



LSC TRANSPORTATION CONSULTANTS, INC.

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September 3, 2025

Mr. David Henderson
Cherry Creek School District
dhenderson16@cherrycreekschools.org

Re: CCSD Holly Hills Elementary
School Redevelopment
Arapahoe County, CO
LSC #250020

Dear Mr. Henderson:

In response to your request, LSC Transportation Consultants, Inc. has prepared this traffic impact analysis for the proposed CCSD Holly Hills Elementary School redevelopment. As shown on Figure 1, the site is located north of E. Cornell Avenue and west of Monaco Street in Arapahoe County, Colorado.

REPORT CONTENTS

The report contains the following: the existing roadway and traffic conditions in the vicinity of the site including the lane geometries, traffic controls, posted speed limits, etc.; the existing weekday peak-hour traffic volumes; the typical weekday site-generated traffic volume projections for the site; the assignment of the projected traffic volumes to the area roadways; the projected background and resulting total traffic volumes on the area roadways; the site's projected traffic impacts; and any recommended roadway improvements to mitigate growth in background traffic or from the impact of the site. All work was completed in accordance with the TIS Pre-Study Summary which is attached for reference.

LAND USE AND ACCESS

The site is proposed to include an elementary school with a preferred capacity of 588 students and a maximum capacity of 684 students. Access is proposed from E. Cornell Avenue and Locust Street as shown in the conceptual site plans in Figures 2a and 2b. The Locust Street access is for staff/teacher parking and is not planned to be used for student drop-off/ pick-up. The western access on E. Cornell Avenue is for buses and the eastern access on E. Cornell Avenue is for passenger vehicle drop-off/pick-up of students.

ROADWAY AND TRAFFIC CONDITIONS

Area Roadways

The major roadways in the site's vicinity are shown on Figure 1 and are described below.

- **Monaco Street** is a north-south, four-lane major arterial roadway east of the site. The intersection with E. Cornell Avenue is signalized with auxiliary lanes. The posted speed limit in the vicinity of the site is 35 mph. Monaco Street is City/County of Denver jurisdiction.
- **E. Cornell Avenue** is an east-west, two-lane collector roadway south of the site. The intersection with Monaco Street is signalized with auxiliary lanes and the intersections with S. Kearney Street/Robin Way and S. Leyden Street are stop-sign controlled. The posted speed limit in the vicinity of the site is 25 mph.
- **S. Kearney Street/Robin Way** is a north-south, two-lane roadway west of the site. The intersection with E. Cornell Avenue is stop-sign controlled.
- **S. Leyden Street** is a north-south, two-lane roadway east of the site. The intersection with E. Cornell Avenue is stop-sign controlled. S. Leyden Street is City/County of Denver jurisdiction.

Existing Traffic Conditions

Figure 3 shows the existing traffic volumes, existing traffic control, and lane geometry in the site's vicinity on a typical weekday. The weekday peak-hour traffic volumes and daily traffic counts are from the attached traffic counts conducted by Counter Measures in March, 2025.

2026 Background Traffic

Figure 4 shows the estimated 2026 background traffic which assumes the removal of existing school trips and an annual growth rate of 0.5% based on a comparison of DRCOG data from 2020 (31,000 vpd) and 2050 (36,000 vpd) on S. Monaco Parkway north of E. Cornell Avenue.

Existing and 2026 Background Levels of Service

Level of service (LOS) is a quantitative measure of the level of congestion or delay at an intersection. Level of service is indicated on a scale from "A" to "F." LOS A is indicative of little congestion or delay and LOS F is indicative of a high level of congestion or delay. Attached are specific level of service definitions for signalized and unsignalized intersections.

The intersections in the study area were analyzed as appropriate to determine the existing and 2026 background levels of service using Synchro. Table 1 shows the level of service analysis results. The level of service reports are attached.

1. **Locust Street/Parking Lot:** All movements at this unsignalized intersection currently operate at LOS "A" during both morning and afternoon peak-hours and are expected to do so through 2026.
2. **S. Kearney Street/Robin Way/E. Cornell Avenue:** All movements at this unsignalized intersection currently operate at LOS "B" or better during both morning and afternoon peak-hours and are expected to do so through 2026.

3. **E. Cornell Avenue/West School Access:** All movements at this unsignalized intersection currently operate at LOS “B” or better during both morning and afternoon peak-hours and are expected to do so through 2026.
4. **E. Cornell Avenue/East School Access:** All movements at this unsignalized intersection currently operate at LOS “B” or better during both morning and afternoon peak-hours and are expected to do so through 2026.
5. **E. Cornell Avenue/S. Leyden Street:** All movements at this unsignalized intersection currently operate at LOS “B” or better during both morning and afternoon peak-hours and are expected to do so through 2026.
6. **Monaco Street/E. Cornell Avenue:** This signalized intersection currently operates at an overall LOS “B” during the morning peak-hour and LOS “A” during the afternoon peak-hour and is expected to do so through 2026.

ACCIDENT HISTORY

Arapahoe County provided the accident history in the study area from 2021 through 2023. The majority of the accidents in the area are along E. Yale Avenue north of the site. Arapahoe County and the City/ County of Denver have an upcoming improvement project in this area near S. Holly Street/Place.

TRIP GENERATION

Table 2 shows the estimated average weekday, morning peak-hour, and afternoon peak-hour trip generation for the proposed site for three separate scenarios (existing enrollment, preferred capacity, and maximum capacity) based on the rates from *Trip Generation, 11th Edition, 2021* by the Institute of Transportation Engineers (ITE).

The preferred capacity of the site is projected to generate about 1,335 vehicle-trips on the average weekday, with about half entering and half exiting during a 24-hour period. During the morning peak-hour, which generally occurs for one hour between 6:30 and 8:30 a.m., about 235 vehicles would enter and about 200 vehicles would exit the site. During the afternoon school peak-hour, which generally occurs for one hour between 2:00 and 4:00 p.m., about 122 vehicles would enter and about 143 vehicles would exit the site. During the afternoon peak-hour, which generally occurs for one hour between 4:00 and 6:00 p.m., about 44 vehicles would enter and about 51 vehicles would exit.

The maximum capacity of the site is projected to generate about 1,553 vehicle-trips on the average weekday, with about half entering and half exiting during a 24-hour period. During the morning peak-hour, which generally occurs for one hour between 6:30 and 8:30 a.m., about 274 vehicles would enter and about 233 vehicles would exit the site. During the afternoon school peak-hour, which generally occurs for one hour between 2:00 and 4:00 p.m., about 142 vehicles would enter and about 166 vehicles would exit the site. During the afternoon peak-hour, which generally occurs for one hour between 4:00 and 6:00 p.m., about 51 vehicles would enter and about 59 vehicles would exit.

TRIP DISTRIBUTION

Figure 5 shows the estimated directional distribution of the site-generated traffic volumes on the area roadways. The estimates were based on the location of the site with respect to the regional population, employment, and activity centers; and the site's proposed land use.

TRIP ASSIGNMENT

Figure 6 shows the site-generated traffic volumes which are the directional distribution percentages (from Figure 5) applied to the trip generation estimate (from Table 2). These estimates assume about five percent of trips are made by walking/biking.

2026 TOTAL TRAFFIC

Figure 7 shows the 2026 total traffic which is the sum of the 2026 background traffic volumes (from Figure 4) and the site-generated traffic volumes (from Figure 6). Figure 7 also shows the 2026 total traffic lane geometry and traffic control.

PROJECTED LEVELS OF SERVICE

The intersections in the study area were analyzed to determine the 2026 total levels of service. Table 1 shows the level of service analysis results for each movement or lane group. The level of service reports are attached.

- 1. Locust Street/Parking Lot:** All movements at this unsignalized intersection are expected to operate at LOS "A" during both morning and afternoon peak-hours through 2026.
- 2. S. Kearney Street/Robin Way/E. Cornell Avenue:** All movements at this unsignalized intersection are expected to operate at LOS "A" during both morning and afternoon peak-hours through 2026.
- 3. E. Cornell Avenue/West School Access:** All movements at this unsignalized intersection are expected to operate at LOS "A" during both morning and afternoon peak-hours through 2026.
- 4. E. Cornell Avenue/East School Access:** All movements at this unsignalized intersection are expected to operate at LOS "B" or better during both morning and afternoon peak-hours through 2026.
- 5. E. Cornell Avenue/S. Leyden Street:** All movements at this unsignalized intersection are expected to operate at LOS "B" or better during both morning and afternoon peak-hours through 2026.
- 6. Monaco Street/E. Cornell Avenue:** This signalized intersection is expected to operate at an overall LOS "D" during the morning peak-hour and LOS "B" during the afternoon peak-hour through 2026. The eastbound approach is expected to operate at LOS "F" during the morning peak-hour. With implementation of the recommended signal timing adjustments, the morning peak-hour level of service can be improved to LOS "C" and the eastbound approach improves to LOS "D".

QUEUING ANALYSIS AT MONACO STREET/E. CORNELL AVENUE

Table 3 shows the projected 95th percentile queue lengths at this intersection. Also included are the existing turn lane lengths.

COORDINATION WITH NEIGHBORHOOD

The project architect team met with interested neighbors to provide project details and solicit feedback. The team informed the neighbors that the northern parking lot accessed from Locust Street is planned to be used for staff/teacher parking and not for student drop-off/pick-up. This traffic study shows the parking lot access with Locust Street (Intersection #1) is expected to operate at LOS “A” after completion of the school project.

Neighbors also expressed concerns with the intersection of Locust Street with Yale Avenue. This intersection was not required to be evaluated per the traffic study scoping process completed with Arapahoe County. The scoping form is attached for reference. There is an ongoing construction project to the west on Yale Avenue to provide a pedestrian underpass and to make capacity improvements at the intersection of Yale Avenue/Holly Place. This construction makes it impossible to conduct accurate traffic counts to evaluate the intersection but also means the Yale Avenue corridor is being improved and will provide considerably more east-west capacity which should also improve the Locust Street intersection. The combination of capacity improvements to the Yale Street corridor and the School District’s plan to only allow staff/teacher parking access to/from Locust Street will minimize the site’s impact to Locust Street and Yale Avenue.

CONCLUSIONS AND RECOMMENDATIONS

Trip Generation

1. The preferred capacity of the site is projected to generate about 1,335 vehicle-trips on the average weekday, with about half entering and half exiting during a 24-hour period. During the morning peak-hour, about 235 vehicles would enter and about 200 vehicles would exit the site. During the afternoon school peak-hour, about 122 vehicles would enter and about 143 vehicles would exit the site. During the afternoon peak-hour, about 44 vehicles would enter and about 51 vehicles would exit.
2. The maximum capacity of the site is projected to generate about 1,553 vehicle-trips on the average weekday, with about half entering and half exiting during a 24-hour period. During the morning peak-hour, about 274 vehicles would enter and about 233 vehicles would exit the site. During the afternoon school peak-hour, about 142 vehicles would enter and about 166 vehicles would exit the site. During the afternoon peak-hour, about 51 vehicles would enter and about 59 vehicles would exit.

Projected Levels of Service

3. The signalized E. Monaco Street/E. Cornell Avenue intersection is expected to operate at an overall LOS “D” during the morning peak-hour and LOS “B” during the afternoon peak-hour in 2026. The eastbound approach is expected to operate at LOS “F” during the morning peak-hour. With implementation of the recommended signal timing adjustments, the

morning peak-hour level of service can be improved to LSC "C" and the eastbound approach improves to LOS "D".

4. All movements at the unsignalized intersections analyzed are expected to operate at acceptable levels of service during both morning and afternoon peak-hours through 2026.

Conclusions

5. The impact of the CCSD Holly Hills Elementary School redevelopment can be accommodated by the existing roadway network with the following recommendations.

Recommendations

6. The morning peak-hour traffic signal timings at the intersection of Monaco Street/E. Cornell Avenue are recommended to be modified from 80 seconds for Monaco Street and 30 seconds for E. Cornell Avenue to 70 seconds for Monaco Street and 40 seconds for E. Cornell Avenue during the school peak. This will improve the eastbound approach from LOS "F" to LOS "D".

* * * * *

We trust our findings will assist you in gaining approval of the proposed CCSD Holly Hills Elementary School redevelopment. Please contact me if you have any questions or need further assistance.

Respectfully submitted,

LSC Transportation Consultants, Inc.

By:

Christopher S. McGranahan, P.E.
Principal/President



CSM/wc

9-3-25

Enclosures: Tables 1 - 3
Figures 1 - 7
TIS Pre-Study Summary
Traffic Count Reports
Level of Service Definitions
Level of Service Reports
Accident History

Table 1
Intersection Levels of Service Analysis
CCSD Holly Hills Elementary
Arapahoe County, CO
LSC #250020; September, 2025

Intersection # and Location	Traffic Control	Existing Traffic		2026 Background Traffic		2026 Total Traffic		2026 Mitigated Total Traffic ⁽¹⁾
		Level of Service AM	Level of Service PM	Level of Service AM	Level of Service PM	Level of Service AM	Level of Service PM	Level of Service AM
1) <u>Locust Street/Parking Lot</u>	TWSC							
NB Left/Through		A	A	A	A	A	A	
EB Approach		A	A	A	A	A	A	
Critical Movement Delay (sec./veh.)		8.9	8.9	8.8	8.9	9.0	9.0	
2) <u>S. Kearney Street/Robin Way/E. Cornell Avenue</u>	TWSC							
NB Approach		A	A	A	A	A	A	
EB Approach		A	A	A	A	A	A	
WB Approach		A	A	A	A	A	A	
SB Approach		B	A	A	A	A	A	
Critical Movement Delay (sec./veh.)		11.5	9.6	9.4	9.3	9.8	9.5	
3) <u>E. Cornell Avenue/West School Access</u>	TWSC							
EB Left/Through		A	A	--	--	A	A	
SB Approach		B	A	--	--	A	A	
Critical Movement Delay (sec./veh.)		10.4	8.8	--	--	8.7	8.6	
4) <u>E. Cornell Avenue/East School Access</u>	TWSC							
EB Left/Through		A	A	--	--	A	A	
SB Approach		B	A	--	--	B	B	
Critical Movement Delay (sec./veh.)		10.3	8.9	--	--	14.4	10.7	
5) <u>E. Cornell Avenue/S. Leyden Street</u>	TWSC							
NB Approach		B	A	A	A	B	B	
WB Left/Through		A	A	A	A	A	A	
Critical Movement Delay (sec./veh.)		10.4	9.0	8.8	8.7	12.7	10.6	
6) <u>Monaco Street/E. Cornell Avenue</u>	Signalized							
EB Approach		D	D	D	D	F	D	D
WB Left/Through		D	D	D	D	D	D	C
WB Right		D	D	E	D	D	D	C
NB Left		A	A	A	A	B	A	C
NB Through/Right		A	A	A	A	A	A	B
SB Left		A	A	A	A	B	A	B
SB Through/Right		A	A	A	A	A	A	B
Entire Intersection Delay (sec /veh)		15.1	9.4	13.2	8.6	42.3	11.0	20.8
Entire Intersection LOS		B	A	B	A	D	B	C

(1) The proposed mitigation is to adjust the traffic signal timings in the morning peak-hour from 80 seconds for Monaco Street and 30 seconds for E. Cornell Avenue to 70 seconds for Monaco Street and 40 seconds for E. Cornell Avenue during the morning student drop-off peak.

Table 2
ESTIMATED TRAFFIC GENERATION
CCSD Holly Hills Elementary
Arapahoe County, CO
LSC #250020; September, 2025

Trip Generating Category	Quantity	Trip Generation Rates ⁽¹⁾							Vehicle-Trips Generated						
		Average Weekday	AM Peak-Hour		PM School Peak-Hour		PM Peak-Hour		Average Weekday	AM Peak-Hour		PM School Peak-Hour		PM Peak-Hour	
			In	Out	In	Out	In	Out		In	Out	In	Out	In	Out
Existing Enrollment															
Elementary School ⁽²⁾	312 Students	2.27	0.400	0.340	0.207	0.243	0.074	0.086	708	125	106	65	76	23	27
Preferred Capacity															
Elementary School ⁽²⁾	588 Students	2.27	0.400	0.340	0.207	0.243	0.074	0.086	1,335	235	200	122	143	44	51
Net Increase with Preferred Capacity =									627	110	94	57	67	21	24
Maximum Capacity															
Elementary School ⁽²⁾	684 Students	2.27	0.400	0.340	0.207	0.243	0.074	0.086	1,553	274	233	142	166	51	59
Net Increase with Maximum Capacity =									845	149	127	77	90	28	32

Notes:

(1) Source: *Trip Generation*, Institute of Transportation Engineers, 11th Edition, 2021

(2) ITE Land Use No. 520 - Elementary School

Table 3
95th Percentile Queue Lengths
CCSD Holly Hills Elementary
Arapahoe County, CO
LSC #250020; September, 2025

Intersection No. & Location	Posted Speed Limit (mph)	Existing Lane Lengths (feet)	95th Percentile Queue Length		95th Percentile Queue Length Mitigated
			2045 Total		2045 Total
			AM Peak (feet)	PM Peak (feet)	AM Peak (feet)
6) <u>Monaco Street/E. Cornell Avenue</u>					
EB Approach	25	--	235	109	194
WB Left/Through	25	--	154	96	139
WB Right	25	--	61	52	55
NB Left	35	60	49	25	61
NB Through/Right	35	--	115	124	145
SB Left	35	150	32	74	40
SB Through/Right	35	--	178	118	224

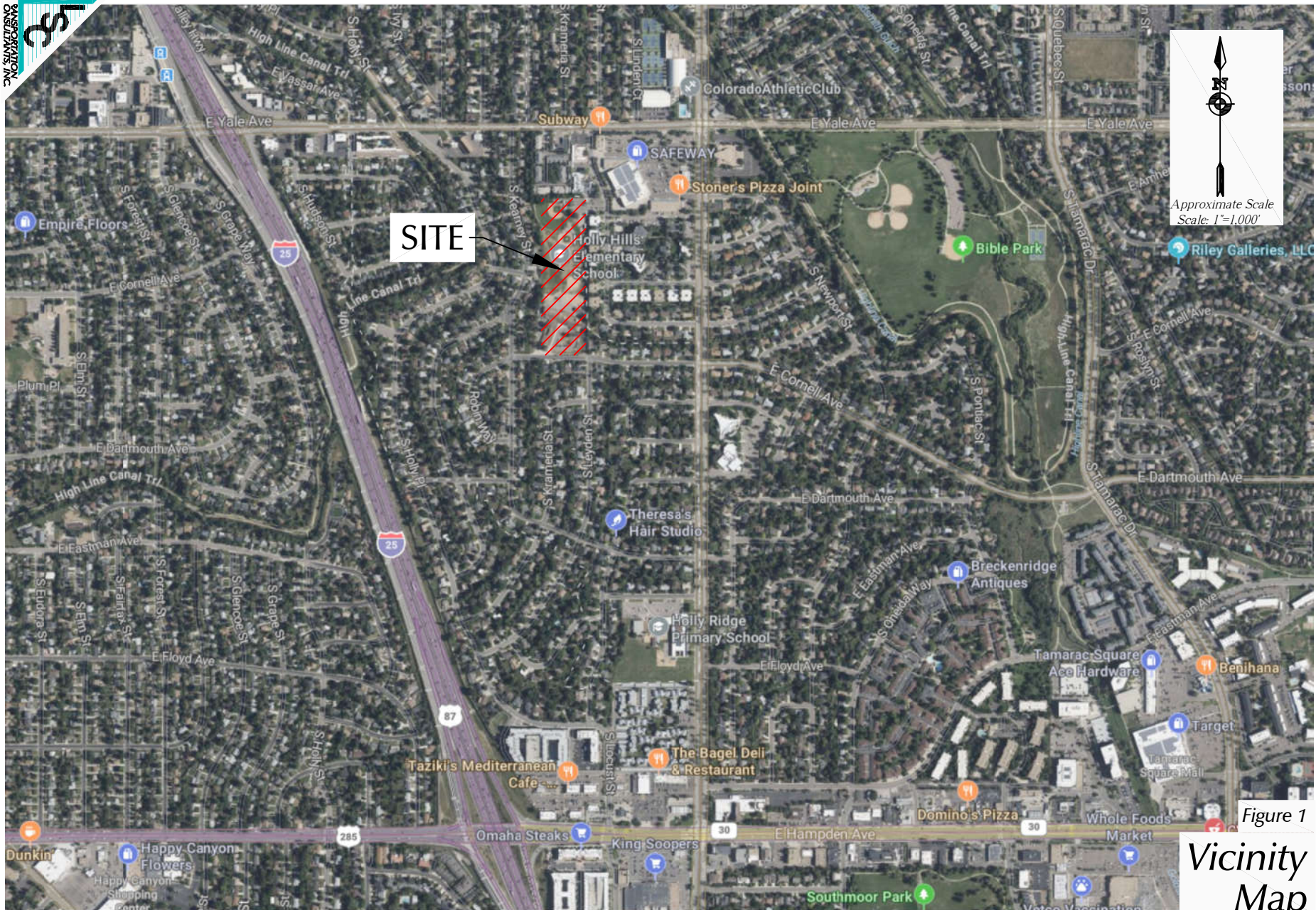


Figure 1

Vicinity Map

CCSD Holly Hills Elementary (LSC #250020)

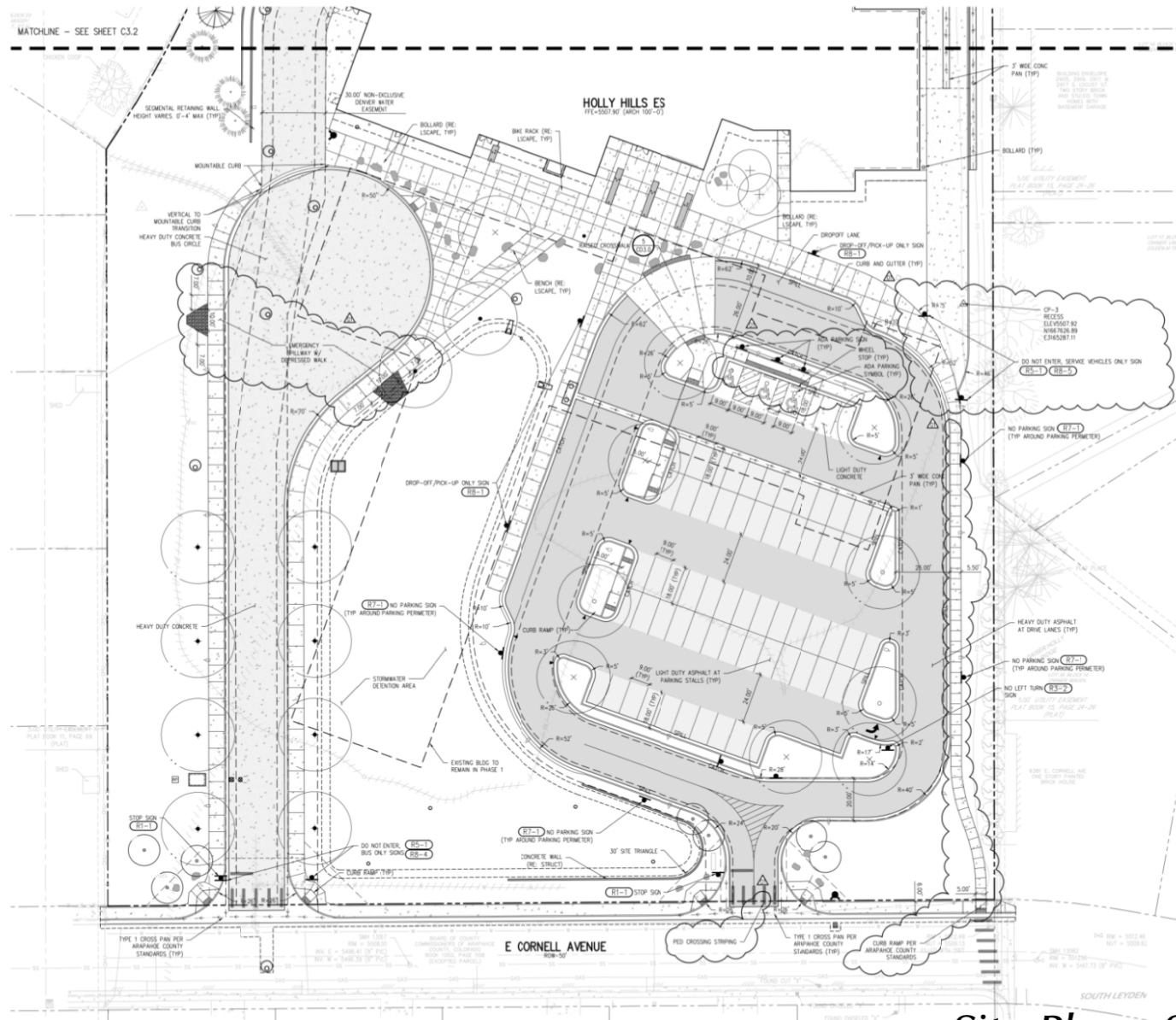


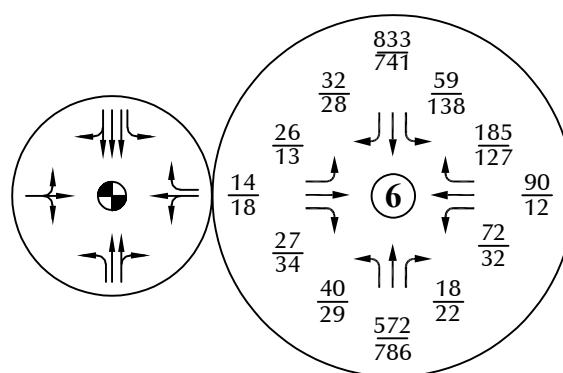
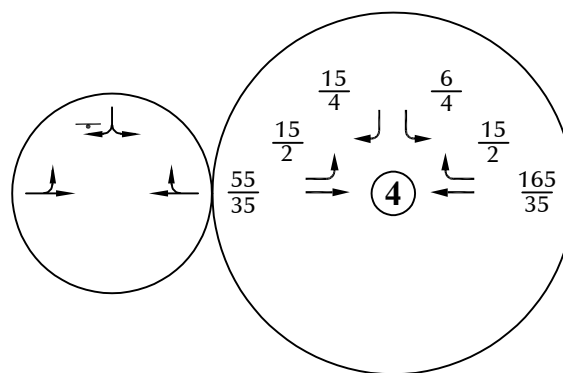
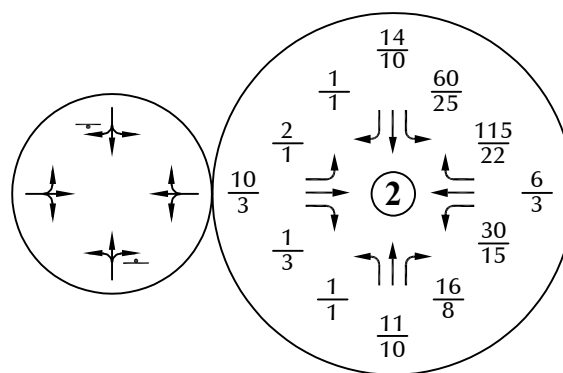
Figure 2a
Site Plan - South Half
CCSD Holly Hills Elementary (LSC #250020)

Site plan for a residential development. The plan shows a large house with a driveway and a parking area. Key features include:

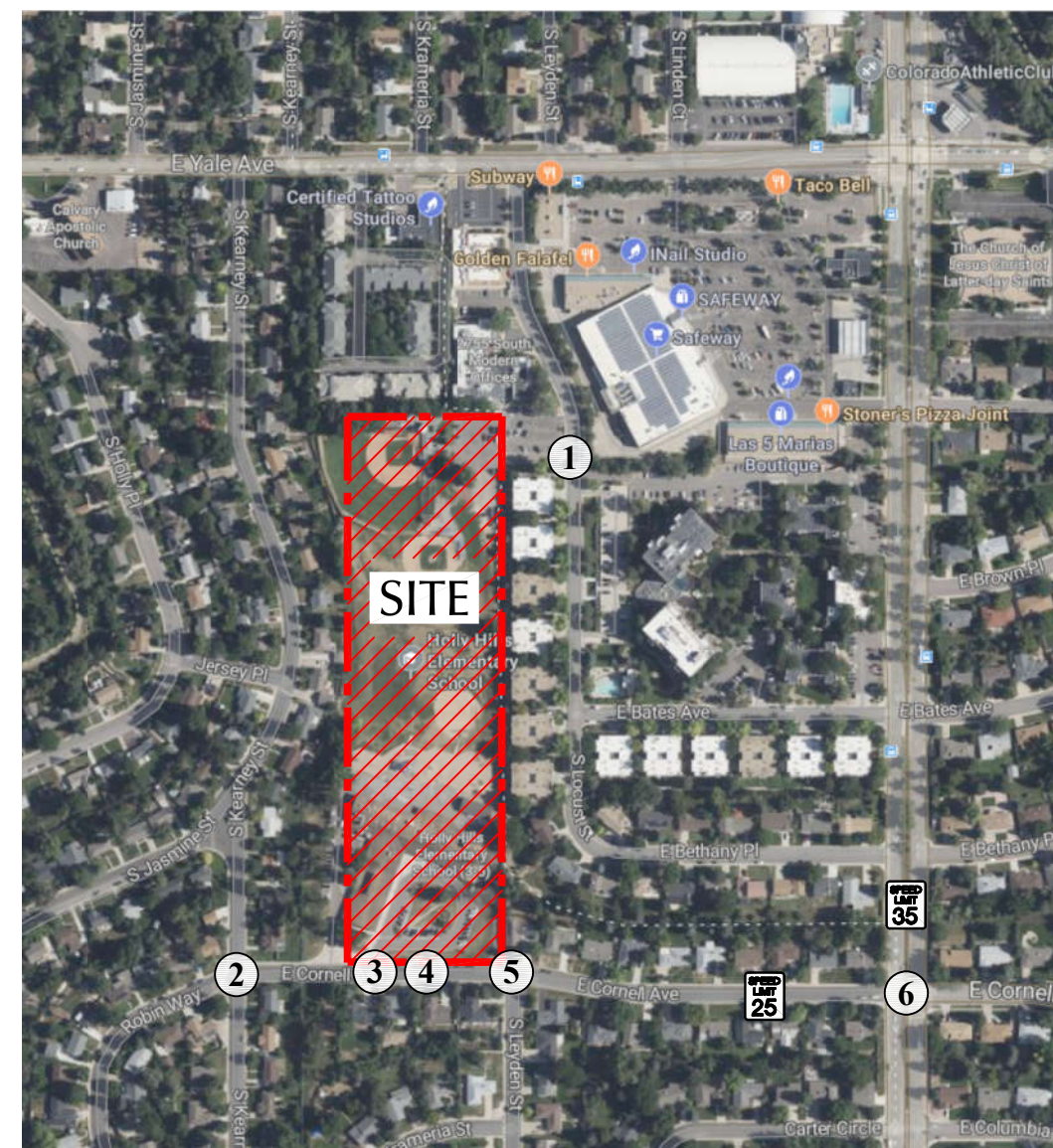
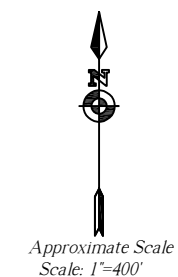
- Driveway:** 4' wide concrete drainage pan, multi-use field/stormwater detention area, concrete retaining wall (height varies, 0'-4' max typ), fence (see landscape).
- Parking Area:** 4' wide concrete drainage pan, multi-use field/stormwater detention area, fence (see landscape).
- House:** 4' wide concrete drainage pan, multi-use field/stormwater detention area, fence (see landscape).
- Streets:** S Locust Street, Private Drive.
- Other Features:** Gate w/ knock box (see landscape), heavy-duty concrete curb, parking sign, heavy-duty concrete curb, vertical to mountable curb transition, do not enter, service vehicles only sign, screen wall (see notes), 2' wide concrete pan, 3' wide reinforced concrete pan, bollard, glee cup (see field).

