length (ft)	
			AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
Maximus Dr & Acres Green E Access	Unsignalized (TWSC or AWSC)	**Overall**			-	-	-	-			-	-	-	-	-	-
		NBL	B	B	10.6	10.6	0	2	C	C	15.7	17.0	+5.1	+6.4	2	2
		NBT	-	-	-	-	-	-	-	-	-	-	-	-	-	-
		NBR	B	B	10.6	10.6	0	2	C	C	15.7	17.0	+5.1	+6.4	2	2
		SBL	-	-	-	-	-	-	-	-	-	-	-	-	-	-
		SBT	-	-	-	-	-	-	-	-	-	-	-	-	-	-
		SBR	-	-	-	-	-	-	-	-	-	-	-	-	-	-
		EBL	-	-	-	-	-	-	-	-	-	-	-	-	-	-
		EBT	A	A	0	0	0	0	A	A	0.0	0.0	0.0	0.0	0	0
		EBR	A	A	0	0	0	0	A	A	0.0	0.0	0.0	0.0	0	0
		WBL	A	A	0	0	0	0	A	A	0.0	0.0	0.0	0.0	0	0
		WBT	A	A	0	0	0	0	A	A	0.0	0.0	0.0	0.0	0	0
		WBR	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Table 9 – Mitigation LOS and Delay Results

Intersection	Control	Movement	Existing						Total Traffic						Total Traffic - Mitigation							
			LOS		Delay (s)		Queue Length (ft)		LOS		Delay (s)		Queue Length (ft)		LOS		Delay (s)		Delay Delta (s)		Queue Length (ft)		Mitigation
			AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	
Maximus Dr & Acres Green W Access	Unsignalized (TWSC or AWSC)	**Overall**			-	-	-	-			-	-	-	-			-	-	-	-	-	-	Stagger Start/End times to increase Peak Hour Factor & Add Pavement Parkings for 1 ingress lane & two egress lanes
		NBL	B	B	12.1	11.2	30	26	F	F	188.8	182.6	592	750	F	C	53.6	22.5	-135.2	-160.1	46	16	
		NBT	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
		NBR	B	B	12.1	11.2	30	26	F	F	188.8	182.6	592	750	B	B	11.9	10.9	-176.9	-171.7	44	30	
		SBL	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
		SBT	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
		SBR	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
		EBL	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
		EBT	A	A	0	0	0	0	A	A	0	0	0	0	A	A	0.0	0.0	0.0	0.0	0	0	
		EBR	A	A	0	0	0	0	A	A	0	0	0	0	A	A	0.0	0.0	0.0	0.0	0	0	
		WBL	A	A	7.9	7.6	6	2	A	A	9.0	8.2	30	16	A	A	9.0	8.2	0.0	0.0	30	16	
		WBT	A	A	0	0	0	0	A	A	0	0	0	0	A	A	0.0	0.0	0.0	0.0	0	0	
		WBR	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Maximus Dr & Yosemite St	Signal	**Overall**	**C**	**C**	**21.2**	**29.3**	**-**	**-**	**B**	**D**	**19.5**	**36.3**	**-**	**-**	**B**	**C**	**19.5**	**34.8**	**0.0**	**-1.5**	**-**	**-**	Adjust signal timing to allow for more NBL time during the PM peak only. Add at least 4 seconds to NBL protected phase and reduce SBT by 4 seconds.
		NBL	B	B	10.5	18.6	47	74	B	F	13.9	117.2	118	305	B	D	13.9	47.6	0.0	-69.6	118	256	
		NBT	C	C	26.5	35.0	300	395	C	C	25.5	32.4	280	372	C	C	25.5	35.0	0.0	+2.6	280	395	
		NBR	C	C	26.5	35.0	300	395	C	C	25.5	32.4	280	372	C	C	25.5	35.0	0.0	+2.6	280	395	
		SBL	B	B	10.2	10.2	24	19	B	B	10.1	10.2	24	19	B	B	10.1	10.5	0.0	+0.3	24	19	
		SBT	C	C	20.3	32.5	126	360	B	C	19.9	30.5	112	337	B	D	19.9	47.5	0.0	+17.0	112	423	
		SBR	A	A	1.0	3.1	6	21	A	A	3.5	4.0	30	33	A	A	3.5	4.6	0.0	+0.6	30	36	
		EBL	C	C	24.1	23.8	81	62	C	C	26.8	26.8	113	92	C	C	26.8	26.8	0.0	0.0	113	92	
		EBT	B	B	13.9	11.9	47	25	B	B	12.1	14.0	53	17	B	B	12.1	12.0	0.0	-2.0	53	7	
		EBR	B	B	13.9	11.9	47	25	B	B	12.1	14.0	53	17	B	B	12.1	12.0	0.0	-2.0	53	7	
		WBL	C	C	21.1	21.1	29	24	C	C	21.5	21.4	29	24	C	C	21.5	21.4	0.0	0.0	29	24	
		WBT	B	B	13.1	13.3	47	33	B	B	13.1	13.3	47	33	B	B	13.1	13.3	0.0	0.0	47	33	
		WBR	B	B	13.1	13.3	47	33	B	B	13.1	13.3	47	33	B	B	13.1	13.3	0.0	0.0	47	33	

4.3 Mitigation

Capacity Analysis

The capacity analysis results show that the relocation of Eagle Ridge to Acres Green causes an increase in delay and an undesirable level of service for certain turning movements at the following intersections.

- Maximus Drive & Acres Green West Access (NBL/NBR turning movements AM & PM Peaks)
- Maximus Drive & Yosemite Street (NBL turning movement PM Peak only)

A few mitigation options were evaluated for the Maximus Drive & Acres Green West Access. First a conversion to all-stop control was evaluated, but this created significant delays for other turning movements and did not decrease the northbound approach delays significantly. The next mitigation was to add pavement markings to the driveway to allow for one ingress lane and two egress lanes (dedicated left and right turn lanes). This reduced the delay some, but the vehicle queues were still significant. The third option evaluated was to stagger the start times by at least 10 minutes for half the school at a time. This change allows for a more even spread of the peak traffic across the peak hour. The significant 15-minute peak is spread across a 30-minute timeframe instead, thus lowering the significant 15-minute peak and resulting in an increased peak hour factor for the traffic. The following changes were made for the peak hour factor by peak hour (PHF):

- AM Peak: PHF of 0.54 increased to 0.78.
- PM Peak: PHF of 0.34 to 0.83.

The PHF changes were combined with the addition of pavement markings for dedicated NBL and NBR turn lanes at the driveway. This change significantly lowered the delays and vehicle queues for both turning movements. The resulting level of service, delays, and queues are provided in **Table 9**.

Additionally, **Figure 14** provides a visual of the dedicated turn lane improvements.

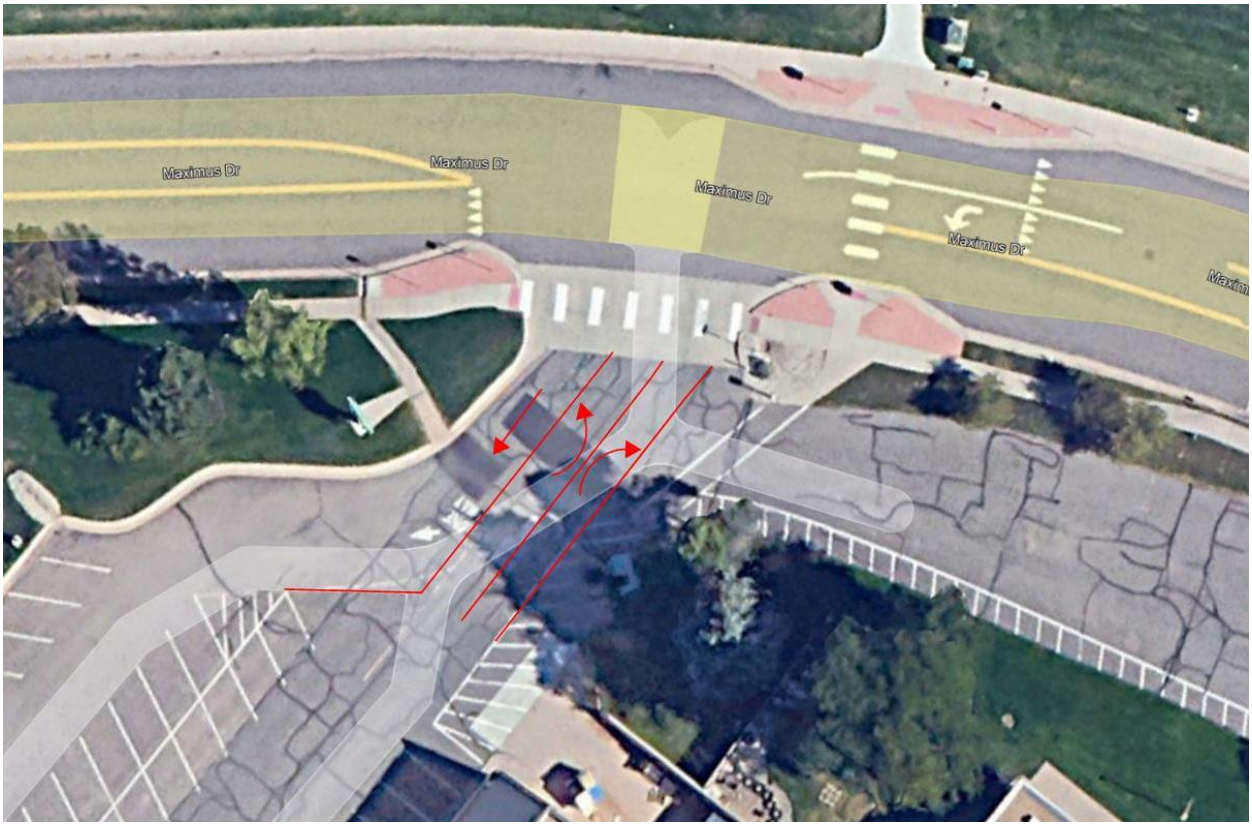

Figure 14 – Driveway Mitigation

Signal Warrant Lane Analysis
The intersection of Maximus Drive at Yosemite Street was analyzed for potential signal needs. Warrants 4 (peak hour) and 7 (crash experience) from the Manual on Uniform Traffic Control Devices (MUTCD) were used for this study.

Based on the analysis, it was determined that no unsignalized intersections within the study area met either warrant for signal installation.

Auxiliary Lane Analysis
The intersection of Maximus Drive at Yosemite Street was analyzed for its need for right-turn lanes. Doulgas County Roadway Design Standards refer to the Code of Colorado Regulations, State Highway Access Code for the design and installation recommendations. A right-turn lane is recommended when a threshold of 25 right turning vehicles is exceeded on a Non-Rural Arterial roadway with a posted speed limit greater than 40 miles per hour.

The existing traffic data collected shows that the northbound approach of Yosemite Street has 50 right turns during the morning peak hour and 14 during the afternoon peak. Therefore, a right turn lane is warranted the northbound approach. However, no new traffic is being added this approach and the intersection appears to operate efficiently. Therefore, no additional right-turn lanes are recommended.

Site Analysis

Based on site observations and feedback from Acres Green administration, Acres Green faces the following challenges:

- Vehicle and pedestrian conflicts in the parking lot

The Acres Green parking lot, as shown in **Figure 15**, accommodates the vehicle queue and routing for the pick-up and drop-off lane. Vehicles entering the queue conflict with pedestrians trying to cross the parking lot. Pedestrians currently need to travel around the southeast end of the parking lot to avoid a conflict with vehicles, but this requires passing numerous parking spaces and adds significant distance to the main school entrance. To provide safer access to cross the parking lot, two crosswalks could be extended across the parking lot as depicted in **Figure 15**; however, a crossing attendant would need to be present at this crosswalk to enforce a right of way for pedestrians.

Figure 15 – Acres Green Parking Lot

5. CONCLUSIONS/RECOMMENDATIONS

This Traffic Impact Study addresses existing traffic patterns and potential traffic challenges at Acres Green Elementary, while considering the anticipated increase in traffic due to possible consolidations with Eagle Ridge Elementary.

Traffic will be increased with the additional enrollment, but additional bus service will be offered, limiting the impact of the increased enrollment. Traffic Although historic enrollment levels suggest Acres Green could accommodate the increased traffic, more vehicles and pedestrians are expected. To address existing and potential future traffic challenges the following mitigation measures are recommended:

- Construct two crosswalks within the school parking lot to facilitate safe pedestrian routes through the parking lot and pick-up/drop-off queue. Crossing attendants will need to be present at these crosswalks to enforce pedestrian right of way.
- Add pavement markings at the parking lot exit to Maximus Drive to provide one entrance lane, one left-turn exit lane, and one right-turn exit lane. The existing pavement width should accommodate the layout. If implemented, the modifications should be set up with temporary pavement markings for a trail period. Doulgas County follow MUTCH standards for determining the proper intersection traffic control and would not add signage or pavement markings unless warranted.

Appendix A Site Observation Notes

2696 S. Colorado Blvd., Ste. 330
Denver, CO 80222
Ph: (303) 872-5756

TRAFFIC OBSERVATION REPORT

Project Name	DCSD HR TIS	**Project No.**	1124175
Observer	Derek Williams, EI		
Location	Acres Green Elementary School		
Time	7:45-9:15	**AM**	

DATE	11/13/2024					
M	**T**	**W**	**Th**	**F**	**S**	**S**

Queueing Data

Start Time: 8:15 AM

End Time: 8:40 AM

Maximum Queueing Length: 500 feet

Total Storage Length Available: 700 feet

Comments:
Traffic appeared to flow smoothly both in and out of the drop-off loop. The queueing length for drop-offs reached it's maximum around 8:30. The queue remained within the drop-off loop and did not extend into the road. School crossing guards noted that they notice the queue backing onto Maximus Drive on some mornings and afternoons.

On-Street Parking Locations and Availability

Comments:
Maximus Drive has available on-street parking on both sides near the school. Vehicles were not observed to utilize street parking for drop-off.

Crosswalk Locations and Usage

Comments:
There are two crosswalks located at the parking lot entrance. One crossing the loop entrance and another crossing Maximus Drive. Two crossing guards were stationed at these crosswalks. Another sidewalk crosses the bus entrance next to the parking lot entrance/exit. There is also a crosswalk located ahead of the drop-off lane that connects parking spaces and the drop-off area. Many students and parents were using this cross walk during drop-off. A school staff member was controlling traffic exiting the drop-off loop at this crossing.

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Roadway Characteristics

Speed Limit(s) and Location(s):
Maximus Drive has a posted speed limit of 25 mph. School zone flashers on Maximus Drive indicate a reduced speed of 20 mph.

Signage:
Pedestrian crossing signs are used at the crosswalks. No parking signs located at school entrance and near intersections. Drop-off lane signed as fire lane and drop-off.

Bike Lanes:
No bike lanes are provided on Maximum Drive.

Other Comments:
A short storage lane connected to a center turn-lane is used for left turning movement into the school. An east-bound lane allows both through movement and right turning movement into the school.

Sight Visibility Challenges

Comments:
The parking lot entrance/exit is situated on a highpoint along the road. Visibility of the parking lot entrance/exit and crosswalks is limited from each direction.

Congestion Areas

Comments:
No significant congestion was observed on Maximus Drive or in the drop-off loop.

General Traffic Observations

Comments:
The school placed a custom sign indicating right turn only at the school exit. The staff I talked to explained that there have been near accidents with vehicles turning left out of the school. School buses have a separate drop off lane. The school bus entrance is located at the school exit and vehicles exiting may sometimes block buses from entering the bus lane. The school staff said that they had all three buses running today, however on weeks where only two buses are running, there is more vehicle traffic.

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TRAFFIC OBSERVATION REPORT

Project Name	DCSD HR TIS	**Project No.**	1124175
Observer	Derek Williams, EI		
Location	Acres Green Elementary School		
Time	2:45-4:15	**PM**	

DATE	11/13/2024					
M	**T**	**W**	**Th**	**F**	**S**	**S**

Queueing Data

Start Time: 3:00 PM

End Time: 3:38 PM

Maximum Queueing Length: 500 feet

Total Storage Length Available: 700 feet

Comments:
Most traffic arrived at the school from 3:20 to 3:25 when pre-school students were let out. Arriving vehicles slowed after 3:30. Queue completely cleared at 3:38 and crossing guards left. Few vehicles arrived after this time.

On-Street Parking Locations and Availablility

Comments:
Many parents used on-street parking on Maximus Drive when picking up students.

Crosswalk Locations and Usage

Comments:
The crosswalk in the pick-up loop and the crosswalk crossing Maximus Drive were used more heavily by parents and students for pick-up. These crosswalks were controlled by school staff as students were dismissing.

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Roadway Characteristics

Speed Limit(s) and Location(s):
Maximus Drive has a posted speed limit of 25 mph. School zone flashers on Maximus Drive indicate a reduced speed of 20 mph.

Signage:
Pedestrian crossing signs are used at the crosswalks. No parking signs located at school entrance and near by intersections. Drop-off lane signed as fire lane and drop-off.

Bike Lanes:
No bike lanes are provided on Maximum Drive.

Other Comments:
A short storage lane connected to a center turn-lane is used for left turning movement into the school. An east-bound lane allows both through movement and right turning movement into the school.

Sight Visibility Challenges

Comments:
The school entrance/exit is situated on a highpoint alongth the road. Visibilty of the parking lot entrance/exit and crosswalks is limited from each direction. Vehicles parked on south side of Maximus Drive just west of the parking lot entrance potentially limit visibiliy of oncoming vehicles.

Congestion Areas

Comments:
Some congestion was observed in the pick-up loop as vehicles had to wait for pedestrians to cross Maximus Drive. No significant congestion was observed on Maximus Drive.

General Traffic Observations

Comments:
The school staff placed the custom right turn only sign at the school exit again. Vehicles continued to only make right turns out of the school. Three buses arrived before students were let out and the queue began leaving the school which did not cause any congestion or conflicts.

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TRAFFIC OBSERVATION REPORT

Project Name	DCSD HR TIS	**Project No.**	1124175
Observer	Derek Williams, EI		
Location	Eagle Ridge Elementary School		
Time	7:45-9:15	**AM**	

DATE	11/15/2024					
M	**T**	**W**	**Th**	**F**	**S**	**S**

Queueing Data

Start Time: 8:20 AM

End Time: 8:42 AM

Maximum Queueing Length: 300 feet

Total Storage Length Available: 700 feet

Comments:
Most vehicles queued in the drop-off loop between 8:20 and 8:40. Vehicles seemed to move quickly through the queue and the maximum queue length did not exceed 300 feet. The queue dissipated shortly after 8:40. Parents continued dropping off students however vehicles were more dispersed and did not have to queue.

On-Street Parking Locations and Availability

Comments:
Many parents parked along Ptarmigan Trail just north of the parking lot entrance No Parking signs are posted on both sides of Ptarmigan trail near the school. Some parents also parked on Deercrest Way across from the parking lot entrance.

Crosswalk Locations and Usage

Comments:
The crosswalks at intersection of Ptarmigan Trail and Deercrest Way/school entrance had the most pedestrian traffic. Many parents and students crossed at the Ptarmigan Trail/Timberline Road intersection which has 4-way crossing. This intersection has two sets of button activated, red flashers for pedestrians. Both intersections had crossings guards from approximately 8:15 to 8:40.

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Roadway Characteristics

Speed Limit(s) and Location(s):
Ptarmigan Trail has a posted speed limit of 25 mph. Timberline Road has a posted speed limit of 30 mph. School zone flashers reduce the speed to 20 mph on both streets.

Signage:
School zone flashers are used on Ptarmigan trail and Timberline Rd. "No Parking Except for Sundays and Holiday" signs are posted on both sides of Ptarmigan Trail near the school.

Bike Lanes:
Bike lanes are provided in both directions on Timberline Rd.

Other Comments:
There are two pull-offs along Timberline Rd at the school that are used for school buses only. Timberline road is a 2-lane road separated with a raised median near the school. Both intersections on Ptarmigan Trail near the school are all-way stop-controlled.

Sight Visibility Challenges

Comments:
No sight visibility conflict areas were observed.

Congestion Areas

Comments:
There was heavy congestion along Ptarmigan Trail from 8:20 to 8:35 as vehicles were arriving to the school. Vehicles were backed-up past the intersection at Timberline Rd. Most vehicles queued at the intersection were on Ptarmigan Trail approaching the school. At one point, traffic leaving the school was backed-up at the Timberline Rd intersection and the line of traffic reached the intersection at the parking lot entrance.

General Traffic Observations

Comments:
Many parents parked in the church parking lot across from the school entrance to drop-off students.

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TRAFFIC OBSERVATION REPORT

Project Name	DCSD HR TIS	**Project No.**	1124175
Observer	Derek Williams, EI		
Location	Eagle Ridge Elementary School		
Time	2:45-4:15	**PM**	

DATE	11/15/2024					
M	**T**	**W**	**Th**	**F**	**S**	**S**

Queueing Data

Start Time: 3:15 PM

End Time: 3:45 PM

Maximum Queueing Length: 600 feet

Total Storage Length Available: 700 feet

Comments:
A few vehicles began queueing before 3:00, however most traffic began entering the queue around 3:15. At 3:20 the queuing length was about half of the maximum queueing length. The queue reached the maximum length of about 600 feet at approximately 3:30. At 3:45 the queue dissipated.

On-Street Parking Locations and Availability

Comments:
Many parents were parking along Ptarmigan Trail just north of the parking lot entrance. Both sides of the street filled up. No Parking signs are posted on both sides of Ptarmigan trail near the school. Some parents also parked on Deercrest Way across from the parking lot entrance/exit.

Crosswalk Locations and Usage

Comments:
Similar to the morning, most parents and students crossed at the intersection of Ptarmigan Trail and Deercrest Way/school entrance. Many parents and students also crossed at the Ptarmigan Trail/Timberline Road intersection which has 4-way crossing. This intersection has two sets of button activated, red flashers for pedestrians.

DIBBLE

2696 S. Colorado Blvd., Ste. 330
Denver, CO 80222
Ph: (303) 872-5756

Roadway Characteristics

Speed Limit(s) and Location(s):
Ptarmigan Trail has a posted speed limit of 25 mph. Timberline Road has a posted speed limit of 30 mph. School zone flashers reduce the speed to 20 mph on both streets.

Signage:
School zone flashers are used on Ptarmigan trail and Timberline Rd. "No Parking Except for Sundays and Holiday" signs are posted on both sides of Ptarmigan Trail near the school.

Bike Lanes:
Bike lanes are provided in both directions on Timberline Rd.

Other Comments:
There are two pull-offs along Timberline Rd at the school that are used for school buses only. Timberline road is a 2-lane road separated with a raised median near the school. Both intersections on Ptarmigan Trail near the school are all-way stop-controlled.

Sight Visibility Challenges

Comments:
No sight visibility conflict areas were observed.

Congestion Areas

Comments:
At 3:35, when most vehicles were leaving the school, Ptarmigan Trail become heavily congested approaching the Timberline Road intersection. Vehicles queued at the intersection backed up to the school entrance/exit at Deercrest Way. This intersection also became heavily congested with vehicles leaving the school along with vehicles that were parked on Deercrest Way and Ptarmigan Trial. At 3:40 the congestion at the parking lot entrance/exit and Deercrest Way cleared.

General Traffic Observations

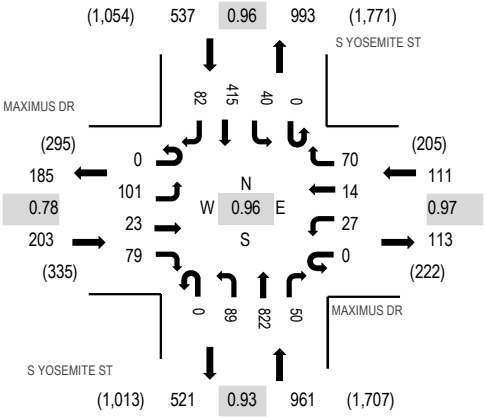
Comments:
Some parents parked in the church parking lot across from the school entrance/exit to pick up students.

