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**TRAFFIC IMPACT STUDY**

**YARDHOMES FRONTERRA PARK**  
**COMMERCE CITY, COLORADO**

**April 14, 2026**

Prepared for:  
Atlantic Urbana Acquisitions Company  
1005 East St. Elmo Road, Building 5  
Austin, TX 78745

Prepared by:



1290 Broadway, Suite 800  
Denver, CO 80203  
Ph: 303-623-6300

Harris Kocher Smith Project No. 240760

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## **I. INTRODUCTION**

### **A. Project Overview**

Atlantic Urbana Acquisitions Company is proposing to develop a property containing approximately 16.8 acres of undeveloped property located off of Chambers Road in Commerce City, Colorado. More specifically, the subject property is situated east of Chambers Road, west of Idalia St., north of a residential development and south of another vacant parcel. For the purposes of this study, the proposed development will be referred to as YardHomes Fronterra Park. At buildout, the proposed development will consist of 227 multi-family (low-rise) residential dwelling units with associated amenities.

Vehicular access for the proposed YardHomes Fronterra Park development will be provided via two site access driveways. They will provide direct access to/from the surrounding transportation system. The following is a brief description of the proposed access driveways:

- East Site Access/Idalia St. – The proposed East Site Access will intersect Idalia St. approximately 825 feet, centerline to centerline, southeast of the E. 103<sup>rd</sup> Pl./Idalia St. intersection. The proposed 3-leg intersection will be a full movement intersection with stop sign control on the eastbound approach.
- West Site Access/E. 102<sup>nd</sup> Ave./Chambers Rd. – The proposed West Site Access/E. 102<sup>nd</sup> Ave./Chambers Rd. intersection will be located approximately 500 feet, centerline to centerline, north of E. 101<sup>st</sup> Pl. The proposed west leg of the intersection is expected to be constructed currently with the Chambers Road Apartments development prior to this project. Then, the proposed 4-leg intersection will be a full movement intersection with stop sign control on the eastbound and westbound approaches when the east leg is constructed currently with the YardHomes Fronterra Park development.

Figure 1 provides a site location map of the proposed project and surrounding transportation system. Figure 2 graphically illustrates the conceptual site plan and proposed accesses for the proposed YardHomes Fronterra Park development.

### **B. Purpose of Study**

The purpose of this study is to evaluate the impact of the vehicular trips projected to be generated by the proposed YardHomes Fronterra Park development on the study area intersections and roadway system. The study includes 2026 (existing), 2028 (year of anticipated project build-out), and 2046 (long-term) analysis horizons.

### **C. Study Area**

The study area encompasses the existing roadway system in the vicinity of the project site. Specifically, the following roadways and intersections are included in the study:

- Study Area Roadways
  1. E. 104<sup>th</sup> Ave.
  2. Chambers Rd.
  3. Idalia St.
- Study Area Intersections
  1. E. 104<sup>th</sup> Ave./Chambers Rd. (Signalized)
  2. E. 104<sup>th</sup> Ave./Idalia St. (Signalized)

3. E. 96<sup>th</sup> Ave/Chambers Rd. (Signalized)
4. E. 100<sup>th</sup> Ave/Chambers Rd. (TWSC)
5. School Access/Idalia St. (TWSC)
6. West Site Access/E. 102<sup>nd</sup> Ave./Chambers Rd. (Proposed TWSC)
7. East Site Access/Idalia St. (Proposed TWSC)

## II. EXISTING CONDITIONS

### A. Existing Traffic Volumes

Existing peak hour intersection turning movement traffic volume counts were collected for this study at the following intersections on Wednesday, February 11, 2026:

1. E. 104<sup>th</sup> Ave/Chambers Rd. (Signalized)
2. E. 104<sup>th</sup> Ave/Idalia St. (Signalized)
3. E. 96<sup>th</sup> Ave/Chambers Rd. (Signalized)
4. E. 100<sup>th</sup> Ave/Chambers Rd. (TWSC)
5. School Access/Idalia St. (TWSC)

24-hour directional traffic volume counts were collected for this study at the following locations on Wednesday, February 11, 2026:

- E. 104<sup>th</sup> Ave/Chambers Rd. (all four legs)
- School Access/Idalia St. (all three legs)

A summary of the 2026 (existing) peak hour intersection turning movement and daily directional counts are illustrated in Figure 3. Detailed traffic volume count data collected for this study is provided in Appendix “A.”

### B. Existing Roadway System

The existing transportation network in the vicinity of the proposed YardHomes Fronterra Park development is graphically illustrated in Figure 1. The following narrative provides a description of the study area roadways and associated intersections:

#### Existing Study Area Roadways:

1. **E. 104<sup>th</sup> Ave.** – Within the study area, E. 104<sup>th</sup> Ave. is classified as a Principal Arterial roadway under the jurisdiction of Commerce City. The roadway section consists of two travel lanes in each direction with a raised and landscaped center median, detached sidewalks along both sides of the roadway, and auxiliary lanes serving signalized intersections. The posted speed limit is 45 mph.
2. **Chambers Rd.** – Within the study area, Chambers Rd. is classified as a Minor Arterial roadway under the jurisdiction of Commerce City. The roadway section generally consists of one travel lane in each direction with curb and gutter on both sides of the roadway and detached sidewalk along the east side of the roadway. Near E. 104<sup>th</sup> Ave. the roadway expands with multiple auxiliary lanes. The posted speed limit is 40 mph.
3. **Idalia St.** – Within the study area, Idalia St. is classified as a Minor Collector roadway under the jurisdiction of Commerce City. The roadway section generally consists of one travel lane in each direction with curb and gutter on both sides of the roadway and detached sidewalk along the east side of the roadway. Near E. 104<sup>th</sup> Ave. the roadway expands with multiple auxiliary lanes. The posted speed limit is 25 mph.

### Existing Study Area Intersections:

1. **E. 104<sup>th</sup> Ave./Chamber Rd.** – The E. 104<sup>th</sup> Ave./Chambers Rd. intersection is a 4-leg intersection operating under actuated/coordinated traffic signal control with protected/permitted left turn phasing on the northbound and southbound approaches and protected only left turn phasing on the eastbound and westbound approaches. The east leg of the intersection has two left turn lanes with approximately 800 feet of total storage, two through lanes, and one channelized, yield controlled right turn lane with approximately 400 feet of storage on the westbound approach, and two eastbound departure lanes. The west leg of the intersection has two left turn lanes with approximately 600 feet of total storage, one through lane, and one shared through/right turn lane on the eastbound approach, and two westbound departure lanes. The north leg of the intersection has two left turn lanes with approximately 550 feet of total storage, one through lane, and one shared through/right turn lane on the southbound approach, and two northbound departure lanes. The south leg of the intersection has one left turn lane with approximately 300 feet of storage, one through lane, and one shared through/right turn lane on the northbound approach, and two southbound departure lanes. Existing signal timing plans for the intersection can be found in Appendix “D”.
2. **E. 104<sup>th</sup> Ave./Idalia St.** – The E. 104<sup>th</sup> Ave./Idalia St. intersection is a 4-leg intersection operating under actuated/coordinated traffic signal control with protected/permitted left turn phasing on all approaches. The east leg of the intersection has one left turn lane with approximately 350 feet of storage, one through lane, and one shared through/right turn lane on the westbound approach, and two eastbound departure lanes. The west leg of the intersection has one left turn lane with approximately 300 feet of storage, one through lane, and one shared through/right turn lane on the eastbound approach, and two westbound departure lanes. The north leg of the intersection has one left turn lane with approximately 125 feet of storage and one shared through/right turn lane on the southbound approach, and one northbound departure lane. The south leg of the intersection has one left turn lane with approximately 175 feet of storage and one shared through/right turn lane on the northbound approach, and one southbound departure lane. Existing signal timing plans for the intersection can be found in Appendix “D”.
3. **E. 96<sup>th</sup> Ave./Chambers Rd.** – The E. 96<sup>th</sup> Ave./Chambers Rd. intersection is a 4-leg intersection operating under actuated/coordinated traffic signal control with protected/permitted left turn phasing on the eastbound approach, permitted only left turn phasing on the westbound approach and split phasing on the northbound and southbound approaches. The east leg of the intersection has one shared left turn/through lane and one right turn lane with approximately 300 feet of storage on the westbound approach, and one eastbound departure lane. The west leg of the intersection has one left turn lane with approximately 100 feet of storage and one shared through/right turn lane on the eastbound approach, and one westbound departure lane. The north leg of the intersection has one shared left turn/through lane and one right turn lane with approximately 110 feet of storage on the southbound approach, and one northbound departure lane. The south leg of the intersection has one shared left turn/through/right turn lane on the northbound approach, and one southbound departure lane.
4. **E. 100<sup>th</sup> Ave./Chambers Rd.** – The E. 100<sup>th</sup> Ave./Chambers Rd. intersection is a 4-leg intersection operating under two-way stop control with stop signs on the eastbound and westbound approaches. The east leg of the intersection has one left turn lane with approximately 100 feet of storage and one shared through/right turn lane on the westbound approach, and one eastbound departure lane. The west leg of the

intersection has one shared left turn/through/right turn lane on the eastbound approach, and one westbound departure lane. The north leg of the intersection has one shared left turn/through/right turn lane on the southbound approach, and one northbound departure lane. The south leg of the intersection has one shared left turn/through/right turn lane on the northbound approach, and one southbound departure lane.

5. **School Access/Idalia St.** – The School Access/Idalia St. intersection is a 3-leg “T” intersection operating under two-way stop control with a stop sign on the westbound approach. The east leg of the intersection has one left turn lane and one right turn lane with approximately 50 feet of storage on the westbound approach, and one eastbound departure lane. The north leg of the intersection has one shared left turn/through on the southbound approach, and one northbound departure lane. The south leg of the intersection has one shared through/right turn lane on the northbound approach, and one southbound departure lane.

### C. 2026 (Existing) Conditions Operational Analysis

In order to establish a base condition in which to evaluate and compare the impacts of the traffic generated by the proposed YardHomes Fronterra Park development on the study area intersections, peak hour capacity analyses were performed for the 2026 (existing) conditions scenario. These analyses utilized the methodologies contained in the *Highway Capacity Manual 7<sup>th</sup> Edition* (HCM 7) employing *Synchro 12* software and resulted in a qualitative measure of the operational characteristics of the intersection, described by a letter designation ranging from “A” to “F” known as “Level of Service” (LOS). LOS “A” represents free-flow operating conditions, whereas LOS “F” represents excessive congestion and delay. Unsignalized intersection capacity analysis reports a LOS designation for each impeded intersection movement. Signalized intersection capacity analysis reports the overall LOS designation for the intersection as well as for each lane group and approach. LOS “D” is considered the minimum acceptable standard of operation.

The study area intersections included in the 2026 (existing) conditions analysis are as follows:

1. E. 104<sup>th</sup> Ave/Chambers Rd. (Signalized)
2. E. 104<sup>th</sup> Ave/Idalia St. (Signalized)
3. E. 96<sup>th</sup> Ave/Chambers Rd. (Signalized)
4. E. 100<sup>th</sup> Ave/Chambers Rd. (TWSC)
5. School Access/Idalia St. (TWSC)

The traffic signal timing plans for the two signalized intersections on E. 104<sup>th</sup> Ave. listed above were obtained from Commerce City and utilized in the operational analysis for each intersection. Signal timings for the E. 96<sup>th</sup> Ave/Chambers Rd intersection were taken from the *96<sup>th</sup> Ave Improvements – Traffic Study (2023)*.

The results of the 2026 (existing) conditions operational analysis are summarized in Table 1, below. Figure 4 graphically illustrates the results of the existing conditions analysis and detailed *Synchro 12* software intersection capacity analysis reports are provided in Appendix “B”.

As shown in Table 1, all of the existing study area intersections are projected to operate at acceptable levels of service (LOS “D” or better), overall, under existing conditions.

The following intersections are projected to be operating at acceptable levels of service (LOS “D” or better) overall, however, one or more lane groups are shown to be experiencing poor to failing levels of service (LOS “E” or “F”):

- E. 104<sup>th</sup> Ave./Chambers Rd.
  - The eastbound left turn movement has a poor level of service (LOS “E”) during both the a.m. and p.m. peak hours.
  - The westbound left turn movement has a poor level of service (LOS “E”) during both the a.m. and p.m. peak hours.
  - The southbound shared through/right turn movement has a poor level of service (LOS “E”) during the p.m. peak hour.
- E. 104<sup>th</sup> Ave./Idalia St.
  - The northbound shared through/right turn movement has a poor level of service (LOS “E”) during both the a.m. and p.m. peak hours.
- E. 96<sup>th</sup> Ave./Chambers Rd.
  - The northbound shared left turn/through/right turn movement is projected to have a failing level of service (LOS “F”) during both the a.m. and p.m. peak hours.
  - The southbound shared left turn/through movement is projected to have a poor level of service (LOS “E”) during the p.m. peak hour.
  - The southbound right turn movement is projected to have a poor level of service (LOS “E”) during both the a.m. and p.m. peak hours.

#### **D. 2026 (Existing) Conditions Queuing Analysis**

Queue lengths and associated storage requirements for auxiliary lanes (turn bays) at the existing study area intersections were computed utilizing the *Synchro 12* 95<sup>th</sup>tile reported queues. Queue length calculations are based on a 25-foot vehicle length and reported as the total cumulative computed queue length for all traffic lanes in the lane group.

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

As shown in Table 2, there are no queue related issues being experienced at any of the study area intersections based on the reported queues in the 2026 (existing) conditions analysis scenario with the exception of the following:

- E. 104<sup>th</sup> Ave./Idalia St.
  - The northbound left turn movement is exceeding its available storage length during the a.m. peak hour.
- E. 96<sup>th</sup> Ave./Chambers Rd.
  - The eastbound left turn movement is exceeding its available storage length during the p.m. peak hour.

**TABLE 1  
2026 (EXISTING) CONDITIONS  
SUMMARY OF OPERATIONAL ANALYSIS**

INTERSECTION (# Lanes in Lane Group)	CONTROL	2026 EXISTING TRAFFIC			
		AM PEAK LOS	AM PEAK DELAY	PM PEAK LOS	PM PEAK DELAY
<b>1. E. 104th Ave. &amp; Chambers Rd.</b>	<b>SIGNAL</b>				
a. EB L (2)	Prot Only	E	60.0	E	65.5
b. EB TR (2)		D	42.6	C	29.6
c. WB L (2)	Prot Only	E	57.1	E	60.1
d. WB T (2)		B	14.2	C	28.9
e. WB R (1)	Yield	A	0.0	A	0.0
f. NB L (1)	Prot + Perm	D	40.5	D	46.5
g. NB TR (2)		D	36.6	D	48.8
h. SB L (2)	Prot + Perm	C	31.3	D	40.1
i. SB TR (2)		D	46.7	E	56.7
<b>j. INTERSECTION</b>		<b>C</b>	<b>34.7</b>	<b>D</b>	<b>39.4</b>
<b>2. E. 104th Ave. &amp; Idalia St.</b>	<b>SIGNAL</b>				
a. EB L (1)	Prot + Perm	B	15.6	B	13.5
b. EB TR (2)		A	3.6	A	2.2
c. WB L (1)	Prot + Perm	B	13.9	B	11.7
d. WB TR (2)		C	21.2	B	19.9
e. NB L (1)	Prot + Perm	D	44.2	D	44.6
f. NB TR (1)		E	63.7	E	59.1
g. SB L (1)	Prot + Perm	D	41.9	D	44.4
h. SB TR (1)		D	45.3	D	49.8
<b>i. INTERSECTION</b>		<b>B</b>	<b>19.5</b>	<b>B</b>	<b>17.9</b>
<b>3. E. 96th Ave. &amp; Chambers Rd.</b>	<b>SIGNAL</b>				
a. EB L (1)	Prot + Perm	B	10.8	A	9.6
b. EB TR (1)		A	8.2	A	7.5
c. WB LT (1)		B	16.1	B	13.2
d. WB R (1)		B	11.5	A	9.5
e. NB LTR (1)	Split	F	114.2	F	103.3
f. SB LT (1)	Split	D	54.5	E	70.0
g. SB R (1)	Split	E	79.0	E	60.7
<b>h. INTERSECTION</b>		<b>C</b>	<b>27.1</b>	<b>B</b>	<b>17.2</b>
<b>4. E. 100th Ave. &amp; Chambers Rd.</b>	<b>TWSC</b>				
a. EB LTR (1)	Stop	C	16.8	C	24.1
b. WB L (1)	Stop	D	31.6	D	30.3
c. WB TR (1)	Stop	B	12.3	B	12.2
d. NB LTR (1)		A	8.0	A	7.9
e. SB LTR (1)		A	8.4	A	8.6
<b>f. INTERSECTION</b>		<b>A</b>	<b>4.6</b>	<b>A</b>	<b>3.9</b>
<b>5. School Access &amp; Idalia St.</b>	<b>TWSC</b>				
a. WB L (1)	Stop	A	0.0	B	12.0
b. WB R (1)	Stop	B	11.0	A	9.9
c. SB LT (1)		A	8.3	A	7.8
<b>d. INTERSECTION</b>		<b>A</b>	<b>0.3</b>	<b>A</b>	<b>1.0</b>

**TABLE 2  
2026 (EXISTING) CONDITIONS  
SUMMARY OF QUEUING ANALYSIS**

INTERSECTION (# OF LANES IN LANE GROUP)	EXISTING STORAGE (FT)	2026 EXISTING TRAFFIC	
		QUEUE LENGTH (FT) 95TH%	
		AM PEAK	PM PEAK
<b>1. E. 104th Ave. &amp; Chambers Rd.</b>			
a. EB L (2) (Prot Only)	600	165	254
b. EB TR (2)	>1300	1091	1026
c. WB L (2) (Prot Only)	800	142	136
d. WB T (2)	>1000	707	650
e. WB R (1) (Yield)	400	73	134
f. NB L (1) (Prot + Perm)	300	225	207
g. NB TR (2)	>1000	219	352
h. SB L (2) (Prot + Perm)	550	171	223
i. SB TR (2)	>1000	205	321
<b>2. E. 104th Ave. &amp; Idalia St.</b>			
a. EB L (1) (Prot + Perm)	300	16	18
b. EB TR (2)	>1500	505	348
c. WB L (1) (Prot + Perm)	350	138	61
d. WB TR (2)	>1500	703	711
e. NB L (1) (Prot + Perm)	175	233	169
f. NB TR (1)	300	97	90
g. SB L (1) (Prot + Perm)	125	75	103
h. SB TR (1)	225	47	74
<b>3. E. 96th Ave. &amp; Chambers Rd.</b>			
a. EB L (1) (Prot + Perm)	100	32	120
b. EB TR (1)	>1000	166	406
d. WB LT (1)	>1000	471	569
e. WB R (1)	300	46	53
g. NB LTR (1)	100	12	13
j. SB LT (1)	>1000	195	205
l. SB R (1)	110	76	8
<b>4. E. 100th Ave. &amp; Chambers Rd.</b>			
a. EB LTR (1)	>1000	8	5
b. WB L (1)	100	23	15
c. WB TR (1)	>1000	20	18
d. NB LTR (1)	>1000	0	0
e. SB LTR (1)	>1000	10	13
<b>5. School Access &amp; Idalia St.</b>			
a. WB L (1)	50	0	0
b. WB R (1)	50	0	5
c. SB LT (1)	250	3	0

### III. BACKGROUND TRAFFIC

#### A. Background Traffic Volumes

For the purposes of this study, background traffic volumes were developed incorporating the following methodology. The overall background traffic volumes used in this study are the result of combining two distinct components, “regional” and “local” traffic volumes. The “regional” background traffic volume component accounts for the larger scale traffic growth along the major roadways within the study area. The “regional” background traffic component utilizes regional travel planning models and documents in order to establish an average annual traffic volume growth rate on these roadways. The “local” background traffic volume component accounts for the influence of anticipated future development of properties within in the immediate study area that may not otherwise be captured by the “regional” component.

The background traffic models for the 2028 (build-out) and 2046 (long-term) analysis horizons were developed for this study employing the following strategy:

- 2028 (build-out) background traffic volumes - The 2028 (build-out) background traffic volumes were developed employing a two-step process. The first step of the process was to apply a “regional” background traffic growth factor to the 2026 (existing) traffic volumes, to forecast the 2028 (build-out) “regional” background traffic volume component. The second step was to develop a “local” background traffic volume model component. This component considered surrounding developments within the study area that have not been fully built out yet but are anticipated to be in place by the 2028 (build-out) analysis horizon. This includes the proposed Chambers Road Apartments development which will be located west of Chambers Rd. across from the proposed YardHomes Fronterra Park development. It also includes the Anderson Ranch development which is also west of Chambers Rd. but further south in the large undeveloped parcel. The specific location of these two other proposed developments is illustrated in Figure 1. Combining the “regional” and “local” background traffic volume components results in the 2028 (build-out) total background traffic volume forecast for this study.
- 2046 (long-term) background traffic volumes – The 2046 (long-term) background traffic volumes were developed employing the same two-step process as the 2028 (build-out) background traffic volumes. However, there are currently no additional nearby developments that are anticipated after the 2028 (build-out) analysis horizon. Therefore, combining the 2046 (long term) analysis horizon “regional” background traffic volume component and the 2028 (build-out) analysis horizon “local” background traffic volume component results in the 2046 (long-term) total background traffic volume forecast for this study.

The following describes the methodology utilized in developing the 2028 (build-out) and 2046 (long-term) analysis horizons background traffic models.

- “Regional” Background Traffic Volumes:
  - Denver Regional Council of Governments (DRCOG) future traffic forecast models were used to determine traffic growth rates on the study area roadways. Based on these models, E. 104<sup>th</sup> Ave. has an average annual traffic volume growth rate of 1.85%. This results in a 2-year (2026 to 2028) growth factor of 1.0373 and a 20-year (2026 to 2046) growth factor of 1.4425. Chambers Rd. has an average annual traffic volume growth rate of 2.34%. This results in a 2-year (2026 to 2028) growth factor of 1.0473 and a 20-year (2026 to 2046) growth factor of 1.5884. The average of these

- two growth rates at 2.0% was used for all other roadways in the study area. This results in a 2-year (2026 to 2028) growth factor of 1.0404 and a 20-year (2026 to 2046) growth factor of 1.4860.
- The appropriate AGR factors were applied to the 2026 (existing) traffic volumes in order to develop the forecast 2028 (build-out) and 2046 (long-term) “regional” background traffic volumes.
  - For the purposes of this study, it was assumed that the distribution of the regional intersection approach traffic (left turn, through, right turn) will remain static through the 2046 (long-term) analysis horizon.
  - Figure 5 graphically illustrates the forecast 2028 (build-out) analysis horizon “regional” background traffic volumes on the study area roadways and intersections.
  - Figure 9 graphically illustrates the forecast 2046 (long-term) analysis horizon “regional” background traffic volumes on the study area roadways and intersections.
- “Local” Background Traffic Volumes:
    - In order to account for the influence of the anticipated development of the properties in the immediate area of the study area roadways and intersections a “local” background traffic volume component was developed. A “local” background traffic component was developed for the 2028 (build-out) and 2046 (long-term) analysis horizon background traffic models based on the properties that are anticipated to be developed prior to each analysis horizon.
    - For the purposes of this study, two such developments were identified that will have a significant influence on the study area roadways and intersections. They include the Chambers Road Apartments development and the Anderson Ranch development, both located west of Chamber Rd. between E. 104<sup>th</sup> Ave. and E. 96<sup>th</sup> Ave.
      - Chambers Road Apartments – Chambers Road Apartments is anticipated to be fully built out prior to the 2028 (build-out) analysis horizon and will consist of 283 multifamily (low-rise) housing units (ITE Land Use Code: 220). The development will construct the proposed E. 102<sup>nd</sup> Ave. which will intersect Chambers Rd. across from the proposed west site access of the YardHomes Fronterra Park development. The projected site generated traffic volumes from the Chambers Road Apartments development were taken directly from Figure 6 in the *Chambers Road Apartments Traffic Impact Study, August 12, 2025, by Fox Tuttle*. Figure 6 graphically illustrates the projected Chambers Road Apartments site generated traffic on the study area roadways and intersections.
      - Anderson Ranch – The Anderson Ranch development is anticipated to be fully developed by 2028 (build-out) analysis horizon. For the purposes of this study, it was assumed that at build-out the development will consist of 491 single-family detached housing units (ITE Land Use Code: 210), 90 single family attached housing units (ITE Land Use Code: 215), 17.6 acres of public park space (ITE Land Use Code: 411), and an elementary school with 725 students (ITE Land Use Code: 520). The projected site generated traffic volumes from the Anderson Ranch development were taken directly from Figure 9 in the *Anderson Ranch Traffic Impact Study, April 2024, by Kimley Horn*. Figure 7 graphically illustrates the projected Anderson Ranch development site generated traffic on the study area roadways and intersections.

- 2028 (build-out) Total Background Traffic Volumes:
  - The 2028 (build-out) total background traffic volumes for this study are the sum of the 2028 (build-out) “regional” background traffic volumes plus the 2028 (build-out) “local” background traffic volumes. Figure 8 graphically illustrates the 2028 (build-out) total background traffic volumes on the study area roadways and intersections.
- 2046 (Long-Term) Total Background Traffic Volumes
  - The 2046 (long-term) total background traffic volumes for this study are the sum of the 2046 (long-term) “regional” background traffic volumes plus the 2028 (build-out) “local” background traffic volumes. Figure 10 graphically illustrates the 2046 (long-term) total background traffic volumes on the study area roadways and intersections.

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

It was assumed that the existing roadway network within the study area of the proposed YardHomes Fronterra Park development will be modified by the 2028 (build-out) and 2046 (long-term) analysis horizons in order to account for the background traffic growth within the study area. All signalized intersections utilized the proposed signal timings from either the Anderson Ranch TIS, Chambers Road Apartments TIS, or 96<sup>th</sup> Ave Improvements Traffic Study. The other anticipated roadway improvements are as follows:

- **Study Area Roadways:**
  - **E. 104<sup>th</sup> Ave.**
    - 2028 (Build-Out) Analysis Horizon – No major roadway improvements or modifications are anticipated by the 2028 (build-out) analysis horizon.
    - 2046 (Long-Term) Analysis Horizon – By the 2046 (long-term) analysis horizon E. 104<sup>th</sup> Ave. is anticipated to be expanded to include three travel lanes in each direction with associated auxiliary lane improvements at intersections.
  - **Chambers Rd.**
    - 2028 (Build-Out) Analysis Horizon – No major roadway improvements or modifications are anticipated by the 2028 (build-out) analysis horizon.
    - 2046 (Long-Term) Analysis Horizon – No major roadway improvements or modifications are anticipated by the 2046 (long-term) analysis.
  - **Idalia St.**
    - 2028 (Build-Out) Analysis Horizon – No major roadway improvements or modifications are anticipated by the 2028 (build-out) analysis horizon.
    - 2046 (Long-Term) Analysis Horizon – No major roadway improvements or modifications are anticipated by the 2046 (long-term) analysis.
- **Study Area Intersections:**
  - **E. 104<sup>th</sup> Ave./Chambers Rd.**
    - 2028 (Build-Out) Analysis Horizon – No major intersection modifications or improvements are anticipated by the 2028 (build-out) analysis horizon.
    - 2046 (Long-Term) Analysis Horizon – It is anticipated that an additional eastbound and westbound through lane will be constructed by the 2046 (long-

term) analysis horizon. There are also several other additional auxiliary lanes that are proposed to be added including an eastbound right turn lane with approximately 200 feet of storage, an additional northbound left turn lane with approximately 300 feet of storage, a northbound right turn lane, and a southbound right turn lane with approximately 300 feet of storage.

- **E. 104<sup>th</sup> Ave./Idalia St.**
  - 2028 (Build-Out) Analysis Horizon – No major intersection modifications or improvements are anticipated by the 2028 (build-out) analysis horizon.
  - 2046 (Long-Term) Analysis Horizon – It is anticipated that an additional eastbound and westbound through lane will be constructed by the 2046 (long-term) analysis horizon.
- **E. 96<sup>th</sup> Ave./Chambers Rd.**
  - 2028 (Build-Out) Analysis Horizon – It is anticipated that an additional eastbound through lane will be constructed by the 2028 (build-out) analysis horizon. There are also several other auxiliary lane changes including the addition of a westbound left turn lane with approximately 100 feet of storage, a northbound right turn lane, and a southbound left turn lane with approximately 150 feet of storage. The eastbound left turn lane will also be lengthened to include approximately 235 feet of storage, and the westbound right turn lane will be extended due to the proposed widening of E. 96<sup>th</sup> Ave.
  - 2046 (Long-Term) Analysis Horizon – No additional intersection modifications or improvements are anticipated by the 2046 (long-term) analysis horizon.
- **E. 100<sup>th</sup> Ave./Chambers Rd.**
  - 2028 (Build-Out) Analysis Horizon – It is anticipated that the intersection will be signalized by the 2028 (build-out) analysis horizon. There are also several other additional auxiliary lanes that are proposed to be added including an eastbound left turn lane with approximately 175 feet of storage, a northbound left turn lane with approximately 235 feet of storage, a southbound left turn lane with approximately 235 feet of storage, and a southbound right turn lane with approximately 135 feet of storage.
  - 2046 (Long-Term) Analysis Horizon – No additional intersection modifications or improvements are anticipated by the 2046 (long-term) analysis horizon.
- **School Access/Idalia St.**
  - 2028 (Build-Out) Analysis Horizon – No major intersection modifications or improvements are anticipated by the 2028 (build-out) analysis horizon.
  - 2046 (Long-Term) Analysis Horizon – No major intersection modifications or improvements are anticipated by the 2046 (long-term) analysis horizon.
- **E. 102<sup>nd</sup> Ave./Chambers Rd.**
  - 2028 (Build-Out) Analysis Horizon – It is anticipated that E. 102<sup>nd</sup> Ave. will be constructed by the 2028 (build-out) analysis horizon creating this intersection. The intersection will operate under two-way stop control with a stop sign on the eastbound approach. The west leg of the intersection will include one left turn lane and one right turn lane with approximately 50 feet of storage on the eastbound approach, and one westbound departure lane. The north leg of the

intersection will include one through lane and one right turn lane with approximately 135 feet of storage on the southbound approach, and one northbound departure lane. The south leg of the intersection will include one left turn lane with approximately 175 feet of storage and one through lane on the northbound approach, and one southbound departure lane.

- 2046 (Long-Term) Analysis Horizon – No additional intersection modifications or improvements are anticipated by the 2046 (long-term) analysis horizon.

### C. Background Traffic Operational Analysis

The following study area intersections were analyzed for the 2028 (build-out) and 2046 (long-term) total background traffic analysis horizons in order to provide a basis for comparison of their operational characteristics with and without the proposed YardHomes Fronterra Park development:

1. E. 104<sup>th</sup> Ave/Chambers Rd. (Signalized)
2. E. 104<sup>th</sup> Ave/Idalia St. (Signalized)
3. E. 96<sup>th</sup> Ave/Chambers Rd. (Signalized)
4. E. 100<sup>th</sup> Ave/Chambers Rd. (TWSC)
5. School Access/Idalia St. (TWSC)
6. West Site Access/E. 102<sup>nd</sup> Ave./Chambers Rd. (Proposed TWSC)

The results of the background traffic operational analyses are summarized graphically for the 2028 (build-out) and 2046 (long-term) background traffic analysis horizons in Figures 11 and 12, respectively. A summary of the results of the intersection capacity analyses is provided in Table 3 and detailed *Synchro 12* software intersection capacity analysis reports in Appendix “B”.

As shown in Table 3, all of the existing study area intersections, as well as all of their individual lane groups, are projected to operate at acceptable levels of service (LOS “D” or better), overall, during the 2028 (build-out) and 2046 (long-term) analysis horizon background traffic scenarios with the exception of the following:

- E. 104<sup>th</sup> Ave./Chambers Rd.
  - The eastbound left turn movement is projected to experience a poor level of service (LOS “E”) in the 2028 (build-out) analysis horizon and a failing level of service (LOS “F”) in the 2046 (long-term) analysis horizon during both the a.m. and p.m. peak hours.
  - The eastbound shared through/right turn movement is projected to experience a poor level of service (LOS “E”) during the a.m. peak hour in the 2028 (build-out) analysis horizon.
  - The westbound left turn movement is projected to experience a poor level of service (LOS “E”) during the p.m. peak hour in the 2028 (build-out) analysis horizon and a failing level of service (LOS “F”) during both the a.m. and p.m. peak hours in the 2046 (long-term) analysis horizon.
  - The northbound left turn movement is projected to experience a failing level of service (LOS “F”) during the a.m. peak hour and a poor level of service (LOS “E”) during the p.m. peak hour in the 2028 (build-out) analysis horizon. It is projected to experience a poor level of service (LOS “E”) during both the a.m. and p.m. peak hours in the 2046 (long-term) analysis horizon.

- The southbound left turn movement is projected to experience a poor level of service (LOS “E”) during both the a.m. and p.m. peak hours in the 2046 (long-term) analysis horizon.
- The southbound shared through/right turn movement is projected to experience a poor level of service (LOS “E”) during the p.m. peak hour in the 2028 (build-out) analysis horizon.
- The southbound right turn movement is projected to experience a poor level of service (LOS “E”) during the a.m. peak hour in the 2046 (long-term) analysis horizon.
- E. 104<sup>th</sup> Ave./Idalia St.
  - The eastbound shared through/right turn movement is projected to experience a failing level of service (LOS “F”) during the a.m. peak hour in the 2046 (long-term) analysis horizon.
  - The westbound left turn movement is projected to experience a failing level of service (LOS “F”) during the a.m. peak hour in the 2046 (long-term) analysis horizon.
  - The northbound shared through/right turn movement is projected to experience a poor level of service (LOS “E”) during both the a.m. and p.m. peak hours in the 2028 (build-out) analysis horizon and the 2046 (long-term) analysis horizon.
- E. 96<sup>th</sup> Ave./Chambers Rd.
  - The overall intersection is projected to experience a failing level of service (LOS “F”) during the a.m. peak hour in the 2046 (long-term) analysis horizon.
  - The eastbound left turn movement is projected to experience a failing level of service (LOS “F”) during the p.m. peak hour in the 2046 (long-term) analysis horizon.
  - The northbound shared left turn/through movement is projected to experience a failing level of service (LOS “F”) during both the a.m. and p.m. peak hours in the 2028 (build-out) and 2046 (long-term) analysis horizons.
  - The southbound shared left turn/through movement is projected to experience a poor level of service (LOS “E”) during both the a.m. and p.m. peak hour in the 2046 (long-term) analysis horizon.
  - The southbound right turn movement is projected to experience a failing level of service (LOS “F”) during the a.m. peak hour in the 2028 (build-out) analysis horizon and during both the a.m. and p.m. peak hours in the 2046 (long-term) analysis horizon.
- E. 100<sup>th</sup> Ave./Chambers Rd.
  - The eastbound left turn movement is projected to experience a poor level of service (LOS “E”) during the p.m. peak hour in the 2028 (build-out) analysis horizon and during both the a.m. and p.m. peak hours in the 2046 (long-term) analysis horizon.
- E. 102<sup>nd</sup> Ave./Chambers Rd.
  - The eastbound left turn movement is projected to experience a failing level of service (LOS “F”) during both the a.m. and p.m. peak hours in the 2046 (long-term) analysis horizon.

## D. Background Traffic Queuing Analysis

Queue lengths and associated storage requirements for auxiliary lanes (turn bays) at the existing study area intersections were computed for the 2028 (build-out) and 2046 (long-term) analysis horizon background traffic scenarios. Table 4 provides a summary of this analysis and comparison to the actual vehicle storage lengths provided for each of the existing study area intersections.

As shown in Table 4, there are no queue related issues projected at any of the study area intersections based on the reported queues in the 2028 (build-out) and 2046 (long-term) analysis horizon background traffic analysis scenarios with the following exceptions:

- E. 104<sup>th</sup> Ave./Chambers Rd.
  - The eastbound shared through/right turn movement is projected to exceed its available storage length during the a.m. and p.m. peak hours in the 2028 (build-out) analysis horizon.
  - The northbound left turn movement is projected to exceed its available storage length during the a.m. peak hour in the 2028 (build-out) analysis horizon.
  - The southbound left turn movement is projected to exceed its available storage length during the p.m. peak hour in the 2046 (long-term) analysis horizon.
- E. 104<sup>th</sup> Ave./Idalia St.
  - The westbound left turn movement is projected to exceed its available storage length during the a.m. peak hour in the 2046 (long-term) analysis horizon.
  - The northbound left turn movement is projected to exceed its available storage length during both the a.m. and p.m. peak hours in the 2028 (build-out) analysis horizon 2046 (long-term) analysis horizon.
  - The southbound left turn movement is projected to exceed its available storage length during the p.m. peak hour in the 2046 (long-term) analysis horizon.
- E. 96<sup>th</sup> Ave./Chambers Rd.
  - The eastbound left turn movement is projected to exceed its available storage length during the p.m. peak hour in both the 2028 (build-out) and 2046 (long-term) analysis horizons.
  - The southbound left turn movement is projected to exceed its available storage length during both the a.m. and p.m. peak hour in the 2046 (long-term) analysis horizon.
  - The southbound right turn movement is projected to exceed its available storage length during the a.m. peak hour in the 2046 (long-term) analysis horizon.
- E. 100<sup>th</sup> Ave./Chambers Rd.
  - The eastbound left turn movement is projected to exceed its available storage length during the a.m. peak hour in the 2046 (long-term) analysis horizon.

**TABLE 3  
2028 (BUILD-OUT) & 2046 (LONG-TERM) BACKGROUND TRAFFIC  
SUMMARY OF OPERATIONAL ANALYSIS**

INTERSECTION (# Lanes in Lane Group)	CONTROL	2028 BACKGROUND TRAFFIC				2046 BACKGROUND TRAFFIC			
		AM PEAK LOS	AM PEAK DELAY	PM PEAK LOS	PM PEAK DELAY	AM PEAK LOS	AM PEAK DELAY	PM PEAK LOS	PM PEAK DELAY
<b>1a. E. 104th Ave. &amp; Chambers Rd.</b>	<b>SIGNAL</b>								
a. EB L (2)	Prot Only	E	59.7	E	66.5	-	-	-	-
b. EB TR (2)		E	57.3	D	43.4	-	-	-	-
c. WB L (2)	Prot Only	D	54.7	E	58.3	-	-	-	-
d. WBT (2)		B	15.8	C	32.3	-	-	-	-
e. WBR (1)	Yield	A	0.0	A	0.0	-	-	-	-
f. NB L (1)	Prot + Perm	F	96.1	E	64.1	-	-	-	-
g. NB TR (2)		D	40.8	D	51.3	-	-	-	-
h. SB L (2)	Prot + Perm	C	31.7	D	39.0	-	-	-	-
i. SB TR (2)		D	48.8	E	56.0	-	-	-	-
<b>j. INTERSECTION</b>		<b>D</b>	<b>45.5</b>	<b>D</b>	<b>46.1</b>	-	-	-	-
<b>1b. E. 104th Ave. &amp; Chambers Rd.</b>	<b>SIGNAL</b>								
a. EB L (2)	Prot Only	-	-	-	-	F	91.0	F	82.9
b. EB T (3)		-	-	-	-	D	47.1	C	33.8
c. EB R (1)		-	-	-	-	D	35.8	C	31.2
d. WB L (2)	Prot Only	-	-	-	-	F	81.4	F	89.8
e. WBT (3)		-	-	-	-	C	25.6	C	31.2
f. WBR (1)	Yield	-	-	-	-	A	0.0	A	0.0
g. NB L (2)	Prot Only	-	-	-	-	E	67.4	E	67.2
h. NB T (2)		-	-	-	-	D	37.0	D	52.0
i. NB R (1)		-	-	-	-	D	42.2	D	51.1
j. SB L (2)	Prot Only	-	-	-	-	E	66.6	E	74.5
k. SB T (2)		-	-	-	-	D	40.3	D	48.1
l. SBR (1)		-	-	-	-	E	79.7	D	46.3
<b>m. INTERSECTION</b>		-	-	-	-	<b>D</b>	<b>48.0</b>	<b>D</b>	<b>47.9</b>
<b>2. E. 104th Ave. &amp; Idalia St.</b>	<b>SIGNAL</b>								
a. EB L (1)	Prot + Perm	B	16.9	B	15.1	C	24.5	C	21.4
b. EB TR (2/3)		A	4.7	A	1.8	F	59.3	B	11.1
c. WB L (1)	Prot + Perm	B	16.1	B	12.2	F	80.0	C	25.5
d. WB TR (2/3)		C	23.7	B	22.5	C	28.6	C	30.0
e. NB L (1)	Prot + Perm	D	44.1	D	44.4	D	44.5	D	43.9
f. NB TR (1)		E	64.6	E	60.0	E	76.3	E	68.0
g. SB L (1)	Prot + Perm	D	41.4	D	43.8	D	38.5	D	41.3
h. SB TR (1)		D	44.6	D	49.0	D	38.6	D	42.2
<b>i. INTERSECTION</b>		<b>C</b>	<b>20.4</b>	<b>B</b>	<b>18.5</b>	<b>D</b>	<b>47.4</b>	<b>C</b>	<b>24.9</b>
<b>3. E. 96th Ave. &amp; Chambers Rd.</b>	<b>SIGNAL</b>								
a. EB L (1)	Prot + Perm	B	12.7	B	19.5	C	20.4	F	100.5
b. EB TR (2)		A	7.4	A	6.0	A	7.0	A	6.8
c. WB L (1)	Perm Only	B	10.9	A	0.0	A	9.6	A	0.0
d. WBT (1)		B	19.0	B	18.7	C	22.3	D	41.8
e. WBR (1)		B	13.3	B	13.4	B	12.5	C	21.8
f. NB LT (1)	Split	F	95.9	F	84.8	F	119.5	F	108.6
g. NB R (1)	Split	A	0.0	A	0.0	A	0.0	A	0.0
h. SB LT (2)	Split	D	38.6	D	44.4	E	59.4	E	66.3
i. SBR (1)	Split	F	189.9	D	54.8	F	501.0	F	122.5
<b>j. INTERSECTION</b>		<b>D</b>	<b>50.3</b>	<b>B</b>	<b>19.1</b>	<b>F</b>	<b>110.9</b>	<b>D</b>	<b>44.8</b>

**TABLE 3 (CONT.)  
2028 (BUILD-OUT) & 2046 (LONG-TERM) BACKGROUND TRAFFIC  
SUMMARY OF OPERATIONAL ANALYSIS**

INTERSECTION (# Lanes in Lane Group)	CONTROL	2028 BACKGROUND TRAFFIC				2046 BACKGROUND TRAFFIC			
		AM PEAK LOS	AM PEAK DELAY	PM PEAK LOS	PM PEAK DELAY	AM PEAK LOS	AM PEAK DELAY	PM PEAK LOS	PM PEAK DELAY
<b>4. E. 100th Ave. &amp; Chambers Rd.</b>	<b>SIGNAL</b>								
a. EB L (1)	Perm Only	D	53.6	E	56.6	E	56.8	E	56.7
b. EB TR		D	40.1	D	44.5	D	37.1	D	41.0
c. WB L (1)	Perm Only	D	43.5	D	46.4	D	41.3	D	43.4
d. WB TR (1)		D	42.3	D	49.0	D	40.7	D	48.7
e. NB L (1)	Perm Only	A	8.4	A	5.3	B	13.9	A	9.2
f. NB TR (1)		A	6.6	A	4.6	A	9.9	A	7.7
g. SB L (1)	Perm Only	A	10.0	A	7.5	C	21.4	B	19.1
h. SB T (1)		A	6.5	A	4.2	A	9.5	A	6.4
i. SB R (1)		A	5.2	A	3.4	A	6.5	A	4.5
<b>j. INTERSECTION</b>		<b>B</b>	<b>17.3</b>	<b>B</b>	<b>13.0</b>	<b>B</b>	<b>19.4</b>	<b>B</b>	<b>15.5</b>
<b>5. School Access &amp; Idalia St.</b>	<b>TWSC</b>								
a. WB L (1)	Stop	A	0.0	B	12.2	A	0.0	B	14.6
b. WB R (1)	Stop	B	11.1	A	9.9	B	13.0	B	10.8
c. SB LT (1)		A	8.3	A	7.8	A	9.0	A	8.1
<b>d. INTERSECTION</b>		<b>A</b>	<b>0.3</b>	<b>A</b>	<b>1.0</b>	<b>A</b>	<b>0.3</b>	<b>A</b>	<b>0.8</b>
<b>6. E. 102nd Ave. &amp; Chambers Rd.</b>	<b>TWSC</b>								
a. EB L (1)	Stop	D	31.3	D	32.2	F	126.7	F	104.8
b. EB R (1)	Stop	B	12.2	B	13.1	B	15.0	C	16.9
c. NB L (1)		A	8.6	A	9.3	A	9.5	B	10.6
<b>d. INTERSECTION</b>		<b>A</b>	<b>1.8</b>	<b>A</b>	<b>1.2</b>	<b>A</b>	<b>5.9</b>	<b>A</b>	<b>2.7</b>

**TABLE 4  
2028 (BUILD-OUT) & 2046 (LONG-TERM) BACKGROUND TRAFFIC  
SUMMARY OF QUEUING ANALYSIS**

INTERSECTION (# OF LANES IN LANE GROUP)	EXISTING STORAGE (FT)	2028 BACKGROUND TRAFFIC		2046 BACKGROUND TRAFFIC	
		QUEUE LENGTH (FT) 95TH%		QUEUE LENGTH (FT) 95TH%	
		AM PEAK	PM PEAK	AM PEAK	PM PEAK
<b>1a. E. 104th Ave. &amp; Chambers Rd.</b>					
a. EB L (2) (Prot Only)	600	177	274	-	-
b. EB TR (2)	>1300	1319	1406	-	-
c. WB L (2) (Prot Only)	800	202	219	-	-
d. WB T (2)	>1000	794	910	-	-
e. WB R (1) (Yield)	400	5	44	-	-
f. NB L (1) (Prot + Perm)	300	370	295	-	-
g. NB TR (2)	>1000	312	422	-	-
h. SB L (2) (Prot + Perm)	550	177	223	-	-
i. SB TR (2)	>1000	277	359	-	-

**TABLE 4 (CONT.)  
2028 (BUILD-OUT) & 2046 (LONG-TERM) BACKGROUND TRAFFIC  
SUMMARY OF QUEUING ANALYSIS**

INTERSECTION (# OF LANES IN LANE GROUP)	EXISTING STORAGE (FT)	2028 BACKGROUND TRAFFIC		2046 BACKGROUND TRAFFIC	
		QUEUE LENGTH (FT) 95TH%		QUEUE LENGTH (FT) 95TH%	
		AM PEAK	PM PEAK	AM PEAK	PM PEAK
<b>1b. E. 104th Ave. &amp; Chambers Rd.</b>					
a. EB L (2) (Prot Only)	600	-	-	307	448
b. EB T (3)	>1750	-	-	1259	1147
c. EB R (1)	200	-	-	96	107
d. WB L (2) (Prot Only)	800	-	-	297	310
e. WB T (3)	>1500	-	-	860	975
f. WB R (1) (Yield)	400	-	-	42	86
g. NBL (2) (Prot Only)	600	-	-	543	510
h. NBT (2)	>1000	-	-	327	445
i. NBR (1)	>500	-	-	112	70
j. SBL (2) (Prot Only)	550	-	-	415	584
k. SBT (2)	>1000	-	-	304	410
l. SBR (1)	300	-	-	248	50
<b>2. E. 104th Ave. &amp; Idalia St.</b>					
a. EB L (1) (Prot + Perm)	300	16	16	32	47
b. EB TR (2/3)	>2500	1170	393	1936	1690
c. WB L (1) (Prot + Perm)	350	181	69	360	169
d. WB TR (2/3)	>2500	828	851	1272	1226
e. NBL (1) (Prot + Perm)	175	248	176	312	271
f. NBT (1)	300	99	92	175	144
g. SBL (1) (Prot + Perm)	125	76	106	91	136
h. SBT (1)	225	47	75	54	102
<b>3. E. 96th Ave. &amp; Chambers Rd.</b>					
a. EB L (1) (Prot + Perm)	235	49	259	61	581
b. EB TR (2)	>1000	137	276	209	418
d. WB L (1) (Perm Only)	235	4	0	4	0
e. WB T (1)	>1500	491	653	1050	1219
f. WB R (1)	>1500	45	63	113	166
g. NBLT (1)	100	9	12	12	14
h. NBR (1)	100	0	0	0	0
i. SBL (1)	150	115	109	206	222
j. SBLT (1)	>1000	118	110	211	222
k. SBR (1)	150	82	42	337	75
<b>4. E. 100th Ave. &amp; Chambers Rd.</b>					
a. EB L (1) (Perm Only)	175	167	106	200	127
b. EB TR (1)	>1000	56	34	58	35
c. WB L (1) (Perm Only)	100	63	54	82	67
d. WB TR (1)	>1000	63	58	73	66
e. NBL (1) (Perm Only)	235	30	23	36	30
f. NBT (1)	>1000	159	136	278	274
g. SBL (1) (Perm Only)	235	58	17	32	168
h. SBT (1)	>1000	125	35	66	282
i. SBR (1)	135	13	2	0	0
<b>5. School Access &amp; Idalia St.</b>					
a. WB L (1)	50	0	0	0	0
b. WB R (1)	50	3	5	3	5
c. SBLT (1)	250	3	0	3	0
<b>6. E. 102nd Ave. &amp; Chambers Rd.</b>					
a. EB L (1)	>1000	30	20	115	65
b. EB R (1)	50	5	3	8	5
c. NBL (1)	175	0	3	0	3

## IV. PROJECT DEVELOPMENT

### A. Trip Generation

The trip generation projections for the proposed YardHomes Fronterra Park development were forecast utilizing the publication *Trip Generation, 12<sup>th</sup> Edition*, by the Institute of Transportation Engineers (ITE). Estimates of total daily traffic volumes and a.m. and p.m. peak hour traffic volumes were calculated. Trip generation reductions as a result of internal trip capture, transportation demand management, or transit use were not considered.

For the purposes of this study, it was assumed that the proposed YardHomes Fronterra Park development will be fully built out by 2028 and will consist of 227 multi-family (low-rise) residential dwelling units with associated amenities (ITE Land Use Code: 220 – Multifamily Housing (Low-Rise)). Based on these parameters, at buildout, the proposed YardHomes Fronterra Park development is projected to generate 1,398 daily vehicle trips of which 92 are projected to be generated during the a.m. peak hour and 116 are projected to be generated during the p.m. peak hour. Table 5 provides a summary of the projected site generated vehicle trips for the proposed YardHomes Fronterra Park development.

**TABLE 5  
YARDHOMES FRONTERRA PARK DEVELOPMENT – TRIP GENERATION SUMMARY**

Land Use	Intensity		ITE Code	Daily (vpd)	AM Peak Hour (vph)			PM Peak Hour (vph)		
					Total	In	Out	Total	In	Out
Multifamily Housing (Low-Rise)	227	DU	220	1398	92	22	70	116	72	44
<b>Combined Total</b>				<b>1,398</b>	<b>92</b>	<b>22</b>	<b>70</b>	<b>116</b>	<b>72</b>	<b>44</b>

### B. Trip Distribution

The distribution of the projected vehicle trips generated by the proposed YardHomes Fronterra Park development was established based on the current and projected future traffic patterns on the surrounding transportation system, efficiency of access to the principal transportation corridors serving the area, and potential trip origins/destinations for the proposed land uses. Figure 13 graphically illustrates the projected site generated trip distribution patterns for the proposed YardHomes Fronterra Park development 2028 (build-out) and 2046 (long-term) analysis horizons, respectively.

### C. Trip Assignment

The vehicular traffic volumes projected to be generated by the proposed YardHomes Fronterra Park development, shown in Table 5, were assigned to the study area roadways and intersections utilizing the trip distribution methodology described above. Figures 14 graphically illustrates the site generated trip assignment for the proposed YardHomes Fronterra Park development 2028 (build-out) and 2046 (long-term) analysis horizons, respectively.

## V. TOTAL TRAFFIC

Total traffic forecasts for the 2028 (build-out) and 2046 (long-term) analysis horizons were computed by combining the associated 2028 (build-out) and 2046 (long-term) analysis horizons background traffic volumes with the 2028 (build-out) and 2046 (long-term) analysis horizons projected site generated traffic volumes. Figures 15 & 16 graphically illustrate the total traffic projections for the study area intersections for the 2028 (build-out) and 2046 (long-term) analysis horizons, respectively.

## VI. PROJECT ANALYSIS

### A. Operational Analysis

In order to evaluate the impact of the proposed YardHomes Fronterra Park development on the study area roadway system, peak hour intersection capacity analyses for the total traffic conditions were performed for the 2028 (build-out) and 2046 (long-term) analysis horizon total traffic scenarios at each of the study area intersections listed below:

1. E. 104<sup>th</sup> Ave/Chambers Rd. (Signalized)
2. E. 104<sup>th</sup> Ave/Idalia St. (Signalized)
3. E. 96<sup>th</sup> Ave/Chambers Rd. (Signalized)
4. E. 100<sup>th</sup> Ave/Chambers Rd. (TWSC)
5. School Access/Idalia St. (TWSC)
6. West Site Access/E. 102<sup>nd</sup> Ave./Chambers Rd. (Proposed TWSC)
7. East Site Access/Idalia St. (Proposed TWSC)

The results of the total traffic operational analyses are summarized in Table 6. Figures 17 and 18 graphically illustrate the 2028 (build-out) and 2046 (long-term) analysis horizon total traffic scenarios operational analyses, respectively. Detailed *Synchro 12* software intersection capacity analysis reports are provided in Appendix “B”. For these analysis scenarios, signal timings were optimized for all signalized intersections with cycle lengths not to exceed 120 seconds, in order to lower delays and improve levels of service.