Matchline - See Sheet C3.2

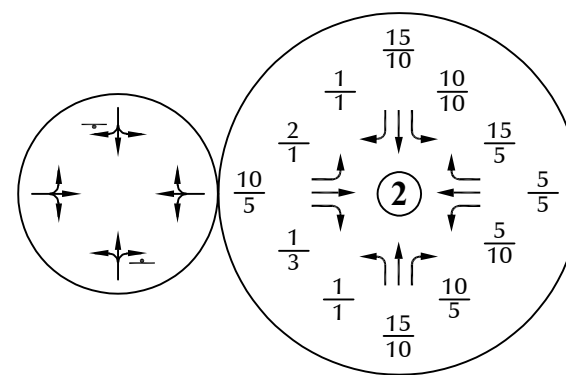
Site Plan - North Half



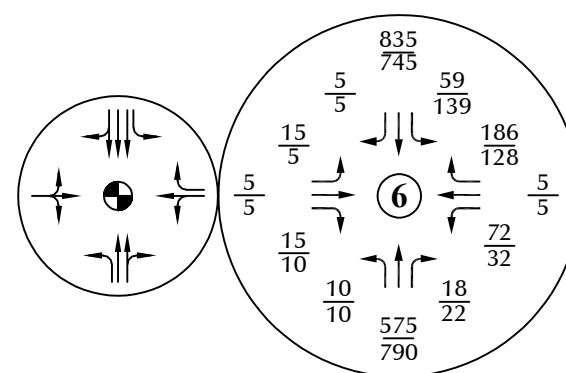
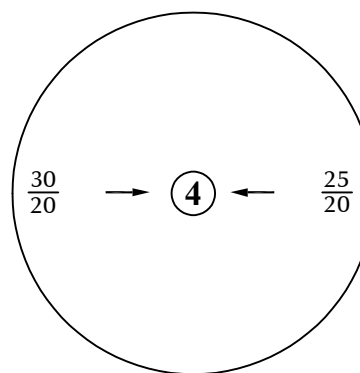
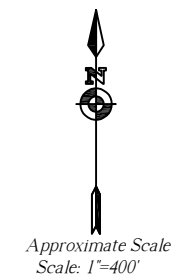
 = Stop Sign
 = Traffic Signal
 = Speed Limit
26 = AM Peak Hour Traffic
35 = PM Peak Hour Traffic
1,000 = Average Daily Traffic



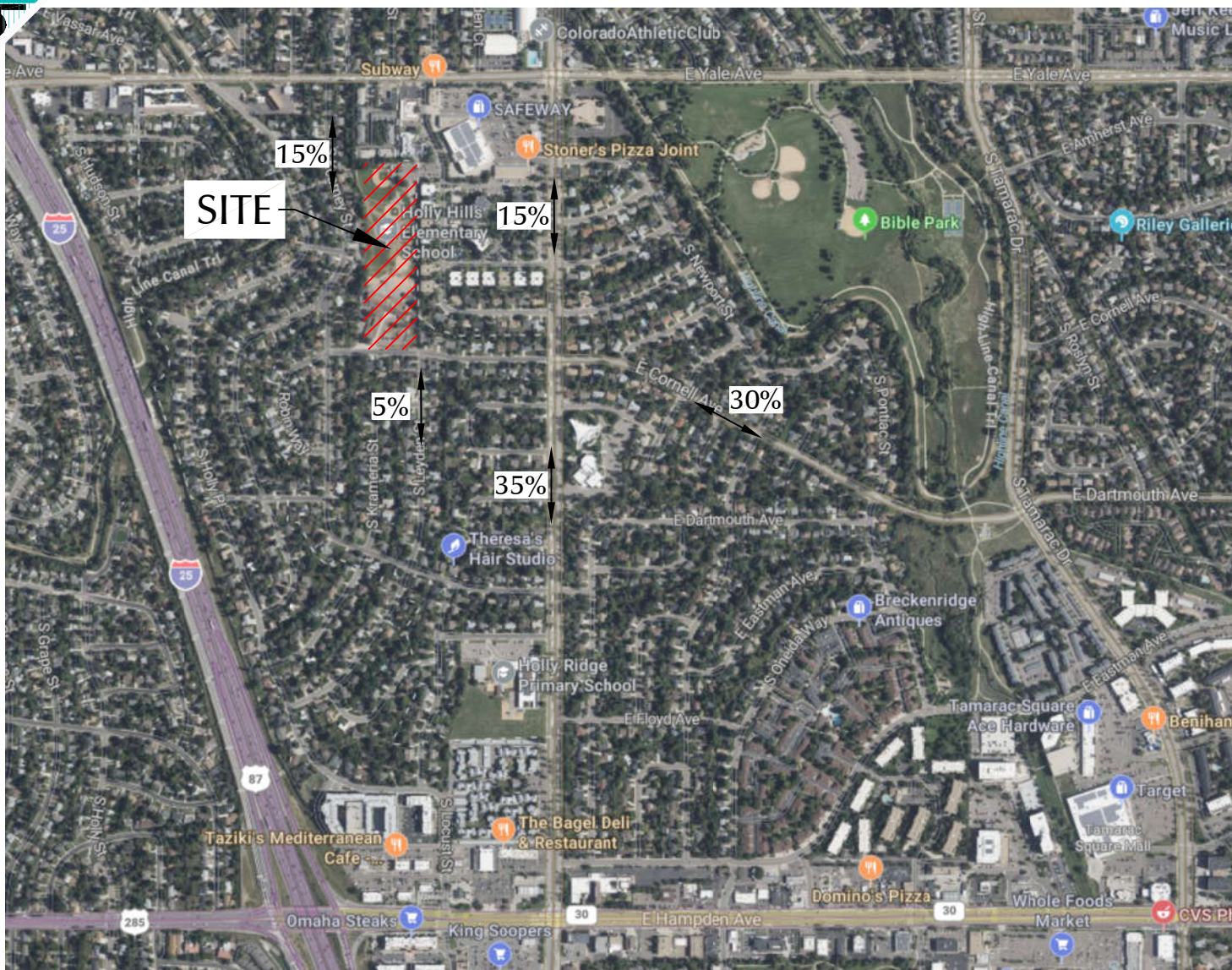
*Existing Traffic, Lane
Geometry and Traffic Control*
CCSD Holly Hills Elementary (LSC #250020)



 = Stop Sign
 = Traffic Signal
 $\frac{26}{35}$ = $\frac{\text{AM Peak Hour Traffic}}{\text{PM Peak Hour Traffic}}$
 1,000 = Average Daily Traffic



*Year 2026 Background Traffic,
Lane Geometry and Traffic Control*
CCSD Holly Hills Elementary (LSC #250020)



Approximate Scale
Scale: 1"=1,000'

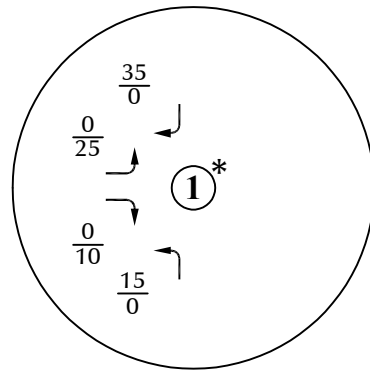
LEGEND:

↔ 65% = Percent Directional Distribution

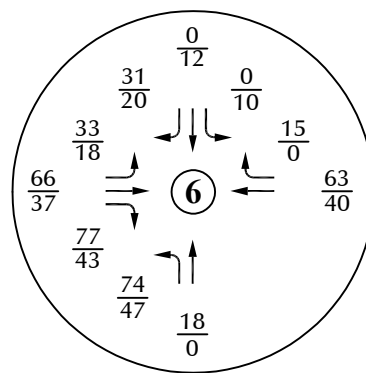
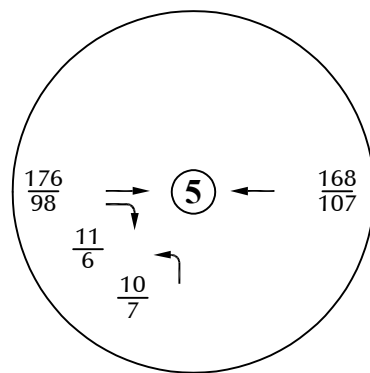
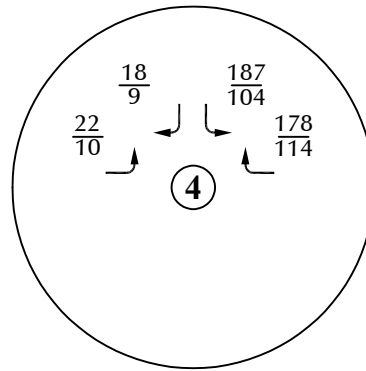
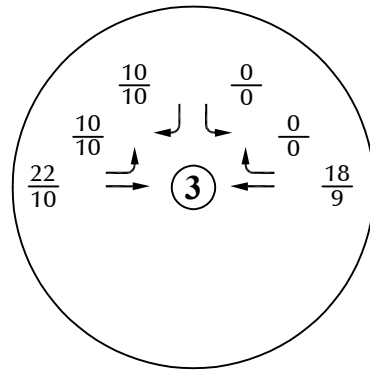
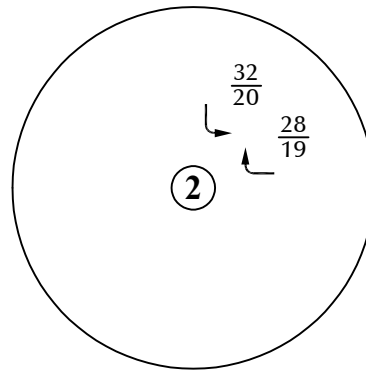
Directional Distribution of Site-Generated Traffic

CCSD Holly Hills Elementary (LSC #250020)

Figure 5



* This parking lot will be used for staff parking but not for student drop-off/pick-up.



Note: Assumes 5% of trips are made by walking/biking.

LEGEND:

$$\frac{26}{35} = \frac{\text{AM Peak Hour Traffic}}{\text{PM Peak Hour Traffic}}$$

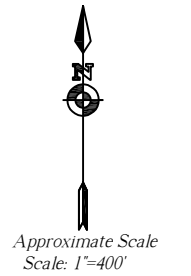
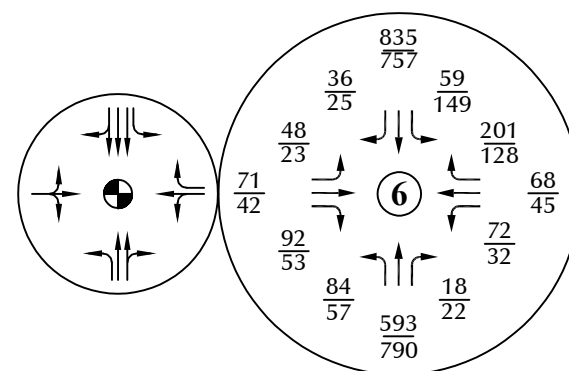
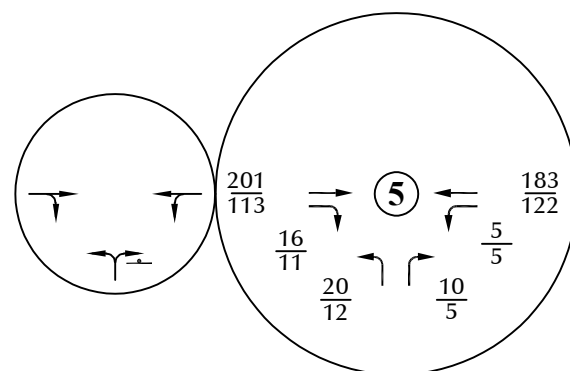
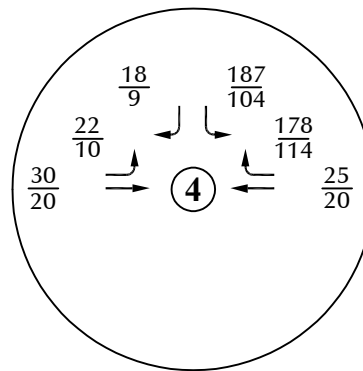
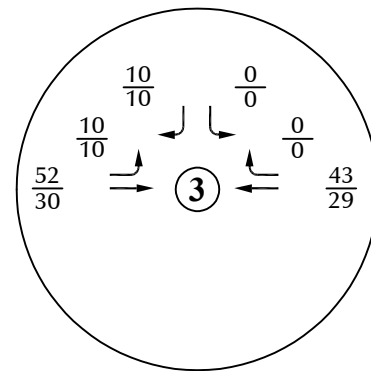
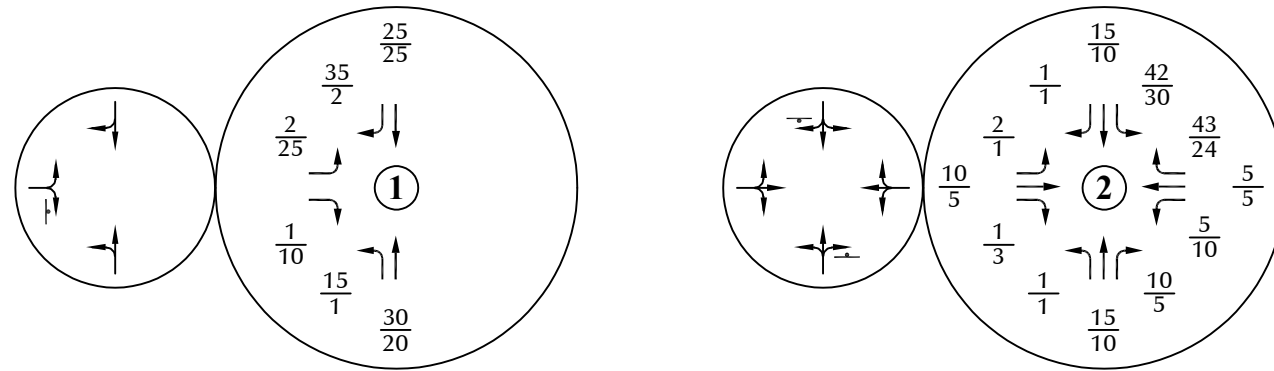
$$1,000 = \text{Average Daily Traffic}$$


Figure 6

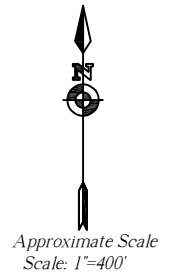
Assignment of Site-Generated Traffic

CCSD Holly Hills Elementary (LSC #250020)



LEGEND:

- = Stop Sign
- = Traffic Signal
- $\frac{26}{35}$ = AM Peak Hour Traffic / PM Peak Hour Traffic
- 1,000 = Average Daily Traffic



Note: These volumes are the sum of the volumes in Figures 4 and 6.

TIS PRE-STUDY SUMMARY

The TIS Assumptions listed below are based on the County's predetermined Analysis Category Definitions using the consultant's traffic generation estimates. Assumptions are then refined via discussions with internal staff, including but not limited to the following Divisions: Transportation, Road & Bridge, Capital Improvements Program, and Engineering Services.

Project Information	
Project Name	CCSD Holly Hills Elementary
Address	6161 E. Cornell Ave.
Pre-submittal Number	Q24-090
Owner/Developer Name	Cherry Creek School District
Transportation Engineer Company & Name	Chris McGranahan, LSC Transportation Consultants Inc
Land Use Estimated	
Land Use	Elementary School
Unit variables	
Estimated Completion Date and/or Phasing	

Study Information			
Analysis Category			
Traffic Signal Warrant Study should be completed for:		N/A	
Progression Analysis will be required for:		Street: From: n/a To:	
Accident Data		Requested	
Committed and/or Future Roadway		n/a	
Time Period for Study:	☒ Daily - weekday	☒ AM Peak Hour	☒ PM Peak
Trip Generation – •No counts on Holidays •Counts on Tues, Wed, or Thurs unless special use •Schools, churches, etc - Counts must be when in session •If park/school/ TOD/rail, need pedestrian counts •New counts shall include a breakdown of traffic reported by standard FHWA classification			
Study Intersections			
1. Cornell & Monaco		4. Access Points	
2. Cornell & Kearney		5.	
3. Cornell & Leyden		6.	
TIS Assumptions			
Study Area Boundary	North:	South:	
	East:	West:	
Study Horizons	Current and When New School Opens		
Background Traffic Method			
Special Analysis/Issues (special conditions and analysis requirements): Will need to coordinate the access off Monaco with Denver. Denver & Arapahoe joint project at Holly & Yale, preliminary plans included.			

Pre-Study Meeting Date: 2/11/25

Developer's Transportation Consultant Engineer: Chris McGranahan

County Case Engineer: Emily Gonzalez

Note: County retains the right to require additional information and/or analysis if found that the level of detail was insufficient for a complete evaluation of the proposed development.

COUNTER MEASURES INC

1889 YORK ST
DENVER COLORADO
303-333-7409

N/S STREET: HOLLY HILLS MAINTENCE LOT CORNELL AVE
E/W STREET: E. CORNELL AVE
CITY: DENVER
COUNTY: DENVER

File No : HOLLY HILLS MAINTENCE LOT CORNELL AVE
Site Code : 00000016
Start Date : 3/11/2025
Page No : 1

Groups Printed- Bank 1

	HOLLY HILLS MAINTENCE LOT SOUTHBOUND				E. CORNELL AVE WESTBOUND				NO ACCESS NORTHBOUND				E. CORNELL AVE EASTBOUND				Int. Total
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	
07:30 AM	0	0	0	0	0	9	0	0	0	0	0	0	0	7	0	0	16
07:45 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	2	0	0	3
Total	0	0	0	0	0	10	0	0	0	0	0	0	0	9	0	0	19
08:00 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
08:15 AM	0	0	1	0	0	1	1	0	0	0	0	0	0	2	0	0	5
Total	0	0	1	0	0	2	1	0	0	0	0	0	0	2	0	0	6
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2
02:15 PM	0	0	0	0	0	2	0	0	0	0	0	0	0	2	0	0	4
02:30 PM	0	0	4	0	0	1	0	0	0	0	0	0	0	2	0	0	7
Total	0	0	4	0	0	3	0	0	0	0	0	0	0	6	0	0	13
Grand Total	0	0	5	0	0	15	1	0	0	0	0	0	0	17	0	0	38
Apprch %	0	0	100	0	0	93.8	6.2	0	0	0	0	0	0	100	0	0	
Total %	0	0	13.2	0	0	39.5	2.6	0	0	0	0	0	0	44.7	0	0	

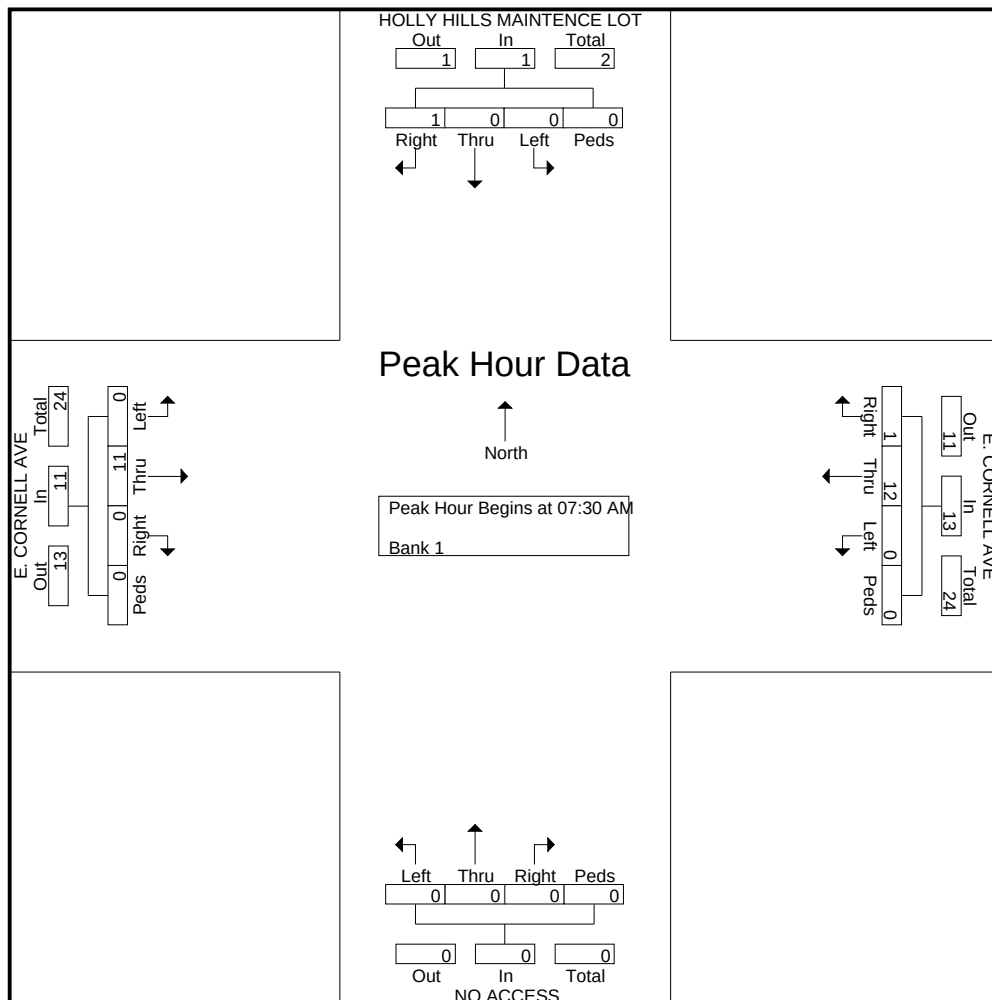
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Project : HOLLY HILLS MAINTENANCE LOT CORNELL AVE
Site Code : 00000016
Start Date : 3/11/2025
Page No : 2

	HOLLY HILLS MAINTENANCE LOT SOUTHBOUND					E. CORNELL AVE WESTBOUND					NO ACCESS NORTHBOUND					E. CORNELL AVE EASTBOUND					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:15 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	0	0	0	0	0	0	9	0	0	9	0	0	0	0	0	0	7	0	0	7	16
07:45 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	3
08:00 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
08:15 AM	0	0	1	0	1	0	1	1	0	2	0	0	0	0	0	0	2	0	0	2	5
Total Volume	0	0	1	0	1	0	12	1	0	13	0	0	0	0	0	0	11	0	0	11	25
% App. Total	0	0	100	0		0	92.3	7.7	0		0	0	0	0		0	100	0	0		
PHF	.000	.000	.250	.000	.250	.000	.333	.250	.000	.361	.000	.000	.000	.000	.000	.000	.393	.000	.000	.393	.391



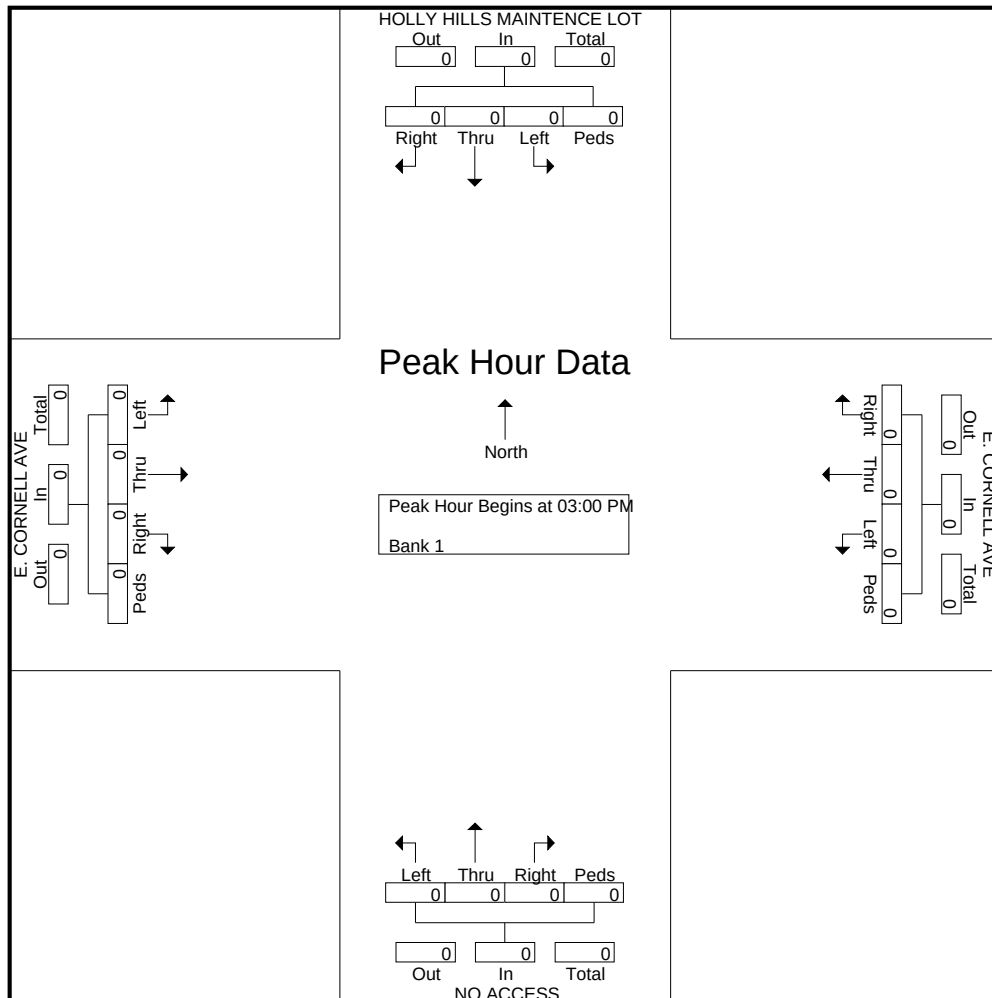
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NOE Note : HOLLY HILLS MAINTENANCE LOT CORNELL AVE
Site Code : 00000016
Start Date : 3/11/2025
Page No : 3

	HOLLY HILLS MAINTENANCE LOT SOUTHBOUND					E. CORNELL AVE WESTBOUND					NO ACCESS NORTHBOUND					E. CORNELL AVE EASTBOUND					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 03:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 03:00 PM																					
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000



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NOE Note : HOLLY HILLS MAINTENCE LOT CORNELL AVE
Site Code : 00000016
Start Date : 3/11/2025
Page No : 1

Groups Printed- Unshifted

	HOLLY HILLS MAINTENCE LOT SOUTHBOUND				E. CORNELL AVE WESTBOUND				NO ACCESS NORTHBOUND				E. CORNELL AVE EASTBOUND				Int. Total
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	
07:00 AM	0	0	0	0	0	2	2	0	0	0	0	0	3	7	0	0	14
07:15 AM	1	0	0	0	0	18	6	1	0	0	0	0	2	7	0	0	35
07:30 AM	0	0	0	0	0	42	1	0	0	0	0	0	4	14	0	0	61
07:45 AM	4	0	2	0	0	50	5	0	0	0	0	0	5	28	0	0	94
Total	5	0	2	0	0	112	14	1	0	0	0	0	14	56	0	0	204
08:00 AM	0	0	1	0	0	25	1	0	0	0	0	0	0	15	0	0	42
08:15 AM	0	0	0	0	0	19	0	0	0	0	0	0	0	1	0	0	20
08:30 AM	0	0	0	0	0	15	1	0	0	0	0	0	0	6	0	0	22
08:45 AM	0	0	0	0	0	6	0	0	0	0	0	0	0	3	0	0	9
Total	0	0	1	0	0	65	2	0	0	0	0	0	0	25	0	0	93
02:00 PM	1	0	1	0	0	11	0	0	0	0	0	0	0	5	0	0	18
02:15 PM	1	0	1	0	0	10	1	3	0	0	0	4	0	5	0	0	25
02:30 PM	4	0	8	3	0	19	4	0	0	0	0	0	1	20	0	0	59
02:45 PM	0	0	1	0	0	14	0	0	0	0	0	0	0	12	0	0	27
Total	6	0	11	3	0	54	5	3	0	0	0	4	1	42	0	0	129
03:00 PM	0	0	2	0	0	11	0	0	0	0	0	0	0	7	0	0	20
03:15 PM	1	0	0	0	0	15	0	0	0	0	0	0	0	17	0	0	33
03:30 PM	0	0	1	0	0	5	0	0	0	0	0	0	0	8	0	0	14
03:45 PM	1	0	1	0	0	5	0	0	0	0	0	0	0	4	1	0	12
Total	2	0	4	0	0	36	0	0	0	0	0	0	0	36	1	0	79
Grand Total	13	0	18	3	0	267	21	4	0	0	0	4	15	159	1	0	505
Apprch %	38.2	0	52.9	8.8	0	91.4	7.2	1.4	0	0	0	100	8.6	90.9	0.6	0	
Total %	2.6	0	3.6	0.6	0	52.9	4.2	0.8	0	0	0	0.8	3	31.5	0.2	0	

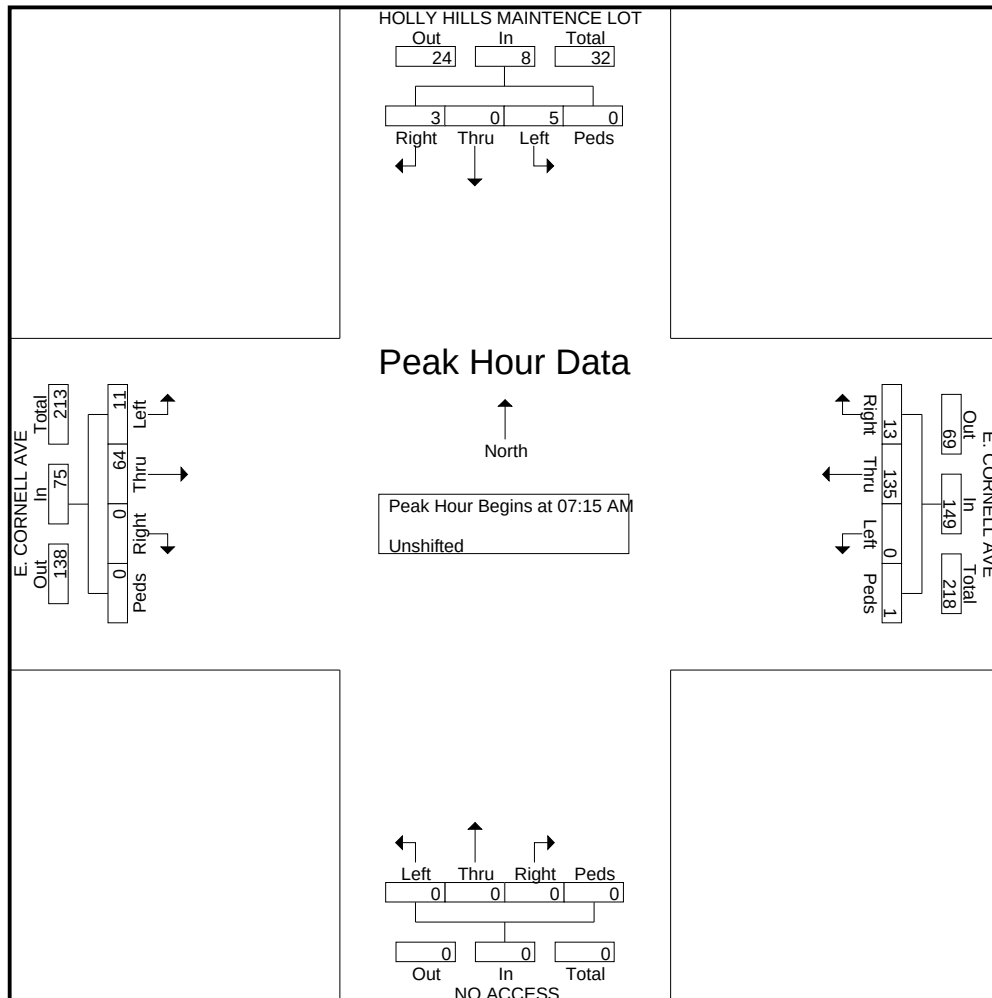
COUNTER MEASURES INC

1889 YORK ST
DENVER COLORADO
303-333-7409

N/S STREET: HOLLY HILLS MAINTENANCE LOT
E/W STREET: E. CORNELL AVE
CITY: DENVER
COUNTY: DENVER

NO. 1 : HOLLY HILLS MAINTENANCE LOT CORNELL AVE
Site Code : 00000016
Start Date : 3/11/2025
Page No : 2

	HOLLY HILLS MAINTENANCE LOT SOUTHBOUND					E. CORNELL AVE WESTBOUND					NO ACCESS NORTHBOUND					E. CORNELL AVE EASTBOUND					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:15 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15 AM																					
07:15 AM	1	0	0	0	1	0	18	6	1	25	0	0	0	0	0	2	7	0	0	9	35
07:30 AM	0	0	0	0	0	0	42	1	0	43	0	0	0	0	0	4	14	0	0	18	61
07:45 AM	4	0	2	0	6	0	50	5	0	55	0	0	0	0	0	5	28	0	0	33	94
08:00 AM	0	0	1	0	1	0	25	1	0	26	0	0	0	0	0	0	15	0	0	15	42
Total Volume	5	0	3	0	8	0	135	13	1	149	0	0	0	0	0	11	64	0	0	75	232
% App. Total	62.5	0	37.5	0		0	90.6	8.7	0.7		0	0	0	0		14.7	85.3	0	0		
PHF	.313	.000	.375	.000	.333	.000	.675	.542	.250	.677	.000	.000	.000	.000	.000	.550	.571	.000	.000	.568	.617