Appendix B Traffic Volume Counts

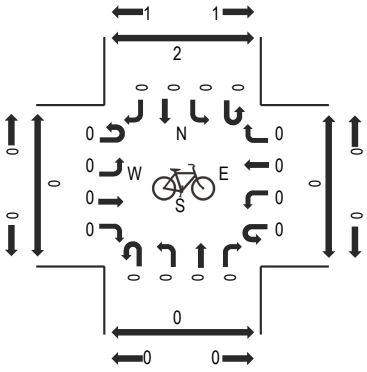
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 14 S YOSEMITE ST & MAXIMUS DR AM
Date: Wednesday, November 13, 2024
Peak Hour: 07:45 AM - 08:45 AM
Peak 15-Minutes: 08:30 AM - 08:45 AM

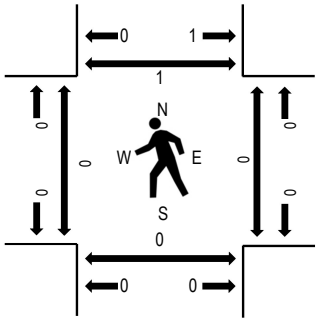
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

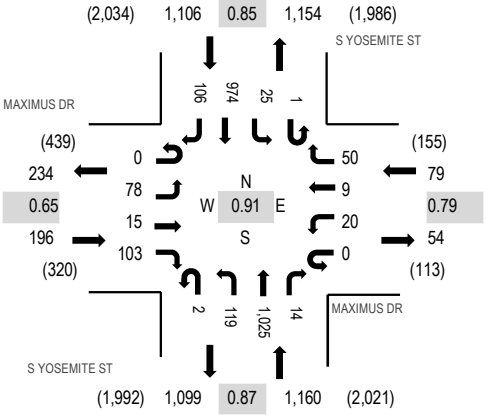
Traffic Counts - Motorized Vehicles

Interval Start Time	MAXIMUS DR Eastbound				MAXIMUS DR Westbound				S YOSEMITE ST Northbound				S YOSEMITE ST Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:30 AM	0	24	5	11	0	4	4	19	0	14	183	11	2	14	76	2	369	1,708	0	0	0	2
7:45 AM	0	20	7	14	0	4	1	24	0	19	227	13	0	9	99	14	451	1,812	0	0	0	0
8:00 AM	0	19	4	17	0	12	4	13	0	15	217	10	0	10	113	15	449	1,788	0	0	0	0
8:15 AM	0	24	6	27	0	6	9	13	0	36	174	13	0	9	89	33	439	1,703	0	0	0	1
8:30 AM	0	38	6	21	0	5	0	20	0	19	204	14	0	12	114	20	473	1,593	0	0	0	0
8:45 AM	1	16	4	13	0	6	1	16	0	18	193	10	0	9	126	14	427		0	0	2	0
9:00 AM	0	20	5	11	0	4	2	18	0	11	135	14	0	9	118	17	364		0	0	1	2
9:15 AM	0	10	1	11	0	4	4	12	0	12	130	15	0	12	108	10	329		0	0	0	2
Count Total	1	171	38	125	0	45	25	135	0	144	1,463	100	2	84	843	125	3,301		0	0	3	7
Peak Hour	0	101	23	79	0	27	14	70	0	89	822	50	0	40	415	82	1,812		0	0	0	1

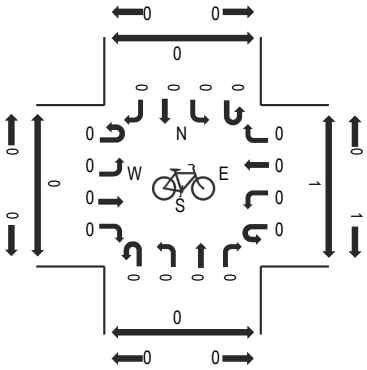
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 14 S YOSEMITE ST & MAXIMUS DR PM
Date: Wednesday, November 13, 2024
Peak Hour: 03:30 PM - 04:30 PM
Peak 15-Minutes: 04:00 PM - 04:15 PM

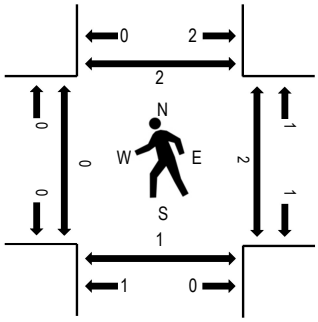
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

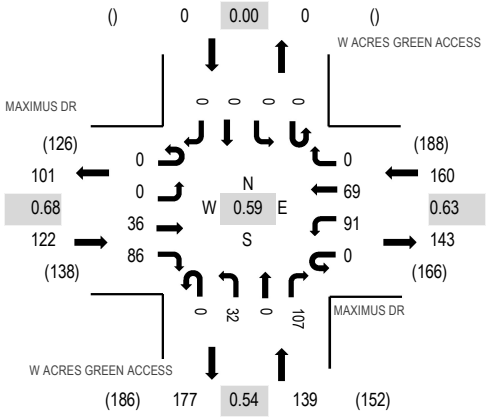
Traffic Counts - Motorized Vehicles

Interval Start Time	MAXIMUS DR Eastbound				MAXIMUS DR Westbound				S YOSEMITE ST Northbound				S YOSEMITE ST Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
2:30 PM	0	15	6	11	0	4	3	8	0	19	171	4	0	4	205	10	460	1,989	1	1	1	0
2:45 PM	0	15	2	12	0	7	0	14	0	22	190	8	0	6	176	18	470	2,069	0	0	0	2
3:00 PM	0	11	2	22	0	6	1	6	0	35	199	6	0	12	217	25	542	2,235	1	0	0	0
3:15 PM	0	17	2	9	0	9	6	12	0	31	174	2	0	5	215	35	517	2,394	0	2	0	0
3:30 PM	0	26	10	39	0	7	0	9	0	20	193	3	0	5	199	29	540	2,541	0	1	0	0
3:45 PM	0	13	1	25	0	5	2	12	0	27	279	4	0	9	228	31	636		0	1	1	0
4:00 PM	0	26	2	25	0	3	2	18	0	29	268	2	1	5	289	31	701		0	0	0	2
4:15 PM	0	13	2	14	0	5	5	11	2	43	285	5	0	6	258	15	664		0	0	0	0
Count Total	0	136	27	157	0	46	19	90	2	226	1,759	34	1	52	1,787	194	4,530		2	5	2	4
Peak Hour	0	78	15	103	0	20	9	50	2	119	1,025	14	1	25	974	106	2,541		0	2	1	2

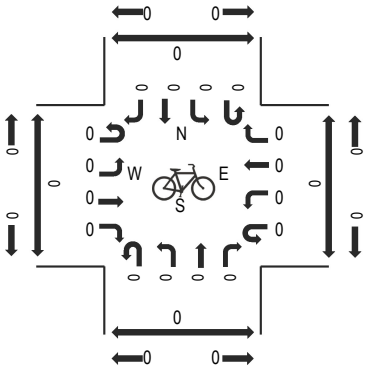
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 15 W ACRES GREEN ACCESS & MAXIMUS DR AM
Date: Wednesday, November 13, 2024
Peak Hour: 07:45 AM - 08:45 AM
Peak 15-Minutes: 08:15 AM - 08:30 AM

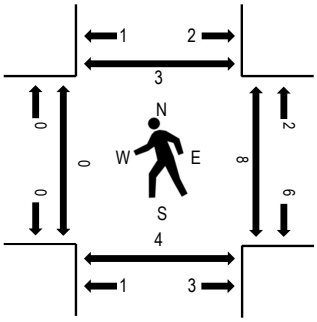
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

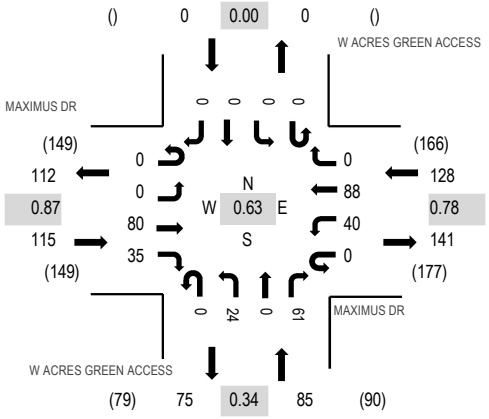
Traffic Counts - Motorized Vehicles

Interval Start Time	MAXIMUS DR Eastbound				MAXIMUS DR Westbound				W ACRES GREEN ACCESS Northbound				W ACRES GREEN ACCESS Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:45 AM	0	0	10	10	0	12	15	0	0	1	0	0	0	0	0	0	48	421	0	0	1	0
8:00 AM	0	0	6	18	0	7	15	0	0	4	0	1	0	0	0	0	51	406	0	1	1	2
8:15 AM	0	0	13	32	0	48	16	0	0	7	0	62	0	0	0	0	178	379	0	7	2	0
8:30 AM	0	0	7	26	0	24	23	0	0	20	0	44	0	0	0	0	144		0	0	0	1
8:45 AM	0	0	3	3	0	5	12	0	0	1	0	9	0	0	0	0	33		0	0	2	0
9:00 AM	0	0	9	1	0	0	11	0	0	1	0	2	0	0	0	0	24		0	0	2	0
Count Total	0	0	48	90	0	96	92	0	0	34	0	118	0	0	0	0	478		0	8	8	3
Peak Hour	0	0	36	86	0	91	69	0	0	32	0	107	0	0	0	0	421		0	8	4	3

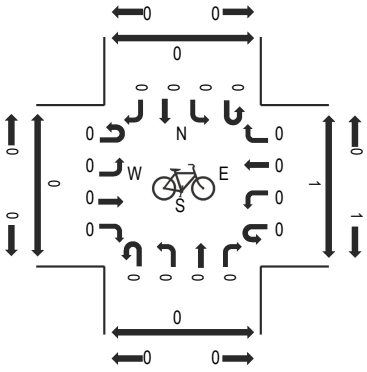
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 15 W ACRES GREEN ACCESS & MAXIMUS DR PM
Date: Wednesday, November 13, 2024
Peak Hour: 03:00 PM - 04:00 PM
Peak 15-Minutes: 03:30 PM - 03:45 PM

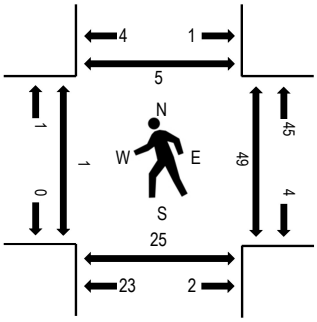
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

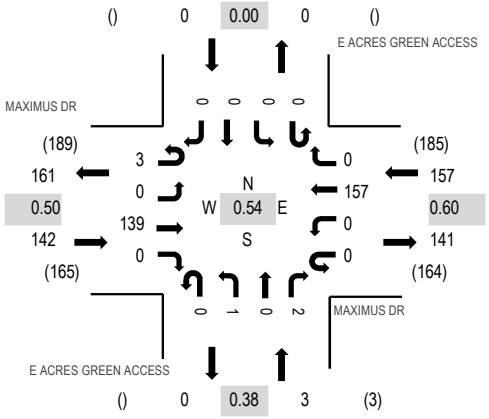
Traffic Counts - Motorized Vehicles

Interval Start Time	MAXIMUS DR Eastbound				MAXIMUS DR Westbound				W ACRES GREEN ACCESS Northbound				W ACRES GREEN ACCESS Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
2:45 PM	0	0	16	1	0	2	12	0	0	1	0	2	0	0	0	0	34	310	0	0	0	0
3:00 PM	0	0	18	14	0	10	24	0	0	2	0	1	0	0	0	0	69	328	1	7	3	3
3:15 PM	0	0	14	12	0	23	18	0	0	2	0	7	0	0	0	0	76	302	0	10	3	0
3:30 PM	0	0	24	9	0	7	28	0	0	14	0	49	0	0	0	0	131		0	31	16	2
3:45 PM	0	0	24	0	0	0	18	0	0	6	0	4	0	0	0	0	52		0	1	3	0
4:00 PM	0	0	17	0	0	1	23	0	0	1	0	1	0	0	0	0	43		0	4	0	2
Count Total	0	0	113	36	0	43	123	0	0	26	0	64	0	0	0	0	405		1	53	25	7
Peak Hour	0	0	80	35	0	40	88	0	0	24	0	61	0	0	0	0	328		1	49	25	5

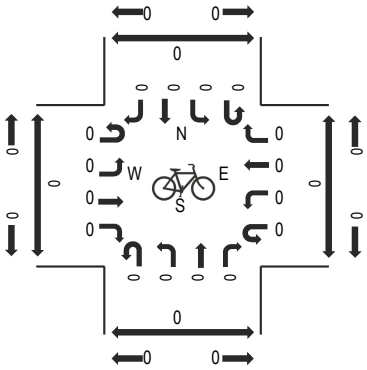
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 16 E ACRES GREEN ACCESS & MAXIMUS DR AM
Date: Wednesday, November 13, 2024
Peak Hour: 07:45 AM - 08:45 AM
Peak 15-Minutes: 08:15 AM - 08:30 AM

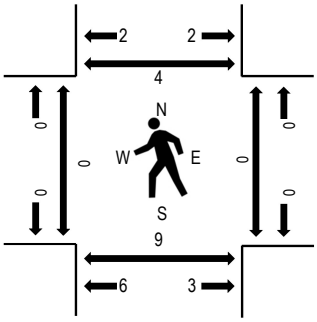
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

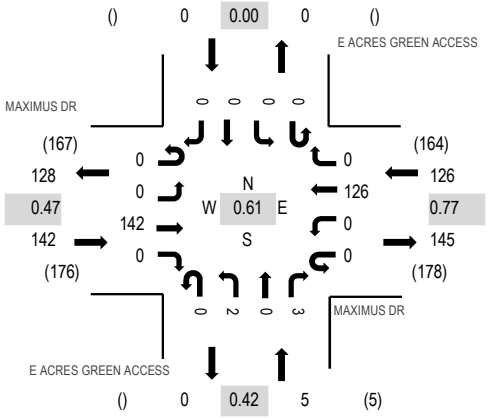
Traffic Counts - Motorized Vehicles

Interval Start Time	MAXIMUS DR Eastbound				MAXIMUS DR Westbound				E ACRES GREEN ACCESS Northbound				E ACRES GREEN ACCESS Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:45 AM	0	0	10	0	0	0	27	0	0	0	0	0	0	0	0	0	37	302	0	0	2	1
8:00 AM	1	0	6	0	0	0	21	0	0	0	0	0	0	0	0	0	28	294	0	0	3	2
8:15 AM	1	0	73	0	0	0	65	0	0	1	0	0	0	0	0	0	140	288	0	0	0	0
8:30 AM	1	0	50	0	0	0	44	0	0	0	0	2	0	0	0	0	97		0	0	4	1
8:45 AM	0	0	12	0	0	0	17	0	0	0	0	0	0	0	0	0	29		0	0	3	0
9:00 AM	0	0	11	0	0	0	11	0	0	0	0	0	0	0	0	0	22		0	0	2	0
Count Total	3	0	162	0	0	0	185	0	0	1	0	2	0	0	0	0	353		0	0	14	4
Peak Hour	3	0	139	0	0	0	157	0	0	1	0	2	0	0	0	0	302		0	0	9	4

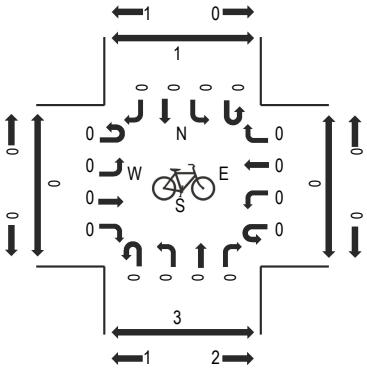
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 16 E ACRES GREEN ACCESS & MAXIMUS DR PM
Date: Wednesday, November 13, 2024
Peak Hour: 03:00 PM - 04:00 PM
Peak 15-Minutes: 03:30 PM - 03:45 PM

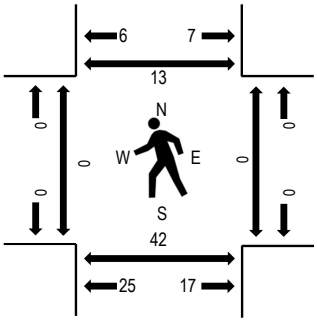
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

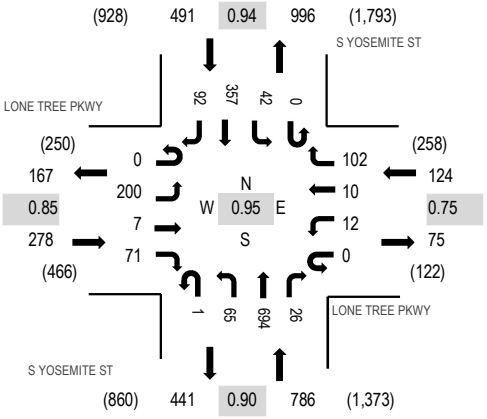
Traffic Counts - Motorized Vehicles

Interval Start Time	MAXIMUS DR Eastbound				MAXIMUS DR Westbound				E ACRES GREEN ACCESS Northbound				E ACRES GREEN ACCESS Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
2:45 PM	1	0	15	0	0	0	14	0	0	0	0	0	0	0	0	0	30	258	0	0	0	0
3:00 PM	0	0	20	0	0	0	34	0	0	1	0	0	0	0	0	0	55	273	0	0	15	1
3:15 PM	0	0	20	0	0	0	41	0	0	1	0	0	0	0	0	0	62	260	0	0	2	6
3:30 PM	0	0	75	0	0	0	33	0	0	0	0	3	0	0	0	0	111		0	0	22	6
3:45 PM	0	0	27	0	0	0	18	0	0	0	0	0	0	0	0	0	45		0	0	3	0
4:00 PM	0	0	18	0	0	0	24	0	0	0	0	0	0	0	0	0	42		0	0	1	1
Count Total	1	0	175	0	0	0	164	0	0	2	0	3	0	0	0	0	345		0	0	43	14
Peak Hour	0	0	142	0	0	0	126	0	0	2	0	3	0	0	0	0	273		0	0	42	13

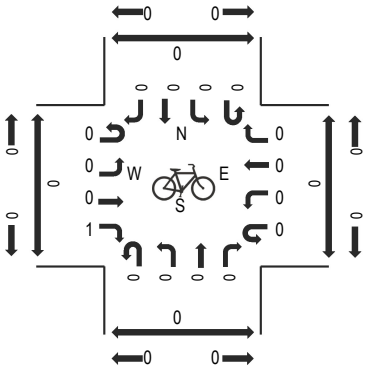
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 27 S YOSEMITE ST & LONE TREE PKWY AM
Date: Wednesday, November 13, 2024
Peak Hour: 07:45 AM - 08:45 AM
Peak 15-Minutes: 08:00 AM - 08:15 AM

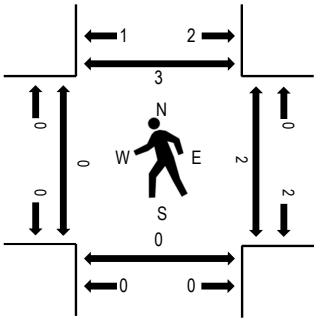
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

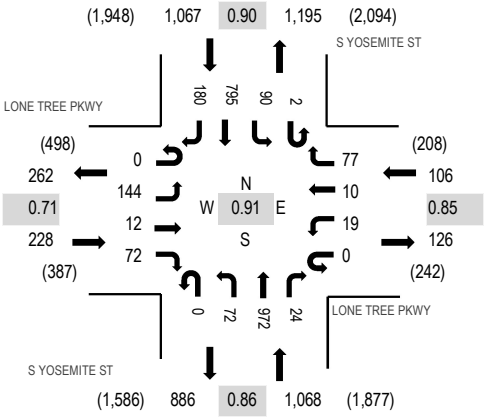
Traffic Counts - Motorized Vehicles

Interval Start Time	LONE TREE PKWY Eastbound				LONE TREE PKWY Westbound				S YOSEMITE ST Northbound				S YOSEMITE ST Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:30 AM	0	44	0	8	0	7	5	38	0	6	144	6	0	1	74	13	346	1,622	0	0	1	0
7:45 AM	0	54	1	21	0	4	5	27	0	6	181	3	0	9	95	14	420	1,679	0	0	0	0
8:00 AM	0	47	1	19	0	3	2	26	0	13	189	13	0	12	86	30	441	1,670	0	0	0	1
8:15 AM	0	35	2	16	0	4	2	26	0	35	178	6	0	10	79	22	415	1,535	0	0	0	2
8:30 AM	0	64	3	15	0	1	1	23	1	11	146	4	0	11	97	26	403	1,403	0	2	0	0
8:45 AM	0	42	1	19	0	3	0	26	1	5	181	3	0	10	102	18	411		0	0	0	0
9:00 AM	0	27	2	13	0	7	0	18	0	5	117	3	0	16	81	17	306		0	3	1	1
9:15 AM	0	25	0	7	0	6	0	24	0	4	111	1	0	4	91	10	283		0	1	2	0
Count Total	0	338	10	118	0	35	15	208	2	85	1,247	39	0	73	705	150	3,025		0	6	4	4
Peak Hour	0	200	7	71	0	12	10	102	1	65	694	26	0	42	357	92	1,679		0	2	0	3

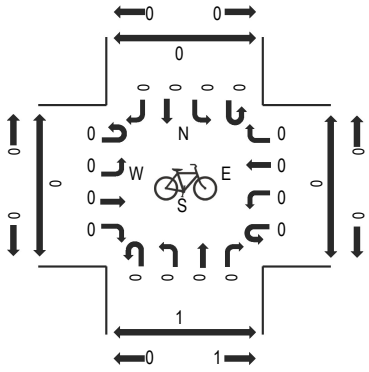
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 27 S YOSEMITE ST & LONE TREE PKWY PM
Date: Wednesday, November 13, 2024
Peak Hour: 03:30 PM - 04:30 PM
Peak 15-Minutes: 04:00 PM - 04:15 PM

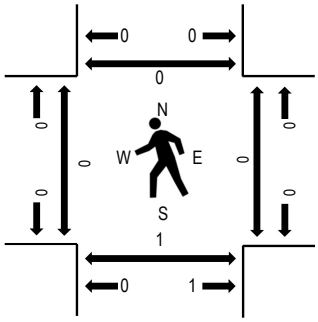
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

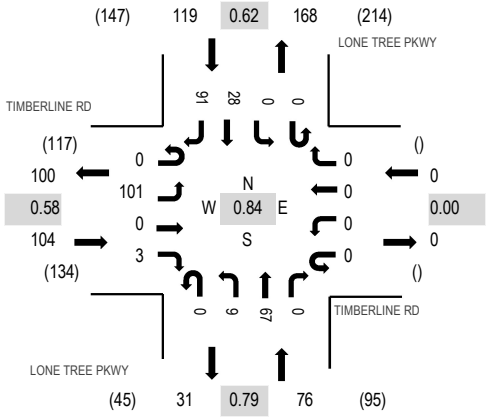
Traffic Counts - Motorized Vehicles

Interval Start Time	LONE TREE PKWY Eastbound				LONE TREE PKWY Westbound				S YOSEMITE ST Northbound				S YOSEMITE ST Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
2:30 PM	0	29	0	6	0	6	3	21	0	9	149	3	0	20	163	26	435	1,951	0	5	2	1
2:45 PM	0	27	3	6	0	5	2	17	0	7	186	3	0	23	143	39	461	2,033	0	0	0	1
3:00 PM	0	28	3	21	0	5	4	21	0	16	194	6	0	19	182	41	540	2,192	0	0	0	0
3:15 PM	0	26	3	7	0	3	0	15	0	38	186	12	0	21	153	51	515	2,332	0	0	0	1
3:30 PM	0	35	5	20	0	5	0	17	0	19	174	4	0	20	177	41	517	2,469	0	0	0	0
3:45 PM	0	53	5	23	0	6	4	19	0	19	246	5	0	16	179	45	620		0	0	1	0
4:00 PM	0	34	1	16	0	3	1	20	0	12	292	8	0	26	222	45	680		0	0	0	0
4:15 PM	0	22	1	13	0	5	5	21	0	22	260	7	2	28	217	49	652		0	0	0	0
Count Total	0	254	21	112	0	38	19	151	0	142	1,687	48	2	173	1,436	337	4,420		0	5	3	3
Peak Hour	0	144	12	72	0	19	10	77	0	72	972	24	2	90	795	180	2,469		0	0	1	0

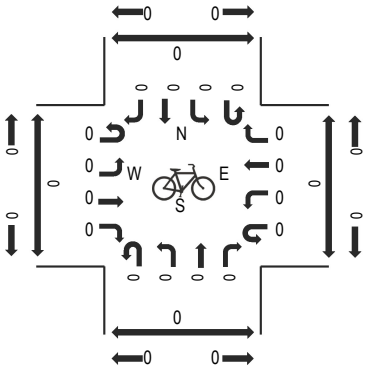
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 28 LONE TREE PKWY & TIMBERLINE RD AM
Date: Wednesday, November 13, 2024
Peak Hour: 07:45 AM - 08:45 AM
Peak 15-Minutes: 08:30 AM - 08:45 AM

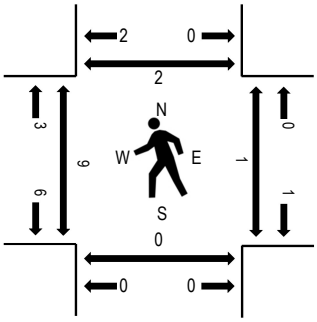
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