A comparison of the 2028 (build-out) and 2046 (long-term) analysis horizons background and total traffic operational analyses indicates that the addition of the projected site generated vehicle trips from the proposed YardHomes Fronterra Park development will have a minimal impact on the overall operational characteristics of all of the study area intersections, based on level of service. None of the study area intersections are projected to deteriorate from an overall acceptable level of service (LOS “D” or better) to a poor or failing level of service (LOS “E” or “F”) with the addition of the traffic projected to be generated by the YardHomes Fronterra Park development with the exception of the following:

- West Site Access/E. 102<sup>nd</sup> Ave./Chambers Rd.
  - The eastbound left turn movement is projected to deteriorate to a failing level of service (LOS “F”) during both the a.m. and p.m. peak hours in the 2028 (build-out) analysis horizon with the addition of site traffic.
  - The westbound left turn is projected to be at a poor level of service (LOS “E”) during the p.m. peak hour in the 2028 (build-out) analysis horizon, and a failing level of service (LOS “F”) during both the a.m. and p.m. peak hours in the 2046 (long-term) analysis horizon with the addition of site traffic.

While the West Site Access/E. 102<sup>nd</sup> Ave./Chambers Rd. intersection does see a decline in operations due to site traffic and the addition of the east leg, the intersection was checked for signal warrant analysis based on projected volumes and did not meet any of the relevant volume warrants throughout any of the analysis horizons. Traffic volumes on the eastbound approach, from the proposed Chambers Road Apartments development, are projected to be significantly higher than the site traffic from the proposed YardHomes Fronterra Park development. Therefore, the addition of the east leg of the intersection does not affect signal warrant analysis for the overall intersection, and it is recommended that the intersection remain under the proposed two-way stop control. Detailed signal warrant analysis worksheets can be found in Appendix “C”.

Table 7 provides a side-by-side comparative summary of the 2028 (build-out) and 2046 (long-term) analysis horizons background and total traffic operational analyses.

**TABLE 6  
2028 (BUILD-OUT) & 2046 (LONG-TERM) BACKGROUND TRAFFIC  
SUMMARY OF OPERATIONAL ANALYSIS**

INTERSECTION (# Lanes in Lane Group)	CONTROL	2028 TOTAL TRAFFIC				2046 TOTAL TRAFFIC			
		AM PEAK LOS	AM PEAK DELAY	PM PEAK LOS	PM PEAK DELAY	AM PEAK LOS	AM PEAK DELAY	PM PEAK LOS	PM PEAK DELAY
<b>1a. E. 104th Ave. &amp; Chambers Rd.</b>	<b>SIGNAL</b>								
a. EB L (2)	Prot Only	E	59.7	E	66.5	-	-	-	-
b. EB TR (2)	Prot Only	E	59.4	D	47.9	-	-	-	-
c. WB L (2)	Prot Only	D	54.6	E	59.5	-	-	-	-
d. WB T (2)	Prot Only	B	15.9	D	39.8	-	-	-	-
e. WB R (1)	Yield	A	0.0	A	0.0	-	-	-	-
f. NB L (1)	Prot + Perm	F	129.4	E	79.2	-	-	-	-
g. NB TR (2)	Prot + Perm	D	41.3	D	51.5	-	-	-	-
h. SB L (2)	Prot + Perm	C	31.8	D	38.9	-	-	-	-
i. SB TR (2)	Prot + Perm	D	48.8	E	56.2	-	-	-	-
<b>j. INTERSECTION</b>		<b>D</b>	<b>49.7</b>	<b>D</b>	<b>50.4</b>	-	-	-	-
<b>1b. E. 104th Ave. &amp; Chambers Rd.</b>	<b>SIGNAL</b>								
a. EB L (2)	Prot Only	-	-	-	-	F	91.0	F	82.9
b. EB T (3)	Prot Only	-	-	-	-	D	48.5	C	34.1
c. EB R (1)	Prot Only	-	-	-	-	D	36.8	C	32.8
d. WB L (2)	Prot Only	-	-	-	-	F	82.0	F	94.4
e. WB T (3)	Prot Only	-	-	-	-	C	27.1	C	31.4
f. WB R (1)	Yield	-	-	-	-	A	0.0	A	0.0
g. NB L (2)	Prot Only	-	-	-	-	E	74.6	E	79.4
h. NB T (2)	Prot Only	-	-	-	-	D	36.7	D	52.0
i. NB R (1)	Prot Only	-	-	-	-	D	41.9	D	51.2
j. SB L (2)	Prot Only	-	-	-	-	E	66.4	E	76.4
k. SB T (2)	Prot Only	-	-	-	-	D	40.4	D	47.7
l. SB R (1)	Prot Only	-	-	-	-	E	79.7	D	45.9
<b>m. INTERSECTION</b>		-	-	-	-	<b>D</b>	<b>49.5</b>	<b>D</b>	<b>49.4</b>
<b>2. E. 104th Ave. &amp; Idalia St.</b>	<b>SIGNAL</b>								
a. EB L (1)	Prot + Perm	B	17.4	B	15.4	C	23.9	C	21.8
b. EB TR (2/3)	Prot + Perm	A	5.6	A	1.6	F	51.7	B	12.5
c. WB L (1)	Prot + Perm	B	18.0	B	12.5	F	83.0	C	28.6
d. WB TR (2/3)	Prot + Perm	C	24.4	C	22.9	C	29.7	C	30.6
e. NB L (1)	Prot + Perm	D	44.3	D	44.9	D	48.7	D	44.9
f. NB TR (1)	Prot + Perm	E	65.5	E	60.6	E	73.9	E	68.6
g. SB L (1)	Prot + Perm	D	40.9	D	43.5	D	38.8	D	41.2
h. SB TR (1)	Prot + Perm	D	43.9	D	48.7	D	39.4	D	42.0
<b>i. INTERSECTION</b>		<b>C</b>	<b>21.4</b>	<b>B</b>	<b>18.8</b>	<b>D</b>	<b>44.2</b>	<b>C</b>	<b>25.8</b>
<b>3. E. 96th Ave. &amp; Chambers Rd.</b>	<b>SIGNAL</b>								
a. EB L (1)	Prot + Perm	A	6.2	B	12.1	C	27.2	E	67.8
b. EB TR (2)	Prot + Perm	A	3.0	A	3.9	A	8.1	A	4.6
c. WB L (1)	Perm Only	A	5.7	A	0.0	B	11.4	A	0.0
d. WB T (1)	Perm Only	B	10.0	B	13.8	D	35.2	D	39.9
e. WB R (1)	Perm Only	A	7.1	B	10.0	B	15.2	B	18.1
f. NB LT (1)	Split	D	40.3	D	39.1	C	28.9	D	42.7
g. NB R (1)	Split	A	0.0	A	0.0	A	0.0	A	0.0
h. SB LT (1/2)	Split	D	44.5	D	42.4	C	32.5	D	48.4
i. SB R (1)	Split	D	47.7	D	51.1	D	54.4	D	45.9
<b>j. INTERSECTION</b>		<b>B</b>	<b>15.1</b>	<b>B</b>	<b>15.2</b>	<b>C</b>	<b>29.3</b>	<b>D</b>	<b>31.4</b>

**TABLE 6 (CONT.)  
2028 (BUILD-OUT) & 2046 (LONG-TERM) BACKGROUND TRAFFIC  
SUMMARY OF OPERATIONAL ANALYSIS**

INTERSECTION (# Lanes in Lane Group)	CONTROL	2028 TOTAL TRAFFIC				2046 TOTAL TRAFFIC			
		AM PEAK LOS	AM PEAK DELAY	PM PEAK LOS	PM PEAK DELAY	AM PEAK LOS	AM PEAK DELAY	PM PEAK LOS	PM PEAK DELAY
<b>4. E. 100th Ave. &amp; Chambers Rd.</b>	<b>SIGNAL</b>								
a. EB L (1)	Perm Only	D	49.0	D	51.6	D	50.0	D	51.7
b. EB TR		D	36.7	D	40.6	D	33.8	D	37.4
c. WB L (1)	Perm Only	D	39.8	D	42.4	D	37.6	D	39.6
d. WB TR (1)		D	38.7	D	44.9	D	37.1	D	43.9
e. NB L (1)	Perm Only	A	8.2	A	5.3	B	13.7	A	9.0
f. NB TR (1)		A	6.5	A	4.6	A	9.7	A	7.5
g. SB L (1)	Perm Only	B	9.7	A	7.5	C	21.1	B	19.2
h. SB T (1)		A	6.3	A	4.2	A	9.4	A	6.4
i. SB R (1)		A	5.0	A	3.3	A	6.3	A	4.4
<b>j. INTERSECTION</b>		<b>B</b>	<b>16.1</b>	<b>B</b>	<b>12.1</b>	<b>B</b>	<b>18.1</b>	<b>B</b>	<b>14.6</b>
<b>5. School Access &amp; Idalia St.</b>	<b>TWSC</b>								
a. WB L (1)	Stop	A	0.0	B	12.2	A	0.0	B	14.6
b. WB R (1)	Stop	B	11.1	A	9.9	B	13.0	B	10.8
c. SB LT (1)		A	8.3	A	7.8	A	9.0	A	8.1
<b>d. INTERSECTION</b>		<b>A</b>	<b>0.3</b>	<b>A</b>	<b>1.0</b>	<b>A</b>	<b>0.3</b>	<b>A</b>	<b>0.8</b>
<b>6. E. 102nd Ave./Site Access &amp; Chambers Rd.</b>	<b>TWSC</b>								
a. EB L (1)	Stop	F	53.8	F	59.3	F	389.9	F	347.2
b. EB TR (1)	Stop	B	12.2	B	13.1	C	15.0	C	16.9
c. WB L (1)	Stop	D	32.9	E	42.2	F	72.7	F	103.9
d. WB TR (1)	Stop	B	13.5	B	12.6	C	17.5	C	16.0
e. NB L (1)		A	8.6	A	9.3	A	9.5	B	10.6
f. SB L (1)		A	8.9	A	8.9	A	9.9	A	9.9
<b>g. INTERSECTION</b>		<b>A</b>	<b>3.3</b>	<b>A</b>	<b>2.4</b>	<b>C</b>	<b>17.7</b>	<b>A</b>	<b>8.7</b>
<b>7. East Site Access &amp; Idalia St.</b>	<b>TWSC</b>								
a. EB LR (1)	Stop	C	15.9	B	12.6	C	23.2	C	15.6
b. NB LT (1)		A	0.0	A	0.0	A	0.0	A	0.0
<b>c. INTERSECTION</b>		<b>A</b>	<b>0.4</b>	<b>A</b>	<b>0.3</b>	<b>A</b>	<b>0.5</b>	<b>A</b>	<b>0.3</b>

**TABLE 7  
2028 (BUILD-OUT) & 2046 (LONG-TERM) BACKGROUND TRAFFIC  
OPERATIONAL ANALYSIS COMPARISON**

INTERSECTION (# Lanes in Lane Group)	CONTROL	2028 (BUILDOUT)				2046 (LONG-TERM)			
		BACKGROUND		TOTAL		BACKGROUND		TOTAL	
		AM PEAK LOS	PM PEAK LOS	AM PEAK LOS	PM PEAK LOS	AM PEAK LOS	PM PEAK LOS	AM PEAK LOS	PM PEAK LOS
<b>1a. E. 104th Ave. &amp; Chambers Rd.</b>	<b>SIGNAL</b>								
a. EB L (2)	Prot Only	E	E	E	E	-	-	-	-
b. EB TR (2)		E	D	E	D	-	-	-	-
c. WB L (2)	Prot Only	D	E	D	E	-	-	-	-
d. WB T (2)		B	C	B	D	-	-	-	-
e. WB R (1)	Yield	A	A	A	A	-	-	-	-
f. NB L (1)	Prot + Perm	F	E	F	E	-	-	-	-
g. NB TR (2)		D	D	D	D	-	-	-	-
h. SB L (2)	Prot + Perm	C	D	C	D	-	-	-	-
i. SB TR (2)		D	E	D	E	-	-	-	-
<b>j. INTERSECTION</b>		<b>D</b>	<b>D</b>	<b>D</b>	<b>D</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>

**TABLE 7 (CONT.)  
2028 (BUILD-OUT) & 2046 (LONG-TERM) BACKGROUND TRAFFIC  
OPERATIONAL ANALYSIS COMPARISON**

INTERSECTION (# Lanes in Lane Group)	CONTROL	2028 (BUILDOUT)				2046 (LONG-TERM)			
		BACKGROUND		TOTAL		BACKGROUND		TOTAL	
		AM PEAK LOS	PM PEAK LOS	AM PEAK LOS	PM PEAK LOS	AM PEAK LOS	PM PEAK LOS	AM PEAK LOS	PM PEAK LOS
<b>1b. E. 104th Ave. &amp; Chambers Rd.</b>	<b>SIGNAL</b>								
a. EB L (2)	Prot Only	-	-	-	-	F	F	F	F
b. EB T (3)		-	-	-	-	D	C	D	C
c. EB R (1)	Prot Only	-	-	-	-	D	C	D	C
d. WB L (2)		-	-	-	-	F	F	F	F
e. WB T (3)	Yield	-	-	-	-	C	C	C	C
f. WB R (1)		-	-	-	-	A	A	A	A
g. NB L (2)	Prot Only	-	-	-	-	E	E	E	E
h. NB T (2)		-	-	-	-	D	D	D	D
i. NB R (1)	Prot Only	-	-	-	-	D	D	D	D
j. SB L (2)		-	-	-	-	E	E	E	E
k. SB T (2)		-	-	-	-	D	D	D	D
l. SB R (1)		-	-	-	-	E	D	E	D
<b>m. INTERSECTION</b>		-	-	-	-	D	D	D	D
<b>2. E. 104th Ave. &amp; Idalia St.</b>	<b>SIGNAL</b>								
a. EB L (1)	Prot + Perm	B	B	B	B	C	C	C	C
b. EB TR (2/3)		A	A	A	A	F	B	F	B
c. WB L (1)	Prot + Perm	B	B	B	B	F	C	F	C
d. WB TR (2/3)		C	B	C	C	C	C	C	C
e. NB L (1)	Prot + Perm	D	D	D	D	D	D	D	D
f. NB TR (1)		E	E	E	E	E	E	E	E
g. SB L (1)	Prot + Perm	D	D	D	D	D	D	D	D
h. SB TR (1)		D	D	D	D	D	D	D	D
<b>i. INTERSECTION</b>		C	B	C	B	D	C	D	C
<b>3. E. 96th Ave. &amp; Chambers Rd.</b>	<b>SIGNAL</b>								
a. EB L (1/2)	Prot + Perm	B	B	A	B	C	F	C	E
b. EB TR (2)		A	A	A	A	A	A	A	A
c. WB L (1)	Perm Only	B	A	A	A	A	A	B	A
d. WB T (2)		B	B	B	B	C	D	D	D
e. WB R (1)	Split	B	B	A	B	B	C	B	B
f. NB LT (1)		F	F	D	D	F	F	C	D
g. NB R (1)		A	A	A	A	A	A	A	A
h. SB LT (1/2)		D	D	D	D	E	E	C	D
i. SB R (1)	Split	F	D	D	D	F	F	D	D
<b>j. INTERSECTION</b>		D	B	B	B	F	D	C	D
<b>4. E. 100th Ave. &amp; Chambers Rd.</b>	<b>SIGNAL</b>								
a. EB L (1)	Perm Only	D	E	D	D	E	E	D	D
b. EB TR		D	D	D	D	D	D	D	D
c. WB L (1)	Perm Only	D	D	D	D	D	D	D	D
d. WB TR (1)		D	D	D	D	D	D	D	D
e. NB L (1)	Perm Only	A	A	A	A	B	A	B	A
f. NB TR (1)		A	A	A	A	A	A	A	A
g. SB L (1)	Perm Only	A	A	B	A	C	B	C	B
h. SB T (1)		A	A	A	A	A	A	A	A
i. SB R (1)		A	A	A	A	A	A	A	A
<b>j. INTERSECTION</b>		B	B	B	B	B	B	B	B
<b>5. School Access &amp; Idalia St.</b>	<b>TWSC</b>								
a. WB L (1)	Stop	A	B	A	B	A	B	A	B
b. WB R (1)		B	A	B	A	B	B	B	B
c. SB LT (1)		A	A	A	A	A	A	A	A
<b>d. INTERSECTION</b>		A	A	A	A	A	A	A	A

**TABLE 7 (CONT.)  
2028 (BUILD-OUT) & 2046 (LONG-TERM) BACKGROUND TRAFFIC  
OPERATIONAL ANALYSIS COMPARISON**

INTERSECTION (# Lanes in Lane Group)	CONTROL	2028 (BUILDOUT)				2046 (LONG-TERM)			
		BACKGROUND		TOTAL		BACKGROUND		TOTAL	
		AM PEAK LOS	PM PEAK LOS	AM PEAK LOS	PM PEAK LOS	AM PEAK LOS	PM PEAK LOS	AM PEAK LOS	PM PEAK LOS
<b>6. E. 102nd Ave./Site Access &amp; Chambers Rd.</b>	<b>TWSC</b>								
a. EB L (1)	Stop	D	D	F	F	F	F	F	F
b. EB (T)R (1)	Stop	B	B	B	B	B	C	C	C
c. WB L (1)	Stop	-	-	D	E	-	-	F	F
d. WB TR (1)	Stop	-	-	B	B	-	-	C	C
e. NB L (1)		A	A	A	A	A	B	A	B
f. SB L (1)		-	-	A	A	-	-	A	A
<b>g. INTERSECTION</b>		<b>A</b>	<b>A</b>	<b>A</b>	<b>A</b>	<b>A</b>	<b>A</b>	<b>C</b>	<b>A</b>
<b>7. East Site Access &amp; Idalia St.</b>	<b>TWSC</b>								
a. EB LR (1)	Stop	-	-	C	B	-	-	C	C
b. NB LT (1)		-	-	A	A	-	-	A	A
<b>c. INTERSECTION</b>		<b>-</b>	<b>-</b>	<b>A</b>	<b>A</b>	<b>-</b>	<b>-</b>	<b>A</b>	<b>A</b>

## B. Queuing Analysis

Queue lengths and associated storage requirements for through and auxiliary lanes (turn bays) at the study area intersections were computed utilizing the *Synchro 12* 95%tile reported queues for the 2028 (build-out) and 2046 (long-term) analysis horizons total traffic scenarios. Queue length calculations are based on a 25-foot vehicle length and reported as the total cumulative computed queue length for all traffic lanes in the lane group. Table 8 provides a summary of this analysis and comparisons to the actual vehicle storage lengths provided for each of the existing study area intersections.

As shown in Table 8, there are no queue related issues projected at any of the study area intersections beyond those already present in the background traffic scenario based on the reported queues in the 2028 (build-out) and 2046 (long-term) analysis horizon total traffic analysis scenarios with the exception of the following:

- E. 104<sup>th</sup> Ave./Chambers Rd.
  - The northbound left turn movement is projected to exceed its available storage length during the p.m. peak hour in the 2028 (build-out) analysis horizon with the addition of site traffic.

**TABLE 8  
2028 (BUILD-OUT) & 2046 (LONG-TERM) BACKGROUND TRAFFIC  
SUMMARY OF QUEUING ANALYSIS**

INTERSECTION (# OF LANES IN LANE GROUP)	EXISTING STORAGE (FT)	2028 TOTAL TRAFFIC		2046 TOTAL TRAFFIC	
		QUEUE LENGTH (FT) 95TH%		QUEUE LENGTH (FT) 95TH%	
		AM PEAK	PM PEAK	AM PEAK	PM PEAK
<b>1a. E. 104th Ave. &amp; Chambers Rd.</b>					
a. EB L (2) (Prot Only)	600	177	274	-	-
b. EB TR (2)	>1300	1341	1482	-	-
c. WB L (2) (Prot Only)	800	202	223	-	-
d. WB T (2)	>1000	808	920	-	-
e. WB R (1) (Yield)	400	7	45	-	-
f. NB L (1) (Prot + Perm)	300	424	337	-	-
g. NB TR (2)	>1000	298	414	-	-
h. SB L (2) (Prot + Perm)	550	178	227	-	-
i. SB TR (2)	>1000	283	367	-	-
<b>1b. E. 104th Ave. &amp; Chambers Rd.</b>					
a. EB L (2) (Prot Only)	600	-	-	307	448
b. EB T (3)	>1750	-	-	1261	1155
c. EB R (1)	200	-	-	100	118
d. WB L (2) (Prot Only)	800	-	-	297	318
e. WB T (3)	>1500	-	-	876	986
f. WB R (1) (Yield)	400	-	-	46	91
g. NB L (2) (Prot Only)	600	-	-	613	572
h. NB T (2)	>1000	-	-	321	462
i. NB R (1)	>500	-	-	112	89
j. SB L (2) (Prot Only)	550	-	-	417	592
k. SB T (2)	>1000	-	-	306	414
l. SB R (1)	300	-	-	248	49
<b>2. E. 104th Ave. &amp; Idalia St.</b>					
a. EB L (1) (Prot + Perm)	300	16	16	26	41
b. EB TR (2/3)	>1500	1186	390	1944	1709
c. WB L (1) (Prot + Perm)	350	189	82	380	177
d. WB TR (2/3)	>1500	840	861	1286	1248
e. NB L (1) (Prot + Perm)	175	264	182	319	285
f. NB TR (1)	300	104	95	186	149
g. SB L (1) (Prot + Perm)	125	76	106	89	135
h. SB TR (1)	225	48	79	54	110
<b>3. E. 96th Ave. &amp; Chambers Rd.</b>					
a. EB L (1) (Prot + Perm)	235	38	113	127	515
b. EB TR (2)	>1000	105	192	184	291
d. WB L (1) (Perm Only)	235	3	0	3	0
e. WB T (1)	>1500	401	422	820	870
f. WB R (1)	>1500	35	39	58	78
g. NB LT (1)	100	7	10	6	10
h. NB R (1)	100	0	0	0	0
i. SB L (1)	150	109	106	133	173
j. SB LT (1/2)	>1000	112	107	136	173
k. SB R (1)	150	104	52	351	37

**TABLE 8 (CONT.)  
2028 (BUILD-OUT) & 2046 (LONG-TERM) BACKGROUND TRAFFIC  
SUMMARY OF QUEUING ANALYSIS**

INTERSECTION (# OF LANES IN LANE GROUP)	EXISTING STORAGE (FT)	2028 TOTAL TRAFFIC		2046 TOTAL TRAFFIC	
		QUEUE LENGTH (FT) 95TH%		QUEUE LENGTH (FT) 95TH%	
		AM PEAK	PM PEAK	AM PEAK	PM PEAK
<b>4. E. 100th Ave. &amp; Chambers Rd.</b>					
a. EB L (1) (Perm Only)	175	153	98	171	111
b. EB TR (1)	>1000	53	32	53	33
c. WB L (1) (Perm Only)	100	59	50	73	62
d. WB TR (1)	>1000	60	55	67	63
e. NBL (1) (Perm Only)	235	30	23	37	30
f. NB TR (1)	>1000	154	134	285	278
g. SB L (1) (Perm Only)	235	67	51	151	133
h. SBT (1)	>1000	144	100	261	187
i. SBR (1)	135	16	12	18	14
<b>5. School Access &amp; Idalia St.</b>					
a. WB L (1)	50	0	0	0	0
b. WB R (1)	50	3	5	3	5
c. SB LT (1)	250	3	0	3	0
<b>6. E. 102nd Ave./Site Access &amp; Chambers Rd.</b>					
a. EB L (1)	>500	53	35	183	113
b. EB TR (1)	50	5	3	8	5
c. WB L (1)	50	5	3	10	8
d. WB TR (1)	50	8	5	13	8
e. NBL (1)	175	0	3	0	3
f. SB L (1)	135	0	5	3	5
<b>7. East Site Access &amp; Idalia St.</b>					
a. EB LR (1)	50	5	3	8	3
b. NBLT (1)	250	0	0	0	0

## D. Summary of Operational Analysis & Recommended Improvements

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

### Study Area Roadways:

- **E. 104<sup>th</sup> Ave.** – There are no geometric or operational modifications being recommended for E. 104<sup>th</sup> Ave. within the study area as a result of the proposed YardHomes Fronterra Park development. However, it is anticipated that the roadway section will be expanded to a six-lane section (three travel lanes in each direction) with associated auxiliary lane improvements at intersections by the 2046 (long-term) analysis horizon due to growth in regional and local background traffic.
- **Chambers Rd.** – There are no geometric or operational modifications being recommended for Chambers Rd. within the study area as a result of the proposed YardHomes Fronterra Park development through the 2046 (long-term) analysis horizon.
- **Idalia St.** – There are no geometric or operational modifications being recommended for Idalia St. within the study area as a result of the proposed YardHomes Fronterra Park development through the 2046 (long-term) analysis horizon.

### Study Area Intersections:

- **E. 104<sup>th</sup> Ave./Chamber Rd.** – The E. 104<sup>th</sup> Ave./Chamber Rd. intersection is anticipated to undergo several modifications through the 2046 (long-term) analysis horizon based on other reports as detailed in Section III-B of this study. It is anticipated that an additional eastbound and westbound through lane will be constructed by the 2046 (long-term) analysis horizon. There are also several other additional auxiliary lanes that are proposed to be added by the 2046 (long-term) analysis horizon including an eastbound right turn lane with approximately 200 feet of storage, an additional northbound left turn lane with approximately 300 feet of storage, a northbound right turn lane, and a southbound right turn lane with approximately 300 feet of storage.

Based on these parameters and the forecast total traffic volumes, it is projected that the intersection, overall, as well as all lane groups will maintain acceptable levels of service (LOS “D” or better) through the 2046 (long-term) analysis horizon total traffic scenario with the exception of the following:

- The eastbound left turn movement is projected to experience a poor level of service (LOS “E”) by the 2028 (build-out) background traffic analysis horizon and a failing level of service (LOS “F”) by the 2046 (long-term) background traffic analysis horizon during both the a.m. and p.m. peak hours.
- The eastbound shared through/right turn movement is projected to experience a poor level of service (LOS “E”) during the a.m. peak hour by the 2028 (build-out) background traffic analysis horizon.
- The westbound left turn movement is projected to experience a poor level of service (LOS “E”) during the p.m. peak hour by the 2028 (build-out) background traffic analysis horizon and a failing level of service (LOS “F”) during both the a.m. and p.m. peak hours by the 2046 (long-term) background traffic analysis horizon.
- The northbound left turn movement is projected to experience a failing level of service (LOS “F”) during the a.m. peak hour and a poor level of service (LOS “E”)

during the p.m. peak hour by the 2028 (build-out) background traffic analysis horizon. It is projected to experience a poor level of service (LOS “E”) during both the a.m. and p.m. peak hours by the 2046 (long-term) background traffic analysis horizon.

- The southbound left turn movement is projected to experience a poor level of service (LOS “E”) during both the a.m. and p.m. peak hours by the 2046 (long-term) background traffic analysis horizon.
- The southbound shared through/right turn movement is projected to experience a poor level of service (LOS “E”) during the p.m. peak hour by the 2028 (build-out) background traffic analysis horizon.
- The southbound right turn movement is projected to experience a poor level of service (LOS “E”) during the a.m. peak hour by the 2046 (long-term) background traffic analysis horizon.

There are also movements with projected queue related issues anticipated through the 2046 (long-term) analysis horizon total traffic scenario. However, it can be expected at intersections along major arterial roadways that left turn movements and minor street approaches will see higher delays in order to prioritize high volume through movements along these corridors. Also, none of the delay or queueing issues at this intersection are significantly worsened by the addition of site traffic, therefore, there are no additional recommended geometric or operational modifications for the E. 104<sup>th</sup> Ave./Chamber Rd. intersection as a result of the proposed YardHomes Fronterra Park development.

- **E. 104<sup>th</sup> Ave./Idalia St.** – The E. 104<sup>th</sup> Ave./Idalia St. intersection is anticipated to undergo modifications through the 2046 (long-term) analysis horizon based on other reports as detailed in Section III-B of this study. It is anticipated that an additional eastbound and westbound through lane will be constructed by the 2046 (long-term) analysis horizon.

Based on these parameters and the forecast total traffic volumes, it is projected that the intersection, overall, as well as all lane groups will maintain acceptable levels of service (LOS “D” or better) through the 2046 (long-term) analysis horizon total traffic scenario with the exception of the following:

- The eastbound shared through/right turn movement is projected to experience a failing level of service (LOS “F”) during the a.m. peak hour by the 2046 (long-term) background traffic analysis horizon.
- The westbound left turn movement is projected to experience a failing level of service (LOS “F”) during the a.m. peak hour by the 2046 (long-term) background traffic analysis horizon.
- The northbound shared through/right turn movement is projected to experience a poor level of service (LOS “E”) during both the a.m. and p.m. peak hours by the 2028 (build-out) and 2046 (long-term) background traffic analysis horizons.

There are also movements with projected queue related issues anticipated through the 2046 (long-term) analysis horizon total traffic scenario. However, it can be expected at intersections along major arterial roadways that left turn movements and minor street approaches will see higher delays in order to prioritize high volume through movements along these corridors. Also, none of the delay or queueing issues at this intersection are significantly worsened by the addition of site traffic, therefore, there are no additional recommended geometric or operational modifications for the E. 104<sup>th</sup> Ave./Idalia St. intersection as a result of the proposed YardHomes Fronterra Park development.

- **E. 96<sup>th</sup> Ave./Chamber Rd.** – The E. 96<sup>th</sup> Ave./Chamber Rd. intersection is anticipated to undergo several modifications through the 2046 (long-term) analysis horizon based on other reports as detailed in Section III-B of this study. It is anticipated that an additional eastbound through lane will be constructed by the 2028 (build-out) analysis horizon. There are also several other auxiliary lane changes that will be made by the 2028 (build-out) analysis horizon including the addition of a westbound left turn lane with approximately 100 feet of storage, a northbound right turn lane, and a southbound left turn lane with approximately 150 feet of storage. The eastbound left turn lane will also be lengthened to include approximately 235 feet of storage, and the westbound right turn lane will be extended due to the proposed widening of E. 96<sup>th</sup> Ave.

Based on these parameters and the forecast total traffic volumes, it is projected that the intersection, overall, as well as all lane groups will maintain acceptable levels of service (LOS “D” or better) through the 2046 (long-term) analysis horizon total traffic scenario with the exception of the following:

- The overall intersection is projected to experience a failing level of service (LOS “F”) during the a.m. peak hour by the 2046 (long-term) background traffic analysis horizon. This can be mitigated in the total analysis horizons by optimizing signal timings, removing split phasing, and reducing the cycle length for the intersection.
- The eastbound left turn movement is projected to experience a failing level of service (LOS “F”) during the p.m. peak hour by the 2046 (long-term) background traffic analysis horizon.
- The northbound shared left turn/through movement is projected to experience a failing level of service (LOS “F”) during both the a.m. and p.m. peak hours by the 2028 (build-out) and 2046 (long-term) background traffic analysis horizons. This movement is failing only due to the low approach volume. This can be mitigated in the total analysis horizons by optimizing signal timings, removing split phasing, and reducing the cycle length for the intersection.
- The southbound shared left turn/through movement is projected to experience a poor level of service (LOS “E”) during both the a.m. and p.m. peak hour by the 2046 (long-term) background traffic analysis horizon. This can be mitigated in the total analysis horizons by optimizing signal timings, removing split phasing, and reducing the cycle length for the intersection.
- The southbound right turn movement is projected to experience a failing level of service (LOS “F”) during the a.m. peak hour by the 2028 (build-out) background traffic analysis horizon and during both the a.m. and p.m. peak hours by the 2046 (long-term) background traffic analysis horizon. This can be mitigated in the total analysis horizons by optimizing signal timings, removing split phasing, and reducing the cycle length for the intersection.

There are also movements with projected queue related issues anticipated through the 2046 (long-term) analysis horizon total traffic scenario. However, it can be expected at intersections between two high volume roadways that left turn movements in particular will see higher delays in order to prioritize high volume movements along these corridors. Also, none of the delay or queueing issues at this intersection are significantly worsened by the addition of site traffic, therefore, there are no additional recommended geometric or operational modifications for the E. 96<sup>th</sup> Ave./Chamber Rd. intersection as a result of the proposed YardHomes Fronterra Park development.

- **E. 100<sup>th</sup> Ave./Chamber Rd.** – The E. 100<sup>th</sup> Ave./Chambers Rd. intersection is anticipated to undergo several modifications through the 2046 (long-term) analysis horizon based on other reports as detailed in Section III-B of this study. It is anticipated that the intersection will be signalized by the 2028 (build-out) analysis horizon. There are also several other additional auxiliary lanes that are proposed to be added by the 2028 (build-out) analysis horizon including an eastbound left turn lane with approximately 175 feet of storage, a northbound left turn lane with approximately 235 feet of storage, a southbound left turn lane with approximately 235 feet of storage, and a southbound right turn lane with approximately 135 feet of storage.

Based on these parameters and the forecast total traffic volumes, it is projected that the intersection, overall, as well as all lane groups will maintain acceptable levels of service (LOS “D” or better) through the 2046 (long-term) analysis horizon total traffic scenario with the exception of the following:

- The eastbound left turn movement is projected to experience a poor level of service (LOS “E”) during the p.m. peak hour by the 2028 (build-out) background traffic analysis horizon and during both the a.m. and p.m. peak hours by the 2046 (long-term) background traffic analysis horizon. This can be mitigated in the total analysis horizons by optimizing signal timings and reducing the cycle length for the intersection.

There are also movements with projected queue related issues anticipated through the 2046 (long-term) analysis horizon total traffic scenario. However, none of the delay or queueing issues at this intersection are significantly worsened by the addition of site traffic and they can be mitigated utilizing proper signal timings, therefore, there are no additional recommended geometric or operational modifications for the E. 100<sup>th</sup> Ave./Chamber Rd. intersection as a result of the proposed YardHomes Fronterra Park development.

- **School Access/Idalia St.** – The School Access/Idalia St. intersection is not anticipated to undergo any geometric or operational modifications through the 2046 (long-term) analysis horizon. Based on these parameters and the forecast total traffic volumes, it is projected that the intersection, overall, as well as all lane groups will maintain acceptable levels of service (LOS “D” or better) through the 2046 (long-term) analysis horizon total traffic scenario. Therefore, there are no recommended geometric or operational modifications for the School Access/Idalia St. intersection as a result of the proposed YardHomes Fronterra Park development.
- **West Site Access/E. 102<sup>nd</sup> Ave./Chamber Rd.** – The West Site Access/E. 102<sup>nd</sup> Ave./Chambers Rd. intersection is a proposed intersection that will be constructed as a 3-leg “T” intersection along with the Chambers Road Apartments development. The proposed YardHomes Fronterra Park development will create a stop-controlled east leg to the intersection currently with the development and will add one left turn with approximately 50 feet of storage and one shared through/right turn lane on the westbound approach, and one eastbound departure lane. Additionally, a southbound left turn lane with approximately 135 feet of storage will be added concurrently with the YardHomes Fronterra Park development.

Based on these parameters and the forecast total traffic volumes, it is projected that the intersection, overall, as well as all lane groups will maintain acceptable levels of service (LOS “D” or better) through the 2046 (long-term) analysis horizon total traffic scenario with the exception of the following:

- The eastbound left turn movement is projected to deteriorate to a poor level of service (LOS “E”) during the a.m. peak hour and a failing level of service (LOS “F”) during the p.m. peak hour in the 2028 (build-out) analysis horizon with the addition of site traffic. It is projected to experience a failing level of service (LOS “F”) during both the a.m. and p.m. peak hour by the 2046 (long-term) background traffic analysis horizon.
- The westbound left turn movement is projected to deteriorate to a poor level of service (LOS “E”) during the p.m. peak hour in the 2028 (build-out) analysis horizon with the addition of site traffic. It is projected to experience a failing level of service (LOS “F”) during both the a.m. and p.m. peak hour by the 2046 (long-term) analysis horizon with the addition of site traffic.

There are no projected queue related issues anticipated through the 2046 (long-term) analysis horizon total traffic scenario. While there are projected delay issues on the eastbound and westbound left turn movements, the intersection was checked for signal warrant analysis and did not meet any of the relevant volume warrants. Therefore, there are no additional recommended geometric or operational modifications for the West Site Access/E. 102<sup>nd</sup> Ave./Chamber Rd. intersection as a result of the proposed YardHomes Fronterra Park development beyond those described above.

- **East Site Access/Idalia St.** – The East Site Access/Idalia St. intersection is a proposed 3- leg “T” intersection that will be constructed along with the proposed YardHomes Fronterra Park development. The development’s east site access point will intersect Idalia St. approximately 825 feet, centerline to centerline, southeast of the E. 103<sup>rd</sup> Pl./Idalia St. intersection. The west leg will be stop-controlled and will have one shared left turn/right turn on the eastbound approach, and one westbound departure lane.

Based on these parameters and the forecast total traffic volumes, it is projected that the intersection, overall, as well as all lane groups will maintain acceptable levels of service (LOS “D” or better) through the 2046 (long-term) analysis horizon total traffic scenario. There are also no projected queue related issues anticipated through the 2046 (long-term) analysis horizon total traffic scenario. Therefore, there are no additional recommended geometric or operational modifications for the East Site Access/Idalia St. intersection as a result of the proposed YardHomes Fronterra Park development beyond those described above.

## VII. CONCLUSIONS

Atlantic Urbana Acquisitions Company is proposing to develop a parcel containing approximately 16.8 acres of undeveloped land located off of Chambers Road in Commerce City, Colorado. More specifically, the subject property is situated east of Chambers Road, west of Idalia St., north of a residential development and south of another vacant parcel. For the purposes of this study, the proposed development will be referred to as YardHomes Fronterra Park. At buildout, the proposed development will consist of 227 multi-family (low-rise) residential dwelling units with associated amenities.

Based on these parameters, at buildout, the proposed YardHomes Fronterra Park development is projected to generate 1,398 daily vehicle trips of which 92 are projected to be generated during the a.m. peak hour and 116 are projected to be generated during the p.m. peak hour.

Vehicular access for the proposed YardHomes Fronterra Park development will be provided via two site access driveways. They will provide direct access to/from the surrounding transportation system. The following is a brief description of the proposed access driveways:

- East Site Access/Idalia St. – The proposed East Site Access will intersect Idalia St. approximately 825 feet, centerline to centerline, southeast of the E. 103<sup>rd</sup> Pl./Idalia St. intersection. The proposed 3-leg intersection will be a full movement intersection with stop sign control on the eastbound approach.
- West Site Access/E. 102<sup>nd</sup> Ave./Chambers Rd. – The proposed West Site Access/E. 102<sup>nd</sup> Ave./Chambers Rd. intersection will be located approximately 500 feet, centerline to centerline, north of E. 101<sup>st</sup> Pl. The proposed west leg of the intersection is expected to be constructed currently with the Chambers Road Apartments development prior to this project. Then, the proposed 4-leg intersection will be a full movement intersection with stop sign control on the eastbound and westbound approaches when the east leg is constructed currently with the YardHomes Fronterra Park development.

The purpose of this study is to evaluate the impact of the vehicular trips projected to be generated by the proposed YardHomes Fronterra Park development on the study area intersections and roadway system. The study includes 2026 (existing), 2028 (year of anticipated project build-out), and 2046 (long-term) analysis horizons. Based on the analyses contained herein, recommendations for intersection improvements to accommodate the addition of the proposed development’s site generated traffic were developed. A summary of the recommended improvements/modifications for the study area roadways and intersections are provided in Table 9, below.

**TABLE 9  
SUMMARY OF RECOMMENDATIONS**

Roadway	Recommendations	Responsibility	Timing
E. 104 <sup>th</sup> Ave.	No geometric or operational modifications are recommended as a result of the proposed YardHomes Fronterra Park development.  By the 2046 (long-term) analysis horizon E. 104 <sup>th</sup> Ave. is anticipated to be expanded to include three travel lanes in each direction with associated auxiliary lane improvements at intersections.	Other	By 2046
Chamber Rd.	No geometric or operational modifications are recommended as a result of the proposed YardHomes Fronterra Park development.	N/A	N/A
Idalia St.	No geometric or operational modifications are recommended as a result of the proposed YardHomes Fronterra Park development.	N/A	N/A

**TABLE 9 (CONTINUED)  
SUMMARY OF RECOMMENDATIONS**

Intersection	Recommendations	Responsibility	Timing
E. 104 <sup>th</sup> Ave./ Chambers Rd.	<p>No geometric or operational modifications are recommended as a result of the proposed YardHomes Fronterra Park development.</p> <p>It is anticipated that an additional eastbound and westbound through lane will be constructed by the 2046 (long-term) analysis horizon. There are also several other additional auxiliary lanes that are proposed to be added including an eastbound right turn lane with approximately 200 feet of storage, an additional northbound left turn lane with approximately 300 feet of storage, a northbound right turn lane, and a southbound right turn lane with approximately 300 feet of storage. Signal timings should also continue to be monitored and updated as necessary based on actual traffic conditions.</p>	Other	By 2046
E. 104 <sup>th</sup> Ave./ Idalia St.	<p>No geometric or operational modifications are recommended as a result of the proposed YardHomes Fronterra Park development.</p> <p>By the 2046 (long-term) analysis horizon it is anticipated that an additional through lane will be added on the eastbound and westbound approaches. Signal timings should also continue to be monitored and updated as necessary based on actual traffic conditions.</p>	Other	By 2046
E. 96 <sup>th</sup> Ave./ Chambers Rd.	<p>No geometric or operational modifications are recommended as a result of the proposed YardHomes Fronterra Park development.</p> <p>It is anticipated that an additional eastbound through lane will be constructed by the 2028 (build-out) analysis horizon. There are also several other auxiliary lane changes including the addition of a westbound left turn lane with approximately 100 feet of storage, a northbound right turn lane, and a southbound left turn lane with approximately 150 feet of storage. The eastbound left turn lane will also be lengthened to include approximately 235 feet of storage, and the westbound right turn lane will be extended due to the proposed widening of E. 96th Ave. Signal timings should also continue to be monitored and updated as necessary based on actual traffic conditions, and northbound and southbound movements should be phased together with permitted only left turn movements.</p>	Other	By 2028
E. 100 <sup>th</sup> Ave./ Chambers Rd.	<p>No geometric or operational modifications are recommended as a result of the proposed YardHomes Fronterra Park development.</p> <p>It is anticipated that the intersection will be signalized by the 2028 (build-out) analysis horizon. There are also several other additional auxiliary lanes that are proposed to be added including an eastbound left turn lane with approximately 175 feet of storage, a northbound left turn lane with approximately 235 feet of storage, a southbound left turn lane with approximately 235 feet of storage, and a southbound right turn lane with approximately 135 feet of storage. Signal timings should also continue to be monitored and updated as necessary based on actual traffic conditions.</p>	Other	TBD

**TABLE 9 (CONTINUED)  
SUMMARY OF RECOMMENDATIONS**

Intersection	Recommendations	Responsibility	Timing
School Access/ Idalia St.	No geometric or operational modifications are recommended as a result of the proposed YardHomes Fronterra Park development.	N/A	N/A
West Site Access/ E. 102 <sup>nd</sup> Ave./ Chambers Rd.	<p>It is anticipated that the west leg will be constructed concurrently with the Chambers Road Apartments Development creating this intersection prior to the 2028 (build-out) analysis horizon. The west leg of the intersection will include one left turn lane and one right turn lane with approximately 50 feet of storage on the eastbound approach, and one westbound departure lane. The north leg of the intersection will include one through lane and one right turn lane with approximately 135 feet of storage on the southbound approach, and one northbound departure lane. The south leg of the intersection will include one left turn lane with approximately 175 feet of storage and one through lane on the northbound approach, and one southbound departure lane.</p> <p>The proposed YardHomes Fronterra Park development will create a stop-controlled east leg to the intersection currently with the development and will add one left turn lane with approximately 50 feet of storage and one shared through/right turn lane on the westbound approach, and one eastbound departure lane. Additionally, a southbound left turn lane with approximately 135 feet of storage will be added concurrently with the YardHomes Fronterra Park development.</p>	<p>Other Developer</p> <p>Developer</p>	<p>By 2028</p> <p>Concurrent with Project</p>
East Site Access/ Idalia St.	The proposed YardHomes Fronterra Park development will construct an east site access point that will intersect Idalia St. approximately 825 feet, centerline to centerline, southeast of the E. 103rd Pl./Idalia St. intersection. The west leg will be stop-controlled and will have one shared left turn/right turn on the eastbound approach, and one westbound departure lane. No other auxiliary lanes are proposed to be added at the intersection.	Developer	Concurrent with Project