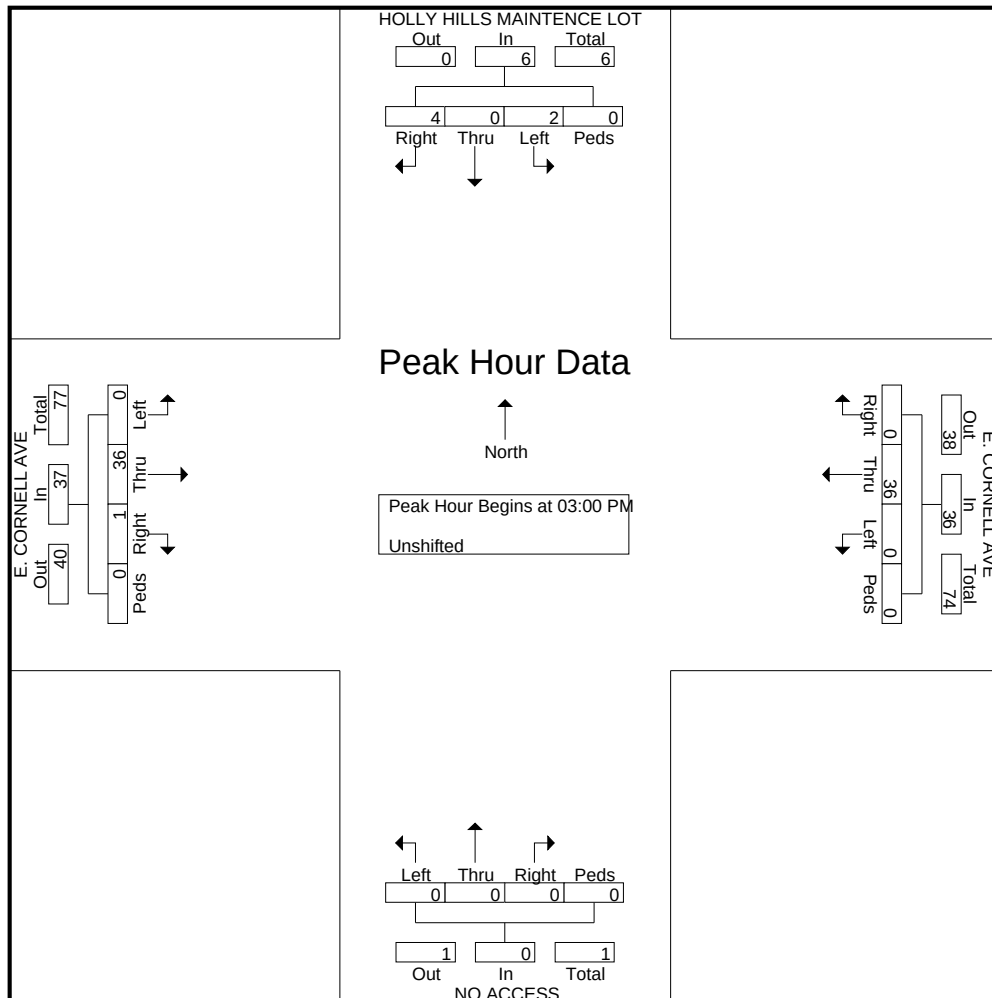
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	HOLLY HILLS MAINTENANCE LOT SOUTHBOUND					E. CORNELL AVE WESTBOUND					NO ACCESS NORTHBOUND					E. CORNELL AVE EASTBOUND					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 03:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 03:00 PM																					
03:00 PM	0	0	2	0	2	0	11	0	0	11	0	0	0	0	0	0	7	0	0	7	20
03:15 PM	1	0	0	0	1	0	15	0	0	15	0	0	0	0	0	0	17	0	0	17	33
03:30 PM	0	0	1	0	1	0	5	0	0	5	0	0	0	0	0	0	8	0	0	8	14
03:45 PM	1	0	1	0	2	0	5	0	0	5	0	0	0	0	0	0	4	1	0	5	12
Total Volume	2	0	4	0	6	0	36	0	0	36	0	0	0	0	0	0	36	1	0	37	79
% App. Total	33.3	0	66.7	0		0	100	0	0		0	0	0	0		0	97.3	2.7	0		
PHF	.500	.000	.500	.000	.750	.000	.600	.000	.000	.600	.000	.000	.000	.000	.000	.000	.529	.250	.000	.544	.598



COUNTER MEASURES INC

1889 YORK ST
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303-333-7409

N/S STREET: HOLLY HILLS LOOP
E/W STREET: E. CORNELL AVE
CITY: DENVER
COUNTY: DENVER

File Name : HOLLY HILLS SCHOOL LOOP CORNELL AVE
Site Code : 00000008
Start Date : 3/11/2025
Page No : 1

Groups Printed- Bank 1

	HOLLY HILLS LOOP SOUTHBOUND				E. CORNELL AVE WESTBOUND				NO ACCESS NORTHBOUND				E. CORNELL AVE EASTBOUND				Int. Total
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	
07:15 AM	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	2
07:30 AM	0	0	8	0	0	0	2	0	0	0	0	0	7	0	0	0	17
07:45 AM	0	0	1	0	0	0	0	0	0	0	0	0	1	1	0	0	3
Total	0	0	10	0	0	0	2	0	0	0	0	0	9	1	0	0	22
08:00 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
08:15 AM	0	0	1	0	0	1	0	0	0	0	0	0	1	1	0	0	4
Total	0	0	1	0	0	2	0	0	0	0	0	0	1	1	0	0	5
02:00 PM	0	0	0	0	0	0	1	0	0	0	0	0	2	0	0	0	3
02:15 PM	0	0	2	0	0	0	0	0	0	0	0	0	1	1	0	0	4
02:30 PM	0	0	6	0	0	0	0	0	0	0	0	0	2	0	0	0	8
Total	0	0	8	0	0	0	1	0	0	0	0	0	5	1	0	0	15
Grand Total	0	0	19	0	0	2	3	0	0	0	0	0	15	3	0	0	42
Apprch %	0	0	100	0	0	40	60	0	0	0	0	0	83.3	16.7	0	0	
Total %	0	0	45.2	0	0	4.8	7.1	0	0	0	0	0	35.7	7.1	0	0	

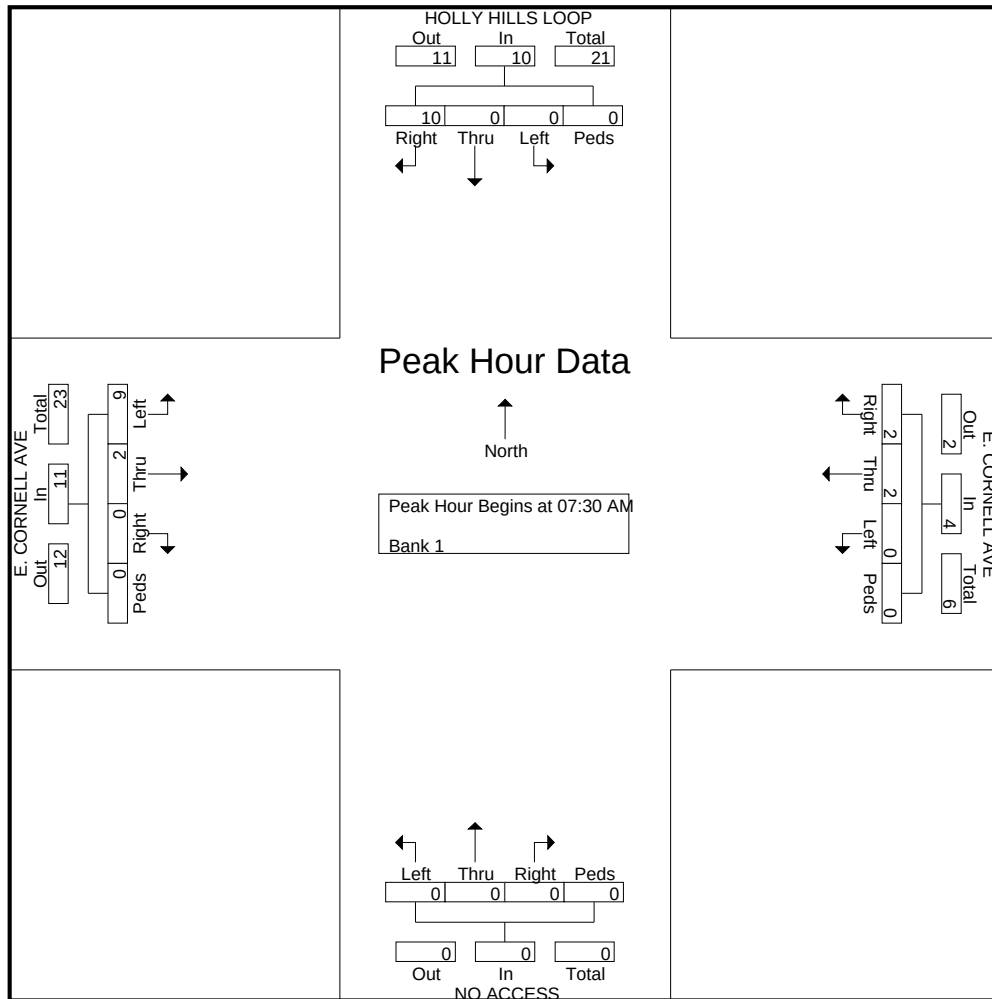
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	HOLLY HILLS LOOP SOUTHBOUND					E. CORNELL AVE WESTBOUND					NO ACCESS NORTHBOUND					E. CORNELL AVE EASTBOUND					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	0	0	8	0	8	0	0	2	0	2	0	0	0	0	0	7	0	0	0	7	17
07:45 AM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	3
08:00 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
08:15 AM	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	1	1	0	0	2	4
Total Volume	0	0	10	0	10	0	2	2	0	4	0	0	0	0	0	9	2	0	0	11	25
% App. Total	0	0	100	0		0	50	50	0		0	0	0	0		81.8	18.2	0	0		
PHF	.000	.000	.313	.000	.313	.000	.500	.250	.000	.500	.000	.000	.000	.000	.000	.321	.500	.000	.000	.393	.368



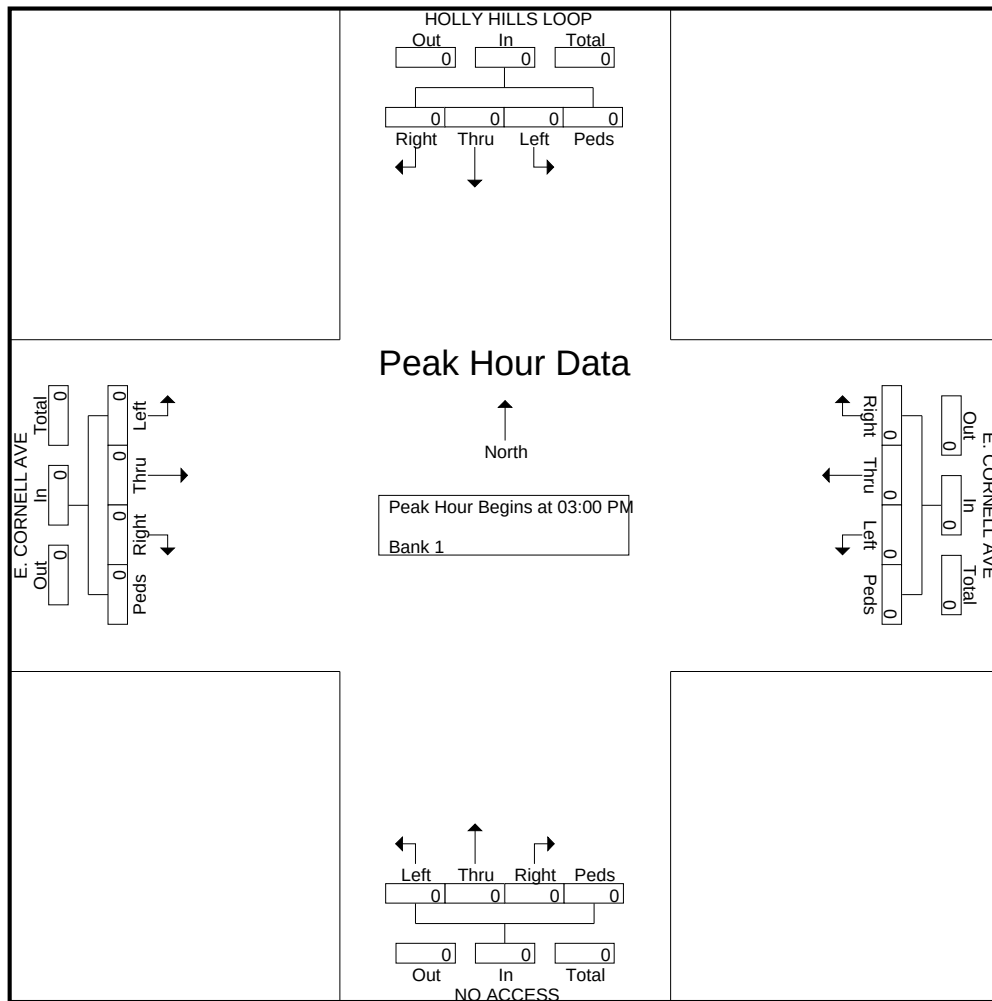
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	HOLLY HILLS LOOP SOUTHBOUND					E. CORNELL AVE WESTBOUND					NO ACCESS NORTHBOUND					E. CORNELL AVE EASTBOUND					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 03:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 03:00 PM																					
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000



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File Name : holly hills school loop cornell ave
Site Code : 00000008
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Groups Printed- Unshifted

	HOLLY HILLS LOOP SOUTHBOUND				E. CORNELL AVE WESTBOUND				NO ACCESS NORTHBOUND				E. CORNELL AVE EASTBOUND				
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Int. Total
07:00 AM	0	0	0	0	0	3	3	0	0	0	0	0	3	4	0	0	13
07:15 AM	0	0	0	0	0	22	6	0	0	0	0	0	2	5	0	0	35
07:30 AM	0	0	0	0	0	42	3	1	0	0	0	0	1	11	1	0	59
07:45 AM	2	0	1	0	0	57	5	0	0	0	0	0	1	30	0	0	96
Total	2	0	1	0	0	124	17	1	0	0	0	0	7	50	1	0	203
08:00 AM	3	0	3	0	0	23	3	0	0	0	0	0	4	11	0	0	47
08:15 AM	1	0	1	0	0	18	2	0	0	0	0	0	0	1	0	0	23
08:30 AM	3	0	1	0	0	15	5	0	0	0	0	0	1	5	0	0	30
08:45 AM	4	0	1	0	0	5	2	0	0	0	0	0	0	3	0	0	15
Total	11	0	6	0	0	61	12	0	0	0	0	0	5	20	0	0	115
02:00 PM	0	0	0	0	0	11	0	0	0	0	0	0	0	6	0	0	17
02:15 PM	2	0	0	0	0	11	0	3	0	0	0	4	1	5	0	0	26
02:30 PM	2	0	1	0	0	16	0	0	0	0	0	0	0	25	0	0	44
02:45 PM	3	0	3	0	0	11	2	0	0	0	0	0	0	13	0	0	32
Total	7	0	4	0	0	49	2	3	0	0	0	4	1	49	0	0	119
03:00 PM	1	0	1	0	0	10	0	0	0	0	0	0	0	6	0	0	18
03:15 PM	0	0	1	0	0	14	2	0	0	0	0	0	2	16	0	0	35
03:30 PM	1	0	1	0	0	5	0	0	0	0	0	0	0	7	0	0	14
03:45 PM	2	0	1	0	0	6	0	0	0	0	0	0	0	6	0	1	16
Total	4	0	4	0	0	35	2	0	0	0	0	0	2	35	0	1	83
Grand Total	24	0	15	0	0	269	33	4	0	0	0	4	15	154	1	1	520
Apprch %	61.5	0	38.5	0	0	87.9	10.8	1.3	0	0	0	100	8.8	90.1	0.6	0.6	
Total %	4.6	0	2.9	0	0	51.7	6.3	0.8	0	0	0	0.8	2.9	29.6	0.2	0.2	

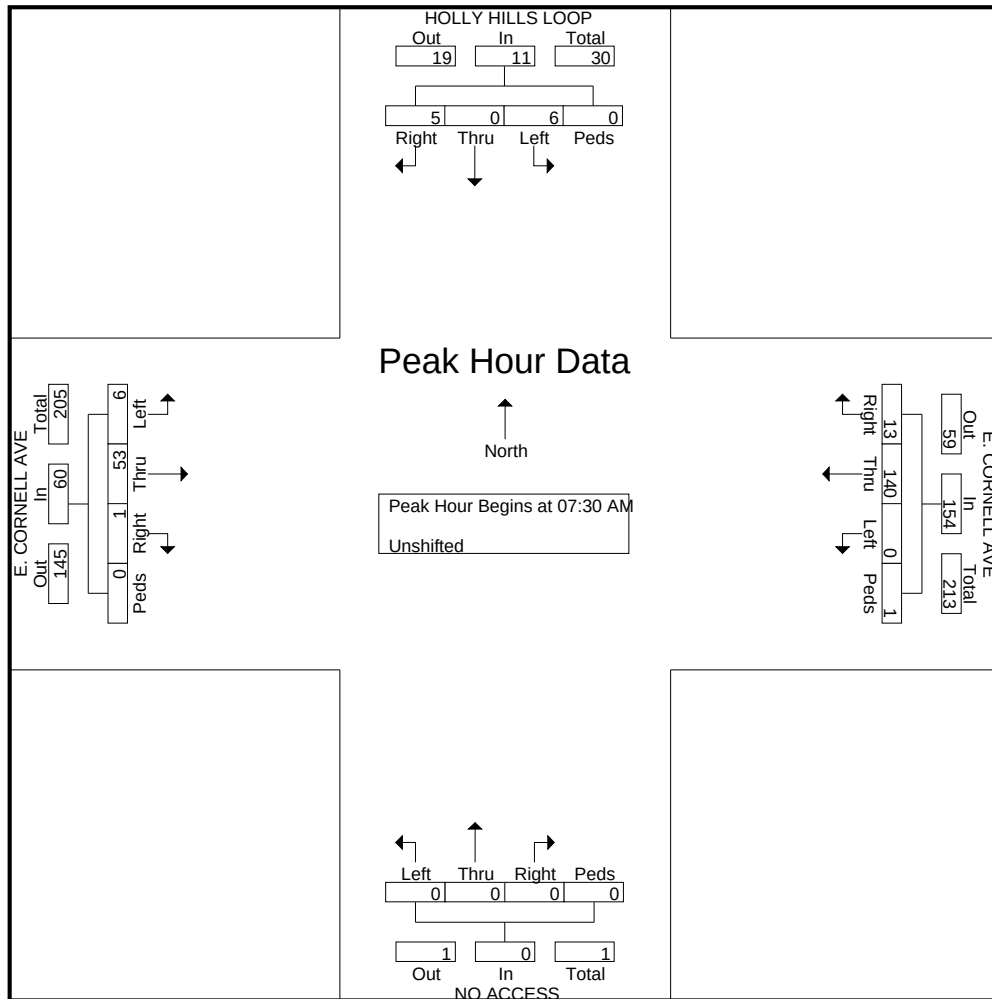
COUNTER MEASURES INC

1889 YORK ST
DENVER COLORADO
303-333-7409

N/S STREET: HOLLY HILLS LOOP
E/W STREET: E. CORNELL AVE
CITY: DENVER
COUNTY: DENVER

File Name : holly hills school loop cornell ave
Site Code : 00000008
Start Date : 3/11/2025
Page No : 2

	HOLLY HILLS LOOP SOUTHBOUND					E. CORNELL AVE WESTBOUND					NO ACCESS NORTHBOUND					E. CORNELL AVE EASTBOUND					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	0	0	0	0	0	0	42	3	1	46	0	0	0	0	0	1	11	1	0	13	59
07:45 AM	2	0	1	0	3	0	57	5	0	62	0	0	0	0	0	1	30	0	0	31	96
08:00 AM	3	0	3	0	6	0	23	3	0	26	0	0	0	0	0	4	11	0	0	15	47
08:15 AM	1	0	1	0	2	0	18	2	0	20	0	0	0	0	0	0	1	0	0	1	23
Total Volume	6	0	5	0	11	0	140	13	1	154	0	0	0	0	0	6	53	1	0	60	225
% App. Total	54.5	0	45.5	0		0	90.9	8.4	0.6		0	0	0	0		10	88.3	1.7	0		
PHF	.500	.000	.417	.000	.458	.000	.614	.650	.250	.621	.000	.000	.000	.000	.000	.375	.442	.250	.000	.484	.586



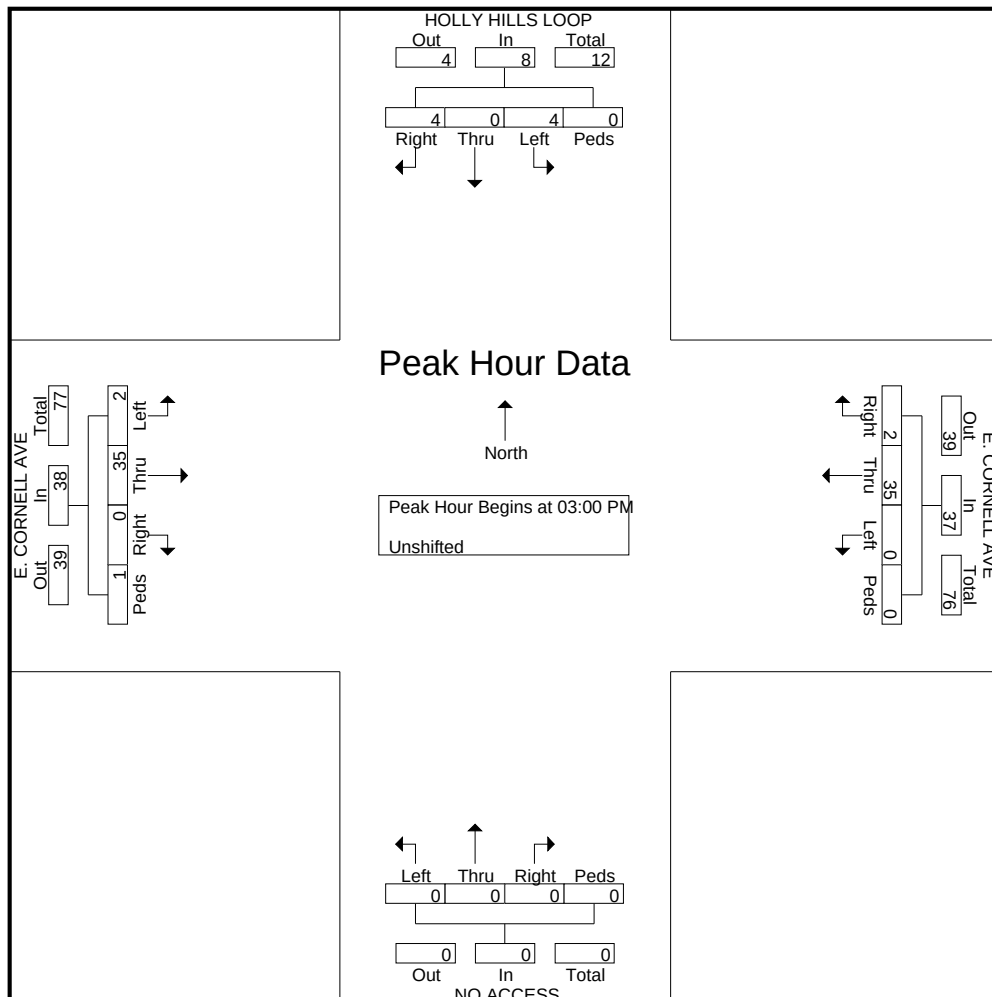
COUNTER MEASURES INC

1889 YORK ST
DENVER COLORADO
303-333-7409

N/S STREET: HOLLY HILLS LOOP
E/W STREET: E. CORNELL AVE
CITY: DENVER
COUNTY: DENVER

File Name : holly hills school loop cornell ave
Site Code : 00000008
Start Date : 3/11/2025
Page No : 3

	HOLLY HILLS LOOP SOUTHBOUND					E. CORNELL AVE WESTBOUND					NO ACCESS NORTHBOUND					E. CORNELL AVE EASTBOUND					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 03:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 03:00 PM																					
03:00 PM	1	0	1	0	2	0	10	0	0	10	0	0	0	0	0	0	6	0	0	6	18
03:15 PM	0	0	1	0	1	0	14	2	0	16	0	0	0	0	0	2	16	0	0	18	35
03:30 PM	1	0	1	0	2	0	5	0	0	5	0	0	0	0	0	0	7	0	0	7	14
03:45 PM	2	0	1	0	3	0	6	0	0	6	0	0	0	0	0	0	6	0	1	7	16
Total Volume	4	0	4	0	8	0	35	2	0	37	0	0	0	0	0	2	35	0	1	38	83
% App. Total	50	0	50	0		0	94.6	5.4	0		0	0	0	0		5.3	92.1	0	2.6		
PHF	.500	.000	1.0 0	.000	.667	.000	.625	.250	.000	.578	.000	.000	.000	.000	.000	.250	.547	.000	.250	.528	.593



COUNTER MEASURES INC

1889 YORK ST
DENVER COLORADO
303-333-7409

N/S STREET: LOCUST ST
E/W STREET: LUTZ FIELD LOT
CITY: DENVER
COUNTY: DENVER

File Name : LOCUST ST LUTZ FIELD LOT
Site Code : 00000016
Start Date : 3/13/2025
Page No : 1

Groups Printed- Bank 1

	LOCUST ST SOUTHBOUND				NO ACCESS WESTBOUND				LOCUST ST NORTHBOUND				LUTZ FIELD LOT EASTBOUND				Int. Total
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	
02:00 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
02:15 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
02:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	1	1	0	0	0	0	0	0	1	0	0	1	0	0	0	4
Grand Total	0	1	1	0	0	0	0	0	0	1	0	0	1	0	0	0	4
Apprch %	0	50	50	0	0	0	0	0	0	100	0	0	100	0	0	0	
Total %	0	25	25	0	0	0	0	0	0	25	0	0	25	0	0	0	

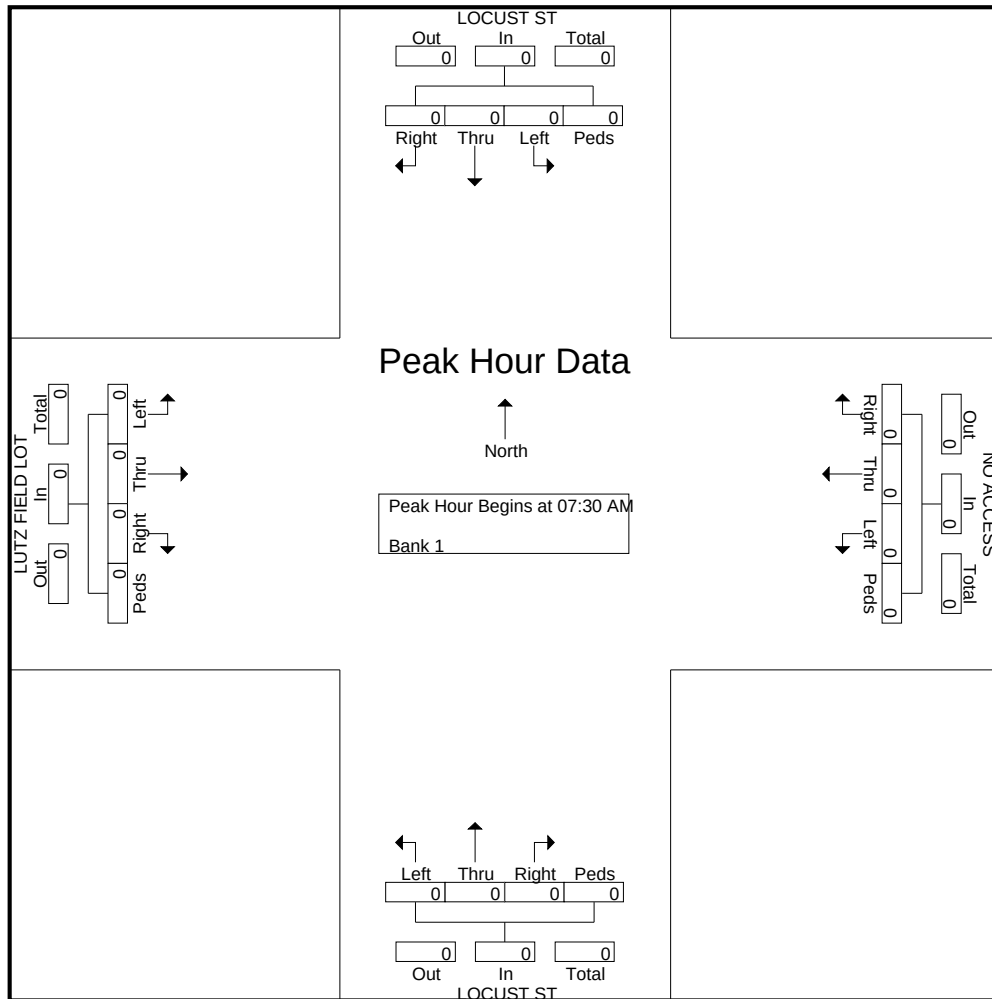
COUNTER MEASURES INC

1889 YORK ST
DENVER COLORADO
303-333-7409

N/S STREET: LOCUST ST
E/W STREET: LUTZ FIELD LOT
CITY: DENVER
COUNTY: DENVER

File Name : LOCUST ST LUTZ FIELD LOT
Site Code : 00000016
Start Date : 3/13/2025
Page No : 2

	LOCUST ST SOUTHBOUND					NO ACCESS WESTBOUND					LOCUST ST NORTHBOUND					LUTZ FIELD LOT EASTBOUND					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000



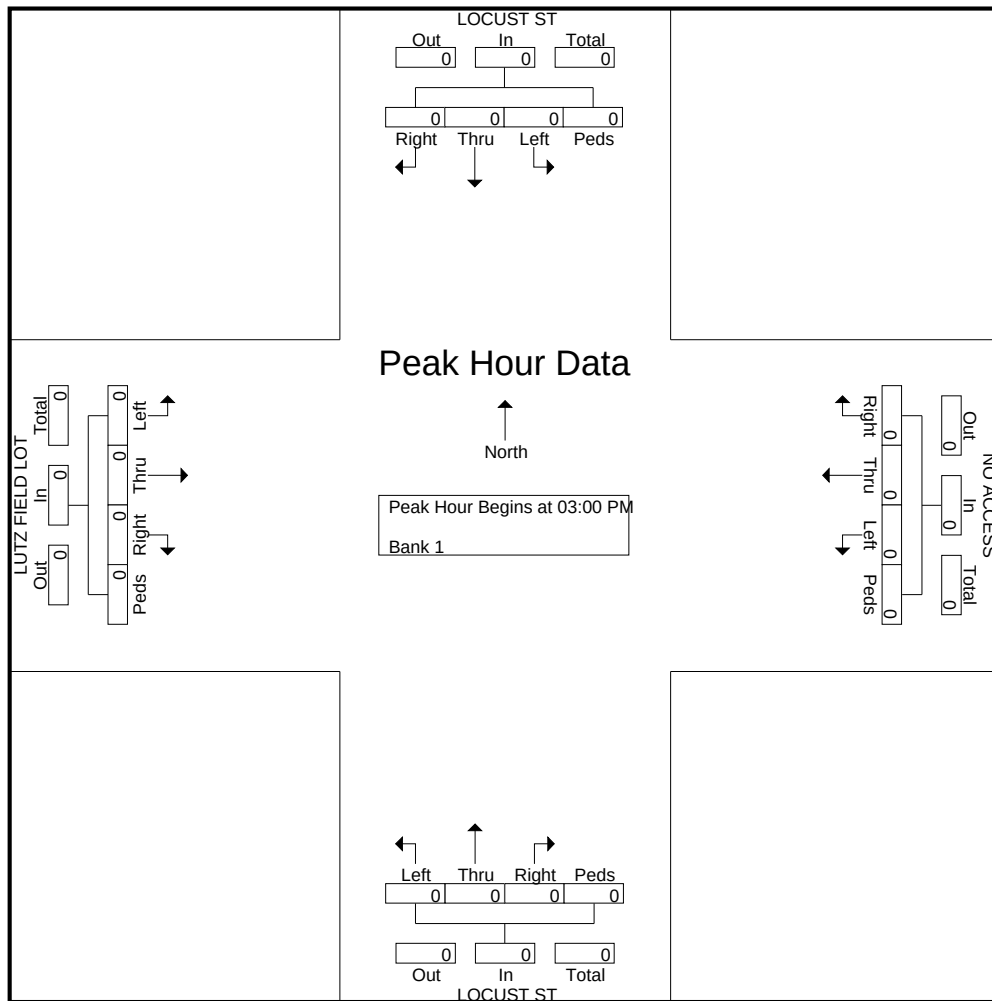
COUNTER MEASURES INC

1889 YORK ST
DENVER COLORADO
303-333-7409

N/S STREET: LOCUST ST
E/W STREET: LUTZ FIELD LOT
CITY: DENVER
COUNTY: DENVER

File Name : LOCUST ST LUTZ FIELD LOT
Site Code : 00000016
Start Date : 3/13/2025
Page No : 3