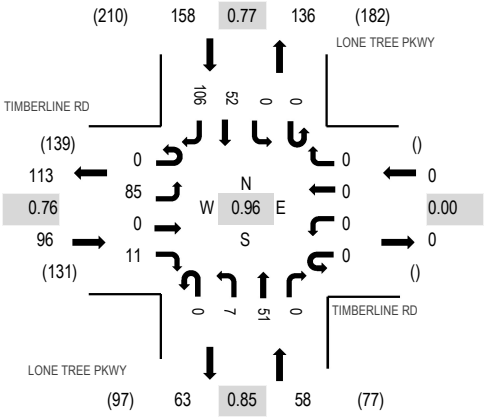
Traffic Counts - Motorized Vehicles

Interval Start Time	TIMBERLINE RD Eastbound				TIMBERLINE RD Westbound				LONE TREE PKWY Northbound				LONE TREE PKWY Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:45 AM	0	16	0	0	0	0	0	0	0	2	22	0	0	0	2	11	53	299	2	1	0	2
8:00 AM	0	23	0	1	0	0	0	0	0	1	18	0	0	0	10	22	75	293	0	0	0	0
8:15 AM	0	18	0	0	0	0	0	0	0	4	12	0	0	0	9	39	82	248	0	0	0	0
8:30 AM	0	44	0	2	0	0	0	0	0	2	15	0	0	0	7	19	89		7	0	0	0
8:45 AM	0	19	0	0	0	0	0	0	0	2	13	0	0	0	7	6	47		3	0	0	0
9:00 AM	0	10	0	1	0	0	0	0	0	0	4	0	0	0	6	9	30		8	1	0	0
Count Total	0	130	0	4	0	0	0	0	0	11	84	0	0	0	41	106	376		20	2	0	2
Peak Hour	0	101	0	3	0	0	0	0	0	9	67	0	0	0	28	91	299		9	1	0	2

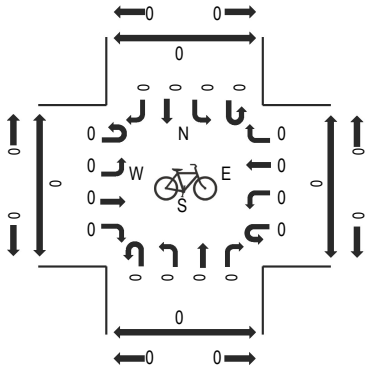
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 28 LONE TREE PKWY & TIMBERLINE RD PM
Date: Wednesday, November 13, 2024
Peak Hour: 03:00 PM - 04:00 PM
Peak 15-Minutes: 03:15 PM - 03:30 PM

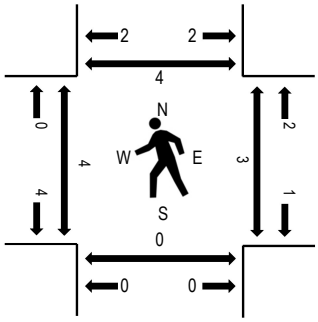
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	TIMBERLINE RD Eastbound				TIMBERLINE RD Westbound				LONE TREE PKWY Northbound				LONE TREE PKWY Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
2:45 PM	0	10	0	1	0	0	0	0	0	3	8	0	0	0	10	9	41	276	2	0	0	0
3:00 PM	0	15	0	1	0	0	0	0	0	4	13	0	0	0	17	23	73	312	0	1	0	1
3:15 PM	0	10	0	7	0	0	0	0	0	3	10	0	0	0	11	40	81	304	2	0	0	0
3:30 PM	0	32	0	2	0	0	0	0	0	0	13	0	0	0	12	22	81		0	1	0	1
3:45 PM	0	28	0	1	0	0	0	0	0	0	15	0	0	0	12	21	77		2	1	0	2
4:00 PM	0	21	0	3	0	0	0	0	0	1	7	0	0	0	20	13	65		0	0	0	0
Count Total	0	116	0	15	0	0	0	0	0	11	66	0	0	0	82	128	418		6	3	0	4
Peak Hour	0	85	0	11	0	0	0	0	0	7	51	0	0	0	52	106	312		4	3	0	4

ALL TRAFFIC DATA SERVICES
(303) 216-2439
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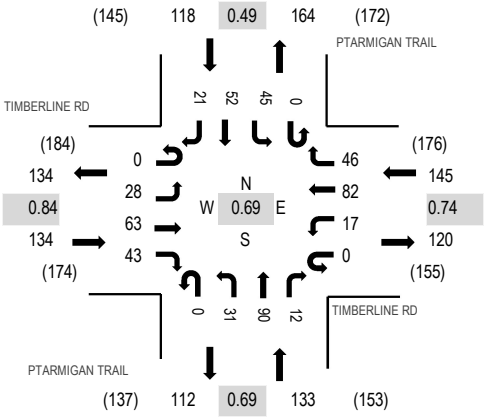
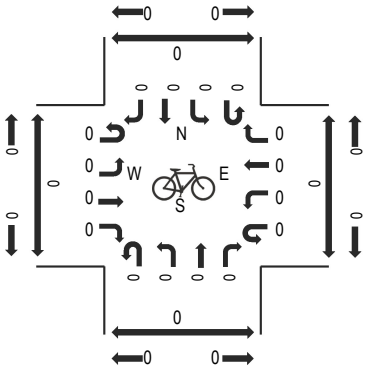
Location: 29 PTARMIGAN TRAIL & TIMBERLINE RD AM
Date: Wednesday, November 13, 2024
Peak Hour: 07:45 AM - 08:45 AM
Peak 15-Minutes: 08:30 AM - 08:45 AM

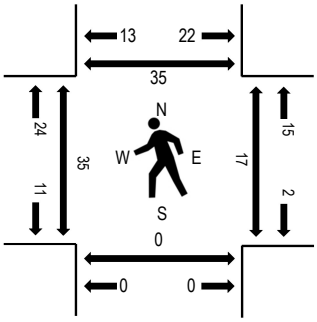
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

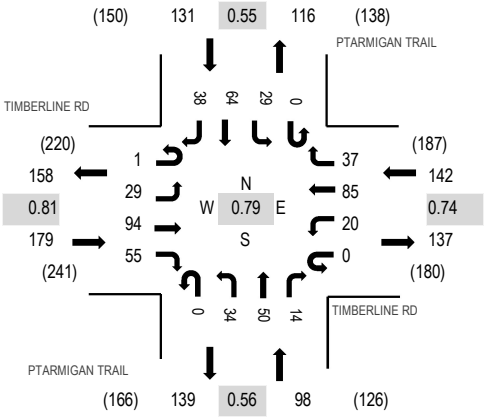
Traffic Counts - Motorized Vehicles

Interval Start Time	TIMBERLINE RD Eastbound				TIMBERLINE RD Westbound				PTARMIGAN TRAIL Northbound				PTARMIGAN TRAIL Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:45 AM	0	6	15	6	0	0	17	7	0	10	10	3	0	4	5	2	85	530	2	0	0	2
8:00 AM	0	2	13	14	0	1	20	7	0	6	13	2	0	7	2	0	87	518	4	0	0	4
8:15 AM	0	13	13	12	0	4	22	23	0	4	40	4	0	11	12	7	165	476	20	5	0	16
8:30 AM	0	7	22	11	0	12	23	9	0	11	27	3	0	23	33	12	193		9	12	0	13
8:45 AM	0	4	12	6	0	2	13	0	0	6	2	2	0	5	11	10	73		2	0	0	2
9:00 AM	0	0	14	4	0	1	15	0	0	6	2	2	0	0	1	0	45		5	0	0	2
Count Total	0	32	89	53	0	20	110	46	0	43	94	16	0	50	64	31	648		42	17	0	39
Peak Hour	0	28	63	43	0	17	82	46	0	31	90	12	0	45	52	21	530		35	17	0	35

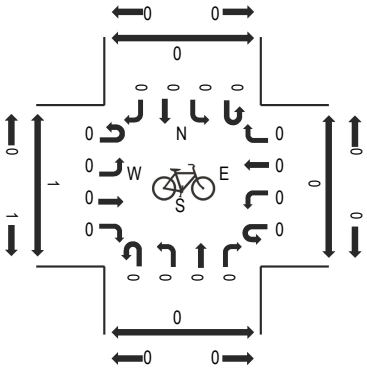
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 29 PTARMIGAN TRAIL & TIMBERLINE RD PM
Date: Wednesday, November 13, 2024
Peak Hour: 03:00 PM - 04:00 PM
Peak 15-Minutes: 03:30 PM - 03:45 PM

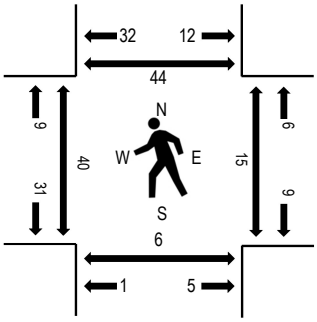
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

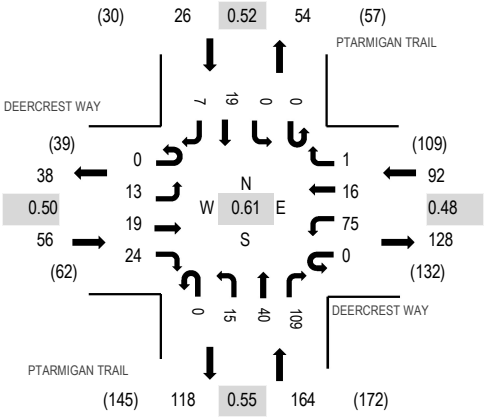
Traffic Counts - Motorized Vehicles

Interval Start Time	TIMBERLINE RD Eastbound				TIMBERLINE RD Westbound				PTARMIGAN TRAIL Northbound				PTARMIGAN TRAIL Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
2:45 PM	0	2	12	9	0	0	19	3	0	8	8	1	0	1	0	1	64	493	0	0	0	0
3:00 PM	0	9	25	13	0	1	19	5	0	7	14	3	0	1	5	2	104	550	3	1	0	2
3:15 PM	0	16	25	11	0	7	21	20	0	11	28	5	0	1	4	3	152	536	11	6	0	16
3:30 PM	0	4	26	25	0	10	20	10	0	6	7	1	0	15	35	14	173		24	6	4	22
3:45 PM	1	0	18	6	0	2	25	2	0	10	1	5	0	12	20	19	121		2	2	2	4
4:00 PM	0	4	22	13	0	1	18	4	0	8	1	2	0	5	4	8	90		3	1	0	1
Count Total	1	35	128	77	0	21	122	44	0	50	59	17	0	35	68	47	704		43	16	6	45
Peak Hour	1	29	94	55	0	20	85	37	0	34	50	14	0	29	64	38	550		40	15	6	44

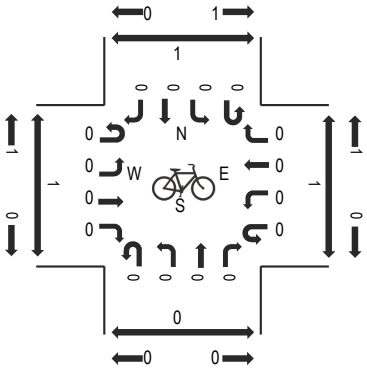
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 30 PTARMIGAN TRAIL & DEERCREST WAY AM
Date: Wednesday, November 13, 2024
Peak Hour: 07:45 AM - 08:45 AM
Peak 15-Minutes: 08:30 AM - 08:45 AM

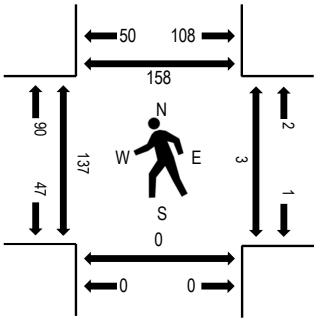
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

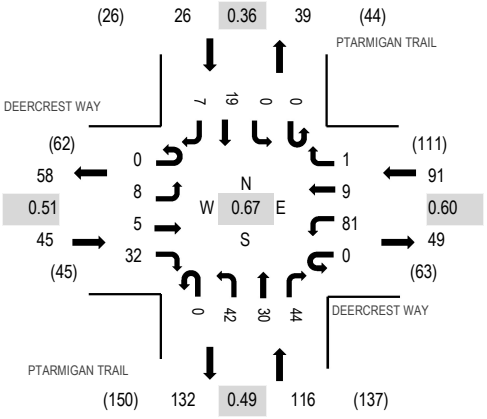
Traffic Counts - Motorized Vehicles

Interval Start Time	DEERCREST WAY Eastbound				DEERCREST WAY Westbound				PTARMIGAN TRAIL Northbound				PTARMIGAN TRAIL Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:45 AM	0	0	2	2	0	8	2	0	0	1	2	20	0	0	1	0	38	338	0	1	0	1
8:00 AM	0	0	2	0	0	7	0	0	0	2	6	14	0	0	2	0	33	332	1	0	0	0
8:15 AM	0	7	9	5	0	19	5	0	0	8	23	43	0	0	8	1	128	302	38	1	0	57
8:30 AM	0	6	6	17	0	41	9	1	0	4	9	32	0	0	8	6	139		98	1	0	100
8:45 AM	0	0	0	6	0	16	0	0	0	0	2	4	0	0	4	0	32		7	0	2	4
9:00 AM	0	0	0	0	0	1	0	0	0	1	1	0	0	0	0	0	3		0	0	0	2
Count Total	0	13	19	30	0	92	16	1	0	16	43	113	0	0	23	7	373		144	3	2	164
Peak Hour	0	13	19	24	0	75	16	1	0	15	40	109	0	0	19	7	338		137	3	0	158

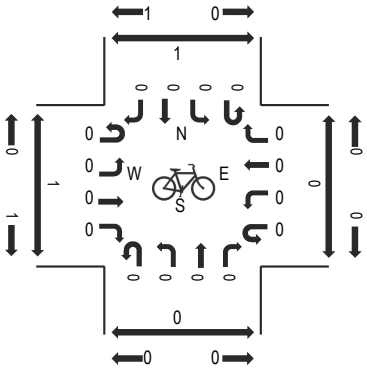
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 30 PTARMIGAN TRAIL & DEERCREST WAY PM
Date: Wednesday, November 13, 2024
Peak Hour: 03:00 PM - 04:00 PM
Peak 15-Minutes: 03:30 PM - 03:45 PM

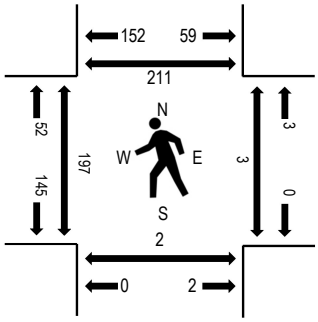
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	DEERCREST WAY Eastbound				DEERCREST WAY Westbound				PTARMIGAN TRAIL Northbound				PTARMIGAN TRAIL Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
2:45 PM	0	0	0	0	0	2	0	0	0	2	3	8	0	0	0	0	15	238	0	0	0	0
3:00 PM	0	5	0	1	0	6	0	0	0	6	7	15	0	0	1	0	41	278	0	0	0	0
3:15 PM	0	2	4	1	0	7	0	0	0	34	11	19	0	0	0	0	78	263	49	3	2	53
3:30 PM	0	0	1	21	0	34	9	0	0	2	10	9	0	0	11	7	104		147	0	0	156
3:45 PM	0	1	0	9	0	34	0	1	0	0	2	1	0	0	7	0	55		1	0	0	2
4:00 PM	0	0	0	0	0	16	2	0	0	0	2	6	0	0	0	0	26		0	0	0	0
Count Total	0	8	5	32	0	99	11	1	0	44	35	58	0	0	19	7	319		197	3	2	211
Peak Hour	0	8	5	32	0	81	9	1	0	42	30	44	0	0	19	7	278		197	3	2	211

Appendix C Existing Traffic Signal Timing Plans

Station : 710 - Yosemite & Lone Tree/Heritage Hills (Standard File)

Phase [1.1.1]

	ϕ1 (SL)	ϕ2 (NR)	ϕ3	ϕ4 (ER)	ϕ5 (NL)	ϕ6 (SR)	ϕ7	ϕ8 (WR)	ϕ9	ϕ10	ϕ11	ϕ12	ϕ13	ϕ14	ϕ15	ϕ16
Walk	0	5	0	5	0	5	0	5	0	0	0	0	0	0	0	0
Ped Clearance	0	15	0	21	0	16	0	21	0	0	0	0	0	0	0	0
Min Green	5	14	0	5	5	14	0	5	0	0	0	0	0	0	0	0
Gap Ext	1.5	3	0	2	1.5	3	0	2	0	0	0	0	0	0	0	0
Max1	15	40	0	30	15	40	0	30	0	0	0	0	0	0	0	0
Max2	8	20	0	15	8	20	0	15	0	0	0	0	0	0	0	0
Yellow Clr	3	4	0	3	3	4	0	3	3	3	3	3	3	3	3	3
Red Clr	2	2	0	2	2	2	0	2	2	2	2	2	2	2	2	2
Red Revert	5	5	0	5	5	5	0	5	0	0	0	0	0	0	0	0
Added Initial	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max Initial	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time Before Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars Before Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time To Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reduce By	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Gap	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dynamic Max Limit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dynamic Max Step	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Auto Flash Entry				ON				ON								
Auto Flash Exit		ON				ON										
Non-Actuated 1																
Non-Actuated 2																

Phase Option [1.1.2]

	ϕ1 (SL)	ϕ2 (NR)	ϕ3	ϕ4 (ER)	ϕ5 (NL)	ϕ6 (SR)	ϕ7	ϕ8 (WR)	ϕ9	ϕ10	ϕ11	ϕ12	ϕ13	ϕ14	ϕ15	ϕ16
Enable	ON	ON		ON	ON	ON		ON								
Lock Call									ON	ON	ON	ON	ON	ON	ON	ON
Min Recall		ON				ON										
Max Recall																
Ped Recall																
Soft Recall																
Dual Entry		ON		ON		ON		ON								
Sim Gap Enable	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON
Guar Passage																
Rest In Walk		ON				ON										
Cond Service																
Add Init Calc																

Phase Option+ [1.1.3]/[1.1.5]

	ϕ1	ϕ2	ϕ3	ϕ4	ϕ5	ϕ6	ϕ7	ϕ8	ϕ9	ϕ10	ϕ11	ϕ12	ϕ13	ϕ14	ϕ15	ϕ16
Reservice																
Ped Clr Thru Yellow																
Skip Red-NoCall																
Red Rest																
Max 2																
Max Inhibit																
Ped Delay																
Red Rest On Gap																
Conflicting P																
Green Ped Delay Time																
Omit Yel																
Ped Out																
Start Yel																
Inhibit P1		ON														
Inhibit P2																
Inhibit P3																
Inhibit P4																
Inhibit P5						ON										
Inhibit P6																
Inhibit P7																
Inhibit P8																
Call Phs1																
Call Phs2																
Redirect P Calls From 1																
Redirect P Calls To 1																
Redirect P Calls From 2																
Redirect P Calls To 2																
Redirect P Calls From 3																
Redirect P Calls To 3																
Redirect P Calls From 4																
Redirect P Calls To 4																

Prepared By / Date	Reviewed By / Date

Station : 710 - Yosemite & Lone Tree/Heritage Hills (Standard File)

Ring Sequence [1.2.4]

Ring	P1	P2	P3	P4	P5	P6	P7	P8
Ring 1	1	2	3	4				
Ring 2	5	6	7	8				
Ring 3								
Ring 4								

Unit Parameters [1.2.1]

StartUp Flash	Auto Ped Clear	Red Revert	Local Flash Start	Allow < 3 sec Yel	Allow Skip Yel	MCE Timeout	Enable Run	Start Red Time	Phase Mode	Startup Calls	Diamond Mode	Stop Time Over Preempt	Free Ring Sequence	Clearance Decide	Min Ped Clear Time	RingAlgo
	OFF	5	RST	OFF	OFF		ON	6	STD8	OFF	4PH	OFF	1	OFF	OFF	

Alarms, Parameters [1.4.1]

Auto Flash Parameter

Yellow	Red	Mode	Source
	60		

Detector, Vehicle Parameters 1-16 [5.1]

Detector #	1	2	3	4	5	6	7	8	9 (NL1)	10	11 (NT1)	12 (NT2)	13	14 (NR1)	15	16 (WL1)
Yellow Lock																
Red Lock																
Extend	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON
Added Initial																
Call	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON
Call Phase	1	2	3	4	5	6	7	8	0	0	0	0	0	0	0	0
Switch Phase	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Detector, Vehicle Parameters 17-32 [5.1]

Detector #	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Yellow Lock																
Red Lock																
Extend	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON				
Added Initial																
Call	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON				
Call Phase	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Switch Phase	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Detector, Ped Detectors 1-16 [5.4]

Detector	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Call Phase	0	2	0	4	0	6	0	8								
No Activity	0	0	0	0	0	0	0	0								
Max Presence	15	15	15	15	15	15	15	15								
Erratic Cnt	0	0	0	0	0	0	0	0								

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Channels/SDLC, Assign to Phases [1.8.1]

Channel	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24
PH/OLP #	1	2	3	4	5	6	7	8	1	2	3	4	2	4	6	8	1	3	5	7				
Type	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	OLP	OLP	OLP	OLP	PED	PED	PED	PED	PED	PED	PED	PED	VEH	VEH	VEH	VEH
Flash	RED	RED	RED	RED	RED	RED	RED	RED	RED	RED	RED	RED	DRK	DRK	DRK	DRK	DRK	DRK	DRK	DRK	DRK	DRK	DRK	DRK
Alt Hz																								
Dimming Green																								
Dimming Yellow																								
Dimming Red																								
Dimming Cyc	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+

Channel/SDLC +, Assign to Phases [1.8.4]

Channel	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	10	21	22	23	24
Flash Red																								
Flash Yellow																								
Flash Green																								
Inh Red Flash in Preempt																								
Color Flash Rate	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Override Type	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Olap Ovrd	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Overlap General Parameters [1.5.1]

Conflict Lock	Lock Inhibit	Program Card	Use Parent	Canadian Fast Flash
OFF	OFF	ON	ALWAYS	

Overlap Program Parameters [1.5.2.1]

Overlap	Included Phases								Modifer Phases								Type	Green	Yellow	Red
Overlap 1																	-GRYEL		3.5	1.5
Overlap 2																	-GRYEL		3.5	1.5
Overlap 3																	NORMAL		3.5	1.5
Overlap 4																	NORMAL		3.5	1.5
Overlap 5																	NORMAL		3.5	1.5
Overlap 6																	NORMAL		3.5	1.5
Overlap 7																	NORMAL		3.5	1.5
Overlap 8																	NORMAL		3.5	1.5

Overlap Conflict Parameters+ [1.5.2.2]

Overlap	Conflicting Phases								Conflicting Overlaps								Conflicting Peds							
Overlap 1																								
Overlap 2																								
Overlap 3																								
Overlap 4																								
Overlap 5																								
Overlap 6																								
Overlap 7																								
Overlap 8																								

Overlap Program Parameters+ [1.5.2.3]

#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Leading Green																
FYA MCE Disable																
FYA After Preempt																
FYA Skip Red																
PedCallClear																
FYA ImmedReturn																
FYARedB4Ped																
Transit Input	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
FYA Delay Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
FYA Ext Overlap	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
GrnExtInh 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
GrnExtInh 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
GrnExtInh 3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
GrnExtInh 4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
GrnExtInh 5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
GrnExtInh 6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
GrnExtInh 7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
GrnExtInh 8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
FYAGapMin	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
FYAGapMax	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

FYAGapExt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
FYAGapDet1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
FYAGapDet2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
FYAGapDet3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
FYAGapDet4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

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Preemption Times[3.1]/Phases[3.2]/Options[3.3]