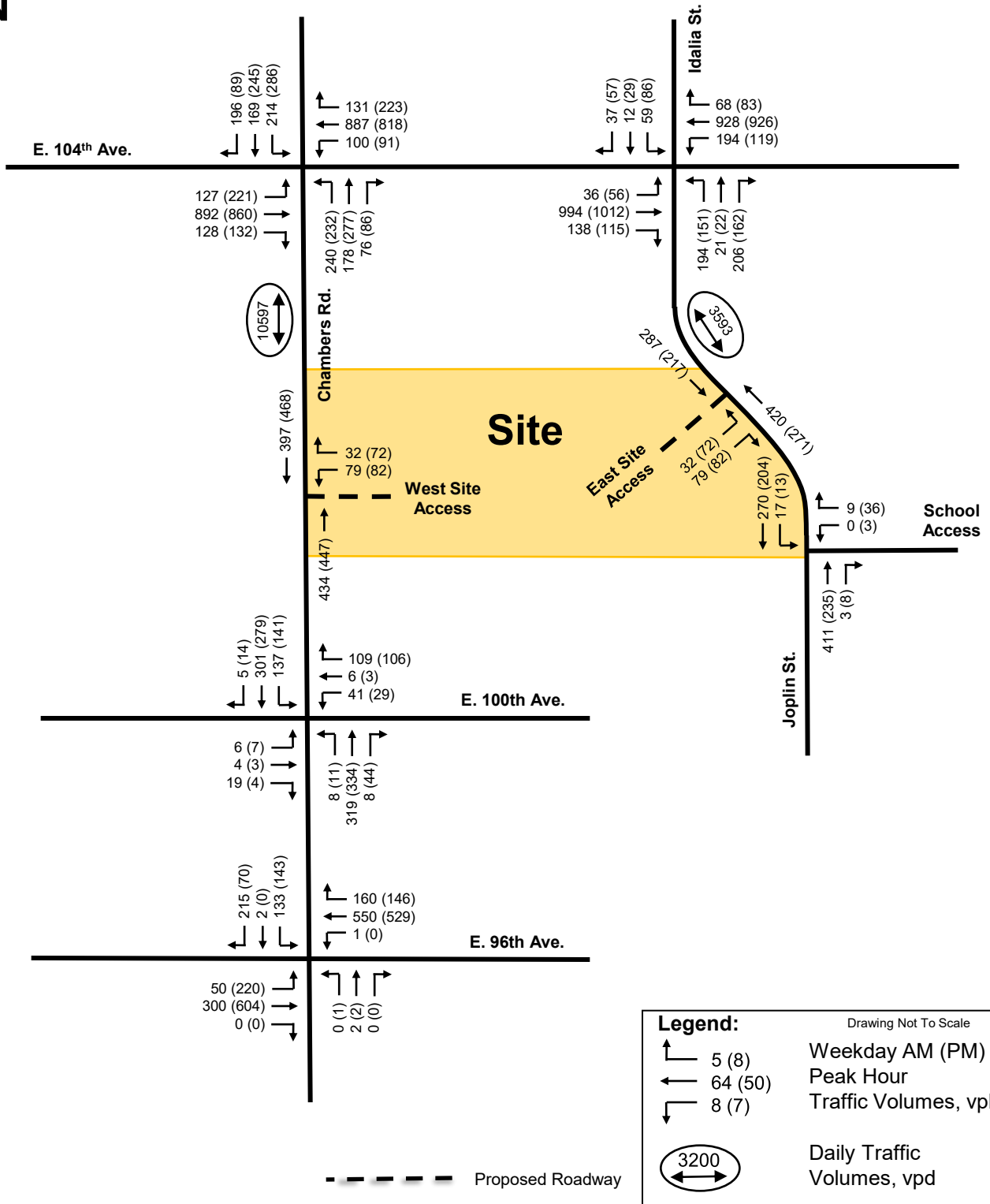


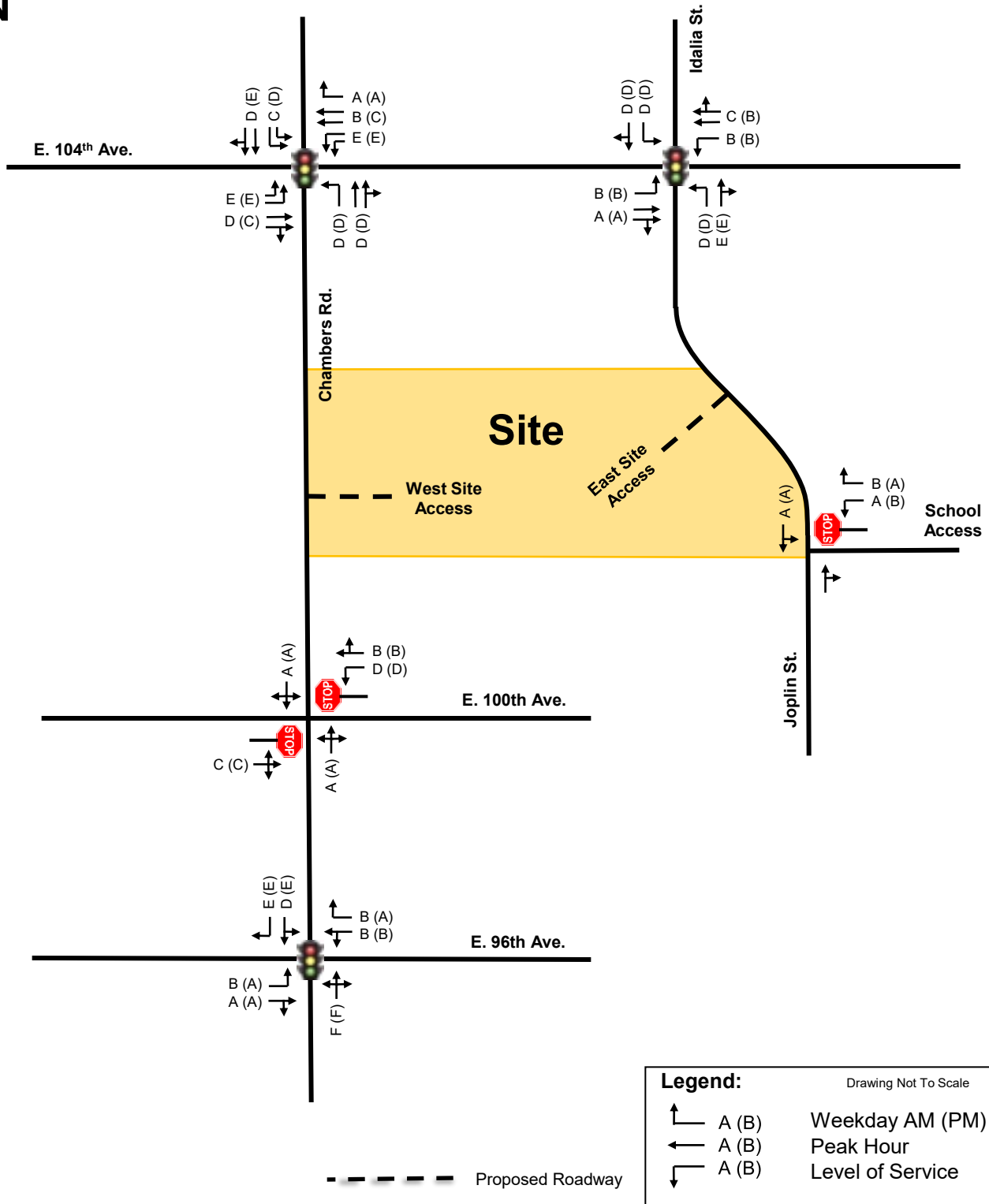
**Site Location Map**

**YardHomes Fronterra Park**  
Atlantic Urbana Acquisitions Company  
HKS #240760

Figure 1



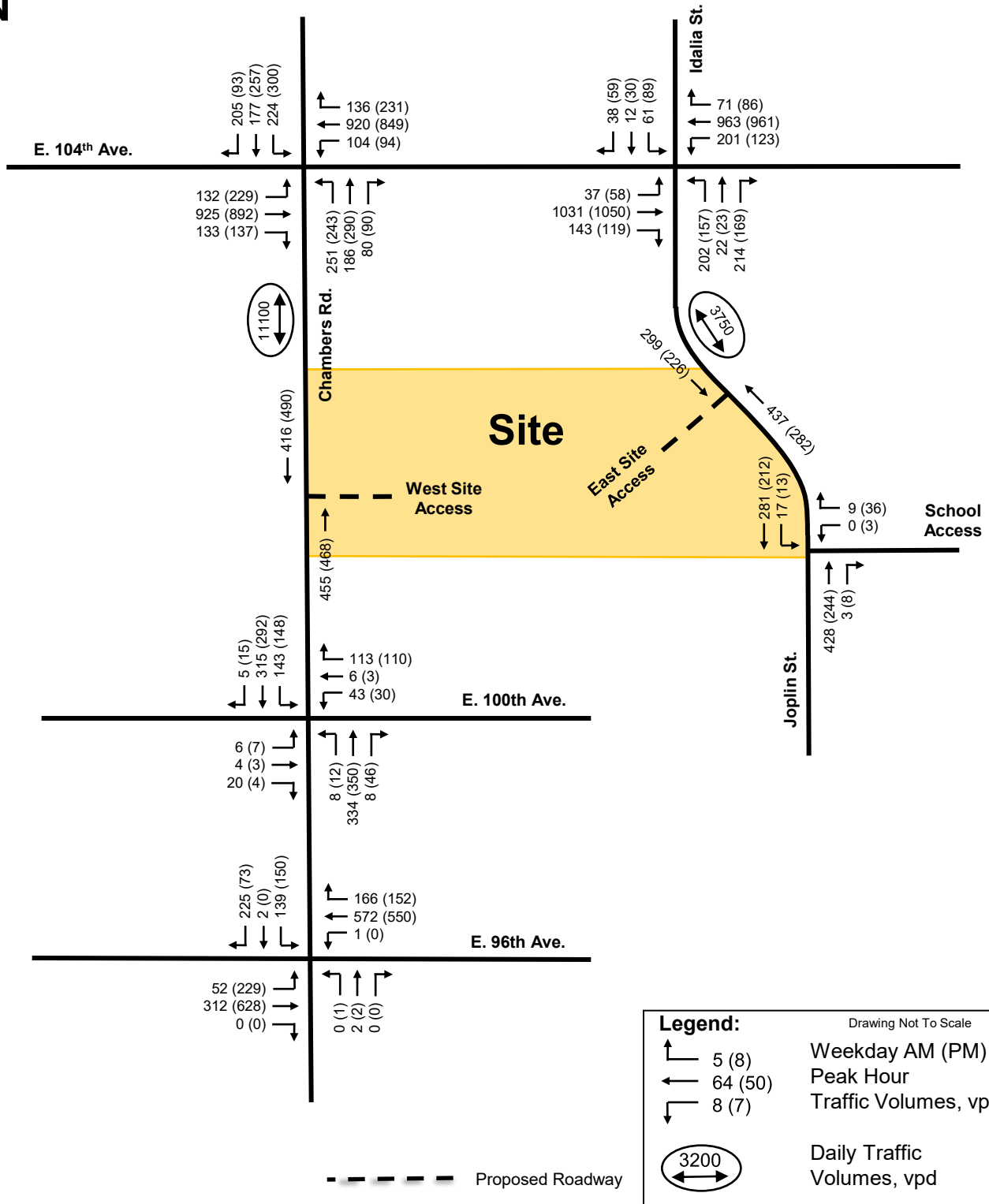




**YardHomes Fronterra Park**  
 Atlantic Urbana Acquisitions Company  
 HKS #240760

# 2026 Existing Traffic Operational Conditions

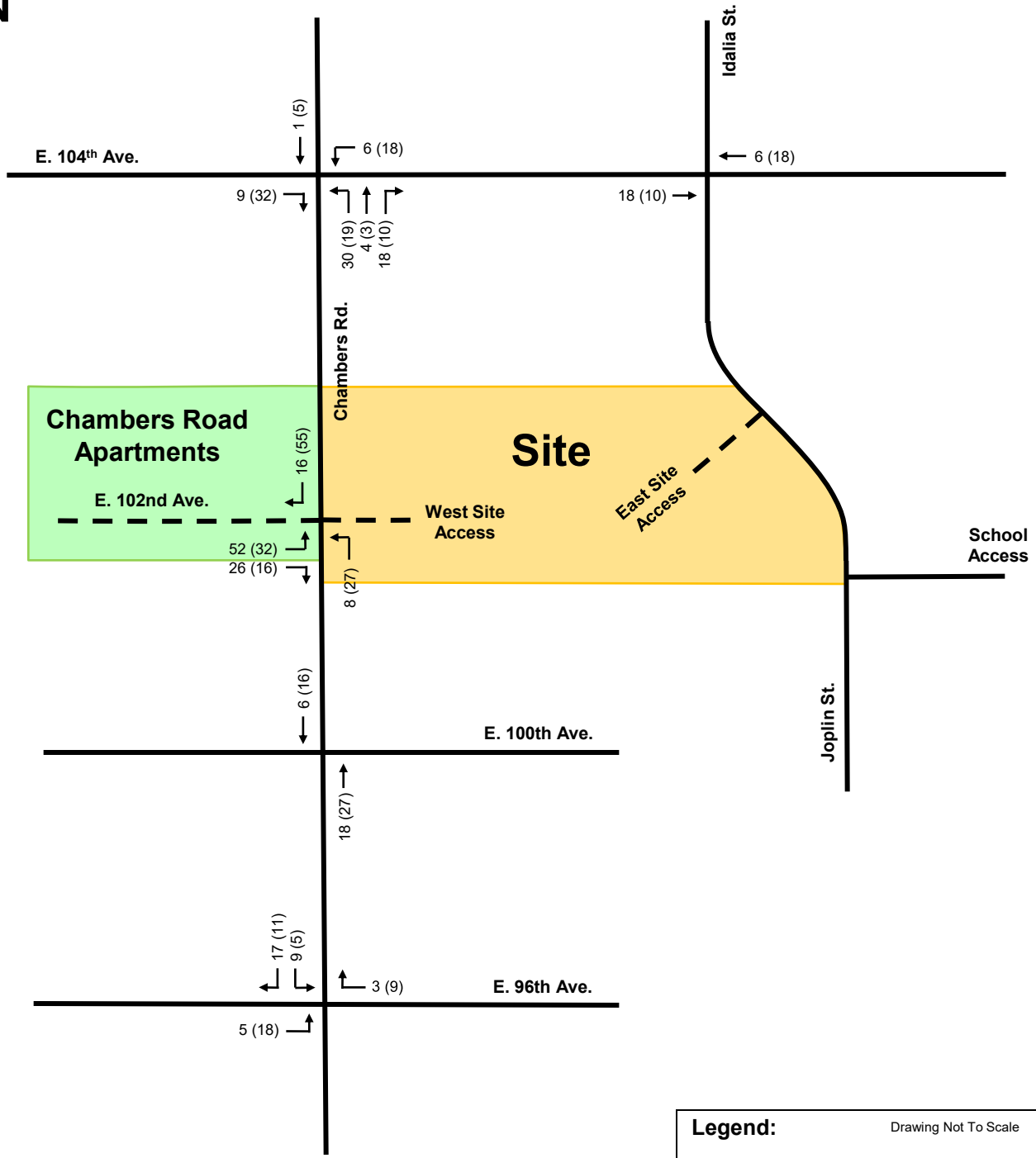
Figure 4



# 2028 Regional Background Traffic Volumes

**YardHomes Fronterra Park**  
 Atlantic Urbana Acquisitions Company  
 HKS #240760

Figure 5



**Legend:** Drawing Not To Scale

	5 (8)	Weekday AM (PM)
	64 (50)	Peak Hour
	8 (7)	Traffic Volumes, vph

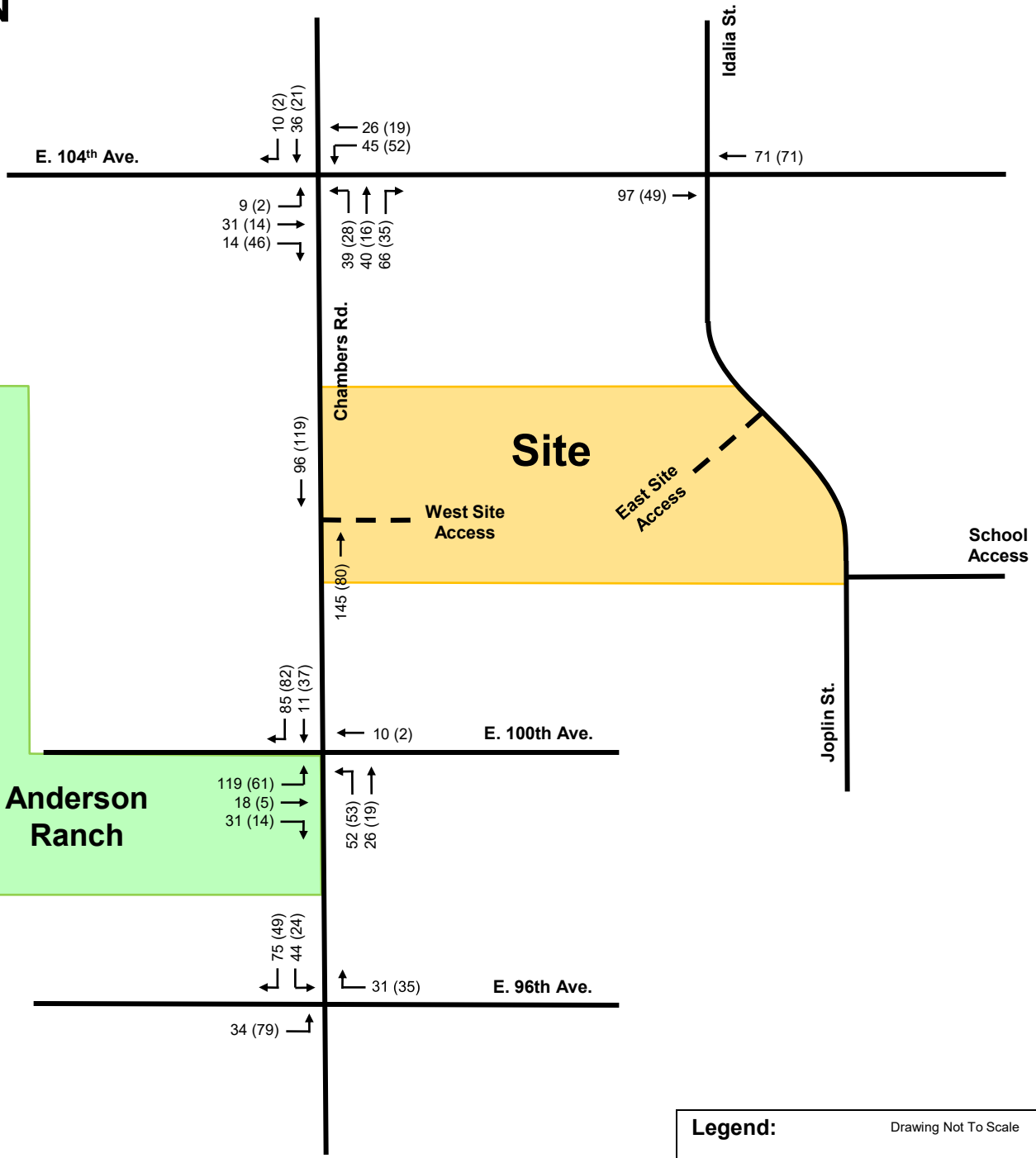
Proposed Roadway



## 2028 Local Background Traffic Volumes Chambers Road Apartments

**YardHomes Fronterra Park**  
 Atlantic Urbana Acquisitions Company  
 HKS #240760

Figure 6



**Legend:** Drawing Not To Scale

	5 (8)	Weekday AM (PM)
	64 (50)	Peak Hour
	8 (7)	Traffic Volumes, vph

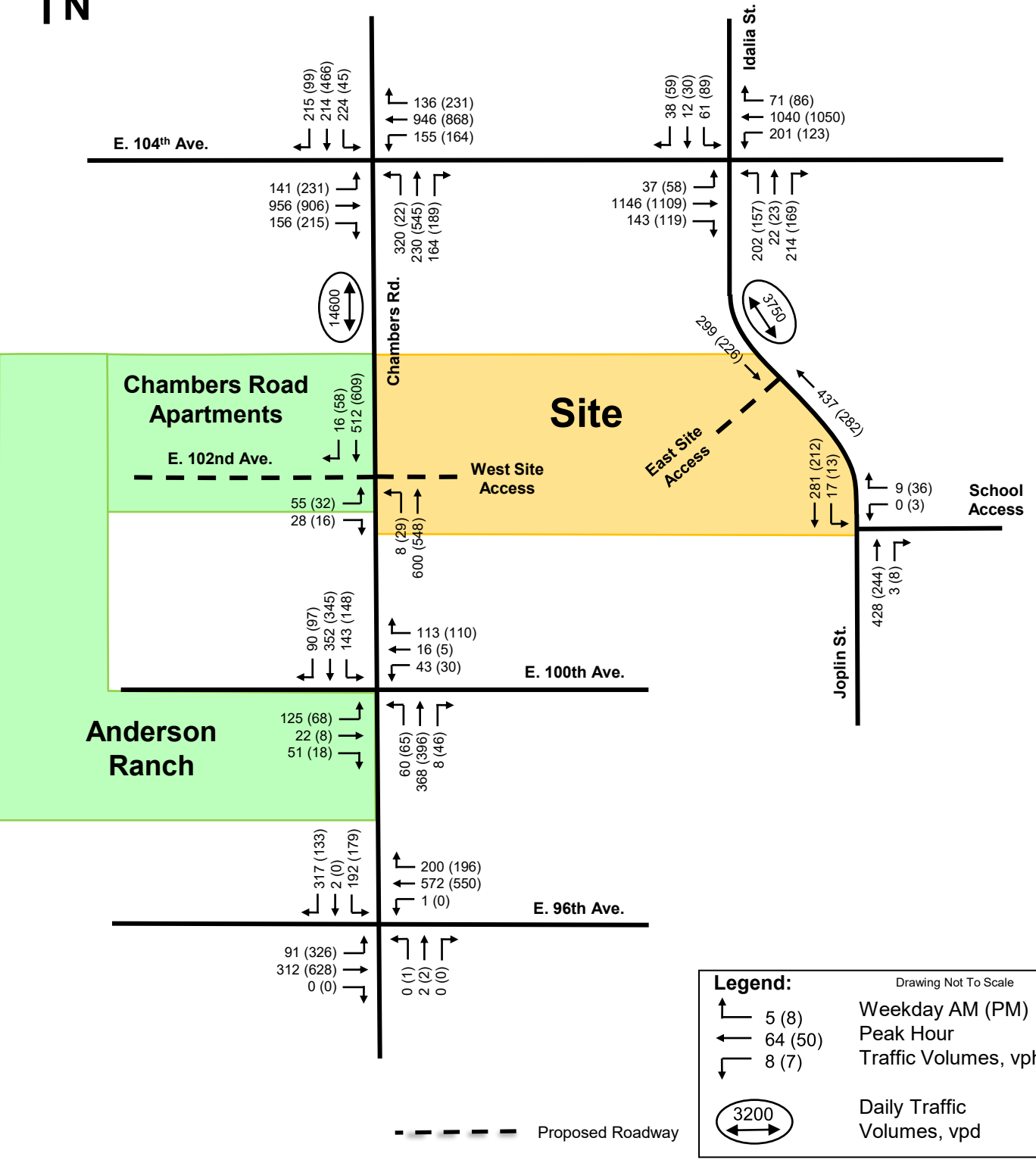
--- Proposed Roadway



# 2028 Local Background Traffic Volumes Anderson Ranch Development

**YardHomes Fronterra Park**  
Atlantic Urbana Acquisitions Company  
HKS #240760

Figure 7



**Legend:** Drawing Not To Scale

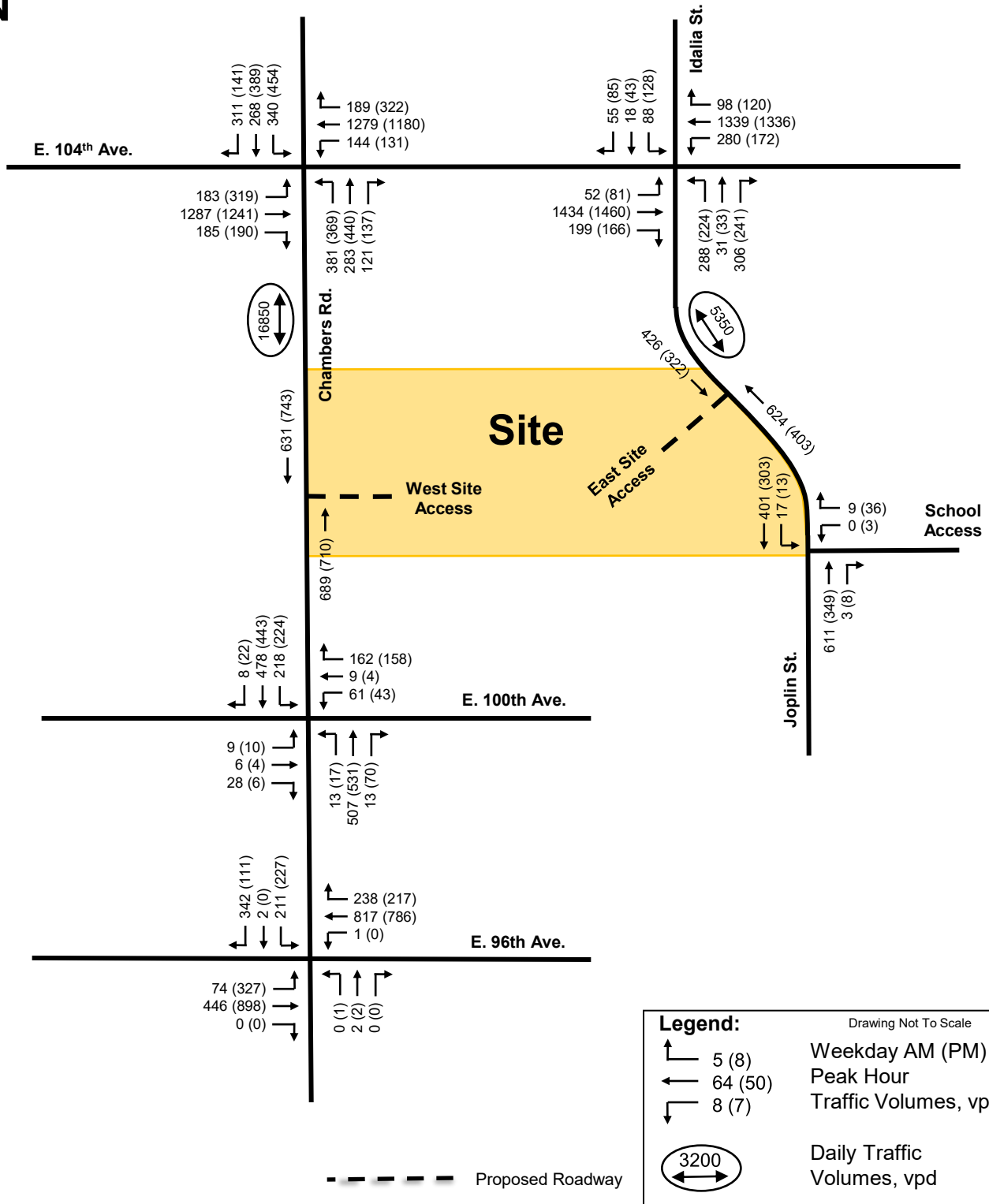
- 5 (8) Weekday AM (PM)
- 64 (50) Peak Hour
- 8 (7) Traffic Volumes, vph
- Daily Traffic Volumes, vpd



## 2028 Total Background Traffic Volumes

**YardHomes Fronterra Park**  
 Atlantic Urbana Acquisitions Company  
 HKS #240760

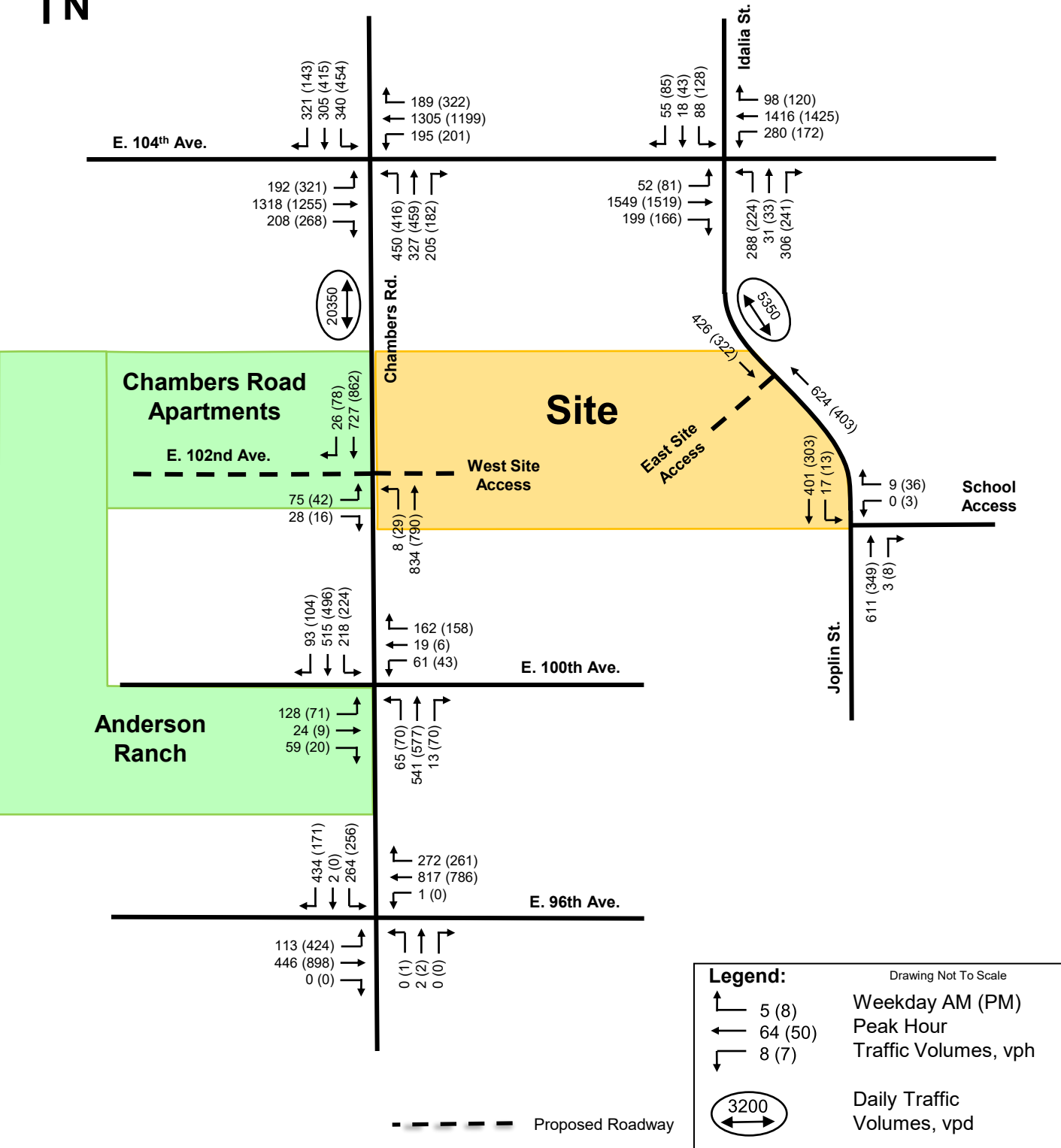
Figure 8



# 2046 Regional Background Traffic Volumes

**YardHomes Fronterra Park**  
 Atlantic Urbana Acquisitions Company  
 HKS #240760

Figure 9

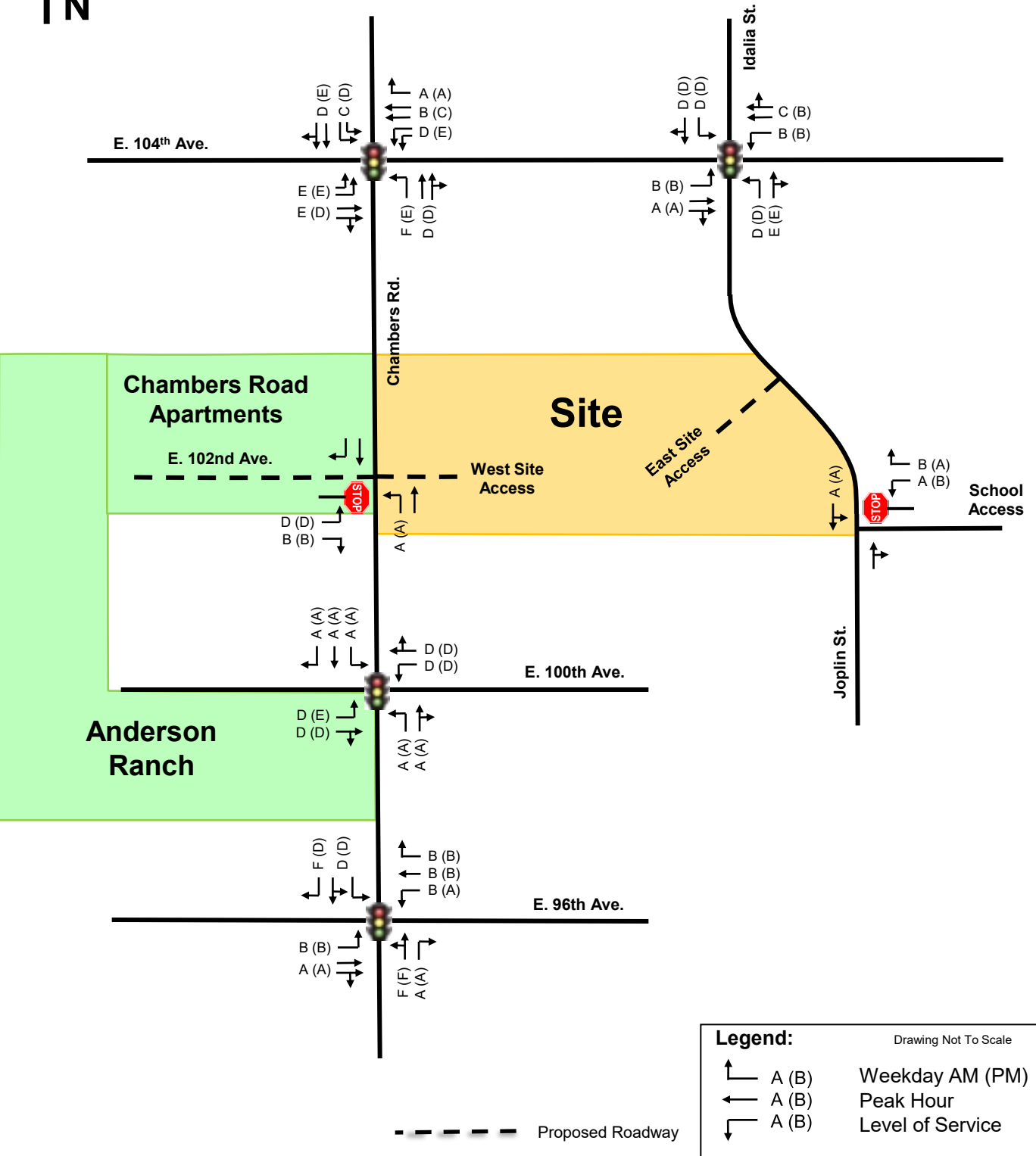


# YardHomes Fronterra Park

Atlantic Urbana Acquisitions Company

HKS #240760

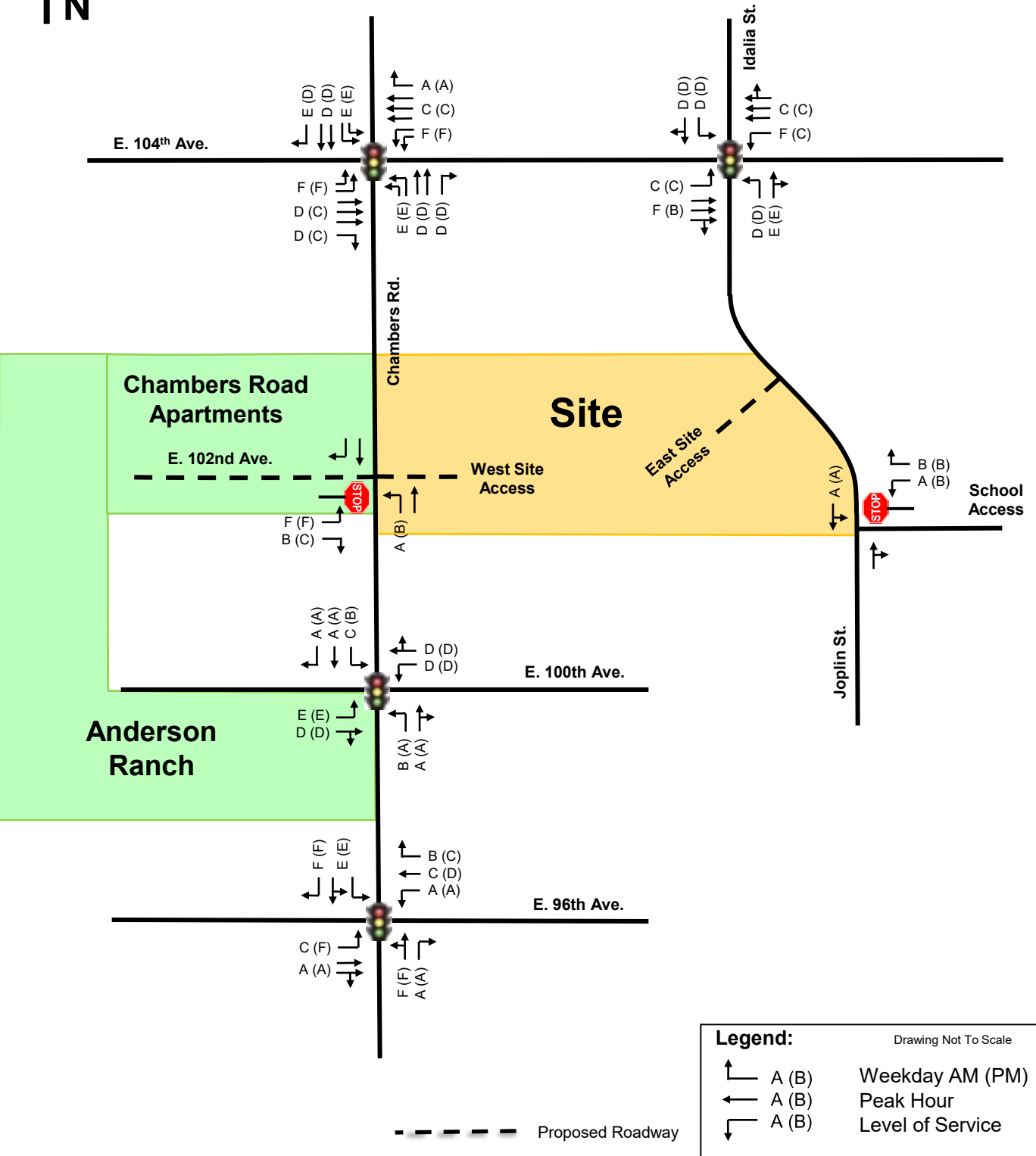
Figure 10



# 2028 Background Traffic Operational Conditions

**YardHomes Fronterra Park**  
 Atlantic Urbana Acquisitions Company  
 HKS #240760

Figure 11



**Legend:** Drawing Not To Scale

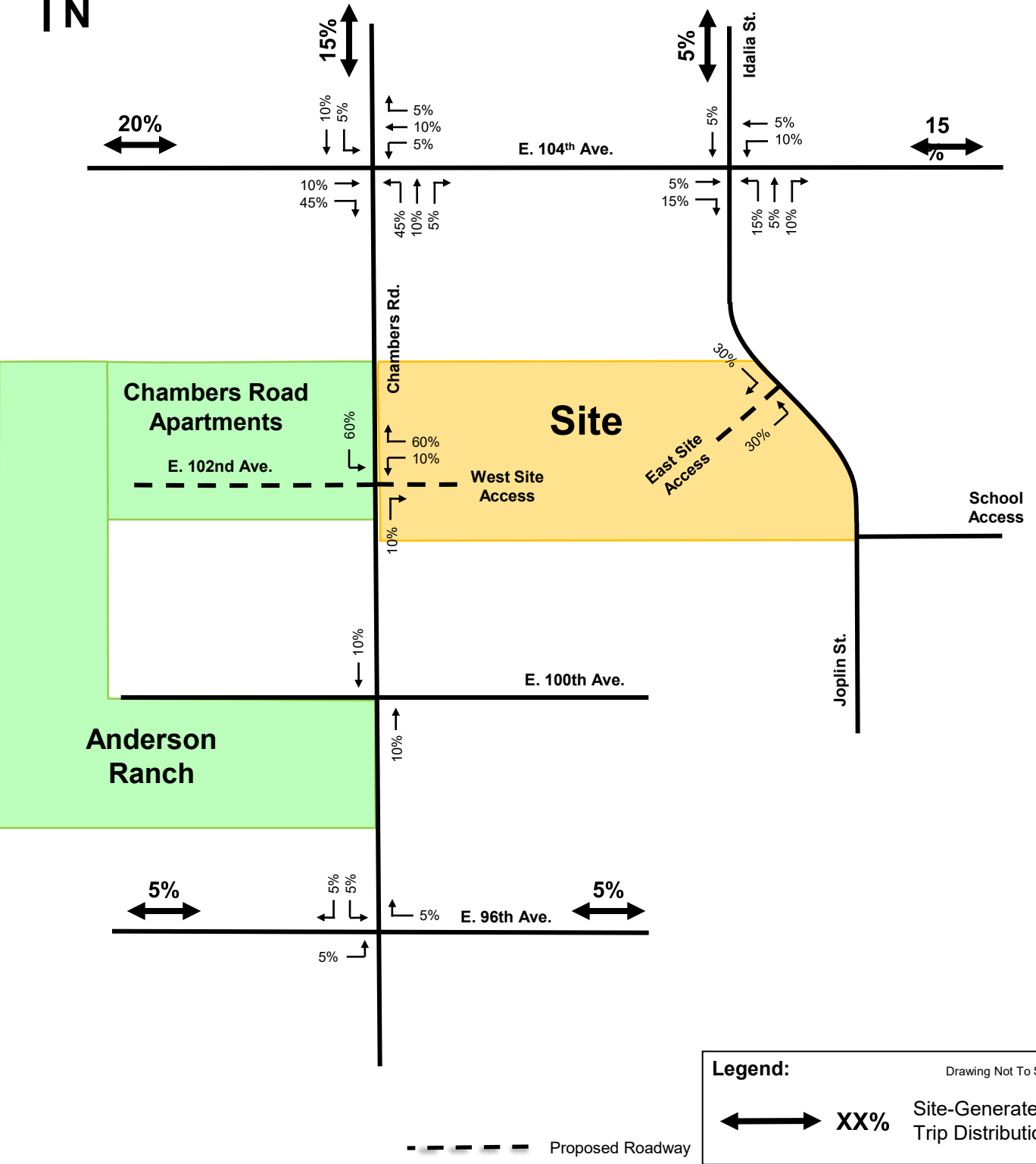
	A (B)	Weekday AM (PM)
	A (B)	Peak Hour
	A (B)	Level of Service



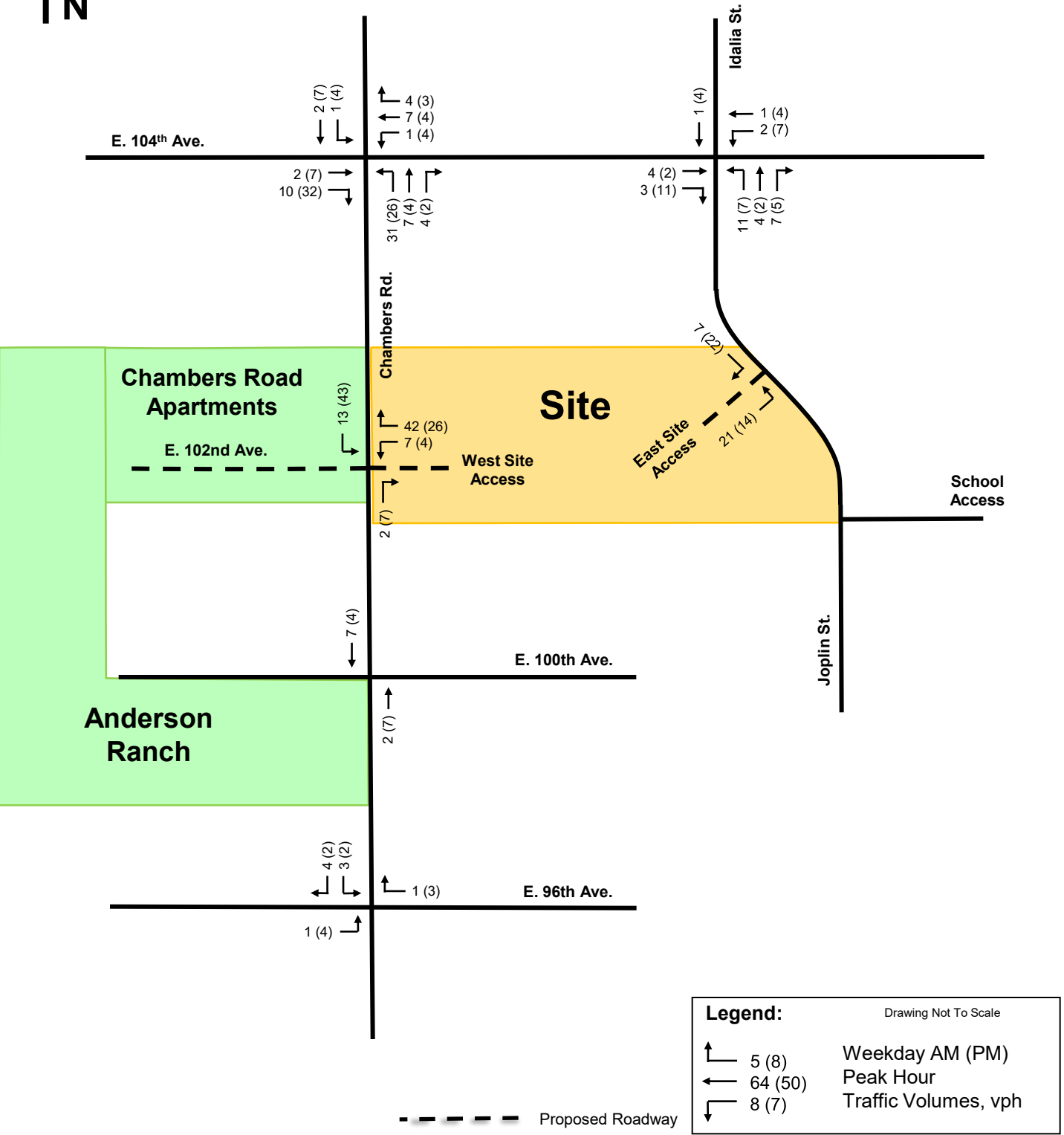
**YardHomes Fronterra Park**  
 Atlantic Urbana Acquisitions Company  
 HKS #240760

# 2046 Background Traffic Operational Conditions

Figure 12



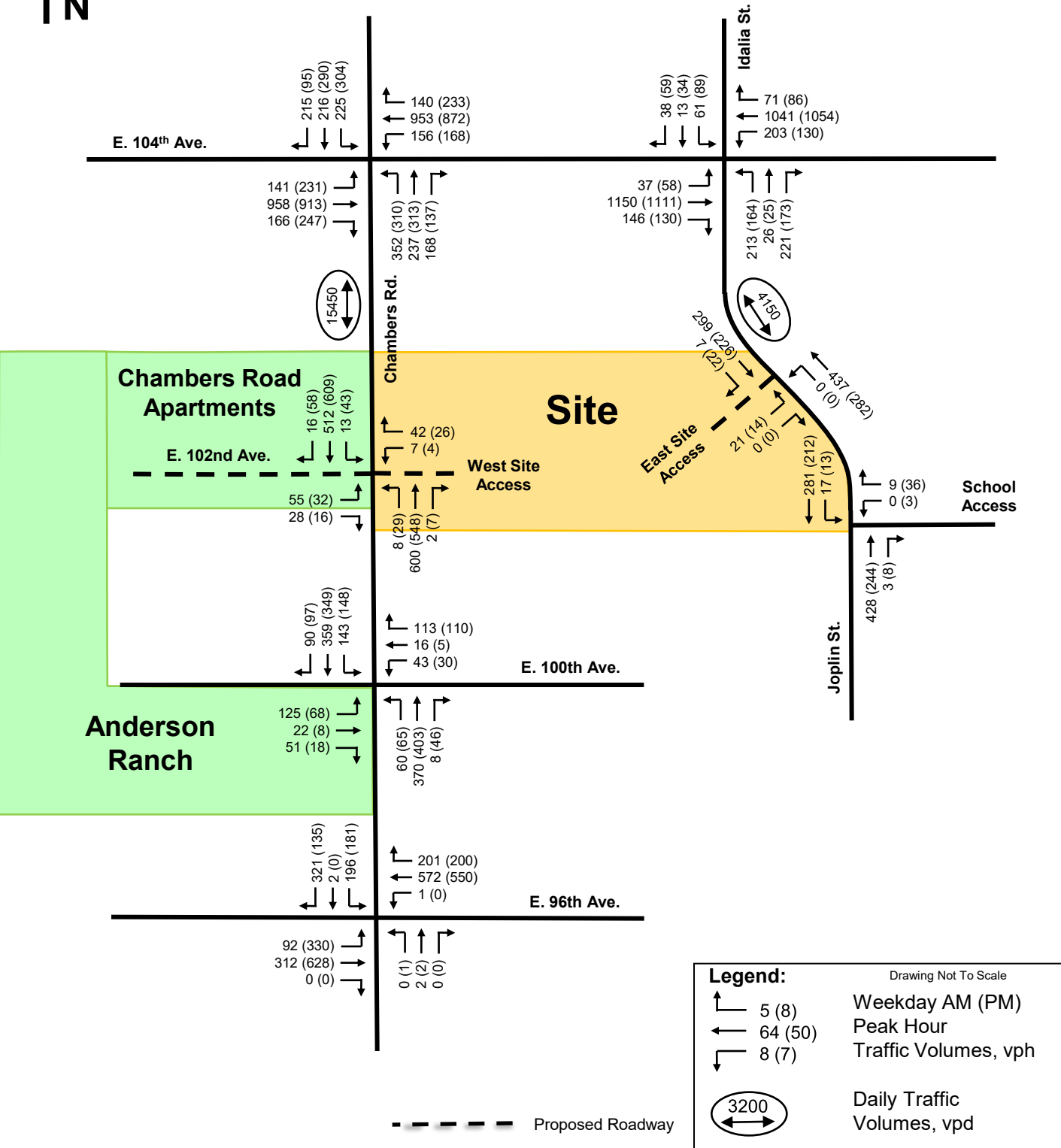
# Site Generated Trip Distribution



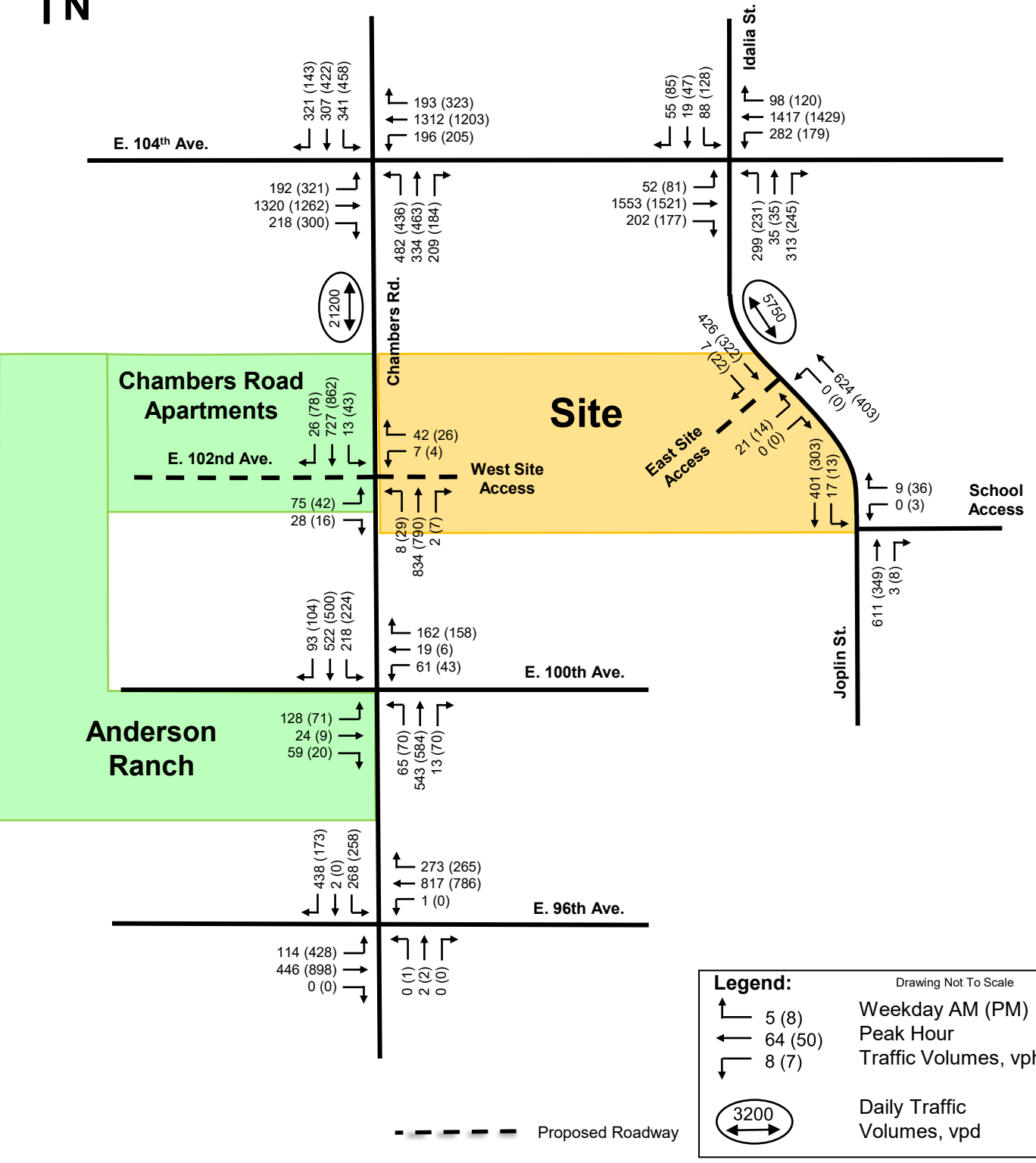
# Site Generated Trip Assignment

**YardHomes Fronterra Park**  
 Atlantic Urbana Acquisitions Company  
 HKS #240760

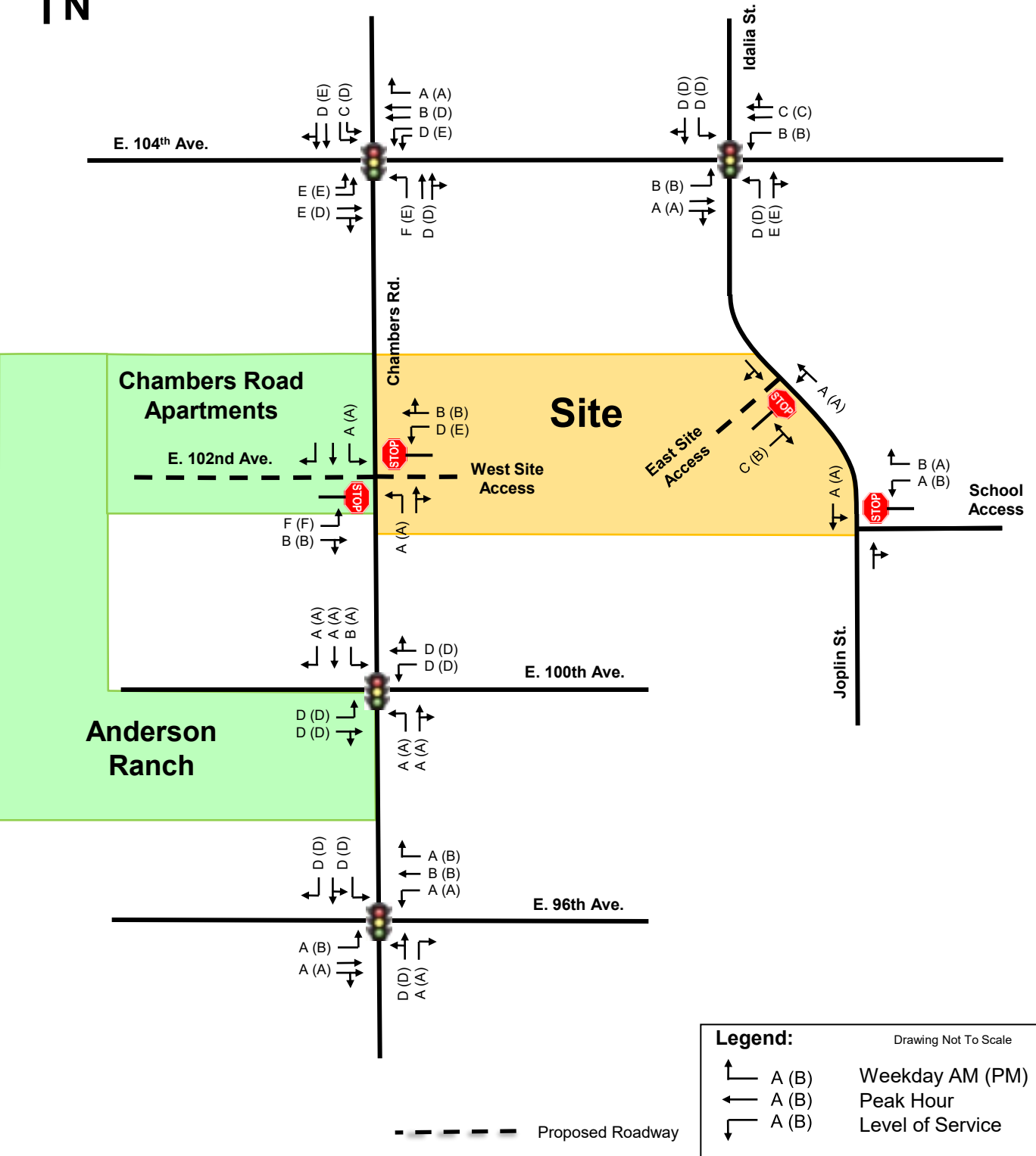
Figure 14



## 2028 Total Traffic Volumes (Background + Site Generated)



**2046 Total Traffic Volumes  
(Background + Site Generated)**



**Legend:** Drawing Not To Scale

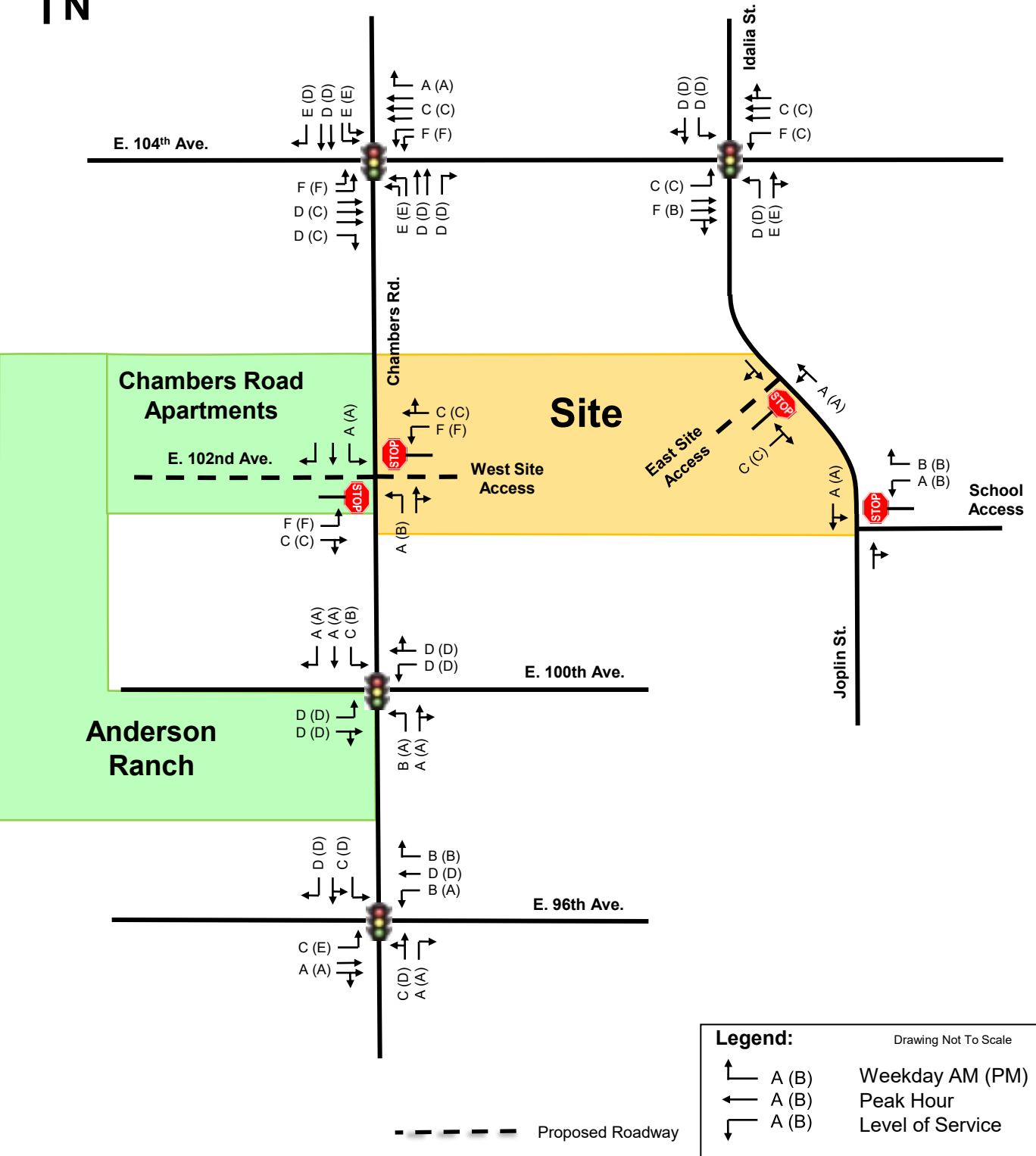
	A (B)	Weekday AM (PM)
	A (B)	Peak Hour
	A (B)	Level of Service