	LOCUST ST SOUTHBOUND					NO ACCESS WESTBOUND					LOCUST ST NORTHBOUND					LUTZ FIELD LOT EASTBOUND					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 03:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 03:00 PM																					
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000



COUNTER MEASURES INC

1889 YORK ST
DENVER COLORADO
303-333-7409

N/S STREET: LOCUST ST
E/W STREET: LUTZ FIELD LOT
CITY: DENVER
COUNTY: DENVER

File Name : LOCUST ST LUTZ FIELD LOT
Site Code : 00000016
Start Date : 3/13/2025
Page No : 1

Groups Printed- Unshifted

	LOCUST ST SOUTHBOUND				NO ACCESS WESTBOUND				LOCUST ST NORTHBOUND				LUTZ FIELD LOT EASTBOUND				Int. Total
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	
07:00 AM	0	0	2	0	0	0	0	0	0	10	0	0	1	0	0	0	13
07:15 AM	0	3	0	2	0	0	0	0	0	11	0	0	0	0	0	0	16
07:30 AM	0	6	0	1	0	0	0	0	0	10	0	3	0	0	0	0	20
07:45 AM	0	5	2	0	0	0	0	0	0	9	0	0	1	0	0	0	17
Total	0	14	4	3	0	0	0	0	0	40	0	3	2	0	0	0	66
08:00 AM	0	4	1	2	0	0	0	0	1	7	0	0	0	0	0	0	15
08:15 AM	0	5	3	1	0	0	0	0	1	4	0	0	0	0	0	0	14
08:30 AM	0	3	3	0	0	0	0	0	2	3	0	0	1	0	0	0	12
08:45 AM	0	4	3	0	0	0	0	1	0	4	0	0	1	0	2	0	15
Total	0	16	10	3	0	0	0	1	4	18	0	0	2	0	2	0	56
02:00 PM	0	4	1	0	0	0	0	0	0	7	0	0	0	0	1	0	13
02:15 PM	0	8	0	0	0	0	0	1	0	3	0	0	1	0	0	0	13
02:30 PM	0	3	0	0	0	0	0	0	1	6	0	0	1	0	0	0	11
02:45 PM	0	6	1	0	0	0	0	0	0	2	0	0	2	0	0	0	11
Total	0	21	2	0	0	0	0	1	1	18	0	0	4	0	1	0	48
03:00 PM	0	2	0	0	0	0	0	0	0	2	0	0	0	0	0	0	4
03:15 PM	0	7	2	1	0	0	0	2	0	6	0	0	8	0	6	0	32
03:30 PM	0	5	0	0	0	0	0	3	0	6	0	0	7	0	2	0	23
03:45 PM	0	8	0	0	0	0	0	0	0	3	0	0	4	0	1	0	16
Total	0	22	2	1	0	0	0	5	0	17	0	0	19	0	9	0	75
Grand Total	0	73	18	7	0	0	0	7	5	93	0	3	27	0	12	0	245
Apprch %	0	74.5	18.4	7.1	0	0	0	100	5	92.1	0	3	69.2	0	30.8	0	
Total %	0	29.8	7.3	2.9	0	0	0	2.9	2	38	0	1.2	11	0	4.9	0	

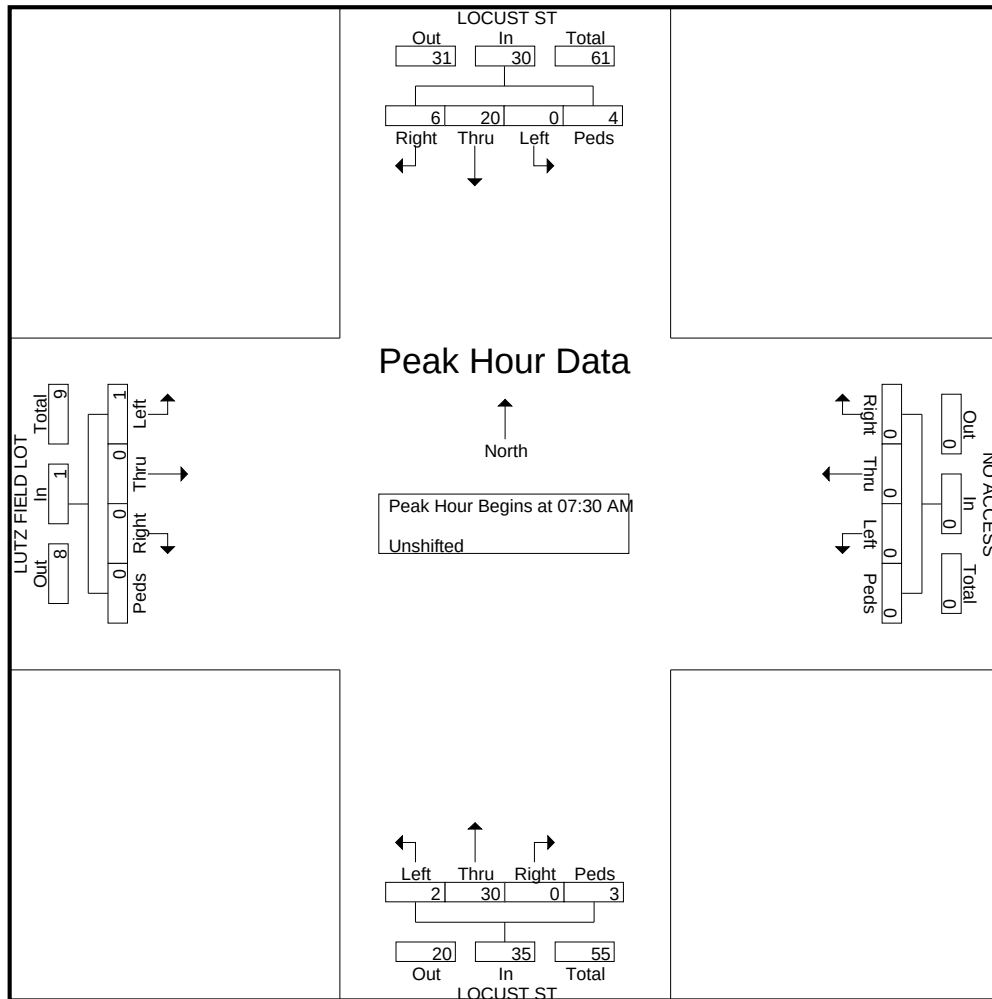
COUNTER MEASURES INC

1889 YORK ST
DENVER COLORADO
303-333-7409

N/S STREET: LOCUST ST
E/W STREET: LUTZ FIELD LOT
CITY: DENVER
COUNTY: DENVER

File Name : LOCUST ST LUTZ FIELD LOT
Site Code : 00000016
Start Date : 3/13/2025
Page No : 2

	LOCUST ST SOUTHBOUND					NO ACCESS WESTBOUND					LOCUST ST NORTHBOUND					LUTZ FIELD LOT EASTBOUND					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	0	6	0	1	7	0	0	0	0	0	0	10	0	3	13	0	0	0	0	0	20
07:45 AM	0	5	2	0	7	0	0	0	0	0	0	9	0	0	9	1	0	0	0	1	17
08:00 AM	0	4	1	2	7	0	0	0	0	0	1	7	0	0	8	0	0	0	0	0	15
08:15 AM	0	5	3	1	9	0	0	0	0	0	1	4	0	0	5	0	0	0	0	0	14
Total Volume	0	20	6	4	30	0	0	0	0	0	2	30	0	3	35	1	0	0	0	1	66
% App. Total	0	66.7	20	13.3		0	0	0	0		5.7	85.7	0	8.6		100	0	0	0		
PHF	.000	.833	.500	.500	.833	.000	.000	.000	.000	.000	.500	.750	.000	.250	.673	.250	.000	.000	.000	.250	.825



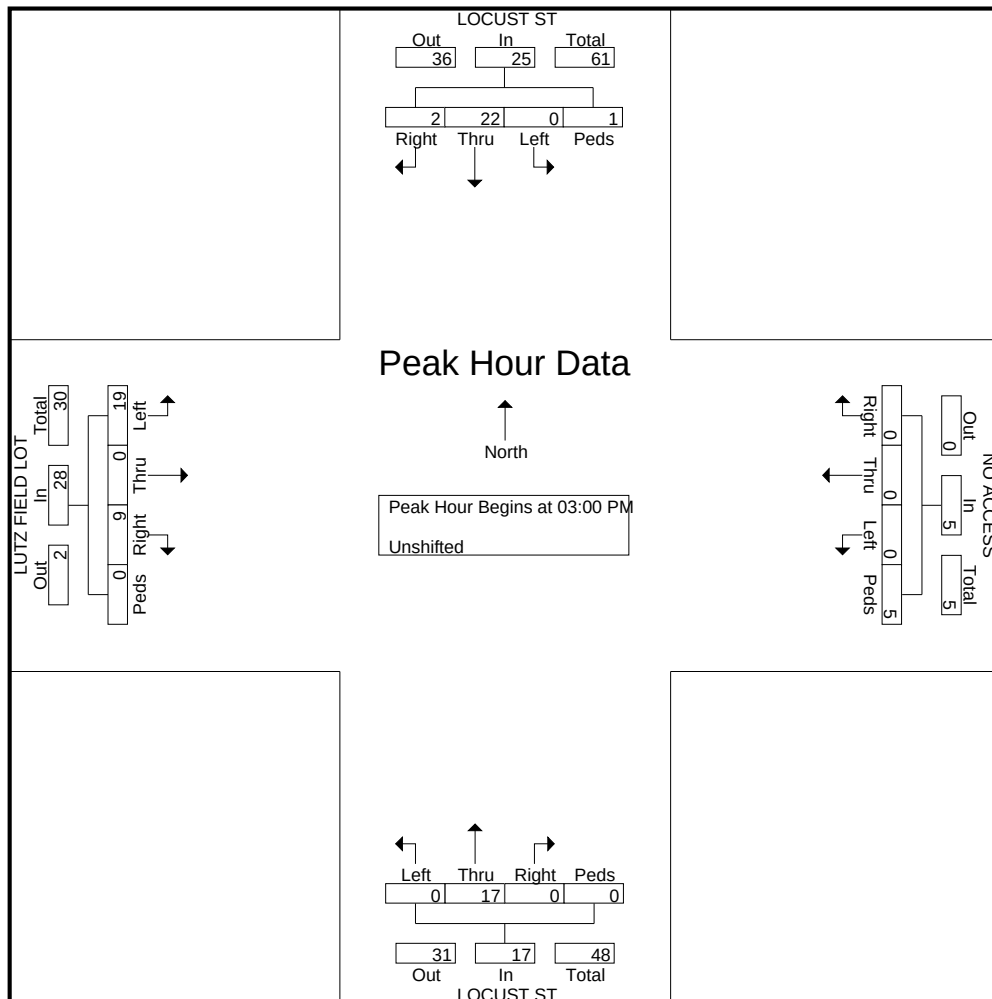
COUNTER MEASURES INC

1889 YORK ST
DENVER COLORADO
303-333-7409

N/S STREET: LOCUST ST
E/W STREET: LUTZ FIELD LOT
CITY: DENVER
COUNTY: DENVER

File Name : LOCUST ST LUTZ FIELD LOT
Site Code : 00000016
Start Date : 3/13/2025
Page No : 3

	LOCUST ST SOUTHBOUND					NO ACCESS WESTBOUND					LOCUST ST NORTHBOUND					LUTZ FIELD LOT EASTBOUND					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 03:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 03:00 PM																					
03:00 PM	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	4
03:15 PM	0	7	2	1	10	0	0	0	2	2	0	6	0	0	6	8	0	6	0	14	32
03:30 PM	0	5	0	0	5	0	0	0	3	3	0	6	0	0	6	7	0	2	0	9	23
03:45 PM	0	8	0	0	8	0	0	0	0	0	0	3	0	0	3	4	0	1	0	5	16
Total Volume	0	22	2	1	25	0	0	0	5	5	0	17	0	0	17	19	0	9	0	28	75
% App. Total	0	88	8	4		0	0	0	100		0	100	0	0		67.9	0	32.1	0		
PHF	.000	.688	.250	.250	.625	.000	.000	.000	.417	.417	.000	.708	.000	.000	.708	.594	.000	.375	.000	.500	.586



COUNTER MEASURES INC

1889 YORK ST
DENVER COLORADO
303-333-7409

N/S STREET: MONACO PKWY
E/W STREET: E. CORNELL AVE
CITY: DENVER
COUNTY: DENVER

File Name : monaco pkwy cornell ave
Site Code : 00000025
Start Date : 3/13/2025
Page No : 1

Groups Printed- Bank 1

	MONACO PKWY SOUTHBOUND				CORNELL AVE WESTBOUND				MONACO PKWY NORTHBOUND				CORNELL AVE EASTBOUND				Int. Total
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	
07:00 AM	0	0	2	0	0	0	1	0	3	4	0	0	1	0	0	0	11
07:15 AM	1	0	1	0	0	0	1	0	2	2	1	0	0	1	0	0	9
07:30 AM	0	0	2	0	1	0	2	0	4	3	2	0	1	0	1	0	16
07:45 AM	0	0	1	0	0	0	1	0	3	4	1	0	0	1	0	0	11
Total	1	0	6	0	1	0	5	0	12	13	4	0	2	2	1	0	47
08:00 AM	1	0	0	0	1	0	1	0	2	4	1	0	1	0	0	0	11
08:15 AM	0	0	1	0	0	0	0	0	2	3	1	0	0	0	1	0	8
08:30 AM	0	0	0	0	0	0	1	0	4	2	0	0	0	0	0	0	7
08:45 AM	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	0	3
Total	1	0	1	0	1	0	2	0	10	10	2	0	1	0	1	0	29
02:00 PM	0	0	1	0	0	0	1	0	2	5	0	0	0	0	3	0	12
02:15 PM	0	0	2	0	1	0	0	0	1	3	1	0	1	0	2	0	11
02:30 PM	0	0	0	0	0	0	0	0	3	4	1	0	0	0	4	0	12
02:45 PM	0	0	0	0	1	0	1	0	2	6	2	0	2	0	2	0	16
Total	0	0	3	0	2	0	2	0	8	18	4	0	3	0	11	0	51
03:00 PM	0	0	1	0	1	0	1	0	3	4	0	0	1	0	1	0	12
03:15 PM	0	0	2	0	1	0	1	0	2	4	1	0	1	0	2	0	14
03:30 PM	0	0	2	0	0	0	0	0	4	4	1	0	1	0	1	0	13
03:45 PM	0	0	0	0	0	0	1	0	2	2	0	0	2	0	1	0	8
Total	0	0	5	0	2	0	3	0	11	14	2	0	5	0	5	0	47
Grand Total	2	0	15	0	6	0	12	0	41	55	12	0	11	2	18	0	174
Apprch %	11.8	0	88.2	0	33.3	0	66.7	0	38	50.9	11.1	0	35.5	6.5	58.1	0	
Total %	1.1	0	8.6	0	3.4	0	6.9	0	23.6	31.6	6.9	0	6.3	1.1	10.3	0	

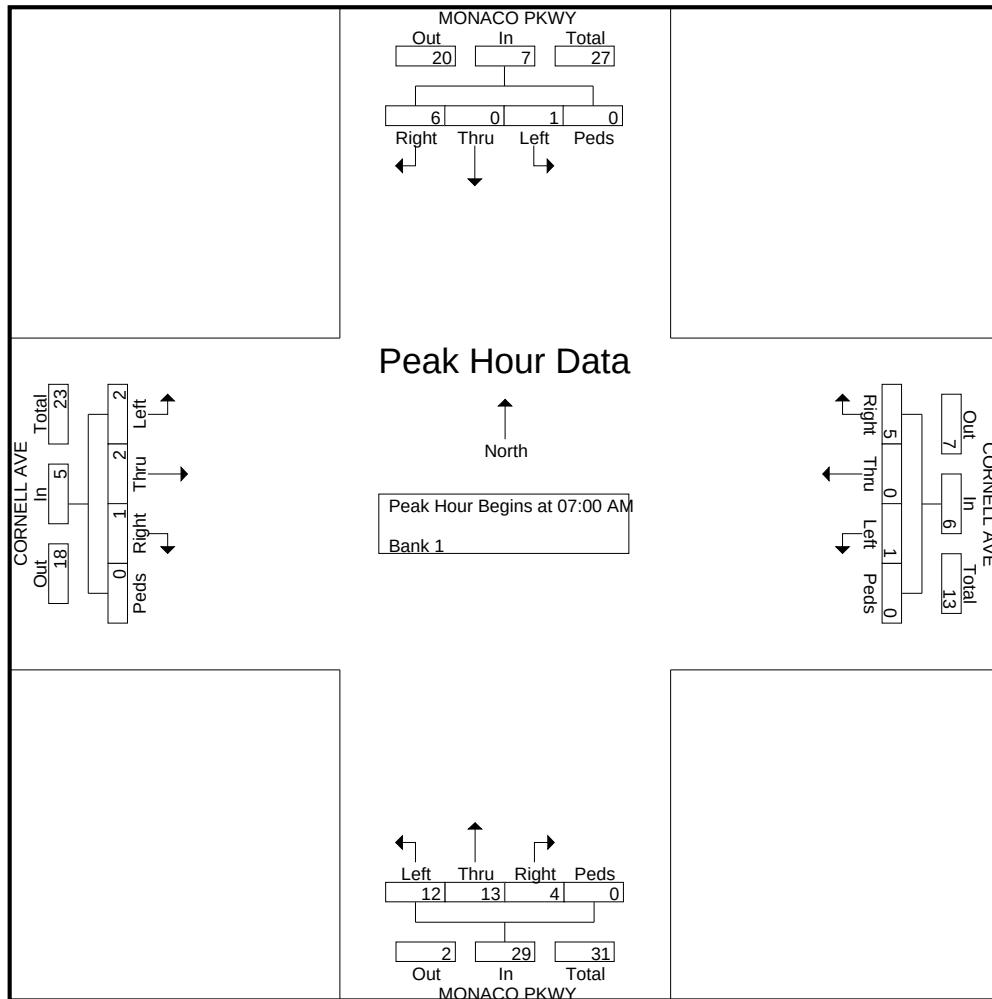
COUNTER MEASURES INC

1889 YORK ST
DENVER COLORADO
303-333-7409

N/S STREET: MONACO PKWY
E/W STREET: E. CORNELL AVE
CITY: DENVER
COUNTY: DENVER

File Name : monaco pkwy cornell ave
Site Code : 00000025
Start Date : 3/13/2025
Page No : 2

	MONACO PKWY SOUTHBOUND					CORNELL AVE WESTBOUND					MONACO PKWY NORTHBOUND					CORNELL AVE EASTBOUND					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:00 AM																					
07:00 AM	0	0	2	0	2	0	0	1	0	1	3	4	0	0	7	1	0	0	0	1	11
07:15 AM	1	0	1	0	2	0	0	1	0	1	2	2	1	0	5	0	1	0	0	1	9
07:30 AM	0	0	2	0	2	1	0	2	0	3	4	3	2	0	9	1	0	1	0	2	16
07:45 AM	0	0	1	0	1	0	0	1	0	1	3	4	1	0	8	0	1	0	0	1	11
Total Volume	1	0	6	0	7	1	0	5	0	6	12	13	4	0	29	2	2	1	0	5	47
% App. Total	14.3	0	85.7	0		16.7	0	83.3	0		41.4	44.8	13.8	0		40	40	20	0		
PHF	.250	.000	.750	.000	.875	.250	.000	.625	.000	.500	.750	.813	.500	.000	.806	.500	.500	.250	.000	.625	.734



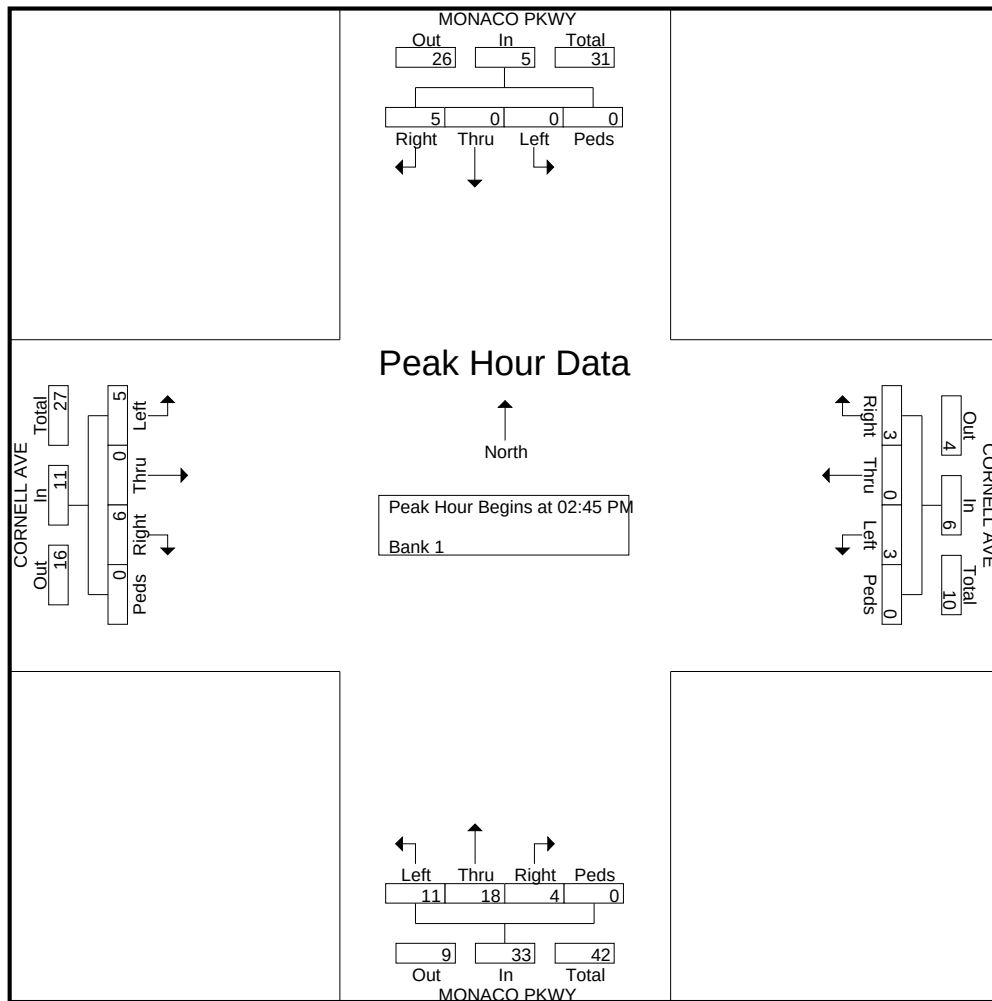
COUNTER MEASURES INC

1889 YORK ST
DENVER COLORADO
303-333-7409

N/S STREET: MONACO PKWY
E/W STREET: E. CORNELL AVE
CITY: DENVER
COUNTY: DENVER

File Name : monaco pkwy cornell ave
Site Code : 00000025
Start Date : 3/13/2025
Page No : 3

	MONACO PKWY SOUTHBOUND					CORNELL AVE WESTBOUND					MONACO PKWY NORTHBOUND					CORNELL AVE EASTBOUND					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 02:00 PM to 03:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 02:45 PM																					
02:45 PM	0	0	0	0	0	1	0	1	0	2	2	6	2	0	10	2	0	2	0	4	16
03:00 PM	0	0	1	0	1	1	0	1	0	2	3	4	0	0	7	1	0	1	0	2	12
03:15 PM	0	0	2	0	2	1	0	1	0	2	2	4	1	0	7	1	0	2	0	3	14
03:30 PM	0	0	2	0	2	0	0	0	0	0	4	4	1	0	9	1	0	1	0	2	13
Total Volume	0	0	5	0	5	3	0	3	0	6	11	18	4	0	33	5	0	6	0	11	55
% App. Total	0	0	100	0		50	0	50	0		33.3	54.5	12.1	0		45.5	0	54.5	0		
PHF	.000	.000	.625	.000	.625	.750	.000	.750	.000	.750	.688	.750	.500	.000	.825	.625	.000	.750	.000	.688	.859



COUNTER MEASURES INC

1889 YORK ST
DENVER COLORADO
303-333-7409

N/S STREET:
E/W STREET:
CITY:
COUNTY:

File Name : monaco pkwy cornell ave
Site Code : 00000025
Start Date : 3/13/2025
Page No : 1

Groups Printed- Unshifted

	SOUTHBOUND				WESTBOUND				NORTHBOUND				EASTBOUND				Int. Total
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	
07:00 AM	5	133	3	0	2	3	17	1	7	86	1	0	0	1	2	0	261
07:15 AM	5	203	6	1	9	12	37	0	10	98	1	0	1	1	7	0	391
07:30 AM	20	208	6	1	11	33	40	0	11	131	5	0	9	0	6	1	482
07:45 AM	10	223	10	0	27	31	63	0	9	126	0	0	6	9	13	0	527
Total	40	767	25	2	49	79	157	1	37	441	7	0	16	11	28	1	1661
08:00 AM	14	214	7	0	18	15	42	0	6	141	5	0	7	3	7	0	479
08:15 AM	14	188	3	0	15	11	35	1	2	161	4	0	2	0	0	1	437
08:30 AM	24	193	2	0	9	6	32	1	3	140	2	0	1	4	7	1	425
08:45 AM	25	159	3	1	9	1	44	0	6	144	3	1	1	3	2	1	403
Total	77	754	15	1	51	33	153	2	17	586	14	1	11	10	16	3	1744
02:00 PM	22	139	5	3	2	1	19	1	2	120	3	2	1	1	1	1	323
02:15 PM	16	167	3	1	2	7	28	0	3	139	3	1	0	3	4	0	377
02:30 PM	20	177	9	0	5	2	27	3	6	169	4	3	8	2	11	0	446
02:45 PM	26	155	5	0	7	2	21	0	5	183	7	4	2	4	3	0	424
Total	84	638	22	4	16	12	95	4	16	611	17	10	11	10	19	1	1570
03:00 PM	30	161	4	4	2	5	25	4	3	196	6	1	1	2	12	0	456
03:15 PM	37	176	2	1	12	0	39	3	6	194	5	1	0	2	6	0	484
03:30 PM	26	203	10	2	6	4	25	4	3	172	2	5	3	4	5	0	474
03:45 PM	45	201	7	1	9	3	35	0	6	206	5	0	4	10	5	1	538
Total	138	741	23	8	29	12	124	11	18	768	18	7	8	18	28	1	1952
Grand Total	339	2900	85	15	145	136	529	18	88	2406	56	18	46	49	91	6	6927
Apprch %	10.2	86.9	2.5	0.4	17.5	16.4	63.9	2.2	3.4	93.7	2.2	0.7	24	25.5	47.4	3.1	
Total %	4.9	41.9	1.2	0.2	2.1	2	7.6	0.3	1.3	34.7	0.8	0.3	0.7	0.7	1.3	0.1	

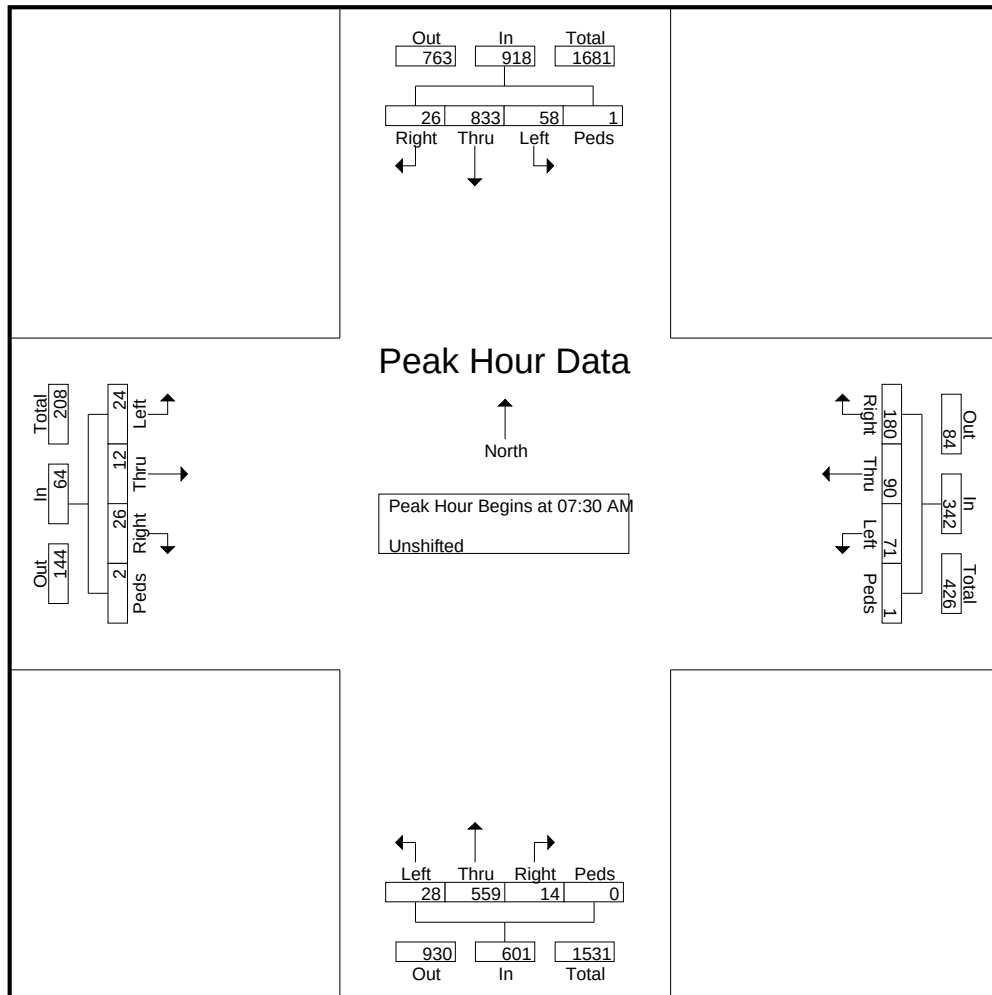
COUNTER MEASURES INC

1889 YORK ST
DENVER COLORADO
303-333-7409

N/S STREET:
E/W STREET:
CITY:
COUNTY:

File Name : monaco pkwy cornell ave
Site Code : 00000025
Start Date : 3/13/2025
Page No : 2

	SOUTHBOUND					WESTBOUND					NORTHBOUND					EASTBOUND					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	20	208	6	1	235	11	33	40	0	84	11	131	5	0	147	9	0	6	1	16	482
07:45 AM	10	223	10	0	243	27	31	63	0	121	9	126	0	0	135	6	9	13	0	28	527
08:00 AM	14	214	7	0	235	18	15	42	0	75	6	141	5	0	152	7	3	7	0	17	479
08:15 AM	14	188	3	0	205	15	11	35	1	62	2	161	4	0	167	2	0	0	1	3	437
Total Volume	58	833	26	1	918	71	90	180	1	342	28	559	14	0	601	24	12	26	2	64	1925
% App. Total	6.3	90.7	2.8	0.1		20.8	26.3	52.6	0.3		4.7	93	2.3	0		37.5	18.8	40.6	3.1		
PHF	.725	.934	.650	.250	.944	.657	.682	.714	.250	.707	.636	.868	.700	.000	.900	.667	.333	.500	.500	.571	.913