Channel	1	2	3	4	5	6
Lock Input	ON	ON	ON	ON	ON	ON
Override Auto Flash	ON	ON	ON	ON	ON	ON
Override Higher Preempt	ON	ON				
Flash in Dwell						
Link to Preempt	0	0	0	0	0	0
Delay	0	0	0	0	0	0
Min Duration	0	0	5	5	5	5
Min Green	0	0	5	5	5	5
Min Walk	0	0	0	0	0	0
Ped Clear	0	0	0	0	0	0
Track Green	0	0	0	0	0	0
Min Dwell	0	0	0	0	0	0
Max Presence	0	0	120	120	120	120
Track Veh 1	0	0	0	0	0	0
Track Veh 2	0	0	0	0	0	0
Track Veh 3	0	0	0	0	0	0
Track Veh 4	0	0	0	0	0	0
Dwell Cyc Veh 1	0	0	2	0	4	0
Dwell Cyc Veh 2	0	0	6	0	8	0
Dwell Cyc Veh 3	0	0	0	0	0	0
Dwell Cyc Veh 4	0	0	0	0	0	0
Dwell Cyc Veh 5	0	0	0	0	0	0
Dwell Cyc Veh 6	0	0	0	0	0	0
Dwell Cyc Veh 7	0	0	0	0	0	0
Dwell Cyc Veh 8	0	0	0	0	0	0
Dwell Cyc Veh 9	0	0	0	0	0	0
Dwell Cyc Veh 10	0	0	0	0	0	0
Dwell Cyc Veh 11	0	0	0	0	0	0
Dwell Cyc Veh 12	0	0	0	0	0	0
Dwell Cyc Ped1	0	0	0	0	0	0
Dwell Cyc Ped2	0	0	0	0	0	0
Dwell Cyc Ped3	0	0	0	0	0	0
Dwell Cyc Ped4	0	0	0	0	0	0
Dwell Cyc Ped5	0	0	0	0	0	0
Dwell Cyc Ped6	0	0	0	0	0	0
Dwell vPed7	0	0	0	0	0	0
Dwell Cyc Ped8	0	0	0	0	0	0
Exit 1	0	0	4	0	0	0
Exit 2	0	0	8	0	0	0
Exit 3	0	0	0	0	0	0
Exit 4	0	0	0	0	0	0

Preemption Times+[3.4]/Overlaps+[3.5]/Options+[3.6]

Preempt	1	2	3	4	5	6
Enable			ON	ON	ON	ON
Type	RAIL	RAIL	EMERG	EMERG	EMERG	EMERG
Skip Track						
Volt Mon Flash						
Coord in Preempt						
Return Max/Min	MAX	MAX	MAX	MAX	MAX	MAX
Extend Dwell	0	0	0	0	0	0
Pattern	0	0	0	0	0	0
Output Mode	TS2	TS2	TS2	TS2	TS2	TS2
Track Over 1	0	0	0	0	0	0
Track Over 2	0	0	0	0	0	0
Track Over 3	0	0	0	0	0	0
Track Over 4	0	0	0	0	0	0
Track Over 5	0	0	0	0	0	0
Track Over 6	0	0	0	0	0	0
Track Over 7	0	0	0	0	0	0
Track Over 8	0	0	0	0	0	0
Track Over 9	0	0	0	0	0	0
Track Over 10	0	0	0	0	0	0
Track Over 11	0	0	0	0	0	0
Track Over 12	0	0	0	0	0	0
DwellCyc Over 1	0	0	0	0	0	0
DwellCyc Over 2	0	0	0	0	0	0
DwellCyc Over 3	0	0	0	0	0	0
DwellCyc Over 4	0	0	0	0	0	0
DwellCyc Over 5	0	0	0	0	0	0
DwellCyc Over 6	0	0	0	0	0	0
DwellCyc Over 7	0	0	0	0	0	0
DwellCyc Over 8	0	0	0	0	0	0
DwellCyc Over 9	0	0	0	0	0	0
DwellCyc Over 10	0	0	0	0	0	0
DwellCyc Over 11	0	0	0	0	0	0
DwellCyc Over 12	0	0	0	0	0	0
Ped Clear	0	0	0	0	0	0
Yellow	0	0	0	0	0	0
Red	0	0	0	0	0	0
Return Max	0	0	0	0	0	0

Preemption Adv Times[3.8]/Init Dwell [3.9]

Preempt	1	2	3	4	5	6
All Red B4 Preempt						
Reset Ext Dwell						
Reservice Preempt						
End Dwell						
DsblDwellCalls						
Enter Yellow Change	25.5	25.5	25.5	25.5	25.5	25.5
Enter Red Clear	25.5	25.5	25.5	25.5	25.5	25.5
Track Yellow Change	25.5	25.5	25.5	25.5	25.5	25.5
Track Red Clear	25.5	25.5	25.5	25.5	25.5	25.5
Dynamic Exit Threshold	0	0	0	0	0	0
Initial Dwell Phase 1	0	0	0	0	0	0
Initial Dwell Phase 2	0	0	0	0	0	0
Initial Dwell Phase 3	0	0	0	0	0	0
Initial Dwell Phase 4	0	0	0	0	0	0
Ped 1	0	0	0	0	0	0
Ped 2	0	0	0	0	0	0
Ped 3	0	0	0	0	0	0
Ped 4	0	0	0	0	0	0
Initial Dwell Overlap 1	0	0	0	0	0	0
Initial Dwell Overlap 2	0	0	0	0	0	0
Initial Dwell Overlap 3	0	0	0	0	0	0
Initial Dwell Overlap 4	0	0	0	0	0	0
Initial Dwell Overlap 5	0	0	0	0	0	0
Initial Dwell Overlap 6	0	0	0	0	0	0
Initial Dwell Overlap 7	0	0	0	0	0	0
Initial Dwell Overlap 8	0	0	0	0	0	0
Initial Dwell Overlap 9	0	0	0	0	0	0
Initial Dwell Overlap 10	0	0	0	0	0	0
Initial Dwell Overlap 11	0	0	0	0	0	0
Initial Dwell Overlap 12	0	0	0	0	0	0
Initial Dwell Overlap 13	0	0	0	0	0	0
Initial Dwell Overlap 14	0	0	0	0	0	0
Initial Dwell Overlap 15	0	0	0	0	0	0

Initial Dwell Overlap 16	0	0	0	0	0	0

Coordination, Modes,+ [2.1]

Modes

Operational	Correct	Maximum	Force-Off
	SHRT/LNG	MAX INH	FIXED

Modes+

Mode	Leave Before	Leave After	Recycle	Stop In Walk	External	Auto Reset	Latch Sec Foff	Coord Easy Float	Yield Value	Coord NTCIP Yield Sign	Closed Loop Active	
RESERVED	TIMED	TIMED	NO_RECYCLE	ON	OFF	ON	OFF	OFF	0	+	ON	OFF

Coordination, Pattern 1-16 [2.4]

Pattern	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Cycle Time	60	120														
Offset Time	39	110														
Split Number	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Seq Number	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1

Coordination, Pattern 17-32 [2.4]

Pattern	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Cycle Time					60	120										
Offset Time					39	110										
Split Number	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Seq Number	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1

Coordination, Pattern+ 1-8 [2.5]

Pattern	1	2	3	4	5	6	7	8
Short	10	10	10	10	10	10	10	10
Long	34	34	34	34	34	34	34	34
Dwell								
No Short P 1	2							
No Short P 2	6							
No Short P 3								
No Short P 4								
Early Yield								
Offset	ENDGRN	ENDGRN	ENDGRN	ENDGRN	ENDGRN	ENDGRN	ENDGRN	ENDGRN
CNA								
Max 2								
Float								
Min Veh Perm								
Min Ped Perm								
Percentage								
MI								
Ret Hold	ON	ON	ON	ON	ON	ON	ON	ON
ASC								
Ph Opt Table	1							
Ph Time Table								
Det Grp								
Call Inh								
Olp Off 1								
Olp Off 2								
Olp Off 3								
Olp Off 4								
Olp Off 5								
Olp Off 6								
Olp Off 7								
Olp Off 8								
Dia Mode	DFT	DFT	DFT	DFT	DFT	DFT	DFT	DFT
Force Mode	DFT	DFT	DFT	DFT	DFT	DFT	DFT	DFT

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Coordination, Pattern+ 9-16 [2.5]

Pattern	9	10	11	12	13	14	15	16
Short	10	10	10	10	10	10	10	10
Long	34	34	34	34	34	34	34	34
Dwell								
No Short P 1								
No Short P 2								
No Short P 3								
No Short P 4								
Early Yield								
Offset	ENDGRN	ENDGRN	ENDGRN	ENDGRN	ENDGRN	ENDGRN	ENDGRN	ENDGRN
CNA								
Max 2								
Float								
Min Veh Perm								
Min Ped Perm								
Percentage								
MI								
Ret Hold	ON	ON	ON	ON	ON	ON	ON	ON
ASC								
Ph Opt Table								
Ph Time Table								
Det Grp								
Call Inh								
Olp Off 1								
Olp Off 2								
Olp Off 3								
Olp Off 4								
Olp Off 5								
Olp Off 6								
Olp Off 7								
Olp Off 8								
Dia Mode	DFT	DFT	DFT	DFT	DFT	DFT	DFT	DFT
Force Mode	DFT	DFT	DFT	DFT	DFT	DFT	DFT	DFT

Coordination, Pattern+ 17 - 24 [2.5]

Pattern	17	18	19	20	21	22	23	24
Short	10	10	10	10	5	10	10	10
Long	34	34	34	34	34	34	34	34
Dwell								
No Short P 1								
No Short P 2								
No Short P 3								
No Short P 4								
Early Yield								
Offset	ENDGRN	ENDGRN	ENDGRN	ENDGRN	ENDGRN	ENDGRN	ENDGRN	ENDGRN
CNA								
Max 2								
Float								
Min Veh Perm								
Min Ped Perm								
Percentage								
MI								
Ret Hold	ON	ON	ON	ON	ON	ON	ON	ON
ASC								
Ph Opt Table					1			
Ph Time Table								
Det Grp								
Call Inh								
Olp Off 1								
Olp Off 2								
Olp Off 3								
Olp Off 4								
Olp Off 5								
Olp Off 6								
Olp Off 7								
Olp Off 8								
Dia Mode	DFT	DFT	DFT	DFT	DFT	DFT	DFT	DFT
Force Mode	DFT	DFT	DFT	DFT	DFT	DFT	DFT	DFT

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Coordination, Splits [2.7.1]

Split Table 1	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	13	20		27	13	20		27								
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase		ON														

Split Table 2	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	19	70		31	19	70		31								
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase		ON														

Split Table 3	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table 4	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table 5	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table 6	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table 7	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table 8	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table 9	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table 10	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table 11	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table 12	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

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Split Table 13	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table 14	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table 15	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table 16	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table 17	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table 18	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table 19	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table 20	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table 21	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Time	13	22		25	13	22		25								
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase		ON														

Split Table 22	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table 23	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table 24	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Station : 710 - Yosemite & Lone Tree/Heritage Hills (Standard File)

Split Table 25	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table 26	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table 27	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table 28	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table 29	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table 30	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table 31	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table 32	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Station : 710 - Yosemite & Lone Tree/Heritage Hills (Standard File)

TB Coor, Advanced Scheduler [4.3]

	Month												Day of Week							Day of Month										1										2										3		
Plan	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	Day Plan
1	1	1	1	1	1	1	1	1	1	1	1	1		1	1	1	1	1		1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
2	1	1	1	1	1	1	1	1	1	1	1	1	1						1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	2
3																																																	1
4																																																	1
5																																																	1
6																																																	1
7																																																	1
8																																																	1
9																																																	1
10	1													1	1	1	1	1		1																														10
11					1									1																														1	1	1	1	1	1	1	10
12							1							1	1	1	1	1					1																											10
13									1					1						1	1	1	1	1	1	1																								10
14											1						1																											1	1	1	1	1	1	1	10
15												1		1	1	1	1	1																												1					10
16																																																		1
17	1													1							1																														10
18							1											1				1																													10
19							1							1										1																											10
20												1						1																												1					10
21												1		1																																1				10
22												1						1																															1	10
23																																																		1
24																																																		1

TB Coor, Day Plan [4.4]

Day Plan Table 1	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour		6	8	15	18											
Minute			30		30											
Action	99	1	99	2	99											

Day Plan Table 2	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour																
Minute																
Action	99															

Day Plan Table 3	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour																
Minute																
Action																

Day Plan Table 4	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour																
Minute																
Action																

Day Plan Table 5	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour																
Minute																
Action																

Day Plan Table 6	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour																
Minute																
Action																

Day Plan Table 7	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour																
Minute																
Action																

Station : 710 - Yosemite & Lone Tree/Heritage Hills (Standard File)

Day Plan Table 8	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Hour																
Minute																
Action																

Day Plan Table 9	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Hour																
Minute																
Action																

Day Plan Table 10	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Hour																
Minute																
Action	99															

Day Plan Table 11	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Hour																
Minute																
Action																

Day Plan Table 12	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Hour																
Minute																
Action																

Day Plan Table 13	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Hour																
Minute																
Action																

Day Plan Table 14	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Hour																
Minute																
Action																

Day Plan Table 15	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Hour																
Minute																
Action																

Day Plan Table 16	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Hour																
Minute																
Action																

Day Plan Table 17	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Hour																
Minute																
Action																

Day Plan Table 18	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Hour																
Minute																
Action																

Day Plan Table 19	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Hour																
Minute																
Action																

Day Plan Table 20	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Hour																
Minute																
Action																

Station : 710 - Yosemite & Lone Tree/Heritage Hills (Standard File)

TB Coor, Action Table [4.5]

Action	Pattern	Aux 1	Aux 2	Aux 3	Special 1	Special 2	Special 3	Special 4	Special 5	Special 6	Special 7	Special 8
1	1				0	0						
2	2				0	0						
3	3				0	0						
4	4				0	0						
5	5				0	0						
6	6				0	0						
7	7				0	0						
8	8				0	0						
9	9				0	0						
10	10				0	0						
11	11				0	0						
12	12				0	0						
13	13				0	0						
14	14				0	0						
15	15				0	0						
16	16				0	0						
17	17				0	0						
18	18				0	0						
19	19				0	0						
20	20				0	0						
21	21				0	0						
22	22				0	0						
23	23				0	0						
24	24				0	0						
25	25				0	0						
26	26				0	0						
27	27				0	0						
28	28				0	0						
29	29				0	0						
30	30				0	0						
31	31				0	0						
32	32				0	0						
33					0	0						
34					0	0						
35					0	0						
36					0	0						
37					0	0						
38					0	0						
39					0	0						
40					0	0						
41					0	0						
42					0	0						
43					0	0						
44					0	0						
45					0	0						
46					0	0						
47					0	0						
48					0	0						
49					0	0						
50					0	0						
51					0	0						
52					0	0						
53					0	0						
54					0	0						
55					0	0						
56					0	0						
57					0	0						
58					0	0						
59					0	0						
60					0	0						
61					0	0						
62					0	0						
63					0	0						
64					0	0						
99	254				0	0						
100	255				0	0						

Station : 710 - Yosemite & Lone Tree/Heritage Hills (Standard File)

Alternate Phase Program 1, Interval Times [1.1.6.1]

Phase	Walk	Ped Clear	Min Green	Passage	Max1	Max2	Yellow	Red Clear	Assign Ph	Bike Clear
1	0	0	0	0	0	0	0	0	0	
2	0	0	0	0	0	0	0	0	0	
3	0	0	0	0	0	0	0	0	0	
4	0	0	0	0	0	0	0	0	0	
5	0	0	0	0	0	0	0	0	0	
6	0	0	0	0	0	0	0	0	0	
7	0	0	0	0	0	0	0	0	0	
8	0	0	0	0	0	0	0	0	0	

Alternate Phase Program 2, Interval Times [1.1.6.1]

Phase	Walk	Ped Clear	Min Green	Passage	Max1	Max2	Yellow	Red Clear	Assign Ph	Bike Clear
1	0	0	0	0	0	0	0	0	0	
2	0	0	0	0	0	0	0	0	0	
3	0	0	0	0	0	0	0	0	0	
4	0	0	0	0	0	0	0	0	0	
5	0	0	0	0	0	0	0	0	0	
6	0	0	0	0	0	0	0	0	0	
7	0	0	0	0	0	0	0	0	0	
8	0	0	0	0	0	0	0	0	0	

Alternate Phase Program 1, >Phase Options [1.1.6.2]

Column	Non Act1	Lock Call	Soft Recall	Dual Entry	Sim Gap Enb	Guar Pass	RIW	Cond Service	Reservice	Red Rest	Max 2	Ped Delay	Conf Phs1	Conf Phs1	Assign Phase
1					ON									0	0
2				ON	ON									0	0
3					ON									0	0
4					ON									0	0
5					ON									0	0
6				ON	ON									0	0
7					ON									0	0
8					ON									0	0

Alternate Phase Program 2, Phase Options [1.1.6.2]

Column	Non Act1	Lock Call	Soft Recall	Dual Entry	Sim Gap Enb	Guar Pass	RIW	Cond Service	Reservice	Red Rest	Max 2	Ped Delay	Conf Phs1	Conf Phs1	Assign Phase
1		ON			ON									0	0
2		ON			ON									0	0
3		ON			ON									0	0
4		ON			ON									0	0
5		ON			ON									0	0
6		ON			ON									0	0
7		ON			ON									0	0
8		ON			ON									0	0

Alternate Phase Program 3, Phase Options [1.1.6.2]

Column	Non Act1	Lock Call	Soft Recall	Dual Entry	Sim Gap Enb	Guar Pass	RIW	Cond Service	Reservice	Red Rest	Max 2	Ped Delay	Conf Phs1	Conf Phs1	Assign Phase
1		ON			ON									0	0
2		ON			ON									0	0
3		ON			ON									0	0
4		ON			ON									0	0
5		ON			ON									0	0
6		ON			ON									0	0
7		ON			ON									0	0
8		ON			ON									0	0

Alternate Phase Program 1, Calls and Redirection [1.1.6.3]

ENTRY	Call Phases<				From	to	From	to	From	to	From	to	Assigned Ph
1	0	0	0	0	0	0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	0	0	0	0	0	0	0
6	0	0	0	0	0	0	0	0	0	0	0	0	0
7	0	0	0	0	0	0	0	0	0	0	0	0	0
8	0	0	0	0	0	0	0	0	0	0	0	0	0

Alternate Phase Program 2, Calls and Redirection [1.1.6.3]

ENTRY	Call Phases				From	to	From	to	From	to	From	to	Assigned Ph
1	0	0	0	0	0	0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	0	0	0	0	0	0	0
6	0	0	0	0	0	0	0	0	0	0	0	0	0
7	0	0	0	0	0	0	0	0	0	0	0	0	0
8	0	0	0	0	0	0	0	0	0	0	0	0	0

Station : 710 - Yosemite & Lone Tree/Heritage Hills (Standard File)

Detector Alternate Program 1, Vehicle Parameters [5.5.1]

Detector #	1	2	3	4	5	6	7	8	9 (NL1)	10	11 (NT1)	12 (NT2)	13	14 (NR1)	15	16 (WL1)
Volume																
Occupancy																
Yellow Lock																
Red Lock																
Extend																
Added Initial																
Queue																
Call																
Call Phase	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Switch Phase	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Extend Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Queue Limit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
No Activity	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max Presence	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Erratic Cnt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Fail Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Green Occupancy																
Yellow Occupancy																
Red Occupancy																
Ext Mode	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM
Delay Phase 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Phase 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Source	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Det Number	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Detector Alternate Program 2, Vehicle Parameters [5.5.1]

Detector #	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Volume																
Occupancy																
Yellow Lock																
Red Lock																
Extend																
Added Initial																
Queue																
Call																
Call Phase	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Switch Phase	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Extend Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Queue Limit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
No Activity	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max Presence	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Erratic Cnt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Fail Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Green Occupancy																
Yellow Occupancy																
Red Occupancy																
Ext Mode	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM
Delay Phase 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Phase 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Source	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Det Number	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

User Input map [1.8.9.1]

	Pin 1	Pin 2	Pin 3	Pin 4	Pin 5	Pin 6	Pin 7	Pin 8
Pin 1	2	16	8	22	3	17	9	23
Pin 2	6	20	12	26	198	199	181	189
Pin 3	15	1	21	7	27	13	28	14
Pin 4	189	189	189	189	4	18	10	24
Pin 5	130	134	132	136	200	201	202	203
Pin 6	189	5	19	11	25	178	208	207
Pin 7	192	193	194	195	196	197	189	189
Pin 8	189	189	189	189	189	189	189	189

User Output map [1.8.9.2]

	Pin 1	Pin 2	Pin 3	Pin 4	Pin 5	Pin 6	Pin 7	Pin 8
Pin 1	14	62	4	28	52	3	27	51
Pin 2	13	61	2	26	50	1	25	49
Pin 3	16	64	8	32	56	7	31	55
Pin 4	15	63	6	30	54	5	29	53
Pin 5	37	39	38	40	42	41	115	114
Pin 6	18	66	12	36	60	11	35	59
Pin 7	17	65	10	34	58	9	33	57
Pin 8	115	115	115	115	115	115	115	115

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Phase [1.1.1]

	ϕ1 (SL)	ϕ2 (NR)	ϕ3 (WL)	ϕ4 (ER)	ϕ5 (NL)	ϕ6 (SR)	ϕ7 (EL)	ϕ8 (WR)	ϕ9	ϕ10	ϕ11	ϕ12	ϕ13	ϕ14	ϕ15	ϕ16
Walk	0	5	0	5	0	5	0	5	0	0	0	0	0	0	0	0
Ped Clearance	0	15	0	21	0	16	0	24	0	0	0	0	0	0	0	0
Min Green	5	10	5	5	5	10	5	5	0	0	0	0	0	0	0	0
Gap Ext	1.5	3	2	2	1.5	3	2	2	0	0	0	0	0	0	0	0
Max1	15	40	15	20	15	40	15	20	0	0	0	0	0	0	0	0
Max2	8	20	15	15	8	20	15	15	0	0	0	0	0	0	0	0
Yellow Clr	3	3.5	3	3	3	3.5	3	3	3	3	3	3	3	3	3	3
Red Clr	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Red Revert	5	5	5	5	5	5	5	5	0	0	0	0	0	0	0	0
Added Initial	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max Initial	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time Before Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars Before Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time To Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reduce By	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Gap	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dynamic Max Limit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dynamic Max Step	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Auto Flash Entry				ON				ON								
Auto Flash Exit		ON				ON										
Non-Actuated 1																
Non-Actuated 2																

Phase Option [1.1.2]

	ϕ1 (SL)	ϕ2 (NR)	ϕ3 (WL)	ϕ4 (ER)	ϕ5 (NL)	ϕ6 (SR)	ϕ7 (EL)	ϕ8 (WR)	ϕ9	ϕ10	ϕ11	ϕ12	ϕ13	ϕ14	ϕ15	ϕ16
Enable	ON	ON	ON	ON	ON	ON	ON	ON								
Lock Call									ON	ON	ON	ON	ON	ON	ON	ON
Min Recall		ON				ON										
Max Recall																
Ped Recall																
Soft Recall																
Dual Entry		ON		ON		ON		ON								
Sim Gap Enable	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON
Guar Passage																
Rest In Walk		ON														
Cond Service																
Add Init Calc																

Phase Option+ [1.1.3]/[1.1.5]

	ϕ1	ϕ2	ϕ3	ϕ4	ϕ5	ϕ6	ϕ7	ϕ8	ϕ9	ϕ10	ϕ11	ϕ12	ϕ13	ϕ14	ϕ15	ϕ16
Reservice																
Ped Clr Thru Yellow																
Skip Red-NoCall																
Red Rest																
Max 2																
Max Inhibit																
Ped Delay																
Red Rest On Gap																
Conflicting P																
Green Ped Delay Time																
Omit Yel																
Ped Out																
Start Yel																
Inhibit P1		ON														
Inhibit P2																
Inhibit P3																
Inhibit P4																
Inhibit P5						ON										
Inhibit P6																
Inhibit P7																
Inhibit P8																
Call Phs1																
Call Phs2																
Redirect P Calls From 1				3				7								
Redirect P Calls To 1				8				4								
Redirect P Calls From 2																
Redirect P Calls To 2																
Redirect P Calls From 3																
Redirect P Calls To 3																
Redirect P Calls From 4																
Redirect P Calls To 4																

Prepared By / Date	Reviewed By / Date

Station : 709 - Yosemite & Maximus (Standard File)

Ring Sequence [1.2.4]

Ring	P1	P2	P3	P4	P5	P6	P7	P8
Ring 1	1	2	3	4				
Ring 2	5	6	7	8				
Ring 3								
Ring 4								

Unit Parameters [1.2.1]

StartUp Flash	Auto Ped Clear	Red Revert	Local Flash Start	Allow < 3 sec Yel	Allow Skip Yel	MCE Timeout	Enable Run	Start Red Time	Phase Mode	Startup Calls	Diamond Mode	Stop Time Over Preempt	Free Ring Sequence	Clearance Decide	Min Ped Clear Time	RingAlgo
	OFF	5	RST	OFF	OFF		ON	6	STD8	OFF	4PH	OFF	1	OFF	OFF	

Alarms, Parameters [1.4.1]

Auto Flash Parameter

Yellow	Red	Mode	Source
	60		

Detector, Vehicle Parameters 1-16 [5.1]