**YardHomes Fronterra Park**  
 Atlantic Urbana Acquisitions Company  
 HKS #240760

# 2028 Total Traffic Operational Conditions

Figure 17



**Legend:** Drawing Not To Scale

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



**YardHomes Fronterra Park**  
 Atlantic Urbana Acquisitions Company  
 HKS #240760

# 2046 Total Traffic Operational Conditions

Figure 18

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**APPENDIX “A”**

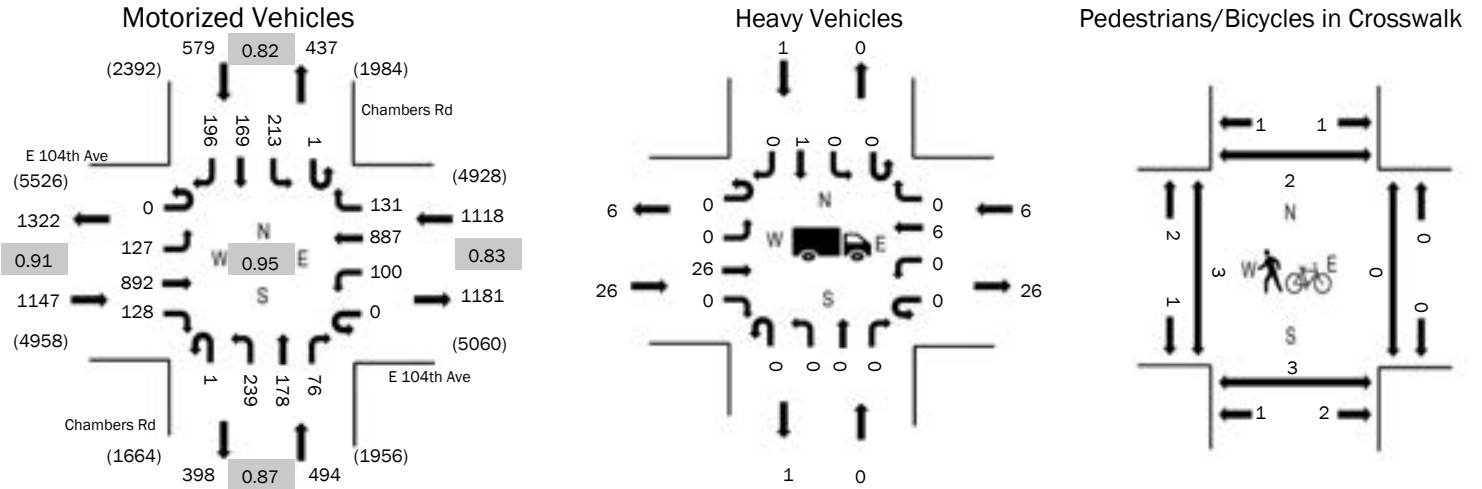
**2026 EXISTING  
TRAFFIC VOLUME COUNTS**

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Location: 1  
 Date: Wednesday, February 11, 2026  
 Peak Hour: 07:15 AM - 08:15 AM  
 Peak 15-Minutes: 08:00 AM - 08:15 AM

**Peak Hour**



Note: Total study counts contained in parantheses

	HV%	PHF
EB	0.02%	0.91
WB	0.01%	0.83
NB	0.0%	0.87
SB	0.0%	0.82
All	0.01%	0.95

**Traffic Counts -Motorized vehicles**

Interval Start Time	E 104th Ave Eastbound				E 104th Ave Westbound				Chambers Rd Northbound				Chambers Rd Southbound				Total	Rolling Hour
	U-turn	Left	Thru	Right	U-turn	Left	Thru	Right	U-turn	Left	Thru	Right	U-turn	Left	Thru	Right		
12:00 AM	0	2	11	0	0	3	13	1	0	0	0	0	0	3	0	0	33	112
12:15 AM	0	0	10	1	0	0	6	3	0	3	1	1	0	2	3	1	31	109
12:30 AM	0	4	11	1	0	0	7	1	0	1	2	0	0	2	0	0	29	96
12:45 AM	0	0	4	1	0	0	7	1	0	0	2	0	0	1	1	2	19	93
01:00 AM	0	1	7	1	0	0	13	1	0	2	0	0	0	3	0	2	30	100
01:15 AM	0	0	5	0	0	0	7	1	0	2	2	0	0	1	0	0	18	92
01:30 AM	0	1	8	3	0	0	7	3	0	0	0	1	0	1	2	0	26	100
01:45 AM	0	1	4	1	0	0	8	1	0	5	1	1	0	1	1	2	26	101
02:00 AM	0	1	13	0	0	0	4	0	0	1	1	0	0	2	0	0	22	101
02:15 AM	0	0	10	3	0	0	6	1	0	0	2	0	0	1	1	2	26	101
02:30 AM	0	2	9	1	0	0	7	0	0	0	0	2	0	1	2	3	27	108
02:45 AM	0	2	11	0	0	1	5	3	0	1	1	0	0	1	0	1	26	120
03:00 AM	0	1	8	1	0	1	8	0	0	0	2	0	0	1	0	0	22	141
03:15 AM	0	0	17	1	0	0	7	2	0	3	1	0	0	1	1	0	33	182
03:30 AM	0	1	19	1	0	0	15	0	0	0	1	1	0	0	0	1	39	217
03:45 AM	0	1	18	1	0	0	14	1	0	2	2	0	0	4	1	3	47	271
04:00 AM	0	0	26	0	0	0	19	3	0	2	2	0	0	5	0	6	63	329
04:15 AM	0	2	31	1	0	1	12	3	0	4	1	3	0	4	3	3	68	430
04:30 AM	0	1	40	1	0	1	31	1	0	3	5	2	0	5	0	3	93	571
04:45 AM	0	0	31	1	0	0	40	7	0	9	7	0	0	2	1	7	105	691
05:00 AM	0	1	59	3	0	1	49	7	0	11	10	0	0	11	7	5	164	924
05:15 AM	0	4	68	6	0	2	66	5	0	14	11	4	0	12	7	10	209	1092
05:30 AM	0	3	47	3	0	3	74	9	0	15	11	4	0	16	9	19	213	1307
05:45 AM	0	5	108	22	1	4	115	9	0	20	13	3	0	10	10	18	338	1591
06:00 AM	0	8	110	20	0	4	92	10	0	18	6	8	0	25	13	18	332	1753
06:15 AM	0	5	144	34	0	4	114	14	0	21	20	5	0	30	19	14	424	2022

06:30 AM	0	9	152	32	0	15	131	26	0	26	19	8	0	32	30	17	497	2370
06:45 AM	0	12	139	27	0	14	147	21	0	32	25	7	0	37	23	16	500	2709
07:00 AM	0	12	160	23	0	20	168	28	0	41	35	9	0	37	45	23	601	3065
07:15 AM	0	31	219	34	0	25	180	25	0	49	44	11	0	55	46	53	772	3338
07:30 AM	0	35	235	45	0	12	199	29	0	67	50	25	0	42	38	59	836	3283
07:45 AM	0	29	249	26	0	31	245	34	1	56	51	24	0	38	31	41	856	2981
08:00 AM	0	32	189	23	0	32	263	43	0	67	33	16	1	78	54	43	874	2596
08:15 AM	0	18	180	25	0	35	190	45	0	43	34	17	0	61	43	26	717	2150
08:30 AM	0	15	124	18	0	8	141	28	0	36	33	11	0	42	49	29	534	1855
08:45 AM	1	21	118	19	0	13	139	20	1	35	17	8	0	36	17	26	471	1725
09:00 AM	0	16	104	18	0	8	126	21	0	37	21	6	0	34	18	19	428	1693
09:15 AM	1	12	93	11	0	9	126	34	0	29	32	9	0	21	27	18	422	1625
09:30 AM	1	12	82	14	0	7	125	23	0	33	31	6	0	30	18	22	404	1580
09:45 AM	0	31	113	15	0	10	113	32	1	26	24	3	0	28	24	19	439	1591
10:00 AM	0	23	89	12	0	10	97	17	0	31	25	3	0	24	17	12	360	1596
10:15 AM	2	19	81	8	0	7	120	24	0	25	22	8	0	26	19	16	377	1656
10:30 AM	0	21	115	18	0	7	93	23	0	30	20	2	0	35	28	23	415	1739
10:45 AM	2	19	108	16	0	8	107	23	0	42	28	4	0	26	34	27	444	1806
11:00 AM	0	32	98	17	0	18	100	24	0	35	22	6	0	26	24	18	420	1824
11:15 AM	0	31	124	15	0	7	101	39	0	23	37	8	0	32	22	21	460	
11:30 AM	1	36	118	23	2	18	114	22	0	23	25	7	0	48	31	14	482	

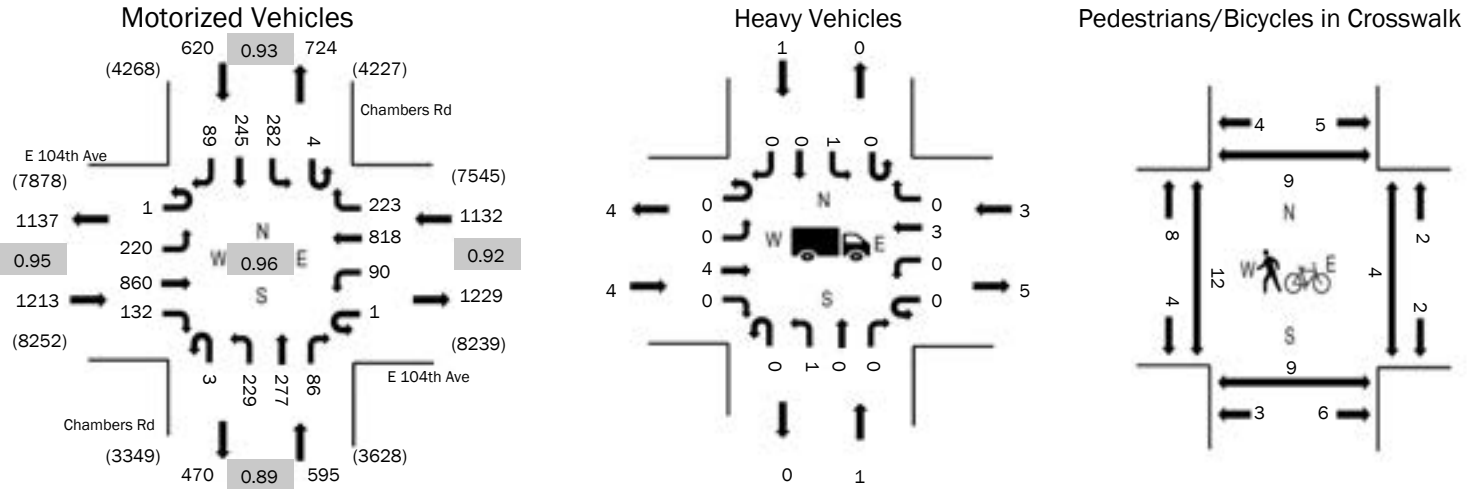
Traffic Counts - Heavy Vehicles, Bicycles on Road, and Pedestrians/Bicycles in Crosswalk																		
Heavy Vehicles						Bicycles on Roadway						Pedestrians/Bicycles in Crosswalk						
Interval	EB	WB	NB	SB	Total	Interval	EB	WB	NB	SB	Total	Interval	EB	WB	NB	SB	Total	
11:45 AM	0	9	152	32	0	15	131	26	0	26	19	8	0	32	30	17	497	2370
12:00 AM	0	0	0	0	0	12:00 AM	0	0	0	0	0	12:00 AM	0	0	0	0	0	
12:15 AM	0	0	0	0	0	12:15 AM	0	0	0	0	0	12:15 AM	0	0	0	0	0	
12:30 AM	0	0	0	0	0	12:30 AM	0	0	0	0	0	12:30 AM	0	0	0	0	0	
12:45 AM	0	0	0	0	0	12:45 AM	0	0	0	0	0	12:45 AM	0	0	0	0	0	
01:00 AM	0	0	0	0	0	01:00 AM	0	0	0	0	0	01:00 AM	0	0	0	0	0	
01:15 AM	0	0	0	0	0	01:15 AM	0	0	0	0	0	01:15 AM	0	0	0	0	0	
01:30 AM	1	0	0	0	1	01:30 AM	0	0	0	0	0	01:30 AM	0	0	0	0	0	
01:45 AM	1	0	0	0	1	01:45 AM	0	0	0	0	0	01:45 AM	0	0	0	0	0	
02:00 AM	1	0	0	0	1	02:00 AM	0	0	0	0	0	02:00 AM	0	0	0	0	0	
02:15 AM	0	0	0	0	0	02:15 AM	0	0	0	0	0	02:15 AM	0	0	0	0	0	
02:30 AM	0	1	0	1	2	02:30 AM	0	0	0	0	0	02:30 AM	0	0	0	0	0	
02:45 AM	0	1	0	0	1	02:45 AM	0	0	0	0	0	02:45 AM	0	0	0	0	0	
03:00 AM	0	0	0	1	1	03:00 AM	0	0	0	0	0	03:00 AM	0	0	0	0	0	
03:15 AM	0	0	0	0	0	03:15 AM	0	0	0	0	0	03:15 AM	0	0	0	0	0	
03:30 AM	1	0	0	0	1	03:30 AM	0	0	0	0	0	03:30 AM	0	0	0	0	0	
03:45 AM	2	0	0	0	2	03:45 AM	0	0	0	0	0	03:45 AM	0	0	0	0	0	
04:00 AM	0	0	0	0	0	04:00 AM	0	0	0	0	0	04:00 AM	0	0	0	0	0	
04:15 AM	0	0	0	0	0	04:15 AM	0	0	0	0	0	04:15 AM	0	0	0	0	0	
04:30 AM	0	1	0	0	1	04:30 AM	0	0	0	0	0	04:30 AM	0	0	0	0	0	
04:45 AM	0	0	0	0	0	04:45 AM	0	0	0	0	0	04:45 AM	0	0	0	0	0	
05:00 AM	0	1	0	0	1	05:00 AM	0	0	0	0	0	05:00 AM	0	0	0	0	0	
05:15 AM	0	1	0	0	1	05:15 AM	0	0	0	0	0	05:15 AM	0	0	2	0	2	
05:30 AM	1	0	0	0	1	05:30 AM	0	0	0	0	0	05:30 AM	1	0	1	0	2	
05:45 AM	2	1	0	0	3	05:45 AM	0	0	0	0	0	05:45 AM	0	0	0	0	0	
06:00 AM	1	1	0	0	2	06:00 AM	0	1	0	0	1	06:00 AM	0	0	0	0	0	
06:15 AM	2	1	0	0	3	06:15 AM	0	0	0	0	0	06:15 AM	0	0	1	1	2	
06:30 AM	4	0	0	0	4	06:30 AM	0	0	0	0	0	06:30 AM	0	0	0	0	0	
06:45 AM	3	3	0	0	6	06:45 AM	0	0	0	0	0	06:45 AM	2	0	0	0	2	
07:00 AM	4	2	0	1	7	07:00 AM	0	0	0	0	0	07:00 AM	0	0	0	0	0	
07:15 AM	4	0	0	1	5	07:15 AM	0	0	0	0	0	07:15 AM	2	0	1	0	3	
07:30 AM	7	2	0	0	9	07:30 AM	0	0	0	0	0	07:30 AM	1	0	1	0	2	
07:45 AM	6	2	0	0	8	07:45 AM	0	0	0	0	0	07:45 AM	0	0	0	1	1	

08:00 AM	9	2	0	0	11	08:00 AM	0	0	0	0	0	08:00 AM	0	0	1	1	2
08:15 AM	2	2	0	0	4	08:15 AM	0	0	0	0	0	08:15 AM	1	0	0	0	1
08:30 AM	2	1	0	0	3	08:30 AM	0	0	0	0	0	08:30 AM	1	0	0	0	1
08:45 AM	5	3	0	1	9	08:45 AM	0	0	0	0	0	08:45 AM	0	0	0	0	0
09:00 AM	1	2	0	0	3	09:00 AM	0	0	0	0	0	09:00 AM	0	0	0	1	1
09:15 AM	2	2	0	0	4	09:15 AM	0	0	0	0	0	09:15 AM	0	0	0	1	1
09:30 AM	3	2	0	0	5	09:30 AM	0	0	0	0	0	09:30 AM	0	0	0	0	0
09:45 AM	0	2	0	0	2	09:45 AM	0	0	0	0	0	09:45 AM	0	0	2	0	2
10:00 AM	4	0	0	0	4	10:00 AM	0	0	0	0	0	10:00 AM	0	1	0	2	3
10:15 AM	0	2	0	0	2	10:15 AM	0	0	0	0	0	10:15 AM	0	3	1	2	6
10:30 AM	3	0	0	0	3	10:30 AM	0	0	0	0	0	10:30 AM	0	0	1	1	2
10:45 AM	4	0	1	1	6	10:45 AM	0	0	0	0	0	10:45 AM	0	1	0	2	3
11:00 AM	1	1	0	0	2	11:00 AM	0	0	0	0	0	11:00 AM	0	3	3	0	6
11:15 AM	3	0	0	0	3	11:15 AM	0	0	0	0	0	11:15 AM	0	0	0	1	1
11:30 AM	3	2	0	0	5	11:30 AM	0	0	0	0	0	11:30 AM	1	0	1	1	3
11:45 AM	1	3	0	0	4	11:45 AM	0	0	0	0	0	11:45 AM	0	0	1	0	1
Count Total	83	41	1	6	131	Count Total	0	1	0	0	1	Count Total	9	8	16	14	47
Peak Hour	26	6	0	1	33	Peak Hour	0	0	0	0	0	Peak Hour	3	0	3	2	8



**Location:** 1  
**Date:** Wednesday, February 11, 2026  
**Peak Hour:** 04:30 PM - 05:30 PM  
**Peak 15-Minutes:** 04:45 PM - 05:00 PM

**Peak Hour**



Note: Total study counts contained in parantheses

	HV%	PHF
EB	0.0%	0.95
WB	0.0%	0.92
NB	0.0%	0.89
SB	0.0%	0.93
All	0.0%	0.96

**Traffic Counts -Motorized vehicles**

Interval Start Time	E 104th Ave Eastbound				E 104th Ave Westbound				Chambers Rd Northbound				Chambers Rd Southbound				Total	Rolling Hour
	U-turn	Left	Thru	Right	U-turn	Left	Thru	Right	U-turn	Left	Thru	Right	U-turn	Left	Thru	Right		
12:00 PM	0	31	132	22	0	20	118	22	0	34	27	12	0	46	32	24	520	2145
12:15 PM	0	35	164	17	0	8	124	33	1	26	23	15	0	40	37	24	547	2132
12:30 PM	3	35	147	18	0	20	147	39	0	36	36	7	0	27	22	17	554	2089
12:45 PM	0	32	111	26	1	12	136	28	1	35	37	15	0	45	29	16	524	2027
01:00 PM	0	28	127	24	0	14	128	20	0	33	25	13	1	41	39	14	507	2009
01:15 PM	0	20	113	17	0	12	134	22	0	41	31	13	0	44	30	27	504	1989
01:30 PM	1	26	115	15	0	8	129	30	0	33	28	15	0	45	31	16	492	2029
01:45 PM	1	28	116	20	1	15	121	37	0	34	34	11	1	34	32	21	506	2080
02:00 PM	0	26	129	21	0	9	111	20	0	24	38	12	0	46	36	15	487	2195
02:15 PM	0	25	128	24	2	15	145	38	1	30	33	12	1	42	28	20	544	2395
02:30 PM	0	36	145	26	0	5	138	23	0	36	44	11	0	28	36	15	543	2564
02:45 PM	1	24	145	40	1	10	163	31	2	39	22	17	1	60	41	24	621	2866
03:00 PM	0	36	166	32	0	12	161	35	0	32	51	25	0	49	52	36	687	3085
03:15 PM	0	38	205	41	0	16	174	42	3	40	43	15	0	37	41	18	713	3236
03:30 PM	1	31	192	36	1	22	224	54	0	67	58	26	0	53	49	31	845	3338
03:45 PM	0	57	158	52	1	28	236	39	0	55	57	18	0	52	58	29	840	3392
04:00 PM	0	41	200	28	1	25	198	49	1	67	62	15	1	69	62	19	838	3480
04:15 PM	0	58	215	31	0	26	193	43	1	52	44	16	0	59	58	19	815	3500
04:30 PM	0	60	207	34	0	16	211	56	0	65	79	24	1	66	61	19	899	3560
04:45 PM	0	53	221	37	1	20	221	67	0	61	63	17	2	78	65	22	928	3468
05:00 PM	0	46	201	33	0	23	177	52	1	61	75	25	1	67	64	32	858	3305
05:15 PM	1	61	231	28	0	31	209	48	2	42	60	20	0	71	55	16	875	3115
05:30 PM	0	37	172	32	0	14	207	69	0	44	78	35	1	46	47	25	807	2959
05:45 PM	0	47	190	33	0	18	177	59	0	49	59	12	0	48	55	18	765	2786
06:00 PM	0	40	169	31	0	18	131	34	0	50	45	16	0	58	56	20	668	2561
06:15 PM	0	47	195	40	0	11	132	55	1	51	36	18	0	58	48	27	719	2406

06:30 PM	0	35	155	30	0	12	153	32	1	40	40	14	0	51	52	19	634	2152
06:45 PM	1	35	131	31	0	11	99	36	0	34	32	7	0	60	43	20	540	1965
07:00 PM	0	36	125	33	0	11	104	22	1	32	22	7	0	51	55	14	513	1799
07:15 PM	0	23	112	36	0	8	91	22	0	31	36	9	1	45	38	13	465	1625
07:30 PM	0	22	88	20	0	10	118	35	2	22	29	9	0	42	39	11	447	1497
07:45 PM	1	14	71	22	0	8	79	20	0	29	24	6	0	37	47	16	374	1329
08:00 PM	0	26	96	15	0	6	65	10	0	25	29	11	0	27	23	6	339	1207
08:15 PM	0	17	88	12	0	8	76	13	0	29	17	8	1	33	29	6	337	1133
08:30 PM	0	16	60	13	0	3	64	14	0	24	15	3	0	24	35	8	279	1042
08:45 PM	0	10	55	20	0	9	59	10	0	16	15	3	1	15	31	8	252	985
09:00 PM	0	18	74	16	0	4	60	6	0	17	17	6	0	25	18	4	265	917
09:15 PM	0	8	67	16	1	3	45	6	0	23	11	5	1	24	29	7	246	810
09:30 PM	1	14	62	13	0	3	52	7	0	4	20	6	0	20	13	7	222	714
09:45 PM	1	6	63	7	0	2	40	7	0	6	12	4	0	16	18	2	184	656
10:00 PM	0	6	39	6	0	3	42	11	0	8	8	6	0	8	16	5	158	593
10:15 PM	0	10	40	9	1	2	40	7	0	4	7	4	0	12	8	6	150	551
10:30 PM	0	9	53	10	0	2	35	7	0	7	7	5	0	16	10	3	164	533
10:45 PM	0	5	37	5	2	1	32	11	0	10	3	1	0	8	6	0	121	454
11:00 PM	0	6	16	1	3	5	50	3	0	3	6	4	0	12	4	3	116	397
11:15 PM	0	4	40	10	11	5	43	3	0	7	3	0	0	3	0	3	132	
11:30 PM	0	4	29	11	0	1	23	9	0	1	1	0	0	4	1	1	85	

### Traffic Counts - Heavy Vehicles, Bicycles on Road, and Pedestrians/Bicycles in Crosswalk

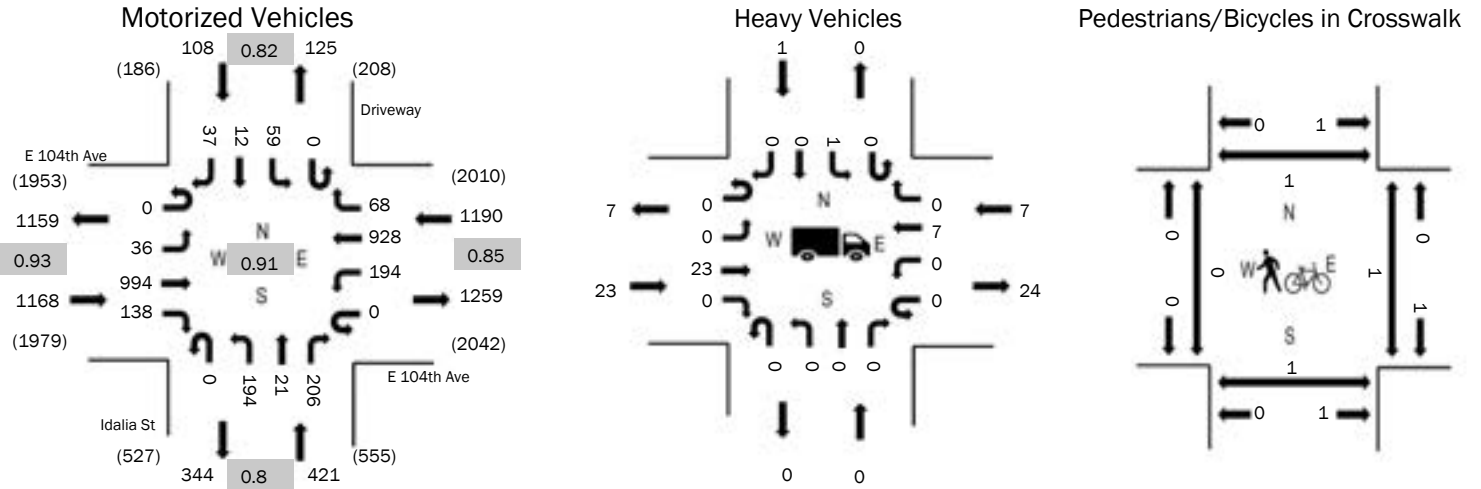
Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles in Crosswalk				
	EB	WB	NB	SB	Total		EB	WB	NB	SB	Total		EB	WB	NB	SB	Total
12:00 PM	1	3	0	0	4	12:00 PM	0	0	0	0	0	12:00 PM	0	0	1	2	3
12:15 PM	0	0	0	1	1	12:15 PM	0	0	0	0	0	12:15 PM	1	0	1	1	3
12:30 PM	3	2	0	0	5	12:30 PM	0	0	0	0	0	12:30 PM	1	0	1	2	4
12:45 PM	4	1	0	0	5	12:45 PM	0	0	0	0	0	12:45 PM	7	0	4	2	13
01:00 PM	1	0	0	1	2	01:00 PM	0	0	0	0	0	01:00 PM	2	0	2	0	4
01:15 PM	0	1	0	1	2	01:15 PM	0	0	0	0	0	01:15 PM	1	0	2	1	4
01:30 PM	1	3	0	1	5	01:30 PM	0	0	0	0	0	01:30 PM	1	2	0	4	7
01:45 PM	2	1	0	0	3	01:45 PM	0	0	0	0	0	01:45 PM	1	0	0	3	4
02:00 PM	1	1	0	0	2	02:00 PM	0	0	0	0	0	02:00 PM	2	3	3	3	11
02:15 PM	0	0	0	0	0	02:15 PM	0	0	0	0	0	02:15 PM	1	1	3	0	5
02:30 PM	1	0	0	0	1	02:30 PM	0	0	0	0	0	02:30 PM	7	2	4	2	15
02:45 PM	2	4	0	0	6	02:45 PM	0	0	0	0	0	02:45 PM	0	1	1	1	3
03:00 PM	0	1	0	0	1	03:00 PM	0	0	0	0	0	03:00 PM	1	0	2	4	7
03:15 PM	1	1	0	0	2	03:15 PM	0	0	0	0	0	03:15 PM	1	0	1	3	5
03:30 PM	0	1	0	1	2	03:30 PM	0	0	0	0	0	03:30 PM	1	1	2	6	10
03:45 PM	2	2	0	0	4	03:45 PM	0	0	0	0	0	03:45 PM	0	0	0	1	1
04:00 PM	1	3	0	0	4	04:00 PM	0	0	0	0	0	04:00 PM	0	0	0	1	1
04:15 PM	1	3	2	0	6	04:15 PM	0	0	0	0	0	04:15 PM	2	1	0	0	3
04:30 PM	1	0	0	0	1	04:30 PM	1	0	0	0	1	04:30 PM	5	0	2	1	8
04:45 PM	0	2	0	0	2	04:45 PM	0	0	0	0	0	04:45 PM	1	0	1	1	3
05:00 PM	1	1	1	0	3	05:00 PM	0	0	0	0	0	05:00 PM	4	2	3	5	14
05:15 PM	2	0	0	1	3	05:15 PM	0	0	0	0	0	05:15 PM	2	2	3	2	9
05:30 PM	2	3	0	0	5	05:30 PM	0	0	0	0	0	05:30 PM	0	1	0	2	3
05:45 PM	4	1	0	0	5	05:45 PM	0	0	0	0	0	05:45 PM	0	1	0	2	3
06:00 PM	0	0	0	0	0	06:00 PM	0	0	0	0	0	06:00 PM	1	0	0	0	1
06:15 PM	0	0	0	1	1	06:15 PM	0	0	0	0	0	06:15 PM	0	0	1	0	1
06:30 PM	0	0	0	0	0	06:30 PM	0	0	0	0	0	06:30 PM	1	0	2	0	3
06:45 PM	2	0	0	0	2	06:45 PM	0	0	0	0	0	06:45 PM	1	0	2	0	3
07:00 PM	1	1	0	0	2	07:00 PM	0	0	0	0	0	07:00 PM	0	0	0	1	1
07:15 PM	0	2	0	0	2	07:15 PM	0	0	0	0	0	07:15 PM	0	0	0	1	1
07:30 PM	0	0	0	0	0	07:30 PM	0	0	0	0	0	07:30 PM	0	0	0	0	0
07:45 PM	2	1	0	0	3	07:45 PM	0	0	0	0	0	07:45 PM	0	0	0	1	1

08:00 PM	0	1	0	0	1	08:00 PM	0	0	0	0	0	08:00 PM	0	0	0	0	0
08:15 PM	0	0	0	0	0	08:15 PM	0	0	0	0	0	08:15 PM	0	0	0	0	0
08:30 PM	0	0	0	0	0	08:30 PM	0	0	0	0	0	08:30 PM	0	0	0	0	0
08:45 PM	0	0	0	0	0	08:45 PM	0	0	0	0	0	08:45 PM	0	0	0	0	0
09:00 PM	1	1	0	0	2	09:00 PM	0	0	0	0	0	09:00 PM	0	0	0	1	1
09:15 PM	0	0	0	1	1	09:15 PM	0	0	0	0	0	09:15 PM	0	0	1	0	1
09:30 PM	0	1	0	1	2	09:30 PM	0	0	0	0	0	09:30 PM	1	1	0	2	4
09:45 PM	0	0	0	1	1	09:45 PM	0	0	0	0	0	09:45 PM	0	0	0	0	0
10:00 PM	0	1	0	0	1	10:00 PM	0	0	0	0	0	10:00 PM	1	0	1	0	2
10:15 PM	0	2	0	0	2	10:15 PM	0	0	0	0	0	10:15 PM	0	0	1	0	1
10:30 PM	0	0	0	0	0	10:30 PM	0	0	0	0	0	10:30 PM	0	0	0	0	0
10:45 PM	0	1	0	0	1	10:45 PM	0	0	0	0	0	10:45 PM	0	0	0	0	0
11:00 PM	1	1	0	0	2	11:00 PM	0	0	0	0	0	11:00 PM	0	0	0	0	0
11:15 PM	0	0	0	0	0	11:15 PM	0	0	0	0	0	11:15 PM	0	0	0	1	1
11:30 PM	0	0	0	0	0	11:30 PM	0	0	0	0	0	11:30 PM	0	0	0	0	0
11:45 PM	1	0	0	0	1	11:45 PM	0	0	0	0	0	11:45 PM	0	0	0	0	0
Count Total	39	46	3	10	98	Count Total	1	0	0	0	1	Count Total	46	18	44	56	164
Peak Hour	4	3	1	1	9	Peak Hour	1	0	0	0	1	Peak Hour	12	4	9	9	34



Location: 2  
 Date: Wednesday, February 11, 2026  
 Peak Hour: 07:30 AM - 08:30 AM  
 Peak 15-Minutes: 08:00 AM - 08:15 AM

**Peak Hour**



Note: Total study counts contained in parantheses

	HV%	PHF
EB	0.02%	0.93
WB	0.01%	0.85
NB	0.0%	0.8
SB	0.01%	0.82
All	0.01%	0.91

**Traffic Counts -Motorized vehicles**

Interval	E 104th Ave Eastbound				E 104th Ave Westbound				Idalia St Northbound				Driveway Southbound			Total	Rolling Hour	
	U-turn	Left	Thru	Right	U-turn	Left	Thru	Right	U-turn	Left	Thru	Right	U-turn	Left	Thru			Right
07:00 AM	0	6	181	20	0	15	214	10	0	8	2	10	0	11	5	6	488	2490
07:15 AM	0	4	228	44	0	35	186	13	0	23	7	18	0	6	0	10	574	2797
07:30 AM	0	7	260	30	0	39	204	13	0	40	5	39	0	18	3	7	665	2887
07:45 AM	0	10	285	20	0	54	280	16	0	30	2	44	0	14	3	5	763	2627
08:00 AM	0	8	223	47	0	68	259	25	0	64	5	63	0	18	3	12	795	2240
08:15 AM	0	11	226	41	0	33	185	14	0	60	9	60	0	9	3	13	664	
08:30 AM	0	9	138	21	0	17	146	8	0	23	1	21	0	12	1	8	405	

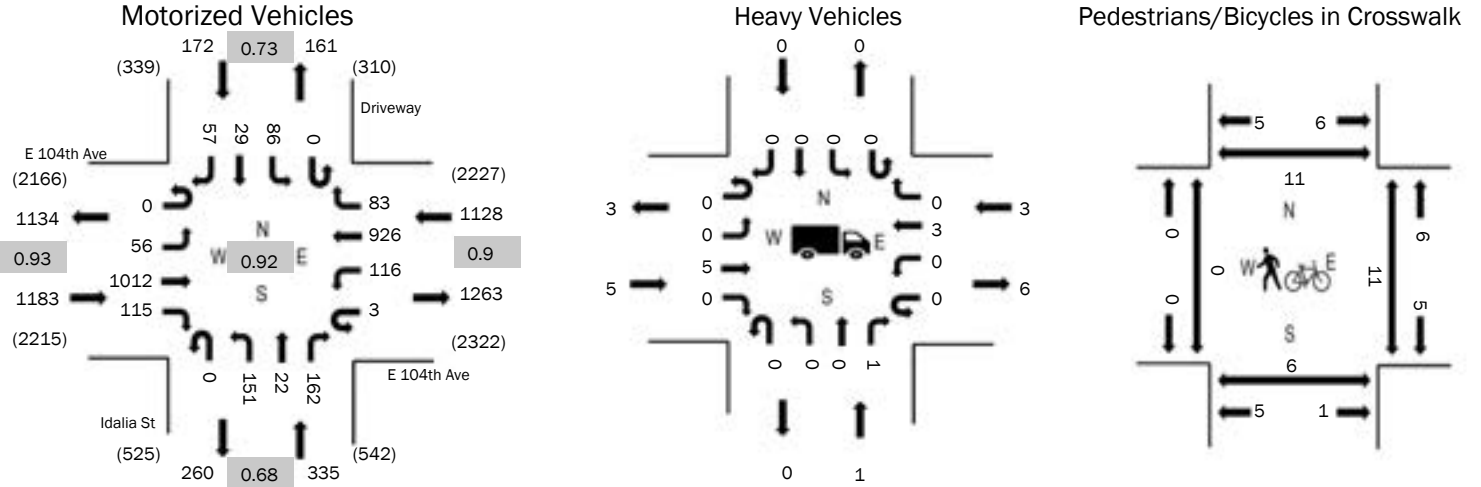
**Traffic Counts - Heavy Vehicles, Bicycles on Road, and Pedestrians/Bicycles in Crosswalk**

Heavy Vehicles						Bicycles on Roadway					Pedestrians/Bicycles in Crosswalk						
Interval	EB	WB	NB	SB	Total	Interval	EB	WB	NB	SB	Total	Interval	EB	WB	NB	SB	Total
07:00 AM	5	2	0	0	7	07:00 AM	0	0	0	0	0	07:00 AM	0	0	0	0	0
07:15 AM	4	1	0	0	5	07:15 AM	0	0	0	0	0	07:15 AM	0	0	0	0	0
07:30 AM	6	1	0	0	7	07:30 AM	0	0	0	0	0	07:30 AM	0	0	0	0	0
07:45 AM	6	2	0	0	8	07:45 AM	0	0	0	0	0	07:45 AM	0	0	0	0	0
08:00 AM	9	2	0	0	11	08:00 AM	0	0	0	0	0	08:00 AM	0	1	1	1	3
08:15 AM	2	2	0	1	5	08:15 AM	0	0	0	0	0	08:15 AM	0	0	0	0	0
08:30 AM	2	1	0	0	3	08:30 AM	0	0	0	0	0	08:30 AM	0	1	0	0	1
08:45 AM	6	3	0	0	9	08:45 AM	0	0	0	0	0	08:45 AM	0	0	0	0	0
Count Total	40	14	0	1	55	Count Total	0	0	0	0	0	Count Total	0	2	1	1	4
Peak Hour	23	7	0	1	31	Peak Hour	0	0	0	0	0	Peak Hour	0	1	1	1	3



Location: 2  
 Date: Wednesday, February 11, 2026  
 Peak Hour: 04:30 PM - 05:30 PM  
 Peak 15-Minutes: 04:45 PM - 05:00 PM

**Peak Hour**



Note: Total study counts contained in parantheses

	HV%	PHF
EB	0.0%	0.93
WB	0.0%	0.9
NB	0.0%	0.68
SB	0.0%	0.73
All	0.0%	0.92

**Traffic Counts -Motorized vehicles**

Interval	E 104th Ave Eastbound				E 104th Ave Westbound				Idalia St Northbound				Driveway Southbound			Total	Rolling Hour	
	U-turn	Left	Thru	Right	U-turn	Left	Thru	Right	U-turn	Left	Thru	Right	U-turn	Left	Thru			Right
04:00 PM	0	10	223	30	1	34	213	14	0	35	8	27	0	16	13	15	639	2726
04:15 PM	0	7	240	31	0	51	245	17	0	11	7	15	0	15	5	8	652	2738
04:30 PM	0	10	240	27	1	33	220	13	0	46	5	42	0	18	5	11	671	2818
04:45 PM	0	10	279	28	1	31	235	26	0	55	8	61	0	16	6	8	764	2782
05:00 PM	0	15	235	26	0	22	212	20	0	33	7	32	0	27	6	16	651	2597
05:15 PM	0	21	258	34	1	30	259	24	0	17	2	27	0	25	12	22	732	
05:30 PM	0	16	206	22	1	21	231	23	0	23	10	28	0	28	11	15	635	

**Traffic Counts - Heavy Vehicles, Bicycles on Road, and Pedestrians/Bicycles in Crosswalk**

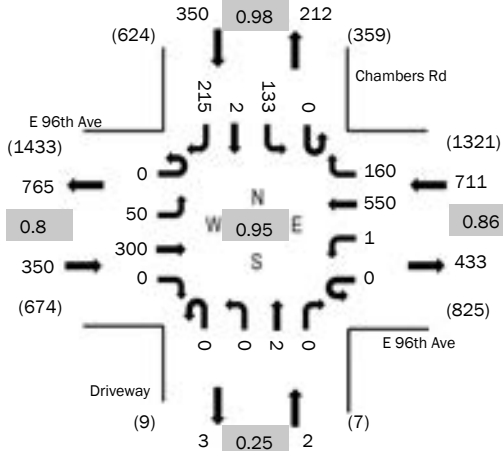
Interval	Heavy Vehicles					Interval	Bicycles on Roadway					Interval	Pedestrians/Bicycles in Crosswalk				
	EB	WB	NB	SB	Total		EB	WB	NB	SB	Total		EB	WB	NB	SB	Total
04:00 PM	1	3	0	0	4	04:00 PM	0	0	0	0	0	04:00 PM	0	0	0	0	0
04:15 PM	1	3	0	0	4	04:15 PM	0	0	0	0	0	04:15 PM	0	0	0	1	1
04:30 PM	1	0	0	0	1	04:30 PM	0	0	0	0	0	04:30 PM	0	2	1	0	3
04:45 PM	0	2	0	0	2	04:45 PM	0	0	0	0	0	04:45 PM	0	4	3	4	11
05:00 PM	1	1	1	0	3	05:00 PM	0	0	0	0	0	05:00 PM	0	0	2	1	3
05:15 PM	3	0	0	0	3	05:15 PM	0	0	0	0	0	05:15 PM	0	5	0	6	11
05:30 PM	2	3	0	0	5	05:30 PM	0	0	0	0	0	05:30 PM	0	0	0	1	1
05:45 PM	4	1	0	0	5	05:45 PM	0	0	0	0	0	05:45 PM	0	0	0	2	2
Count Total	13	13	1	0	27	Count Total	0	0	0	0	0	Count Total	0	11	6	15	32
Peak Hour	5	3	1	0	9	Peak Hour	0	0	0	0	0	Peak Hour	0	11	6	11	28



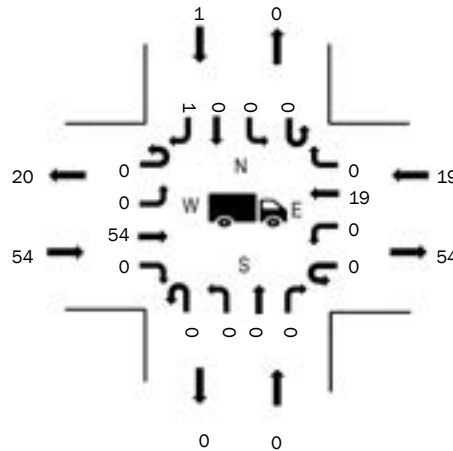
Location: 3  
 Date: Wednesday, February 11, 2026  
 Peak Hour: 07:15 AM - 08:15 AM  
 Peak 15-Minutes: 07:30 AM - 07:45 AM

**Peak Hour**

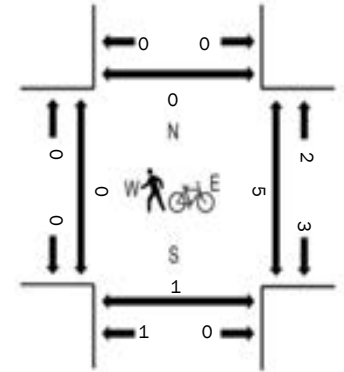
**Motorized Vehicles**



**Heavy Vehicles**



**Pedestrians/Bicycles in Crosswalk**



Note: Total study counts contained in parantheses

	HV%	PHF
EB	0.15%	0.8
WB	0.03%	0.86
NB	0.0%	0.25
SB	0.0%	0.98
All	0.05%	0.95

**Traffic Counts -Motorized vehicles**

Interval	E 96th Ave Eastbound				E 96th Ave Westbound				Driveway Northbound				Chambers Rd Southbound			Total	Rolling Hour	
	U-turn	Left	Thru	Right	U-turn	Left	Thru	Right	U-turn	Left	Thru	Right	U-turn	Left	Thru			Right
07:00 AM	0	6	46	2	0	0	146	22	0	0	0	0	0	27	1	80	330	1410
07:15 AM	0	13	56	0	0	1	159	32	0	0	0	0	0	27	1	61	350	1413
07:30 AM	0	12	69	0	0	0	173	33	0	0	0	0	0	41	0	45	373	1408
07:45 AM	0	18	91	0	0	0	119	43	0	0	0	0	0	39	0	47	357	1319
08:00 AM	0	7	84	0	0	0	99	52	0	0	2	0	0	26	1	62	333	1216
08:15 AM	0	9	92	0	0	0	132	41	0	0	0	1	0	30	0	40	345	
08:30 AM	0	10	73	1	0	1	110	27	0	1	0	1	0	27	1	32	284	

**Traffic Counts - Heavy Vehicles, Bicycles on Road, and Pedestrians/Bicycles in Crosswalk**

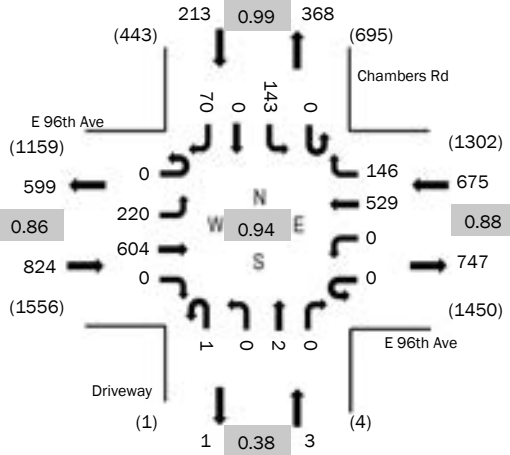
Interval	Heavy Vehicles					Interval	Bicycles on Roadway					Interval	Pedestrians/Bicycles in Crosswalk				
	EB	WB	NB	SB	Total		EB	WB	NB	SB	Total		EB	WB	NB	SB	Total
07:00 AM	9	7	0	0	16	07:00 AM	0	0	0	0	0	07:00 AM	0	0	0	0	0
07:15 AM	12	5	0	1	18	07:15 AM	0	0	0	0	0	07:15 AM	0	3	1	0	4
07:30 AM	7	5	0	0	12	07:30 AM	0	0	0	0	0	07:30 AM	0	2	0	0	2
07:45 AM	21	4	0	0	25	07:45 AM	0	0	0	0	0	07:45 AM	0	0	0	0	0
08:00 AM	14	5	0	0	19	08:00 AM	0	0	0	0	0	08:00 AM	0	0	0	0	0
08:15 AM	20	9	0	0	29	08:15 AM	0	0	0	0	0	08:15 AM	0	1	0	0	1
08:30 AM	20	7	0	0	27	08:30 AM	0	0	0	0	0	08:30 AM	0	0	0	0	0
08:45 AM	14	12	0	1	27	08:45 AM	0	0	0	0	0	08:45 AM	0	3	0	0	3
Count Total	117	54	0	2	173	Count Total	0	0	0	0	0	Count Total	0	9	1	0	10
Peak Hour	54	19	0	1	74	Peak Hour	0	0	0	0	0	Peak Hour	0	5	1	0	6



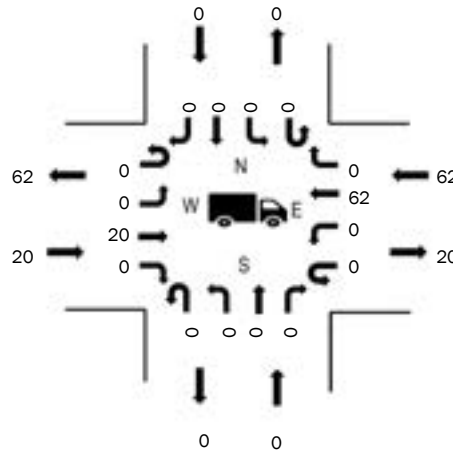
Location: 3  
 Date: Wednesday, February 11, 2026  
 Peak Hour: 04:30 PM - 05:30 PM  
 Peak 15-Minutes: 05:00 PM - 05:15 PM

**Peak Hour**

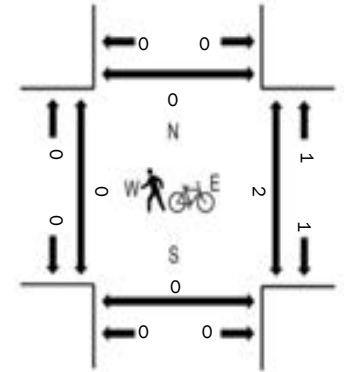
**Motorized Vehicles**



**Heavy Vehicles**



**Pedestrians/Bicycles in Crosswalk**



Note: Total study counts contained in parantheses

	HV%	PHF
EB	0.02%	0.86
WB	0.09%	0.88
NB	0.0%	0.38
SB	0.0%	0.99
All	0.05%	0.94

**Traffic Counts -Motorized vehicles**

Interval	E 96th Ave Eastbound				E 96th Ave Westbound				Driveway Northbound				Chambers Rd Southbound			Total	Rolling Hour	
	U-turn	Left	Thru	Right	U-turn	Left	Thru	Right	U-turn	Left	Thru	Right	U-turn	Left	Thru			Right
04:00 PM	0	44	134	0	0	0	129	40	0	0	0	1	0	38	0	20	406	1628
04:15 PM	0	43	131	0	0	0	149	27	0	0	0	0	0	38	0	22	410	1679
04:30 PM	0	64	147	0	0	0	113	44	0	0	0	0	0	30	0	24	422	1715
04:45 PM	0	50	126	0	0	0	133	29	1	0	0	0	0	33	0	18	390	1682
05:00 PM	0	55	184	0	0	0	122	42	0	0	0	0	0	43	0	11	457	1677
05:15 PM	0	51	147	0	0	0	161	31	0	0	2	0	0	37	0	17	446	
05:30 PM	0	43	130	0	0	0	116	38	0	0	0	0	0	45	0	17	389	

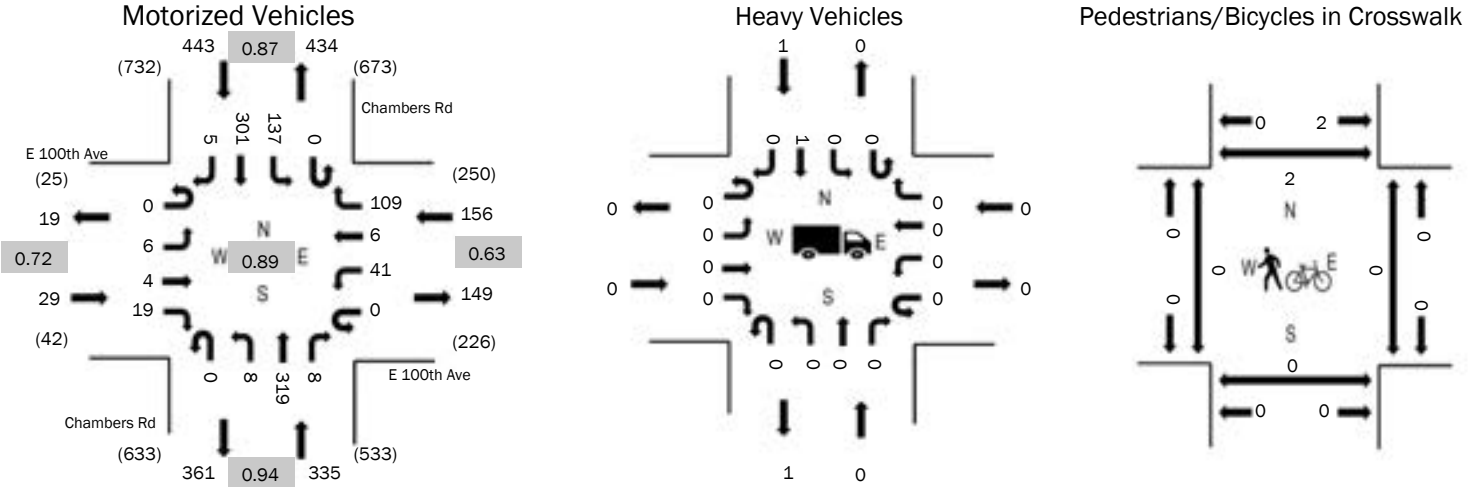
**Traffic Counts - Heavy Vehicles, Bicycles on Road, and Pedestrians/Bicycles in Crosswalk**