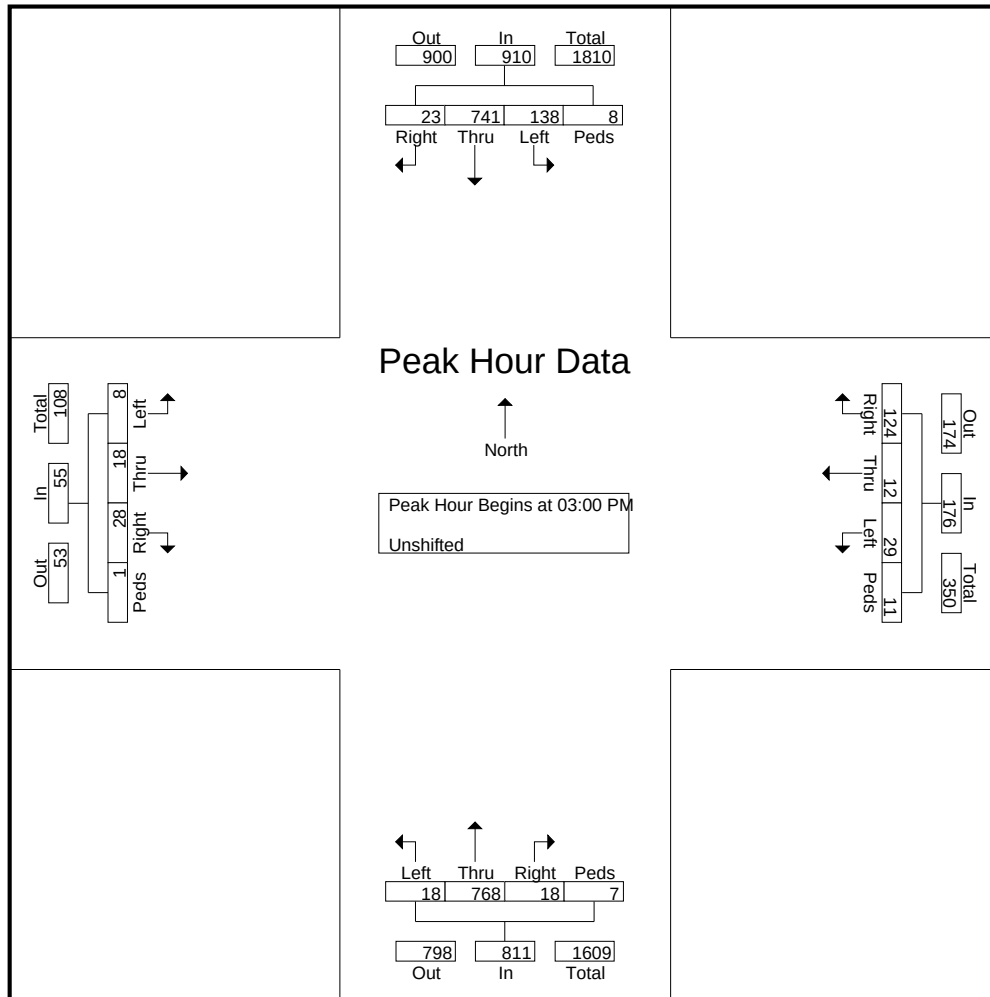
COUNTER MEASURES INC

1889 YORK ST
DENVER COLORADO
303-333-7409

N/S STREET:
E/W STREET:
CITY:
COUNTY:

File Name : monaco pkwy cornell ave
Site Code : 00000025
Start Date : 3/13/2025
Page No : 3

	SOUTHBOUND					WESTBOUND					NORTHBOUND					EASTBOUND					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 02:00 PM to 03:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 03:00 PM																					
03:00 PM	30	161	4	4	199	2	5	25	4	36	3	196	6	1	206	1	2	12	0	15	456
03:15 PM	37	176	2	1	216	12	0	39	3	54	6	194	5	1	206	0	2	6	0	8	484
03:30 PM	26	203	10	2	241	6	4	25	4	39	3	172	2	5	182	3	4	5	0	12	474
03:45 PM	45	201	7	1	254	9	3	35	0	47	6	206	5	0	217	4	10	5	1	20	538
Total Volume	138	741	23	8	910	29	12	124	11	176	18	768	18	7	811	8	18	28	1	55	1952
% App. Total	15.2	81.4	2.5	0.9		16.5	6.8	70.5	6.2		2.2	94.7	2.2	0.9		14.5	32.7	50.9	1.8		
PHF	.767	.913	.575	.500	.896	.604	.600	.795	.688	.815	.750	.932	.750	.350	.934	.500	.450	.583	.250	.688	.907



COUNTER MEASURES INC

1889 YORK ST
DENVER COLORADO
303-333-7409

N/S STREET: S. KEARNEY ST
E/W STREET: E. CORNELL AVE
CITY: DENVER
COUNTY: DENVER

File Name : S. KEARNEY ST E. CORNELL AVE
Site Code : 00000005
Start Date : 3/12/2025
Page No : 1

Groups Printed- Bank 1

	S. KEARNEY ST SOUTHBOUND				E. CORNELL AVE WESTBOUND				S. KEARNEY ST NORTHBOUND				E. CORNELL AVE EASTBOUND				Int. Total
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	
07:15 AM	3	0	0	0	0	0	2	0	0	0	1	0	0	0	0	0	6
07:30 AM	7	0	0	0	6	1	0	0	0	0	1	0	0	0	0	0	15
07:45 AM	0	0	0	0	5	1	2	0	0	0	1	0	0	0	0	0	9
Total	10	0	0	0	11	2	4	0	0	0	3	0	0	0	0	0	30
08:00 AM	0	0	0	0	0	0	1	0	0	0	2	0	0	0	0	0	3
08:15 AM	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	2
Total	0	0	0	0	0	0	3	0	0	0	2	0	0	0	0	0	5
01:00 PM	4	1	0	0	7	1	4	0	0	0	2	0	0	0	0	0	19
01:15 PM	5	0	0	0	8	1	2	0	0	0	2	0	0	0	0	0	18
01:30 PM	0	0	0	0	2	0	2	0	0	0	1	0	0	0	0	0	5
01:45 PM	0	0	0	0	1	0	2	0	0	0	0	0	0	0	0	0	3
Total	9	1	0	0	18	2	10	0	0	0	5	0	0	0	0	0	45
Grand Total	19	1	0	0	29	4	17	0	0	0	10	0	0	0	0	0	80
Apprch %	95	5	0	0	58	8	34	0	0	0	100	0	0	0	0	0	
Total %	23.8	1.2	0	0	36.2	5	21.2	0	0	0	12.5	0	0	0	0	0	

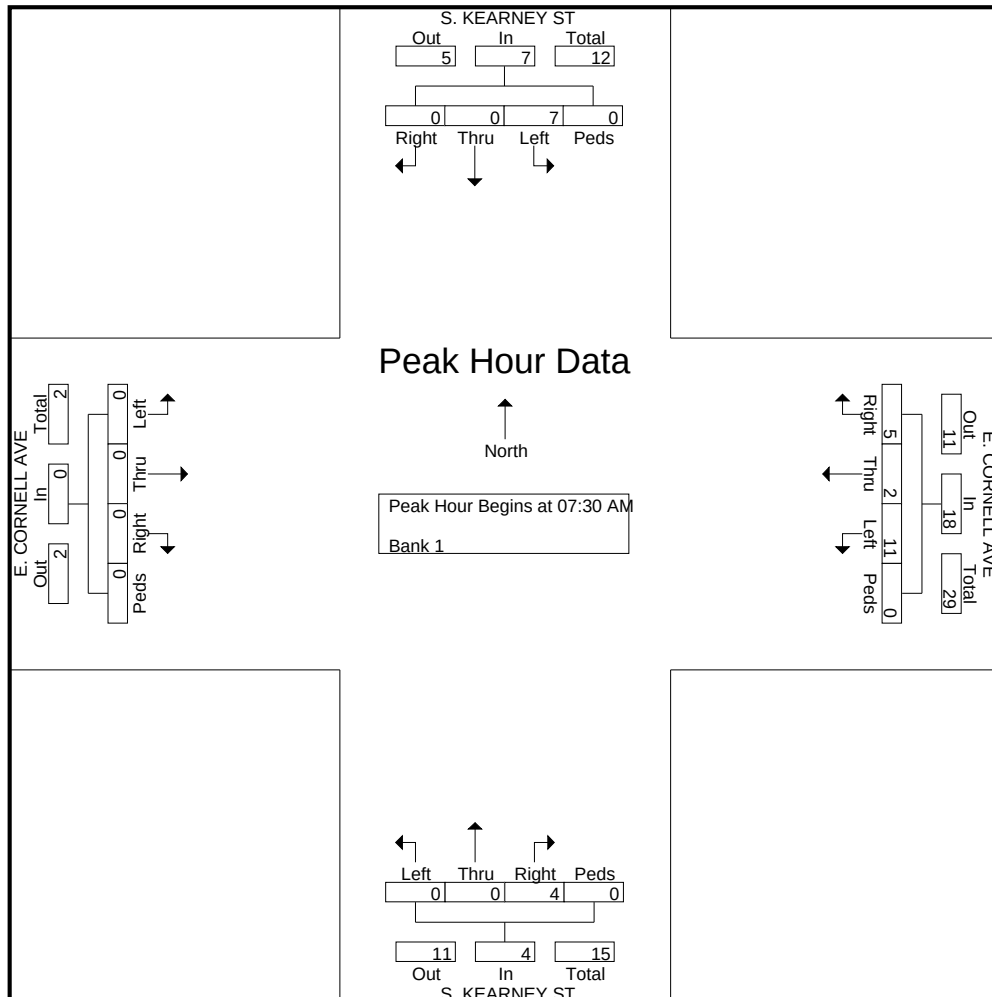
COUNTER MEASURES INC

1889 YORK ST
DENVER COLORADO
303-333-7409

N/S STREET: S. KEARNEY ST
E/W STREET: E. CORNELL AVE
CITY: DENVER
COUNTY: DENVER

File Name : S. KEARNEY ST E. CORNELL AVE
Site Code : 00000005
Start Date : 3/12/2025
Page No : 2

	S. KEARNEY ST SOUTHBOUND					E. CORNELL AVE WESTBOUND					S. KEARNEY ST NORTHBOUND					E. CORNELL AVE EASTBOUND					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	7	0	0	0	7	6	1	0	0	7	0	0	1	0	1	0	0	0	0	0	15
07:45 AM	0	0	0	0	0	5	1	2	0	8	0	0	1	0	1	0	0	0	0	0	9
08:00 AM	0	0	0	0	0	0	0	1	0	1	0	0	2	0	2	0	0	0	0	0	3
08:15 AM	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	2
Total Volume	7	0	0	0	7	11	2	5	0	18	0	0	4	0	4	0	0	0	0	0	29
% App. Total	100	0	0	0		61.1	11.1	27.8	0		0	0	100	0		0	0	0	0		
PHF	.250	.000	.000	.000	.250	.458	.500	.625	.000	.563	.000	.000	.500	.000	.500	.000	.000	.000	.000	.000	.483



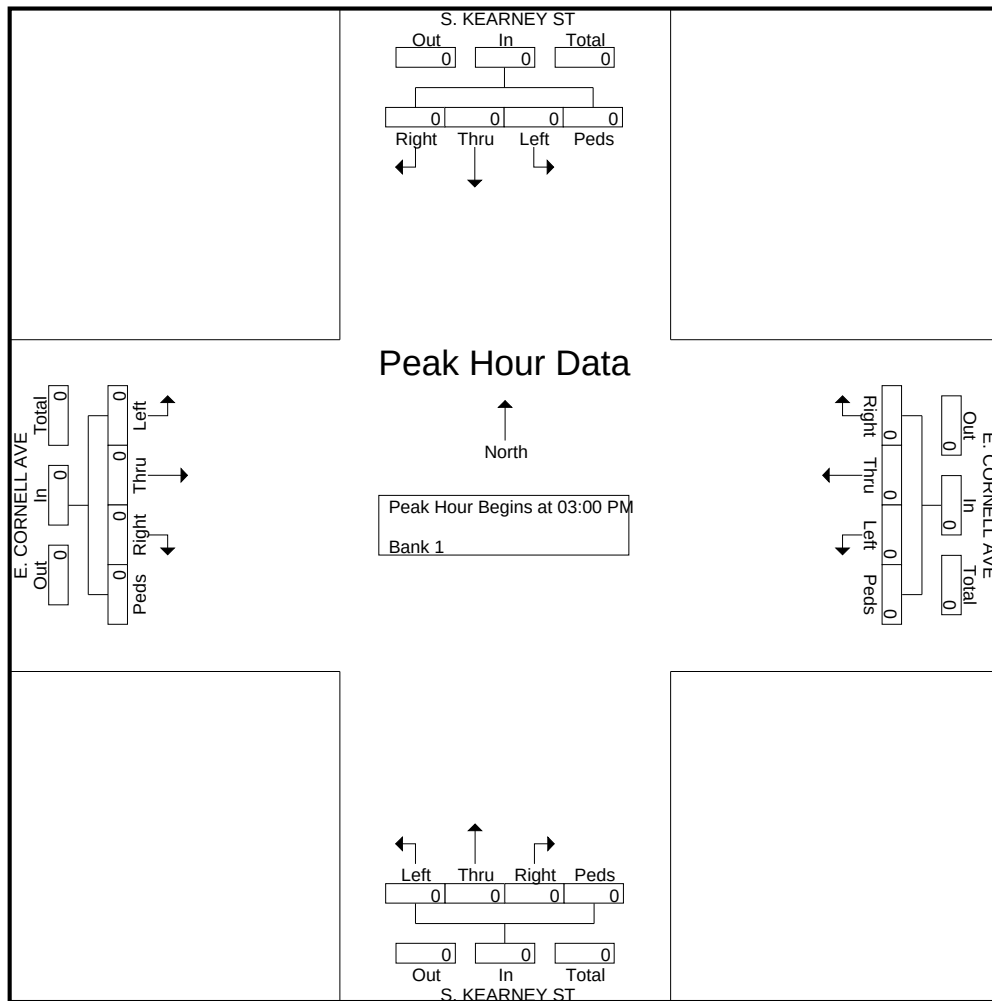
COUNTER MEASURES INC

1889 YORK ST
DENVER COLORADO
303-333-7409

N/S STREET: S. KEARNEY ST
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File Name : S. KEARNEY ST E. CORNELL AVE
Site Code : 00000005
Start Date : 3/12/2025
Page No : 3

	S. KEARNEY ST SOUTHBOUND					E. CORNELL AVE WESTBOUND					S. KEARNEY ST NORTHBOUND					E. CORNELL AVE EASTBOUND					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 03:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 03:00 PM																					
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000



COUNTER MEASURES INC

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DENVER COLORADO
303-333-7409

N/S STREET: S. KEARNEY ST
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File Name : S. KEARNEY ST E. CORNELL AVE
Site Code : 00000005
Start Date : 3/12/2025
Page No : 1

Groups Printed- Unshifted

	S. KEARNEY ST SOUTHBOUND				E. CORNELL AVE WESTBOUND				S. KEARNEY ST NORTHBOUND				E. CORNELL AVE EASTBOUND				Int. Total
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	
07:00 AM	7	1	0	1	1	1	7	0	0	2	0	0	0	0	0	0	20
07:15 AM	8	2	2	2	1	2	13	0	0	1	1	0	1	2	0	0	35
07:30 AM	14	2	1	0	5	2	34	0	0	5	2	0	1	1	0	0	67
07:45 AM	16	3	0	0	10	1	35	0	0	2	2	0	0	5	0	0	74
Total	45	8	3	3	17	6	89	0	0	10	5	0	2	8	0	0	196
08:00 AM	6	6	0	0	2	1	11	0	0	2	2	1	1	0	0	0	32
08:15 AM	1	3	0	0	1	0	19	0	0	2	3	0	0	0	0	0	29
08:30 AM	4	2	0	0	0	1	6	0	0	3	2	0	1	0	0	0	19
08:45 AM	5	2	1	3	0	0	7	0	0	1	0	1	0	0	0	0	20
Total	16	13	1	3	3	2	43	0	0	8	7	2	2	0	0	0	100
01:00 PM	7	0	0	0	12	1	11	0	0	0	5	2	0	1	0	0	39
01:15 PM	8	0	0	0	10	0	16	3	0	0	6	3	0	0	0	0	46
01:30 PM	14	0	0	0	19	1	34	0	0	0	4	4	1	2	0	0	79
01:45 PM	16	3	0	0	16	2	35	0	0	1	6	0	0	1	0	0	80
Total	45	3	0	0	57	4	96	3	0	1	21	9	1	4	0	0	244
02:00 PM	11	1	0	0	10	1	11	0	0	1	5	0	0	2	1	0	43
02:15 PM	7	3	0	1	15	2	17	0	0	0	4	3	1	1	1	0	55
02:30 PM	4	4	1	0	11	0	8	0	0	2	2	1	0	1	2	0	36
02:45 PM	5	3	0	0	7	1	7	0	0	2	2	2	1	0	1	0	31
Total	27	11	1	1	43	4	43	0	0	5	13	6	2	4	5	0	165
03:00 PM	6	4	1	0	5	0	5	0	1	3	1	1	0	0	0	0	27
03:15 PM	5	2	0	0	3	1	4	0	0	2	2	1	0	1	1	0	22
03:30 PM	4	3	0	0	4	0	5	0	0	1	1	2	0	0	1	0	21
03:45 PM	4	3	0	0	2	0	4	0	0	1	2	0	1	1	1	0	19
Total	19	12	1	0	14	1	18	0	1	7	6	4	1	2	3	0	89
Grand Total	152	47	6	7	134	17	289	3	1	31	52	21	8	18	8	0	794
Apprch %	71.7	22.2	2.8	3.3	30.2	3.8	65.2	0.7	1	29.5	49.5	20	23.5	52.9	23.5	0	
Total %	19.1	5.9	0.8	0.9	16.9	2.1	36.4	0.4	0.1	3.9	6.5	2.6	1	2.3	1	0	

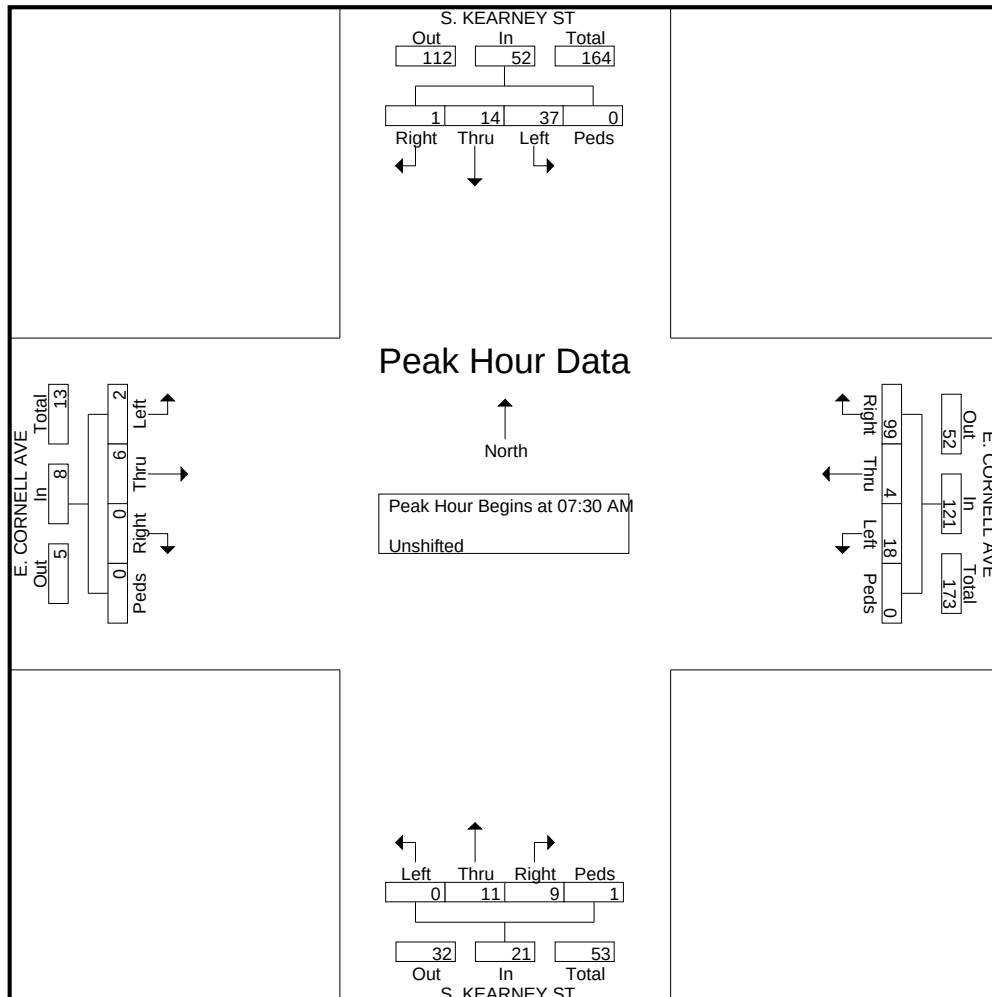
COUNTER MEASURES INC

1889 YORK ST
DENVER COLORADO
303-333-7409

N/S STREET: S. KEARNEY ST
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File Name : S. KEARNEY ST E. CORNELL AVE
Site Code : 00000005
Start Date : 3/12/2025
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	S. KEARNEY ST SOUTHBOUND					E. CORNELL AVE WESTBOUND					S. KEARNEY ST NORTHBOUND					E. CORNELL AVE EASTBOUND					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	14	2	1	0	17	5	2	34	0	41	0	5	2	0	7	1	1	0	0	2	67
07:45 AM	16	3	0	0	19	10	1	35	0	46	0	2	2	0	4	0	5	0	0	5	74
08:00 AM	6	6	0	0	12	2	1	11	0	14	0	2	2	1	5	1	0	0	0	1	32
08:15 AM	1	3	0	0	4	1	0	19	0	20	0	2	3	0	5	0	0	0	0	0	29
Total Volume	37	14	1	0	52	18	4	99	0	121	0	11	9	1	21	2	6	0	0	8	202
% App. Total	71.2	26.9	1.9	0		14.9	3.3	81.8	0		0	52.4	42.9	4.8		25	75	0	0		
PHF	.578	.583	.250	.000	.684	.450	.500	.707	.000	.658	.000	.550	.750	.250	.750	.500	.300	.000	.000	.400	.682



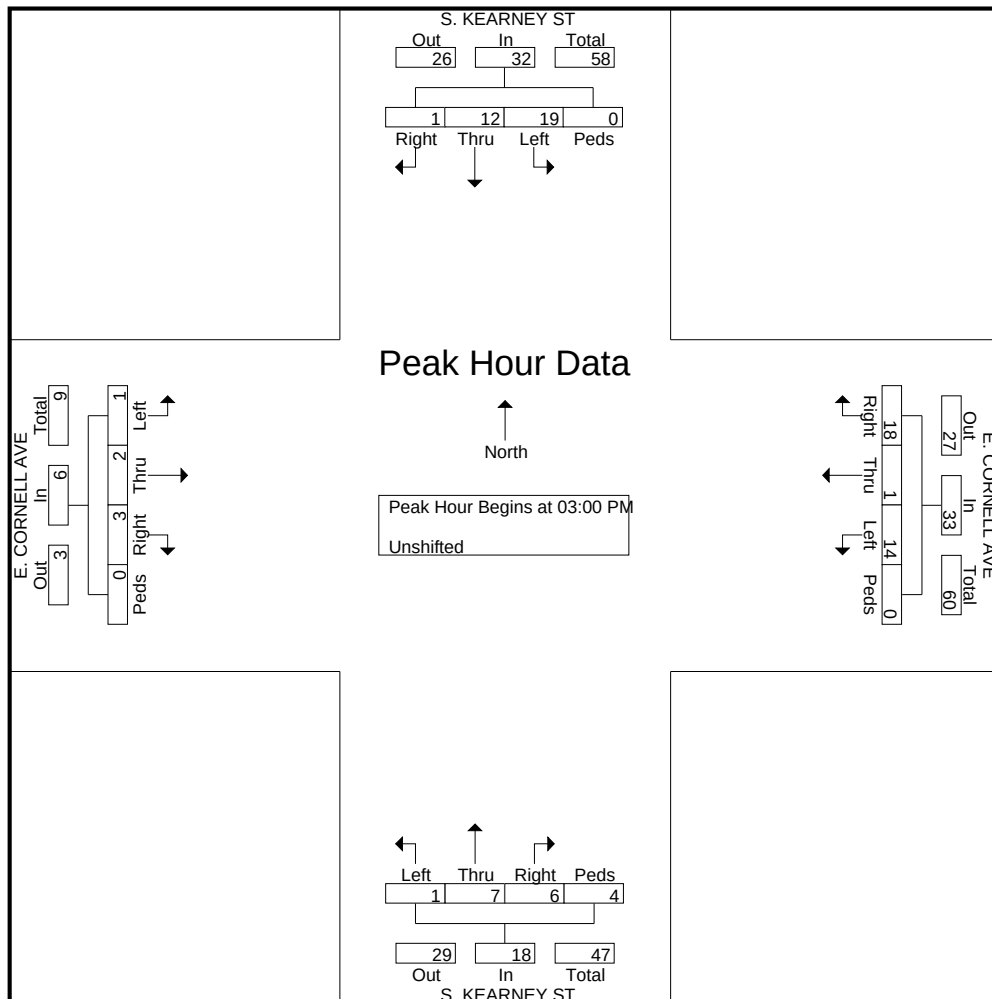
COUNTER MEASURES INC

1889 YORK ST
DENVER COLORADO
303-333-7409

N/S STREET: S. KEARNEY ST
E/W STREET: E. CORNELL AVE
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File Name : S. KEARNEY ST E. CORNELL AVE
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	S. KEARNEY ST SOUTHBOUND					E. CORNELL AVE WESTBOUND					S. KEARNEY ST NORTHBOUND					E. CORNELL AVE EASTBOUND					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 03:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 03:00 PM																					
03:00 PM	6	4	1	0	11	5	0	5	0	10	1	3	1	1	6	0	0	0	0	0	27
03:15 PM	5	2	0	0	7	3	1	4	0	8	0	2	2	1	5	0	1	1	0	2	22
03:30 PM	4	3	0	0	7	4	0	5	0	9	0	1	1	2	4	0	0	1	0	1	21
03:45 PM	4	3	0	0	7	2	0	4	0	6	0	1	2	0	3	1	1	1	0	3	19
Total Volume	19	12	1	0	32	14	1	18	0	33	1	7	6	4	18	1	2	3	0	6	89
% App. Total	59.4	37.5	3.1	0		42.4	3	54.5	0		5.6	38.9	33.3	22.2		16.7	33.3	50	0		
PHF	.792	.750	.250	.000	.727	.700	.250	.900	.000	.825	.250	.583	.750	.500	.750	.250	.500	.750	.000	.500	.824



COUNTER MEASURES INC

1889 YORK ST
DENVER COLORADO
303-333-7409

N/S STREET: S. LEYDEN ST
E/W STREET: E. CORNELL AVE
CITY: DENVER
COUNTY: DENVER

File Name : S. LEYDEN ST E. CORNELL AVE
Site Code : 00000015
Start Date : 3/12/2025
Page No : 1

Groups Printed- Bank 1

	NO ACCESS SOUTHBOUND				E. CORNELL AVE WESTBOUND				S. LEYDEN ST NORTHBOUND				E. CORNELL AVE EASTBOUND				Int. Total
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	
07:15 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	2
07:30 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
07:45 AM	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	0	3
Total	0	0	0	0	0	3	0	0	1	0	0	0	0	0	2	0	6
08:00 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	2	0	0	3
08:15 AM	0	0	0	0	0	2	0	0	1	0	0	0	0	1	0	0	4
Total	0	0	0	0	0	3	0	0	1	0	0	0	0	3	0	0	7
01:00 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
01:15 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	1	1	0	3
01:30 PM	0	0	0	0	0	2	0	0	0	0	0	0	0	2	1	0	5
01:45 PM	0	0	0	0	0	2	0	0	0	0	0	0	0	1	1	0	4
Total	0	0	0	0	0	6	0	0	0	0	0	0	0	4	3	0	13
02:00 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
03:00 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Grand Total	0	0	0	0	0	14	0	0	2	0	0	0	0	7	5	0	28
Apprch %	0	0	0	0	0	100	0	0	100	0	0	0	0	58.3	41.7	0	
Total %	0	0	0	0	0	50	0	0	7.1	0	0	0	0	25	17.9	0	

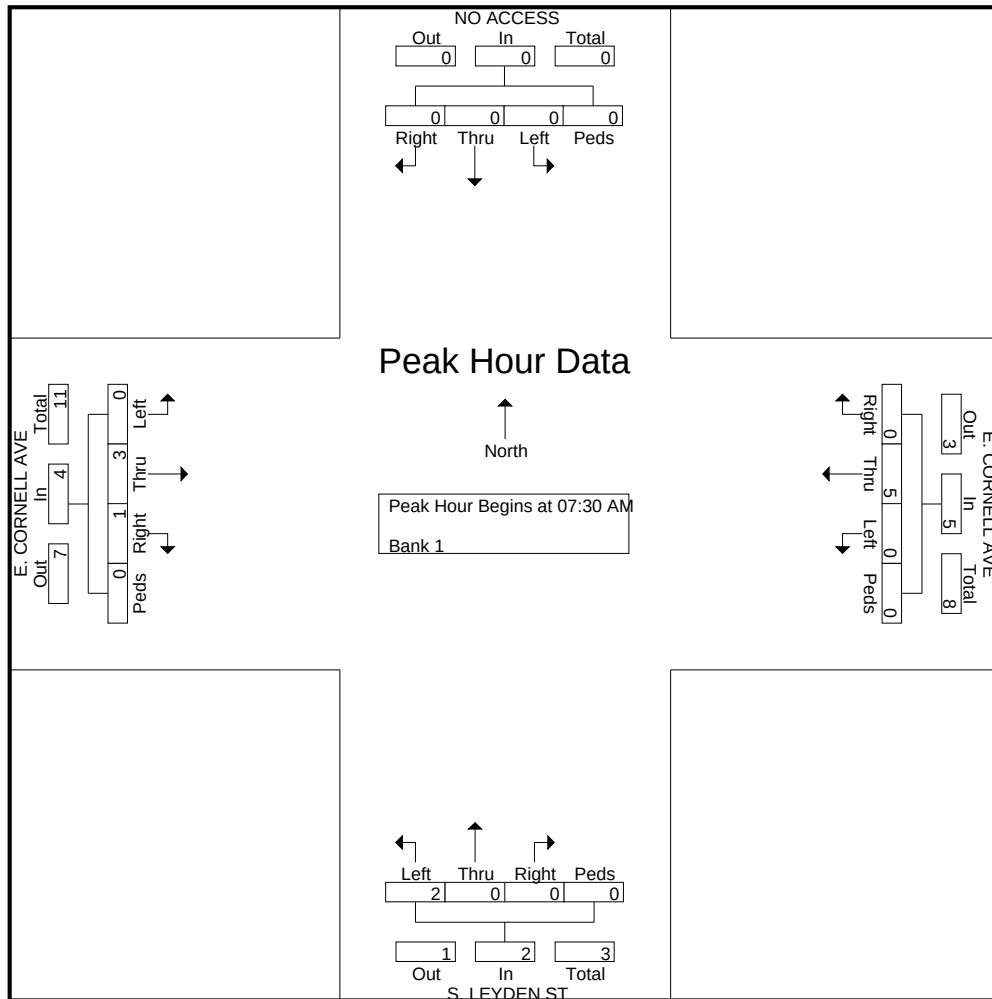
COUNTER MEASURES INC

1889 YORK ST
DENVER COLORADO
303-333-7409

N/S STREET: S. LEYDEN ST
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Site Code : 00000015
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	NO ACCESS SOUTHBOUND					E. CORNELL AVE WESTBOUND					S. LEYDEN ST NORTHBOUND					E. CORNELL AVE EASTBOUND					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
07:45 AM	0	0	0	0	0	0	1	0	0	1	1	0	0	0	1	0	0	1	0	1	3
08:00 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	3
08:15 AM	0	0	0	0	0	0	2	0	0	2	1	0	0	0	1	0	1	0	0	1	4
Total Volume	0	0	0	0	0	0	5	0	0	5	2	0	0	0	2	0	3	1	0	4	11
% App. Total	0	0	0	0	0	0	100	0	0	100	50	0	0	0	50	0	75	25	0	50	100
PHF	.000	.000	.000	.000	.000	.000	.625	.000	.000	.625	.500	.000	.000	.000	.500	.000	.375	.250	.000	.500	.688