Detector #	1	2	3	4	5	6	7	8	9 (NL1)	10	11 (NT1)	12 (NT2)	13	14 (NR1)	15	16 (WL1)
Yellow Lock																
Red Lock																
Extend	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON		ON	ON	ON	ON
Added Initial	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON		ON	ON	ON	ON
Call	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON		ON	ON	ON	ON	ON
Call Phase	1	2	3	4	5	6	7	8	0	0	0	0	0	0	0	0
Switch Phase	0	0	0	0	0	0	8	0	0	0	0	0	0	8	0	0
Delay Time	0	0	0	0	0	0	0	5	0	5	0	0	0	0	0	0

Detector, Vehicle Parameters 17-32 [5.1]

Detector #	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Yellow Lock																
Red Lock																
Extend	ON	ON	ON		ON	ON	ON	ON	ON		ON	ON				
Added Initial	ON	ON	ON		ON	ON	ON	ON	ON		ON	ON				
Call	ON	ON		ON	ON	ON	ON	ON		ON	ON	ON				
Call Phase	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Switch Phase	0	0	0	0	4	0	0	0	0	0	0	4	0	0	0	0
Delay Time	0	0	0	0	0	5	0	5	0	0	0	0	0	0	0	0

Detector, Ped Detectors 1-16 [5.4]

Detector	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Call Phase	0	2	0	4	0	6	0	8								
No Activity	0	0	0	0	0	0	0	0								
Max Presence	15	15	15	15	15	15	15	15								
Erratic Cnt	0	0	0	0	0	0	0	0								

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Channels/SDLC, Assign to Phases [1.8.1]

Channel	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24
PH/OLP #	1	2	3	4	5	6	7	8	1	2	3	4	2	4	6	8	1	3	5	7				
Type	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	OLP	OLP	OLP	OLP	PED	PED	PED	PED	PED	PED	PED	PED	VEH	VEH	VEH	VEH
Flash	RED	RED	RED	RED	RED	RED	RED	RED	RED	RED	RED	RED	DRK	DRK	DRK	DRK	DRK	DRK	DRK	DRK	DRK	DRK	DRK	DRK
Alt Hz																								
Dimming Green																								
Dimming Yellow																								
Dimming Red																								
Dimming Cyc	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+

Channel/SDLC +, Assign to Phases [1.8.4]

Channel	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	10	21	22	23	24
Flash Red																								
Flash Yellow																								
Flash Green																								
Inh Red Flash in Preempt																								
Color Flash Rate	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Override Type	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Olap Ovrd	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Overlap General Parameters [1.5.1]

Conflict Lock	Lock Inhibit	Program Card	Use Parent	Canadian Fast Flash
OFF	OFF	ON	ALWAYS	

Overlap Program Parameters [1.5.2.1]

Overlap	Included Phases								Modifer Phases								Type	Green	Yellow	Red
Overlap 1																	-GRYEL		3.5	1.5
Overlap 2																	-GRYEL		3.5	1.5
Overlap 3																	NORMAL		3.5	1.5
Overlap 4																	NORMAL		3.5	1.5
Overlap 5																	NORMAL		3.5	1.5
Overlap 6																	NORMAL		3.5	1.5
Overlap 7																	NORMAL		3.5	1.5
Overlap 8																	NORMAL		3.5	1.5

Overlap Conflict Parameters+ [1.5.2.2]

Overlap	Conflicting Phases								Conflicting Overlaps								Conflicting Peds							
Overlap 1																								
Overlap 2																								
Overlap 3																								
Overlap 4																								
Overlap 5																								
Overlap 6																								
Overlap 7																								
Overlap 8																								

Overlap Program Parameters+ [1.5.2.3]

#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Leading Green																
FYA MCE Disable																
FYA After Preempt																
FYA Skip Red																
PedCallClear																
FYA ImmedReturn																
FYARedB4Ped																
Transit Input	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
FYA Delay Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
FYA Ext Overlap	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
GrnExtInh 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
GrnExtInh 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
GrnExtInh 3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
GrnExtInh 4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
GrnExtInh 5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
GrnExtInh 6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
GrnExtInh 7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
GrnExtInh 8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
FYAGapMin	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
FYAGapMax	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

FYAGapExt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
FYAGapDet1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
FYAGapDet2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
FYAGapDet3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
FYAGapDet4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

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Preemption Times[3.1]/Phases[3.2]/Options[3.3]

Channel	1	2	3	4	5	6
Lock Input	ON	ON	ON	ON	ON	ON
Override Auto Flash	ON	ON	ON	ON	ON	ON
Override Higher Preempt	ON	ON				
Flash in Dwell						
Link to Preempt	0	0	0	0	0	0
Delay	0	0	0	0	0	0
Min Duration	0	0	5	5	5	5
Min Green	0	0	5	5	5	5
Min Walk	0	0	0	0	0	0
Ped Clear	0	0	0	0	0	0
Track Green	0	0	0	0	0	0
Min Dwell	0	0	0	0	0	0
Max Presence	0	0	120	120	120	120
Track Veh 1	0	0	0	0	0	0
Track Veh 2	0	0	0	0	0	0
Track Veh 3	0	0	0	0	0	0
Track Veh 4	0	0	0	0	0	0
Dwell Cyc Veh 1	0	0	2	4	1	3
Dwell Cyc Veh 2	0	0	5	7	6	8
Dwell Cyc Veh 3	0	0	0	0	0	0
Dwell Cyc Veh 4	0	0	0	0	0	0
Dwell Cyc Veh 5	0	0	0	0	0	0
Dwell Cyc Veh 6	0	0	0	0	0	0
Dwell Cyc Veh 7	0	0	0	0	0	0
Dwell Cyc Veh 8	0	0	0	0	0	0
Dwell Cyc Veh 9	0	0	0	0	0	0
Dwell Cyc Veh 10	0	0	0	0	0	0
Dwell Cyc Veh 11	0	0	0	0	0	0
Dwell Cyc Veh 12	0	0	0	0	0	0
Dwell Cyc Ped1	0	0	0	0	0	0
Dwell Cyc Ped2	0	0	0	0	0	0
Dwell Cyc Ped3	0	0	0	0	0	0
Dwell Cyc Ped4	0	0	0	0	0	0
Dwell Cyc Ped5	0	0	0	0	0	0
Dwell Cyc Ped6	0	0	0	0	0	0
Dwell vPed7	0	0	0	0	0	0
Dwell Cyc Ped8	0	0	0	0	0	0
Exit 1	0	0	3	0	3	0
Exit 2	0	0	7	0	7	0
Exit 3	0	0	0	0	0	0
Exit 4	0	0	0	0	0	0

Preemption Times+[3.4]/Overlaps+[3.5]/Options+[3.6]

Preempt	1	2	3	4	5	6
Enable			ON	ON	ON	ON
Type	RAIL	RAIL	EMERG	EMERG	EMERG	EMERG
Skip Track						
Volt Mon Flash						
Coord in Preempt						
Return Max/Min	MAX	MAX	MAX	MAX	MAX	MAX
Extend Dwell	0	0	0	0	0	0
Pattern	0	0	0	0	0	0
Output Mode	TS2	TS2	TS2	TS2	TS2	TS2
Track Over 1	0	0	0	0	0	0
Track Over 2	0	0	0	0	0	0
Track Over 3	0	0	0	0	0	0
Track Over 4	0	0	0	0	0	0
Track Over 5	0	0	0	0	0	0
Track Over 6	0	0	0	0	0	0
Track Over 7	0	0	0	0	0	0
Track Over 8	0	0	0	0	0	0
Track Over 9	0	0	0	0	0	0
Track Over 10	0	0	0	0	0	0
Track Over 11	0	0	0	0	0	0
Track Over 12	0	0	0	0	0	0
DwellCyc Over 1	0	0	0	0	0	0
DwellCyc Over 2	0	0	0	0	0	0
DwellCyc Over 3	0	0	0	0	0	0
DwellCyc Over 4	0	0	0	0	0	0
DwellCyc Over 5	0	0	0	0	0	0
DwellCyc Over 6	0	0	0	0	0	0
DwellCyc Over 7	0	0	0	0	0	0
DwellCyc Over 8	0	0	0	0	0	0
DwellCyc Over 9	0	0	0	0	0	0
DwellCyc Over 10	0	0	0	0	0	0
DwellCyc Over 11	0	0	0	0	0	0
DwellCyc Over 12	0	0	0	0	0	0
Ped Clear	0	0	0	0	0	0
Yellow	0	0	0	0	0	0
Red	0	0	0	0	0	0
Return Max	0	0	0	0	0	0

Preemption Adv Times[3.8]/Init Dwell [3.9]

Preempt	1	2	3	4	5	6
All Red B4 Preempt						
Reset Ext Dwell						
Reservice Preempt						
End Dwell						
DsblDwellCalls						
Enter Yellow Change	25.5	25.5	25.5	25.5	25.5	25.5
Enter Red Clear	25.5	25.5	25.5	25.5	25.5	25.5
Track Yellow Change	25.5	25.5	25.5	25.5	25.5	25.5
Track Red Clear	25.5	25.5	25.5	25.5	25.5	25.5
Dynamic Exit Threshold	0	0	0	0	0	0
Initial Dwell Phase 1	0	0	0	0	0	0
Initial Dwell Phase 2	0	0	0	0	0	0
Initial Dwell Phase 3	0	0	0	0	0	0
Initial Dwell Phase 4	0	0	0	0	0	0
Ped 1	0	0	0	0	0	0
Ped 2	0	0	0	0	0	0
Ped 3	0	0	0	0	0	0
Ped 4	0	0	0	0	0	0
Initial Dwell Overlap 1	0	0	0	0	0	0
Initial Dwell Overlap 2	0	0	0	0	0	0
Initial Dwell Overlap 3	0	0	0	0	0	0
Initial Dwell Overlap 4	0	0	0	0	0	0
Initial Dwell Overlap 5	0	0	0	0	0	0
Initial Dwell Overlap 6	0	0	0	0	0	0
Initial Dwell Overlap 7	0	0	0	0	0	0
Initial Dwell Overlap 8	0	0	0	0	0	0
Initial Dwell Overlap 9	0	0	0	0	0	0
Initial Dwell Overlap 10	0	0	0	0	0	0
Initial Dwell Overlap 11	0	0	0	0	0	0
Initial Dwell Overlap 12	0	0	0	0	0	0
Initial Dwell Overlap 13	0	0	0	0	0	0
Initial Dwell Overlap 14	0	0	0	0	0	0
Initial Dwell Overlap 15	0	0	0	0	0	0

Initial Dwell Overlap 16	0	0	0	0	0	0

Coordination, Modes,+ [2.1]

Modes

Operational	Correct	Maximum	Force-Off
	SHRT/LNG	MAX INH	FLOAT

Modes+

Mode	Leave Before	Leave After	Recycle	Stop In Walk	External	Auto Reset	Latch Sec Foff	Coord Easy Float	Yield Value	Coord NTCIP Yield Sign	Closed Loop Active	
RESERVED	TIMED	TIMED	NO_RECYCLE	ON	OFF	ON	OFF	OFF	0	+	ON	OFF

Coordination, Pattern 1-16 [2.4]

Pattern	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Cycle Time	135	140	120	110		135	140	120	110	100	80	100	90	100	75	60
Offset Time	3	79	101	45		3	79	101	45	39	7	29	9	5	11	52
Split Number	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Seq Number	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1

Coordination, Pattern 17-32 [2.4]

Pattern	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Cycle Time	70	70		150	120	150	135	125	150	90	105	105				
Offset Time	69	64		23	81	37	5	62	11	14	13	56				
Split Number	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Seq Number	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1

Coordination, Pattern+ 1-8 [2.5]

Pattern	1	2	3	4	5	6	7	8
Short	10	10	10	10	10	10	10	10
Long	34	34	34	34	34	34	34	34
Dwell								
No Short P 1	3			3				
No Short P 2				7				
No Short P 3								
No Short P 4								
Early Yield								
Offset	ENDGRN	ENDGRN	ENDGRN	ENDGRN	ENDGRN	ENDGRN	ENDGRN	ENDGRN
CNA								
Max 2								
Float								
Min Veh Perm								
Min Ped Perm								
Percentage								
MI								
Ret Hold	ON	ON	ON	ON	ON	ON	ON	ON
ASC								
Ph Opt Table								
Ph Time Table								
Det Grp								
Call Inh								
Olp Off 1								
Olp Off 2								
Olp Off 3								
Olp Off 4								
Olp Off 5								
Olp Off 6								
Olp Off 7								
Olp Off 8								
Dia Mode	DFT	DFT	DFT	DFT	DFT	DFT	DFT	DFT
Force Mode	DFT	DFT	DFT	DFT	DFT	DFT	DFT	DFT

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Coordination, Pattern+ 9-16 [2.5]

Pattern	9	10	11	12	13	14	15	16
Short	10	10		10		10		
Long	34	34	34	34	34	34	34	34
Dwell								
No Short P 1								
No Short P 2								
No Short P 3								
No Short P 4								
Early Yield								
Offset	ENDGRN	ENDGRN	ENDGRN	ENDGRN	ENDGRN	ENDGRN	ENDGRN	ENDGRN
CNA								
Max 2								
Float								
Min Veh Perm								
Min Ped Perm								
Percentage								
MI								
Ret Hold	ON	ON	ON	ON	ON	ON	ON	ON
ASC								
Ph Opt Table								1
Ph Time Table								
Det Grp								
Call Inh								
Olp Off 1								
Olp Off 2								
Olp Off 3								
Olp Off 4								
Olp Off 5								
Olp Off 6								
Olp Off 7								
Olp Off 8								
Dia Mode	DFT	DFT	DFT	DFT	DFT	DFT	DFT	DFT
Force Mode	DFT	DFT	DFT	DFT	DFT	DFT	DFT	DFT

Coordination, Pattern+ 17 - 24 [2.5]

Pattern	17	18	19	20	21	22	23	24
Short			10	10	10	10	10	10
Long	34	34	34	34	34	34	34	34
Dwell								
No Short P 1								
No Short P 2								
No Short P 3								
No Short P 4								
Early Yield								
Offset	ENDGRN	ENDGRN	ENDGRN	ENDGRN	ENDGRN	ENDGRN	ENDGRN	ENDGRN
CNA								
Max 2								
Float								
Min Veh Perm								
Min Ped Perm								
Percentage								
MI								
Ret Hold	ON	ON	ON	ON	ON	ON	ON	ON
ASC								
Ph Opt Table								
Ph Time Table								
Det Grp								
Call Inh								
Olp Off 1								
Olp Off 2								
Olp Off 3								
Olp Off 4								
Olp Off 5								
Olp Off 6								
Olp Off 7								
Olp Off 8								
Dia Mode	DFT	DFT	DFT	DFT	DFT	DFT	DFT	DFT
Force Mode	DFT	DFT	DFT	DFT	DFT	DFT	DFT	DFT

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Coordination, Splits [2.7.1]

Split Table 1	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	12	75	10	38	12	75	12	36								
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase		ON														

Split Table 2	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	12	82	12	34	15	79	12	34								
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase		ON														

Split Table 3	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	12	61	12	35	12	61	12	35								
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase		ON														

Split Table 4	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	12	54	10	34	12	54	10	34								
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase		ON														

Split Table 5	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table 6	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	12	75	12	36	12	75	12	36								
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase		ON														

Split Table 7	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	12	82	12	34	15	79	12	34								
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase		ON														

Split Table 8	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	12	61	12	35	12	61	12	35								
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase		ON														

Split Table 9	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	12	54	12	32	12	54	12	32								
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase		ON														

Split Table 10	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	14	52	14	20	14	52	14	20								
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase		ON														

Split Table 11	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	10	48	10	12	10	48	11	11								
Mode	NON	MIN	NON	NON	NON	MIN	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase		ON														

Split Table 12	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	12	61	12	15	12	61	12	15								
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase		ON														

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Split Table 13	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Time	11	56	11	12	11	56	11	12								
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase		ON														

Split Table 14	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Time	16	50	15	19	15	51	15	19								
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase		ON														

Split Table 15	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Time	10	38	10	17	10	38	12	15								
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase		ON														

Split Table 16	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Time	12	23	12	13	12	23	12	13								
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase		ON														

Split Table 17	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Time	13	27	10	20	10	30	13	17								
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase		ON														

Split Table 18	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Time	10	39	10	11	10	39	10	11								
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase		ON														

Split Table 19	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table 20	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Time	22	80	18	30	22	80	18	30								
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase		ON														

Split Table 21	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Time	16	64	18	22	16	64	18	22								
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase		ON														

Split Table 22	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Time	16	99	15	20	16	99	15	20								
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase		ON														

Split Table 23	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Time	16	80	18	21	16	80	18	21								
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase		ON														

Split Table 24	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Time	15	70	17	23	14	71	17	23								
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase		ON														

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Split Table 25	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Time	18	88	18	26	18	88	17	27								
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase		ON														

Split Table 26	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Time	14	45	14	17	14	45	14	17								
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase		ON														

Split Table 27	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Time	18	47	15	25	13	52	18	22								
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase		ON														

Split Table 28	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Time	13	62	15	15	13	62	15	15								
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase		ON														

Split Table 29	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table 30	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table 31	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table 32	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

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TB Coor, Advanced Scheduler [4.3]

	Month											Day of Week							Day of Month										1										2										3		
Plan	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	Day Plan
1	1	1	1	1	1	1	1	1	1	1	1			1	1	1	1	1		1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
2	1	1	1	1	1	1	1	1	1	1	1		1						1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	2
3											1							1																									1	1	1	1	1	1	1			16
4												1						1		1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1		1	1	1	1	1	1	12
5												1		1	1	1	1			1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1		1	1	1	1	1	1	10
6											1		1																															1	1	1	1	1	1		15
7											1								1																										1	1	1	1	1	1		14
8												1	1							1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1		1	1	1	1	1	1	15
9												1							1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1		1	1	1	1	1	1	14
10	1													1	1	1	1	1		1																																20
11					1									1																															1	1	1	1	1	1	1	20
12						1								1	1	1	1	1					1																													20
13								1						1						1	1	1	1	1	1	1																										20
14										1							1																											1	1	1	1	1	1	1			20
15												1		1	1	1	1	1																													1					20
16																																																				1
17																																																				1
18						1												1					1																													20
19						1								1										1																													20
20																																																				1
21																																																				1
22																																																				1
23																																																				1
24																																																				1

TB Coor, Day Plan [4.4]

Day Plan Table 1	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour		6	9	15	18	22										
Minute					30											
Action	99	1	3	2	3	99										

Day Plan Table 2	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour		8	22													
Minute																
Action	99	4	99													

Day Plan Table 3	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour																
Minute																
Action																

Day Plan Table 4	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour																
Minute																
Action																

Day Plan Table 5	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour																
Minute																
Action																

Day Plan Table 6	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour																
Minute																
Action																

Day Plan Table 7	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour																
Minute																
Action																

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Day Plan Table 8	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Hour																
Minute																
Action																

Day Plan Table 9	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Hour																
Minute																
Action																

Day Plan Table 10	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Hour		6	9	14	19	22										
Minute					30	30										
Action	99	1	10	11	10	99										

Day Plan Table 11	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Hour																
Minute																
Action																

Day Plan Table 12	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Hour		6	8	14	20											
Minute			30													
Action	99	1	12	13	12											

Day Plan Table 13	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Hour																
Minute																
Action																

Day Plan Table 14	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Hour		8	13	22												
Minute			30	30												
Action	99	14	15	99												

Day Plan Table 15	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Hour		8	13	22												
Minute			30	30												
Action	99	14	15	99												

Day Plan Table 16	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Hour		5	10	14	23											
Minute		30	30													
Action	99	16	17	18	99											

Day Plan Table 17	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Hour																
Minute																
Action																

Day Plan Table 18	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Hour																
Minute																
Action																

Day Plan Table 19	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Hour																
Minute																
Action																

Day Plan Table 20	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Hour		8	22													
Minute																
Action	99	4	99													

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TB Coor, Action Table [4.5]

Action	Pattern	Aux 1	Aux 2	Aux 3	Special 1	Special 2	Special 3	Special 4	Special 5	Special 6	Special 7	Special 8
1	1				0	0						
2	2				0	0						
3	3				0	0						
4	4				0	0						
5	5				0	0						
6	6				0	0						
7	7				0	0						
8	8				0	0						
9	9				0	0						
10	10				0	0						
11	11				0	0						
12	12				0	0						
13	13				0	0						
14	14				0	0						
15	15				0	0						
16	16				0	0						
17	17				0	0						
18	18				0	0						
19	19				0	0						
20	20				0	0						
21	21				0	0						
22	22				0	0						
23	23				0	0						
24	24				0	0						
25	25				0	0						
26	26				0	0						
27	27				0	0						
28	28				0	0						
29	29				0	0						
30	30				0	0						
31	31				0	0						
32	32				0	0						
33					0	0						
34					0	0						
35					0	0						
36					0	0						
37					0	0						
38					0	0						
39					0	0						
40					0	0						
41					0	0						
42					0	0						
43					0	0						
44					0	0						
45					0	0						
46					0	0						
47					0	0						
48					0	0						
49					0	0						
50					0	0						
51					0	0						
52					0	0						
53					0	0						
54					0	0						
55					0	0						
56					0	0						
57					0	0						
58					0	0						
59					0	0						
60					0	0						
61					0	0						
62					0	0						
63					0	0						
64					0	0						
99	254				0	0						
100	255				0	0						

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Alternate Phase Program 1, Interval Times [1.1.6.1]

Phase	Walk	Ped Clear	Min Green	Passage	Max1	Max2	Yellow	Red Clear	Assign Ph	Bike Clear
1	0	0	0	0	0	0	0	0	0	
2	0	0	0	0	0	0	0	0	0	
3	0	0	0	0	0	0	0	0	0	
4	0	0	0	0	0	0	0	0	0	
5	0	0	0	0	0	0	0	0	0	
6	0	0	0	0	0	0	0	0	0	
7	0	0	0	0	0	0	0	0	0	
8	0	0	0	0	0	0	0	0	0	

Alternate Phase Program 2, Interval Times [1.1.6.1]

Phase	Walk	Ped Clear	Min Green	Passage	Max1	Max2	Yellow	Red Clear	Assign Ph	Bike Clear
1	0	0	0	0	0	0	0	0	0	
2	0	0	0	0	0	0	0	0	0	
3	0	0	0	0	0	0	0	0	0	
4	0	0	0	0	0	0	0	0	0	
5	0	0	0	0	0	0	0	0	0	
6	0	0	0	0	0	0	0	0	0	
7	0	0	0	0	0	0	0	0	0	
8	0	0	0	0	0	0	0	0	0	

Alternate Phase Program 1, >Phase Options [1.1.6.2]

Column	Non Act1	Lock Call	Soft Recall	Dual Entry	Sim Gap Enb	Guar Pass	RIW	Cond Service	Reservice	Red Rest	Max 2	Ped Delay	Conf Phs1	Conf Phs1	Assign Phase
1					ON									0	0
2				ON	ON									0	0
3					ON									0	0
4				ON	ON									0	0
5					ON									0	0
6				ON	ON									0	0
7					ON									0	0
8				ON	ON									0	0

Alternate Phase Program 2, Phase Options [1.1.6.2]

Column	Non Act1	Lock Call	Soft Recall	Dual Entry	Sim Gap Enb	Guar Pass	RIW	Cond Service	Reservice	Red Rest	Max 2	Ped Delay	Conf Phs1	Conf Phs1	Assign Phase
1		ON			ON									0	0
2		ON			ON									0	0
3		ON			ON									0	0
4		ON			ON									0	0
5		ON			ON									0	0
6		ON			ON									0	0
7		ON			ON									0	0
8		ON			ON									0	0

Alternate Phase Program 3, Phase Options [1.1.6.2]

Column	Non Act1	Lock Call	Soft Recall	Dual Entry	Sim Gap Enb	Guar Pass	RIW	Cond Service	Reservice	Red Rest	Max 2	Ped Delay	Conf Phs1	Conf Phs1	Assign Phase
1		ON			ON									0	0
2		ON			ON									0	0
3		ON			ON									0	0
4		ON			ON									0	0
5		ON			ON									0	0
6		ON			ON									0	0
7		ON			ON									0	0
8		ON			ON									0	0

Alternate Phase Program 1, Calls and Redirection [1.1.6.3]

ENTRY	Call Phases<				From	to	From	to	From	to	From	to	Assigned Ph
1	0	0	0	0	0	0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	0	0	0	0	0	0	0
6	0	0	0	0	0	0	0	0	0	0	0	0	0
7	0	0	0	0	0	0	0	0	0	0	0	0	0
8	0	0	0	0	0	0	0	0	0	0	0	0	0

Alternate Phase Program 2, Calls and Redirection [1.1.6.3]

ENTRY	Call Phases				From	to	From	to	From	to	From	to	Assigned Ph
1	0	0	0	0	0	0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	0	0	0	0	0	0	0
6	0	0	0	0	0	0	0	0	0	0	0	0	0
7	0	0	0	0	0	0	0	0	0	0	0	0	0
8	0	0	0	0	0	0	0	0	0	0	0	0	0