Interval	Heavy Vehicles					Interval	Bicycles on Roadway					Interval	Pedestrians/Bicycles in Crosswalk				
	EB	WB	NB	SB	Total		EB	WB	NB	SB	Total		EB	WB	NB	SB	Total
04:00 PM	4	23	1	0	28	04:00 PM	0	0	0	0	0	04:00 PM	0	1	1	0	2
04:15 PM	3	17	0	0	20	04:15 PM	0	0	0	0	0	04:15 PM	0	1	0	0	1
04:30 PM	3	13	0	0	16	04:30 PM	0	0	0	0	0	04:30 PM	0	0	0	0	0
04:45 PM	4	21	0	0	25	04:45 PM	0	0	0	0	0	04:45 PM	0	2	0	0	2
05:00 PM	10	13	0	0	23	05:00 PM	0	0	0	0	0	05:00 PM	0	0	0	0	0
05:15 PM	3	15	0	0	18	05:15 PM	0	0	0	0	0	05:15 PM	0	0	0	0	0
05:30 PM	2	11	0	0	13	05:30 PM	0	0	0	0	0	05:30 PM	0	0	0	0	0
05:45 PM	4	11	0	0	15	05:45 PM	0	0	0	0	0	05:45 PM	0	0	0	0	0
Count Total	33	124	1	0	158	Count Total	0	0	0	0	0	Count Total	0	4	1	0	5
Peak Hour	20	62	0	0	82	Peak Hour	0	0	0	0	0	Peak Hour	0	2	0	0	2



**Location:** 4  
**Date:** Wednesday, February 11, 2026  
**Peak Hour:** 07:15 AM - 08:15 AM  
**Peak 15-Minutes:** 07:30 AM - 07:45 AM

**Peak Hour**



Note: Total study counts contained in parantheses

	HV%	PHF
EB	0.0%	0.72
WB	0.0%	0.63
NB	0.0%	0.94
SB	0.0%	0.87
All	0.0%	0.89

**Traffic Counts -Motorized vehicles**

Interval	E 100th Ave Eastbound				E 100th Ave Westbound				Chambers Rd Northbound				Chambers Rd Southbound			Total	Rolling Hour	
	U-turn	Left	Thru	Right	U-turn	Left	Thru	Right	U-turn	Left	Thru	Right	U-turn	Left	Thru			Right
07:00 AM	0	0	0	4	0	17	0	17	0	0	44	1	0	16	72	0	171	890
07:15 AM	0	2	2	6	0	12	1	14	0	0	71	1	0	37	70	0	216	963
07:30 AM	0	2	0	4	0	12	1	49	0	4	79	3	0	54	63	1	272	939
07:45 AM	0	2	0	4	0	11	4	32	0	1	86	1	0	12	76	2	231	800
08:00 AM	0	0	2	5	0	6	0	14	0	3	83	3	0	34	92	2	244	667
08:15 AM	0	3	0	3	0	11	0	24	0	0	55	7	0	27	61	1	192	
08:30 AM	0	0	0	2	0	10	1	7	0	0	41	4	0	16	50	2	133	

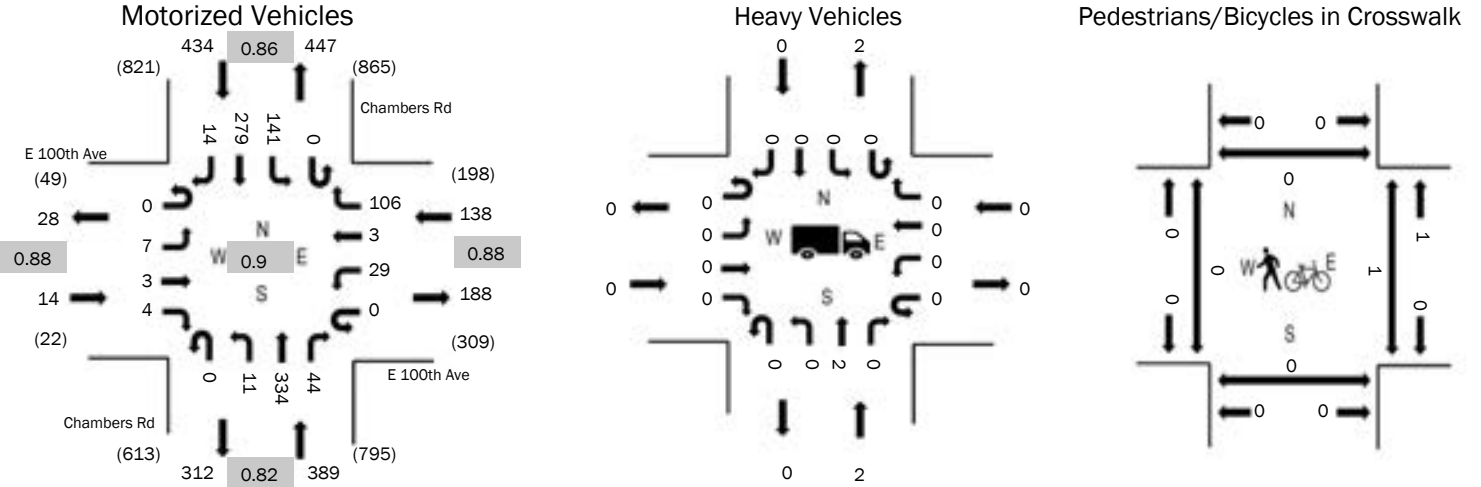
**Traffic Counts - Heavy Vehicles, Bicycles on Road, and Pedestrians/Bicycles in Crosswalk**

Interval	Heavy Vehicles					Interval	Bicycles on Roadway					Interval	Pedestrians/Bicycles in Crosswalk				
Start Time	EB	WB	NB	SB	Total	Start Time	EB	WB	NB	SB	Total	Start Time	EB	WB	NB	SB	Total
07:00 AM	0	0	0	0	0	07:00 AM	0	0	0	0	0	07:00 AM	0	0	0	0	0
07:15 AM	0	0	0	1	1	07:15 AM	0	0	0	0	0	07:15 AM	0	0	0	0	0
07:30 AM	0	0	0	0	0	07:30 AM	0	0	0	0	0	07:30 AM	0	0	0	0	0
07:45 AM	0	0	0	0	0	07:45 AM	0	0	0	0	0	07:45 AM	0	0	0	0	0
08:00 AM	0	0	0	0	0	08:00 AM	0	0	0	0	0	08:00 AM	0	0	0	2	2
08:15 AM	0	0	0	0	0	08:15 AM	0	0	0	0	0	08:15 AM	0	0	0	1	1
08:30 AM	0	0	0	0	0	08:30 AM	0	0	0	0	0	08:30 AM	0	0	0	0	0
08:45 AM	0	0	0	0	0	08:45 AM	0	0	0	0	0	08:45 AM	0	0	0	0	0
Count Total	0	0	0	1	1	Count Total	0	0	0	0	0	Count Total	0	0	0	3	3
Peak Hour	0	0	0	1	1	Peak Hour	0	0	0	0	0	Peak Hour	0	0	0	2	2



Location: 4  
 Date: Wednesday, February 11, 2026  
 Peak Hour: 04:00 PM - 05:00 PM  
 Peak 15-Minutes: 04:30 PM - 04:45 PM

**Peak Hour**



Note: Total study counts contained in parantheses

	HV%	PHF
EB	0.0%	0.88
WB	0.0%	0.88
NB	0.01%	0.82
SB	0.0%	0.86
All	0.0%	0.9

**Traffic Counts -Motorized vehicles**

Interval	E 100th Ave Eastbound				E 100th Ave Westbound				Chambers Rd Northbound				Chambers Rd Southbound				Total	Rolling Hour
	U-turn	Left	Thru	Right	U-turn	Left	Thru	Right	U-turn	Left	Thru	Right	U-turn	Left	Thru	Right		
04:00 PM	0	3	0	1	0	9	2	25	0	2	79	15	0	26	61	4	227	975
04:15 PM	0	3	0	0	0	6	0	21	0	3	73	10	0	29	71	3	219	970
04:30 PM	0	0	3	0	0	8	0	28	0	3	102	13	0	42	68	4	271	948
04:45 PM	0	1	0	3	0	6	1	32	0	3	80	6	0	44	79	3	258	894
05:00 PM	0	0	1	1	0	1	0	12	0	2	101	2	0	30	70	2	222	861
05:15 PM	0	0	0	2	0	2	0	16	0	3	82	4	0	22	62	4	197	
05:30 PM	0	2	0	1	0	7	0	13	0	7	90	5	0	23	68	1	217	

**Traffic Counts - Heavy Vehicles, Bicycles on Road, and Pedestrians/Bicycles in Crosswalk**

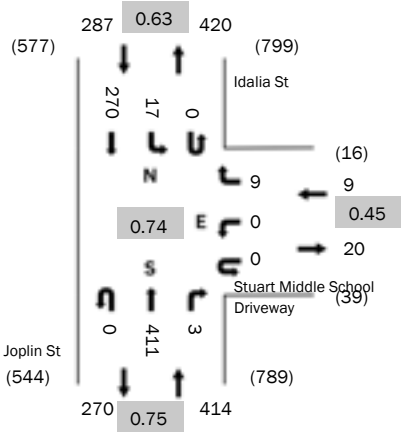
Interval	Heavy Vehicles					Bicycles on Roadway					Pedestrians/Bicycles in Crosswalk						
Start Time	EB	WB	NB	SB	Total	Start Time	EB	WB	NB	SB	Total	Start Time	EB	WB	NB	SB	Total
04:00 PM	0	0	1	0	1	04:00 PM	0	0	0	0	0	04:00 PM	0	1	0	0	1
04:15 PM	0	0	1	0	1	04:15 PM	0	0	0	0	0	04:15 PM	0	0	0	0	0
04:30 PM	0	0	0	0	0	04:30 PM	0	0	0	0	0	04:30 PM	0	0	0	0	0
04:45 PM	0	0	0	0	0	04:45 PM	0	0	0	0	0	04:45 PM	0	0	0	0	0
05:00 PM	0	0	0	0	0	05:00 PM	0	0	0	0	0	05:00 PM	0	0	0	0	0
05:15 PM	0	0	0	0	0	05:15 PM	0	0	0	0	0	05:15 PM	0	0	0	0	0
05:30 PM	0	0	0	0	0	05:30 PM	0	0	0	0	0	05:30 PM	0	0	0	0	0
05:45 PM	0	0	0	0	0	05:45 PM	0	0	0	0	0	05:45 PM	0	0	0	0	0
Count Total	0	0	2	0	2	Count Total	0	0	0	0	0	Count Total	0	1	0	0	1
Peak Hour	0	0	2	0	2	Peak Hour	0	0	0	0	0	Peak Hour	0	1	0	0	1



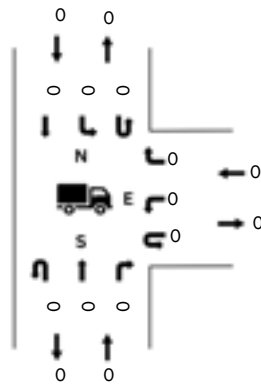
**Location:** 5  
**Date:** Wednesday, February 11, 2026  
**Peak Hour:** 07:30 AM - 08:30 AM  
**Peak 15-Minutes:** 08:00 AM - 08:15 AM

**Peak Hour**

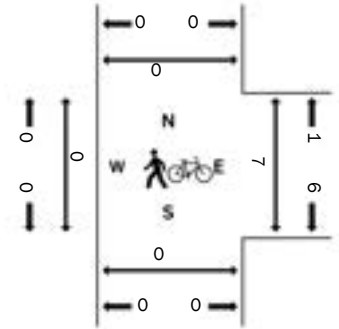
**Motorized Vehicles**



**Heavy Vehicles**



**Pedestrians/Bicycles in Crosswalk**



Note: Total study counts contained in parantheses

	HV%	PHF
WB	0.0%	0.45
NB	0.0%	0.75
SB	0.0%	0.63
All	0.0%	0.74

**Traffic Counts -Motorized vehicles**

Interval	Stuart Middle School Driveway			Joplin St			Idalia St			Total	Rolling Hour
	Westbound			Northbound			Southbound				
Start Time	U-turn	Left	Right	U-turn	Thru	Right	U-turn	Left	Thru		
12:00 AM	0	0	0	0	0	0	0	0	1	1	7
12:15 AM	0	0	0	0	1	0	0	0	1	2	10
12:30 AM	0	0	0	0	0	0	0	0	1	1	8
12:45 AM	0	0	0	0	1	0	0	0	2	3	7
01:00 AM	0	0	0	0	2	0	0	0	2	4	6
01:15 AM	0	0	0	0	0	0	0	0	0	0	4
01:30 AM	0	0	0	0	0	0	0	0	0	0	4
01:45 AM	0	0	0	0	1	0	0	0	1	2	4
02:00 AM	0	0	0	0	1	0	0	0	1	2	5
02:15 AM	0	0	0	0	0	0	0	0	0	0	4
02:30 AM	0	0	0	0	0	0	0	0	0	0	5
02:45 AM	0	0	0	0	1	0	0	0	2	3	7
03:00 AM	0	0	0	0	1	0	0	0	0	1	7
03:15 AM	0	0	0	0	0	0	0	0	1	1	10
03:30 AM	0	0	0	0	2	0	0	0	0	2	13
03:45 AM	0	0	0	0	2	0	0	0	1	3	11
04:00 AM	0	0	0	0	4	0	0	0	0	4	12
04:15 AM	0	0	0	0	4	0	0	0	0	4	14
04:30 AM	0	0	0	0	0	0	0	0	0	0	22
04:45 AM	0	0	0	0	3	0	0	0	1	4	27
05:00 AM	0	0	0	0	5	0	0	0	1	6	33
05:15 AM	0	0	0	0	6	0	0	0	6	12	36
05:30 AM	0	0	0	0	2	0	0	0	3	5	40
05:45 AM	0	0	0	0	9	0	0	0	1	10	59
06:00 AM	0	0	0	0	6	0	0	0	3	9	84
06:15 AM	0	0	0	0	11	0	0	0	5	16	115
06:30 AM	0	0	0	0	17	0	0	0	7	24	192

06:45 AM	0	0	0	0	25	0	0	4	6	35	285
07:00 AM	0	0	0	0	15	0	0	3	22	40	394
07:15 AM	0	1	0	0	45	2	0	6	39	93	594
07:30 AM	0	0	1	0	71	2	0	2	41	117	710
07:45 AM	0	0	0	0	81	0	0	0	63	144	654
08:00 AM	0	0	5	0	121	1	0	11	102	240	542
08:15 AM	0	0	3	0	138	0	0	4	64	209	333
08:30 AM	0	0	3	0	30	0	0	1	27	61	151
08:45 AM	0	0	0	0	20	0	0	0	12	32	110
09:00 AM	0	0	0	0	18	0	0	0	13	31	89
09:15 AM	0	0	0	0	19	0	0	1	7	27	76
09:30 AM	0	0	0	0	8	0	0	0	12	20	75
09:45 AM	0	0	0	0	8	0	0	0	3	11	84
10:00 AM	0	0	1	0	9	0	0	0	8	18	102
10:15 AM	0	0	0	0	14	0	0	0	12	26	100
10:30 AM	0	0	1	0	10	0	0	0	18	29	99
10:45 AM	0	0	0	0	18	0	0	1	10	29	104
11:00 AM	0	0	0	0	9	0	0	1	6	16	101
11:15 AM	0	0	0	0	16	0	0	0	9	25	
11:30 AM	0	0	1	0	15	0	0	0	18	34	
11:45 AM	0	0	0	0	15	0	0	0	11	26	
Count Total	0	1	15	0	784	5	0	34	543	1382	
Peak Hour	0	0	9	0	411	3	0	17	270	710	

### Traffic Counts - Heavy Vehicles, Bicycles on Road, and Pedestrians/Bicycles in Crosswalk

Interval Start Time	Heavy Vehicles				Interval Start Time	Bicycles on Roadway				Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	WB	NB	SB	Total		WB	NB	SB	Total		EB	WB	NB	SB	Total
12:00 AM	0	0	0	0	12:00 AM	0	0	0	0	12:00 AM	0	0	0	0	0
12:15 AM	0	0	0	0	12:15 AM	0	0	0	0	12:15 AM	0	0	0	0	0
12:30 AM	0	0	0	0	12:30 AM	0	0	0	0	12:30 AM	0	0	0	0	0
12:45 AM	0	0	0	0	12:45 AM	0	0	0	0	12:45 AM	0	0	0	0	0
01:00 AM	0	0	0	0	01:00 AM	0	0	0	0	01:00 AM	0	0	0	0	0
01:15 AM	0	0	0	0	01:15 AM	0	0	0	0	01:15 AM	0	0	0	0	0
01:30 AM	0	0	0	0	01:30 AM	0	0	0	0	01:30 AM	0	0	0	0	0
01:45 AM	0	0	0	0	01:45 AM	0	0	0	0	01:45 AM	0	0	0	0	0
02:00 AM	0	0	0	0	02:00 AM	0	0	0	0	02:00 AM	0	0	0	0	0
02:15 AM	0	0	0	0	02:15 AM	0	0	0	0	02:15 AM	0	0	0	0	0
02:30 AM	0	0	0	0	02:30 AM	0	0	0	0	02:30 AM	0	0	0	0	0
02:45 AM	0	0	0	0	02:45 AM	0	0	0	0	02:45 AM	0	0	0	0	0
03:00 AM	0	0	0	0	03:00 AM	0	0	0	0	03:00 AM	0	0	0	0	0
03:15 AM	0	0	0	0	03:15 AM	0	0	0	0	03:15 AM	0	0	0	0	0
03:30 AM	0	0	0	0	03:30 AM	0	0	0	0	03:30 AM	0	0	0	0	0
03:45 AM	0	0	0	0	03:45 AM	0	0	0	0	03:45 AM	0	0	0	0	0
04:00 AM	0	0	0	0	04:00 AM	0	0	0	0	04:00 AM	0	0	0	0	0
04:15 AM	0	0	0	0	04:15 AM	0	0	0	0	04:15 AM	0	0	0	0	0
04:30 AM	0	0	0	0	04:30 AM	0	0	0	0	04:30 AM	0	0	0	0	0
04:45 AM	0	0	0	0	04:45 AM	0	0	0	0	04:45 AM	0	0	0	0	0
05:00 AM	0	0	0	0	05:00 AM	0	0	0	0	05:00 AM	0	0	0	0	0
05:15 AM	0	0	0	0	05:15 AM	0	0	0	0	05:15 AM	0	0	0	0	0
05:30 AM	0	0	0	0	05:30 AM	0	0	0	0	05:30 AM	0	0	0	0	0
05:45 AM	0	0	0	0	05:45 AM	0	0	0	0	05:45 AM	0	0	0	0	0
06:00 AM	0	0	0	0	06:00 AM	0	0	0	0	06:00 AM	0	0	0	0	0
06:15 AM	0	0	0	0	06:15 AM	0	0	0	0	06:15 AM	0	0	0	0	0
06:30 AM	0	0	0	0	06:30 AM	0	0	0	0	06:30 AM	0	0	0	0	0
06:45 AM	0	0	0	0	06:45 AM	0	0	0	0	06:45 AM	0	0	0	0	0
07:00 AM	0	0	0	0	07:00 AM	0	0	0	0	07:00 AM	0	0	0	0	0
07:15 AM	0	0	0	0	07:15 AM	0	0	0	0	07:15 AM	0	0	0	0	0
07:30 AM	0	0	0	0	07:30 AM	0	0	0	0	07:30 AM	0	0	0	0	0
07:45 AM	0	0	0	0	07:45 AM	0	0	0	0	07:45 AM	0	2	0	0	2
08:00 AM	0	0	0	0	08:00 AM	0	0	0	0	08:00 AM	0	4	0	0	4

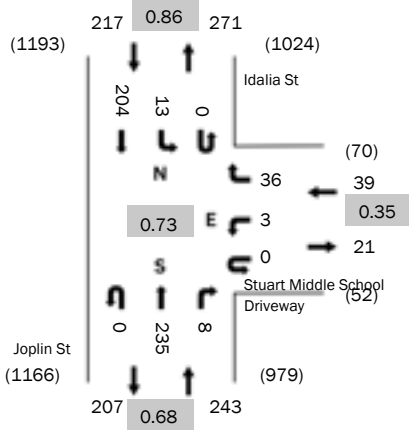
08:15 AM	0	0	0	0	08:15 AM	0	0	0	0	08:15 AM	0	1	0	0	1
08:30 AM	0	0	0	0	08:30 AM	0	0	0	0	08:30 AM	0	1	0	0	1
08:45 AM	0	0	0	0	08:45 AM	0	0	0	0	08:45 AM	0	0	0	0	0
09:00 AM	0	0	1	1	09:00 AM	0	0	0	0	09:00 AM	0	0	0	0	0
09:15 AM	0	0	0	0	09:15 AM	0	0	0	0	09:15 AM	0	0	0	0	0
09:30 AM	0	0	0	0	09:30 AM	0	0	0	0	09:30 AM	0	0	0	0	0
09:45 AM	0	0	0	0	09:45 AM	0	0	0	0	09:45 AM	0	0	0	0	0
10:00 AM	0	0	0	0	10:00 AM	0	0	0	0	10:00 AM	0	0	0	0	0
10:15 AM	0	0	0	0	10:15 AM	0	0	0	0	10:15 AM	0	0	0	0	0
10:30 AM	0	0	0	0	10:30 AM	0	0	0	0	10:30 AM	0	0	0	0	0
10:45 AM	0	0	0	0	10:45 AM	0	0	0	0	10:45 AM	0	0	0	0	0
11:00 AM	0	0	0	0	11:00 AM	0	0	0	0	11:00 AM	0	0	0	0	0
11:15 AM	0	0	0	0	11:15 AM	0	0	0	0	11:15 AM	0	0	0	0	0
11:30 AM	0	0	0	0	11:30 AM	0	0	0	0	11:30 AM	0	0	0	0	0
11:45 AM	0	0	0	0	11:45 AM	0	0	0	0	11:45 AM	0	0	0	0	0
Count Total	0	0	1	1	Count Total	0	0	0	0	Count Total	0	8	0	0	8
Peak Hour	0	0	0	0	Peak Hour	0	0	0	0	Peak Hour	0	7	0	0	7



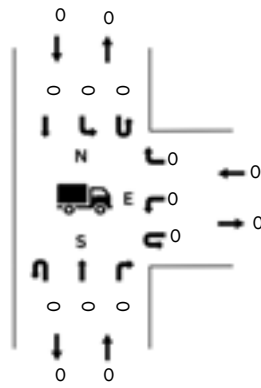
Location: 5  
 Date: Wednesday, February 11, 2026  
 Peak Hour: 04:00 PM - 05:00 PM  
 Peak 15-Minutes: 04:30 PM - 04:45 PM

**Peak Hour**

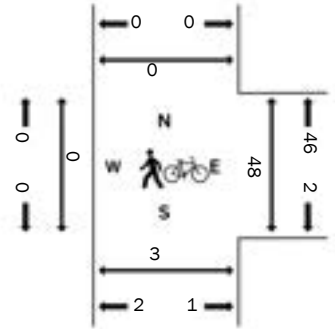
**Motorized Vehicles**



**Heavy Vehicles**



**Pedestrians/Bicycles in Crosswalk**



Note: Total study counts contained in parantheses

	HV%	PHF
WB	0.0%	0.35
NB	0.0%	0.68
SB	0.0%	0.86
All	0.0%	0.73

**Traffic Counts -Motorized vehicles**

Interval	Stuart Middle School Driveway			Joplin St			Idalia St			Total	Rolling Hour
	U-turn	Left	Right	U-turn	Thru	Right	U-turn	Left	Thru		
12:00 PM	0	0	1	0	19	0	0	0	18	38	146
12:15 PM	0	0	0	0	11	0	0	0	24	35	139
12:30 PM	0	0	0	0	27	0	0	0	21	48	129
12:45 PM	0	0	0	0	8	0	0	0	17	25	112
01:00 PM	0	0	0	0	17	0	0	0	14	31	112
01:15 PM	0	0	0	0	13	0	0	0	12	25	108
01:30 PM	0	0	0	0	16	0	0	1	14	31	123
01:45 PM	0	0	1	0	10	0	0	0	14	25	132
02:00 PM	0	0	0	0	13	0	0	0	14	27	150
02:15 PM	0	0	0	0	21	0	0	0	19	40	206
02:30 PM	0	0	1	0	18	0	0	1	20	40	246
02:45 PM	0	0	1	0	18	0	0	1	23	43	297
03:00 PM	0	0	1	0	24	1	0	0	57	83	330
03:15 PM	0	0	0	0	39	0	0	0	41	80	347
03:30 PM	0	0	0	0	53	0	0	1	37	91	362
03:45 PM	0	1	0	0	20	0	0	2	53	76	442
04:00 PM	0	0	3	0	36	3	0	4	54	100	499
04:15 PM	0	0	0	0	29	3	0	4	59	95	486
04:30 PM	0	2	26	0	88	1	0	3	51	171	463
04:45 PM	0	1	7	0	82	1	0	2	40	133	369
05:00 PM	0	0	3	0	37	0	1	0	46	87	319
05:15 PM	0	0	1	0	23	0	0	1	47	72	306
05:30 PM	0	0	1	0	32	2	0	0	42	77	335
05:45 PM	0	1	0	0	34	2	0	1	45	83	322
06:00 PM	0	1	0	0	35	1	0	6	31	74	282
06:15 PM	0	0	1	0	36	2	1	7	54	101	251
06:30 PM	0	3	12	0	21	0	0	1	27	64	183

06:45 PM	0	0	0	0	15	0	0	0	28	43	188
07:00 PM	0	0	0	0	15	0	0	0	28	43	178
07:15 PM	0	0	0	0	11	0	0	0	22	33	160
07:30 PM	0	0	0	0	48	0	0	0	21	69	150
07:45 PM	0	0	0	0	12	0	0	0	21	33	106
08:00 PM	0	1	0	0	8	0	0	1	15	25	86
08:15 PM	0	0	0	0	7	0	0	0	16	23	86
08:30 PM	0	1	0	0	14	0	0	0	10	25	87
08:45 PM	0	0	0	0	7	0	0	0	6	13	84
09:00 PM	0	0	0	0	10	0	0	0	15	25	80
09:15 PM	0	0	0	0	11	0	0	0	13	24	66
09:30 PM	0	0	0	0	5	0	0	0	17	22	48
09:45 PM	0	0	0	0	3	0	0	0	6	9	31
10:00 PM	0	0	0	0	1	0	0	0	10	11	32
10:15 PM	0	0	0	0	1	0	0	0	5	6	25
10:30 PM	0	0	0	0	1	0	0	0	4	5	27
10:45 PM	0	0	0	0	4	0	0	0	6	10	34
11:00 PM	0	0	0	0	1	0	0	0	3	4	28
11:15 PM	0	0	0	0	3	0	0	0	5	8	
11:30 PM	0	0	0	0	4	0	0	0	8	12	
11:45 PM	0	0	0	0	2	0	0	0	2	4	
Count Total	0	11	59	0	963	16	2	36	1155	2242	
Peak Hour	0	3	36	0	235	8	0	13	204	499	

### Traffic Counts - Heavy Vehicles, Bicycles on Road, and Pedestrians/Bicycles in Crosswalk

Interval Start Time	Heavy Vehicles				Interval Start Time	Bicycles on Roadway				Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	WB	NB	SB	Total		WB	NB	SB	Total		EB	WB	NB	SB	Total
12:00 PM	0	0	0	0	12:00 PM	0	0	0	0	12:00 PM	0	0	0	0	0
12:15 PM	0	0	0	0	12:15 PM	0	0	0	0	12:15 PM	0	0	0	0	0
12:30 PM	0	0	0	0	12:30 PM	0	0	0	0	12:30 PM	0	1	0	0	1
12:45 PM	0	0	0	0	12:45 PM	0	0	0	0	12:45 PM	0	0	0	0	0
01:00 PM	0	0	0	0	01:00 PM	0	0	0	0	01:00 PM	0	0	0	0	0
01:15 PM	0	0	0	0	01:15 PM	0	0	0	0	01:15 PM	0	0	0	0	0
01:30 PM	0	0	0	0	01:30 PM	0	0	0	0	01:30 PM	0	0	0	0	0
01:45 PM	0	0	0	0	01:45 PM	0	0	0	0	01:45 PM	0	0	0	0	0
02:00 PM	0	0	0	0	02:00 PM	0	0	0	0	02:00 PM	0	0	0	0	0
02:15 PM	0	0	0	0	02:15 PM	0	0	0	0	02:15 PM	0	1	0	0	1
02:30 PM	0	0	0	0	02:30 PM	0	0	0	0	02:30 PM	0	0	0	0	0
02:45 PM	0	0	0	0	02:45 PM	0	0	0	0	02:45 PM	0	0	0	0	0
03:00 PM	0	0	0	0	03:00 PM	0	0	0	0	03:00 PM	0	0	0	0	0
03:15 PM	0	0	0	0	03:15 PM	0	0	0	0	03:15 PM	0	0	0	0	0
03:30 PM	0	0	0	0	03:30 PM	0	0	0	0	03:30 PM	0	0	0	0	0
03:45 PM	0	0	0	0	03:45 PM	0	0	0	0	03:45 PM	0	0	0	0	0
04:00 PM	0	0	0	0	04:00 PM	0	0	0	0	04:00 PM	0	7	0	0	7
04:15 PM	0	0	0	0	04:15 PM	0	0	0	0	04:15 PM	0	0	0	0	0
04:30 PM	0	0	0	0	04:30 PM	0	0	0	0	04:30 PM	0	36	2	0	38
04:45 PM	0	0	0	0	04:45 PM	0	0	0	0	04:45 PM	0	5	1	0	6
05:00 PM	0	0	0	0	05:00 PM	0	0	0	0	05:00 PM	0	3	0	0	3
05:15 PM	0	0	0	0	05:15 PM	0	0	0	0	05:15 PM	0	6	0	0	6
05:30 PM	0	0	0	0	05:30 PM	0	0	0	0	05:30 PM	0	7	0	0	7
05:45 PM	0	0	0	0	05:45 PM	0	0	0	0	05:45 PM	0	3	0	0	3
06:00 PM	0	0	0	0	06:00 PM	0	0	0	0	06:00 PM	0	0	0	0	0
06:15 PM	0	0	0	0	06:15 PM	0	0	0	0	06:15 PM	0	0	0	0	0
06:30 PM	0	0	0	0	06:30 PM	0	0	0	0	06:30 PM	0	1	0	0	1
06:45 PM	0	0	0	0	06:45 PM	0	0	0	0	06:45 PM	0	1	0	0	1
07:00 PM	0	0	0	0	07:00 PM	0	0	0	0	07:00 PM	0	2	0	0	2
07:15 PM	0	0	0	0	07:15 PM	0	0	0	0	07:15 PM	0	0	0	0	0
07:30 PM	0	0	0	0	07:30 PM	0	0	0	0	07:30 PM	0	0	0	0	0
07:45 PM	0	0	0	0	07:45 PM	0	0	0	0	07:45 PM	0	0	0	0	0
08:00 PM	0	0	0	0	08:00 PM	0	0	0	0	08:00 PM	0	0	0	0	0

08:15 PM	0	0	0	0	08:15 PM	0	0	0	0	08:15 PM	0	0	0	0
08:30 PM	0	0	0	0	08:30 PM	0	0	0	0	08:30 PM	0	0	0	0
08:45 PM	0	0	0	0	08:45 PM	0	0	0	0	08:45 PM	0	2	0	2
09:00 PM	0	0	0	0	09:00 PM	0	0	0	0	09:00 PM	0	0	0	0
09:15 PM	0	0	0	0	09:15 PM	0	0	0	0	09:15 PM	0	0	0	0
09:30 PM	0	0	0	0	09:30 PM	0	0	0	0	09:30 PM	0	1	0	1
09:45 PM	0	0	0	0	09:45 PM	0	0	0	0	09:45 PM	0	0	0	0
10:00 PM	0	0	0	0	10:00 PM	0	0	0	0	10:00 PM	0	1	0	1
10:15 PM	0	0	0	0	10:15 PM	0	0	0	0	10:15 PM	0	0	0	0
10:30 PM	0	0	0	0	10:30 PM	0	0	0	0	10:30 PM	0	0	0	0
10:45 PM	0	0	0	0	10:45 PM	0	0	0	0	10:45 PM	0	0	0	0
11:00 PM	0	0	0	0	11:00 PM	0	0	0	0	11:00 PM	0	1	0	1
11:15 PM	0	0	0	0	11:15 PM	0	0	0	0	11:15 PM	0	0	0	0
11:30 PM	0	0	0	0	11:30 PM	0	0	0	0	11:30 PM	0	0	0	0
11:45 PM	0	0	0	0	11:45 PM	0	0	0	0	11:45 PM	0	0	0	0
Count Total	0	0	0	0	Count Total	0	0	0	0	Count Total	0	78	3	81
Peak Hour	0	0	0	0	Peak Hour	0	0	0	0	Peak Hour	0	48	3	51

	A	B	C	D	E
1					
2	Start Date: 2/11/2026				
3	Start Time: 12:00:00 AM				
4					
5	Site Code: 1				
6	Location 1:E 104th Ave				
7					
8					
9					
10					
11	Date	Time	Lights	Mediums	Trucks
12	02-11-2026	12:00 AM	13	1	0
13	02-11-2026	12:15 AM	13	0	0
14	02-11-2026	12:30 AM	13	0	0
15	02-11-2026	12:45 AM	5	0	0
16	02-11-2026	01:00 AM	10	0	0
17	02-11-2026	01:15 AM	6	0	0
18	02-11-2026	01:30 AM	10	0	0
19	02-11-2026	01:45 AM	6	0	0
20	02-11-2026	02:00 AM	14	0	1
21	02-11-2026	02:15 AM	11	0	0
22	02-11-2026	02:30 AM	11	0	1
23	02-11-2026	02:45 AM	12	0	0
24	02-11-2026	03:00 AM	8	0	1
25	02-11-2026	03:15 AM	18	0	0
26	02-11-2026	03:30 AM	19	0	1
27	02-11-2026	03:45 AM	20	0	2
28	02-11-2026	04:00 AM	31	0	0
29	02-11-2026	04:15 AM	36	2	0
30	02-11-2026	04:30 AM	47	0	0
31	02-11-2026	04:45 AM	32	1	0
32	02-11-2026	05:00 AM	70	0	0
33	02-11-2026	05:15 AM	82	2	0
34	02-11-2026	05:30 AM	64	2	1
35	02-11-2026	05:45 AM	118	2	2
36	02-11-2026	06:00 AM	139	3	1
37	02-11-2026	06:15 AM	172	5	2
38	02-11-2026	06:30 AM	179	9	4
39	02-11-2026	06:45 AM	172	8	3
40	02-11-2026	07:00 AM	195	6	5
41	02-11-2026	07:15 AM	268	13	4
42	02-11-2026	07:30 AM	288	7	7
43	02-11-2026	07:45 AM	298	7	6
44	02-11-2026	08:00 AM	267	7	9
45	02-11-2026	08:15 AM	251	5	2
46	02-11-2026	08:30 AM	172	3	2
47	02-11-2026	08:45 AM	150	7	5
48	02-11-2026	09:00 AM	142	1	1
49	02-11-2026	09:15 AM	117	4	2
50	02-11-2026	09:30 AM	110	5	3
51	02-11-2026	09:45 AM	139	5	0
52	02-11-2026	10:00 AM	113	0	3
53	02-11-2026	10:15 AM	109	6	0
54	02-11-2026	10:30 AM	141	8	3
55	02-11-2026	10:45 AM	129	5	4
56	02-11-2026	11:00 AM	129	0	1
57	02-11-2026	11:15 AM	159	2	3
58	02-11-2026	11:30 AM	172	1	2
59	02-11-2026	11:45 AM	169	2	1
60	02-11-2026	12:00 PM	183	6	1
61	02-11-2026	12:15 PM	214	4	1
62	02-11-2026	12:30 PM	171	8	2
63	02-11-2026	12:45 PM	165	3	4
64	02-11-2026	01:00 PM	174	6	1
65	02-11-2026	01:15 PM	167	3	0
66	02-11-2026	01:30 PM	171	2	2
67	02-11-2026	01:45 PM	160	0	2
68	02-11-2026	02:00 PM	183	3	1
69	02-11-2026	02:15 PM	178	6	0
70	02-11-2026	02:30 PM	179	4	1
71	02-11-2026	02:45 PM	215	6	2
72	02-11-2026	03:00 PM	237	3	0
73	02-11-2026	03:15 PM	252	4	1
74	02-11-2026	03:30 PM	267	5	0
75	02-11-2026	03:45 PM	223	4	2
76	02-11-2026	04:00 PM	282	2	1
77	02-11-2026	04:15 PM	285	4	1
78	02-11-2026	04:30 PM	292	4	1
79	02-11-2026	04:45 PM	315	2	0
80	02-11-2026	05:00 PM	287	5	1
81	02-11-2026	05:15 PM	316	3	3
82	02-11-2026	05:30 PM	249	2	2
83	02-11-2026	05:45 PM	243	3	4
84	02-11-2026	06:00 PM	241	2	0
85	02-11-2026	06:15 PM	268	3	0
86	02-11-2026	06:30 PM	219	1	0
87	02-11-2026	06:45 PM	195	1	2
88	02-11-2026	07:00 PM	181	1	1
89	02-11-2026	07:15 PM	165	1	0
90	02-11-2026	07:30 PM	139	0	0
91	02-11-2026	07:45 PM	110	2	2
92	02-11-2026	08:00 PM	133	1	0
93	02-11-2026	08:15 PM	129	0	0
94	02-11-2026	08:30 PM	85	2	0
95	02-11-2026	08:45 PM	73	0	0
96	02-11-2026	09:00 PM	104	0	1
97	02-11-2026	09:15 PM	96	0	1
98	02-11-2026	09:30 PM	87	0	1
99	02-11-2026	09:45 PM	83	0	0
100	02-11-2026	10:00 PM	52	1	0
101	02-11-2026	10:15 PM	57	0	0
102	02-11-2026	10:30 PM	73	1	0
103	02-11-2026	10:45 PM	48	0	0
104	02-11-2026	11:00 PM	34	0	1
105	02-11-2026	11:15 PM	54	0	0
106	02-11-2026	11:30 PM	33	0	0
107	02-11-2026	11:45 PM	21	0	1

	A	B	C	D	E
1					
2	Start Date: 2/11/2026				
3	Start Time: 12:00:00 AM				
4					
5	Site Code: 1				
6	Location 1:E 104th Ave				
7					
8					
9					
10					
11	Date	Time	Lights	Mediums	Trucks
12	02-11-2026	12:00 AM	17	0	0
13	02-11-2026	12:15 AM	9	0	0
14	02-11-2026	12:30 AM	8	0	0
15	02-11-2026	12:45 AM	8	0	0
16	02-11-2026	01:00 AM	13	1	0
17	02-11-2026	01:15 AM	8	0	0
18	02-11-2026	01:30 AM	10	0	0
19	02-11-2026	01:45 AM	9	0	0
20	02-11-2026	02:00 AM	4	0	0
21	02-11-2026	02:15 AM	7	0	0
22	02-11-2026	02:30 AM	6	0	1
23	02-11-2026	02:45 AM	8	0	1
24	02-11-2026	03:00 AM	8	1	0
25	02-11-2026	03:15 AM	9	0	0
26	02-11-2026	03:30 AM	14	1	0
27	02-11-2026	03:45 AM	15	0	0
28	02-11-2026	04:00 AM	22	0	0
29	02-11-2026	04:15 AM	16	0	0
30	02-11-2026	04:30 AM	32	0	1
31	02-11-2026	04:45 AM	46	1	0
32	02-11-2026	05:00 AM	56	0	1
33	02-11-2026	05:15 AM	72	0	1
34	02-11-2026	05:30 AM	85	1	0
35	02-11-2026	05:45 AM	128	0	1
36	02-11-2026	06:00 AM	105	0	1
37	02-11-2026	06:15 AM	130	1	1
38	02-11-2026	06:30 AM	168	4	0
39	02-11-2026	06:45 AM	176	3	3
40	02-11-2026	07:00 AM	210	4	2
41	02-11-2026	07:15 AM	229	1	0
42	02-11-2026	07:30 AM	236	2	2
43	02-11-2026	07:45 AM	304	4	2
44	02-11-2026	08:00 AM	331	5	2
45	02-11-2026	08:15 AM	262	6	2
46	02-11-2026	08:30 AM	168	8	1
47	02-11-2026	08:45 AM	164	5	3
48	02-11-2026	09:00 AM	152	1	2
49	02-11-2026	09:15 AM	164	3	2
50	02-11-2026	09:30 AM	148	5	2
51	02-11-2026	09:45 AM	149	4	2
52	02-11-2026	10:00 AM	121	3	0
53	02-11-2026	10:15 AM	138	11	2
54	02-11-2026	10:30 AM	120	3	0
55	02-11-2026	10:45 AM	133	5	0
56	02-11-2026	11:00 AM	136	5	1
57	02-11-2026	11:15 AM	143	4	0
58	02-11-2026	11:30 AM	148	6	2
59	02-11-2026	11:45 AM	142	2	3
60	02-11-2026	12:00 PM	153	4	3
61	02-11-2026	12:15 PM	162	3	0
62	02-11-2026	12:30 PM	198	6	2
63	02-11-2026	12:45 PM	175	1	1
64	02-11-2026	01:00 PM	159	3	0
65	02-11-2026	01:15 PM	167	0	1
66	02-11-2026	01:30 PM	159	5	3
67	02-11-2026	01:45 PM	166	7	1
68	02-11-2026	02:00 PM	134	5	1
69	02-11-2026	02:15 PM	199	1	0
70	02-11-2026	02:30 PM	159	7	0
71	02-11-2026	02:45 PM	200	1	4
72	02-11-2026	03:00 PM	203	4	1
73	02-11-2026	03:15 PM	227	4	1
74	02-11-2026	03:30 PM	294	6	1
75	02-11-2026	03:45 PM	296	6	2
76	02-11-2026	04:00 PM	266	4	3
77	02-11-2026	04:15 PM	257	2	3
78	02-11-2026	04:30 PM	274	9	0
79	02-11-2026	04:45 PM	299	8	2
80	02-11-2026	05:00 PM	242	9	1
81	02-11-2026	05:15 PM	280	8	0
82	02-11-2026	05:30 PM	286	1	3
83	02-11-2026	05:45 PM	248	5	1
84	02-11-2026	06:00 PM	182	1	0
85	02-11-2026	06:15 PM	198	0	0
86	02-11-2026	06:30 PM	195	2	0
87	02-11-2026	06:45 PM	146	0	0
88	02-11-2026	07:00 PM	135	1	1
89	02-11-2026	07:15 PM	117	2	2
90	02-11-2026	07:30 PM	162	1	0
91	02-11-2026	07:45 PM	104	2	1
92	02-11-2026	08:00 PM	77	3	1
93	02-11-2026	08:15 PM	96	1	0
94	02-11-2026	08:30 PM	81	0	0
95	02-11-2026	08:45 PM	78	0	0
96	02-11-2026	09:00 PM	68	1	1
97	02-11-2026	09:15 PM	55	0	0
98	02-11-2026	09:30 PM	60	1	1
99	02-11-2026	09:45 PM	49	0	0
100	02-11-2026	10:00 PM	55	0	1
101	02-11-2026	10:15 PM	47	1	2
102	02-11-2026	10:30 PM	44	0	0
103	02-11-2026	10:45 PM	45	0	1
104	02-11-2026	11:00 PM	59	1	1
105	02-11-2026	11:15 PM	62	0	0
106	02-11-2026	11:30 PM	32	1	0
107	02-11-2026	11:45 PM	22	0	0

	A	B	C	D	E
1					
2	Start Date: 2/11/2026				
3	Start Time: 12:00:00 AM				
4					
5	Site Code: 1				
6	Location 1:E	104th Ave			
7					
8					
9					
10					
11	Date	Time	Lights	Mediums	Trucks
12	02-11-2026	12:00 AM	12	1	0
13	02-11-2026	12:15 AM	11	0	0
14	02-11-2026	12:30 AM	16	0	0
15	02-11-2026	12:45 AM	5	0	0
16	02-11-2026	01:00 AM	9	0	0
17	02-11-2026	01:15 AM	5	0	0
18	02-11-2026	01:30 AM	11	0	1
19	02-11-2026	01:45 AM	5	0	1
20	02-11-2026	02:00 AM	13	0	1
21	02-11-2026	02:15 AM	13	0	0
22	02-11-2026	02:30 AM	12	0	0
23	02-11-2026	02:45 AM	13	0	0
24	02-11-2026	03:00 AM	10	0	0
25	02-11-2026	03:15 AM	18	0	0
26	02-11-2026	03:30 AM	20	0	1
27	02-11-2026	03:45 AM	18	0	2
28	02-11-2026	04:00 AM	26	0	0
29	02-11-2026	04:15 AM	32	2	0
30	02-11-2026	04:30 AM	42	0	0
31	02-11-2026	04:45 AM	31	1	0
32	02-11-2026	05:00 AM	63	0	0
33	02-11-2026	05:15 AM	76	2	0
34	02-11-2026	05:30 AM	50	2	1
35	02-11-2026	05:45 AM	131	2	2
36	02-11-2026	06:00 AM	135	2	1
37	02-11-2026	06:15 AM	176	5	2
38	02-11-2026	06:30 AM	181	8	4
39	02-11-2026	06:45 AM	165	10	3
40	02-11-2026	07:00 AM	185	6	4
41	02-11-2026	07:15 AM	261	19	4
42	02-11-2026	07:30 AM	300	8	7
43	02-11-2026	07:45 AM	293	5	6
44	02-11-2026	08:00 AM	230	5	9
45	02-11-2026	08:15 AM	216	5	2
46	02-11-2026	08:30 AM	152	3	2
47	02-11-2026	08:45 AM	147	7	5
48	02-11-2026	09:00 AM	135	2	1
49	02-11-2026	09:15 AM	112	3	2
50	02-11-2026	09:30 AM	100	6	3
51	02-11-2026	09:45 AM	153	6	0
52	02-11-2026	10:00 AM	119	1	4
53	02-11-2026	10:15 AM	104	6	0
54	02-11-2026	10:30 AM	142	9	3
55	02-11-2026	10:45 AM	136	5	4
56	02-11-2026	11:00 AM	145	1	1
57	02-11-2026	11:15 AM	164	3	3
58	02-11-2026	11:30 AM	174	1	3
59	02-11-2026	11:45 AM	167	5	1
60	02-11-2026	12:00 PM	177	7	1
61	02-11-2026	12:15 PM	211	5	0
62	02-11-2026	12:30 PM	191	9	3
63	02-11-2026	12:45 PM	162	3	4
64	02-11-2026	01:00 PM	173	5	1
65	02-11-2026	01:15 PM	146	4	0
66	02-11-2026	01:30 PM	153	3	1
67	02-11-2026	01:45 PM	163	0	2
68	02-11-2026	02:00 PM	171	4	1
69	02-11-2026	02:15 PM	173	4	0
70	02-11-2026	02:30 PM	202	4	1
71	02-11-2026	02:45 PM	205	3	2
72	02-11-2026	03:00 PM	233	1	0
73	02-11-2026	03:15 PM	279	4	1
74	02-11-2026	03:30 PM	256	4	0
75	02-11-2026	03:45 PM	257	8	2
76	02-11-2026	04:00 PM	268	0	1
77	02-11-2026	04:15 PM	299	4	1
78	02-11-2026	04:30 PM	295	5	1
79	02-11-2026	04:45 PM	309	2	0
80	02-11-2026	05:00 PM	272	7	1
81	02-11-2026	05:15 PM	316	3	2
82	02-11-2026	05:30 PM	237	2	2
83	02-11-2026	05:45 PM	263	3	4
84	02-11-2026	06:00 PM	239	1	0
85	02-11-2026	06:15 PM	280	2	0
86	02-11-2026	06:30 PM	219	1	0
87	02-11-2026	06:45 PM	195	1	2
88	02-11-2026	07:00 PM	192	1	1
89	02-11-2026	07:15 PM	170	1	0
90	02-11-2026	07:30 PM	130	0	0
91	02-11-2026	07:45 PM	104	2	2
92	02-11-2026	08:00 PM	136	1	0
93	02-11-2026	08:15 PM	117	0	0
94	02-11-2026	08:30 PM	87	2	0
95	02-11-2026	08:45 PM	85	0	0
96	02-11-2026	09:00 PM	107	0	1
97	02-11-2026	09:15 PM	91	0	0
98	02-11-2026	09:30 PM	90	0	0
99	02-11-2026	09:45 PM	77	0	0
100	02-11-2026	10:00 PM	49	2	0
101	02-11-2026	10:15 PM	58	1	0
102	02-11-2026	10:30 PM	71	1	0
103	02-11-2026	10:45 PM	47	0	0
104	02-11-2026	11:00 PM	22	0	1
105	02-11-2026	11:15 PM	54	0	0
106	02-11-2026	11:30 PM	44	0	0
107	02-11-2026	11:45 PM	28	0	1

	A	B	C	D	E
1					
2	Start Date: 2/11/2026				
3	Start Time: 12:00:00 AM				
4					
5	Site Code: 1				
6	Location 1:E 104th Ave				
7					
8					
9					
10					
11	Date	Time	Lights	Mediums	Trucks
12	02-11-2026	12:00 AM	13	0	0
13	02-11-2026	12:15 AM	10	0	0
14	02-11-2026	12:30 AM	8	0	0
15	02-11-2026	12:45 AM	9	0	0
16	02-11-2026	01:00 AM	16	1	0
17	02-11-2026	01:15 AM	9	0	0
18	02-11-2026	01:30 AM	7	0	0
19	02-11-2026	01:45 AM	15	0	0
20	02-11-2026	02:00 AM	5	0	0
21	02-11-2026	02:15 AM	8	0	0
22	02-11-2026	02:30 AM	9	0	1
23	02-11-2026	02:45 AM	7	0	0
24	02-11-2026	03:00 AM	7	1	0
25	02-11-2026	03:15 AM	10	0	0
26	02-11-2026	03:30 AM	15	1	0
27	02-11-2026	03:45 AM	19	0	0
28	02-11-2026	04:00 AM	27	0	0
29	02-11-2026	04:15 AM	19	0	0
30	02-11-2026	04:30 AM	36	0	1
31	02-11-2026	04:45 AM	55	1	0
32	02-11-2026	05:00 AM	64	0	1
33	02-11-2026	05:15 AM	89	0	1
34	02-11-2026	05:30 AM	107	1	0
35	02-11-2026	05:45 AM	152	0	1
36	02-11-2026	06:00 AM	127	0	1
37	02-11-2026	06:15 AM	147	1	1
38	02-11-2026	06:30 AM	170	4	0
39	02-11-2026	06:45 AM	188	4	3
40	02-11-2026	07:00 AM	225	5	2
41	02-11-2026	07:15 AM	281	1	0
42	02-11-2026	07:30 AM	317	6	2
43	02-11-2026	07:45 AM	335	5	2
44	02-11-2026	08:00 AM	367	4	2
45	02-11-2026	08:15 AM	254	4	1
46	02-11-2026	08:30 AM	199	6	1
47	02-11-2026	08:45 AM	194	4	3
48	02-11-2026	09:00 AM	179	1	2
49	02-11-2026	09:15 AM	170	2	2
50	02-11-2026	09:30 AM	173	6	2
51	02-11-2026	09:45 AM	152	4	2
52	02-11-2026	10:00 AM	137	3	0
53	02-11-2026	10:15 AM	149	12	2
54	02-11-2026	10:30 AM	142	4	0
55	02-11-2026	10:45 AM	172	5	1
56	02-11-2026	11:00 AM	147	5	1
57	02-11-2026	11:15 AM	141	4	0
58	02-11-2026	11:30 AM	144	6	2
59	02-11-2026	11:45 AM	156	3	3
60	02-11-2026	12:00 PM	169	5	2
61	02-11-2026	12:15 PM	171	3	0
62	02-11-2026	12:30 PM	196	5	2
63	02-11-2026	12:45 PM	185	2	0
64	02-11-2026	01:00 PM	172	2	1
65	02-11-2026	01:15 PM	199	1	2
66	02-11-2026	01:30 PM	172	5	2
67	02-11-2026	01:45 PM	168	8	1
68	02-11-2026	02:00 PM	144	5	1
69	02-11-2026	02:15 PM	195	0	0
70	02-11-2026	02:30 PM	183	6	0
71	02-11-2026	02:45 PM	222	1	4
72	02-11-2026	03:00 PM	223	5	1
73	02-11-2026	03:15 PM	228	3	1
74	02-11-2026	03:30 PM	309	13	1
75	02-11-2026	03:45 PM	311	7	2
76	02-11-2026	04:00 PM	277	4	3
77	02-11-2026	04:15 PM	255	4	5
78	02-11-2026	04:30 PM	290	5	0
79	02-11-2026	04:45 PM	294	8	2
80	02-11-2026	05:00 PM	261	7	2
81	02-11-2026	05:15 PM	262	6	0
82	02-11-2026	05:30 PM	271	2	3
83	02-11-2026	05:45 PM	238	5	1
84	02-11-2026	06:00 PM	199	2	0
85	02-11-2026	06:15 PM	209	0	1
86	02-11-2026	06:30 PM	210	2	0
87	02-11-2026	06:45 PM	154	0	0
88	02-11-2026	07:00 PM	148	1	1
89	02-11-2026	07:15 PM	133	0	2
90	02-11-2026	07:30 PM	150	1	0
91	02-11-2026	07:45 PM	122	2	1
92	02-11-2026	08:00 PM	91	4	1
93	02-11-2026	08:15 PM	110	1	0
94	02-11-2026	08:30 PM	96	0	0
95	02-11-2026	08:45 PM	83	0	0
96	02-11-2026	09:00 PM	79	1	1
97	02-11-2026	09:15 PM	75	0	0
98	02-11-2026	09:30 PM	63	1	0
99	02-11-2026	09:45 PM	49	0	0
100	02-11-2026	10:00 PM	53	1	1
101	02-11-2026	10:15 PM	47	1	2
102	02-11-2026	10:30 PM	45	0	0
103	02-11-2026	10:45 PM	42	0	0
104	02-11-2026	11:00 PM	54	1	1
105	02-11-2026	11:15 PM	53	0	0
106	02-11-2026	11:30 PM	24	1	0
107	02-11-2026	11:45 PM	16	0	0