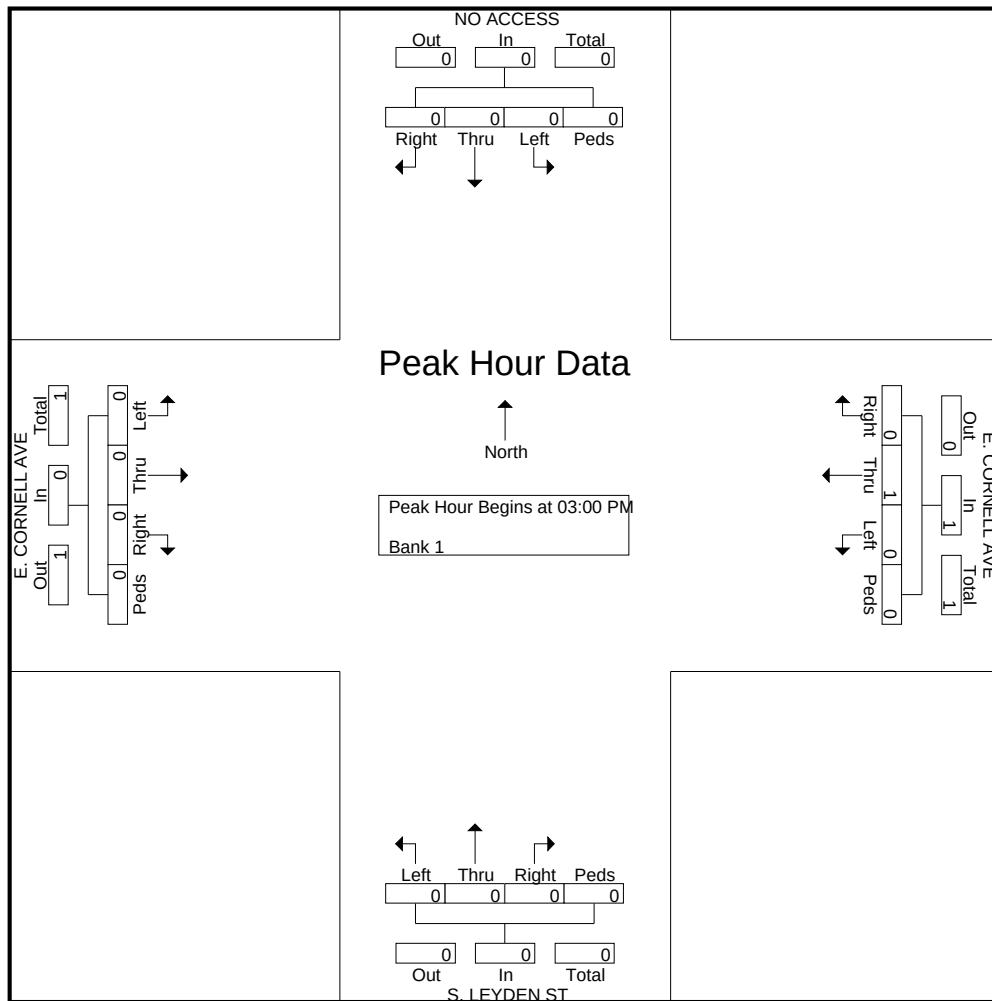
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DENVER COLORADO
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	NO ACCESS SOUTHBOUND					E. CORNELL AVE WESTBOUND					S. LEYDEN ST NORTHBOUND					E. CORNELL AVE EASTBOUND					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 03:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 03:00 PM																					
03:00 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
% App. Total	0	0	0	0		0	100	0	0		0	0	0	0		0	0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.250	.000	.000	.250	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250



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Page No : 1

Groups Printed- Unshifted

	NO ACCESS SOUTHBOUND				E. CORNELL AVE WESTBOUND				S. LEYDEN ST NORTHBOUND				E. CORNELL AVE EASTBOUND				Int. Total
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	
07:00 AM	0	0	0	0	0	13	0	0	6	0	2	0	0	1	1	2	25
07:15 AM	0	0	0	0	2	26	0	0	6	0	1	1	0	4	3	1	44
07:30 AM	0	0	0	0	0	55	0	0	9	0	1	7	0	17	2	0	91
07:45 AM	0	0	0	0	3	49	0	0	9	0	4	12	0	20	3	0	100
Total	0	0	0	0	5	143	0	0	30	0	8	20	0	42	9	3	260
08:00 AM	0	0	0	0	0	16	0	0	2	0	6	3	0	8	3	0	38
08:15 AM	0	0	0	0	3	17	0	0	5	0	1	0	0	5	2	0	33
08:30 AM	0	0	0	0	2	8	0	0	2	0	1	1	0	5	3	1	23
08:45 AM	0	0	0	0	0	4	0	0	4	0	4	0	0	3	3	0	18
Total	0	0	0	0	5	45	0	0	13	0	12	4	0	21	11	1	112
01:00 PM	0	0	0	0	3	14	0	0	12	0	2	13	0	7	3	0	54
01:15 PM	0	0	0	0	2	31	0	0	11	0	3	6	0	12	2	2	69
01:30 PM	0	0	0	0	0	49	0	0	9	0	2	11	0	16	3	3	93
01:45 PM	0	0	0	0	3	47	0	0	3	0	3	10	0	16	3	1	86
Total	0	0	0	0	8	141	0	0	35	0	10	40	0	51	11	6	302
02:00 PM	0	0	0	0	0	18	0	0	2	0	4	3	0	6	2	2	37
02:15 PM	0	0	0	0	3	21	0	0	2	0	2	2	0	5	2	3	40
02:30 PM	0	0	0	0	2	11	0	0	1	0	2	1	0	3	1	3	24
02:45 PM	0	0	0	0	1	6	0	0	1	0	3	0	0	3	2	4	20
Total	0	0	0	0	6	56	0	0	6	0	11	6	0	17	7	12	121
03:00 PM	0	0	0	0	2	4	0	0	2	0	1	2	0	4	1	0	16
03:15 PM	0	0	0	0	1	3	0	0	2	0	0	3	0	2	1	2	14
03:30 PM	0	0	0	0	2	4	0	0	1	0	1	1	0	1	0	2	12
03:45 PM	0	0	0	0	1	2	0	0	1	0	1	0	0	2	1	0	8
Total	0	0	0	0	6	13	0	0	6	0	3	6	0	9	3	4	50
Grand Total	0	0	0	0	30	398	0	0	90	0	44	76	0	140	41	26	845
Apprch %	0	0	0	0	7	93	0	0	42.9	0	21	36.2	0	67.6	19.8	12.6	
Total %	0	0	0	0	3.6	47.1	0	0	10.7	0	5.2	9	0	16.6	4.9	3.1	

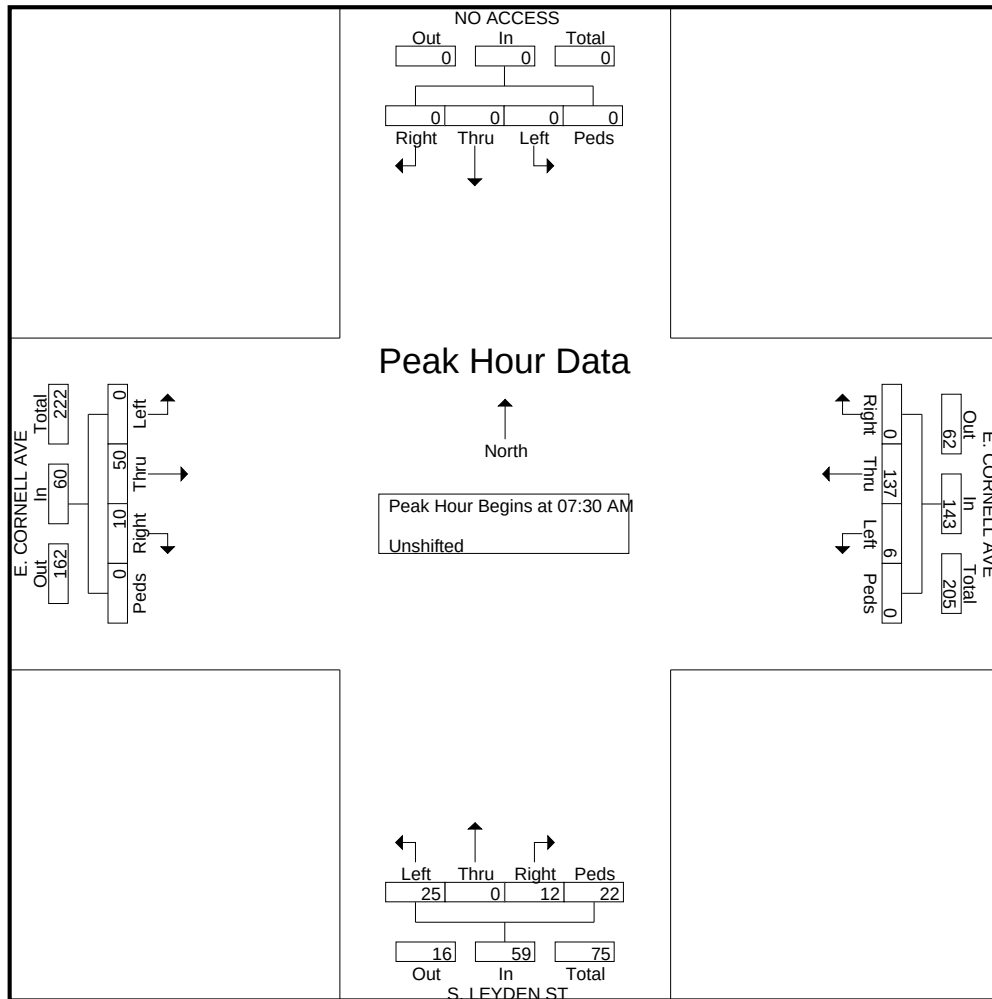
COUNTER MEASURES INC

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DENVER COLORADO
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Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	0	0	0	0	0	0	55	0	0	55	9	0	1	7	17	0	17	2	0	19	91
07:45 AM	0	0	0	0	0	3	49	0	0	52	9	0	4	12	25	0	20	3	0	23	100
08:00 AM	0	0	0	0	0	0	16	0	0	16	2	0	6	3	11	0	8	3	0	11	38
08:15 AM	0	0	0	0	0	3	17	0	0	20	5	0	1	0	6	0	5	2	0	7	33
Total Volume	0	0	0	0	0	6	137	0	0	143	25	0	12	22	59	0	50	10	0	60	262
% App. Total	0	0	0	0	0	4.2	95.8	0	0	0	42.4	0	20.3	37.3	0	0	83.3	16.7	0	0	0
PHF	.000	.000	.000	.000	.000	.500	.623	.000	.000	.650	.694	.000	.500	.458	.590	.000	.625	.833	.000	.652	.655



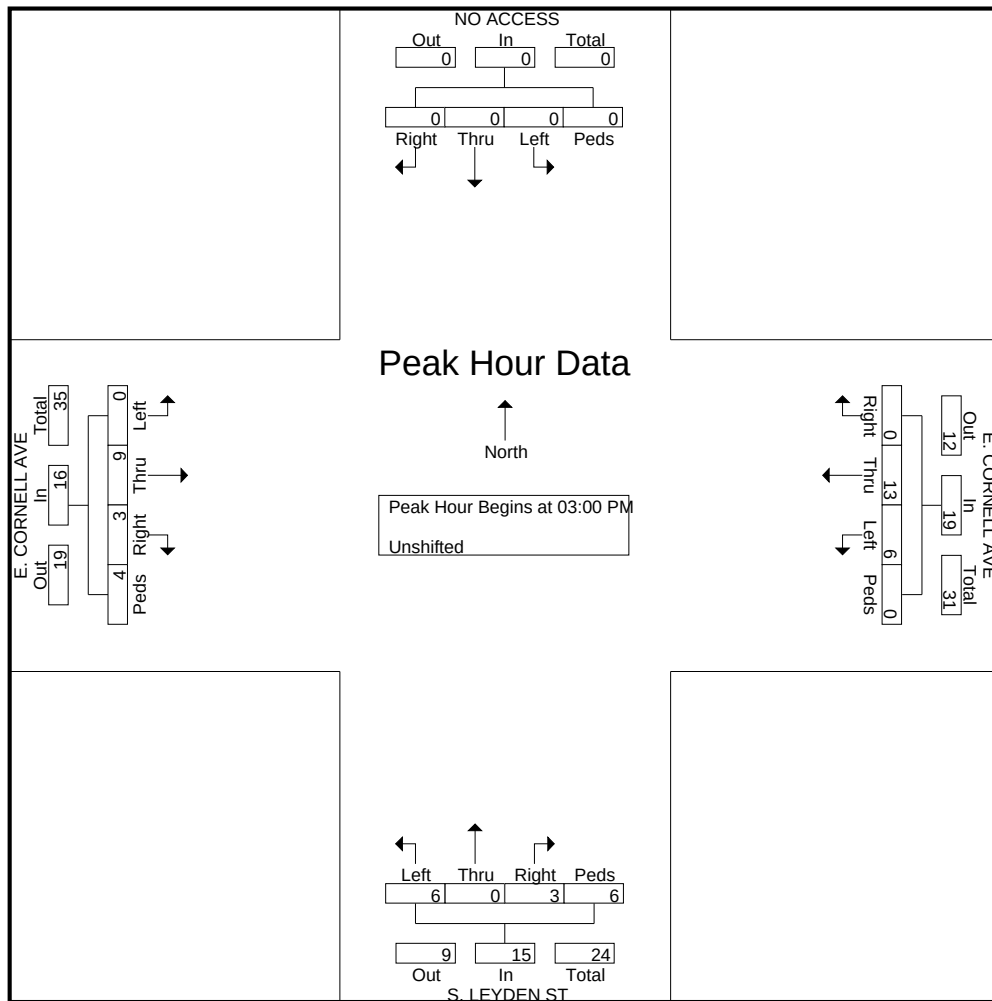
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	NO ACCESS SOUTHBOUND					E. CORNELL AVE WESTBOUND					S. LEYDEN ST NORTHBOUND					E. CORNELL AVE EASTBOUND					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 03:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 03:00 PM																					
03:00 PM	0	0	0	0	0	2	4	0	0	6	2	0	1	2	5	0	4	1	0	5	16
03:15 PM	0	0	0	0	0	1	3	0	0	4	2	0	0	3	5	0	2	1	2	5	14
03:30 PM	0	0	0	0	0	2	4	0	0	6	1	0	1	1	3	0	1	0	2	3	12
03:45 PM	0	0	0	0	0	1	2	0	0	3	1	0	1	0	2	0	2	1	0	3	8
Total Volume	0	0	0	0	0	6	13	0	0	19	6	0	3	6	15	0	9	3	4	16	50
% App. Total	0	0	0	0		31.6	68.4	0	0		40	0	20	40		0	56.2	18.8	25		
PHF	.000	.000	.000	.000	.000	.750	.813	.000	.000	.792	.750	.000	.750	.500	.750	.000	.563	.750	.500	.800	.781



HCM 6th TWSC
1: Locust Street & Parking Lot

Existing
AM Peak

Intersection						
Int Delay, s/veh	0.4					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	1	0	2	30	20	6
Future Vol, veh/h	1	0	2	30	20	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	80	80	80	80	80	80
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1	0	3	38	25	8
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	73	29	33	0	-	0
Stage 1	29	-	-	-	-	-
Stage 2	44	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	931	1046	1579	-	-	-
Stage 1	994	-	-	-	-	-
Stage 2	978	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	929	1046	1579	-	-	-
Mov Cap-2 Maneuver	929	-	-	-	-	-
Stage 1	992	-	-	-	-	-
Stage 2	978	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	8.9	0.5		0		
HCM LOS	A					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1579	-	929	-	-	
HCM Lane V/C Ratio	0.002	-	0.001	-	-	
HCM Control Delay (s)	7.3	0	8.9	-	-	
HCM Lane LOS	A	A	A	-	-	
HCM 95th %tile Q(veh)	0	-	0	-	-	

HCM 6th TWSC
2: S. Kearney Street & Robin Way/E. Cornell Avenue

Existing
AM Peak

Intersection												
Int Delay, s/veh	5.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	2	10	1	30	6	115	1	11	16	60	14	1
Future Vol, veh/h	2	10	1	30	6	115	1	11	16	60	14	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	65	65	65	65	65	65	65	65	65	65	65	65
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	3	15	2	46	9	177	2	17	25	92	22	2
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	186	0	0	17	0	0	224	300	16	233	213	98
Stage 1	-	-	-	-	-	-	22	22	-	190	190	-
Stage 2	-	-	-	-	-	-	202	278	-	43	23	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1388	-	-	1600	-	-	732	612	1063	722	684	958
Stage 1	-	-	-	-	-	-	996	877	-	812	743	-
Stage 2	-	-	-	-	-	-	800	680	-	971	876	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1388	-	-	1600	-	-	694	591	1063	671	660	958
Mov Cap-2 Maneuver	-	-	-	-	-	-	694	591	-	671	660	-
Stage 1	-	-	-	-	-	-	994	875	-	810	718	-
Stage 2	-	-	-	-	-	-	749	658	-	928	874	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	1.2			1.5			9.8			11.5		
HCM LOS							A			B		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	798	1388	-	-	1600	-	-	672				
HCM Lane V/C Ratio	0.054	0.002	-	-	0.029	-	-	0.172				
HCM Control Delay (s)	9.8	7.6	0	-	7.3	0	-	11.5				
HCM Lane LOS	A	A	A	-	A	A	-	B				
HCM 95th %tile Q(veh)	0.2	0	-	-	0.1	-	-	0.6				

HCM 6th TWSC
3: E. Cornell Avenue & West School Access

Existing
AM Peak

Intersection						
Int Delay, s/veh	0.7					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	11	75	147	14	5	4
Future Vol, veh/h	11	75	147	14	5	4
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	65	65	65	65	65	65
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	17	115	226	22	8	6
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	248	0	-	0	386	237
Stage 1	-	-	-	-	237	-
Stage 2	-	-	-	-	149	-
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	1318	-	-	-	617	802
Stage 1	-	-	-	-	802	-
Stage 2	-	-	-	-	879	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1318	-	-	-	608	802
Mov Cap-2 Maneuver	-	-	-	-	608	-
Stage 1	-	-	-	-	791	-
Stage 2	-	-	-	-	879	-
Approach	EB	WB		SB		
HCM Control Delay, s	1	0		10.4		
HCM LOS				B		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1318	-	-	-	681	
HCM Lane V/C Ratio	0.013	-	-	-	0.02	
HCM Control Delay (s)	7.8	0	-	-	10.4	
HCM Lane LOS	A	A	-	-	B	
HCM 95th %tile Q(veh)	0	-	-	-	0.1	

HCM 6th TWSC
4: E. Cornell Avenue & East School Access

Existing
AM Peak

Intersection						
Int Delay, s/veh	1.2					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	15	55	165	15	6	15
Future Vol, veh/h	15	55	165	15	6	15
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	65	65	65	65	65	65
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	23	85	254	23	9	23
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	277	0	-	0	397	266
Stage 1	-	-	-	-	266	-
Stage 2	-	-	-	-	131	-
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	1286	-	-	-	608	773
Stage 1	-	-	-	-	779	-
Stage 2	-	-	-	-	895	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1286	-	-	-	596	773
Mov Cap-2 Maneuver	-	-	-	-	596	-
Stage 1	-	-	-	-	764	-
Stage 2	-	-	-	-	895	-
Approach	EB	WB		SB		
HCM Control Delay, s	1.7	0		10.3		
HCM LOS				B		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1286	-	-	-	713	
HCM Lane V/C Ratio	0.018	-	-	-	0.045	
HCM Control Delay (s)	7.9	0	-	-	10.3	
HCM Lane LOS	A	A	-	-	B	
HCM 95th %tile Q(veh)	0.1	-	-	-	0.1	

HCM 6th TWSC
5: S. Leyden Street & E. Cornell Avenue

Existing
AM Peak

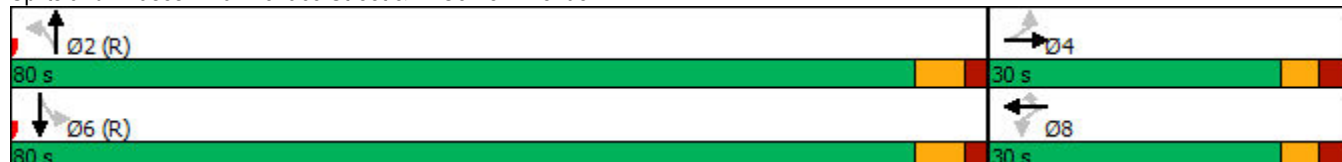
Intersection						
Int Delay, s/veh	1.8					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	53	11	6	143	27	12
Future Vol, veh/h	53	11	6	143	27	12
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	65	65	65	65	65	65
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	82	17	9	220	42	18
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	99	0	329	91
Stage 1	-	-	-	-	91	-
Stage 2	-	-	-	-	238	-
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	-	-	1494	-	665	967
Stage 1	-	-	-	-	933	-
Stage 2	-	-	-	-	802	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1494	-	660	967
Mov Cap-2 Maneuver	-	-	-	-	660	-
Stage 1	-	-	-	-	933	-
Stage 2	-	-	-	-	796	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		0.3		10.4	
HCM LOS	B					
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	731	-	-	1494	-	
HCM Lane V/C Ratio	0.082	-	-	0.006	-	
HCM Control Delay (s)	10.4	-	-	7.4	0	
HCM Lane LOS	B	-	-	A	A	
HCM 95th %tile Q(veh)	0.3	-	-	0	-	

Timings 6: Monaco Street & E. Cornell Avenue

Existing
AM Peak

									
Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	26	14	72	90	185	40	572	59	833
Future Volume (vph)	26	14	72	90	185	40	572	59	833
Turn Type	Perm	NA	Perm	NA	Perm	Perm	NA	Perm	NA
Protected Phases		4		8			2		6
Permitted Phases	4		8		8	2		6	
Detector Phase	4	4	8	8	8	2	2	6	6
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	15.0	15.0	15.0	15.0
Minimum Split (s)	24.0	24.0	24.0	24.0	24.0	30.0	30.0	30.0	30.0
Total Split (s)	30.0	30.0	30.0	30.0	30.0	80.0	80.0	80.0	80.0
Total Split (%)	27.3%	27.3%	27.3%	27.3%	27.3%	72.7%	72.7%	72.7%	72.7%
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	4.0	4.0	4.0	4.0
All-Red Time (s)	3.0	3.0	3.0	3.0	3.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		6.0		6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag									
Lead-Lag Optimize?									
Recall Mode	None	None	None	None	None	C-Max	C-Max	C-Max	C-Max
Act Effct Green (s)		17.8		17.8	17.8	80.2	80.2	80.2	80.2
Actuated g/C Ratio		0.16		0.16	0.16	0.73	0.73	0.73	0.73
v/c Ratio		0.32		0.70	0.48	0.12	0.25	0.12	0.37
Control Delay		28.7		57.6	9.1	6.4	5.7	6.1	6.5
Queue Delay		0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay		28.7		57.6	9.1	6.4	5.7	6.1	6.5
LOS		C		E	A	A	A	A	A
Approach Delay		28.7		31.7			5.7		6.4
Approach LOS		C		C			A		A
Intersection Summary									
Cycle Length: 110									
Actuated Cycle Length: 110									
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green									
Natural Cycle: 55									
Control Type: Actuated-Coordinated									
Maximum v/c Ratio: 0.70									
Intersection Signal Delay: 11.4					Intersection LOS: B				
Intersection Capacity Utilization 63.5%					ICU Level of Service B				
Analysis Period (min) 15									

Splits and Phases: 6: Monaco Street & E. Cornell Avenue



HCM 6th Signalized Intersection Summary

6: Monaco Street & E. Cornell Avenue

Existing
AM Peak

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	26	14	27	72	90	185	40	572	18	59	833	32
Future Volume (veh/h)	26	14	27	72	90	185	40	572	18	59	833	32
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	29	15	30	79	99	203	44	629	20	65	915	35
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	65	39	40	135	136	271	432	2532	80	581	2513	96
Arrive On Green	0.17	0.17	0.17	0.17	0.17	0.17	0.72	0.72	0.72	0.72	0.72	0.72
Sat Flow, veh/h	116	230	235	511	797	1585	590	3515	112	782	3490	133
Grp Volume(v), veh/h	74	0	0	178	0	203	44	318	331	65	466	484
Grp Sat Flow(s),veh/h/ln	581	0	0	1309	0	1585	590	1777	1850	782	1777	1846
Q Serve(g_s), s	1.9	0.0	0.0	0.0	0.0	13.4	3.4	6.7	6.7	3.4	10.9	10.9
Cycle Q Clear(g_c), s	16.7	0.0	0.0	14.7	0.0	13.4	14.3	6.7	6.7	10.1	10.9	10.9
Prop In Lane	0.39		0.41	0.44		1.00	1.00		0.06	1.00		0.07
Lane Grp Cap(c), veh/h	145	0	0	271	0	271	432	1280	1332	581	1280	1330
V/C Ratio(X)	0.51	0.00	0.00	0.66	0.00	0.75	0.10	0.25	0.25	0.11	0.36	0.36
Avail Cap(c_a), veh/h	210	0	0	347	0	346	432	1280	1332	581	1280	1330
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	42.6	0.0	0.0	43.6	0.0	43.4	8.5	5.2	5.2	7.0	5.8	5.8
Incr Delay (d2), s/veh	2.8	0.0	0.0	3.0	0.0	6.6	0.5	0.5	0.4	0.4	0.8	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.1	0.0	0.0	4.9	0.0	5.8	0.5	2.3	2.4	0.6	3.7	3.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	45.4	0.0	0.0	46.6	0.0	50.0	9.0	5.7	5.7	7.4	6.6	6.6
LnGrp LOS	D	A	A	D	A	D	A	A	A	A	A	A
Approach Vol, veh/h		74			381			693			1015	
Approach Delay, s/veh		45.4			48.4			5.9			6.7	
Approach LOS		D			D			A			A	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		85.2		24.8		85.2		24.8				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		74.0		24.0		74.0		24.0				
Max Q Clear Time (g_c+I1), s		16.3		18.7		12.9		16.7				
Green Ext Time (p_c), s		4.9		0.1		8.0		1.0				
Intersection Summary												
HCM 6th Ctrl Delay				15.1								
HCM 6th LOS				B								

HCM 6th TWSC
1: Locust Street & Parking Lot

Existing
PM Peak

Intersection						
Int Delay, s/veh	3.6					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	19	9	0	17	22	2
Future Vol, veh/h	19	9	0	17	22	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	60	60	60	60	60	60
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	32	15	0	28	37	3
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	67	39	40	0	-	0
Stage 1	39	-	-	-	-	-
Stage 2	28	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	938	1033	1570	-	-	-
Stage 1	983	-	-	-	-	-
Stage 2	995	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	938	1033	1570	-	-	-
Mov Cap-2 Maneuver	938	-	-	-	-	-
Stage 1	983	-	-	-	-	-
Stage 2	995	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	8.9	0		0		
HCM LOS	A					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1570	-	967	-	-	
HCM Lane V/C Ratio	-	-	0.048	-	-	
HCM Control Delay (s)	0	-	8.9	-	-	
HCM Lane LOS	A	-	A	-	-	
HCM 95th %tile Q(veh)	0	-	0.2	-	-	

HCM 6th TWSC
2: S. Kearney Street & Robin Way/E. Cornell Avenue

Existing
PM Peak

Intersection												
Int Delay, s/veh	6.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	3	3	15	3	22	1	10	8	25	10	1
Future Vol, veh/h	1	3	3	15	3	22	1	10	8	25	10	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	65	65	65	65	65	65	65	65	65	65	65	65
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	2	5	5	23	5	34	2	15	12	38	15	2
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	39	0	0	10	0	0	89	97	8	93	82	22
Stage 1	-	-	-	-	-	-	12	12	-	68	68	-
Stage 2	-	-	-	-	-	-	77	85	-	25	14	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1571	-	-	1610	-	-	896	793	1074	891	808	1055
Stage 1	-	-	-	-	-	-	1009	886	-	942	838	-
Stage 2	-	-	-	-	-	-	932	824	-	993	884	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1571	-	-	1610	-	-	871	780	1074	857	795	1055
Mov Cap-2 Maneuver	-	-	-	-	-	-	871	780	-	857	795	-
Stage 1	-	-	-	-	-	-	1008	885	-	941	825	-
Stage 2	-	-	-	-	-	-	900	812	-	964	883	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	1			2.7			9.2			9.6		
HCM LOS							A			A		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	887	1571	-	-	1610	-	-	843				
HCM Lane V/C Ratio	0.033	0.001	-	-	0.014	-	-	0.066				
HCM Control Delay (s)	9.2	7.3	0	-	7.3	0	-	9.6				
HCM Lane LOS	A	A	A	-	A	A	-	A				
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.2				

HCM 6th TWSC
3: E. Cornell Avenue & West School Access

Existing
PM Peak

Intersection						
Int Delay, s/veh	0.7					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	36	36	0	2	4
Future Vol, veh/h	0	36	36	0	2	4
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	65	65	65	65	65	65
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	55	55	0	3	6
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	55	0	-	0	110	55
Stage 1	-	-	-	-	55	-
Stage 2	-	-	-	-	55	-
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	1550	-	-	-	887	1012
Stage 1	-	-	-	-	968	-
Stage 2	-	-	-	-	968	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1550	-	-	-	887	1012
Mov Cap-2 Maneuver	-	-	-	-	887	-
Stage 1	-	-	-	-	968	-
Stage 2	-	-	-	-	968	-
Approach	EB	WB		SB		
HCM Control Delay, s	0	0		8.8		
HCM LOS	A					
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1550	-	-	-	967	
HCM Lane V/C Ratio	-	-	-	-	0.01	
HCM Control Delay (s)	0	-	-	-	8.8	
HCM Lane LOS	A	-	-	-	A	
HCM 95th %tile Q(veh)	0	-	-	-	0	

HCM 6th TWSC
4: E. Cornell Avenue & East School Access

Existing
PM Peak

Intersection						
Int Delay, s/veh	1					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	2	35	35	2	4	4
Future Vol, veh/h	2	35	35	2	4	4
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	65	65	65	65	65	65
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	3	54	54	3	6	6
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	57	0	-	0	116	56
Stage 1	-	-	-	-	56	-
Stage 2	-	-	-	-	60	-
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	1547	-	-	-	880	1011
Stage 1	-	-	-	-	967	-
Stage 2	-	-	-	-	963	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1547	-	-	-	878	1011
Mov Cap-2 Maneuver	-	-	-	-	878	-
Stage 1	-	-	-	-	965	-
Stage 2	-	-	-	-	963	-
Approach	EB	WB		SB		
HCM Control Delay, s	0.4	0		8.9		
HCM LOS				A		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1547	-	-	-	940	
HCM Lane V/C Ratio	0.002	-	-	-	0.013	
HCM Control Delay (s)	7.3	0	-	-	8.9	
HCM Lane LOS	A	A	-	-	A	
HCM 95th %tile Q(veh)	0	-	-	-	0	

HCM 6th TWSC
5: S. Leyden Street & E. Cornell Avenue

Existing
PM Peak

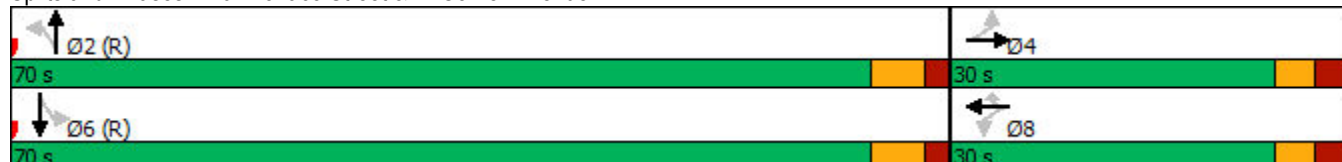
Intersection						
Int Delay, s/veh	1.6					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	35	4	6	30	7	3
Future Vol, veh/h	35	4	6	30	7	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	65	65	65	65	65	65
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	54	6	9	46	11	5
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	60	0	121	57
Stage 1	-	-	-	-	57	-
Stage 2	-	-	-	-	64	-
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	-	-	1544	-	874	1009
Stage 1	-	-	-	-	966	-
Stage 2	-	-	-	-	959	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1544	-	869	1009
Mov Cap-2 Maneuver	-	-	-	-	869	-
Stage 1	-	-	-	-	966	-
Stage 2	-	-	-	-	953	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		1.2		9	
HCM LOS	A					
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	907	-	-	1544	-	
HCM Lane V/C Ratio	0.017	-	-	0.006	-	
HCM Control Delay (s)	9	-	-	7.3	0	
HCM Lane LOS	A	-	-	A	A	
HCM 95th %tile Q(veh)	0.1	-	-	0	-	