Station : 709 - Yosemite & Maximus (Standard File)

Detector Alternate Program 1, Vehicle Parameters [5.5.1]

Detector #	1	2	3	4	5	6	7	8	9 (NL1)	10	11 (NT1)	12 (NT2)	13	14 (NR1)	15	16 (WL1)
Volume																
Occupancy																
Yellow Lock																
Red Lock																
Extend																
Added Initial																
Queue																
Call																
Call Phase	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Switch Phase	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Extend Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Queue Limit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
No Activity	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max Presence	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Erratic Cnt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Fail Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Green Occupancy																
Yellow Occupancy																
Red Occupancy																
Ext Mode	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM
Delay Phase 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Phase 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Source	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Det Number	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Detector Alternate Program 2, Vehicle Parameters [5.5.1]

Detector #	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Volume																
Occupancy																
Yellow Lock																
Red Lock																
Extend																
Added Initial																
Queue																
Call																
Call Phase	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Switch Phase	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Extend Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Queue Limit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
No Activity	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max Presence	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Erratic Cnt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Fail Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Green Occupancy																
Yellow Occupancy																
Red Occupancy																
Ext Mode	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM
Delay Phase 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Phase 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Source	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Det Number	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

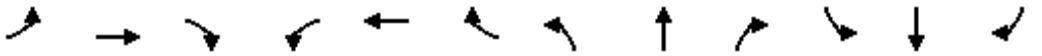
User Input map [1.8.9.1]

	Pin 1	Pin 2	Pin 3	Pin 4	Pin 5	Pin 6	Pin 7	Pin 8
Pin 1	2	16	8	22	3	17	9	23
Pin 2	6	20	12	26	198	199	181	189
Pin 3	15	1	21	7	27	13	28	14
Pin 4	189	189	189	189	4	18	10	24
Pin 5	130	134	132	136	200	201	202	203
Pin 6	189	5	19	11	25	178	208	207
Pin 7	192	193	194	195	196	197	189	189
Pin 8	189	189	189	189	189	189	189	189

User Output map [1.8.9.2]

	Pin 1	Pin 2	Pin 3	Pin 4	Pin 5	Pin 6	Pin 7	Pin 8
Pin 1	14	62	4	28	52	3	27	51
Pin 2	13	61	2	26	50	1	25	49
Pin 3	16	64	8	32	56	7	31	55
Pin 4	15	63	6	30	54	5	29	53
Pin 5	37	39	38	40	42	41	115	114
Pin 6	18	66	12	36	60	11	35	59
Pin 7	17	65	10	34	58	9	33	57
Pin 8	115	115	115	115	115	115	115	115

Appendix D Existing Level of Service Reports

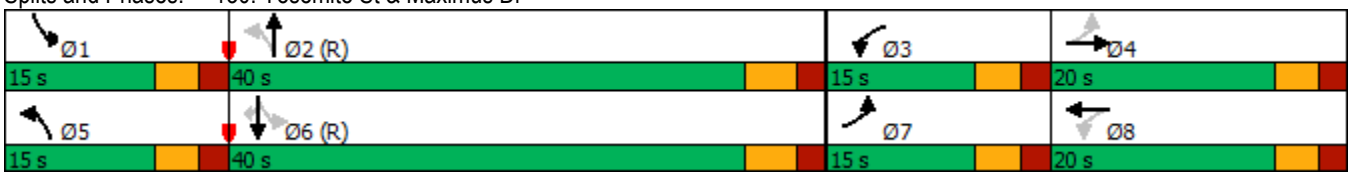


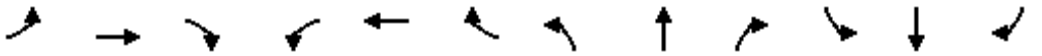
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	101	23	79	27	14	70	89	822	50	40	415	82
Future Volume (vph)	101	23	79	27	14	70	89	822	50	40	415	82
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	85		0	80		0	180		0	100		0
Storage Lanes	1		0	1		0	1		0	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	1.00
Frt		0.883			0.874			0.991				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1645	0	1770	1628	0	1770	3507	0	1770	3539	1583
Flt Permitted	0.701			0.636			0.464			0.168		
Satd. Flow (perm)	1306	1645	0	1185	1628	0	864	3507	0	313	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		101			72			8				145
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		2127			304			357			508	
Travel Time (s)		48.3			6.9			8.1			11.5	
Peak Hour Factor	0.78	0.78	0.78	0.97	0.97	0.97	0.93	0.93	0.93	1.00	0.96	0.96
Adj. Flow (vph)	129	29	101	28	14	72	96	884	54	40	432	85
Shared Lane Traffic (%)												
Lane Group Flow (vph)	129	130	0	28	86	0	96	938	0	40	432	85
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	60		60	60		60	60		60	60		60
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8			2			6		6
Minimum Split (s)	10.0	28.0		10.0	31.0		10.0	22.5		10.0	23.0	23.0
Total Split (s)	15.0	20.0		15.0	20.0		15.0	40.0		15.0	40.0	40.0
Total Split (%)	16.7%	22.2%		16.7%	22.2%		16.7%	44.4%		16.7%	44.4%	44.4%
Maximum Green (s)	10.0	15.0		10.0	15.0		10.0	34.5		10.0	34.5	34.5
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0	3.5		3.0	3.5	3.5
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0		5.0	5.0		5.0	5.5		5.0	5.5	5.5
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	Yes
Walk Time (s)		5.0			5.0			5.0			5.0	5.0
Flash Dont Walk (s)		18.0			21.0			11.5			12.5	12.5
Pedestrian Calls (#/hr)		0			0			0			0	0
Act Effct Green (s)	25.0	15.0		25.0	15.0		45.0	34.5		45.0	34.5	34.5
Actuated g/C Ratio	0.28	0.17		0.28	0.17		0.50	0.38		0.50	0.38	0.38
v/c Ratio	0.31	0.36		0.07	0.26		0.18	0.70		0.13	0.32	0.12

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Control Delay	24.1	13.9		21.1	13.1		10.5	26.5		10.2	20.3	1.0
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	24.1	13.9		21.1	13.1		10.5	26.5		10.2	20.3	1.0
LOS	C	B		C	B		B	C		B	C	A
Approach Delay		19.0			15.1			25.0			16.6	
Approach LOS		B			B			C			B	
Queue Length 50th (ft)	52	14		11	7		24	229		10	88	0
Queue Length 95th (ft)	81	47		29	47		47	300		24	126	6
Internal Link Dist (ft)		2047			224			277			428	
Turn Bay Length (ft)	85			80			180			100		
Base Capacity (vph)	414	358		394	331		532	1349		318	1356	696
Starvation Cap Reductn	0	0		0	0		0	0		0	0	0
Spillback Cap Reductn	0	0		0	0		0	0		0	0	0
Storage Cap Reductn	0	0		0	0		0	0		0	0	0
Reduced v/c Ratio	0.31	0.36		0.07	0.26		0.18	0.70		0.13	0.32	0.12

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 54.5 (61%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green			
Natural Cycle: 80			
Control Type: Pretimed			
Maximum v/c Ratio: 0.70			
Intersection Signal Delay: 21.2		Intersection LOS: C	
Intersection Capacity Utilization 53.7%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 130: Yosemite St & Maximus Dr



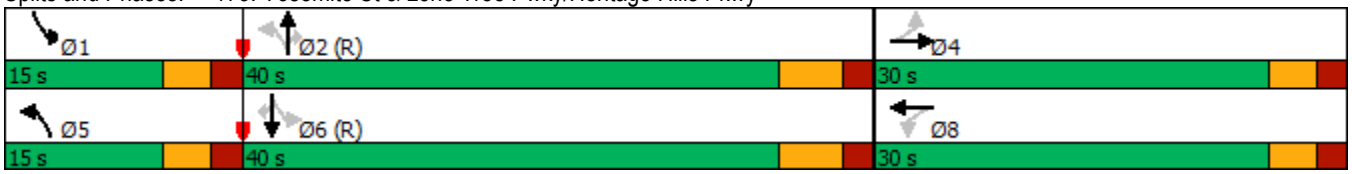


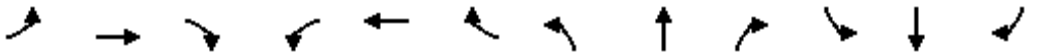
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	200	7	71	12	10	102	66	694	26	42	357	92
Future Volume (vph)	200	7	71	12	10	102	66	694	26	42	357	92
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	125		0	0		0	220		220	190		150
Storage Lanes	1		0	0		0	1		1	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt		0.863			0.889				0.850			0.850
Flt Protected	0.950				0.995		0.950			0.950		
Satd. Flow (prot)	1770	1608	0	0	1648	0	1770	3539	1583	1770	3539	1583
Flt Permitted	0.617				0.973		0.521			0.266		
Satd. Flow (perm)	1149	1608	0	0	1611	0	970	3539	1583	495	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		84			136				90			98
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1044			150			1043			1069	
Travel Time (s)		23.7			3.4			23.7			24.3	
Peak Hour Factor	0.85	0.85	0.85	0.75	0.75	0.75	0.90	0.90	0.90	0.94	0.94	0.94
Adj. Flow (vph)	235	8	84	16	13	136	73	771	29	45	380	98
Shared Lane Traffic (%)												
Lane Group Flow (vph)	235	92	0	0	165	0	73	771	29	45	380	98
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	60		60	60		60	60		60	60		60
Turn Type	Perm	NA		Perm	NA		pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8			2		2	6		6
Minimum Split (s)	28.0	28.0		28.0	28.0		10.0	24.0	24.0	10.0	24.0	24.0
Total Split (s)	30.0	30.0		30.0	30.0		15.0	40.0	40.0	15.0	40.0	40.0
Total Split (%)	35.3%	35.3%		35.3%	35.3%		17.6%	47.1%	47.1%	17.6%	47.1%	47.1%
Maximum Green (s)	25.0	25.0		25.0	25.0		10.0	34.0	34.0	10.0	34.0	34.0
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0	4.0	4.0	3.0	4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0			0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0			5.0		5.0	6.0	6.0	5.0	6.0	6.0
Lead/Lag							Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	Yes
Walk Time (s)	5.0	5.0		5.0	5.0			5.0	5.0		5.0	5.0
Flash Dont Walk (s)	18.0	18.0		18.0	18.0			11.0	11.0		12.0	12.0
Pedestrian Calls (#/hr)	0	0		0	0			0	0		0	0
Act Effct Green (s)	25.0	25.0			25.0		45.0	34.0	34.0	45.0	34.0	34.0
Actuated g/C Ratio	0.29	0.29			0.29		0.53	0.40	0.40	0.53	0.40	0.40
v/c Ratio	0.70	0.17			0.29		0.12	0.54	0.04	0.11	0.27	0.14

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Control Delay	39.5	7.3			7.9		8.2	21.4	0.1	8.2	17.8	4.3
Queue Delay	0.0	0.0			0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	39.5	7.3			7.9		8.2	21.4	0.1	8.2	17.8	4.3
LOS	D	A			A		A	C	A	A	B	A
Approach Delay		30.5			7.9			19.6			14.4	
Approach LOS		C			A			B			B	
Queue Length 50th (ft)	111	3			11		15	162	0	9	70	0
Queue Length 95th (ft)	#181	32			36		33	217	0	23	102	29
Internal Link Dist (ft)		964			70			963			989	
Turn Bay Length (ft)	125						220		220	190		150
Base Capacity (vph)	337	532			569		607	1415	687	412	1415	692
Starvation Cap Reductn	0	0			0		0	0	0	0	0	0
Spillback Cap Reductn	0	0			0		0	0	0	0	0	0
Storage Cap Reductn	0	0			0		0	0	0	0	0	0
Reduced v/c Ratio	0.70	0.17			0.29		0.12	0.54	0.04	0.11	0.27	0.14

Intersection Summary			
Area Type:	Other		
Cycle Length: 85			
Actuated Cycle Length: 85			
Offset: 45 (53%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green			
Natural Cycle: 65			
Control Type: Pretimed			
Maximum v/c Ratio: 0.70			
Intersection Signal Delay: 19.0		Intersection LOS: B	
Intersection Capacity Utilization 54.4%		ICU Level of Service A	
Analysis Period (min) 15			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

Splits and Phases: 175: Yosemite St & Lone Tree Pwky/Heritage Hills Pkwy



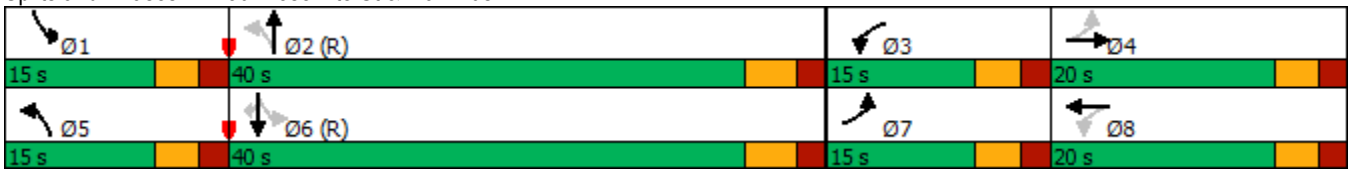


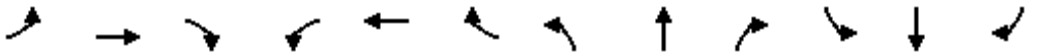
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	78	15	103	20	9	50	121	1025	14	26	974	106
Future Volume (vph)	78	15	103	20	9	50	121	1025	14	26	974	106
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	85		0	80		0	180		0	100		0
Storage Lanes	1		0	1		0	1		0	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	1.00
Frt		0.869			0.872			0.998				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1619	0	1770	1624	0	1770	3532	0	1770	3539	1583
Flt Permitted	0.709			0.498			0.116			0.116		
Satd. Flow (perm)	1321	1619	0	928	1624	0	216	3532	0	216	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		158			63			2				145
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		2127			304			357			508	
Travel Time (s)		48.3			6.9			8.1			11.5	
Peak Hour Factor	0.65	0.65	0.65	0.79	0.79	0.79	0.87	0.87	0.87	0.85	0.85	0.85
Adj. Flow (vph)	120	23	158	25	11	63	139	1178	16	31	1146	125
Shared Lane Traffic (%)												
Lane Group Flow (vph)	120	181	0	25	74	0	139	1194	0	31	1146	125
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	60		60	60		60	60		60	60		60
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8			2			6		6
Minimum Split (s)	10.0	28.0		10.0	31.0		10.0	23.5		10.0	23.5	23.5
Total Split (s)	15.0	20.0		15.0	20.0		15.0	40.0		15.0	40.0	40.0
Total Split (%)	16.7%	22.2%		16.7%	22.2%		16.7%	44.4%		16.7%	44.4%	44.4%
Maximum Green (s)	10.0	15.0		10.0	15.0		10.0	34.5		10.0	34.5	34.5
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0	3.5		3.0	3.5	3.5
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0		5.0	5.0		5.0	5.5		5.0	5.5	5.5
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	Yes
Walk Time (s)		5.0			5.0			5.0			5.0	5.0
Flash Dont Walk (s)		18.0			21.0			11.5			12.5	12.5
Pedestrian Calls (#/hr)		0			0			0			0	0
Act Effct Green (s)	25.0	15.0		25.0	15.0		45.0	34.5		45.0	34.5	34.5
Actuated g/C Ratio	0.28	0.17		0.28	0.17		0.50	0.38		0.50	0.38	0.38
v/c Ratio	0.29	0.45		0.07	0.23		0.50	0.88		0.11	0.85	0.18

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Control Delay	23.8	11.9		21.1	13.3		18.6	35.0		10.2	32.5	3.1
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	23.8	11.9		21.1	13.3		18.6	35.0		10.2	32.5	3.1
LOS	C	B		C	B		B	D		B	C	A
Approach Delay		16.6			15.2			33.3			29.2	
Approach LOS		B			B			C			C	
Queue Length 50th (ft)	48	11		10	5		36	325		8	306	0
Queue Length 95th (ft)	62	25		24	33		74	395		19	360	21
Internal Link Dist (ft)		2047			224			277			428	
Turn Bay Length (ft)	85			80			180			100		
Base Capacity (vph)	416	401		351	323		280	1355		280	1356	696
Starvation Cap Reductn	0	0		0	0		0	0		0	0	0
Spillback Cap Reductn	0	0		0	0		0	0		0	0	0
Storage Cap Reductn	0	0		0	0		0	0		0	0	0
Reduced v/c Ratio	0.29	0.45		0.07	0.23		0.50	0.88		0.11	0.85	0.18

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 54.5 (61%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green			
Natural Cycle: 90			
Control Type: Pretimed			
Maximum v/c Ratio: 0.88			
Intersection Signal Delay: 29.3		Intersection LOS: C	
Intersection Capacity Utilization 57.5%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 130: Yosemite St & Maximus Dr



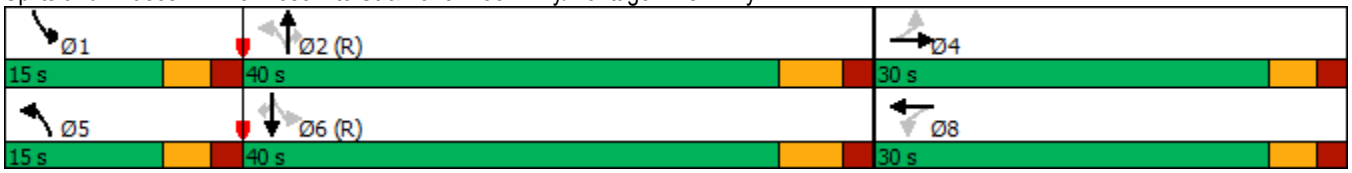


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	144	12	72	19	10	77	72	972	24	92	795	180
Future Volume (vph)	144	12	72	19	10	77	72	972	24	92	795	180
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	125		0	0		0	220		220	190		150
Storage Lanes	1		0	0		0	1		1	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt		0.872			0.902				0.850			0.850
Flt Protected	0.950				0.991		0.950			0.950		
Satd. Flow (prot)	1770	1624	0	0	1665	0	1770	3539	1583	1770	3539	1583
Flt Permitted	0.684				0.943		0.211			0.118		
Satd. Flow (perm)	1274	1624	0	0	1584	0	393	3539	1583	220	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		101			91				90			200
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1044			150			1043			1069	
Travel Time (s)		23.7			3.4			23.7			24.3	
Peak Hour Factor	0.71	0.71	0.71	0.85	0.85	0.85	0.86	0.86	0.86	0.90	0.90	0.90
Adj. Flow (vph)	203	17	101	22	12	91	84	1130	28	102	883	200
Shared Lane Traffic (%)												
Lane Group Flow (vph)	203	118	0	0	125	0	84	1130	28	102	883	200
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	60		60	60		60	60		60	60		60
Turn Type	Perm	NA		Perm	NA		pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8			2		2	6		6
Minimum Split (s)	28.0	28.0		28.0	28.0		10.0	24.0	24.0	10.0	24.0	24.0
Total Split (s)	30.0	30.0		30.0	30.0		15.0	40.0	40.0	15.0	40.0	40.0
Total Split (%)	35.3%	35.3%		35.3%	35.3%		17.6%	47.1%	47.1%	17.6%	47.1%	47.1%
Maximum Green (s)	25.0	25.0		25.0	25.0		10.0	34.0	34.0	10.0	34.0	34.0
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0	4.0	4.0	3.0	4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0			0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0			5.0		5.0	6.0	6.0	5.0	6.0	6.0
Lead/Lag							Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	Yes
Walk Time (s)	5.0	5.0		5.0	5.0			5.0	5.0		5.0	5.0
Flash Dont Walk (s)	18.0	18.0		18.0	18.0			11.0	11.0		12.0	12.0
Pedestrian Calls (#/hr)	0	0		0	0			0	0		0	0
Act Effct Green (s)	25.0	25.0			25.0		45.0	34.0	34.0	45.0	34.0	34.0
Actuated g/C Ratio	0.29	0.29			0.29		0.53	0.40	0.40	0.53	0.40	0.40
v/c Ratio	0.54	0.22			0.24		0.23	0.80	0.04	0.34	0.62	0.27

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Control Delay	31.6	7.7			9.5		9.3	27.7	0.1	11.4	22.8	3.6
Queue Delay	0.0	0.0			0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	31.6	7.7			9.5		9.3	27.7	0.1	11.4	22.8	3.6
LOS	C	A			A		A	C	A	B	C	A
Approach Delay		22.8			9.5			25.8			18.6	
Approach LOS		C			A			C			B	
Queue Length 50th (ft)	91	6			13		18	273	0	22	193	0
Queue Length 95th (ft)	118	25			47		35	331	0	43	256	39
Internal Link Dist (ft)		964			70			963			989	
Turn Bay Length (ft)	125						220		220	190		150
Base Capacity (vph)	374	548			530		370	1415	687	298	1415	753
Starvation Cap Reductn	0	0			0		0	0	0	0	0	0
Spillback Cap Reductn	0	0			0		0	0	0	0	0	0
Storage Cap Reductn	0	0			0		0	0	0	0	0	0
Reduced v/c Ratio	0.54	0.22			0.24		0.23	0.80	0.04	0.34	0.62	0.27

Intersection Summary			
Area Type:	Other		
Cycle Length: 85			
Actuated Cycle Length: 85			
Offset: 45 (53%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green			
Natural Cycle: 65			
Control Type: Pretimed			
Maximum v/c Ratio: 0.80			
Intersection Signal Delay: 21.8		Intersection LOS: C	
Intersection Capacity Utilization 59.9%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 175: Yosemite St & Lone Tree Pwky/Heritage Hills Pkwy



Intersection	
Int Delay, s/veh	6.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	36	86	91	69	32	107
Future Vol, veh/h	36	86	91	69	32	107
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	70	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	68	68	63	63	54	54
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	53	126	144	110	59	198

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	179	0	514	116
Stage 1	-	-	-	-	116	-
Stage 2	-	-	-	-	398	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1397	-	521	936
Stage 1	-	-	-	-	909	-
Stage 2	-	-	-	-	678	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1397	-	467	936
Mov Cap-2 Maneuver	-	-	-	-	467	-
Stage 1	-	-	-	-	909	-
Stage 2	-	-	-	-	608	-

Approach	EB	WB	NB
HCM Control Delay, s	0	4.5	12.1
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	760	-	-	1397	-
HCM Lane V/C Ratio	0.339	-	-	0.103	-
HCM Control Delay (s)	12.1	-	-	7.9	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	1.5	-	-	0.3	-

Intersection	
Int Delay, s/veh	0.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	139	0	0	157	1	2
Future Vol, veh/h	139	0	0	157	1	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	50	50	60	60	38	38
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	278	0	0	262	3	5

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	278	0	540	278
Stage 1	-	-	-	-	278	-
Stage 2	-	-	-	-	262	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1285	-	503	761
Stage 1	-	-	-	-	769	-
Stage 2	-	-	-	-	782	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1285	-	503	761
Mov Cap-2 Maneuver	-	-	-	-	503	-
Stage 1	-	-	-	-	769	-
Stage 2	-	-	-	-	782	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	10.6
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	650	-	-	1285	-
HCM Lane V/C Ratio	0.012	-	-	-	-
HCM Control Delay (s)	10.6	-	-	0	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection	
Int Delay, s/veh	5.8

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	80	35	40	88	24	61
Future Vol, veh/h	80	35	40	88	24	61
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	70	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	87	87	78	78	34	34
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	92	40	51	113	71	179

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	132	0	327	112
Stage 1	-	-	-	-	112	-
Stage 2	-	-	-	-	215	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1453	-	667	941
Stage 1	-	-	-	-	913	-
Stage 2	-	-	-	-	821	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1453	-	644	941
Mov Cap-2 Maneuver	-	-	-	-	644	-
Stage 1	-	-	-	-	913	-
Stage 2	-	-	-	-	792	-

Approach	EB	WB	NB
HCM Control Delay, s	0	2.4	11.2
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	833	-	-	1453	-
HCM Lane V/C Ratio	0.3	-	-	0.035	-
HCM Control Delay (s)	11.2	-	-	7.6	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	1.3	-	-	0.1	-

Intersection	
Int Delay, s/veh	0.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	142	0	0	126	2	3
Future Vol, veh/h	142	0	0	126	2	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	47	47	77	77	42	42
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	302	0	0	164	5	7

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	302	0	466	302
Stage 1	-	-	-	-	302	-
Stage 2	-	-	-	-	164	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1259	-	555	738
Stage 1	-	-	-	-	750	-
Stage 2	-	-	-	-	865	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1259	-	555	738
Mov Cap-2 Maneuver	-	-	-	-	555	-
Stage 1	-	-	-	-	750	-
Stage 2	-	-	-	-	865	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	10.6
HCM LOS			B