	A	B	C	D	E
1					
2	Start Date: 2/11/2026				
3	Start Time: 12:00:00 AM				
4					
5	Site Code: 1				
6	Location 1: Chambers Rd				
7					
8					
9					
10					
11	Date	Time	Lights	Mediums	Trucks
12	02-11-2026	12:00 AM	3	0	0
13	02-11-2026	12:15 AM	4	0	0
14	02-11-2026	12:30 AM	7	0	0
15	02-11-2026	12:45 AM	3	0	0
16	02-11-2026	01:00 AM	2	0	0
17	02-11-2026	01:15 AM	3	0	0
18	02-11-2026	01:30 AM	3	0	1
19	02-11-2026	01:45 AM	2	0	1
20	02-11-2026	02:00 AM	2	0	0
21	02-11-2026	02:15 AM	3	0	0
22	02-11-2026	02:30 AM	2	0	0
23	02-11-2026	02:45 AM	5	0	1
24	02-11-2026	03:00 AM	3	0	0
25	02-11-2026	03:15 AM	3	0	0
26	02-11-2026	03:30 AM	2	0	0
27	02-11-2026	03:45 AM	4	0	0
28	02-11-2026	04:00 AM	5	0	0
29	02-11-2026	04:15 AM	6	0	0
30	02-11-2026	04:30 AM	7	0	0
31	02-11-2026	04:45 AM	14	0	0
32	02-11-2026	05:00 AM	18	0	0
33	02-11-2026	05:15 AM	20	0	0
34	02-11-2026	05:30 AM	22	1	0
35	02-11-2026	05:45 AM	27	0	0
36	02-11-2026	06:00 AM	24	0	0
37	02-11-2026	06:15 AM	38	1	0
38	02-11-2026	06:30 AM	54	0	0
39	02-11-2026	06:45 AM	55	3	0
40	02-11-2026	07:00 AM	75	0	0
41	02-11-2026	07:15 AM	99	1	0
42	02-11-2026	07:30 AM	111	3	0
43	02-11-2026	07:45 AM	113	1	0
44	02-11-2026	08:00 AM	108	1	0
45	02-11-2026	08:15 AM	94	2	1
46	02-11-2026	08:30 AM	74	2	0
47	02-11-2026	08:45 AM	57	1	0
48	02-11-2026	09:00 AM	58	0	0
49	02-11-2026	09:15 AM	78	0	0
50	02-11-2026	09:30 AM	64	2	0
51	02-11-2026	09:45 AM	86	1	0
52	02-11-2026	10:00 AM	62	3	0
53	02-11-2026	10:15 AM	65	0	0
54	02-11-2026	10:30 AM	62	2	0
55	02-11-2026	10:45 AM	68	1	1
56	02-11-2026	11:00 AM	76	2	0
57	02-11-2026	11:15 AM	106	1	0
58	02-11-2026	11:30 AM	82	1	0
59	02-11-2026	11:45 AM	70	1	0
60	02-11-2026	12:00 PM	79	1	0
61	02-11-2026	12:15 PM	90	1	0
62	02-11-2026	12:30 PM	106	3	1
63	02-11-2026	12:45 PM	95	1	1
64	02-11-2026	01:00 PM	73	1	0
65	02-11-2026	01:15 PM	72	1	0
66	02-11-2026	01:30 PM	82	1	1
67	02-11-2026	01:45 PM	100	0	0
68	02-11-2026	02:00 PM	83	1	0
69	02-11-2026	02:15 PM	96	1	0
70	02-11-2026	02:30 PM	102	1	0
71	02-11-2026	02:45 PM	78	0	0
72	02-11-2026	03:00 PM	121	1	0
73	02-11-2026	03:15 PM	123	0	0
74	02-11-2026	03:30 PM	143	0	0
75	02-11-2026	03:45 PM	148	5	0
76	02-11-2026	04:00 PM	151	2	0
77	02-11-2026	04:15 PM	145	0	0
78	02-11-2026	04:30 PM	191	5	0
79	02-11-2026	04:45 PM	184	1	0
80	02-11-2026	05:00 PM	171	3	0
81	02-11-2026	05:15 PM	165	4	0
82	02-11-2026	05:30 PM	183	2	0
83	02-11-2026	05:45 PM	164	1	0
84	02-11-2026	06:00 PM	119	0	0
85	02-11-2026	06:15 PM	137	1	0
86	02-11-2026	06:30 PM	105	2	0
87	02-11-2026	06:45 PM	103	0	0
88	02-11-2026	07:00 PM	80	0	0
89	02-11-2026	07:15 PM	80	2	0
90	02-11-2026	07:30 PM	86	0	0
91	02-11-2026	07:45 PM	58	0	0
92	02-11-2026	08:00 PM	65	0	0
93	02-11-2026	08:15 PM	48	0	0
94	02-11-2026	08:30 PM	45	0	0
95	02-11-2026	08:45 PM	36	0	0
96	02-11-2026	09:00 PM	41	0	0
97	02-11-2026	09:15 PM	26	0	0
98	02-11-2026	09:30 PM	40	0	1
99	02-11-2026	09:45 PM	25	0	0
100	02-11-2026	10:00 PM	24	1	0
101	02-11-2026	10:15 PM	23	1	0
102	02-11-2026	10:30 PM	23	0	0
103	02-11-2026	10:45 PM	18	0	1
104	02-11-2026	11:00 PM	15	0	0
105	02-11-2026	11:15 PM	10	0	0
106	02-11-2026	11:30 PM	14	0	0
107	02-11-2026	11:45 PM	13	0	0

	A	B	C	D	E
1					
2	Start Date: 2/11/2026				
3	Start Time: 12:00:00 AM				
4					
5	Site Code: 1				
6	Location 1: Chambers Rd				
7					
8					
9					
10					
11	Date	Time	Lights	Mediums	Trucks
12	02-11-2026	12:00 AM	3	0	0
13	02-11-2026	12:15 AM	6	0	0
14	02-11-2026	12:30 AM	2	0	0
15	02-11-2026	12:45 AM	4	0	0
16	02-11-2026	01:00 AM	5	0	0
17	02-11-2026	01:15 AM	1	0	0
18	02-11-2026	01:30 AM	3	0	0
19	02-11-2026	01:45 AM	4	0	0
20	02-11-2026	02:00 AM	2	0	0
21	02-11-2026	02:15 AM	4	0	0
22	02-11-2026	02:30 AM	5	0	1
23	02-11-2026	02:45 AM	2	0	0
24	02-11-2026	03:00 AM	0	0	1
25	02-11-2026	03:15 AM	2	0	0
26	02-11-2026	03:30 AM	1	0	0
27	02-11-2026	03:45 AM	8	0	0
28	02-11-2026	04:00 AM	11	0	0
29	02-11-2026	04:15 AM	10	0	0
30	02-11-2026	04:30 AM	8	0	0
31	02-11-2026	04:45 AM	10	0	0
32	02-11-2026	05:00 AM	23	0	0
33	02-11-2026	05:15 AM	29	0	0
34	02-11-2026	05:30 AM	43	1	0
35	02-11-2026	05:45 AM	38	0	0
36	02-11-2026	06:00 AM	55	1	0
37	02-11-2026	06:15 AM	62	1	0
38	02-11-2026	06:30 AM	76	3	0
39	02-11-2026	06:45 AM	75	1	0
40	02-11-2026	07:00 AM	102	2	1
41	02-11-2026	07:15 AM	153	0	1
42	02-11-2026	07:30 AM	137	2	0
43	02-11-2026	07:45 AM	107	3	0
44	02-11-2026	08:00 AM	174	2	0
45	02-11-2026	08:15 AM	129	1	0
46	02-11-2026	08:30 AM	120	0	0
47	02-11-2026	08:45 AM	78	0	1
48	02-11-2026	09:00 AM	71	0	0
49	02-11-2026	09:15 AM	65	1	0
50	02-11-2026	09:30 AM	69	1	0
51	02-11-2026	09:45 AM	71	0	0
52	02-11-2026	10:00 AM	53	0	0
53	02-11-2026	10:15 AM	60	1	0
54	02-11-2026	10:30 AM	83	3	0
55	02-11-2026	10:45 AM	85	1	1
56	02-11-2026	11:00 AM	67	1	0
57	02-11-2026	11:15 AM	75	0	0
58	02-11-2026	11:30 AM	92	1	0
59	02-11-2026	11:45 AM	76	1	0
60	02-11-2026	12:00 PM	101	1	0
61	02-11-2026	12:15 PM	98	2	1
62	02-11-2026	12:30 PM	65	1	0
63	02-11-2026	12:45 PM	90	0	0
64	02-11-2026	01:00 PM	92	2	1
65	02-11-2026	01:15 PM	99	1	1
66	02-11-2026	01:30 PM	90	1	1
67	02-11-2026	01:45 PM	87	1	0
68	02-11-2026	02:00 PM	97	0	0
69	02-11-2026	02:15 PM	89	2	0
70	02-11-2026	02:30 PM	79	0	0
71	02-11-2026	02:45 PM	122	4	0
72	02-11-2026	03:00 PM	132	5	0
73	02-11-2026	03:15 PM	96	0	0
74	02-11-2026	03:30 PM	130	2	1
75	02-11-2026	03:45 PM	138	1	0
76	02-11-2026	04:00 PM	149	2	0
77	02-11-2026	04:15 PM	133	3	0
78	02-11-2026	04:30 PM	147	0	0
79	02-11-2026	04:45 PM	166	1	0
80	02-11-2026	05:00 PM	163	1	0
81	02-11-2026	05:15 PM	141	0	1
82	02-11-2026	05:30 PM	118	1	0
83	02-11-2026	05:45 PM	121	0	0
84	02-11-2026	06:00 PM	134	0	0
85	02-11-2026	06:15 PM	131	1	1
86	02-11-2026	06:30 PM	120	2	0
87	02-11-2026	06:45 PM	122	1	0
88	02-11-2026	07:00 PM	120	0	0
89	02-11-2026	07:15 PM	97	0	0
90	02-11-2026	07:30 PM	92	0	0
91	02-11-2026	07:45 PM	100	0	0
92	02-11-2026	08:00 PM	55	1	0
93	02-11-2026	08:15 PM	69	0	0
94	02-11-2026	08:30 PM	67	0	0
95	02-11-2026	08:45 PM	55	0	0
96	02-11-2026	09:00 PM	47	0	0
97	02-11-2026	09:15 PM	60	0	1
98	02-11-2026	09:30 PM	39	0	1
99	02-11-2026	09:45 PM	35	0	1
100	02-11-2026	10:00 PM	28	1	0
101	02-11-2026	10:15 PM	26	0	0
102	02-11-2026	10:30 PM	29	0	0
103	02-11-2026	10:45 PM	14	0	0
104	02-11-2026	11:00 PM	19	0	0
105	02-11-2026	11:15 PM	6	0	0
106	02-11-2026	11:30 PM	6	0	0
107	02-11-2026	11:45 PM	7	0	0

	A	B	C	D	E
1					
2	Start Date: 2/11/2026				
3	Start Time: 12:00:00 AM				
4					
5	Site Code: 1				
6	Location 1: Chambers Rd				
7					
8					
9					
10					
11	Date	Time	Lights	Mediums	Trucks
12	02-11-2026	12:00 AM	0	0	0
13	02-11-2026	12:15 AM	5	0	0
14	02-11-2026	12:30 AM	3	0	0
15	02-11-2026	12:45 AM	2	0	0
16	02-11-2026	01:00 AM	2	0	0
17	02-11-2026	01:15 AM	4	0	0
18	02-11-2026	01:30 AM	1	0	0
19	02-11-2026	01:45 AM	7	0	0
20	02-11-2026	02:00 AM	2	0	0
21	02-11-2026	02:15 AM	2	0	0
22	02-11-2026	02:30 AM	2	0	0
23	02-11-2026	02:45 AM	2	0	0
24	02-11-2026	03:00 AM	2	0	0
25	02-11-2026	03:15 AM	4	0	0
26	02-11-2026	03:30 AM	2	0	0
27	02-11-2026	03:45 AM	4	0	0
28	02-11-2026	04:00 AM	4	0	0
29	02-11-2026	04:15 AM	8	0	0
30	02-11-2026	04:30 AM	10	0	0
31	02-11-2026	04:45 AM	16	0	0
32	02-11-2026	05:00 AM	21	0	0
33	02-11-2026	05:15 AM	29	0	0
34	02-11-2026	05:30 AM	29	1	0
35	02-11-2026	05:45 AM	36	0	0
36	02-11-2026	06:00 AM	32	0	0
37	02-11-2026	06:15 AM	46	0	0
38	02-11-2026	06:30 AM	53	0	0
39	02-11-2026	06:45 AM	63	1	0
40	02-11-2026	07:00 AM	83	2	0
41	02-11-2026	07:15 AM	104	0	0
42	02-11-2026	07:30 AM	138	4	0
43	02-11-2026	07:45 AM	130	2	0
44	02-11-2026	08:00 AM	116	0	0
45	02-11-2026	08:15 AM	94	0	0
46	02-11-2026	08:30 AM	80	0	0
47	02-11-2026	08:45 AM	60	1	0
48	02-11-2026	09:00 AM	64	0	0
49	02-11-2026	09:15 AM	70	0	0
50	02-11-2026	09:30 AM	69	1	0
51	02-11-2026	09:45 AM	54	0	0
52	02-11-2026	10:00 AM	57	2	0
53	02-11-2026	10:15 AM	55	0	0
54	02-11-2026	10:30 AM	50	2	0
55	02-11-2026	10:45 AM	72	1	1
56	02-11-2026	11:00 AM	62	1	0
57	02-11-2026	11:15 AM	67	1	0
58	02-11-2026	11:30 AM	54	1	0
59	02-11-2026	11:45 AM	64	1	0
60	02-11-2026	12:00 PM	73	0	0
61	02-11-2026	12:15 PM	65	0	0
62	02-11-2026	12:30 PM	77	2	0
63	02-11-2026	12:45 PM	86	2	0
64	02-11-2026	01:00 PM	71	0	0
65	02-11-2026	01:15 PM	83	2	0
66	02-11-2026	01:30 PM	76	0	0
67	02-11-2026	01:45 PM	78	1	0
68	02-11-2026	02:00 PM	73	1	0
69	02-11-2026	02:15 PM	76	0	0
70	02-11-2026	02:30 PM	91	0	0
71	02-11-2026	02:45 PM	80	0	0
72	02-11-2026	03:00 PM	107	1	0
73	02-11-2026	03:15 PM	101	0	0
74	02-11-2026	03:30 PM	145	6	0
75	02-11-2026	03:45 PM	128	2	0
76	02-11-2026	04:00 PM	143	2	0
77	02-11-2026	04:15 PM	111	0	2
78	02-11-2026	04:30 PM	168	0	0
79	02-11-2026	04:45 PM	141	0	0
80	02-11-2026	05:00 PM	160	1	1
81	02-11-2026	05:15 PM	122	2	0
82	02-11-2026	05:30 PM	155	2	0
83	02-11-2026	05:45 PM	119	1	0
84	02-11-2026	06:00 PM	109	2	0
85	02-11-2026	06:15 PM	105	1	0
86	02-11-2026	06:30 PM	95	0	0
87	02-11-2026	06:45 PM	73	0	0
88	02-11-2026	07:00 PM	62	0	0
89	02-11-2026	07:15 PM	76	0	0
90	02-11-2026	07:30 PM	62	0	0
91	02-11-2026	07:45 PM	59	0	0
92	02-11-2026	08:00 PM	65	0	0
93	02-11-2026	08:15 PM	54	0	0
94	02-11-2026	08:30 PM	42	0	0
95	02-11-2026	08:45 PM	34	0	0
96	02-11-2026	09:00 PM	40	0	0
97	02-11-2026	09:15 PM	39	0	0
98	02-11-2026	09:30 PM	30	0	0
99	02-11-2026	09:45 PM	22	0	0
100	02-11-2026	10:00 PM	22	0	0
101	02-11-2026	10:15 PM	15	0	0
102	02-11-2026	10:30 PM	19	0	0
103	02-11-2026	10:45 PM	14	0	0
104	02-11-2026	11:00 PM	13	0	0
105	02-11-2026	11:15 PM	10	0	0
106	02-11-2026	11:30 PM	2	0	0
107	02-11-2026	11:45 PM	6	0	0

	A	B	C	D	E
1					
2	Start Date: 2/11/2026				
3	Start Time: 12:00:00 AM				
4					
5	Site Code: 1				
6	Location 1:Chambers Rd				
7					
8					
9					
10					
11	Date	Time	Lights	Mediums	Trucks
12	02-11-2026	12:00 AM	3	0	0
13	02-11-2026	12:15 AM	4	0	0
14	02-11-2026	12:30 AM	1	0	0
15	02-11-2026	12:45 AM	2	0	0
16	02-11-2026	01:00 AM	1	0	0
17	02-11-2026	01:15 AM	0	0	0
18	02-11-2026	01:30 AM	5	0	0
19	02-11-2026	01:45 AM	2	0	0
20	02-11-2026	02:00 AM	0	0	0
21	02-11-2026	02:15 AM	4	0	0
22	02-11-2026	02:30 AM	3	0	0
23	02-11-2026	02:45 AM	1	0	0
24	02-11-2026	03:00 AM	2	0	0
25	02-11-2026	03:15 AM	2	0	0
26	02-11-2026	03:30 AM	1	0	0
27	02-11-2026	03:45 AM	2	0	0
28	02-11-2026	04:00 AM	0	0	0
29	02-11-2026	04:15 AM	5	0	0
30	02-11-2026	04:30 AM	2	0	0
31	02-11-2026	04:45 AM	2	0	0
32	02-11-2026	05:00 AM	11	0	0
33	02-11-2026	05:15 AM	15	0	0
34	02-11-2026	05:30 AM	14	1	0
35	02-11-2026	05:45 AM	36	0	0
36	02-11-2026	06:00 AM	37	0	0
37	02-11-2026	06:15 AM	57	0	0
38	02-11-2026	06:30 AM	75	2	0
39	02-11-2026	06:45 AM	64	0	0
40	02-11-2026	07:00 AM	85	3	0
41	02-11-2026	07:15 AM	99	5	1
42	02-11-2026	07:30 AM	95	0	0
43	02-11-2026	07:45 AM	88	1	0
44	02-11-2026	08:00 AM	109	0	0
45	02-11-2026	08:15 AM	102	1	0
46	02-11-2026	08:30 AM	75	0	0
47	02-11-2026	08:45 AM	48	1	1
48	02-11-2026	09:00 AM	43	1	0
49	02-11-2026	09:15 AM	46	1	0
50	02-11-2026	09:30 AM	39	0	0
51	02-11-2026	09:45 AM	50	0	0
52	02-11-2026	10:00 AM	38	0	1
53	02-11-2026	10:15 AM	34	0	0
54	02-11-2026	10:30 AM	50	3	0
55	02-11-2026	10:45 AM	57	1	0
56	02-11-2026	11:00 AM	58	1	0
57	02-11-2026	11:15 AM	43	1	0
58	02-11-2026	11:30 AM	70	1	1
59	02-11-2026	11:45 AM	54	3	0
60	02-11-2026	12:00 PM	73	0	1
61	02-11-2026	12:15 PM	61	2	0
62	02-11-2026	12:30 PM	58	2	0
63	02-11-2026	12:45 PM	68	0	0
64	02-11-2026	01:00 PM	76	1	0
65	02-11-2026	01:15 PM	57	2	0
66	02-11-2026	01:30 PM	53	1	0
67	02-11-2026	01:45 PM	66	1	0
68	02-11-2026	02:00 PM	65	1	0
69	02-11-2026	02:15 PM	68	0	0
70	02-11-2026	02:30 PM	67	0	0
71	02-11-2026	02:45 PM	92	1	0
72	02-11-2026	03:00 PM	94	2	0
73	02-11-2026	03:15 PM	100	1	0
74	02-11-2026	03:30 PM	106	0	1
75	02-11-2026	03:45 PM	137	1	0
76	02-11-2026	04:00 PM	116	0	0
77	02-11-2026	04:15 PM	115	1	0
78	02-11-2026	04:30 PM	111	0	0
79	02-11-2026	04:45 PM	122	0	0
80	02-11-2026	05:00 PM	118	3	0
81	02-11-2026	05:15 PM	116	0	0
82	02-11-2026	05:30 PM	93	0	0
83	02-11-2026	05:45 PM	106	0	0
84	02-11-2026	06:00 PM	105	0	0
85	02-11-2026	06:15 PM	100	0	0
86	02-11-2026	06:30 PM	95	0	0
87	02-11-2026	06:45 PM	84	1	0
88	02-11-2026	07:00 PM	100	0	0
89	02-11-2026	07:15 PM	82	0	0
90	02-11-2026	07:30 PM	71	0	0
91	02-11-2026	07:45 PM	77	0	0
92	02-11-2026	08:00 PM	44	0	0
93	02-11-2026	08:15 PM	49	0	0
94	02-11-2026	08:30 PM	51	0	0
95	02-11-2026	08:45 PM	60	0	0
96	02-11-2026	09:00 PM	38	0	0
97	02-11-2026	09:15 PM	48	0	0
98	02-11-2026	09:30 PM	29	0	0
99	02-11-2026	09:45 PM	26	0	1
100	02-11-2026	10:00 PM	25	0	0
101	02-11-2026	10:15 PM	19	0	0
102	02-11-2026	10:30 PM	22	0	0
103	02-11-2026	10:45 PM	12	0	0
104	02-11-2026	11:00 PM	10	0	0
105	02-11-2026	11:15 PM	15	0	0
106	02-11-2026	11:30 PM	13	0	0
107	02-11-2026	11:45 PM	13	0	0

	A	B	C	D	E
1					
2	Start Date: 2/11/2026				
3	Start Time: 12:00:00 AM				
4					
5	Site Code: 5				
6	Location 1:Stuart Middle School Driveway				
7					
8					
9					
10					
11	Date	Time	Lights	Mediums	Trucks
12	02-11-2026	12:00 AM	0	0	0
13	02-11-2026	12:15 AM	0	0	0
14	02-11-2026	12:30 AM	0	0	0
15	02-11-2026	12:45 AM	0	0	0
16	02-11-2026	01:00 AM	0	0	0
17	02-11-2026	01:15 AM	0	0	0
18	02-11-2026	01:30 AM	0	0	0
19	02-11-2026	01:45 AM	0	0	0
20	02-11-2026	02:00 AM	0	0	0
21	02-11-2026	02:15 AM	0	0	0
22	02-11-2026	02:30 AM	0	0	0
23	02-11-2026	02:45 AM	0	0	0
24	02-11-2026	03:00 AM	0	0	0
25	02-11-2026	03:15 AM	0	0	0
26	02-11-2026	03:30 AM	0	0	0
27	02-11-2026	03:45 AM	0	0	0
28	02-11-2026	04:00 AM	0	0	0
29	02-11-2026	04:15 AM	0	0	0
30	02-11-2026	04:30 AM	0	0	0
31	02-11-2026	04:45 AM	0	0	0
32	02-11-2026	05:00 AM	0	0	0
33	02-11-2026	05:15 AM	0	0	0
34	02-11-2026	05:30 AM	0	0	0
35	02-11-2026	05:45 AM	0	0	0
36	02-11-2026	06:00 AM	0	0	0
37	02-11-2026	06:15 AM	0	0	0
38	02-11-2026	06:30 AM	0	0	0
39	02-11-2026	06:45 AM	4	0	0
40	02-11-2026	07:00 AM	3	0	0
41	02-11-2026	07:15 AM	8	0	0
42	02-11-2026	07:30 AM	4	0	0
43	02-11-2026	07:45 AM	0	0	0
44	02-11-2026	08:00 AM	5	7	0
45	02-11-2026	08:15 AM	2	2	0
46	02-11-2026	08:30 AM	0	1	0
47	02-11-2026	08:45 AM	0	0	0
48	02-11-2026	09:00 AM	0	0	0
49	02-11-2026	09:15 AM	1	0	0
50	02-11-2026	09:30 AM	0	0	0
51	02-11-2026	09:45 AM	0	0	0
52	02-11-2026	10:00 AM	0	0	0
53	02-11-2026	10:15 AM	0	0	0
54	02-11-2026	10:30 AM	0	0	0
55	02-11-2026	10:45 AM	1	0	0
56	02-11-2026	11:00 AM	1	0	0
57	02-11-2026	11:15 AM	0	0	0
58	02-11-2026	11:30 AM	0	0	0
59	02-11-2026	11:45 AM	0	0	0
60	02-11-2026	12:00 PM	0	0	0
61	02-11-2026	12:15 PM	0	0	0
62	02-11-2026	12:30 PM	0	0	0
63	02-11-2026	12:45 PM	0	0	0
64	02-11-2026	01:00 PM	0	0	0
65	02-11-2026	01:15 PM	0	0	0
66	02-11-2026	01:30 PM	1	0	0
67	02-11-2026	01:45 PM	0	0	0
68	02-11-2026	02:00 PM	0	0	0
69	02-11-2026	02:15 PM	0	0	0
70	02-11-2026	02:30 PM	1	0	0
71	02-11-2026	02:45 PM	0	1	0
72	02-11-2026	03:00 PM	1	0	0
73	02-11-2026	03:15 PM	0	0	0
74	02-11-2026	03:30 PM	0	1	0
75	02-11-2026	03:45 PM	1	1	0
76	02-11-2026	04:00 PM	2	5	0
77	02-11-2026	04:15 PM	6	1	0
78	02-11-2026	04:30 PM	3	1	0
79	02-11-2026	04:45 PM	3	0	0
80	02-11-2026	05:00 PM	0	0	0
81	02-11-2026	05:15 PM	1	0	0
82	02-11-2026	05:30 PM	2	0	0
83	02-11-2026	05:45 PM	3	0	0
84	02-11-2026	06:00 PM	7	0	0
85	02-11-2026	06:15 PM	9	0	0
86	02-11-2026	06:30 PM	0	1	0
87	02-11-2026	06:45 PM	0	0	0
88	02-11-2026	07:00 PM	0	0	0
89	02-11-2026	07:15 PM	0	0	0
90	02-11-2026	07:30 PM	0	0	0
91	02-11-2026	07:45 PM	0	0	0
92	02-11-2026	08:00 PM	1	0	0
93	02-11-2026	08:15 PM	0	0	0
94	02-11-2026	08:30 PM	0	0	0
95	02-11-2026	08:45 PM	0	0	0
96	02-11-2026	09:00 PM	0	0	0
97	02-11-2026	09:15 PM	0	0	0
98	02-11-2026	09:30 PM	0	0	0
99	02-11-2026	09:45 PM	0	0	0
100	02-11-2026	10:00 PM	0	0	0
101	02-11-2026	10:15 PM	0	0	0
102	02-11-2026	10:30 PM	0	0	0
103	02-11-2026	10:45 PM	0	0	0
104	02-11-2026	11:00 PM	0	0	0
105	02-11-2026	11:15 PM	0	0	0
106	02-11-2026	11:30 PM	0	0	0
107	02-11-2026	11:45 PM	0	0	0

	A	B	C	D	E
1					
2	Start Date: 2/11/2026				
3	Start Time: 12:00:00 AM				
4					
5	Site Code: 5				
6	Location 1:Stuart Middle School Driveway				
7					
8					
9					
10					
11	Date	Time	Lights	Mediums	Trucks
12	02-11-2026	12:00 AM	0	0	0
13	02-11-2026	12:15 AM	0	0	0
14	02-11-2026	12:30 AM	0	0	0
15	02-11-2026	12:45 AM	0	0	0
16	02-11-2026	01:00 AM	0	0	0
17	02-11-2026	01:15 AM	0	0	0
18	02-11-2026	01:30 AM	0	0	0
19	02-11-2026	01:45 AM	0	0	0
20	02-11-2026	02:00 AM	0	0	0
21	02-11-2026	02:15 AM	0	0	0
22	02-11-2026	02:30 AM	0	0	0
23	02-11-2026	02:45 AM	0	0	0
24	02-11-2026	03:00 AM	0	0	0
25	02-11-2026	03:15 AM	0	0	0
26	02-11-2026	03:30 AM	0	0	0
27	02-11-2026	03:45 AM	0	0	0
28	02-11-2026	04:00 AM	0	0	0
29	02-11-2026	04:15 AM	0	0	0
30	02-11-2026	04:30 AM	0	0	0
31	02-11-2026	04:45 AM	0	0	0
32	02-11-2026	05:00 AM	0	0	0
33	02-11-2026	05:15 AM	0	0	0
34	02-11-2026	05:30 AM	0	0	0
35	02-11-2026	05:45 AM	0	0	0
36	02-11-2026	06:00 AM	0	0	0
37	02-11-2026	06:15 AM	0	0	0
38	02-11-2026	06:30 AM	0	0	0
39	02-11-2026	06:45 AM	0	0	0
40	02-11-2026	07:00 AM	0	0	0
41	02-11-2026	07:15 AM	1	0	0
42	02-11-2026	07:30 AM	1	0	0
43	02-11-2026	07:45 AM	0	0	0
44	02-11-2026	08:00 AM	0	5	0
45	02-11-2026	08:15 AM	1	2	0
46	02-11-2026	08:30 AM	1	2	0
47	02-11-2026	08:45 AM	0	0	0
48	02-11-2026	09:00 AM	0	0	0
49	02-11-2026	09:15 AM	0	0	0
50	02-11-2026	09:30 AM	0	0	0
51	02-11-2026	09:45 AM	0	0	0
52	02-11-2026	10:00 AM	1	0	0
53	02-11-2026	10:15 AM	0	0	0
54	02-11-2026	10:30 AM	1	0	0
55	02-11-2026	10:45 AM	0	0	0
56	02-11-2026	11:00 AM	0	0	0
57	02-11-2026	11:15 AM	0	0	0
58	02-11-2026	11:30 AM	1	0	0
59	02-11-2026	11:45 AM	0	0	0
60	02-11-2026	12:00 PM	1	0	0
61	02-11-2026	12:15 PM	0	0	0
62	02-11-2026	12:30 PM	0	0	0
63	02-11-2026	12:45 PM	0	0	0
64	02-11-2026	01:00 PM	0	0	0
65	02-11-2026	01:15 PM	0	0	0
66	02-11-2026	01:30 PM	0	0	0
67	02-11-2026	01:45 PM	1	0	0
68	02-11-2026	02:00 PM	0	0	0
69	02-11-2026	02:15 PM	0	0	0
70	02-11-2026	02:30 PM	1	0	0
71	02-11-2026	02:45 PM	1	0	0
72	02-11-2026	03:00 PM	1	0	0
73	02-11-2026	03:15 PM	0	0	0
74	02-11-2026	03:30 PM	0	0	0
75	02-11-2026	03:45 PM	1	0	0
76	02-11-2026	04:00 PM	2	1	0
77	02-11-2026	04:15 PM	0	0	0
78	02-11-2026	04:30 PM	19	9	0
79	02-11-2026	04:45 PM	7	1	0
80	02-11-2026	05:00 PM	3	0	0
81	02-11-2026	05:15 PM	1	0	0
82	02-11-2026	05:30 PM	1	0	0
83	02-11-2026	05:45 PM	1	0	0
84	02-11-2026	06:00 PM	1	0	0
85	02-11-2026	06:15 PM	1	0	0
86	02-11-2026	06:30 PM	15	0	0
87	02-11-2026	06:45 PM	0	0	0
88	02-11-2026	07:00 PM	0	0	0
89	02-11-2026	07:15 PM	0	0	0
90	02-11-2026	07:30 PM	0	0	0
91	02-11-2026	07:45 PM	0	0	0
92	02-11-2026	08:00 PM	1	0	0
93	02-11-2026	08:15 PM	0	0	0
94	02-11-2026	08:30 PM	1	0	0
95	02-11-2026	08:45 PM	0	0	0
96	02-11-2026	09:00 PM	0	0	0
97	02-11-2026	09:15 PM	0	0	0
98	02-11-2026	09:30 PM	0	0	0
99	02-11-2026	09:45 PM	0	0	0
100	02-11-2026	10:00 PM	0	0	0
101	02-11-2026	10:15 PM	0	0	0
102	02-11-2026	10:30 PM	0	0	0
103	02-11-2026	10:45 PM	0	0	0
104	02-11-2026	11:00 PM	0	0	0
105	02-11-2026	11:15 PM	0	0	0
106	02-11-2026	11:30 PM	0	0	0
107	02-11-2026	11:45 PM	0	0	0

	A	B	C	D	E
1					
2	Start Date: 2/11/2026				
3	Start Time: 12:00:00 AM				
4					
5	Site Code: 5				
6	Location 1:Idalia St				
7					
8					
9					
10					
11	Date	Time	Lights	Mediums	Trucks
12	02-11-2026	12:00 AM	0	0	0
13	02-11-2026	12:15 AM	1	0	0
14	02-11-2026	12:30 AM	0	0	0
15	02-11-2026	12:45 AM	1	0	0
16	02-11-2026	01:00 AM	2	0	0
17	02-11-2026	01:15 AM	0	0	0
18	02-11-2026	01:30 AM	0	0	0
19	02-11-2026	01:45 AM	1	0	0
20	02-11-2026	02:00 AM	1	0	0
21	02-11-2026	02:15 AM	0	0	0
22	02-11-2026	02:30 AM	0	0	0
23	02-11-2026	02:45 AM	1	0	0
24	02-11-2026	03:00 AM	1	0	0
25	02-11-2026	03:15 AM	0	0	0
26	02-11-2026	03:30 AM	2	0	0
27	02-11-2026	03:45 AM	2	0	0
28	02-11-2026	04:00 AM	4	0	0
29	02-11-2026	04:15 AM	4	0	0
30	02-11-2026	04:30 AM	0	0	0
31	02-11-2026	04:45 AM	3	0	0
32	02-11-2026	05:00 AM	5	0	0
33	02-11-2026	05:15 AM	6	0	0
34	02-11-2026	05:30 AM	2	0	0
35	02-11-2026	05:45 AM	9	0	0
36	02-11-2026	06:00 AM	6	0	0
37	02-11-2026	06:15 AM	11	0	0
38	02-11-2026	06:30 AM	17	0	0
39	02-11-2026	06:45 AM	24	1	0
40	02-11-2026	07:00 AM	15	0	0
41	02-11-2026	07:15 AM	44	1	0
42	02-11-2026	07:30 AM	71	1	0
43	02-11-2026	07:45 AM	80	1	0
44	02-11-2026	08:00 AM	121	5	0
45	02-11-2026	08:15 AM	139	2	0
46	02-11-2026	08:30 AM	31	2	0
47	02-11-2026	08:45 AM	20	0	0
48	02-11-2026	09:00 AM	18	0	0
49	02-11-2026	09:15 AM	18	1	0
50	02-11-2026	09:30 AM	7	1	0
51	02-11-2026	09:45 AM	8	0	0
52	02-11-2026	10:00 AM	10	0	0
53	02-11-2026	10:15 AM	14	0	0
54	02-11-2026	10:30 AM	11	0	0
55	02-11-2026	10:45 AM	17	1	0
56	02-11-2026	11:00 AM	9	0	0
57	02-11-2026	11:15 AM	16	0	0
58	02-11-2026	11:30 AM	16	0	0
59	02-11-2026	11:45 AM	13	2	0
60	02-11-2026	12:00 PM	20	0	0
61	02-11-2026	12:15 PM	11	0	0
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82	02-11-2026	05:30 PM	33	0	0
83	02-11-2026	05:45 PM	34	0	0
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107	02-11-2026	11:45 PM	2	0	0

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7					
8					
9					
10					
11	Date	Time	Lights	Mediums	Trucks
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3	Start Time: 12:00:00 AM				
4					
5	Site Code: 5				
6	Location 1: Joplin St				
7					
8					
9					
10					
11	Date	Time	Lights	Mediums	Trucks
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13	02-11-2026	12:15 AM	1	0	0
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21	02-11-2026	02:15 AM	0	0	0
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105	02-11-2026	11:15 PM	3	0	0
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107	02-11-2026	11:45 PM	2	0	0

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3	Start Time: 12:00:00 AM				
4					
5	Site Code: 5				
6	Location 1: Joplin St				
7					
8					
9					
10					
11	Date	Time	Lights	Mediums	Trucks
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13	02-11-2026	12:15 AM	1	0	0
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39	02-11-2026	06:45 AM	6	0	0
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43	02-11-2026	07:45 AM	63	0	0
44	02-11-2026	08:00 AM	102	0	0
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83	02-11-2026	05:45 PM	46	0	0
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




















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## **APPENDIX “B”**

# **INTERSECTION CAPACITY ANALYSIS WORKSHEETS**



Lanes and Geometrics  
1: Chambers Rd. & E. 104th Ave.

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	300		0	400		400	300		0	275		0
Storage Lanes	2		0	2		1	1		0	2		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.97	0.95	0.95	0.97	0.95	1.00	1.00	0.95	0.95	0.97	0.95	0.95
Ped Bike Factor		0.981				0.850		0.955				0.920
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	3472	0	3433	3539	1583	1770	3380	0	3433	3256	0
Flt Permitted	0.950			0.950			0.395			0.582		
Satd. Flow (perm)	3433	3472	0	3433	3539	1583	736	3380	0	2103	3256	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		14				158		53			213	
Link Speed (mph)		45			45			40			40	
Link Distance (ft)		788			997			607			669	
Travel Time (s)		11.9			15.1			10.3			11.4	

Intersection Summary

Area Type: Other

Timings  
1: Chambers Rd. & E. 104th Ave.



Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations	↖↗	↕	↖↗	↕	↖	↖	↕	↖↗	↕
Traffic Volume (vph)	127	892	100	887	131	240	178	214	169
Future Volume (vph)	127	892	100	887	131	240	178	214	169
Turn Type	Prot	NA	Prot	NA	Perm	pm+pt	NA	pm+pt	NA
Protected Phases	5	2	1	6		7	4	3	8
Permitted Phases					6	4		8	
Detector Phase	5	2	1	6	6	7	4	3	8
Switch Phase									
Minimum Initial (s)	3.0	15.0	3.0	15.0	15.0	3.0	5.0	3.0	5.0
Minimum Split (s)	10.0	37.0	10.0	37.0	37.0	9.7	34.7	9.7	34.7
Total Split (s)	22.0	44.0	22.0	44.0	44.0	19.0	35.0	19.0	35.0
Total Split (%)	18.3%	36.7%	18.3%	36.7%	36.7%	15.8%	29.2%	15.8%	29.2%
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0	4.7	4.7	4.7	4.7
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.0	7.0	7.0	7.0	7.0	6.7	6.7	6.7	6.7
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Min	None	C-Min	C-Min	None	Max	None	Max
Act Effct Green (s)	10.2	42.8	9.2	41.8	41.8	42.4	30.1	38.8	28.3
Actuated g/C Ratio	0.09	0.36	0.08	0.35	0.35	0.35	0.25	0.32	0.24
v/c Ratio	0.47	0.88	0.41	0.78	0.21	0.71	0.31	0.29	0.42
Control Delay (s/veh)	57.4	46.2	70.2	33.0	1.5	39.7	30.7	25.0	19.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	57.4	46.2	70.2	33.0	1.5	39.7	30.7	25.0	19.0
LOS	E	D	E	C	A	D	C	C	B
Approach Delay (s/veh)		47.5		32.7			35.1		21.2
Approach LOS		D		C			D		C

Intersection Summary

Cycle Length: 120  
 Actuated Cycle Length: 120  
 Offset: 8 (7%), Referenced to phase 2:EBT and 6:WBT, Start of Green  
 Natural Cycle: 95  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.89  
 Intersection Signal Delay (s/veh): 36.1      Intersection LOS: D  
 Intersection Capacity Utilization 79.2%      ICU Level of Service D  
 Analysis Period (min) 15

Splits and Phases: 1: Chambers Rd. & E. 104th Ave.





Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	138	1109	109	964	142	261	276	233	397
v/c Ratio	0.47	0.88	0.41	0.78	0.21	0.71	0.31	0.29	0.42
Control Delay (s/veh)	57.4	46.2	70.2	33.0	1.5	39.7	30.7	25.0	19.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	57.4	46.2	70.2	33.0	1.5	39.7	30.7	25.0	19.0
Queue Length 50th (ft)	53	418	44	366	7	142	73	59	61
Queue Length 95th (ft)	85	#574	m73	m372	m2	#225	115	88	108
Internal Link Dist (ft)		708		917			527		589
Turn Bay Length (ft)	300		400		400	300		275	
Base Capacity (vph)	429	1248	429	1233	654	365	886	847	930
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.32	0.89	0.25	0.78	0.22	0.72	0.31	0.28	0.43

**Intersection Summary**

# 95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

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

HCM 7th Signalized Intersection Summary

Urban Moment Yardhomes

1: Chambers Rd. & E. 104th Ave.

02/19/2026



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↕↔		↔↔	↕↕	↔	↔	↕↔		↔↔	↕↔	
Traffic Volume (veh/h)	127	892	128	100	887	131	240	178	76	214	169	196
Future Volume (veh/h)	127	892	128	100	887	131	240	178	76	214	169	196
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	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	138	970	139	109	964	0	261	193	83	233	184	213
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	198	1204	172	164	1337		358	659	273	796	419	374
Arrive On Green	0.06	0.39	0.39	0.09	0.75	0.00	0.10	0.27	0.27	0.07	0.24	0.24
Sat Flow, veh/h	3456	3120	447	3456	3554	1585	1781	2449	1015	3456	1777	1585
Grp Volume(v), veh/h	138	552	557	109	964	0	261	138	138	233	184	213
Grp Sat Flow(s),veh/h/ln	1728	1777	1790	1728	1777	1585	1781	1777	1688	1728	1777	1585
Q Serve(g_s), s	4.7	33.2	33.3	3.7	17.6	0.0	12.3	7.4	7.8	6.0	10.6	14.2
Cycle Q Clear(g_c), s	4.7	33.2	33.3	3.7	17.6	0.0	12.3	7.4	7.8	6.0	10.6	14.2
Prop In Lane	1.00		0.25	1.00		1.00	1.00		0.60	1.00		1.00
Lane Grp Cap(c), veh/h	198	686	691	164	1337		358	478	454	796	419	374
V/C Ratio(X)	0.70	0.81	0.81	0.67	0.72		0.73	0.29	0.30	0.29	0.44	0.57
Avail Cap(c_a), veh/h	432	686	691	432	1337		358	478	454	911	419	374
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.80	0.80	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	55.6	32.8	32.8	53.4	11.5	0.0	33.2	34.8	34.9	31.1	39.1	40.5
Incr Delay (d2), s/veh	4.4	9.8	9.7	3.7	2.7	0.0	7.3	1.5	1.7	0.2	3.3	6.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.1	15.4	15.5	1.6	4.2	0.0	6.4	3.3	3.4	2.5	4.9	6.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	60.0	42.6	42.6	57.1	14.2	0.0	40.5	36.3	36.6	31.3	42.4	46.7
LnGrp LOS	E	D	D	E	B		D	D	D	C	D	D
Approach Vol, veh/h		1247			1073			537			630	
Approach Delay, s/veh		44.5			18.5			38.4			39.7	
Approach LOS		D			B			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	12.7	53.3	15.0	39.0	13.9	52.1	19.0	35.0				
Change Period (Y+Rc), s	7.0	7.0	6.7	6.7	7.0	7.0	6.7	6.7				
Max Green Setting (Gmax), s	15.0	37.0	12.3	28.3	15.0	37.0	12.3	28.3				
Max Q Clear Time (g_c+I1), s	5.7	35.3	8.0	9.8	6.7	19.6	14.3	16.2				
Green Ext Time (p_c), s	0.2	1.1	0.3	1.3	0.2	5.9	0.0	1.8				

Intersection Summary

HCM 7th Control Delay, s/veh	34.7
HCM 7th LOS	C

Notes

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

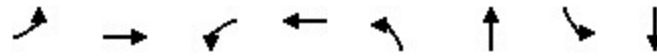


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	300		0	350		0	175		0	125		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.982			0.990			0.864				0.887
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3476	0	1770	3504	0	1770	1609	0	1770	1652	0
Flt Permitted	0.246			0.120			0.579			0.471		
Satd. Flow (perm)	458	3476	0	224	3504	0	1079	1609	0	877	1652	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		13			7			224				40
Link Speed (mph)		45			45			30				30
Link Distance (ft)		997			1099			1052				334
Travel Time (s)		15.1			16.7			23.9				7.6

Intersection Summary

Area Type: Other

Timings  
2: Idalia St. & E. 104th Ave.



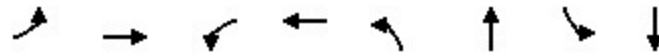
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations	↶	↶↷	↶	↶↷	↶	↷	↶	↷
Traffic Volume (vph)	36	994	194	928	194	21	59	12
Future Volume (vph)	36	994	194	928	194	21	59	12
Turn Type	pm+pt	NA	pm+pt	NA	pm+pt	NA	pm+pt	NA
Protected Phases	5	2	1	6	7	4	3	8
Permitted Phases	2		6		4		8	
Detector Phase	5	2	1	6	7	4	3	8
Switch Phase								
Minimum Initial (s)	5.0	10.0	5.0	10.0	7.0	7.0	7.0	7.0
Minimum Split (s)	11.9	37.9	11.9	37.9	12.8	34.8	12.8	34.8
Total Split (s)	15.0	46.0	24.0	55.0	15.0	35.0	15.0	35.0
Total Split (%)	12.5%	38.3%	20.0%	45.8%	12.5%	29.2%	12.5%	29.2%
Yellow Time (s)	4.9	4.9	4.9	4.9	3.5	3.5	3.5	3.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.3	2.3	2.3	2.3
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.9	6.9	6.9	6.9	5.8	5.8	5.8	5.8
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	None	C-Max	None	None	None	None
Act Effct Green (s)	69.5	63.1	85.0	76.8	18.0	10.6	16.9	9.9
Actuated g/C Ratio	0.58	0.53	0.71	0.64	0.15	0.09	0.14	0.08
v/c Ratio	0.11	0.67	0.60	0.48	0.98	0.71	0.34	0.30
Control Delay (s/veh)	9.3	18.7	18.6	14.5	104.4	21.0	43.4	24.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	9.3	18.7	18.6	14.5	104.4	21.0	43.4	24.8
LOS	A	B	B	B	F	C	D	C
Approach Delay (s/veh)		18.5		15.2		59.5		35.0
Approach LOS		B		B		E		D

Intersection Summary

Cycle Length: 120  
 Actuated Cycle Length: 120  
 Offset: 11 (9%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green  
 Natural Cycle: 110  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.99  
 Intersection Signal Delay (s/veh): 23.7  
 Intersection LOS: C  
 Intersection Capacity Utilization 83.5%  
 ICU Level of Service E  
 Analysis Period (min) 15

Splits and Phases: 2: Idalia St. & E. 104th Ave.





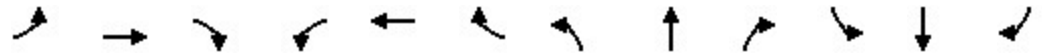
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	39	1230	211	1083	211	247	64	53
v/c Ratio	0.11	0.67	0.60	0.48	0.98	0.71	0.34	0.30
Control Delay (s/veh)	9.3	18.7	18.6	14.5	104.4	21.0	43.4	24.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	9.3	18.7	18.6	14.5	104.4	21.0	43.4	24.8
Queue Length 50th (ft)	7	184	48	239	~160	17	42	10
Queue Length 95th (ft)	m16	m#266	138	370	#233	97	75	47
Internal Link Dist (ft)		917		1019		972		254
Turn Bay Length (ft)	300		350		175		125	
Base Capacity (vph)	360	1834	391	2243	214	561	197	432
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.11	0.67	0.54	0.48	0.99	0.44	0.32	0.12

**Intersection Summary**

- ~ Volume exceeds capacity, queue is theoretically infinite.  
Queue shown is maximum after two cycles.
- # 95th percentile volume exceeds capacity, queue may be longer.  
Queue shown is maximum after two cycles.
- m Volume for 95th percentile queue is metered by upstream signal.

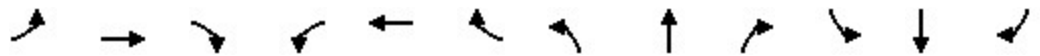
HCM 7th Signalized Intersection Summary  
 2: Idalia St. & E. 104th Ave.

Urban Moment Yardhomes  
 02/19/2026



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	36	994	138	194	928	68	194	21	206	59	12	37
Future Volume (veh/h)	36	994	138	194	928	68	194	21	206	59	12	37
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	39	1080	150	211	1009	74	211	23	224	64	13	40
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	286	1520	211	402	1786	131	360	26	255	180	60	186
Arrive On Green	0.06	0.97	0.97	0.08	0.53	0.53	0.08	0.17	0.17	0.05	0.15	0.15
Sat Flow, veh/h	1781	3134	435	1781	3357	246	1781	150	1458	1781	404	1243
Grp Volume(v), veh/h	39	611	619	211	534	549	211	0	247	64	0	53
Grp Sat Flow(s),veh/h/ln	1781	1777	1792	1781	1777	1826	1781	0	1608	1781	0	1647
Q Serve(g_s), s	1.3	4.0	4.1	7.0	24.1	24.1	9.2	0.0	18.0	3.6	0.0	3.4
Cycle Q Clear(g_c), s	1.3	4.0	4.1	7.0	24.1	24.1	9.2	0.0	18.0	3.6	0.0	3.4
Prop In Lane	1.00		0.24	1.00		0.13	1.00		0.91	1.00		0.75
Lane Grp Cap(c), veh/h	286	861	869	402	945	971	360	0	281	180	0	246
V/C Ratio(X)	0.14	0.71	0.71	0.52	0.56	0.57	0.59	0.00	0.88	0.36	0.00	0.22
Avail Cap(c_a), veh/h	353	861	869	518	945	971	360	0	391	225	0	401
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.52	0.52	0.52	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	15.5	1.0	1.0	12.9	18.8	18.8	41.8	0.0	48.3	40.7	0.0	44.9
Incr Delay (d2), s/veh	0.1	2.6	2.6	1.1	2.4	2.4	2.4	0.0	15.4	1.2	0.0	0.4
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	1.1	1.1	2.7	9.8	10.1	1.5	0.0	8.4	1.6	0.0	1.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	15.6	3.6	3.6	13.9	21.2	21.2	44.2	0.0	63.7	41.9	0.0	45.3
LnGrp LOS	B	A	A	B	C	C	D		E	D		D
Approach Vol, veh/h		1269			1294			458				117
Approach Delay, s/veh		4.0			20.0			54.7				43.4
Approach LOS		A			C			D				D
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	16.2	65.1	12.0	26.8	10.5	70.7	15.0	23.7				
Change Period (Y+Rc), s	6.9	6.9	5.8	5.8	6.9	6.9	5.8	5.8				
Max Green Setting (Gmax), s	17.1	39.1	9.2	29.2	8.1	48.1	9.2	29.2				
Max Q Clear Time (g_c+I1), s	9.0	6.1	5.6	20.0	3.3	26.1	11.2	5.4				
Green Ext Time (p_c), s	0.3	9.2	0.0	1.0	0.0	6.7	0.0	0.2				
<b>Intersection Summary</b>												
HCM 7th Control Delay, s/veh			19.5									
HCM 7th LOS			B									

Lanes and Geometrics  
 3: Chambers Rd. & E. 96th Ave.

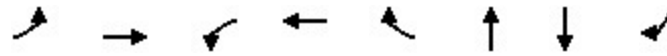


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	100		0	0		300	0		0	0		110
Storage Lanes	1		0	0		1	0		0	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt						0.850						0.850
Flt Protected	0.950											0.953
Satd. Flow (prot)	1770	1863	0	0	1863	1583	0	1863	0	0	1775	1583
Flt Permitted	0.332											0.953
Satd. Flow (perm)	618	1863	0	0	1863	1583	0	1863	0	0	1775	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						148						234
Link Speed (mph)		30			30			30				40
Link Distance (ft)		2041			1309			175				2659
Travel Time (s)		46.4			29.8			4.0				45.3

Intersection Summary

Area Type: Other

Timings  
3: Chambers Rd. & E. 96th Ave.