Timings 6: Monaco Street & E. Cornell Avenue

Existing
PM Peak

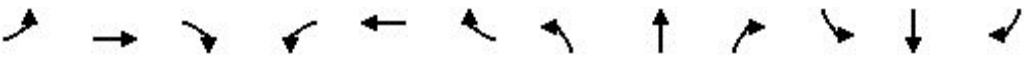
									
Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	13	18	32	12	127	29	786	138	741
Future Volume (vph)	13	18	32	12	127	29	786	138	741
Turn Type	Perm	NA	Perm	NA	Perm	Perm	NA	Perm	NA
Protected Phases		4		8			2		6
Permitted Phases	4		8		8	2		6	
Detector Phase	4	4	8	8	8	2	2	6	6
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	15.0	15.0	15.0	15.0
Minimum Split (s)	23.0	23.0	23.0	23.0	23.0	30.0	30.0	30.0	30.0
Total Split (s)	30.0	30.0	30.0	30.0	30.0	70.0	70.0	70.0	70.0
Total Split (%)	30.0%	30.0%	30.0%	30.0%	30.0%	70.0%	70.0%	70.0%	70.0%
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	4.0	4.0	4.0	4.0
All-Red Time (s)	3.0	3.0	3.0	3.0	3.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		6.0		6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag									
Lead-Lag Optimize?									
Recall Mode	None	None	None	None	None	C-Max	C-Max	C-Max	C-Max
Act Effct Green (s)		8.7		8.7	8.7	79.3	79.3	79.3	79.3
Actuated g/C Ratio		0.09		0.09	0.09	0.79	0.79	0.79	0.79
v/c Ratio		0.41		0.36	0.53	0.07	0.32	0.33	0.30
Control Delay		30.7		49.7	14.8	3.1	3.4	5.5	3.3
Queue Delay		0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay		30.7		49.7	14.8	3.1	3.4	5.5	3.3
LOS		C		D	B	A	A	A	A
Approach Delay		30.7		23.7			3.4		3.6
Approach LOS		C		C			A		A
Intersection Summary									
Cycle Length: 100									
Actuated Cycle Length: 100									
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green									
Natural Cycle: 60									
Control Type: Actuated-Coordinated									
Maximum v/c Ratio: 0.53									
Intersection Signal Delay: 6.1					Intersection LOS: A				
Intersection Capacity Utilization 60.3%					ICU Level of Service B				
Analysis Period (min) 15									

Splits and Phases: 6: Monaco Street & E. Cornell Avenue



HCM 6th Signalized Intersection Summary 6: Monaco Street & E. Cornell Avenue

Existing
PM Peak

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔	↔	↔	↔		↔	↔	
Traffic Volume (veh/h)	13	18	34	32	12	127	29	786	22	138	741	28
Future Volume (veh/h)	13	18	34	32	12	127	29	786	22	138	741	28
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	14	20	37	35	13	140	32	864	24	152	814	31
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	62	68	95	181	58	177	527	2714	75	506	2682	102
Arrive On Green	0.11	0.11	0.11	0.11	0.11	0.11	0.77	0.77	0.77	0.77	0.77	0.77
Sat Flow, veh/h	172	608	849	1062	519	1585	652	3531	98	626	3490	133
Grp Volume(v), veh/h	71	0	0	48	0	140	32	435	453	152	414	431
Grp Sat Flow(s),veh/h/ln	1629	0	0	1581	0	1585	652	1777	1853	626	1777	1846
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	8.6	1.6	7.5	7.5	9.8	7.0	7.0
Cycle Q Clear(g_c), s	3.8	0.0	0.0	2.4	0.0	8.6	8.6	7.5	7.5	17.3	7.0	7.0
Prop In Lane	0.20		0.52	0.73		1.00	1.00		0.05	1.00		0.07
Lane Grp Cap(c), veh/h	225	0	0	239	0	177	527	1365	1424	506	1365	1419
V/C Ratio(X)	0.32	0.00	0.00	0.20	0.00	0.79	0.06	0.32	0.32	0.30	0.30	0.30
Avail Cap(c_a), veh/h	426	0	0	426	0	380	527	1365	1424	506	1365	1419
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	41.2	0.0	0.0	40.5	0.0	43.3	4.8	3.5	3.5	6.2	3.5	3.5
Incr Delay (d2), s/veh	0.8	0.0	0.0	0.4	0.0	7.7	0.2	0.6	0.6	1.5	0.6	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	0.0	0.0	1.1	0.0	3.8	0.2	2.1	2.2	1.3	2.0	2.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	42.0	0.0	0.0	40.9	0.0	51.0	5.0	4.2	4.1	7.7	4.1	4.0
LnGrp LOS	D	A	A	D	A	D	A	A	A	A	A	A
Approach Vol, veh/h		71			188			920			997	
Approach Delay, s/veh		42.0			48.4			4.2			4.6	
Approach LOS		D			D			A			A	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		82.8		17.2		82.8		17.2				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		64.0		24.0		64.0		24.0				
Max Q Clear Time (g_c+I1), s		10.6		5.8		19.3		10.6				
Green Ext Time (p_c), s		7.0		0.3		8.2		0.6				
Intersection Summary												
HCM 6th Ctrl Delay			9.4									
HCM 6th LOS			A									

HCM 6th TWSC
1: Locust Street & Parking Lot

2026 Background
AM Peak

Intersection						
Int Delay, s/veh	0.7					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	2	1	2	30	25	5
Future Vol, veh/h	2	1	2	30	25	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	80	80	80	80	80	80
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	3	1	3	38	31	6
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	78	34	37	0	-	0
Stage 1	34	-	-	-	-	-
Stage 2	44	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	925	1039	1574	-	-	-
Stage 1	988	-	-	-	-	-
Stage 2	978	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	923	1039	1574	-	-	-
Mov Cap-2 Maneuver	923	-	-	-	-	-
Stage 1	986	-	-	-	-	-
Stage 2	978	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	8.8	0.5		0		
HCM LOS	A					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1574	-	959	-	-	
HCM Lane V/C Ratio	0.002	-	0.004	-	-	
HCM Control Delay (s)	7.3	0	8.8	-	-	
HCM Lane LOS	A	A	A	-	-	
HCM 95th %tile Q(veh)	0	-	0	-	-	

HCM 6th TWSC
2: S. Kearney Street & Robin Way/E. Cornell Avenue

2026 Background
AM Peak

Intersection												
Int Delay, s/veh	5.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	2	10	1	5	5	15	1	15	10	10	15	1
Future Vol, veh/h	2	10	1	5	5	15	1	15	10	10	15	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	65	65	65	65	65	65	65	65	65	65	65	65
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	3	15	2	8	8	23	2	23	15	15	23	2
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	31	0	0	17	0	0	70	69	16	77	59	20
Stage 1	-	-	-	-	-	-	22	22	-	36	36	-
Stage 2	-	-	-	-	-	-	48	47	-	41	23	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1582	-	-	1600	-	-	922	822	1063	912	832	1058
Stage 1	-	-	-	-	-	-	996	877	-	980	865	-
Stage 2	-	-	-	-	-	-	965	856	-	974	876	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1582	-	-	1600	-	-	896	816	1063	875	826	1058
Mov Cap-2 Maneuver	-	-	-	-	-	-	896	816	-	875	826	-
Stage 1	-	-	-	-	-	-	994	875	-	978	861	-
Stage 2	-	-	-	-	-	-	933	852	-	933	874	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	1.1			1.5			9.2			9.4		
HCM LOS							A			A		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	899	1582	-	-	1600	-	-	852				
HCM Lane V/C Ratio	0.044	0.002	-	-	0.005	-	-	0.047				
HCM Control Delay (s)	9.2	7.3	0	-	7.3	0	-	9.4				
HCM Lane LOS	A	A	A	-	A	A	-	A				
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.1				

HCM 6th TWSC
5: S. Leyden Street & E. Cornell Avenue

2026 Background
AM Peak

Intersection

Int Delay, s/veh 3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	25	5	5	15	10	10
Future Vol, veh/h	25	5	5	15	10	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	65	65	65	65	65	65
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	38	8	8	23	15	15

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	46
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.12
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.218
Pot Cap-1 Maneuver	-	-	1562
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	1562
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.8	8.8
HCM LOS			A

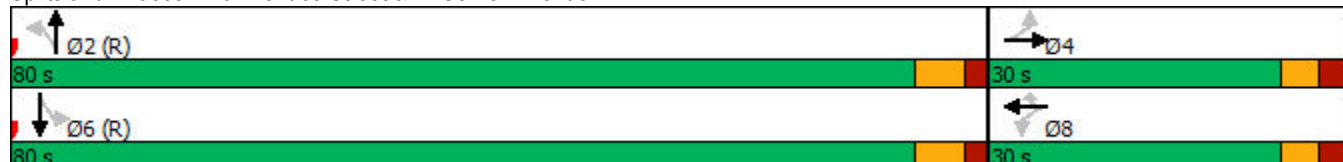
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	969	-	-	1562	-
HCM Lane V/C Ratio	0.032	-	-	0.005	-
HCM Control Delay (s)	8.8	-	-	7.3	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Timings 6: Monaco Street & E. Cornell Avenue

2026 Background
AM Peak

									
Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	15	5	72	5	186	10	575	59	835
Future Volume (vph)	15	5	72	5	186	10	575	59	835
Turn Type	Perm	NA	Perm	NA	Perm	Perm	NA	Perm	NA
Protected Phases		4		8			2		6
Permitted Phases	4		8		8	2		6	
Detector Phase	4	4	8	8	8	2	2	6	6
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	15.0	15.0	15.0	15.0
Minimum Split (s)	24.0	24.0	24.0	24.0	24.0	30.0	30.0	30.0	30.0
Total Split (s)	30.0	30.0	30.0	30.0	30.0	80.0	80.0	80.0	80.0
Total Split (%)	27.3%	27.3%	27.3%	27.3%	27.3%	72.7%	72.7%	72.7%	72.7%
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	4.0	4.0	4.0	4.0
All-Red Time (s)	3.0	3.0	3.0	3.0	3.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		6.0		6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag									
Lead-Lag Optimize?									
Recall Mode	None	None	None	None	None	C-Max	C-Max	C-Max	C-Max
Act Effct Green (s)		12.5		12.5	12.5	85.5	85.5	85.5	85.5
Actuated g/C Ratio		0.11		0.11	0.11	0.78	0.78	0.78	0.78
v/c Ratio		0.20		0.56	0.57	0.03	0.24	0.11	0.34
Control Delay		30.2		59.4	12.4	3.9	3.9	4.2	4.4
Queue Delay		0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay		30.2		59.4	12.4	3.9	3.9	4.2	4.4
LOS		C		E	B	A	A	A	A
Approach Delay		30.2		26.1			3.9		4.4
Approach LOS		C		C			A		A
Intersection Summary									
Cycle Length: 110									
Actuated Cycle Length: 110									
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green									
Natural Cycle: 55									
Control Type: Actuated-Coordinated									
Maximum v/c Ratio: 0.57									
Intersection Signal Delay: 7.9					Intersection LOS: A				
Intersection Capacity Utilization 59.4%					ICU Level of Service B				
Analysis Period (min) 15									

Splits and Phases: 6: Monaco Street & E. Cornell Avenue



HCM 6th Signalized Intersection Summary

6: Monaco Street & E. Cornell Avenue

2026 Background
AM Peak

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	15	5	15	72	5	186	10	575	18	59	835	5
Future Volume (veh/h)	15	5	15	72	5	186	10	575	18	59	835	5
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	16	5	16	79	5	204	11	632	20	65	918	5
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	103	41	74	256	14	238	461	2604	82	599	2684	15
Arrive On Green	0.15	0.15	0.15	0.15	0.15	0.15	0.74	0.74	0.74	0.74	0.74	0.74
Sat Flow, veh/h	372	271	490	1280	95	1585	606	3516	111	780	3624	20
Grp Volume(v), veh/h	37	0	0	84	0	204	11	319	333	65	450	473
Grp Sat Flow(s),veh/h/ln	1134	0	0	1375	0	1585	606	1777	1850	780	1777	1867
Q Serve(g_s), s	0.1	0.0	0.0	0.0	0.0	13.8	0.7	6.2	6.3	3.2	9.7	9.7
Cycle Q Clear(g_c), s	6.5	0.0	0.0	6.4	0.0	13.8	10.4	6.2	6.3	9.4	9.7	9.7
Prop In Lane	0.43		0.43	0.94		1.00	1.00		0.06	1.00		0.01
Lane Grp Cap(c), veh/h	217	0	0	270	0	238	461	1316	1370	599	1316	1383
V/C Ratio(X)	0.17	0.00	0.00	0.31	0.00	0.86	0.02	0.24	0.24	0.11	0.34	0.34
Avail Cap(c_a), veh/h	312	0	0	366	0	346	461	1316	1370	599	1316	1383
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	40.6	0.0	0.0	42.4	0.0	45.6	6.8	4.5	4.5	6.0	5.0	5.0
Incr Delay (d2), s/veh	0.4	0.0	0.0	0.6	0.0	13.3	0.1	0.4	0.4	0.4	0.7	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	0.0	0.0	2.1	0.0	6.3	0.1	2.0	2.1	0.5	3.2	3.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	41.0	0.0	0.0	43.0	0.0	58.9	6.9	4.9	4.9	6.4	5.7	5.6
LnGrp LOS	D	A	A	D	A	E	A	A	A	A	A	A
Approach Vol, veh/h		37			288			663			988	
Approach Delay, s/veh		41.0			54.3			5.0			5.7	
Approach LOS		D			D			A			A	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		87.5		22.5		87.5		22.5				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		74.0		24.0		74.0		24.0				
Max Q Clear Time (g_c+I1), s		12.4		8.5		11.7		15.8				
Green Ext Time (p_c), s		4.5		0.1		7.6		0.7				
Intersection Summary												
HCM 6th Ctrl Delay				13.2								
HCM 6th LOS				B								

HCM 6th TWSC
1: Locust Street & Parking Lot

2026 Background
PM Peak

Intersection						
Int Delay, s/veh	3.6					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	19	9	0	17	22	2
Future Vol, veh/h	19	9	0	17	22	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	60	60	60	60	60	60
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	32	15	0	28	37	3
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	67	39	40	0	-	0
Stage 1	39	-	-	-	-	-
Stage 2	28	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	938	1033	1570	-	-	-
Stage 1	983	-	-	-	-	-
Stage 2	995	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	938	1033	1570	-	-	-
Mov Cap-2 Maneuver	938	-	-	-	-	-
Stage 1	983	-	-	-	-	-
Stage 2	995	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	8.9	0		0		
HCM LOS	A					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1570	-	967	-	-	
HCM Lane V/C Ratio	-	-	0.048	-	-	
HCM Control Delay (s)	0	-	8.9	-	-	
HCM Lane LOS	A	-	A	-	-	
HCM 95th %tile Q(veh)	0	-	0.2	-	-	

HCM 6th TWSC
2: S. Kearney Street & Robin Way/E. Cornell Avenue

2026 Background
PM Peak

Intersection												
Int Delay, s/veh	6.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	5	3	10	5	5	1	10	5	10	10	1
Future Vol, veh/h	1	5	3	10	5	5	1	10	5	10	10	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	65	65	65	65	65	65	65	65	65	65	65	65
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	2	8	5	15	8	8	2	15	8	15	15	2
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	16	0	0	13	0	0	66	61	11	68	59	12
Stage 1	-	-	-	-	-	-	15	15	-	42	42	-
Stage 2	-	-	-	-	-	-	51	46	-	26	17	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1602	-	-	1606	-	-	927	830	1070	925	832	1069
Stage 1	-	-	-	-	-	-	1005	883	-	972	860	-
Stage 2	-	-	-	-	-	-	962	857	-	992	881	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1602	-	-	1606	-	-	906	822	1070	898	824	1069
Mov Cap-2 Maneuver	-	-	-	-	-	-	906	822	-	898	824	-
Stage 1	-	-	-	-	-	-	1004	882	-	971	852	-
Stage 2	-	-	-	-	-	-	935	849	-	967	880	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.8			3.6			9.2			9.3		
HCM LOS							A			A		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	892	1602	-	-	1606	-	-	868				
HCM Lane V/C Ratio	0.028	0.001	-	-	0.01	-	-	0.037				
HCM Control Delay (s)	9.2	7.2	0	-	7.3	0	-	9.3				
HCM Lane LOS	A	A	A	-	A	A	-	A				
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.1				

HCM 6th TWSC
5: S. Leyden Street & E. Cornell Avenue

2026 Background
PM Peak

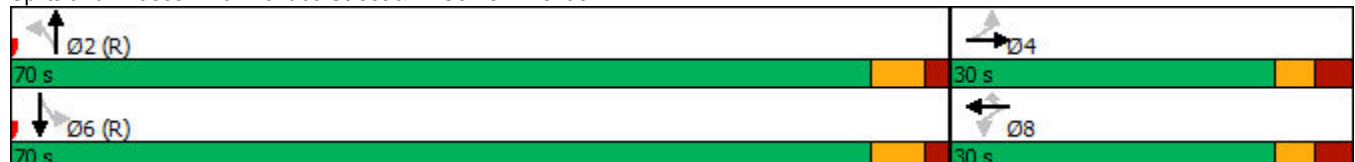
Intersection						
Int Delay, s/veh	2.5					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	15	5	5	15	5	5
Future Vol, veh/h	15	5	5	15	5	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	65	65	65	65	65	65
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	23	8	8	23	8	8
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	31	0	66	27
Stage 1	-	-	-	-	27	-
Stage 2	-	-	-	-	39	-
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	-	-	1582	-	939	1048
Stage 1	-	-	-	-	996	-
Stage 2	-	-	-	-	983	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1582	-	934	1048
Mov Cap-2 Maneuver	-	-	-	-	934	-
Stage 1	-	-	-	-	996	-
Stage 2	-	-	-	-	978	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		1.8		8.7	
HCM LOS					A	
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	988	-	-	1582	-	
HCM Lane V/C Ratio	0.016	-	-	0.005	-	
HCM Control Delay (s)	8.7	-	-	7.3	0	
HCM Lane LOS	A	-	-	A	A	
HCM 95th %tile Q(veh)	0	-	-	0	-	

Timings 6: Monaco Street & E. Cornell Avenue

2026 Background
PM Peak

									
Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	5	5	32	5	128	10	790	139	745
Future Volume (vph)	5	5	32	5	128	10	790	139	745
Turn Type	Perm	NA	Perm	NA	Perm	Perm	NA	Perm	NA
Protected Phases		4		8			2		6
Permitted Phases	4		8		8	2		6	
Detector Phase	4	4	8	8	8	2	2	6	6
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	15.0	15.0	15.0	15.0
Minimum Split (s)	23.0	23.0	23.0	23.0	23.0	30.0	30.0	30.0	30.0
Total Split (s)	30.0	30.0	30.0	30.0	30.0	70.0	70.0	70.0	70.0
Total Split (%)	30.0%	30.0%	30.0%	30.0%	30.0%	70.0%	70.0%	70.0%	70.0%
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	4.0	4.0	4.0	4.0
All-Red Time (s)	3.0	3.0	3.0	3.0	3.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		6.0		6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag									
Lead-Lag Optimize?									
Recall Mode	None	None	None	None	None	C-Max	C-Max	C-Max	C-Max
Act Effct Green (s)		8.3		8.3	8.3	79.7	79.7	79.7	79.7
Actuated g/C Ratio		0.08		0.08	0.08	0.80	0.80	0.80	0.80
v/c Ratio		0.15		0.35	0.54	0.02	0.32	0.33	0.29
Control Delay		29.4		51.0	15.5	2.7	3.2	5.3	3.1
Queue Delay		0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay		29.4		51.0	15.5	2.7	3.2	5.3	3.1
LOS		C		D	B	A	A	A	A
Approach Delay		29.4		23.3			3.2		3.5
Approach LOS		C		C			A		A
Intersection Summary									
Cycle Length: 100									
Actuated Cycle Length: 100									
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green									
Natural Cycle: 60									
Control Type: Actuated-Coordinated									
Maximum v/c Ratio: 0.54									
Intersection Signal Delay: 5.4					Intersection LOS: A				
Intersection Capacity Utilization 55.8%					ICU Level of Service B				
Analysis Period (min) 15									

Splits and Phases: 6: Monaco Street & E. Cornell Avenue



HCM 6th Signalized Intersection Summary

6: Monaco Street & E. Cornell Avenue

2026 Background
PM Peak

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	5	5	10	32	5	128	10	790	22	139	745	5
Future Volume (veh/h)	5	5	10	32	5	128	10	790	22	139	745	5
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	5	5	11	35	5	141	11	868	24	153	819	5
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	67	63	94	207	25	177	538	2714	75	504	2783	17
Arrive On Green	0.11	0.11	0.11	0.11	0.11	0.11	0.77	0.77	0.77	0.77	0.77	0.77
Sat Flow, veh/h	202	567	846	1253	227	1585	665	3532	98	624	3621	22
Grp Volume(v), veh/h	21	0	0	40	0	141	11	437	455	153	402	422
Grp Sat Flow(s),veh/h/ln	1616	0	0	1479	0	1585	665	1777	1853	624	1777	1866
Q Serve(g_s), s	0.0	0.0	0.0	1.1	0.0	8.7	0.5	7.5	7.5	10.0	6.8	6.8
Cycle Q Clear(g_c), s	1.1	0.0	0.0	2.2	0.0	8.7	7.3	7.5	7.5	17.5	6.8	6.8
Prop In Lane	0.24		0.52	0.87		1.00	1.00		0.05	1.00		0.01
Lane Grp Cap(c), veh/h	225	0	0	232	0	177	538	1366	1424	504	1366	1434
V/C Ratio(X)	0.09	0.00	0.00	0.17	0.00	0.80	0.02	0.32	0.32	0.30	0.29	0.29
Avail Cap(c_a), veh/h	423	0	0	418	0	380	538	1366	1424	504	1366	1434
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	40.0	0.0	0.0	40.4	0.0	43.3	4.5	3.6	3.6	6.2	3.5	3.5
Incr Delay (d2), s/veh	0.2	0.0	0.0	0.3	0.0	8.0	0.1	0.6	0.6	1.5	0.5	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	0.0	0.0	0.9	0.0	3.8	0.1	2.2	2.2	1.3	1.9	2.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	40.1	0.0	0.0	40.8	0.0	51.3	4.6	4.2	4.1	7.8	4.0	4.0
LnGrp LOS	D	A	A	D	A	D	A	A	A	A	A	A
Approach Vol, veh/h		21			181			903			977	
Approach Delay, s/veh		40.1			49.0			4.2			4.6	
Approach LOS		D			D			A			A	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		82.9		17.1		82.9		17.1				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		64.0		24.0		64.0		24.0				
Max Q Clear Time (g_c+I1), s		9.5		3.1		19.5		10.7				
Green Ext Time (p_c), s		6.7		0.1		8.0		0.5				
Intersection Summary												
HCM 6th Ctrl Delay				8.6								
HCM 6th LOS				A								

HCM 6th TWSC
1: Locust Street & Parking Lot

2026 Total
AM Peak

Intersection						
Int Delay, s/veh	1.3					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	2	1	15	30	25	35
Future Vol, veh/h	2	1	15	30	25	35
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	80	80	80	80	80	80
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	3	1	19	38	31	44
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	129	53	75	0	-	0
Stage 1	53	-	-	-	-	-
Stage 2	76	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	865	1014	1524	-	-	-
Stage 1	970	-	-	-	-	-
Stage 2	947	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	854	1014	1524	-	-	-
Mov Cap-2 Maneuver	854	-	-	-	-	-
Stage 1	957	-	-	-	-	-
Stage 2	947	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	9	2.5		0		
HCM LOS	A					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1524	-	901	-	-	
HCM Lane V/C Ratio	0.012	-	0.004	-	-	
HCM Control Delay (s)	7.4	0	9	-	-	
HCM Lane LOS	A	A	A	-	-	
HCM 95th %tile Q(veh)	0	-	0	-	-	

HCM 6th TWSC
2: S. Kearney Street & Robin Way/E. Cornell Avenue

2026 Total
AM Peak

Intersection												
Int Delay, s/veh	5.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	2	10	1	5	5	43	1	15	10	42	15	1
Future Vol, veh/h	2	10	1	5	5	43	1	15	10	42	15	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	65	65	65	65	65	65	65	65	65	65	65	65
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	3	15	2	8	8	66	2	23	15	65	23	2
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	74	0	0	17	0	0	92	112	16	98	80	41
Stage 1	-	-	-	-	-	-	22	22	-	57	57	-
Stage 2	-	-	-	-	-	-	70	90	-	41	23	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1526	-	-	1600	-	-	892	778	1063	884	810	1030
Stage 1	-	-	-	-	-	-	996	877	-	955	847	-
Stage 2	-	-	-	-	-	-	940	820	-	974	876	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1526	-	-	1600	-	-	866	773	1063	847	804	1030
Mov Cap-2 Maneuver	-	-	-	-	-	-	866	773	-	847	804	-
Stage 1	-	-	-	-	-	-	994	875	-	953	843	-
Stage 2	-	-	-	-	-	-	908	816	-	933	874	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	1.1			0.7			9.3			9.8		
HCM LOS							A			A		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	868	1526	-	-	1600	-	-	838				
HCM Lane V/C Ratio	0.046	0.002	-	-	0.005	-	-	0.106				
HCM Control Delay (s)	9.3	7.4	0	-	7.3	0	-	9.8				
HCM Lane LOS	A	A	A	-	A	A	-	A				
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.4				

HCM 6th TWSC
3: E. Cornell Avenue & West School Access

2026 Total
AM Peak

Intersection						
Int Delay, s/veh	1.4					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	10	52	43	0	0	10
Future Vol, veh/h	10	52	43	0	0	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	65	65	65	65	65	65
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	15	80	66	0	0	15
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	66	0	-	0	176	66
Stage 1	-	-	-	-	66	-
Stage 2	-	-	-	-	110	-
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	1536	-	-	-	814	998
Stage 1	-	-	-	-	957	-
Stage 2	-	-	-	-	915	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1536	-	-	-	806	998
Mov Cap-2 Maneuver	-	-	-	-	806	-
Stage 1	-	-	-	-	947	-
Stage 2	-	-	-	-	915	-
Approach	EB	WB		SB		
HCM Control Delay, s	1.2	0		8.7		
HCM LOS				A		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1536	-	-	-	998	
HCM Lane V/C Ratio	0.01	-	-	-	0.015	
HCM Control Delay (s)	7.4	0	-	-	8.7	
HCM Lane LOS	A	A	-	-	A	
HCM 95th %tile Q(veh)	0	-	-	-	0	

HCM 6th TWSC
4: E. Cornell Avenue & East School Access

2026 Total
AM Peak

Intersection						
Int Delay, s/veh	6.8					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	22	30	25	178	187	18
Future Vol, veh/h	22	30	25	178	187	18
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	65	65	65	65	65	65
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	34	46	38	274	288	28
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	312	0	-	0	289	175
Stage 1	-	-	-	-	175	-
Stage 2	-	-	-	-	114	-
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	1248	-	-	-	702	868
Stage 1	-	-	-	-	855	-
Stage 2	-	-	-	-	911	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1248	-	-	-	682	868
Mov Cap-2 Maneuver	-	-	-	-	682	-
Stage 1	-	-	-	-	831	-
Stage 2	-	-	-	-	911	-
Approach	EB	WB		SB		
HCM Control Delay, s	3.4	0		14.4		
HCM LOS				B		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1248	-	-	-	695	
HCM Lane V/C Ratio	0.027	-	-	-	0.454	
HCM Control Delay (s)	8	0	-	-	14.4	
HCM Lane LOS	A	A	-	-	B	
HCM 95th %tile Q(veh)	0.1	-	-	-	2.4	

HCM 6th TWSC
5: S. Leyden Street & E. Cornell Avenue

2026 Total
AM Peak

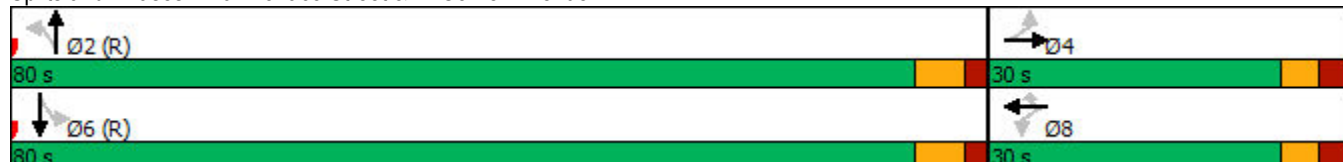
Intersection						
Int Delay, s/veh	1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	201	16	5	183	20	10
Future Vol, veh/h	201	16	5	183	20	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	65	65	65	65	65	65
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	309	25	8	282	31	15
Major/Minor	Major1	Major2		Minor1		
Conflicting Flow All	0	0	334	0	620	322
Stage 1	-	-	-	-	322	-
Stage 2	-	-	-	-	298	-
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	-	-	1225	-	452	719
Stage 1	-	-	-	-	735	-
Stage 2	-	-	-	-	753	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1225	-	448	719
Mov Cap-2 Maneuver	-	-	-	-	448	-
Stage 1	-	-	-	-	735	-
Stage 2	-	-	-	-	747	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		0.2		12.7	
HCM LOS					B	
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	512	-	-	1225	-	
HCM Lane V/C Ratio	0.09	-	-	0.006	-	
HCM Control Delay (s)	12.7	-	-	8	0	
HCM Lane LOS	B	-	-	A	A	
HCM 95th %tile Q(veh)	0.3	-	-	0	-	

Timings 6: Monaco Street & E. Cornell Avenue

2026 Total
AM Peak

									
Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	48	71	72	68	201	84	593	59	835
Future Volume (vph)	48	71	72	68	201	84	593	59	835
Turn Type	Perm	NA	Perm	NA	Perm	Perm	NA	Perm	NA
Protected Phases		4		8			2		6
Permitted Phases	4		8		8	2		6	
Detector Phase	4	4	8	8	8	2	2	6	6
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	15.0	15.0	15.0	15.0
Minimum Split (s)	24.0	24.0	24.0	24.0	24.0	30.0	30.0	30.0	30.0
Total Split (s)	30.0	30.0	30.0	30.0	30.0	80.0	80.0	80.0	80.0
Total Split (%)	27.3%	27.3%	27.3%	27.3%	27.3%	72.7%	72.7%	72.7%	72.7%
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	4.0	4.0	4.0	4.0
All-Red Time (s)	3.0	3.0	3.0	3.0	3.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		6.0		6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag									
Lead-Lag Optimize?									
Recall Mode	None	None	None	None	None	C-Max	C-Max	C-Max	C-Max
Act Effct Green (s)		22.7		22.7	22.7	75.3	75.3	75.3	75.3
Actuated g/C Ratio		0.21		0.21	0.21	0.68	0.68	0.68	0.68
v/c Ratio		0.94		0.80	0.44	0.33	0.28	0.13	0.40
Control Delay		77.2		68.1	7.8	10.6	7.2	7.3	8.2
Queue Delay		0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay		77.2		68.1	7.8	10.6	7.2	7.3	8.2
LOS		E		E	A	B	A	A	A
Approach Delay		77.2		34.1			7.7		8.1
Approach LOS		E		C			A		A
Intersection Summary									
Cycle Length: 110									
Actuated Cycle Length: 110									
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green									
Natural Cycle: 60									
Control Type: Actuated-Coordinated									
Maximum v/c Ratio: 0.94									
Intersection Signal Delay: 20.0					Intersection LOS: B				
Intersection Capacity Utilization 70.4%					ICU Level of Service C				
Analysis Period (min) 15									

Splits and Phases: 6: Monaco Street & E. Cornell Avenue



HCM 6th Signalized Intersection Summary

6: Monaco Street & E. Cornell Avenue

2026 Total
AM Peak

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	48	71	92	72	68	201	84	593	18	59	835	36
Future Volume (veh/h)	48	71	92	72	68	201	84	593	18	59	835	36
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	64	95	123	78	91	218	112	645	20	64	908	48
Peak Hour Factor	0.75	0.75	0.75	0.92	0.75	0.92	0.75	0.92	0.92	0.92	0.92	0.75
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	61	70	70	127	132	346	391	2367	73	527	2310	122
Arrive On Green	0.22	0.22	0.22	0.22	0.22	0.22	0.67	0.67	0.67	0.67	0.67	0.67
Sat Flow, veh/h	95	322	323	364	607	1585	587	3519	109	771	3433	181
Grp Volume(v), veh/h	282	0	0	169	0	218	112	326	339	64	470	486
Grp Sat Flow(s),veh/h/ln	740	0	0	971	0	1585	587	1777	1851	771	1777	1838
Q Serve(g_s), s	6.7	0.0	0.0	0.0	0.0	13.7	11.5	8.1	8.1	4.0	12.9	12.9
Cycle Q Clear(g_c), s	24.0	0.0	0.0	17.3	0.0	13.7	24.5	8.1	8.1	12.1	12.9	12.9
Prop In Lane	0.23		0.44	0.46		1.00	1.00		0.06	1.00		0.10
Lane Grp Cap(c), veh/h	202	0	0	260	0	346	391	1195	1245	527	1195	1236
V/C Ratio(X)	1.40	0.00	0.00	0.65	0.00	0.63	0.29	0.27	0.27	0.12	0.39	0.39
Avail Cap(c_a), veh/h	202	0	0	260	0	346	391	1195	1245	527	1195	1236
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	45.9	0.0	0.0	39.5	0.0	39.0	13.5	7.2	7.2	9.6	8.0	8.0
Incr Delay (d2), s/veh	206.8	0.0	0.0	5.6	0.0	3.7	1.8	0.6	0.5	0.5	1.0	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	17.2	0.0	0.0	4.7	0.0	5.7	1.7	2.9	3.0	0.7	4.7	4.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	252.7	0.0	0.0	45.1	0.0	42.6	15.3	7.8	7.8	10.1	9.0	8.9
LnGrp LOS	F	A	A	D	A	D	B	A	A	B	A	A
Approach Vol, veh/h		282			387			777			1020	
Approach Delay, s/veh		252.7			43.7			8.8			9.0	
Approach LOS		F			D			A			A	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		80.0		30.0		80.0		30.0				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		74.0		24.0		74.0		24.0				
Max Q Clear Time (g_c+I1), s		26.5		26.0		14.9		19.3				
Green Ext Time (p_c), s		6.0		0.0		8.1		0.8				
Intersection Summary												
HCM 6th Ctrl Delay				42.3								
HCM 6th LOS				D								