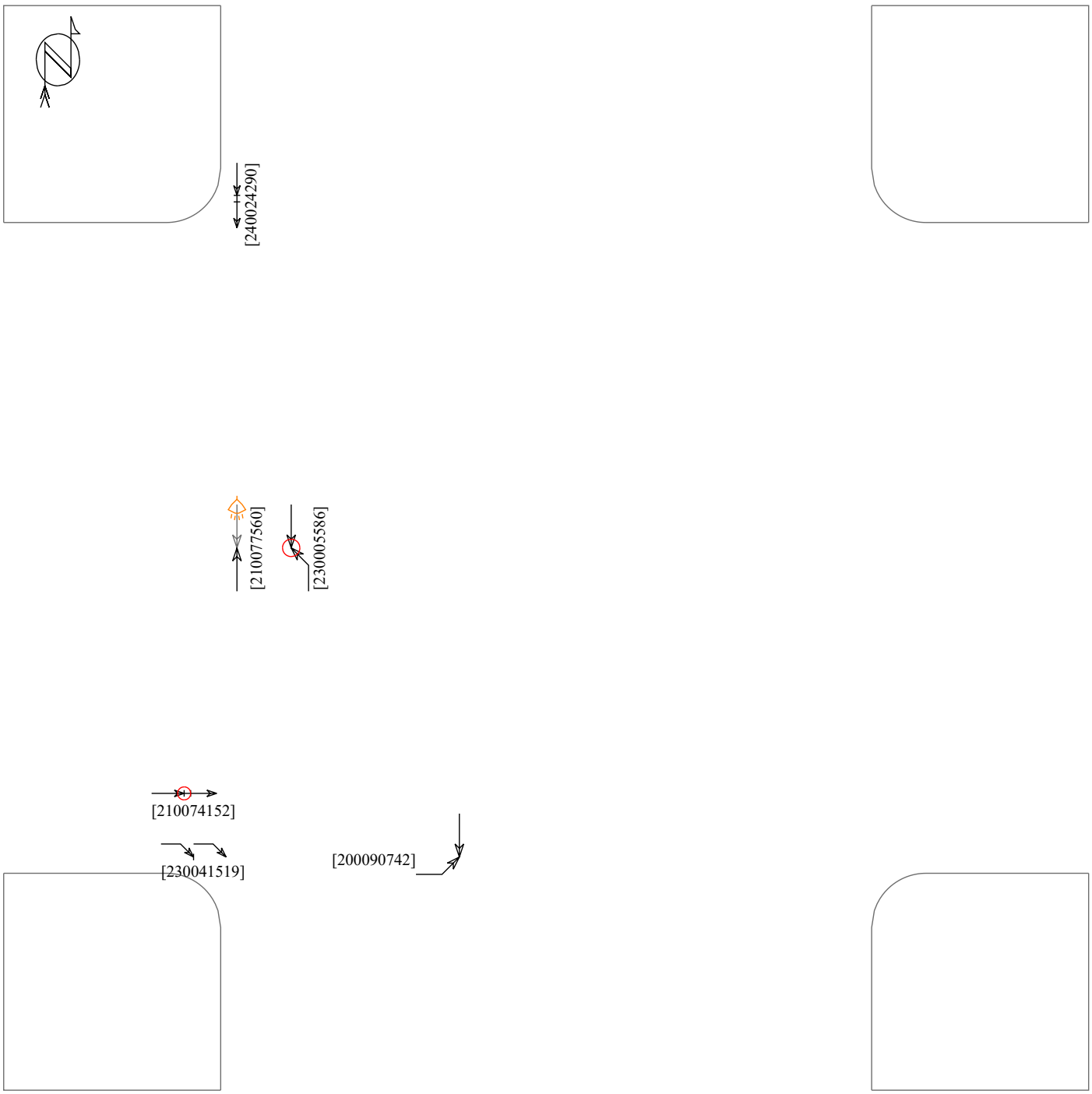
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	652	-	-	1259	-
HCM Lane V/C Ratio	0.018	-	-	-	-
HCM Control Delay (s)	10.6	-	-	0	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Appendix E Crash Diagrams and Listings

QUEBEC ST & COLLEGIATE DR
2019 - 2024

6 Crashes

Clear



Straight
Stopped
Unknown
Backing
Overtaking
Sideswipe

Parked
Weaving
Changing Ln
Right turn
Left turn
U-turn

Pedestrian
Bicycle
Injury
Fatality
Nighttime
DUI

3rd Vehicle
M Motorcycle
Overturn

Fixed objects:
General
Animal
Public Obj
Private Obj

Crash Magic Online 11/13/2024

QUEBEC ST & COLLEGIATE DR
2019 - 2024

6 Crashes

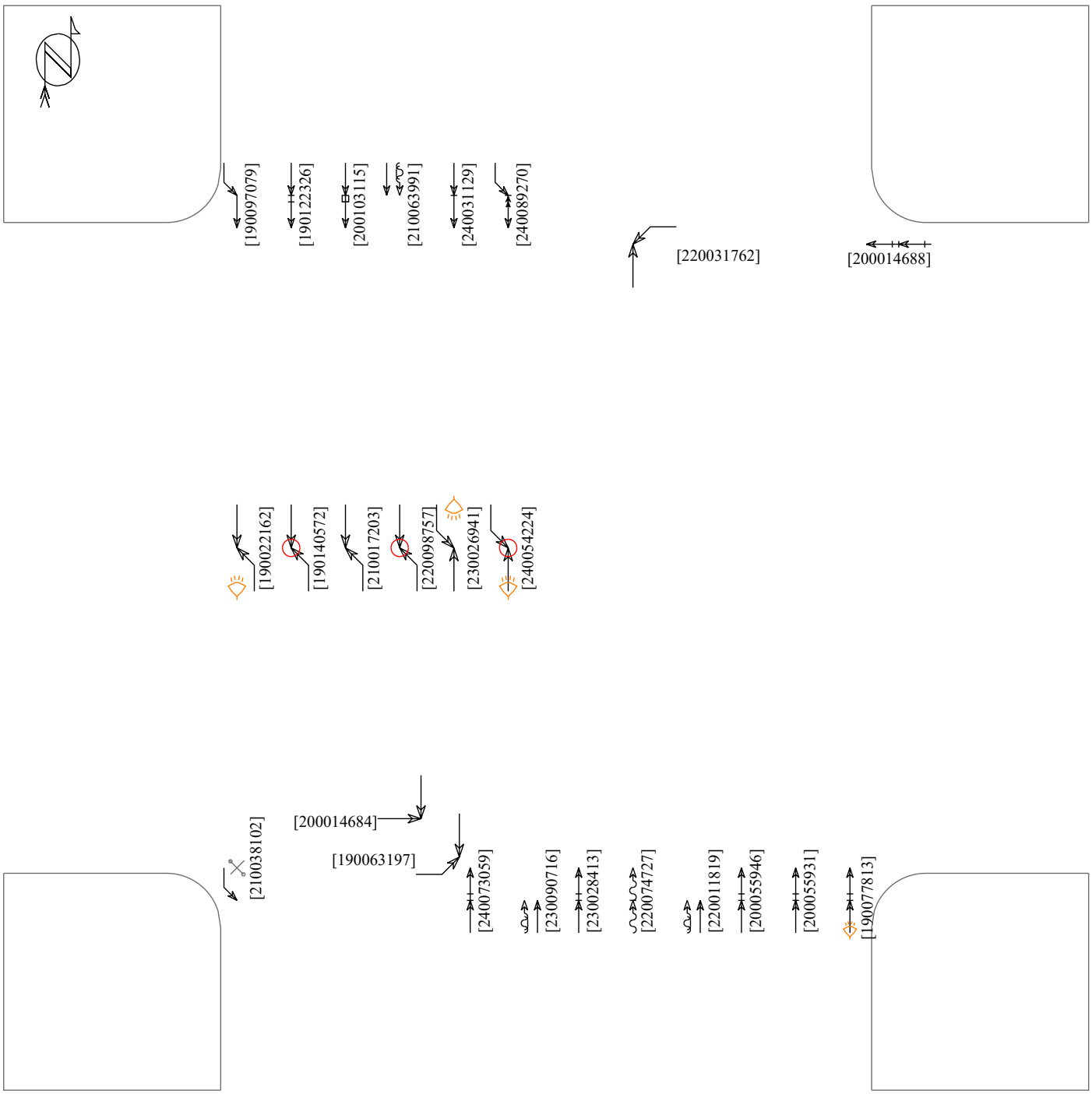
Clear

Casetrackingid	Accidenttime	Accidentdate	_Primarystreet	_Crossstreet	Onroadaddress	Numberinjured	Numberkilled	Harmfulevent1
200090742	3:55 pm	10/4/2020	QUEBEC ST	COLLEGIATE DR		0	0	Front to Side
210074152	7:20 am	9/12/2021	COLLEGIATE DR	QUEBEC ST		1	0	Front to Rear
210077560	11:00 pm	9/23/2021	QUEBEC ST	COLLEGIATE DR		0	0	Front to Front
230005586	3:14 pm	1/23/2023	QUEBEC ST	COLLEGIATE DR		1	0	Front to Front
230041519	3:54 pm	5/16/2023	COLLEGIATE DR	QUEBEC ST		0	0	Front to Rear
240024290	11:55 am	3/12/2024	QUEBEC ST	COLLEGIATE DR		0	0	Front to Rear

QUEBEC ST & TIMBERLINE RD
2019 - 2024

25 Crashes

Clear



Straight
Stopped
Unknown
Backing
Overtaking
Sideswipe

Parked
Weaving
Changing Ln
Right turn
Left turn
U-turn

Pedestrian
Bicycle
Injury
Fatality
Nighttime
DUI

3rd Vehicle
M Motorcycle
Overturn

Fixed objects:
General
Animal
Public Obj
Private Obj

Crash Magic Online 11/13/2024

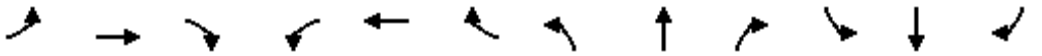
QUEBEC ST & TIMBERLINE RD
2019 - 2024

25 Crashes

Clear

Casetrackingid	Accidenttime	Accidentdate	_Primarystreet	_Crossstreet	Onroadaddress	Numberinjured	Numberkilled	Harmfulevent1
190022162	5:46 pm	2/20/2019	QUEBEC ST	TRAILHEAD RD		0	0	Front to Side
190063197	7:35 am	5/30/2019	QUEBEC ST	TRAILHEAD RD		0	0	Front to Side
190077813	10:13 pm	7/4/2019	QUEBEC ST	TIMBERLINE RD		0	0	Front to Rear
190097079	3:04 pm	8/26/2019	QUEBEC ST	TIMBERLINE RD		0	0	Front to Side
190122326	5:20 pm	10/30/2019	QUEBEC ST	TIMBERLINE RD		0	0	Front to Rear
190140572	11:02 am	12/18/2019	QUEBEC ST	TRAILHEAD RD		1	0	Front to Side
200014684	12:30 pm	2/7/2020	QUEBEC ST	TIMBERLINE RD		0	0	Front to Front
200014688	12:59 pm	2/7/2020	TIMBERLINE RD	QUEBEC ST		0	0	Front to Rear
200055931	1:47 pm	6/11/2020	QUEBEC ST	TIMBERLINE RD		0	0	Front to Rear
200055946	1:47 pm	6/11/2020	QUEBEC ST	TIMBERLINE RD		0	0	Front to Rear
200103115	3:21 pm	11/17/2020	QUEBEC ST	TRAILHEAD RD		0	0	Curb
210017203	10:19 am	3/1/2021	QUEBEC ST	TRAILHEAD RD		0	0	Front to Side
210038102	6:18 pm	5/14/2021	QUEBEC ST	TRAILHEAD RD		0	0	Bicycle / Motorized Bicycle
210063991	3:40 pm	8/7/2021	QUEBEC ST	TIMBERLINE RD		0	0	Side to Side - Same Direction
220011819	12:35 pm	2/14/2022	QUEBEC ST	TIMBERLINE RD		0	0	Side to Side - Same Direction
220031762	5:31 pm	4/24/2022	TIMBERLINE RD	QUEBEC ST		0	0	Front to Side
220074727	3:40 pm	9/19/2022	QUEBEC ST	TIMBERLINE RD		0	0	Front to Rear
220098757	4:30 pm	12/16/2022	QUEBEC ST	TIMBERLINE RD		0	0	Front to Front
230026941	8:32 pm	3/30/2023	QUEBEC ST	TIMBERLINE RD		0	0	Front to Side
230028413	7:58 am	4/4/2023	QUEBEC ST	TIMBERLINE RD		0	0	Front to Rear
230090716	11:37 am	10/20/2023	QUEBEC ST	TIMBERLINE RD		0	0	Side to Side - Same Direction
240031129	2:25 pm	4/4/2024	QUEBEC ST	TIMBERLINE RD		0	0	Front to Rear
240054224	9:56 pm	6/10/2024	QUEBEC ST	TIMBERLINE RD		3	0	Front to Front
240073059	12:41 pm	8/5/2024	QUEBEC ST	TIMBERLINE RD		0	0	Front to Rear
240089270	12:25 pm	9/24/2024	QUEBEC ST	TIMBERLINE RD		0	0	Front to Rear

Appendix F Projected Level of Service Reports

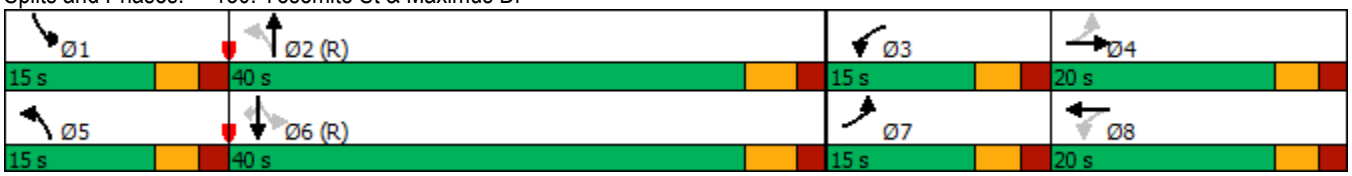


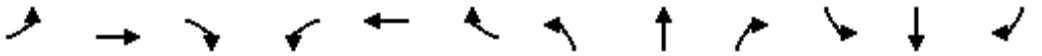
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	146	23	235	27	14	70	245	777	50	40	370	127
Future Volume (vph)	146	23	235	27	14	70	245	777	50	40	370	127
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	85		0	80		0	180		0	100		0
Storage Lanes	1		0	1		0	1		0	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	1.00
Frt		0.863			0.874			0.991				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1608	0	1770	1628	0	1770	3507	0	1770	3539	1583
Flt Permitted	0.701			0.267			0.501			0.190		
Satd. Flow (perm)	1306	1608	0	497	1628	0	933	3507	0	354	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		301			72			8				145
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		2127			304			357			508	
Travel Time (s)		48.3			6.9			8.1			11.5	
Peak Hour Factor	0.78	0.78	0.78	0.97	0.97	0.97	0.93	0.93	0.93	1.00	0.96	0.96
Adj. Flow (vph)	187	29	301	28	14	72	263	835	54	40	385	132
Shared Lane Traffic (%)												
Lane Group Flow (vph)	187	330	0	28	86	0	263	889	0	40	385	132
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	60		60	60		60	60		60	60		60
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8			2			6		6
Minimum Split (s)	10.0	28.0		10.0	31.0		10.0	22.5		10.0	23.0	23.0
Total Split (s)	15.0	20.0		15.0	20.0		15.0	40.0		15.0	40.0	40.0
Total Split (%)	16.7%	22.2%		16.7%	22.2%		16.7%	44.4%		16.7%	44.4%	44.4%
Maximum Green (s)	10.0	15.0		10.0	15.0		10.0	34.5		10.0	34.5	34.5
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0	3.5		3.0	3.5	3.5
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0		5.0	5.0		5.0	5.5		5.0	5.5	5.5
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	Yes
Walk Time (s)		5.0			5.0			5.0			5.0	5.0
Flash Dont Walk (s)		18.0			21.0			11.5			12.5	12.5
Pedestrian Calls (#/hr)		0			0			0			0	0
Act Effct Green (s)	25.0	15.0		25.0	15.0		45.0	34.5		45.0	34.5	34.5
Actuated g/C Ratio	0.28	0.17		0.28	0.17		0.50	0.38		0.50	0.38	0.38
v/c Ratio	0.45	0.64		0.10	0.26		0.47	0.66		0.12	0.28	0.19

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Control Delay	26.8	12.1		21.5	13.1		13.9	25.5		10.1	19.9	3.5
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	26.8	12.1		21.5	13.1		13.9	25.5		10.1	19.9	3.5
LOS	C	B		C	B		B	C		B	B	A
Approach Delay		17.4			15.2			22.9			15.3	
Approach LOS		B			B			C			B	
Queue Length 50th (ft)	78	14		11	7		73	213		10	78	0
Queue Length 95th (ft)	113	53		29	47		118	280		24	112	30
Internal Link Dist (ft)		2047			224			277			428	
Turn Bay Length (ft)	85			80			180			100		
Base Capacity (vph)	414	518		279	331		559	1349		334	1356	696
Starvation Cap Reductn	0	0		0	0		0	0		0	0	0
Spillback Cap Reductn	0	0		0	0		0	0		0	0	0
Storage Cap Reductn	0	0		0	0		0	0		0	0	0
Reduced v/c Ratio	0.45	0.64		0.10	0.26		0.47	0.66		0.12	0.28	0.19

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 54.5 (61%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green			
Natural Cycle: 80			
Control Type: Pretimed			
Maximum v/c Ratio: 0.66			
Intersection Signal Delay: 19.5		Intersection LOS: B	
Intersection Capacity Utilization 62.6%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 130: Yosemite St & Maximus Dr



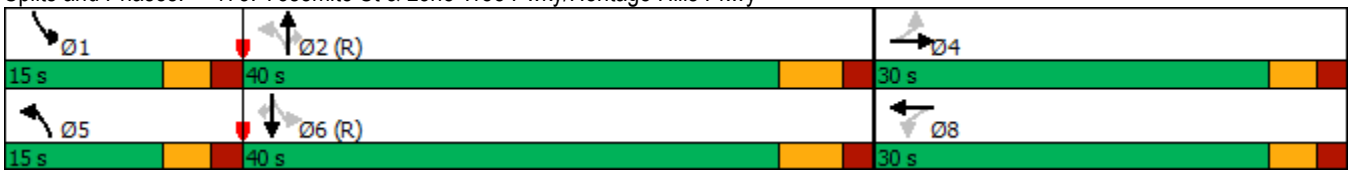


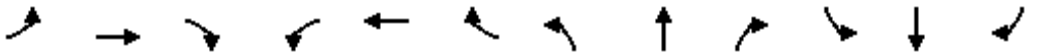
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	200	7	26	12	10	102	21	806	26	42	469	92
Future Volume (vph)	200	7	26	12	10	102	21	806	26	42	469	92
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	125		0	0		0	220		220	190		150
Storage Lanes	1		0	0		0	1		1	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt		0.881			0.889				0.850			0.850
Flt Protected	0.950				0.995		0.950			0.950		
Satd. Flow (prot)	1770	1641	0	0	1648	0	1770	3539	1583	1770	3539	1583
Flt Permitted	0.617				0.977		0.432			0.205		
Satd. Flow (perm)	1149	1641	0	0	1618	0	805	3539	1583	382	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		31			136				90			98
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1044			150			1043			1069	
Travel Time (s)		23.7			3.4			23.7			24.3	
Peak Hour Factor	0.85	0.85	0.85	0.75	0.75	0.75	0.90	0.90	0.90	0.94	0.94	0.94
Adj. Flow (vph)	235	8	31	16	13	136	23	896	29	45	499	98
Shared Lane Traffic (%)												
Lane Group Flow (vph)	235	39	0	0	165	0	23	896	29	45	499	98
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	60		60	60		60	60		60	60		60
Turn Type	Perm	NA		Perm	NA		pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8			2		2	6		6
Minimum Split (s)	28.0	28.0		28.0	28.0		10.0	24.0	24.0	10.0	24.0	24.0
Total Split (s)	30.0	30.0		30.0	30.0		15.0	40.0	40.0	15.0	40.0	40.0
Total Split (%)	35.3%	35.3%		35.3%	35.3%		17.6%	47.1%	47.1%	17.6%	47.1%	47.1%
Maximum Green (s)	25.0	25.0		25.0	25.0		10.0	34.0	34.0	10.0	34.0	34.0
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0	4.0	4.0	3.0	4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0			0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0			5.0		5.0	6.0	6.0	5.0	6.0	6.0
Lead/Lag							Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	Yes
Walk Time (s)	5.0	5.0		5.0	5.0			5.0	5.0		5.0	5.0
Flash Dont Walk (s)	18.0	18.0		18.0	18.0			11.0	11.0		12.0	12.0
Pedestrian Calls (#/hr)	0	0		0	0			0	0		0	0
Act Effct Green (s)	25.0	25.0			25.0		45.0	34.0	34.0	45.0	34.0	34.0
Actuated g/C Ratio	0.29	0.29			0.29		0.53	0.40	0.40	0.53	0.40	0.40
v/c Ratio	0.70	0.08			0.29		0.04	0.63	0.04	0.12	0.35	0.14

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Control Delay	39.5	10.5			7.8		7.7	23.0	0.1	8.4	18.7	4.3
Queue Delay	0.0	0.0			0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	39.5	10.5			7.8		7.7	23.0	0.1	8.4	18.7	4.3
LOS	D	B			A		A	C	A	A	B	A
Approach Delay		35.4			7.8			21.9			15.8	
Approach LOS		D			A			C			B	
Queue Length 50th (ft)	111	3			11		5	197	0	9	95	0
Queue Length 95th (ft)	#181	23			36		14	260	0	23	134	29
Internal Link Dist (ft)		964			70			963			989	
Turn Bay Length (ft)	125						220		220	190		150
Base Capacity (vph)	337	504			571		539	1415	687	365	1415	692
Starvation Cap Reductn	0	0			0		0	0	0	0	0	0
Spillback Cap Reductn	0	0			0		0	0	0	0	0	0
Storage Cap Reductn	0	0			0		0	0	0	0	0	0
Reduced v/c Ratio	0.70	0.08			0.29		0.04	0.63	0.04	0.12	0.35	0.14

Intersection Summary			
Area Type:	Other		
Cycle Length: 85			
Actuated Cycle Length: 85			
Offset: 45 (53%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green			
Natural Cycle: 65			
Control Type: Pretimed			
Maximum v/c Ratio: 0.70			
Intersection Signal Delay: 20.6		Intersection LOS: C	
Intersection Capacity Utilization 57.5%		ICU Level of Service B	
Analysis Period (min) 15			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

Splits and Phases: 175: Yosemite St & Lone Tree Pwky/Heritage Hills Pkwy



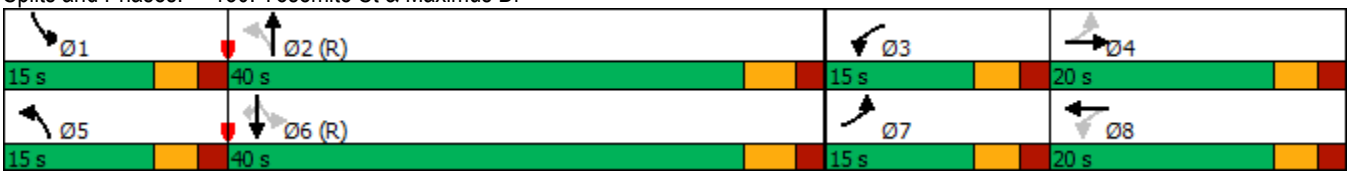


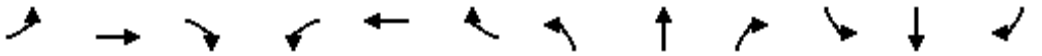
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	122	15	257	20	9	50	275	981	14	26	930	150
Future Volume (vph)	122	15	257	20	9	50	275	981	14	26	930	150
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	85		0	80		0	180		0	100		0
Storage Lanes	1		0	1		0	1		0	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	1.00
Frt		0.858			0.872			0.998				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1598	0	1770	1624	0	1770	3532	0	1770	3539	1583
Flt Permitted	0.709			0.267			0.116			0.116		
Satd. Flow (perm)	1321	1598	0	497	1624	0	216	3532	0	216	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		378			63			2				176
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		2127			304			357			508	
Travel Time (s)		48.3			6.9			8.1			11.5	
Peak Hour Factor	0.65	0.65	0.65	0.79	0.79	0.79	0.87	0.87	0.87	0.85	0.85	0.85
Adj. Flow (vph)	188	23	395	25	11	63	316	1128	16	31	1094	176
Shared Lane Traffic (%)												
Lane Group Flow (vph)	188	418	0	25	74	0	316	1144	0	31	1094	176
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	60		60	60		60	60		60	60		60
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8			2			6		6
Minimum Split (s)	10.0	28.0		10.0	31.0		10.0	23.5		10.0	23.5	23.5
Total Split (s)	15.0	20.0		15.0	20.0		15.0	40.0		15.0	40.0	40.0
Total Split (%)	16.7%	22.2%		16.7%	22.2%		16.7%	44.4%		16.7%	44.4%	44.4%
Maximum Green (s)	10.0	15.0		10.0	15.0		10.0	34.5		10.0	34.5	34.5
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0	3.5		3.0	3.5	3.5
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0		5.0	5.0		5.0	5.5		5.0	5.5	5.5
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	Yes
Walk Time (s)		5.0			5.0			5.0			5.0	5.0
Flash Dont Walk (s)		18.0			21.0			11.5			12.5	12.5
Pedestrian Calls (#/hr)		0			0			0			0	0
Act Effct Green (s)	25.0	15.0		25.0	15.0		45.0	34.5		45.0	34.5	34.5
Actuated g/C Ratio	0.28	0.17		0.28	0.17		0.50	0.38		0.50	0.38	0.38
v/c Ratio	0.45	0.72		0.09	0.23		1.13	0.84		0.11	0.81	0.25