Lane Group	EBL	EBT	WBL	WBT	WBR	NBT	SBT	SBR
Lane Configurations								
Traffic Volume (vph)	50	300	1	550	160	2	2	215
Future Volume (vph)	50	300	1	550	160	2	2	215
Turn Type	pm+pt	NA	Perm	NA	Perm	NA	NA	Perm
Protected Phases	5	2		6		8	4	
Permitted Phases	2		6		6			4
Detector Phase	5	2	6	6	6	8	4	4
Switch Phase								
Minimum Initial (s)	5.0	5.0	10.0	10.0	10.0	5.0	5.0	5.0
Minimum Split (s)	11.0	24.8	24.8	24.8	24.8	24.0	24.0	24.0
Total Split (s)	15.0	70.0	55.0	55.0	55.0	35.0	35.0	35.0
Total Split (%)	10.7%	50.0%	39.3%	39.3%	39.3%	25.0%	25.0%	25.0%
Yellow Time (s)	4.0	4.8	4.8	4.8	4.8	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.8		6.8	6.8	6.0	6.0	6.0
Lead/Lag	Lead		Lag	Lag	Lag			
Lead-Lag Optimize?	Yes		Yes	Yes	Yes			
Recall Mode	None	C-Min	C-Min	C-Min	C-Min	None	None	None
Act Effct Green (s)	108.5	107.7		97.4	97.4	5.8	17.1	17.1
Actuated g/C Ratio	0.78	0.77		0.70	0.70	0.04	0.12	0.12
v/c Ratio	0.10	0.22		0.46	0.15	0.02	0.68	0.58
Control Delay (s/veh)	5.6	6.0		13.4	3.0	65.0	74.0	12.5
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	5.6	6.0		13.4	3.0	65.0	74.0	12.5
LOS	A	A		B	A	E	E	B
Approach Delay (s/veh)		6.0		11.1		65.0	36.2	
Approach LOS		A		B		E	D	

Intersection Summary

Cycle Length: 140  
 Actuated Cycle Length: 140  
 Offset: 9.5 (7%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green  
 Natural Cycle: 95  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.68  
 Intersection Signal Delay (s/veh): 16.1      Intersection LOS: B  
 Intersection Capacity Utilization 66.4%      ICU Level of Service C  
 Analysis Period (min) 15

Splits and Phases: 3: Chambers Rd. & E. 96th Ave.



Queues

3: Chambers Rd. & E. 96th Ave.

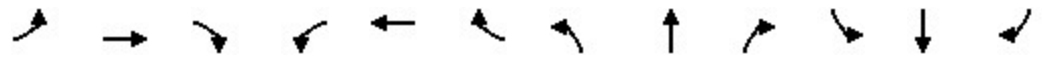


Lane Group	EBL	EBT	WBT	WBR	NBT	SBT	SBR
Lane Group Flow (vph)	54	326	599	174	2	147	234
v/c Ratio	0.10	0.22	0.46	0.15	0.02	0.68	0.58
Control Delay (s/veh)	5.6	6.0	13.4	3.0	65.0	74.0	12.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	5.6	6.0	13.4	3.0	65.0	74.0	12.5
Queue Length 50th (ft)	9	65	222	7	2	130	0
Queue Length 95th (ft)	32	166	471	46	12	195	76
Internal Link Dist (ft)		1961	1229		95	2579	
Turn Bay Length (ft)	100			300			110
Base Capacity (vph)	552	1432	1295	1146	385	367	513
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.10	0.23	0.46	0.15	0.01	0.40	0.46

Intersection Summary

HCM 7th Signalized Intersection Summary  
 3: Chambers Rd. & E. 96th Ave.

Urban Moment Yardhomes  
 02/19/2026



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	50	300	0	1	550	160	0	2	0	133	2	215
Future Volume (veh/h)	50	300	0	1	550	160	0	2	0	133	2	215
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	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	54	326	0	1	598	174	0	2	0	145	2	234
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	419	1305	0	26	1166	989	0	5	0	290	4	262
Arrive On Green	0.03	0.70	0.00	0.62	0.62	0.62	0.00	0.00	0.00	0.17	0.17	0.17
Sat Flow, veh/h	1781	1870	0	0	1870	1585	0	1870	0	1758	24	1585
Grp Volume(v), veh/h	54	326	0	599	0	174	0	2	0	147	0	234
Grp Sat Flow(s),veh/h/ln	1781	1870	0	1870	0	1585	0	1870	0	1782	0	1585
Q Serve(g_s), s	1.4	8.9	0.0	0.0	0.0	6.5	0.0	0.1	0.0	10.5	0.0	20.2
Cycle Q Clear(g_c), s	1.4	8.9	0.0	24.8	0.0	6.5	0.0	0.1	0.0	10.5	0.0	20.2
Prop In Lane	1.00		0.00	0.00		1.00	0.00		0.00	0.99		1.00
Lane Grp Cap(c), veh/h	419	1305	0	1192	0	989	0	5	0	294	0	262
V/C Ratio(X)	0.13	0.25	0.00	0.50	0.00	0.18	0.00	0.40	0.00	0.50	0.00	0.89
Avail Cap(c_a), veh/h	477	1305	0	1192	0	989	0	387	0	369	0	328
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	10.7	7.7	0.0	14.6	0.0	11.1	0.0	69.7	0.0	53.2	0.0	57.2
Incr Delay (d2), s/veh	0.1	0.5	0.0	1.5	0.0	0.4	0.0	44.5	0.0	1.3	0.0	21.8
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	3.7	0.0	10.9	0.0	2.4	0.0	0.1	0.0	4.8	0.0	9.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	10.8	8.2	0.0	16.1	0.0	11.5	0.0	114.2	0.0	54.5	0.0	79.0
LnGrp LOS	B	A		B		B		F		D		E
Approach Vol, veh/h		380			773			2			381	
Approach Delay, s/veh		8.6			15.1			114.2			69.6	
Approach LOS		A			B			F			E	
Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		104.5		29.1	10.4	94.1		6.4				
Change Period (Y+Rc), s		6.8		6.0	6.0	6.8		6.0				
Max Green Setting (Gmax), s		63.2		29.0	9.0	48.2		29.0				
Max Q Clear Time (g_c+I1), s		10.9		22.2	3.4	26.8		2.1				
Green Ext Time (p_c), s		2.2		0.9	0.0	4.7		0.0				
<b>Intersection Summary</b>												
HCM 7th Control Delay, s/veh				27.1								
HCM 7th LOS				C								

Lanes and Geometrics  
4: Chambers Rd. & E. 100th Ave.



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%				0%
Storage Length (ft)	0		0	100		0	0		0	0		0
Storage Lanes	0		0	1		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.911			0.858			0.997				0.999
Flt Protected		0.989		0.950				0.999				0.985
Satd. Flow (prot)	0	1678	0	1770	1598	0	0	1855	0	0	1833	0
Flt Permitted		0.989		0.950				0.999				0.985
Satd. Flow (perm)	0	1678	0	1770	1598	0	0	1855	0	0	1833	0
Link Speed (mph)		30			30			40				40
Link Distance (ft)		417			571			2659				1390
Travel Time (s)		9.5			13.0			60.4				31.6

Intersection Summary

Area Type: Other

Intersection												
Int Delay, s/veh	4.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕		↕	↕			↕			↕	
Traffic Vol, veh/h	6	4	19	41	6	109	8	319	8	137	301	5
Future Vol, veh/h	6	4	19	41	6	109	8	319	8	137	301	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	100	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	7	4	21	45	7	118	9	347	9	149	327	5

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	995	1001	330	996	999	351	333	0	0	355	0	0
Stage 1	628	628	-	368	368	-	-	-	-	-	-	-
Stage 2	367	373	-	627	630	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
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	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	224	243	712	223	243	692	1227	-	-	1203	-	-
Stage 1	471	476	-	651	621	-	-	-	-	-	-	-
Stage 2	652	618	-	471	475	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	152	204	712	179	205	692	1227	-	-	1203	-	-
Mov Cap-2 Maneuver	152	204	-	179	205	-	-	-	-	-	-	-
Stage 1	399	404	-	646	616	-	-	-	-	-	-	-
Stage 2	530	613	-	384	403	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s/v16.75			17.4		0.19		2.6	
HCM LOS	C		C					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	43	-	-	338	179	616	555	-	-
HCM Lane V/C Ratio	0.007	-	-	0.093	0.249	0.203	0.124	-	-
HCM Control Delay (s/veh)	8	0	-	16.8	31.6	12.3	8.4	0	-
HCM Lane LOS	A	A	-	C	D	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.3	0.9	0.8	0.4	-	-



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%		0%			0%
Storage Length (ft)	0	50		0	0	
Storage Lanes	0	1		0	0	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt		0.850	0.999			
Flt Protected						0.997
Satd. Flow (prot)	1863	1583	1861	0	0	1857
Flt Permitted						0.997
Satd. Flow (perm)	1863	1583	1861	0	0	1857
Link Speed (mph)	30		30			30
Link Distance (ft)	317		343			412
Travel Time (s)	7.2		7.8			9.4

**Intersection Summary**

Area Type: Other

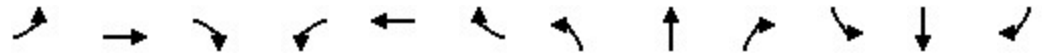
Intersection						
Int Delay, s/veh	0.3					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	9	411	3	17	270
Future Vol, veh/h	0	9	411	3	17	270
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	50	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	10	447	3	18	293

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	779	448	0	0	450
Stage 1	448	-	-	-	-
Stage 2	330	-	-	-	-
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	364	610	-	-	1110
Stage 1	643	-	-	-	-
Stage 2	728	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	357	610	-	-	1110
Mov Cap-2 Maneuver	357	-	-	-	-
Stage 1	643	-	-	-	-
Stage 2	714	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v10.99		0	0.49
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	-	610	107
HCM Lane V/C Ratio	-	-	-	0.016	0.017
HCM Control Delay (s/veh)	-	-	0	11	8.3
HCM Lane LOS	-	-	A	B	A
HCM 95th %tile Q(veh)	-	-	-	0	0.1

Lanes and Geometrics  
 1: Chambers Rd. & E. 104th Ave.



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%				0%
Storage Length (ft)	300		0	400		400	300		0	275		0
Storage Lanes	2		0	2		1	1		0	2		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.97	0.95	0.95	0.97	0.95	1.00	1.00	0.95	0.95	0.97	0.95	0.95
Ped Bike Factor		0.980				0.850		0.965				0.960
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	3468	0	3433	3539	1583	1770	3415	0	3433	3398	0
Flt Permitted	0.950			0.950			0.311			0.412		
Satd. Flow (perm)	3433	3468	0	3433	3539	1583	579	3415	0	1489	3398	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		14				242		32				41
Link Speed (mph)		45			45			40				40
Link Distance (ft)		788			997			607				669
Travel Time (s)		11.9			15.1			10.3				11.4

Intersection Summary

Area Type: Other

Timings  
1: Chambers Rd. & E. 104th Ave.



Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations	↖↗	↕	↖↗	↕	↖	↖	↕	↖↗	↕
Traffic Volume (vph)	221	860	91	818	223	232	277	286	245
Future Volume (vph)	221	860	91	818	223	232	277	286	245
Turn Type	Prot	NA	Prot	NA	Perm	pm+pt	NA	pm+pt	NA
Protected Phases	5	2	1	6		7	4	3	8
Permitted Phases					6	4		8	
Detector Phase	5	2	1	6	6	7	4	3	8
Switch Phase									
Minimum Initial (s)	3.0	15.0	3.0	15.0	15.0	3.0	5.0	3.0	5.0
Minimum Split (s)	15.0	37.0	15.0	37.0	37.0	15.0	34.7	15.0	34.7
Total Split (s)	19.0	40.0	21.0	42.0	42.0	24.0	35.0	24.0	35.0
Total Split (%)	15.8%	33.3%	17.5%	35.0%	35.0%	20.0%	29.2%	20.0%	29.2%
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0	4.7	4.7	4.7	4.7
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.0	7.0	7.0	7.0	7.0	6.7	6.7	6.7	6.7
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Min	None	C-Min	C-Min	None	None	None	None
Act Effct Green (s)	13.7	50.4	8.8	45.5	45.5	36.2	19.9	30.6	17.1
Actuated g/C Ratio	0.11	0.42	0.07	0.38	0.38	0.30	0.17	0.26	0.14
v/c Ratio	0.61	0.73	0.39	0.66	0.32	0.74	0.66	0.51	0.70
Control Delay (s/veh)	57.3	33.9	65.1	25.7	2.4	44.9	48.4	32.1	50.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	57.3	33.9	65.1	25.7	2.4	44.9	48.4	32.1	50.4
LOS	E	C	E	C	A	D	D	C	D
Approach Delay (s/veh)		38.2		24.3			47.1		42.0
Approach LOS		D		C			D		D

Intersection Summary

Cycle Length: 120  
 Actuated Cycle Length: 120  
 Offset: 1 (1%), Referenced to phase 2:EBT and 6:WBT, Start of Green  
 Natural Cycle: 105  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.75  
 Intersection Signal Delay (s/veh): 35.9  
 Intersection LOS: D  
 Intersection Capacity Utilization 76.6%  
 ICU Level of Service D  
 Analysis Period (min) 15

Splits and Phases: 1: Chambers Rd. & E. 104th Ave.





Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	240	1078	99	889	242	252	394	311	363
v/c Ratio	0.61	0.73	0.39	0.66	0.32	0.74	0.66	0.51	0.70
Control Delay (s/veh)	57.3	33.9	65.1	25.7	2.4	44.9	48.4	32.1	50.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	57.3	33.9	65.1	25.7	2.4	44.9	48.4	32.1	50.4
Queue Length 50th (ft)	92	362	40	185	3	149	138	89	127
Queue Length 95th (ft)	131	#536	m70	#336	23	208	186	115	170
Internal Link Dist (ft)		708		917			527		589
Turn Bay Length (ft)	300		400		400	300		275	
Base Capacity (vph)	402	1464	400	1342	750	351	829	706	832
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.60	0.74	0.25	0.66	0.32	0.72	0.48	0.44	0.44

#### Intersection Summary

# 95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

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

HCM 7th Signalized Intersection Summary

Urban Moment Yardhomes

1: Chambers Rd. & E. 104th Ave.

02/19/2026



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↕↔		↔↔	↕↕	↗	↗	↕↔		↔↔	↕↔	
Traffic Volume (veh/h)	221	860	132	91	818	223	232	277	86	286	245	89
Future Volume (veh/h)	221	860	132	91	818	223	232	277	86	286	245	89
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	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	240	935	143	99	889	0	252	301	93	311	266	97
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	297	1411	216	153	1475		336	465	141	584	342	122
Arrive On Green	0.09	0.46	0.46	0.04	0.42	0.00	0.14	0.17	0.17	0.10	0.13	0.13
Sat Flow, veh/h	3456	3090	472	3456	3554	1585	1781	2686	815	3456	2568	914
Grp Volume(v), veh/h	240	538	540	99	889	0	252	197	197	311	182	181
Grp Sat Flow(s),veh/h/ln	1728	1777	1785	1728	1777	1585	1781	1777	1724	1728	1777	1706
Q Serve(g_s), s	8.2	28.3	28.3	3.4	23.4	0.0	14.4	12.4	12.8	9.1	11.9	12.3
Cycle Q Clear(g_c), s	8.2	28.3	28.3	3.4	23.4	0.0	14.4	12.4	12.8	9.1	11.9	12.3
Prop In Lane	1.00		0.26	1.00		1.00	1.00		0.47	1.00		0.54
Lane Grp Cap(c), veh/h	297	812	815	153	1475		336	308	298	584	237	227
V/C Ratio(X)	0.81	0.66	0.66	0.65	0.60		0.75	0.64	0.66	0.53	0.77	0.80
Avail Cap(c_a), veh/h	346	812	815	403	1475		348	419	407	746	419	402
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.82	0.82	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	53.9	25.4	25.4	56.4	27.4	0.0	38.0	46.1	46.3	39.3	50.2	50.4
Incr Delay (d2), s/veh	11.6	4.2	4.2	3.7	1.5	0.0	8.5	2.2	2.5	0.8	5.2	6.3
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.9	12.2	12.2	1.5	9.7	0.0	6.9	5.6	5.6	3.9	5.5	5.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	65.5	29.6	29.6	60.1	28.9	0.0	46.5	48.4	48.8	40.1	55.4	56.7
LnGrp LOS	E	C	C	E	C		D	D	D	D	E	E
Approach Vol, veh/h		1318			988			646			674	
Approach Delay, s/veh		36.2			32.0			47.8			48.7	
Approach LOS		D			C			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	12.3	61.8	18.4	27.5	17.3	56.8	23.2	22.7				
Change Period (Y+Rc), s	7.0	7.0	6.7	6.7	7.0	7.0	6.7	6.7				
Max Green Setting (Gmax), s	14.0	33.0	17.3	28.3	12.0	35.0	17.3	28.3				
Max Q Clear Time (g_c+I1), s	5.4	30.3	11.1	14.8	10.2	25.4	16.4	14.3				
Green Ext Time (p_c), s	0.1	1.6	0.6	1.8	0.1	3.9	0.1	1.6				

Intersection Summary												
HCM 7th Control Delay, s/veh											39.4	
HCM 7th LOS											D	

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

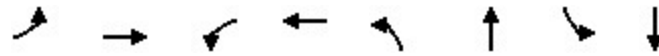


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	300		0	350		0	175		0	125		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.985			0.988			0.868				0.901
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3486	0	1770	3497	0	1770	1617	0	1770	1678	0
Flt Permitted	0.211			0.138			0.649			0.412		
Satd. Flow (perm)	393	3486	0	257	3497	0	1209	1617	0	767	1678	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		11			9			176				62
Link Speed (mph)		45			45			30				30
Link Distance (ft)		997			1099			1052				334
Travel Time (s)		15.1			16.7			23.9				7.6

Intersection Summary

Area Type: Other

Timings  
2: Idalia St. & E. 104th Ave.



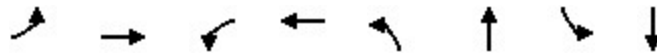
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations	↖	↕	↖	↕	↖	↕	↖	↕
Traffic Volume (vph)	56	1012	119	926	151	22	86	29
Future Volume (vph)	56	1012	119	926	151	22	86	29
Turn Type	pm+pt	NA	pm+pt	NA	pm+pt	NA	pm+pt	NA
Protected Phases	5	2	1	6	7	4	3	8
Permitted Phases	2		6		4		8	
Detector Phase	5	2	1	6	7	4	3	8
Switch Phase								
Minimum Initial (s)	5.0	10.0	5.0	10.0	7.0	7.0	7.0	7.0
Minimum Split (s)	11.9	37.9	11.9	37.9	12.8	34.8	12.8	34.8
Total Split (s)	15.0	47.0	23.0	55.0	15.0	35.0	15.0	35.0
Total Split (%)	12.5%	39.2%	19.2%	45.8%	12.5%	29.2%	12.5%	29.2%
Yellow Time (s)	4.9	4.9	4.9	4.9	3.5	3.5	3.5	3.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.3	2.3	2.3	2.3
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.9	6.9	6.9	6.9	5.8	5.8	5.8	5.8
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	None	C-Max	None	None	None	None
Act Effct Green (s)	72.5	65.7	80.2	71.4	19.3	10.1	18.4	9.6
Actuated g/C Ratio	0.60	0.55	0.67	0.60	0.16	0.08	0.15	0.08
v/c Ratio	0.19	0.64	0.43	0.52	0.69	0.67	0.48	0.48
Control Delay (s/veh)	6.7	13.4	11.4	16.6	58.2	22.4	48.1	29.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	6.7	13.4	11.4	16.6	58.2	22.4	48.1	29.6
LOS	A	B	B	B	E	C	D	C
Approach Delay (s/veh)		13.2		16.1		38.6		38.9
Approach LOS		B		B		D		D

Intersection Summary

Cycle Length: 120  
 Actuated Cycle Length: 120  
 Offset: 9 (8%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green  
 Natural Cycle: 100  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.69  
 Intersection Signal Delay (s/veh): 18.9  
 Intersection LOS: B  
 Intersection Capacity Utilization 76.4%  
 ICU Level of Service D  
 Analysis Period (min) 15

Splits and Phases: 2: Idalia St. & E. 104th Ave.





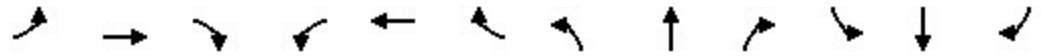
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	61	1225	129	1097	164	200	93	94
v/c Ratio	0.19	0.64	0.43	0.52	0.69	0.67	0.48	0.48
Control Delay (s/veh)	6.7	13.4	11.4	16.6	58.2	22.4	48.1	29.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	6.7	13.4	11.4	16.6	58.2	22.4	48.1	29.6
Queue Length 50th (ft)	10	161	29	249	115	18	62	24
Queue Length 95th (ft)	m19	183	61	374	169	90	103	74
Internal Link Dist (ft)		917		1019		972		254
Turn Bay Length (ft)	300		350		175		125	
Base Capacity (vph)	335	1912	379	2084	237	526	197	455
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.18	0.64	0.34	0.53	0.69	0.38	0.47	0.21

**Intersection Summary**

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

HCM 7th Signalized Intersection Summary  
 2: Idalia St. & E. 104th Ave.

Urban Moment Yardhomes  
 02/19/2026



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	56	1012	115	119	926	83	151	22	162	86	29	57
Future Volume (veh/h)	56	1012	115	119	926	83	151	22	162	86	29	57
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	61	1100	125	129	1007	90	164	24	176	93	32	62
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	304	1718	195	392	1808	162	295	28	206	194	73	140
Arrive On Green	0.07	1.00	1.00	0.05	0.55	0.55	0.08	0.15	0.15	0.06	0.13	0.13
Sat Flow, veh/h	1781	3216	365	1781	3299	295	1781	194	1421	1781	569	1103
Grp Volume(v), veh/h	61	607	618	129	542	555	164	0	200	93	0	94
Grp Sat Flow(s),veh/h/ln	1781	1777	1805	1781	1777	1817	1781	0	1615	1781	0	1672
Q Serve(g_s), s	1.8	0.0	0.0	3.9	23.8	23.8	9.2	0.0	14.5	5.4	0.0	6.2
Cycle Q Clear(g_c), s	1.8	0.0	0.0	3.9	23.8	23.8	9.2	0.0	14.5	5.4	0.0	6.2
Prop In Lane	1.00		0.20	1.00		0.16	1.00		0.88	1.00		0.66
Lane Grp Cap(c), veh/h	304	949	964	392	974	996	295	0	234	194	0	213
V/C Ratio(X)	0.20	0.64	0.64	0.33	0.56	0.56	0.56	0.00	0.85	0.48	0.00	0.44
Avail Cap(c_a), veh/h	360	949	964	542	974	996	295	0	393	225	0	407
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.67	0.67	0.67	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	13.3	0.0	0.0	11.2	17.6	17.6	42.3	0.0	50.0	42.6	0.0	48.4
Incr Delay (d2), s/veh	0.2	2.2	2.2	0.5	2.3	2.2	2.3	0.0	9.1	1.8	0.0	1.4
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	0.6	0.6	1.5	9.6	9.8	4.5	0.0	6.4	2.5	0.0	2.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	13.5	2.2	2.2	11.7	19.9	19.9	44.6	0.0	59.1	44.4	0.0	49.8
LnGrp LOS	B	A	A	B	B	B	D		E	D		D
Approach Vol, veh/h		1286			1226			364				187
Approach Delay, s/veh		2.7			19.0			52.6				47.2
Approach LOS		A			B			D				D
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	12.9	71.0	12.9	23.2	11.2	72.7	15.0	21.1				
Change Period (Y+Rc), s	6.9	6.9	5.8	5.8	6.9	6.9	5.8	5.8				
Max Green Setting (Gmax), s	16.1	40.1	9.2	29.2	8.1	48.1	9.2	29.2				
Max Q Clear Time (g_c+I1), s	5.9	2.0	7.4	16.5	3.8	25.8	11.2	8.2				
Green Ext Time (p_c), s	0.2	9.4	0.0	0.9	0.0	6.9	0.0	0.4				
<b>Intersection Summary</b>												
HCM 7th Control Delay, s/veh				17.9								
HCM 7th LOS				B								



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	100		0	0		300	0		0	0		110
Storage Lanes	1		0	0		1	0		0	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt						0.850						0.850
Flt Protected	0.950							0.984			0.950	
Satd. Flow (prot)	1770	1863	0	0	1863	1583	0	1833	0	0	1770	1583
Flt Permitted	0.267										0.950	
Satd. Flow (perm)	497	1863	0	0	1863	1583	0	1863	0	0	1770	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						141						123
Link Speed (mph)		30			30			30			40	
Link Distance (ft)		2041			1309			175			2659	
Travel Time (s)		46.4			29.8			4.0			45.3	

**Intersection Summary**

Area Type: Other

Timings  
3: Chambers Rd. & E. 96th Ave.



Lane Group	EBL	EBT	WBT	WBR	NBL	NBT	SBT	SBR
Lane Configurations	↩	↩	↩	↩		↕	↩	↩
Traffic Volume (vph)	220	604	529	146	1	2	0	70
Future Volume (vph)	220	604	529	146	1	2	0	70
Turn Type	pm+pt	NA	NA	Perm	Perm	NA	NA	Perm
Protected Phases	5	2	6			8	4	
Permitted Phases	2			6	8			4
Detector Phase	5	2	6	6	8	8	4	4
Switch Phase								
Minimum Initial (s)	5.0	5.0	10.0	10.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.0	24.8	24.8	24.8	24.0	24.0	24.0	24.0
Total Split (s)	15.0	70.0	55.0	55.0	35.0	35.0	35.0	35.0
Total Split (%)	10.7%	50.0%	39.3%	39.3%	25.0%	25.0%	25.0%	25.0%
Yellow Time (s)	4.0	4.8	4.8	4.8	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	6.0	6.8	6.8	6.8		6.0	6.0	6.0
Lead/Lag	Lead		Lag	Lag				
Lead-Lag Optimize?	Yes		Yes	Yes				
Recall Mode	None	C-Min	C-Min	C-Min	None	None	None	None
Act Effct Green (s)	107.9	107.1	76.5	76.5		5.9	17.6	17.6
Actuated g/C Ratio	0.77	0.77	0.55	0.55		0.04	0.13	0.13
v/c Ratio	0.39	0.46	0.56	0.17		0.03	0.69	0.24
Control Delay (s/veh)	7.3	8.5	24.9	4.5		65.3	74.7	3.2
Queue Delay	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay (s/veh)	7.3	8.5	24.9	4.5		65.3	74.7	3.2
LOS	A	A	C	A		E	E	A
Approach Delay (s/veh)		8.2	20.6			65.3	51.2	
Approach LOS		A	C			E	D	

Intersection Summary

Cycle Length: 140	
Actuated Cycle Length: 140	
Offset: 15 (11%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green	
Natural Cycle: 95	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.70	
Intersection Signal Delay (s/veh): 18.5	Intersection LOS: B
Intersection Capacity Utilization 90.6%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 3: Chambers Rd. & E. 96th Ave.



Queues

3: Chambers Rd. & E. 96th Ave.

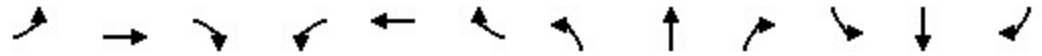


Lane Group	EBL	EBT	WBT	WBR	NBT	SBT	SBR
Lane Group Flow (vph)	239	657	575	159	3	155	76
v/c Ratio	0.39	0.46	0.56	0.17	0.03	0.69	0.24
Control Delay (s/veh)	7.3	8.5	24.9	4.5	65.3	74.7	3.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	7.3	8.5	24.9	4.5	65.3	74.7	3.2
Queue Length 50th (ft)	45	172	296	7	3	137	0
Queue Length 95th (ft)	120	406	569	53	13	205	8
Internal Link Dist (ft)		1961	1229		95	2579	
Turn Bay Length (ft)	100			300			110
Base Capacity (vph)	607	1425	1017	928	385	366	425
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.39	0.46	0.57	0.17	0.01	0.42	0.18

Intersection Summary

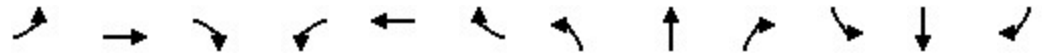
HCM 7th Signalized Intersection Summary  
 3: Chambers Rd. & E. 96th Ave.

Urban Moment Yardhomes  
 02/19/2026



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	220	604	0	0	529	146	1	2	0	143	0	70
Future Volume (veh/h)	220	604	0	0	529	146	1	2	0	143	0	70
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	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	239	657	0	0	575	159	1	2	0	155	0	76
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	517	1414	0	0	1227	1040	2	5	0	188	0	167
Arrive On Green	0.06	0.76	0.00	0.00	0.66	0.66	0.00	0.00	0.00	0.11	0.00	0.11
Sat Flow, veh/h	1781	1870	0	0	1870	1585	613	1226	0	1781	0	1585
Grp Volume(v), veh/h	239	657	0	0	575	159	3	0	0	155	0	76
Grp Sat Flow(s),veh/h/ln	1781	1870	0	0	1870	1585	1840	0	0	1781	0	1585
Q Serve(g_s), s	5.9	18.5	0.0	0.0	21.4	5.4	0.2	0.0	0.0	11.9	0.0	6.3
Cycle Q Clear(g_c), s	5.9	18.5	0.0	0.0	21.4	5.4	0.2	0.0	0.0	11.9	0.0	6.3
Prop In Lane	1.00		0.00	0.00		1.00	0.33		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	517	1414	0	0	1227	1040	7	0	0	188	0	167
V/C Ratio(X)	0.46	0.46	0.00	0.00	0.47	0.15	0.41	0.00	0.00	0.82	0.00	0.45
Avail Cap(c_a), veh/h	530	1414	0	0	1227	1040	381	0	0	369	0	328
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	8.9	6.4	0.0	0.0	11.9	9.2	69.6	0.0	0.0	61.3	0.0	58.8
Incr Delay (d2), s/veh	0.6	1.1	0.0	0.0	1.3	0.3	33.8	0.0	0.0	8.7	0.0	1.9
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.2	7.1	0.0	0.0	9.1	1.9	0.2	0.0	0.0	5.8	0.0	2.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	9.6	7.5	0.0	0.0	13.2	9.5	103.3	0.0	0.0	70.0	0.0	60.7
LnGrp LOS	A	A			B	A	F			E		E
Approach Vol, veh/h		896			734			3				231
Approach Delay, s/veh		8.1			12.4			103.3				67.0
Approach LOS		A			B			F				E
Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		112.7		20.8	14.0	98.7		6.6				
Change Period (Y+Rc), s		6.8		6.0	6.0	6.8		6.0				
Max Green Setting (Gmax), s		63.2		29.0	9.0	48.2		29.0				
Max Q Clear Time (g_c+I1), s		20.5		13.9	7.9	23.4		2.2				
Green Ext Time (p_c), s		5.3		0.9	0.1	4.6		0.0				
<b>Intersection Summary</b>												
HCM 7th Control Delay, s/veh					17.2							
HCM 7th LOS					B							

Lanes and Geometrics  
4: Chambers Rd. & E. 100th Ave.



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕		↖	↗			↕			↕	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%				0%
Storage Length (ft)	0		0	100		0	0		0	0		0
Storage Lanes	0		0	1		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.964			0.854			0.985				0.996
Flt Protected		0.974		0.950				0.999				0.984
Satd. Flow (prot)	0	1749	0	1770	1591	0	0	1833	0	0	1826	0
Flt Permitted		0.974		0.950				0.999				0.984
Satd. Flow (perm)	0	1749	0	1770	1591	0	0	1833	0	0	1826	0
Link Speed (mph)		30			30			40				40
Link Distance (ft)		417			571			2659				1390
Travel Time (s)		9.5			13.0			60.4				31.6

Intersection Summary

Area Type: Other

Intersection												
Int Delay, s/veh	3.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕		↕	↕			↕			↕	
Traffic Vol, veh/h	7	3	4	29	3	106	11	334	44	141	279	14
Future Vol, veh/h	7	3	4	29	3	106	11	334	44	141	279	14
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	100	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	8	3	4	32	3	115	12	363	48	153	303	15

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1006	1052	311	1022	1036	387	318	0	0	411	0	0
Stage 1	617	617	-	411	411	-	-	-	-	-	-	-
Stage 2	389	435	-	611	625	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
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	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	220	226	729	214	232	661	1242	-	-	1148	-	-
Stage 1	477	481	-	618	595	-	-	-	-	-	-	-
Stage 2	635	581	-	481	477	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	148	187	729	174	191	661	1242	-	-	1148	-	-
Mov Cap-2 Maneuver	148	187	-	174	191	-	-	-	-	-	-	-
Stage 1	400	403	-	610	587	-	-	-	-	-	-	-
Stage 2	515	573	-	397	400	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB			
HCM Control Delay, s/v	24.12		15.99		0.22		2.8			
HCM LOS	C		C							

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	50	-	-	203	174	619	579	-	-
HCM Lane V/C Ratio	0.01	-	-	0.075	0.182	0.191	0.134	-	-
HCM Control Delay (s/veh)	7.9	0	-	24.1	30.3	12.2	8.6	0	-
HCM Lane LOS	A	A	-	C	D	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.2	0.6	0.7	0.5	-	-



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%		0%			0%
Storage Length (ft)	0	50		0	0	
Storage Lanes	1	1		0	0	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt		0.850	0.995			
Flt Protected	0.950					0.997
Satd. Flow (prot)	1770	1583	1853	0	0	1857
Flt Permitted	0.950					0.997
Satd. Flow (perm)	1770	1583	1853	0	0	1857
Link Speed (mph)	30		30			30
Link Distance (ft)	317		343			412
Travel Time (s)	7.2		7.8			9.4

**Intersection Summary**

Area Type: Other























Intersection						
Int Delay, s/veh	1					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	3	36	235	8	13	204
Future Vol, veh/h	3	36	235	8	13	204
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	50	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	3	39	255	9	14	222

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	510	260	0	0	264	0
Stage 1	260	-	-	-	-	-
Stage 2	250	-	-	-	-	-
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	523	779	-	-	1300	-
Stage 1	784	-	-	-	-	-
Stage 2	792	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	517	779	-	-	1300	-
Mov Cap-2 Maneuver	517	-	-	-	-	-
Stage 1	784	-	-	-	-	-
Stage 2	782	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v10.03		0	0.47
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	517	779	108	-
HCM Lane V/C Ratio	-	-	0.006	0.05	0.011	-
HCM Control Delay (s/veh)	-	-	12	9.9	7.8	0
HCM Lane LOS	-	-	B	A	A	A
HCM 95th %tile Q(veh)	-	-	0	0.2	0	-

Lanes and Geometrics  
1: Chambers Rd. & E. 104th Ave.

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	300		0	400		400	300		0	275		0
Storage Lanes	2		0	2		1	1		0	2		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.97	0.95	0.95	0.97	0.95	1.00	1.00	0.95	0.95	0.97	0.95	0.95
Ped Bike Factor		0.979				0.850		0.938				0.925
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	3465	0	3433	3539	1583	1770	3320	0	3433	3274	0
Flt Permitted	0.950			0.950			0.332			0.421		
Satd. Flow (perm)	3433	3465	0	3433	3539	1583	618	3320	0	1521	3274	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		16				158		140			200	
Link Speed (mph)		45			45			40			40	
Link Distance (ft)		788			997			607			669	
Travel Time (s)		11.9			15.1			10.3			11.4	

Intersection Summary

Area Type: Other

Timings  
1: Chambers Rd. & E. 104th Ave.



Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations	↖↗	↕	↖↗	↕	↖	↖	↕	↖↗	↕
Traffic Volume (vph)	141	956	155	946	136	320	230	224	214
Future Volume (vph)	141	956	155	946	136	320	230	224	214
Turn Type	Prot	NA	Prot	NA	Perm	pm+pt	NA	pm+pt	NA
Protected Phases	5	2	1	6		7	4	3	8
Permitted Phases					6	4		8	
Detector Phase	5	2	1	6	6	7	4	3	8
Switch Phase									
Minimum Initial (s)	3.0	15.0	3.0	15.0	15.0	3.0	5.0	3.0	5.0
Minimum Split (s)	10.0	37.0	10.0	37.0	37.0	9.7	34.7	9.7	34.7
Total Split (s)	22.0	44.0	22.0	44.0	44.0	19.0	35.0	19.0	35.0
Total Split (%)	18.3%	36.7%	18.3%	36.7%	36.7%	15.8%	29.2%	15.8%	29.2%
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0	4.7	4.7	4.7	4.7
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.0	7.0	7.0	7.0	7.0	6.7	6.7	6.7	6.7
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Min	None	C-Min	C-Min	None	Max	None	Max
Act Effct Green (s)	10.7	40.8	11.2	41.3	41.3	42.2	29.9	39.0	28.3
Actuated g/C Ratio	0.09	0.34	0.09	0.34	0.34	0.35	0.25	0.33	0.24
v/c Ratio	0.50	1.01	0.52	0.84	0.22	1.03	0.45	0.36	0.50
Control Delay (s/veh)	57.5	69.5	73.8	34.4	1.3	94.3	30.0	25.7	24.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	57.5	69.5	73.8	34.4	1.3	94.3	30.0	25.7	24.2
LOS	E	E	E	C	A	F	C	C	C
Approach Delay (s/veh)		68.2		35.7			58.9		24.8
Approach LOS		E		D			E		C

Intersection Summary

Cycle Length: 120  
 Actuated Cycle Length: 120  
 Offset: 8 (7%), Referenced to phase 2:EBT and 6:WBT, Start of Green  
 Natural Cycle: 115  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 1.04  
 Intersection Signal Delay (s/veh): 48.7  
 Intersection LOS: D  
 Intersection Capacity Utilization 89.2%  
 ICU Level of Service E  
 Analysis Period (min) 15

Splits and Phases: 1: Chambers Rd. & E. 104th Ave.





Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	153	1209	168	1028	148	348	428	243	467
v/c Ratio	0.50	1.01	0.52	0.84	0.22	1.03	0.45	0.36	0.50
Control Delay (s/veh)	57.5	69.5	73.8	34.4	1.3	94.3	30.0	25.7	24.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	57.5	69.5	73.8	34.4	1.3	94.3	30.0	25.7	24.2
Queue Length 50th (ft)	59	~517	67	400	6	~235	107	62	92
Queue Length 95th (ft)	91	#694	m104	m#418	m5	#370	164	91	146
Internal Link Dist (ft)		708		917			527		589
Turn Bay Length (ft)	300		400		400	300		275	
Base Capacity (vph)	429	1189	429	1219	649	335	931	710	924
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.36	1.02	0.39	0.84	0.23	1.04	0.46	0.34	0.51

#### Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

# 95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

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

HCM 7th Signalized Intersection Summary

Urban Moment Yardhomes

1: Chambers Rd. & E. 104th Ave.

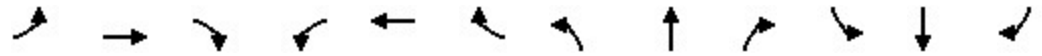
02/25/2026



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↕↔		↔↔	↕↕	↕	↔	↕↔		↔↔	↕↔	↕
Traffic Volume (veh/h)	141	956	156	155	946	136	320	230	164	224	214	215
Future Volume (veh/h)	141	956	156	155	946	136	320	230	164	224	214	215
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	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	153	1039	170	168	1028	0	348	250	178	243	233	234
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	214	1125	184	226	1320		338	538	369	662	419	374
Arrive On Green	0.06	0.37	0.37	0.13	0.74	0.00	0.10	0.27	0.27	0.07	0.24	0.24
Sat Flow, veh/h	3456	3058	499	3456	3554	1585	1781	2016	1382	3456	1777	1585
Grp Volume(v), veh/h	153	603	606	168	1028	0	348	219	209	243	233	234
Grp Sat Flow(s),veh/h/ln	1728	1777	1780	1728	1777	1585	1781	1777	1622	1728	1777	1585
Q Serve(g_s), s	5.2	39.0	39.1	5.6	21.2	0.0	12.3	12.4	13.0	6.3	13.8	15.9
Cycle Q Clear(g_c), s	5.2	39.0	39.1	5.6	21.2	0.0	12.3	12.4	13.0	6.3	13.8	15.9
Prop In Lane	1.00		0.28	1.00		1.00	1.00		0.85	1.00		1.00
Lane Grp Cap(c), veh/h	214	654	655	226	1320		338	474	433	662	419	374
V/C Ratio(X)	0.72	0.92	0.93	0.74	0.78		1.03	0.46	0.48	0.37	0.56	0.63
Avail Cap(c_a), veh/h	432	654	655	432	1320		338	474	433	769	419	374
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.74	0.74	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	55.3	36.3	36.3	51.2	12.4	0.0	39.7	36.8	37.0	31.4	40.3	41.1
Incr Delay (d2), s/veh	4.4	20.6	21.0	3.6	3.4	0.0	56.4	3.2	3.8	0.3	5.2	7.7
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	2.4	19.7	19.9	2.4	4.8	0.0	9.4	5.7	5.5	2.6	6.5	6.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	59.7	56.9	57.3	54.7	15.8	0.0	96.1	40.0	40.8	31.7	45.6	48.8
LnGrp LOS	E	E	E	D	B		F	D	D	C	D	D
Approach Vol, veh/h	1362			1196			776			710		
Approach Delay, s/veh	57.4			21.3			65.4			41.9		
Approach LOS	E			C			E			D		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	14.9	51.1	15.3	38.7	14.4	51.6	19.0	35.0				
Change Period (Y+Rc), s	7.0	7.0	6.7	6.7	7.0	7.0	6.7	6.7				
Max Green Setting (Gmax), s	15.0	37.0	12.3	28.3	15.0	37.0	12.3	28.3				
Max Q Clear Time (g_c+I1), s	7.6	41.1	8.3	15.0	7.2	23.2	14.3	17.9				
Green Ext Time (p_c), s	0.3	0.0	0.3	2.0	0.2	5.6	0.0	2.0				

Intersection Summary												
HCM 7th Control Delay, s/veh	45.5											
HCM 7th LOS	D											

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

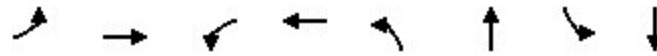


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	300		0	350		0	175		0	125		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.983			0.990			0.864			0.886	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3479	0	1770	3504	0	1770	1609	0	1770	1650	0
Flt Permitted	0.198			0.077			0.580			0.465		
Satd. Flow (perm)	369	3479	0	143	3504	0	1080	1609	0	866	1650	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		12			7			233			41	
Link Speed (mph)		45			45			30			30	
Link Distance (ft)		997			1099			1052			334	
Travel Time (s)		15.1			16.7			23.9			7.6	

Intersection Summary

Area Type: Other

Timings  
2: Idalia St. & E. 104th Ave.

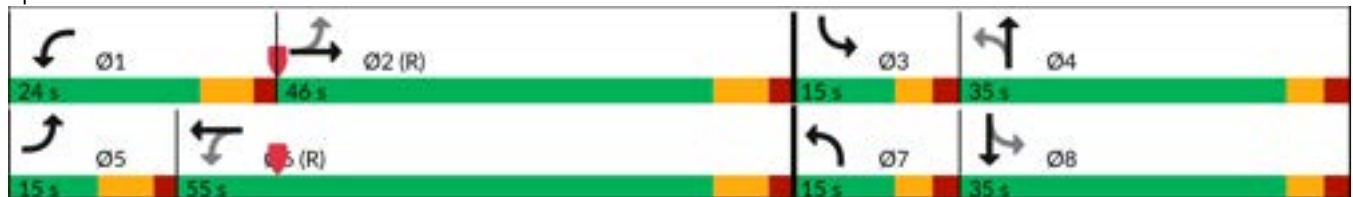


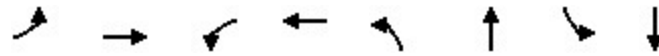
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations	↶	↶↷	↶	↶↷	↶	↷	↶	↷
Traffic Volume (vph)	37	1146	201	1040	202	22	61	12
Future Volume (vph)	37	1146	201	1040	202	22	61	12
Turn Type	pm+pt	NA	pm+pt	NA	pm+pt	NA	pm+pt	NA
Protected Phases	5	2	1	6	7	4	3	8
Permitted Phases	2		6		4		8	
Detector Phase	5	2	1	6	7	4	3	8
Switch Phase								
Minimum Initial (s)	5.0	10.0	5.0	10.0	7.0	7.0	7.0	7.0
Minimum Split (s)	11.9	37.9	11.9	37.9	12.8	34.8	12.8	34.8
Total Split (s)	15.0	46.0	24.0	55.0	15.0	35.0	15.0	35.0
Total Split (%)	12.5%	38.3%	20.0%	45.8%	12.5%	29.2%	12.5%	29.2%
Yellow Time (s)	4.9	4.9	4.9	4.9	3.5	3.5	3.5	3.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.3	2.3	2.3	2.3
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.9	6.9	6.9	6.9	5.8	5.8	5.8	5.8
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	None	C-Max	None	None	None	None
Act Effct Green (s)	68.8	62.4	84.8	74.0	18.1	10.7	17.1	10.0
Actuated g/C Ratio	0.57	0.52	0.71	0.62	0.15	0.09	0.14	0.08
v/c Ratio	0.13	0.77	0.70	0.55	1.02	0.72	0.35	0.30
Control Delay (s/veh)	10.3	23.2	34.4	16.9	112.7	21.0	43.5	24.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	10.3	23.2	34.4	16.9	112.7	21.0	43.5	24.4
LOS	B	C	C	B	F	C	D	C
Approach Delay (s/veh)		22.9		19.6		63.3		34.9
Approach LOS		C		B		E		C

Intersection Summary

Cycle Length: 120  
 Actuated Cycle Length: 120  
 Offset: 11 (9%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green  
 Natural Cycle: 120  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 1.02  
 Intersection Signal Delay (s/veh): 27.5  
 Intersection LOS: C  
 Intersection Capacity Utilization 88.7%  
 ICU Level of Service E  
 Analysis Period (min) 15

Splits and Phases: 2: Idalia St. & E. 104th Ave.





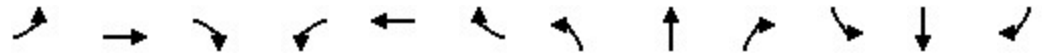
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	40	1401	218	1207	220	257	66	54
v/c Ratio	0.13	0.77	0.70	0.55	1.02	0.72	0.35	0.30
Control Delay (s/veh)	10.3	23.2	34.4	16.9	112.7	21.0	43.5	24.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	10.3	23.2	34.4	16.9	112.7	21.0	43.5	24.4
Queue Length 50th (ft)	10	274	92	283	~175	18	44	10
Queue Length 95th (ft)	m16	m#616	181	436	#248	99	76	47
Internal Link Dist (ft)		917		1019		972		254
Turn Bay Length (ft)	300		350		175		125	
Base Capacity (vph)	311	1814	349	2162	215	567	197	432
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.13	0.77	0.62	0.56	1.02	0.45	0.34	0.13

**Intersection Summary**

- ~ Volume exceeds capacity, queue is theoretically infinite.  
Queue shown is maximum after two cycles.
- # 95th percentile volume exceeds capacity, queue may be longer.  
Queue shown is maximum after two cycles.
- m Volume for 95th percentile queue is metered by upstream signal.

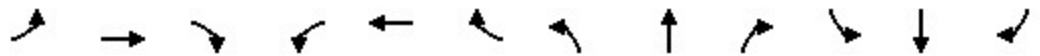
HCM 7th Signalized Intersection Summary  
 2: Idalia St. & E. 104th Ave.

Urban Moment Yardhomes  
 02/25/2026



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	37	1146	143	201	1040	71	202	22	214	61	12	38
Future Volume (veh/h)	37	1146	143	201	1040	71	202	22	214	61	12	38
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	40	1246	155	218	1130	77	220	24	233	66	13	41
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	247	1513	187	351	1773	121	368	27	263	180	62	195
Arrive On Green	0.06	0.95	0.95	0.08	0.53	0.53	0.08	0.18	0.18	0.05	0.16	0.16
Sat Flow, veh/h	1781	3182	394	1781	3376	230	1781	150	1458	1781	396	1249
Grp Volume(v), veh/h	40	694	707	218	594	613	220	0	257	66	0	54
Grp Sat Flow(s),veh/h/ln	1781	1777	1799	1781	1777	1829	1781	0	1608	1781	0	1645
Q Serve(g_s), s	1.3	10.4	10.8	7.3	28.6	28.7	9.2	0.0	18.7	3.7	0.0	3.4
Cycle Q Clear(g_c), s	1.3	10.4	10.8	7.3	28.6	28.7	9.2	0.0	18.7	3.7	0.0	3.4
Prop In Lane	1.00		0.22	1.00		0.13	1.00		0.91	1.00		0.76
Lane Grp Cap(c), veh/h	247	845	856	351	933	960	368	0	291	180	0	257
V/C Ratio(X)	0.16	0.82	0.83	0.62	0.64	0.64	0.60	0.00	0.88	0.37	0.00	0.21
Avail Cap(c_a), veh/h	313	845	856	462	933	960	368	0	391	224	0	400
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.30	0.30	0.30	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	16.8	1.8	1.8	14.3	20.3	20.3	41.5	0.0	47.9	40.2	0.0	44.2
Incr Delay (d2), s/veh	0.1	2.8	2.9	1.8	3.3	3.2	2.6	0.0	16.6	1.2	0.0	0.4
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	1.6	1.6	2.9	11.8	12.2	1.7	0.0	8.8	1.7	0.0	1.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	16.9	4.6	4.7	16.1	23.7	23.6	44.1	0.0	64.6	41.4	0.0	44.6
LnGrp LOS	B	A	A	B	C	C	D		E	D		D
Approach Vol, veh/h		1441			1425			477				120
Approach Delay, s/veh		5.0			22.5			55.1				42.9
Approach LOS		A			C			E				D
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	16.5	64.0	12.0	27.5	10.6	69.9	15.0	24.5				
Change Period (Y+Rc), s	6.9	6.9	5.8	5.8	6.9	6.9	5.8	5.8				
Max Green Setting (Gmax), s	17.1	39.1	9.2	29.2	8.1	48.1	9.2	29.2				
Max Q Clear Time (g_c+I1), s	9.3	12.8	5.7	20.7	3.3	30.7	11.2	5.4				
Green Ext Time (p_c), s	0.3	10.4	0.0	1.0	0.0	7.0	0.0	0.2				
<b>Intersection Summary</b>												
HCM 7th Control Delay, s/veh			20.4									
HCM 7th LOS			C									

Lanes and Geometrics  
3: Chambers Rd. & E. 96th Ave.



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	235		0	235		0	0		0	150		150
Storage Lanes	1		0	1		1	0		1	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00
Ped Bike Factor												
Frt						0.850						0.850
Flt Protected	0.950			0.950						0.950	0.953	
Satd. Flow (prot)	1770	3539	0	1770	1863	1583	0	1863	1863	1681	1686	1583
Flt Permitted	0.281			0.548						0.950	0.953	
Satd. Flow (perm)	523	3539	0	1021	1863	1583	0	1863	1863	1681	1686	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						210						345
Link Speed (mph)		30			30			30				40
Link Distance (ft)		2041			1309			175				2659
Travel Time (s)		46.4			29.8			4.0				45.3

Intersection Summary

Area Type: Other



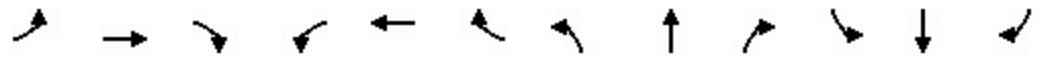


Lane Group	EBL	EBT	WBL	WBT	WBR	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	99	339	1	622	217	2	104	107	345
v/c Ratio	0.20	0.13	0.00	0.53	0.20	0.01	0.51	0.52	0.69
Control Delay (s/veh)	6.3	5.2	14.0	16.2	2.8	47.0	51.5	52.0	12.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	6.3	5.2	14.0	16.2	2.8	47.0	51.5	52.0	12.6
Queue Length 50th (ft)	14	26	0	212	2	1	69	71	0
Queue Length 95th (ft)	49	72	4	491	45	9	121	124	82
Internal Link Dist (ft)		1961		1229		95		2579	
Turn Bay Length (ft)	235		235				150		150
Base Capacity (vph)	476	2601	643	1173	1075	319	288	289	557
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.21	0.13	0.00	0.53	0.20	0.01	0.36	0.37	0.62

Intersection Summary

HCM 7th Signalized Intersection Summary  
 3: Chambers Rd. & E. 96th Ave.