HCM 6th TWSC
1: Locust Street & Parking Lot

2026 Total
PM Peak

Intersection						
Int Delay, s/veh	3.9					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	25	10	1	20	25	2
Future Vol, veh/h	25	10	1	20	25	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	60	60	60	60	60	60
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	42	17	2	33	42	3
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	81	44	45	0	-	0
Stage 1	44	-	-	-	-	-
Stage 2	37	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	921	1026	1563	-	-	-
Stage 1	978	-	-	-	-	-
Stage 2	985	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	920	1026	1563	-	-	-
Mov Cap-2 Maneuver	920	-	-	-	-	-
Stage 1	977	-	-	-	-	-
Stage 2	985	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	9	0.3		0		
HCM LOS	A					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1563	-	948	-	-	
HCM Lane V/C Ratio	0.001	-	0.062	-	-	
HCM Control Delay (s)	7.3	0	9	-	-	
HCM Lane LOS	A	A	A	-	-	
HCM 95th %tile Q(veh)	0	-	0.2	-	-	

HCM 6th TWSC
2: S. Kearney Street & Robin Way/E. Cornell Avenue

2026 Total
PM Peak

Intersection												
Int Delay, s/veh	5.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	5	3	10	5	24	1	10	5	30	10	1
Future Vol, veh/h	1	5	3	10	5	24	1	10	5	30	10	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	65	65	65	65	65	65	65	65	65	65	65	65
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	2	8	5	15	8	37	2	15	8	46	15	2
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	45	0	0	13	0	0	80	90	11	83	74	27
Stage 1	-	-	-	-	-	-	15	15	-	57	57	-
Stage 2	-	-	-	-	-	-	65	75	-	26	17	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1563	-	-	1606	-	-	908	800	1070	904	816	1048
Stage 1	-	-	-	-	-	-	1005	883	-	955	847	-
Stage 2	-	-	-	-	-	-	946	833	-	992	881	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1563	-	-	1606	-	-	886	791	1070	877	807	1048
Mov Cap-2 Maneuver	-	-	-	-	-	-	886	791	-	877	807	-
Stage 1	-	-	-	-	-	-	1004	882	-	954	839	-
Stage 2	-	-	-	-	-	-	918	825	-	967	880	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.8			1.9			9.3			9.5		
HCM LOS							A			A		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	868	1563	-	-	1606	-	-	862				
HCM Lane V/C Ratio	0.028	0.001	-	-	0.01	-	-	0.073				
HCM Control Delay (s)	9.3	7.3	0	-	7.3	0	-	9.5				
HCM Lane LOS	A	A	A	-	A	A	-	A				
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.2				

HCM 6th TWSC
3: E. Cornell Avenue & West School Access

2026 Total
PM Peak

Intersection						
Int Delay, s/veh	2					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	10	30	29	0	0	10
Future Vol, veh/h	10	30	29	0	0	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	65	65	65	65	65	65
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	15	46	45	0	0	15
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	45	0	-	0	121	45
Stage 1	-	-	-	-	45	-
Stage 2	-	-	-	-	76	-
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	1563	-	-	-	874	1025
Stage 1	-	-	-	-	977	-
Stage 2	-	-	-	-	947	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1563	-	-	-	865	1025
Mov Cap-2 Maneuver	-	-	-	-	865	-
Stage 1	-	-	-	-	967	-
Stage 2	-	-	-	-	947	-
Approach	EB	WB		SB		
HCM Control Delay, s	1.8	0		8.6		
HCM LOS	A					
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1563	-	-	-	1025	
HCM Lane V/C Ratio	0.01	-	-	-	0.015	
HCM Control Delay (s)	7.3	0	-	-	8.6	
HCM Lane LOS	A	A	-	-	A	
HCM 95th %tile Q(veh)	0	-	-	-	0	

HCM 6th TWSC
4: E. Cornell Avenue & East School Access

2026 Total
PM Peak

Intersection						
Int Delay, s/veh	4.6					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	10	20	20	114	104	9
Future Vol, veh/h	10	20	20	114	104	9
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	65	65	65	65	65	65
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	15	31	31	175	160	14
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	206	0	-	0	180	119
Stage 1	-	-	-	-	119	-
Stage 2	-	-	-	-	61	-
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	1365	-	-	-	810	933
Stage 1	-	-	-	-	906	-
Stage 2	-	-	-	-	962	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1365	-	-	-	801	933
Mov Cap-2 Maneuver	-	-	-	-	801	-
Stage 1	-	-	-	-	896	-
Stage 2	-	-	-	-	962	-
Approach	EB	WB		SB		
HCM Control Delay, s	2.6	0		10.7		
HCM LOS				B		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1365	-	-	-	810	
HCM Lane V/C Ratio	0.011	-	-	-	0.215	
HCM Control Delay (s)	7.7	0	-	-	10.7	
HCM Lane LOS	A	A	-	-	B	
HCM 95th %tile Q(veh)	0	-	-	-	0.8	

HCM 6th TWSC
5: S. Leyden Street & E. Cornell Avenue

2026 Total
PM Peak

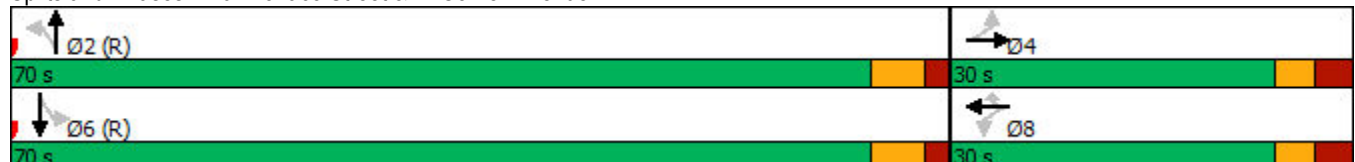
Intersection						
Int Delay, s/veh	0.8					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	113	11	5	122	12	5
Future Vol, veh/h	113	11	5	122	12	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	65	65	65	65	65	65
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	174	17	8	188	18	8
Major/Minor	Major1	Major2		Minor1		
Conflicting Flow All	0	0	191	0	387	183
Stage 1	-	-	-	-	183	-
Stage 2	-	-	-	-	204	-
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	-	-	1383	-	616	859
Stage 1	-	-	-	-	848	-
Stage 2	-	-	-	-	830	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1383	-	612	859
Mov Cap-2 Maneuver	-	-	-	-	612	-
Stage 1	-	-	-	-	848	-
Stage 2	-	-	-	-	825	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		0.3		10.6	
HCM LOS					B	
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	669	-	-	1383	-	
HCM Lane V/C Ratio	0.039	-	-	0.006	-	
HCM Control Delay (s)	10.6	-	-	7.6	0	
HCM Lane LOS	B	-	-	A	A	
HCM 95th %tile Q(veh)	0.1	-	-	0	-	

Timings 6: Monaco Street & E. Cornell Avenue

2026 Total
PM Peak

									
Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	23	42	32	45	128	57	790	149	757
Future Volume (vph)	23	42	32	45	128	57	790	149	757
Turn Type	Perm	NA	Perm	NA	Perm	Perm	NA	Perm	NA
Protected Phases		4		8			2		6
Permitted Phases	4		8		8	2		6	
Detector Phase	4	4	8	8	8	2	2	6	6
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	15.0	15.0	15.0	15.0
Minimum Split (s)	23.0	23.0	23.0	23.0	23.0	30.0	30.0	30.0	30.0
Total Split (s)	30.0	30.0	30.0	30.0	30.0	70.0	70.0	70.0	70.0
Total Split (%)	30.0%	30.0%	30.0%	30.0%	30.0%	70.0%	70.0%	70.0%	70.0%
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	4.0	4.0	4.0	4.0
All-Red Time (s)	3.0	3.0	3.0	3.0	3.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		6.0		6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag									
Lead-Lag Optimize?									
Recall Mode	None	None	None	None	None	C-Max	C-Max	C-Max	C-Max
Act Effct Green (s)		11.1		11.1	11.1	76.9	76.9	76.9	76.9
Actuated g/C Ratio		0.11		0.11	0.11	0.77	0.77	0.77	0.77
v/c Ratio		0.61		0.56	0.47	0.14	0.33	0.37	0.32
Control Delay		40.9		55.3	12.0	4.5	4.3	7.3	4.2
Queue Delay		0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay		40.9		55.3	12.0	4.5	4.3	7.3	4.2
LOS		D		E	B	A	A	A	A
Approach Delay		40.9		28.2			4.3		4.7
Approach LOS		D		C			A		A
Intersection Summary									
Cycle Length: 100									
Actuated Cycle Length: 100									
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green									
Natural Cycle: 60									
Control Type: Actuated-Coordinated									
Maximum v/c Ratio: 0.61									
Intersection Signal Delay: 8.8					Intersection LOS: A				
Intersection Capacity Utilization 63.4%					ICU Level of Service B				
Analysis Period (min) 15									

Splits and Phases: 6: Monaco Street & E. Cornell Avenue



HCM 6th Signalized Intersection Summary

6: Monaco Street & E. Cornell Avenue

2026 Total
PM Peak

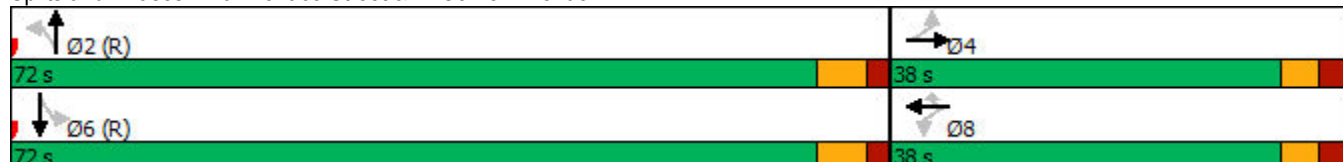
												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	23	42	53	32	45	128	57	790	22	149	757	25
Future Volume (veh/h)	23	42	53	32	45	128	57	790	22	149	757	25
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	25	46	58	35	49	141	63	868	24	164	832	27
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	64	74	78	108	130	181	518	2706	75	502	2691	87
Arrive On Green	0.11	0.11	0.11	0.11	0.11	0.11	0.77	0.77	0.77	0.77	0.77	0.77
Sat Flow, veh/h	185	653	685	499	1137	1585	643	3532	98	624	3513	114
Grp Volume(v), veh/h	129	0	0	84	0	141	63	437	455	164	421	438
Grp Sat Flow(s),veh/h/ln	1523	0	0	1637	0	1585	643	1777	1853	624	1777	1850
Q Serve(g_s), s	3.8	0.0	0.0	0.0	0.0	8.7	3.3	7.6	7.6	11.1	7.3	7.3
Cycle Q Clear(g_c), s	8.3	0.0	0.0	4.5	0.0	8.7	10.6	7.6	7.6	18.7	7.3	7.3
Prop In Lane	0.19		0.45	0.42		1.00	1.00		0.05	1.00		0.06
Lane Grp Cap(c), veh/h	216	0	0	238	0	181	518	1361	1419	502	1361	1417
V/C Ratio(X)	0.60	0.00	0.00	0.35	0.00	0.78	0.12	0.32	0.32	0.33	0.31	0.31
Avail Cap(c_a), veh/h	414	0	0	436	0	380	518	1361	1419	502	1361	1417
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	42.8	0.0	0.0	41.1	0.0	43.1	5.2	3.6	3.6	6.5	3.6	3.6
Incr Delay (d2), s/veh	2.6	0.0	0.0	0.9	0.0	7.1	0.5	0.6	0.6	1.7	0.6	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.3	0.0	0.0	2.0	0.0	3.8	0.4	2.2	2.3	1.5	2.1	2.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	45.4	0.0	0.0	42.0	0.0	50.2	5.7	4.3	4.2	8.3	4.2	4.2
LnGrp LOS	D	A	A	D	A	D	A	A	A	A	A	A
Approach Vol, veh/h		129			225			955			1023	
Approach Delay, s/veh		45.4			47.2			4.3			4.8	
Approach LOS		D			D			A			A	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		82.6		17.4		82.6		17.4				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		64.0		24.0		64.0		24.0				
Max Q Clear Time (g_c+I1), s		12.6		10.3		20.7		10.7				
Green Ext Time (p_c), s		7.5		0.6		8.6		0.7				
Intersection Summary												
HCM 6th Ctrl Delay				11.0								
HCM 6th LOS				B								

Timings 6: Monaco Street & E. Cornell Avenue

2026 Total
AM Peak - mitigated

									
Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	48	71	72	68	201	84	593	59	835
Future Volume (vph)	48	71	72	68	201	84	593	59	835
Turn Type	Perm	NA	Perm	NA	Perm	Perm	NA	Perm	NA
Protected Phases		4		8			2		6
Permitted Phases	4		8		8	2		6	
Detector Phase	4	4	8	8	8	2	2	6	6
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	15.0	15.0	15.0	15.0
Minimum Split (s)	24.0	24.0	24.0	24.0	24.0	30.0	30.0	30.0	30.0
Total Split (s)	38.0	38.0	38.0	38.0	38.0	72.0	72.0	72.0	72.0
Total Split (%)	34.5%	34.5%	34.5%	34.5%	34.5%	65.5%	65.5%	65.5%	65.5%
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	4.0	4.0	4.0	4.0
All-Red Time (s)	3.0	3.0	3.0	3.0	3.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		6.0		6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag									
Lead-Lag Optimize?									
Recall Mode	None	None	None	None	None	C-Max	C-Max	C-Max	C-Max
Act Effct Green (s)		23.1		23.1	23.1	74.9	74.9	74.9	74.9
Actuated g/C Ratio		0.21		0.21	0.21	0.68	0.68	0.68	0.68
v/c Ratio		0.91		0.78	0.43	0.33	0.28	0.13	0.40
Control Delay		68.3		63.8	7.0	12.2	7.9	8.6	9.0
Queue Delay		0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay		68.3		63.8	7.0	12.2	7.9	8.6	9.0
LOS		E		E	A	B	A	A	A
Approach Delay		68.3		31.8			8.5		9.0
Approach LOS		E		C			A		A
Intersection Summary									
Cycle Length: 110									
Actuated Cycle Length: 110									
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green									
Natural Cycle: 60									
Control Type: Actuated-Coordinated									
Maximum v/c Ratio: 0.91									
Intersection Signal Delay: 19.2					Intersection LOS: B				
Intersection Capacity Utilization 70.4%					ICU Level of Service C				
Analysis Period (min) 15									

Splits and Phases: 6: Monaco Street & E. Cornell Avenue



HCM 6th Signalized Intersection Summary

6: Monaco Street & E. Cornell Avenue

2026 Total
AM Peak - mitigated

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	48	71	92	72	68	201	84	593	18	59	835	36
Future Volume (veh/h)	48	71	92	72	68	201	84	593	18	59	835	36
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	64	95	123	78	91	218	112	645	20	64	908	48
Peak Hour Factor	0.75	0.75	0.75	0.92	0.75	0.92	0.75	0.92	0.92	0.92	0.92	0.75
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	86	126	133	154	164	454	337	2127	66	463	2075	110
Arrive On Green	0.29	0.29	0.29	0.29	0.29	0.29	0.60	0.60	0.60	0.60	0.60	0.60
Sat Flow, veh/h	161	440	465	371	571	1585	587	3519	109	771	3433	181
Grp Volume(v), veh/h	282	0	0	169	0	218	112	326	339	64	470	486
Grp Sat Flow(s),veh/h/ln	1066	0	0	942	0	1585	587	1777	1851	771	1777	1838
Q Serve(g_s), s	12.8	0.0	0.0	0.0	0.0	12.5	13.9	9.8	9.8	4.8	15.6	15.6
Cycle Q Clear(g_c), s	29.4	0.0	0.0	16.6	0.0	12.5	29.6	9.8	9.8	14.6	15.6	15.6
Prop In Lane	0.23		0.44	0.46		1.00	1.00		0.06	1.00		0.10
Lane Grp Cap(c), veh/h	346	0	0	317	0	454	337	1074	1119	463	1074	1111
V/C Ratio(X)	0.82	0.00	0.00	0.53	0.00	0.48	0.33	0.30	0.30	0.14	0.44	0.44
Avail Cap(c_a), veh/h	352	0	0	324	0	461	337	1074	1119	463	1074	1111
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	39.5	0.0	0.0	33.0	0.0	32.5	19.6	10.5	10.5	14.1	11.7	11.7
Incr Delay (d2), s/veh	13.6	0.0	0.0	1.6	0.0	0.8	2.6	0.7	0.7	0.6	1.3	1.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.8	0.0	0.0	4.0	0.0	4.9	2.1	3.8	4.0	0.9	6.1	6.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	53.1	0.0	0.0	34.6	0.0	33.3	22.3	11.3	11.2	14.7	13.0	12.9
LnGrp LOS	D	A	A	C	A	C	C	B	B	B	B	B
Approach Vol, veh/h		282			387			777			1020	
Approach Delay, s/veh		53.1			33.8			12.8			13.1	
Approach LOS		D			C			B			B	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		72.5		37.5		72.5		37.5				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		66.0		32.0		66.0		32.0				
Max Q Clear Time (g_c+I1), s		31.6		31.4		17.6		18.6				
Green Ext Time (p_c), s		5.8		0.1		8.0		1.5				
Intersection Summary												
HCM 6th Ctrl Delay				20.8								
HCM 6th LOS				C								



Arapahoe County (CO)
DiExSys™ Vision Zero Suite
General Summary Report

02/26/2025

Yale Keamey 3 year 2021-23

Type: Intersection Search Name: keamey / yale From: 1/1/2021 To: 12/31/2023

Crash Severity

By	Crashes:	Number of	People:
FAT:	0	Killed:	0
INJ:	2	Injured:	0
PDO:	0		1
TOTAL:	2		3

Crash Location

On Road:	2
Off Road Left:	0
Off Road Right:	0
Off Road at Tee:	0
Off in Median:	0
Off Unknown:	0
Unknown:	0
TOTAL:	2

Weather Conditions

None:	1
Rain:	0
Snow/Sleet/Hail:	0
Fog:	0
Dust:	0
Wind:	1
Unknown:	0
TOTAL:	2

Crash Type

Overturning:	0	Bridge Abutment:	0
Other Non-Collision:	0	Column/Pier:	0
Pedestrian:	0	Culvert/Headwall:	0
Broadside:	0	Embankment:	0
Head On:	0	Curb:	0
Rear End:	2	Delineator Post:	0
Sideswipe (Same):	0	Fence:	0
Sideswipe (Opposite):	0	Tree:	0
Approach Turn:	0	Lrg Bldrs or Rocks:	0
Overtaking Turn:	0	Barricade:	0
Parked Motor Veh:	0	Wall/Building:	0
Railway Veh:	0	Crash Cushion:	0
Bicycle:	0	Mailbox:	0
Motorized Bicycle:	0	Other Fixed Object:	0
Domestic Animal:	0	Total Fixed Objects:	0
Wild Animal:	0	Rocks in Roadway:	0
Light/Utility Pole:	0	Vehicle Cargo/Debris:	0
Traffic Signal Pole:	0	Road Maint Equip:	0
Sign:	0	Involving Other Object:	0
Bridge Rail:	0	Total Other Object:	0
Guard Rail:	0	TOTAL:	2
Cable Rail:	0		
Concrete Barrier:	0		

Lighting Conditions

Daylight:	1
Dawn/Dusk:	0
Dark-Lighted:	1
Dark-Unlighted:	0
Unknown:	0
TOTAL:	2

Road Conditions

Dry:	0
Wet:	1
Muddy:	0
Snowy:	0
Icy:	1
Slushy:	0
Foreign Material:	0
Road Treatment:	0
Unknown:	0
Dry W/Icy Road Treatment:	0
Wet W/Icy Road Treatment:	0
Snowy W/Icy Road Treatment:	0
Icy W/Icy Road Treatment:	0
Slushy W/Icy Road Treatment:	0
TOTAL:	2

Number of Vehicles

One Car:	0
Two Car:	2
Three or More:	0
Unknown:	0
TOTAL:	2

Road Description Details by Vehicle

At Intersection:	1
At Driveway Access:	0
Intersection Related:	1
Non Intersection:	0
In Alley:	0
Roundabout:	0
Ramp:	0
Parking Lot:	0
Unknown:	0
TOTAL:	2



Arapahoe County (CO)
DiExSys™ Vision Zero Suite
General Summary Report

02/26/2025

Yale Keamey 3 year 2021-23

Type: Intersection Search Name: keamey / yale From: 1/1/2021 To: 12/31/2023

Vehicle Type Details by Vehicle

Veh:	Vehicle 1	Vehicle 2	Vehicle 3
Psg Car/Psg Van:	1	2	0
Psg Car/Psg Van w/Trl:	0	0	0
Pickup Truck/Utility Van:	1	0	0
Pickup Truck/Utility Van w/Trl:	0	0	0
SUV:	0	0	0
SUV w/Trl:	0	0	0
Truck 10k lbs or Less:	0	0	0
Trucks > 10k lbs/Busses > 15 People:	0	0	0
Motor Home:	0	0	0
School Bus 15 People or Less:	0	0	0
Non School Bus 15 People or Less:	0	0	0
Motorcycle:	0	0	0
Bicycle:	0	0	0
Motorized Bicycle:	0	0	0
Farm Equipment:	0	0	0
Hit and Run/Unknown Vehicle:	0	0	0
Other:	0	0	0
Unknown:	0	0	0
TOTAL:	2	2	0

Mainline/Ramps/Frontage

Crossroad A:	0
B:	0
C:	0
D:	0
E:	0
F:	0
G:	0
H:	0
I:	0
J:	0
Left Frontage Road (L):	0
K:	0
M:	0
N:	0
O:	0
P:	0
Mainline/HOV:	2
Right Frontage Road (R):	0
Rest Area/Truck Ramp (T):	0
Other (Z):	0
TOTAL:	2

Crash Rates

PDO:	0 / MVMT
Years:	3.00
Injury:	2000000 / MVMT
AADT:	0
Fatal:	0 / 100MVMT
Length:	0
Total:	2000000 / MVMT

Human Contributing Factor Details by Vehicle

Veh:	Vehicle 1	Vehicle 2	Vehicle 3
No Apparent Contributing Factor:	0	2	0
Asleep at the Wheel:	0	0	0
Illness:	0	0	0
Distracted by Passenger:	0	0	0
Driver Inexperience:	0	0	0
Driver Fatigue:	0	0	0
Driver Preoccupied:	1	0	0
Driver Unfamiliar with Area:	0	0	0
Driver Emotionally Upset:	0	0	0
Evading Law Enforcement Officer:	0	0	0
Physical Disability:	0	0	0
Unknown:	1	0	0
TOTAL:	2	2	0



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Yale Keamey 3 year 2021-23

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Condition of Driver Details by Vehicle

Veh:	Vehicle 1	Vehicle 2	Vehicle 3
No Impairment Suspected:	1	2	0
Alcohol Involved:	1	0	0
RX, Meds or Drugs Involved:	0	0	0
Illegal Drugs Involved:	0	0	0
Alcohol and Drugs Involved:	0	0	0
Driver/Ped not Observed:	0	0	0
Unknown:	0	0	0
TOTAL:	2	2	0

Vehicle Direction Details by Vehicle

Veh:	Vehicle 1	Vehicle 2	Vehicle 3
North:	0	0	0
Northeast:	0	0	0
East:	1	1	0
Southeast:	0	0	0
South:	0	0	0
Southwest:	0	0	0
West:	1	1	0
Northwest:	0	0	0
Unknown:	0	0	0
TOTAL:	2	2	0

Vehicle Movement Factor Detail by Vehicle

Veh:	Vehicle 1	Vehicle 2	Vehicle 3
Going Straight:	2	1	0
Slowing:	0	0	0
Stopped in Traffic:	0	1	0
Making Right Turn:	0	0	0
Making Left Turn:	0	0	0
Making U-Turn:	0	0	0
Passing:	0	0	0
Backing:	0	0	0
Entering/Leaving Parked Position:	0	0	0
Starting in Traffic:	0	0	0
Parked:	0	0	0
Changing Lanes:	0	0	0
Avoiding Objects in Roadway:	0	0	0
Weaving:	0	0	0
Wrong Way:	0	0	0
Other:	0	0	0
Unknown:	0	0	0
TOTAL:	2	2	0



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02/26/2025

Yale Keamey 3 year 2021-23

Type: Intersection Search Name: keamey / yale From: 1/1/2021 To: 12/31/2023

Filter Settings Used for This Report

Human Contributing Factor Details by Vehicle

No Apparent Contributing Factor:	T
Asleep at the Wheel:	T
Illness:	T
Distracted by Passenger:	T
Driver Inexperience:	T
Driver Fatigue:	T
Driver Preoccupied:	T
Driver Unfamiliar with Area:	T
Driver Emotionally Upset:	T
Evading Law Enforcement Officer:	T
Physical Disability:	T
Unknown:	T
Apply to all vehicles (DEFAULT):	T
Vehicle #1:	F
Vehicle #2:	F
Vehicle #3:	F

Vehicle Direction Details by Vehicle

North:	T
Northeast:	T
East:	T
Southeast:	T
South:	T
Southwest:	T
West:	T
Northwest:	T
Unknown:	T

Condition of Driver Details by Vehicle

No Impairment Suspected:	T
Alcohol Involved:	T
RX, Meds or Drugs Involved:	T
Illegal Drugs Involved:	T
Alcohol and Drugs Involved:	T
Driver/Ped not Observed:	T
Unknown:	T
Apply to all vehicles (DEFAULT):	T
Vehicle #1:	F
Vehicle #2:	F
Vehicle #3:	F



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Yale Keamey 3 year 2021-23

Type: Intersection Search Name: keamey / yale From: 1/1/2021 To: 12/31/2023

Crash Severity

FAT:	T	Injured:	T
INJ:	T		T
PDO:	T		T

Weather Conditions

None:	T
Rain:	T
Snow/Sleet/Hail:	T
Fog:	T
Dust:	T
Wind:	T
Unknown:	T

Lighting Conditions

Daylight:	T
Dawn/Dusk:	T
Dark-Lighted:	T
Dark-Unlighted:	T
Unknown:	T

Mainline/Ramps/Frontage

Crossroad A:	T
B:	T
C:	T
D:	T
E:	T
F:	T
G:	T
H:	T
I:	T
J:	T
Left Frontage Road (L):	T
K:	T
M:	T
N:	T
O:	T
P:	T
HOV Lanes (V):	T
Right Frontage Road (R):	T
Rest Area/Truck Ramp (T):	T
Other (Z):	T

Vehicle Movement Factor Detail by Vehicle

Going Straight:	T
Slowing:	T
Stopped in Traffic:	T
Making Right Turn:	T
Making Left Turn:	T
Making U-Turn:	T
Passing:	T
Backing:	T
Entering/Leaving Parked Position:	T
Starting in Traffic:	T
Parked:	T
Changing Lanes:	T
Avoiding Objects in Roadway:	T
Weaving:	T
Wrong Way:	T
Other:	T
Unknown:	T
Apply to all vehicles (DEFAULT):	T
Vehicle #1:	F
Vehicle #2:	F
Vehicle #3:	F

Crash Location

On Road:	T
Off Road Left:	T
Off Road Right:	T
Off Road at Tee:	T
Off in Median:	T
Off Unknown:	T
Unknown:	T

Intersection/Segment

At Intersection:	T
At Driveway Access:	F
Intersection Related:	T
Non Intersection:	F
In Alley:	F
Roundabout:	F
Ramp:	F
Parking Lot:	F
Unknown:	F



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Yale Keamey 3 year 2021-23

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Crash Type

Accident Type		Concrete Barrier:	T
Overturning:	T	Bridge Abutment:	T
Other Non-Collision:	T	Column/Pier:	T
Pedestrian:	T	Culvert/Headwall:	T
Broadside:	T	Embankment:	T
Head On:	T	Curb:	T
Rear End:	T	Delineator Post:	T
Sideswipe (Same):	T	Fence:	T
Sideswipe (Opposite):	T	Tree:	T
Approach Turn:	T	Lrg Bldrs or Rocks:	T
Overtaking Turn:	T	Barricade:	T
Parked Motor Veh:	T	Wall/Building:	T
Railway Vehicle:	T	Crash Cushion:	T
Bicycle:	T	Mailbox:	T
Motorized Bicycle:	T	Other Fixed Object:	T
Domestic Animal:	T	Other Object	
Wild Animal:	T	Rocks in Roadway:	T
Fixed Object		Vehicle Cargo/Debris:	T
Light/Utility Pole:	T	Road Maint Equip:	T
Traffic Signal Pole:	T	Other Object:	T
Sign:	T	Unknown:	T
Bridge Rail:	T		
Guard Rail:	T		
Cable Rail:	T		



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Yale Keamey 3 year 2021-23

Type: Intersection Search Name: keamey / yale From: 1/1/2021 To: 12/31/2023

Vehicle Type Details by Vehicle

Veh:	T
Passenger Car/Passenger Van:	T
Passenger Car/Passenger Van w/Trailer:	T
Pickup Truck/Utility Van:	T
Pickup Truck/Utility Van w/Trailer:	T
SUV:	T
SUV w/Trailer:	T
Truck Less or Equal to 10K lbs:	T
Truck greater than 10K lbs/Bus greater than 15 people:	T
Motor Home:	T
Bus less than 15 people:	T
Motorcycle:	T
Bicycle:	T
Motorized Bicycle:	T
Farm Equipment:	T
Hit and Run/Unknown Vehicle:	T
Other:	T
Unknown Vehicle:	T
Apply to all vehicles (DEFAULT):	T
Vehicle #1:	F
Vehicle #2:	F
Vehicle #3:	F

Road Conditions

Dry:	T
Wet:	T
Muddy:	T
Snowy:	T
Icy:	T
Slushy:	T
Foreign Material:	T
With Road Treatment:	T
Dry w/Icy Road Treatment:	T
Wet w/Icy Road Treatment:	T
Snowy w/Icy Road Treatment:	T
Icy w/Icy Road Treatment:	T
Slushy w/Icy Road Treatment:	T
Unknown:	T

Rural/Urban Accident

Rural:	T
Urban:	T
Unknown:	T

Vehicle Direction Details by Vehicle

North:	T
Northeast:	T
East:	T
Southeast:	T
South:	T
Southwest:	T
West:	T
Northwest:	T
Unknown:	T

Roadway System

Interstate:	T
State Highway:	T
Frontage Road:	T
Federal Road:	T
Tribal Road:	T
County Road:	T
City Street:	T
Other State Road:	T
Other Public Road:	T
Unknown or Private:	T



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Yale Keamey 3 year 2021-23

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Condition of Driver Details by Vehicle

No Impairment Suspected:	T
Alcohol Involved:	T
RX, Meds or Drugs Involved:	T
Illegal Drugs Involved:	T
Alcohol and Drugs Involved:	T
Driver/Ped not Observed:	T
Unknown:	T
Apply to all vehicles (DEFAULT):	T
Vehicle #1:	F
Vehicle #2:	F
Vehicle #3:	F

Construction

Construction:	T
Non-Construction:	T

Time of Day:

From: to

Number of Vehicles

One Car:	T
Two Car:	T
Three or More:	T
Unknown:	T

Vehicle Movement Factor Detail by Vehicle

Going Straight:	T
Slowing:	T
Stopped in Traffic:	T
Making Right Turn:	T
Making Left Turn:	T
Making U-Turn:	T
Passing:	T
Backing:	T
Entering/Leaving Parked Position:	T
Starting in Traffic:	T
Parked:	T
Changing Lanes:	T
Avoiding Objects in Roadway:	T
Weaving:	T
Wrong Way:	T
Other:	T
Unknown:	T
Apply to all vehicles (DEFAULT):	T
Vehicle #1:	F
Vehicle #2:	F
Vehicle #3:	F

Railroad

Railroad:	T
Non-Railroad:	T