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Control Delay	26.8	13.6		21.4	13.3		117.2	32.4		10.2	30.5	4.0
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	26.8	13.6		21.4	13.3		117.2	32.4		10.2	30.5	4.0
LOS	C	B		C	B		F	C		B	C	A
Approach Delay		17.7			15.3			50.8			26.4	
Approach LOS		B			B			D			C	
Queue Length 50th (ft)	79	20		10	5		~158	305		8	286	0
Queue Length 95th (ft)	92	16		24	33		#305	372		19	337	33
Internal Link Dist (ft)		2047			224			277			428	
Turn Bay Length (ft)	85			80			180			100		
Base Capacity (vph)	416	581		279	323		280	1355		280	1356	715
Starvation Cap Reductn	0	0		0	0		0	0		0	0	0
Spillback Cap Reductn	0	0		0	0		0	0		0	0	0
Storage Cap Reductn	0	0		0	0		0	0		0	0	0
Reduced v/c Ratio	0.45	0.72		0.09	0.23		1.13	0.84		0.11	0.81	0.25

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 54.5 (61%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green			
Natural Cycle: 90			
Control Type: Pretimed			
Maximum v/c Ratio: 1.13			
Intersection Signal Delay: 34.8		Intersection LOS: C	
Intersection Capacity Utilization 70.5%		ICU Level of Service C	
Analysis Period (min) 15			
~ Volume exceeds capacity, queue is theoretically infinite.			
Queue shown is maximum after two cycles.			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

Splits and Phases: 130: Yosemite St & Maximus Dr



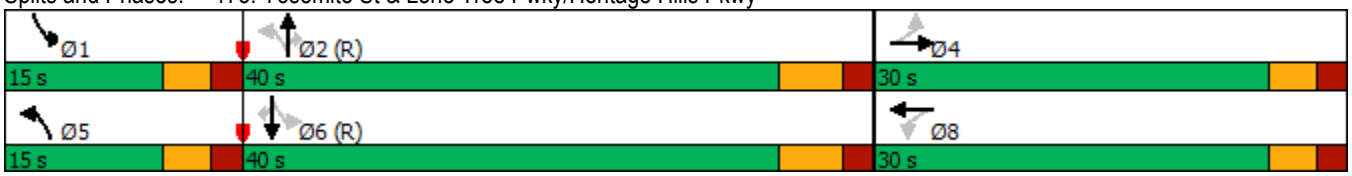


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	144	12	28	19	10	77	28	1082	24	92	905	180
Future Volume (vph)	144	12	28	19	10	77	28	1082	24	92	905	180
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	125		0	0		0	220		220	190		150
Storage Lanes	1		0	0		0	1		1	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt		0.896			0.902				0.850			0.850
Flt Protected	0.950				0.991		0.950			0.950		
Satd. Flow (prot)	1770	1669	0	0	1665	0	1770	3539	1583	1770	3539	1583
Flt Permitted	0.684				0.952		0.157			0.118		
Satd. Flow (perm)	1274	1669	0	0	1600	0	292	3539	1583	220	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		39			91				90			187
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1044			150			1043			1069	
Travel Time (s)		23.7			3.4			23.7			24.3	
Peak Hour Factor	0.71	0.71	0.71	0.85	0.85	0.85	0.86	0.86	0.86	0.90	0.90	0.90
Adj. Flow (vph)	203	17	39	22	12	91	33	1258	28	102	1006	200
Shared Lane Traffic (%)												
Lane Group Flow (vph)	203	56	0	0	125	0	33	1258	28	102	1006	200
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	60		60	60		60	60		60	60		60
Turn Type	Perm	NA		Perm	NA		pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8			2		2	6		6
Minimum Split (s)	28.0	28.0		28.0	28.0		10.0	24.0	24.0	10.0	24.0	24.0
Total Split (s)	30.0	30.0		30.0	30.0		15.0	40.0	40.0	15.0	40.0	40.0
Total Split (%)	35.3%	35.3%		35.3%	35.3%		17.6%	47.1%	47.1%	17.6%	47.1%	47.1%
Maximum Green (s)	25.0	25.0		25.0	25.0		10.0	34.0	34.0	10.0	34.0	34.0
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0	4.0	4.0	3.0	4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0			0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0			5.0		5.0	6.0	6.0	5.0	6.0	6.0
Lead/Lag							Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	Yes
Walk Time (s)	5.0	5.0		5.0	5.0			5.0	5.0		5.0	5.0
Flash Dont Walk (s)	18.0	18.0		18.0	18.0			11.0	11.0		12.0	12.0
Pedestrian Calls (#/hr)	0	0		0	0			0	0		0	0
Act Effct Green (s)	25.0	25.0			25.0		45.0	34.0	34.0	45.0	34.0	34.0
Actuated g/C Ratio	0.29	0.29			0.29		0.53	0.40	0.40	0.53	0.40	0.40
v/c Ratio	0.54	0.11			0.23		0.10	0.89	0.04	0.34	0.71	0.27

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Control Delay	31.6	11.1			9.5		8.2	33.3	0.1	11.4	24.8	4.3
Queue Delay	0.0	0.0			0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	31.6	11.1			9.5		8.2	33.3	0.1	11.4	24.8	4.3
LOS	C	B			A		A	C	A	B	C	A
Approach Delay		27.2			9.5			31.9			20.6	
Approach LOS		C			A			C			C	
Queue Length 50th (ft)	91	6			13		7	321	0	22	231	4
Queue Length 95th (ft)	118	23			47		17	384	0	43	303	44
Internal Link Dist (ft)		964			70			963			989	
Turn Bay Length (ft)	125						220		220	190		150
Base Capacity (vph)	374	518			534		328	1415	687	298	1415	745
Starvation Cap Reductn	0	0			0		0	0	0	0	0	0
Spillback Cap Reductn	0	0			0		0	0	0	0	0	0
Storage Cap Reductn	0	0			0		0	0	0	0	0	0
Reduced v/c Ratio	0.54	0.11			0.23		0.10	0.89	0.04	0.34	0.71	0.27

Intersection Summary			
Area Type:	Other		
Cycle Length: 85			
Actuated Cycle Length: 85			
Offset: 45 (53%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green			
Natural Cycle: 70			
Control Type: Pretimed			
Maximum v/c Ratio: 0.89			
Intersection Signal Delay: 25.7		Intersection LOS: C	
Intersection Capacity Utilization 63.0%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 175: Yosemite St & Lone Tree Pwky/Heritage Hills Pkwy



Intersection	
Int Delay, s/veh	89.9

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	36	108	292	69	54	308
Future Vol, veh/h	36	108	292	69	54	308
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	70	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	68	68	63	63	54	54
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	53	159	463	110	100	570

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	212	0	1169	133
Stage 1	-	-	-	-	133	-
Stage 2	-	-	-	-	1036	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1358	-	213	916
Stage 1	-	-	-	-	893	-
Stage 2	-	-	-	-	342	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1358	-	140	916
Mov Cap-2 Maneuver	-	-	-	-	140	-
Stage 1	-	-	-	-	893	-
Stage 2	-	-	-	-	225	-

Approach	EB	WB	NB
HCM Control Delay, s	0	7.3	188.8
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	501	-	-	1358	-
HCM Lane V/C Ratio	1.338	-	-	0.341	-
HCM Control Delay (s)	188.8	-	-	9	-
HCM Lane LOS	F	-	-	A	-
HCM 95th %tile Q(veh)	29.6	-	-	1.5	-

Intersection	
Int Delay, s/veh	0.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	340	0	0	258	1	2
Future Vol, veh/h	340	0	0	258	1	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	50	50	60	60	38	38
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	680	0	0	430	3	5

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	680	0	1110	680
Stage 1	-	-	-	-	680	-
Stage 2	-	-	-	-	430	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	912	-	232	451
Stage 1	-	-	-	-	503	-
Stage 2	-	-	-	-	656	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	912	-	232	451
Mov Cap-2 Maneuver	-	-	-	-	232	-
Stage 1	-	-	-	-	503	-
Stage 2	-	-	-	-	656	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	15.7
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	343	-	-	912	-
HCM Lane V/C Ratio	0.023	-	-	-	-
HCM Control Delay (s)	15.7	-	-	0	-
HCM Lane LOS	C	-	-	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Intersection	
Int Delay, s/veh	112.9

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	80	57	238	88	46	259
Future Vol, veh/h	80	57	238	88	46	259
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	70	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	87	87	78	78	34	34
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	92	66	305	113	135	762

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	158	0	848	125
Stage 1	-	-	-	-	125	-
Stage 2	-	-	-	-	723	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1422	-	332	926
Stage 1	-	-	-	-	901	-
Stage 2	-	-	-	-	481	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1422	-	261	926
Mov Cap-2 Maneuver	-	-	-	-	261	-
Stage 1	-	-	-	-	901	-
Stage 2	-	-	-	-	378	-

Approach	EB	WB	NB
HCM Control Delay, s	0	6	182.6
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	669	-	-	1422	-
HCM Lane V/C Ratio	1.341	-	-	0.215	-
HCM Control Delay (s)	182.6	-	-	8.2	-
HCM Lane LOS	F	-	-	A	-
HCM 95th %tile Q(veh)	37.5	-	-	0.8	-

Intersection	
Int Delay, s/veh	0.2

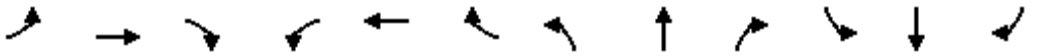
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	340	0	0	324	2	3
Future Vol, veh/h	340	0	0	324	2	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	47	47	77	77	42	42
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	723	0	0	421	5	7

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	723	0	1144	723
Stage 1	-	-	-	-	723	-
Stage 2	-	-	-	-	421	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	879	-	221	426
Stage 1	-	-	-	-	481	-
Stage 2	-	-	-	-	662	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	879	-	221	426
Mov Cap-2 Maneuver	-	-	-	-	221	-
Stage 1	-	-	-	-	481	-
Stage 2	-	-	-	-	662	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	17
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	311	-	-	879	-
HCM Lane V/C Ratio	0.038	-	-	-	-
HCM Control Delay (s)	17	-	-	0	-
HCM Lane LOS	C	-	-	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Mitigation Scenario

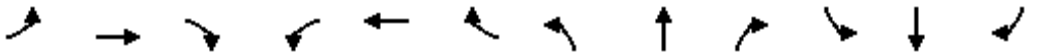


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	146	23	235	27	14	70	245	822	50	40	415	127
Future Volume (vph)	146	23	235	27	14	70	245	822	50	40	415	127
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	85		0	80		0	180		0	100		0
Storage Lanes	1		0	1		0	1		0	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	1.00
Frt		0.863			0.874			0.991				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1608	0	1770	1628	0	1770	3507	0	1770	3539	1583
Flt Permitted	0.701			0.267			0.464			0.168		
Satd. Flow (perm)	1306	1608	0	497	1628	0	864	3507	0	313	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		301			72			8				145
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		2127			304			357			508	
Travel Time (s)		48.3			6.9			8.1			11.5	
Peak Hour Factor	0.78	0.78	0.78	0.97	0.97	0.97	0.93	0.93	0.93	1.00	0.96	0.96
Adj. Flow (vph)	187	29	301	28	14	72	263	884	54	40	432	132
Shared Lane Traffic (%)												
Lane Group Flow (vph)	187	330	0	28	86	0	263	938	0	40	432	132
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	60		60	60		60	60		60	60		60
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8			2			6		6
Minimum Split (s)	10.0	28.0		10.0	31.0		10.0	22.5		10.0	23.0	23.0
Total Split (s)	15.0	20.0		15.0	20.0		15.0	40.0		15.0	40.0	40.0
Total Split (%)	16.7%	22.2%		16.7%	22.2%		16.7%	44.4%		16.7%	44.4%	44.4%
Maximum Green (s)	10.0	15.0		10.0	15.0		10.0	34.5		10.0	34.5	34.5
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0	3.5		3.0	3.5	3.5
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0		5.0	5.0		5.0	5.5		5.0	5.5	5.5
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	Yes
Walk Time (s)		5.0			5.0			5.0			5.0	5.0
Flash Dont Walk (s)		18.0			21.0			11.5			12.5	12.5
Pedestrian Calls (#/hr)		0			0			0			0	0
Act Effct Green (s)	25.0	15.0		25.0	15.0		45.0	34.5		45.0	34.5	34.5
Actuated g/C Ratio	0.28	0.17		0.28	0.17		0.50	0.38		0.50	0.38	0.38
v/c Ratio	0.45	0.64		0.10	0.26		0.49	0.70		0.13	0.32	0.19

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Control Delay	26.8	12.1		21.5	13.1		14.3	26.5		10.2	20.3	3.5
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	26.8	12.1		21.5	13.1		14.3	26.5		10.2	20.3	3.5
LOS	C	B		C	B		B	C		B	C	A
Approach Delay		17.4			15.2			23.8			16.0	
Approach LOS		B			B			C			B	
Queue Length 50th (ft)	78	14		11	7		73	229		10	88	0
Queue Length 95th (ft)	113	53		29	47		118	300		24	126	30
Internal Link Dist (ft)		2047			224			277			428	
Turn Bay Length (ft)	85			80			180			100		
Base Capacity (vph)	414	518		279	331		532	1349		318	1356	696
Starvation Cap Reductn	0	0		0	0		0	0		0	0	0
Spillback Cap Reductn	0	0		0	0		0	0		0	0	0
Storage Cap Reductn	0	0		0	0		0	0		0	0	0
Reduced v/c Ratio	0.45	0.64		0.10	0.26		0.49	0.70		0.13	0.32	0.19

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 54.5 (61%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green			
Natural Cycle: 80			
Control Type: Pretimed			
Maximum v/c Ratio: 0.70			
Intersection Signal Delay: 20.1		Intersection LOS: C	
Intersection Capacity Utilization 63.8%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 130: Yosemite St & Maximus Dr



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	122	15	257	20	9	50	275	1025	14	26	974	150
Future Volume (vph)	122	15	257	20	9	50	275	1025	14	26	974	150
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	85		0	80		0	180		0	100		0
Storage Lanes	1		0	1		0	1		0	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	1.00
Frt		0.858			0.872			0.998				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1598	0	1770	1624	0	1770	3532	0	1770	3539	1583
Flt Permitted	0.709			0.267			0.116			0.131		
Satd. Flow (perm)	1321	1598	0	497	1624	0	216	3532	0	244	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		395			63			2				176
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		2127			304			357			508	
Travel Time (s)		48.3			6.9			8.1			11.5	
Peak Hour Factor	0.65	0.65	0.65	0.79	0.79	0.79	0.87	0.87	0.87	0.85	0.85	0.85
Adj. Flow (vph)	188	23	395	25	11	63	316	1178	16	31	1146	176
Shared Lane Traffic (%)												
Lane Group Flow (vph)	188	418	0	25	74	0	316	1194	0	31	1146	176
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	60		60	60		60	60		60	60		60
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8			2			6		6
Minimum Split (s)	10.0	28.0		10.0	31.0		10.0	23.5		10.0	23.5	23.5
Total Split (s)	15.0	20.0		15.0	20.0		19.0	40.0		15.0	36.0	36.0
Total Split (%)	16.7%	22.2%		16.7%	22.2%		21.1%	44.4%		16.7%	40.0%	40.0%
Maximum Green (s)	10.0	15.0		10.0	15.0		14.0	34.5		10.0	30.5	30.5
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0	3.5		3.0	3.5	3.5
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0		5.0	5.0		5.0	5.5		5.0	5.5	5.5
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	Yes
Walk Time (s)		5.0			5.0			5.0			5.0	5.0
Flash Dont Walk (s)		18.0			21.0			11.5			12.5	12.5
Pedestrian Calls (#/hr)		0			0			0			0	0
Act Effct Green (s)	25.0	15.0		25.0	15.0		49.0	34.5		41.0	30.5	30.5
Actuated g/C Ratio	0.28	0.17		0.28	0.17		0.54	0.38		0.46	0.34	0.34
v/c Ratio	0.45	0.70		0.09	0.23		0.88	0.88		0.11	0.96	0.27

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Control Delay	26.8	12.0		21.4	13.3		47.6	35.0		10.5	47.5	4.6
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	26.8	12.0		21.4	13.3		47.6	35.0		10.5	47.5	4.6
LOS	C	B		C	B		D	D		B	D	A
Approach Delay		16.6			15.3			37.7			41.1	
Approach LOS		B			B			D			D	
Queue Length 50th (ft)	79	11		10	5		123	325		8	331	0
Queue Length 95th (ft)	92	7		24	33		#256	395		19	#423	36
Internal Link Dist (ft)		2047			224			277			428	
Turn Bay Length (ft)	85			80			180			100		
Base Capacity (vph)	416	595		279	323		359	1355		280	1199	652
Starvation Cap Reductn	0	0		0	0		0	0		0	0	0
Spillback Cap Reductn	0	0		0	0		0	0		0	0	0
Storage Cap Reductn	0	0		0	0		0	0		0	0	0
Reduced v/c Ratio	0.45	0.70		0.09	0.23		0.88	0.88		0.11	0.96	0.27

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 54.5 (61%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green			
Natural Cycle: 90			
Control Type: Pretimed			
Maximum v/c Ratio: 0.96			
Intersection Signal Delay: 34.8		Intersection LOS: C	
Intersection Capacity Utilization 71.8%		ICU Level of Service C	
Analysis Period (min) 15			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

Splits and Phases: 130: Yosemite St & Maximus Dr

Intersection	
Int Delay, s/veh	10.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	36	108	292	69	54	308
Future Vol, veh/h	36	108	292	69	54	308
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	70	-	0	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	68	68	63	63	78	78
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	53	159	463	110	69	395

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	212	0	1169	133
Stage 1	-	-	-	-	133	-
Stage 2	-	-	-	-	1036	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1358	-	213	916
Stage 1	-	-	-	-	893	-
Stage 2	-	-	-	-	342	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1358	-	140	916
Mov Cap-2 Maneuver	-	-	-	-	140	-
Stage 1	-	-	-	-	893	-
Stage 2	-	-	-	-	225	-

Approach	EB	WB	NB
HCM Control Delay, s	0	7.3	18.1
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	140	916	-	-	1358	-
HCM Lane V/C Ratio	0.495	0.431	-	-	0.341	-
HCM Control Delay (s)	53.6	11.9	-	-	9	-
HCM Lane LOS	F	B	-	-	A	-
HCM 95th %tile Q(veh)	2.3	2.2	-	-	1.5	-

Intersection	
Int Delay, s/veh	7.6

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	80	57	238	88	46	259
Future Vol, veh/h	80	57	238	88	46	259
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	70	-	0	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	87	87	78	78	83	83
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	92	66	305	113	55	312

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	158	0	848	125
Stage 1	-	-	-	-	125	-
Stage 2	-	-	-	-	723	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1422	-	332	926
Stage 1	-	-	-	-	901	-
Stage 2	-	-	-	-	481	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1422	-	261	926
Mov Cap-2 Maneuver	-	-	-	-	261	-
Stage 1	-	-	-	-	901	-
Stage 2	-	-	-	-	378	-

Approach	EB	WB	NB
HCM Control Delay, s	0	6	12.6
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	261	926	-	-	1422	-
HCM Lane V/C Ratio	0.212	0.337	-	-	0.215	-
HCM Control Delay (s)	22.5	10.9	-	-	8.2	-
HCM Lane LOS	C	B	-	-	A	-
HCM 95th %tile Q(veh)	0.8	1.5	-	-	0.8	-

Appendix G School Questionnaire

Review: DCSD Traffic and Pedestrian Safety Questionnaire

Respondent

2 Anonymous

02:55
Time to complete

1. What school do you represent? Score / 0 pts

Eagle Ridge Elementary

2. Please provide your name. Score / 0 pts

Doug Humphreys

3. Please provide your email. Score / 0 pts

dchumphreys@dcsdk12.org

4. Please provide feedback on crosswalks. Are crosswalks provided in adequate locations? Do families in general abide by crosswalk locations? Are additional crosswalk locations desired? Score / 0 pts

Yes. We also have LTPD and our own crossing guards monitoring all crosswalk locations.

5. Please provide feedback on pickup/drop-off. Where are your schools pickup and drop-off locations? Is there adequate length or do vehicle queues extend on to public roadways?

Score / 0 pts

They are in our parking lot in front of school entrance and on the side of the school along Timberline.

6. If available, can you provide your school's written pickup and drop-off procedures? Please send to nick.westphal@dibblecorp.com.

0 / 0 pts

No answer provided.

7. Please provide feedback on parking lot safety. Is there an adequate number of parking spaces? Are there any sight visibility challenges when exiting a parking lot (e.g. parked vehicles blocking views)? If so, where?

Score / 0 pts

Yes

8. Please provide feedback on roadway safety. Do vehicles in general follow traffic laws such as speed limits, stop signs, no parking zones, etc.?

Score / 0 pts

Yes. We have all and LTPD actively monitors all areas around the school.

9. Does your school have a designated bus drop-off area? Are there any conflicts between buses and other vehicles?

Score / 0 pts

Yes. We do not typically have issues between buses and other vehicles.

10. Please provide any general information related to vehicle and pedestrian safety at or around your school that you would like to share.

Score / 0 pts

No answer provided.

Review: DCSD Traffic and Pedestrian Safety Questionnaire

Respondent

6 Anonymous

5807:23
Time to complete

1. What school do you represent? Score / 0 pts

Acres Green Elementary

2. Please provide your name. Score / 0 pts

Kirsten Sola

3. Please provide your email. Score / 0 pts

kasola@dcsdk12.org

4. Please provide feedback on crosswalks. Are crosswalks provided in adequate locations? Do families in general abide by crosswalk locations? Are additional crosswalk locations desired? Score / 0 pts

We need a crosswalk in the parking lot. A lot of parents and kids need to cross the flow of traffic to get to cars, and there isn't a dedicated crosswalk.

5. Please provide feedback on pickup/drop-off. Where are your schools pickup and drop-off locations? Is there adequate length or do vehicle queues extend on to public roadways?

Score / 0 pts

The length is adequate and it moves fairly quickly. Parents don't want to pull up all the way though because it puts them by the building which restricts line of sight so they can't see their child.

6. If available, can you provide your school's written pickup and drop-off procedures? Please send to nick.westphal@dibblecorp.com.

Score / 0 pts

No answer provided.

7. Please provide feedback on parking lot safety. Is there an adequate number of parking spaces? Are there any sight visibility challenges when exiting a parking lot (e.g. parked vehicles blocking views)? If so, where?

Score / 0 pts

Getting out of the parking lot is difficult, but the biggest safety issue is people who park and then need to walk through the pick up lane to get to their car. There is a person with a stop sign to help, but cars often don't stop, it's a safety issue for the school employee and the family crossing, and there isn't a marked crosswalk there.

8. Please provide feedback on roadway safety. Do vehicles in general follow traffic laws such as speed limits, stop signs, no parking zones, etc.?

Score / 0 pts

They go way too fast!

9. Does your school have a designated bus drop-off area? Are there any conflicts between buses and other vehicles?

Score / 0 pts

Yes there's a designated bus drop-off with no conflicts between buses and other vehicles.

10. Please provide any general information related to vehicle and pedestrian safety at or around your school that you would like to share.

Score / 0 pts

On the road, people drive way too fast. In the parking lot, getting in is ok, but exiting is difficult. The biggest safety issue is crossing the pickup area to get to the parking lot.