Urban Moment Yardhomes  
 02/25/2026

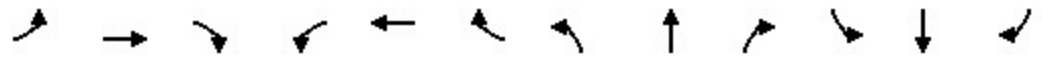


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	91	312	0	1	572	200	0	2	0	192	2	317
Future Volume (veh/h)	91	312	0	1	572	200	0	2	0	192	2	317
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	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	99	339	0	1	622	217	0	2	0	210	0	345
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	357	2299	0	636	1019	863	0	5	4	611	0	272
Arrive On Green	0.04	0.65	0.00	0.54	0.54	0.54	0.00	0.00	0.00	0.17	0.00	0.17
Sat Flow, veh/h	1781	3647	0	1041	1870	1585	0	1870	1585	3563	0	1585
Grp Volume(v), veh/h	99	339	0	1	622	217	0	2	0	210	0	345
Grp Sat Flow(s),veh/h/ln	1781	1777	0	1041	1870	1585	0	1870	1585	1781	0	1585
Q Serve(g_s), s	2.4	3.9	0.0	0.0	23.8	7.6	0.0	0.1	0.0	5.4	0.0	18.0
Cycle Q Clear(g_c), s	2.4	3.9	0.0	0.0	23.8	7.6	0.0	0.1	0.0	5.4	0.0	18.0
Prop In Lane	1.00		0.00	1.00		1.00	0.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	357	2299	0	636	1019	863	0	5	4	611	0	272
V/C Ratio(X)	0.28	0.15	0.00	0.00	0.61	0.25	0.00	0.40	0.00	0.34	0.00	1.27
Avail Cap(c_a), veh/h	362	2299	0	636	1019	863	0	321	272	611	0	272
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.97	0.00	0.97
Uniform Delay (d), s/veh	12.2	7.2	0.0	10.9	16.3	12.6	0.0	52.3	0.0	38.3	0.0	43.5
Incr Delay (d2), s/veh	0.4	0.1	0.0	0.0	2.7	0.7	0.0	43.6	0.0	0.3	0.0	146.4
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	1.4	0.0	0.0	10.5	2.8	0.0	0.1	0.0	2.3	0.0	18.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	12.7	7.4	0.0	10.9	19.0	13.3	0.0	95.9	0.0	38.6	0.0	189.9
LnGrp LOS	B	A		B	B	B		F		D		F
Approach Vol, veh/h		438			840			2				555
Approach Delay, s/veh		8.6			17.5			95.9				132.7
Approach LOS		A			B			F				F
Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		74.7		24.0	10.7	64.0		6.3				
Change Period (Y+Rc), s		6.8		6.0	6.0	6.8		6.0				
Max Green Setting (Gmax), s		50.2		18.0	5.0	39.2		18.0				
Max Q Clear Time (g_c+I1), s		5.9		20.0	4.4	25.8		2.1				
Green Ext Time (p_c), s		2.5		0.0	0.0	4.2		0.0				

Intersection Summary		
HCM 7th Control Delay, s/veh		50.3
HCM 7th LOS		D

Notes  
 User approved volume balancing among the lanes for turning movement.

Lanes and Geometrics  
4: Chambers Rd. & E. 100th Ave.



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	175		0	100		0	235		0	235		135
Storage Lanes	1		0	1		0	1		0	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.896			0.868			0.997				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1669	0	1770	1617	0	1770	1857	0	1770	1863	1583
Flt Permitted	0.529			0.701			0.517			0.501		
Satd. Flow (perm)	985	1669	0	1306	1617	0	963	1857	0	933	1863	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		55			123			1				98
Link Speed (mph)		30			30			40				40
Link Distance (ft)		417			571			2659				1390
Travel Time (s)		9.5			13.0			45.3				23.7

Intersection Summary

Area Type: Other

Timings  
4: Chambers Rd. & E. 100th Ave.



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations	↖	↗	↖	↗	↖	↗	↖	↗	↖
Traffic Volume (vph)	125	22	43	16	60	368	143	352	90
Future Volume (vph)	125	22	43	16	60	368	143	352	90
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA	Perm
Protected Phases		4		8		2		6	
Permitted Phases	4		8		2		6		6
Detector Phase	4	4	8	8	2	2	6	6	6
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	36.5	36.5	36.5	36.5	36.5	36.5	36.5	36.5	36.5
Total Split (s)	53.0	53.0	53.0	53.0	67.0	67.0	67.0	67.0	67.0
Total Split (%)	44.2%	44.2%	44.2%	44.2%	55.8%	55.8%	55.8%	55.8%	55.8%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag									
Lead-Lag Optimize?									
Recall Mode	None	None	None	None	C-Max	C-Max	C-Max	C-Max	C-Max
Act Effct Green (s)	19.2	19.2	19.2	19.2	91.8	91.8	91.8	91.8	91.8
Actuated g/C Ratio	0.16	0.16	0.16	0.16	0.77	0.77	0.77	0.77	0.77
v/c Ratio	0.86	0.25	0.22	0.38	0.08	0.28	0.21	0.26	0.07
Control Delay (s/veh)	91.3	17.8	43.7	12.5	4.9	5.5	5.8	5.6	1.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	91.3	17.8	43.7	12.5	4.9	5.5	5.8	5.6	1.3
LOS	F	B	D	B	A	A	A	A	A
Approach Delay (s/veh)		64.3		20.4		5.5		5.0	
Approach LOS		E		C		A		A	

Intersection Summary

Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green	
Natural Cycle: 75	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.87	
Intersection Signal Delay (s/veh): 15.5	Intersection LOS: B
Intersection Capacity Utilization 57.5%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 4: Chambers Rd. & E. 100th Ave.





Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	136	79	47	140	65	409	155	383	98
v/c Ratio	0.86	0.25	0.22	0.38	0.08	0.28	0.21	0.26	0.07
Control Delay (s/veh)	91.3	17.8	43.7	12.5	4.9	5.5	5.8	5.6	1.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	91.3	17.8	43.7	12.5	4.9	5.5	5.8	5.6	1.3
Queue Length 50th (ft)	104	16	32	11	11	80	30	77	1
Queue Length 95th (ft)	167	56	63	63	30	159	m58	m125	m13
Internal Link Dist (ft)		337		491		2579		1310	
Turn Bay Length (ft)	175		100		235		235		135
Base Capacity (vph)	398	707	527	726	736	1421	713	1425	1234
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.34	0.11	0.09	0.19	0.09	0.29	0.22	0.27	0.08

**Intersection Summary**

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

HCM 7th Signalized Intersection Summary  
4: Chambers Rd. & E. 100th Ave.

Urban Moment Yardhomes  
02/25/2026



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	125	22	51	43	16	113	60	368	8	143	352	90
Future Volume (veh/h)	125	22	51	43	16	113	60	368	8	143	352	90
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	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	136	24	55	47	17	123	65	400	9	155	383	98
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	223	104	238	279	40	292	651	1310	29	685	1345	1140
Arrive On Green	0.21	0.21	0.21	0.21	0.21	0.21	0.72	0.72	0.72	0.72	0.72	0.72
Sat Flow, veh/h	1249	505	1157	1320	196	1419	914	1822	41	977	1870	1585
Grp Volume(v), veh/h	136	0	79	47	0	140	65	0	409	155	383	98
Grp Sat Flow(s),veh/h/ln	1249	0	1662	1320	0	1615	914	0	1863	977	1870	1585
Q Serve(g_s), s	12.8	0.0	4.8	3.7	0.0	9.0	3.2	0.0	9.5	8.1	8.7	2.2
Cycle Q Clear(g_c), s	21.8	0.0	4.8	8.5	0.0	9.0	11.9	0.0	9.5	17.6	8.7	2.2
Prop In Lane	1.00		0.70	1.00		0.88	1.00		0.02	1.00		1.00
Lane Grp Cap(c), veh/h	223	0	342	279	0	332	651	0	1340	685	1345	1140
V/C Ratio(X)	0.61	0.00	0.23	0.17	0.00	0.42	0.10	0.00	0.31	0.23	0.28	0.09
Avail Cap(c_a), veh/h	471	0	672	541	0	653	651	0	1340	685	1345	1140
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.99	0.00	0.99	1.00	1.00	1.00
Uniform Delay (d), s/veh	50.9	0.0	39.7	43.3	0.0	41.4	8.1	0.0	6.1	9.2	5.9	5.0
Incr Delay (d2), s/veh	2.7	0.0	0.3	0.3	0.0	0.8	0.3	0.0	0.6	0.8	0.5	0.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.1	0.0	2.0	1.2	0.0	3.7	0.6	0.0	3.4	1.7	3.1	0.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	53.6	0.0	40.1	43.5	0.0	42.3	8.4	0.0	6.6	10.0	6.5	5.2
LnGrp LOS	D		D	D		D	A		A	A	A	A
Approach Vol, veh/h		215			187			474			636	
Approach Delay, s/veh		48.6			42.6			6.9			7.1	
Approach LOS		D			D			A			A	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		90.8		29.2		90.8		29.2				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		62.5		48.5		62.5		48.5				
Max Q Clear Time (g_c+I1), s		13.9		23.8		19.6		11.0				
Green Ext Time (p_c), s		3.0		0.9		3.6		1.1				
<b>Intersection Summary</b>												
HCM 7th Control Delay, s/veh			17.3									
HCM 7th LOS			B									



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%		0%			0%
Storage Length (ft)	0	50		0	0	
Storage Lanes	1	1		0	0	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt		0.850	0.999			
Flt Protected						0.997
Satd. Flow (prot)	1863	1583	1861	0	0	1857
Flt Permitted						0.997
Satd. Flow (perm)	1863	1583	1861	0	0	1857
Link Speed (mph)	30		30			30
Link Distance (ft)	317		343			412
Travel Time (s)	7.2		7.8			9.4

**Intersection Summary**

Area Type: Other

Intersection						
Int Delay, s/veh	0.3					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	9	428	3	17	281
Future Vol, veh/h	0	9	428	3	17	281
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	50	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	10	465	3	18	305

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	809	467	0	0	468	0
Stage 1	467	-	-	-	-	-
Stage 2	342	-	-	-	-	-
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	350	596	-	-	1093	-
Stage 1	631	-	-	-	-	-
Stage 2	719	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	343	596	-	-	1093	-
Mov Cap-2 Maneuver	343	-	-	-	-	-
Stage 1	631	-	-	-	-	-
Stage 2	704	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v11.14		0	0.48
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	-	596	103
HCM Lane V/C Ratio	-	-	-	0.016	0.017
HCM Control Delay (s/veh)	-	-	0	11.1	8.3
HCM Lane LOS	-	-	A	B	A
HCM 95th %tile Q(veh)	-	-	-	0.1	0.1



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	
Lane Configurations							
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
Lane Width (ft)	12	12	12	12	12	12	
Grade (%)	0%		0%		0%		
Storage Length (ft)	0	50	175			135	
Storage Lanes	0	1	1			1	
Taper Length (ft)	25		25				
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	
Ped Bike Factor							
Frt	0.850				0.850		
Flt Protected	0.950		0.950				
Satd. Flow (prot)	1770	1583	1770	1863	1863	1583	
Flt Permitted	0.950		0.950				
Satd. Flow (perm)	1770	1583	1770	1863	1863	1583	
Link Speed (mph)	30			40	40		
Link Distance (ft)	471			1390	653		
Travel Time (s)	0.0			31.6	14.8		

**Intersection Summary**

Area Type: Other






















Intersection						
Int Delay, s/veh	1.8					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↖	↗	↖	↗	↗	↖
Traffic Vol, veh/h	55	28	8	600	512	16
Future Vol, veh/h	55	28	8	600	512	16
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	50	175	-	-	135
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	60	30	9	652	557	17

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	1226	557	574	0	-	0
Stage 1	557	-	-	-	-	-
Stage 2	670	-	-	-	-	-
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	197	530	999	-	-	-
Stage 1	574	-	-	-	-	-
Stage 2	509	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	195	530	999	-	-	-
Mov Cap-2 Maneuver	195	-	-	-	-	-
Stage 1	569	-	-	-	-	-
Stage 2	509	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	24.88	0.11	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	999	-	195	530	-	-
HCM Lane V/C Ratio	0.009	-	0.306	0.057	-	-
HCM Control Delay (s/veh)	8.6	-	31.3	12.2	-	-
HCM Lane LOS	A	-	D	B	-	-
HCM 95th %tile Q(veh)	0	-	1.2	0.2	-	-

Lanes and Geometrics  
 1: Chambers Rd. & E. 104th Ave.

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	300		0	400		400	300		0	275		0
Storage Lanes	2		0	2		1	1		0	2		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.97	0.95	0.95	0.97	0.95	1.00	1.00	0.95	0.95	0.97	0.95	0.95
Ped Bike Factor												
Frt		0.971				0.850		0.954				0.962
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	3437	0	3433	3539	1583	1770	3376	0	3433	3405	0
Flt Permitted	0.950			0.950			0.273			0.332		
Satd. Flow (perm)	3433	3437	0	3433	3539	1583	509	3376	0	1200	3405	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		24				251		54			36	
Link Speed (mph)		45			45			40			40	
Link Distance (ft)		788			997			607			669	
Travel Time (s)		11.9			15.1			10.3			11.4	

Intersection Summary

Area Type: Other

Timings  
1: Chambers Rd. & E. 104th Ave.



Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations	↔↔	↕↔	↔↔	↕↕	↕	↕	↕↔	↔↔	↕↔
Traffic Volume (vph)	231	906	164	868	231	290	309	300	283
Future Volume (vph)	231	906	164	868	231	290	309	300	283
Turn Type	Prot	NA	Prot	NA	Perm	pm+pt	NA	pm+pt	NA
Protected Phases	5	2	1	6		7	4	3	8
Permitted Phases					6	4		8	
Detector Phase	5	2	1	6	6	7	4	3	8
Switch Phase									
Minimum Initial (s)	3.0	15.0	3.0	15.0	15.0	3.0	5.0	3.0	5.0
Minimum Split (s)	15.0	37.0	15.0	37.0	37.0	15.0	34.7	15.0	34.7
Total Split (s)	19.0	40.0	21.0	42.0	42.0	24.0	35.0	24.0	35.0
Total Split (%)	15.8%	33.3%	17.5%	35.0%	35.0%	20.0%	29.2%	20.0%	29.2%
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0	4.7	4.7	4.7	4.7
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.0	7.0	7.0	7.0	7.0	6.7	6.7	6.7	6.7
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Min	None	C-Min	C-Min	None	None	None	None
Act Effct Green (s)	13.5	44.8	11.5	42.9	42.9	39.7	22.6	32.9	19.2
Actuated g/C Ratio	0.11	0.37	0.10	0.36	0.36	0.33	0.19	0.27	0.16
v/c Ratio	0.65	0.93	0.54	0.74	0.34	0.90	0.71	0.56	0.71
Control Delay (s/veh)	59.2	50.7	69.5	30.1	3.7	59.5	44.9	31.0	50.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	59.2	50.7	69.5	30.1	3.7	59.5	44.9	31.0	50.2
LOS	E	D	E	C	A	E	D	C	D
Approach Delay (s/veh)		52.2		30.4			50.7		41.8
Approach LOS		D		C			D		D

Intersection Summary

Cycle Length: 120  
 Actuated Cycle Length: 120  
 Offset: 1 (1%), Referenced to phase 2:EBT and 6:WBT, Start of Green  
 Natural Cycle: 105  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.94  
 Intersection Signal Delay (s/veh): 43.4      Intersection LOS: D  
 Intersection Capacity Utilization 86.3%      ICU Level of Service E  
 Analysis Period (min) 15

Splits and Phases: 1: Chambers Rd. & E. 104th Ave.



Queues

1: Chambers Rd. & E. 104th Ave.



Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	251	1219	178	943	251	315	483	326	411
v/c Ratio	0.65	0.93	0.54	0.74	0.34	0.90	0.71	0.56	0.71
Control Delay (s/veh)	59.2	50.7	69.5	30.1	3.7	59.5	44.9	31.0	50.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	59.2	50.7	69.5	30.1	3.7	59.5	44.9	31.0	50.2
Queue Length 50th (ft)	96	465	76	243	2	198	170	92	147
Queue Length 95th (ft)	141	#740	m113	#479	m44	#294	222	115	189
Internal Link Dist (ft)		708		917			527		589
Turn Bay Length (ft)	300		400		400	300		275	
Base Capacity (vph)	394	1298	404	1264	726	351	837	686	830
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.64	0.94	0.44	0.75	0.35	0.90	0.58	0.48	0.50

Intersection Summary

# 95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

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

HCM 7th Signalized Intersection Summary

Urban Moment Yardhomes

1: Chambers Rd. & E. 104th Ave.

02/25/2026



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↕↔		↔↔	↕↕	↔	↔	↕↔		↔↔	↕↔	↔
Traffic Volume (veh/h)	231	906	215	164	868	231	290	309	135	300	283	95
Future Volume (veh/h)	231	906	215	164	868	231	290	309	135	300	283	95
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	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	251	985	234	178	943	0	315	336	147	326	308	103
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	308	1172	278	239	1390		348	464	199	568	387	127
Arrive On Green	0.09	0.41	0.41	0.07	0.39	0.00	0.14	0.19	0.19	0.10	0.15	0.15
Sat Flow, veh/h	3456	2850	675	3456	3554	1585	1781	2421	1039	3456	2629	863
Grp Volume(v), veh/h	251	613	606	178	943	0	315	245	238	326	206	205
Grp Sat Flow(s),veh/h/ln	1728	1777	1749	1728	1777	1585	1781	1777	1683	1728	1777	1715
Q Serve(g_s), s	8.6	37.2	37.5	6.1	26.4	0.0	17.3	15.5	16.0	9.4	13.4	13.9
Cycle Q Clear(g_c), s	8.6	37.2	37.5	6.1	26.4	0.0	17.3	15.5	16.0	9.4	13.4	13.9
Prop In Lane	1.00		0.39	1.00		1.00	1.00		0.62	1.00		0.50
Lane Grp Cap(c), veh/h	308	731	719	239	1390		348	340	322	568	262	253
V/C Ratio(X)	0.82	0.84	0.84	0.75	0.68		0.91	0.72	0.74	0.57	0.79	0.81
Avail Cap(c_a), veh/h	346	731	719	403	1390		348	419	397	721	419	404
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.76	0.76	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	53.7	31.8	31.8	54.8	30.3	0.0	37.9	45.5	45.7	38.1	49.4	49.5
Incr Delay (d2), s/veh	12.8	11.1	11.5	3.5	2.0	0.0	26.3	4.6	5.6	0.9	5.2	6.4
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.2	17.3	17.2	2.7	11.1	0.0	10.2	7.1	7.1	4.0	6.2	6.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	66.5	42.9	43.4	58.3	32.3	0.0	64.1	50.1	51.3	39.0	54.6	56.0
LnGrp LOS	E	D	D	E	C		E	D	D	D	D	E
Approach Vol, veh/h		1470			1121			798			737	
Approach Delay, s/veh		47.1			36.4			56.0			48.1	
Approach LOS		D			D			E			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	15.3	56.3	18.7	29.7	17.7	53.9	24.0	24.4				
Change Period (Y+Rc), s	7.0	7.0	6.7	6.7	7.0	7.0	6.7	6.7				
Max Green Setting (Gmax), s	14.0	33.0	17.3	28.3	12.0	35.0	17.3	28.3				
Max Q Clear Time (g_c+I1), s	8.1	39.5	11.4	18.0	10.6	28.4	19.3	15.9				
Green Ext Time (p_c), s	0.3	0.0	0.6	2.0	0.1	3.2	0.0	1.8				

Intersection Summary												
HCM 7th Control Delay, s/veh				46.1								
HCM 7th LOS				D								

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

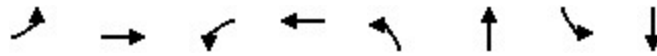


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	300		0	350		0	175		0	125		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.985			0.989			0.868				0.901
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3486	0	1770	3500	0	1770	1617	0	1770	1678	0
Flt Permitted	0.168			0.109			0.635			0.408		
Satd. Flow (perm)	313	3486	0	203	3500	0	1183	1617	0	760	1678	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		10			8			184				64
Link Speed (mph)		45			45			30				30
Link Distance (ft)		997			1099			1052				334
Travel Time (s)		15.1			16.7			23.9				7.6

Intersection Summary

Area Type: Other

Timings  
2: Idalia St. & E. 104th Ave.



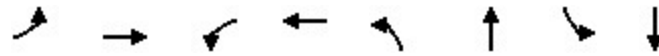
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations	↶	↶↷	↶	↶↷	↶	↷	↶	↷
Traffic Volume (vph)	58	1109	123	1050	157	23	89	30
Future Volume (vph)	58	1109	123	1050	157	23	89	30
Turn Type	pm+pt	NA	pm+pt	NA	pm+pt	NA	pm+pt	NA
Protected Phases	5	2	1	6	7	4	3	8
Permitted Phases	2		6		4		8	
Detector Phase	5	2	1	6	7	4	3	8
Switch Phase								
Minimum Initial (s)	5.0	10.0	5.0	10.0	7.0	7.0	7.0	7.0
Minimum Split (s)	11.9	37.9	11.9	37.9	12.8	34.8	12.8	34.8
Total Split (s)	15.0	47.0	23.0	55.0	15.0	35.0	15.0	35.0
Total Split (%)	12.5%	39.2%	19.2%	45.8%	12.5%	29.2%	12.5%	29.2%
Yellow Time (s)	4.9	4.9	4.9	4.9	3.5	3.5	3.5	3.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.3	2.3	2.3	2.3
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.9	6.9	6.9	6.9	5.8	5.8	5.8	5.8
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	None	C-Max	None	None	None	None
Act Effct Green (s)	72.1	65.2	80.3	71.2	19.4	10.2	18.5	9.8
Actuated g/C Ratio	0.60	0.54	0.67	0.59	0.16	0.09	0.15	0.08
v/c Ratio	0.23	0.70	0.49	0.59	0.72	0.68	0.50	0.49
Control Delay (s/veh)	6.6	14.8	14.1	18.1	60.5	22.3	48.7	29.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	6.6	14.8	14.1	18.1	60.5	22.3	48.7	29.5
LOS	A	B	B	B	E	C	D	C
Approach Delay (s/veh)		14.5		17.7		39.6		39.2
Approach LOS		B		B		D		D

Intersection Summary

Cycle Length: 120  
 Actuated Cycle Length: 120  
 Offset: 9 (8%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green  
 Natural Cycle: 110  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.72  
 Intersection Signal Delay (s/veh): 20.1  
 Intersection LOS: C  
 Intersection Capacity Utilization 79.9%  
 ICU Level of Service D  
 Analysis Period (min) 15

Splits and Phases: 2: Idalia St. & E. 104th Ave.





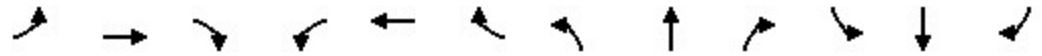
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	63	1334	134	1234	171	209	97	97
v/c Ratio	0.23	0.70	0.49	0.59	0.72	0.68	0.50	0.49
Control Delay (s/veh)	6.6	14.8	14.1	18.1	60.5	22.3	48.7	29.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	6.6	14.8	14.1	18.1	60.5	22.3	48.7	29.5
Queue Length 50th (ft)	10	188	30	298	120	19	65	25
Queue Length 95th (ft)	m16	m207	69	448	176	92	106	75
Internal Link Dist (ft)		917		1019		972		254
Turn Bay Length (ft)	300		350		175		125	
Base Capacity (vph)	291	1898	349	2079	236	532	197	456
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.22	0.70	0.38	0.59	0.72	0.39	0.49	0.21

#### Intersection Summary
























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

HCM 7th Signalized Intersection Summary  
 2: Idalia St. & E. 104th Ave.

Urban Moment Yardhomes  
 02/25/2026



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	58	1109	119	123	1050	86	157	23	169	89	30	59
Future Volume (veh/h)	58	1109	119	123	1050	86	157	23	169	89	30	59
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	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	63	1205	129	134	1141	93	171	25	184	97	33	64
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	261	1699	181	368	1798	146	302	29	214	197	77	149
Arrive On Green	0.07	1.00	1.00	0.05	0.54	0.54	0.08	0.15	0.15	0.06	0.13	0.13
Sat Flow, veh/h	1781	3239	346	1781	3327	271	1781	193	1421	1781	569	1103
Grp Volume(v), veh/h	63	660	674	134	609	625	171	0	209	97	0	97
Grp Sat Flow(s),veh/h/ln	1781	1777	1808	1781	1777	1822	1781	0	1615	1781	0	1672
Q Serve(g_s), s	1.9	0.0	0.0	4.1	28.7	28.8	9.2	0.0	15.2	5.6	0.0	6.4
Cycle Q Clear(g_c), s	1.9	0.0	0.0	4.1	28.7	28.8	9.2	0.0	15.2	5.6	0.0	6.4
Prop In Lane	1.00		0.19	1.00		0.15	1.00		0.88	1.00		0.66
Lane Grp Cap(c), veh/h	261	932	949	368	960	984	302	0	243	197	0	225
V/C Ratio(X)	0.24	0.71	0.71	0.36	0.63	0.64	0.57	0.00	0.86	0.49	0.00	0.43
Avail Cap(c_a), veh/h	316	932	949	514	960	984	302	0	393	225	0	407
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.39	0.39	0.39	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	14.9	0.0	0.0	11.6	19.3	19.3	42.0	0.0	49.7	41.9	0.0	47.7
Incr Delay (d2), s/veh	0.2	1.8	1.8	0.6	3.2	3.1	2.4	0.0	10.3	1.9	0.0	1.3
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	0.5	0.5	1.6	11.7	12.1	4.6	0.0	6.8	2.6	0.0	2.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	15.1	1.8	1.8	12.2	22.5	22.4	44.4	0.0	60.0	43.8	0.0	49.0
LnGrp LOS	B	A	A	B	C	C	D		E	D		D
Approach Vol, veh/h		1397			1368			380				194
Approach Delay, s/veh		2.4			21.5			53.0				46.4
Approach LOS		A			C			D				D
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	13.2	69.9	13.1	23.9	11.3	71.7	15.0	22.0				
Change Period (Y+Rc), s	6.9	6.9	5.8	5.8	6.9	6.9	5.8	5.8				
Max Green Setting (Gmax), s	16.1	40.1	9.2	29.2	8.1	48.1	9.2	29.2				
Max Q Clear Time (g_c+I1), s	6.1	2.0	7.6	17.2	3.9	30.8	11.2	8.4				
Green Ext Time (p_c), s	0.2	10.8	0.0	0.9	0.0	7.2	0.0	0.5				
<b>Intersection Summary</b>												
HCM 7th Control Delay, s/veh			18.5									
HCM 7th LOS			B									

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		 										
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	235		0	235		0	0		0	150		150
Storage Lanes	1		0	1		1	0		1	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00
Ped Bike Factor												
Frt						0.850						0.850
Flt Protected	0.950							0.984		0.950	0.950	
Satd. Flow (prot)	1770	3539	0	1863	1863	1583	0	1833	1863	1681	1681	1583
Flt Permitted	0.119									0.950	0.950	
Satd. Flow (perm)	222	3539	0	1863	1863	1583	0	1863	1863	1681	1681	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						194						164
Link Speed (mph)		30			30			30				40
Link Distance (ft)		2041			1309			175				2659
Travel Time (s)		46.4			29.8			4.0				45.3

**Intersection Summary**

Area Type: Other

Timings  
3: Chambers Rd. & E. 96th Ave.



Lane Group	EBL	EBT	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations	↘	↕	↕	↗		↕	↘	↕	↗
Traffic Volume (vph)	326	628	550	196	1	2	179	0	133
Future Volume (vph)	326	628	550	196	1	2	179	0	133
Turn Type	pm+pt	NA	NA	Perm	Perm	NA	Split	NA	Perm
Protected Phases	5	2	6			8	4	4	
Permitted Phases	2			6	8				4
Detector Phase	5	2	6	6	8	8	4	4	4
Switch Phase									
Minimum Initial (s)	5.0	5.0	10.0	10.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.0	24.8	24.8	24.8	24.0	24.0	24.0	24.0	24.0
Total Split (s)	18.0	57.0	39.0	39.0	24.0	24.0	24.0	24.0	24.0
Total Split (%)	17.1%	54.3%	37.1%	37.1%	22.9%	22.9%	22.9%	22.9%	22.9%
Yellow Time (s)	4.0	4.8	4.8	4.8	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.8	6.8	6.8		6.0	6.0	6.0	6.0
Lead/Lag	Lead		Lag	Lag					
Lead-Lag Optimize?	Yes		Yes	Yes					
Recall Mode	None	C-Min	C-Min	C-Min	None	None	None	None	None
Act Effct Green (s)	78.9	78.1	43.2	43.2		5.8	11.6	11.6	11.6
Actuated g/C Ratio	0.75	0.74	0.41	0.41		0.06	0.11	0.11	0.11
v/c Ratio	0.59	0.25	0.78	0.27		0.02	0.52	0.52	0.45
Control Delay (s/veh)	21.4	5.5	36.3	5.5		47.3	53.3	53.6	9.3
Queue Delay	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0
Total Delay (s/veh)	21.4	5.5	36.3	5.5		47.3	53.3	53.6	9.3
LOS	C	A	D	A		D	D	D	A
Approach Delay (s/veh)		11.0	28.2			47.3		34.7	
Approach LOS		B	C			D		C	

Intersection Summary

Cycle Length: 105  
 Actuated Cycle Length: 105  
 Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green  
 Natural Cycle: 115  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.78  
 Intersection Signal Delay (s/veh): 21.1  
 Intersection LOS: C  
 Intersection Capacity Utilization 74.3%  
 ICU Level of Service D  
 Analysis Period (min) 15

Splits and Phases: 3: Chambers Rd. & E. 96th Ave.



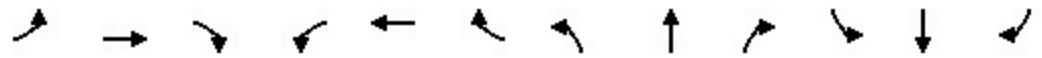


Lane Group	EBL	EBT	WBT	WBR	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	354	683	598	213	3	97	98	145
v/c Ratio	0.59	0.25	0.78	0.27	0.02	0.52	0.52	0.45
Control Delay (s/veh)	21.4	5.5	36.3	5.5	47.3	53.3	53.6	9.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	21.4	5.5	36.3	5.5	47.3	53.3	53.6	9.3
Queue Length 50th (ft)	117	56	307	7	2	66	66	0
Queue Length 95th (ft)	259	145	#653	63	12	115	116	42
Internal Link Dist (ft)		1961	1229		95		2579	
Turn Bay Length (ft)	235					150		150
Base Capacity (vph)	593	2633	766	765	319	288	288	407
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.60	0.26	0.78	0.28	0.01	0.34	0.34	0.36

Intersection Summary

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

HCM 7th Signalized Intersection Summary  
 3: Chambers Rd. & E. 96th Ave.

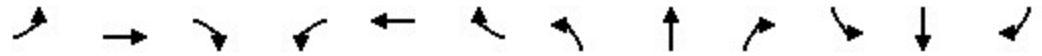


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	326	628	0	0	550	196	1	2	0	179	0	133
Future Volume (veh/h)	326	628	0	0	550	196	1	2	0	179	0	133
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	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	354	683	0	0	598	213	1	2	0	195	0	145
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	473	2497	0	69	1013	859	2	5	6	407	0	181
Arrive On Green	0.10	0.70	0.00	0.00	0.54	0.54	0.00	0.00	0.00	0.11	0.00	0.11
Sat Flow, veh/h	1781	3647	0	758	1870	1585	613	1226	1585	3563	0	1585
Grp Volume(v), veh/h	354	683	0	0	598	213	3	0	0	195	0	145
Grp Sat Flow(s),veh/h/ln	1781	1777	0	758	1870	1585	1840	0	1585	1781	0	1585
Q Serve(g_s), s	8.7	7.4	0.0	0.0	22.6	7.5	0.2	0.0	0.0	5.4	0.0	9.4
Cycle Q Clear(g_c), s	8.7	7.4	0.0	0.0	22.6	7.5	0.2	0.0	0.0	5.4	0.0	9.4
Prop In Lane	1.00		0.00	1.00		1.00	0.33		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	473	2497	0	69	1013	859	7	0	6	407	0	181
V/C Ratio(X)	0.75	0.27	0.00	0.00	0.59	0.25	0.41	0.00	0.00	0.48	0.00	0.80
Avail Cap(c_a), veh/h	492	2497	0	69	1013	859	315	0	272	611	0	272
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	0.00	0.98	0.00	0.98
Uniform Delay (d), s/veh	13.5	5.7	0.0	0.0	16.2	12.7	52.2	0.0	0.0	43.6	0.0	45.3
Incr Delay (d2), s/veh	6.0	0.3	0.0	0.0	2.5	0.7	32.6	0.0	0.0	0.9	0.0	9.5
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.8	2.5	0.0	0.0	9.9	2.7	0.1	0.0	0.0	2.4	0.0	4.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	19.5	6.0	0.0	0.0	18.7	13.4	84.8	0.0	0.0	44.4	0.0	54.8
LnGrp LOS	B	A			B	B	F			D		D
Approach Vol, veh/h		1037			811			3				340
Approach Delay, s/veh		10.6			17.3			84.8				48.9
Approach LOS		B			B			F				D
Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		80.6		18.0	16.9	63.7		6.4				
Change Period (Y+Rc), s		6.8		6.0	6.0	6.8		6.0				
Max Green Setting (Gmax), s		50.2		18.0	12.0	32.2		18.0				
Max Q Clear Time (g_c+I1), s		9.4		11.4	10.7	24.6		2.2				
Green Ext Time (p_c), s		5.5		0.6	0.2	2.9		0.0				

Intersection Summary		
HCM 7th Control Delay, s/veh		19.1
HCM 7th LOS		B

Notes  
 User approved volume balancing among the lanes for turning movement.

Lanes and Geometrics  
4: Chambers Rd. & E. 100th Ave.



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	175		0	100		0	235		0	235		135
Storage Lanes	1		0	1		0	1		0	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.897			0.856			0.984				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1671	0	1770	1595	0	1770	1833	0	1770	1863	1583
Flt Permitted	0.492			0.738			0.532			0.472		
Satd. Flow (perm)	916	1671	0	1375	1595	0	991	1833	0	879	1863	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		20			120			10				105
Link Speed (mph)		30			30			40				40
Link Distance (ft)		417			571			2659				1390
Travel Time (s)		9.5			13.0			45.3				23.7

Intersection Summary

Area Type: Other

Timings  
4: Chambers Rd. & E. 100th Ave.



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations	↖	↗	↖	↗	↖	↗	↖	↗	↖
Traffic Volume (vph)	68	8	30	5	65	396	148	345	97
Future Volume (vph)	68	8	30	5	65	396	148	345	97
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA	Perm
Protected Phases		4		8		2		6	
Permitted Phases	4		8		2		6		6
Detector Phase	4	4	8	8	2	2	6	6	6
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	36.5	36.5	36.5	36.5	36.5	36.5	36.5	36.5	36.5
Total Split (s)	38.0	38.0	38.0	38.0	82.0	82.0	82.0	82.0	82.0
Total Split (%)	31.7%	31.7%	31.7%	31.7%	68.3%	68.3%	68.3%	68.3%	68.3%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag									
Lead-Lag Optimize?									
Recall Mode	None	None	None	None	C-Max	C-Max	C-Max	C-Max	C-Max
Act Effct Green (s)	12.8	12.8	12.8	12.8	98.2	98.2	98.2	98.2	98.2
Actuated g/C Ratio	0.11	0.11	0.11	0.11	0.82	0.82	0.82	0.82	0.82
v/c Ratio	0.76	0.14	0.22	0.45	0.08	0.31	0.22	0.24	0.07
Control Delay (s/veh)	93.2	24.9	50.4	14.4	2.9	3.6	1.9	1.6	0.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	93.2	24.9	50.4	14.4	2.9	3.6	1.9	1.6	0.2
LOS	F	C	D	B	A	A	A	A	A
Approach Delay (s/veh)		74.0		22.0		3.6		1.5	
Approach LOS		E		C		A		A	

Intersection Summary

Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBTL, Start of Green	
Natural Cycle: 75	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.76	
Intersection Signal Delay (s/veh): 9.6	Intersection LOS: A
Intersection Capacity Utilization 53.5%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 4: Chambers Rd. & E. 100th Ave.





Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	74	29	33	125	71	480	161	375	105
v/c Ratio	0.76	0.14	0.22	0.45	0.08	0.31	0.22	0.24	0.07
Control Delay (s/veh)	93.2	24.9	50.4	14.4	2.9	3.6	1.9	1.6	0.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	93.2	24.9	50.4	14.4	2.9	3.6	1.9	1.6	0.2
Queue Length 50th (ft)	57	6	24	4	8	69	7	16	0
Queue Length 95th (ft)	106	34	54	58	23	136	m17	m36	m2
Internal Link Dist (ft)		337		491		2579		1310	
Turn Bay Length (ft)	175		100		235		235		135
Base Capacity (vph)	255	480	383	531	810	1501	719	1523	1314
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.29	0.06	0.09	0.24	0.09	0.32	0.22	0.25	0.08

#### Intersection Summary

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

HCM 7th Signalized Intersection Summary

Urban Moment Yardhomes

4: Chambers Rd. & E. 100th Ave.

02/25/2026



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	68	8	18	30	5	110	65	396	46	148	345	97
Future Volume (veh/h)	68	8	18	30	5	110	65	396	46	148	345	97
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	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	74	9	20	33	5	120	71	430	50	161	375	105
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	157	77	171	244	9	228	719	1277	148	698	1452	1230
Arrive On Green	0.15	0.15	0.15	0.15	0.15	0.15	0.78	0.78	0.78	0.78	0.78	0.78
Sat Flow, veh/h	1266	516	1147	1381	64	1531	915	1645	191	915	1870	1585
Grp Volume(v), veh/h	74	0	29	33	0	125	71	0	480	161	375	105
Grp Sat Flow(s),veh/h/ln	1266	0	1664	1381	0	1595	915	0	1836	915	1870	1585
Q Serve(g_s), s	6.9	0.0	1.8	2.5	0.0	8.7	2.8	0.0	9.5	7.8	6.7	1.9
Cycle Q Clear(g_c), s	15.6	0.0	1.8	4.4	0.0	8.7	9.6	0.0	9.5	17.3	6.7	1.9
Prop In Lane	1.00		0.69	1.00		0.96	1.00		0.10	1.00		1.00
Lane Grp Cap(c), veh/h	157	0	247	244	0	237	719	0	1425	698	1452	1230
V/C Ratio(X)	0.47	0.00	0.12	0.13	0.00	0.53	0.10	0.00	0.34	0.23	0.26	0.09
Avail Cap(c_a), veh/h	322	0	464	425	0	445	719	0	1425	698	1452	1230
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.88	0.00	0.88	1.00	1.00	1.00
Uniform Delay (d), s/veh	54.4	0.0	44.3	46.1	0.0	47.2	5.1	0.0	4.1	6.7	3.8	3.2
Incr Delay (d2), s/veh	2.2	0.0	0.2	0.2	0.0	1.8	0.2	0.0	0.6	0.8	0.4	0.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.3	0.0	0.8	0.9	0.0	3.6	0.5	0.0	2.9	1.5	2.1	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	56.6	0.0	44.5	46.4	0.0	49.0	5.3	0.0	4.6	7.5	4.2	3.4
LnGrp LOS	E		D	D		D	A		A	A	A	A
Approach Vol, veh/h	103			158			551			641		
Approach Delay, s/veh	53.2			48.4			4.7			4.9		
Approach LOS	D			D			A			A		
Timer - Assigned Phs	2		4		6		8					
Phs Duration (G+Y+Rc), s	97.7		22.3		97.7		22.3					
Change Period (Y+Rc), s	4.5		4.5		4.5		4.5					
Max Green Setting (Gmax), s	77.5		33.5		77.5		33.5					
Max Q Clear Time (g_c+I1), s	11.6		17.6		19.3		10.7					
Green Ext Time (p_c), s	3.7		0.3		3.7		0.8					
<b>Intersection Summary</b>												
HCM 7th Control Delay, s/veh				13.0								
HCM 7th LOS				B								



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%		0%			0%
Storage Length (ft)	0	50		0	0	
Storage Lanes	1	1		0	0	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt		0.850	0.996			
Flt Protected	0.950					0.997
Satd. Flow (prot)	1770	1583	1855	0	0	1857
Flt Permitted	0.950					0.997
Satd. Flow (perm)	1770	1583	1855	0	0	1857
Link Speed (mph)	30		30			30
Link Distance (ft)	317		343			412
Travel Time (s)	7.2		7.8			9.4

**Intersection Summary**

Area Type: Other

Intersection						
Int Delay, s/veh	1					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	3	36	244	8	13	212
Future Vol, veh/h	3	36	244	8	13	212
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	50	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	3	39	265	9	14	230

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	528	270	0	0	274
Stage 1	270	-	-	-	-
Stage 2	259	-	-	-	-
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	511	769	-	-	1289
Stage 1	776	-	-	-	-
Stage 2	785	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	504	769	-	-	1289
Mov Cap-2 Maneuver	504	-	-	-	-
Stage 1	776	-	-	-	-
Stage 2	775	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	10.1	0	0.45
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	504	769	104	-
HCM Lane V/C Ratio	-	-	0.006	0.051	0.011	-
HCM Control Delay (s/veh)	-	-	12.2	9.9	7.8	0
HCM Lane LOS	-	-	B	A	A	A
HCM 95th %tile Q(veh)	-	-	0	0.2	0	-



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%		0%		0%	
Storage Length (ft)	0	50	175			135
Storage Lanes	0	1	1			1
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt		0.850				0.850
Flt Protected	0.950		0.950			
Satd. Flow (prot)	1770	1583	1770	1863	1863	1583
Flt Permitted	0.950		0.950			
Satd. Flow (perm)	1770	1583	1770	1863	1863	1583
Link Speed (mph)	30			40	40	
Link Distance (ft)	471			1390	653	
Travel Time (s)	0.0			31.6	14.8	

**Intersection Summary**

Area Type: Other

















































Intersection						
Int Delay, s/veh	1.2					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↘	↗	↘	↗	↗	↗
Traffic Vol, veh/h	32	16	29	548	609	58
Future Vol, veh/h	32	16	29	548	609	58
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	50	175	-	-	135
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	35	17	32	596	662	63

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	1321	662	725	0	-	0
Stage 1	662	-	-	-	-	-
Stage 2	659	-	-	-	-	-
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	173	462	878	-	-	-
Stage 1	513	-	-	-	-	-
Stage 2	515	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	167	462	878	-	-	-
Mov Cap-2 Maneuver	167	-	-	-	-	-
Stage 1	495	-	-	-	-	-
Stage 2	515	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v25.84		0.47	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	878	-	167	462	-	-
HCM Lane V/C Ratio	0.036	-	0.209	0.038	-	-
HCM Control Delay (s/veh)	9.3	-	32.2	13.1	-	-
HCM Lane LOS	A	-	D	B	-	-
HCM 95th %tile Q(veh)	0.1	-	0.8	0.1	-	-

Lanes and Geometrics  
 1: Chambers Rd. & E. 104th Ave.

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	  	  	  	  	  	  	  	  	  	  	  	  
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)	0%		0%		0%		0%		0%		0%	
Storage Length (ft)	300		200	400		400	300		0	275		300
Storage Lanes	2		1	2		1	2		1	2		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.97	0.91	1.00	0.97	0.91	1.00	0.97	0.95	1.00	0.97	0.95	1.00
Ped Bike Factor	0.850			0.850			0.850			0.850		
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	5085	1583	3433	5085	1583	3433	3539	1583	3433	3539	1583
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3433	5085	1583	3433	5085	1583	3433	3539	1583	3433	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			169			205			161			161
Link Speed (mph)		45			45			40			40	
Link Distance (ft)		788			997			607			669	
Travel Time (s)		11.9			15.1			10.3			11.4	

Intersection Summary

Area Type: Other

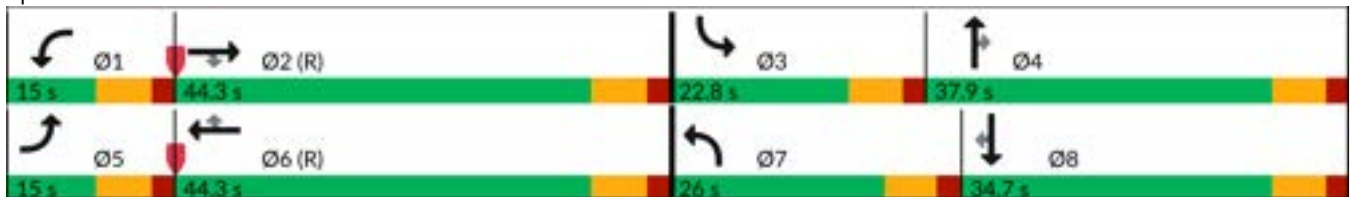
Timings  
1: Chambers Rd. & E. 104th Ave.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	192	1318	208	195	1305	189	450	327	205	340	305	321
Future Volume (vph)	192	1318	208	195	1305	189	450	327	205	340	305	321
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	5	2		1	6		7	4		3	8	
Permitted Phases			2			6			4			8
Detector Phase	5	2	2	1	6	6	7	4	4	3	8	8
Switch Phase												
Minimum Initial (s)	3.0	15.0	15.0	3.0	15.0	15.0	3.0	5.0	5.0	3.0	5.0	5.0
Minimum Split (s)	10.0	37.0	37.0	10.0	37.0	37.0	9.7	34.7	34.7	9.7	34.7	34.7
Total Split (s)	15.0	44.3	44.3	15.0	44.3	44.3	26.0	37.9	37.9	22.8	34.7	34.7
Total Split (%)	12.5%	36.9%	36.9%	12.5%	36.9%	36.9%	21.7%	31.6%	31.6%	19.0%	28.9%	28.9%
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	4.7	4.7	4.7	4.7	4.7	4.7
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.0	7.0	7.0	7.0	7.0	7.0	6.7	6.7	6.7	6.7	6.7	6.7
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Min	C-Min	None	C-Min	C-Min	None	Max	Max	None	Max	Max
Act Effct Green (s)	8.0	37.2	37.2	8.0	37.2	37.2	19.0	31.7	31.7	15.7	28.4	28.4
Actuated g/C Ratio	0.07	0.31	0.31	0.07	0.31	0.31	0.16	0.26	0.26	0.13	0.24	0.24
v/c Ratio	0.91	0.90	0.37	0.92	0.89	0.32	0.89	0.37	0.41	0.82	0.39	0.70
Control Delay (s/veh)	97.2	49.3	10.9	105.9	37.5	4.3	65.3	35.6	11.6	67.0	40.4	30.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	97.2	49.3	10.9	105.9	37.5	4.3	65.3	35.6	11.6	67.0	40.4	30.8
LOS	F	D	B	F	D	A	E	D	B	E	D	C
Approach Delay (s/veh)		50.0			41.7			44.2			46.6	
Approach LOS		D			D			D			D	

Intersection Summary

Cycle Length: 120  
 Actuated Cycle Length: 120  
 Offset: 8 (7%), Referenced to phase 2:EBT and 6:WBT, Start of Green  
 Natural Cycle: 105  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.93  
 Intersection Signal Delay (s/veh): 45.7      Intersection LOS: D  
 Intersection Capacity Utilization 75.1%      ICU Level of Service D  
 Analysis Period (min) 15

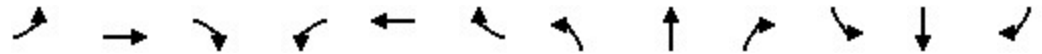
Splits and Phases: 1: Chambers Rd. & E. 104th Ave.



Queues

1: Chambers Rd. & E. 104th Ave.

02/25/2026



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	209	1433	226	212	1418	205	489	355	223	370	332	349
v/c Ratio	0.91	0.90	0.37	0.92	0.89	0.32	0.89	0.37	0.41	0.82	0.39	0.70
Control Delay (s/veh)	97.2	49.3	10.9	105.9	37.5	4.3	65.3	35.6	11.6	67.0	40.4	30.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	97.2	49.3	10.9	105.9	37.5	4.3	65.3	35.6	11.6	67.0	40.4	30.8
Queue Length 50th (ft)	84	389	32	91	395	1	185	125	45	145	115	136
Queue Length 95th (ft)	#158	#461	96	m#153	m315	m42	#280	172	m112	#214	160	248
Internal Link Dist (ft)		708			917			527				589
Turn Bay Length (ft)	300		200	400		400	300			275		300
Base Capacity (vph)	228	1580	608	228	1580	633	552	935	536	460	836	496
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.92	0.91	0.37	0.93	0.90	0.32	0.89	0.38	0.42	0.80	0.40	0.70

Intersection Summary

- # 95th percentile volume exceeds capacity, queue may be longer.  
Queue shown is maximum after two cycles.
- m Volume for 95th percentile queue is metered by upstream signal.

HCM 7th Signalized Intersection Summary

Urban Moment Yardhomes

1: Chambers Rd. & E. 104th Ave.

02/25/2026



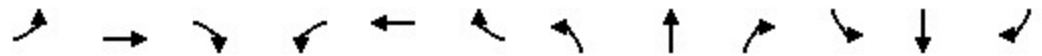
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖↗	↑↑↑	↖	↖↗	↑↑↑	↖	↖↗	↑↑	↖	↖↗	↑↑	↖
Traffic Volume (veh/h)	192	1318	208	195	1305	189	450	327	205	340	305	321
Future Volume (veh/h)	192	1318	208	195	1305	189	450	327	205	340	305	321
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	209	1433	226	212	1418	0	489	355	223	370	332	349
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	230	1608	499	230	1608		542	947	423	427	829	370
Arrive On Green	0.07	0.31	0.31	0.13	0.63	0.00	0.16	0.27	0.27	0.12	0.23	0.23
Sat Flow, veh/h	3456	5106	1585	3456	5106	1585	3456	3554	1585	3456	3554	1585
Grp Volume(v), veh/h	209	1433	226	212	1418	0	489	355	223	370	332	349
Grp Sat Flow(s),veh/h/ln	1728	1702	1585	1728	1702	1585	1728	1777	1585	1728	1777	1585
Q Serve(g_s), s	7.2	32.1	13.7	7.3	27.8	0.0	16.7	9.8	14.4	12.6	9.5	26.0
Cycle Q Clear(g_c), s	7.2	32.1	13.7	7.3	27.8	0.0	16.7	9.8	14.4	12.6	9.5	26.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	230	1608	499	230	1608		542	947	423	427	829	370
V/C Ratio(X)	0.91	0.89	0.45	0.92	0.88		0.90	0.37	0.53	0.87	0.40	0.94
Avail Cap(c_a), veh/h	230	1608	499	230	1608		556	947	423	464	829	370
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.69	0.69	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	55.6	39.2	32.8	51.7	20.4	0.0	49.7	35.9	37.6	51.6	38.9	45.2
Incr Delay (d2), s/veh	35.3	7.9	2.9	29.7	5.3	0.0	17.8	1.1	4.7	15.0	1.4	34.5
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	4.2	14.0	5.5	3.8	6.6	0.0	8.4	4.3	6.0	6.2	4.2	13.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	91.0	47.1	35.8	81.4	25.6	0.0	67.4	37.0	42.2	66.6	40.3	79.7
LnGrp LOS	F	D	D	F	C		E	D	D	E	D	E
Approach Vol, veh/h		1868			1630			1067			1051	
Approach Delay, s/veh		50.6			32.9			52.0			62.7	
Approach LOS		D			C			D			E	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	15.0	44.8	21.5	38.7	15.0	44.8	25.5	34.7				
Change Period (Y+Rc), s	7.0	7.0	6.7	6.7	7.0	7.0	6.7	6.7				
Max Green Setting (Gmax), s	8.0	37.3	16.1	31.2	8.0	37.3	19.3	28.0				
Max Q Clear Time (g_c+I1), s	9.3	34.1	14.6	16.4	9.2	29.8	18.7	28.0				
Green Ext Time (p_c), s	0.0	2.5	0.2	2.5	0.0	4.9	0.1	0.0				

Intersection Summary

HCM 7th Control Delay, s/veh	48.0
HCM 7th LOS	D

Notes

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

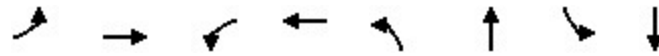


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	300		0	350		0	175		0	125		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.91	0.91	1.00	0.91	0.91	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.983			0.990			0.864				0.887
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	4999	0	1770	5034	0	1770	1609	0	1770	1652	0
Flt Permitted	0.121			0.075			0.598			0.276		
Satd. Flow (perm)	225	4999	0	140	5034	0	1114	1609	0	514	1652	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		20			11			265				60
Link Speed (mph)		45			45			30				30
Link Distance (ft)		997			1099			1052				334
Travel Time (s)		15.1			16.7			23.9				7.6

Intersection Summary

Area Type: Other

Timings  
2: Idalia St. & E. 104th Ave.



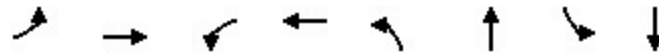
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations	↶	↶↶↶	↶	↶↶↶	↶	↶	↶	↶
Traffic Volume (vph)	52	1549	280	1416	288	31	88	18
Future Volume (vph)	52	1549	280	1416	288	31	88	18
Turn Type	pm+pt	NA	pm+pt	NA	pm+pt	NA	pm+pt	NA
Protected Phases	5	2	1	6	7	4	3	8
Permitted Phases	2		6		4		8	
Detector Phase	5	2	1	6	7	4	3	8
Switch Phase								
Minimum Initial (s)	5.0	10.0	5.0	10.0	7.0	7.0	7.0	7.0
Minimum Split (s)	11.9	37.9	11.9	37.9	12.8	34.8	12.8	34.8
Total Split (s)	15.0	46.0	24.0	55.0	15.0	35.0	15.0	35.0
Total Split (%)	12.5%	38.3%	20.0%	45.8%	12.5%	29.2%	12.5%	29.2%
Yellow Time (s)	4.9	4.9	4.9	4.9	3.5	3.5	3.5	3.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.3	2.3	2.3	2.3
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.9	6.9	6.9	6.9	5.8	5.8	5.8	5.8
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	None	C-Max	None	None	None	None
Act Effct Green (s)	54.9	47.8	76.8	65.3	25.9	15.9	23.3	15.9
Actuated g/C Ratio	0.46	0.40	0.64	0.54	0.22	0.13	0.19	0.13
v/c Ratio	0.29	0.94	0.78	0.59	1.03	0.82	0.50	0.29
Control Delay (s/veh)	17.2	34.8	44.9	21.9	104.4	29.9	42.8	17.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	17.2	34.8	44.9	21.9	104.4	29.9	42.8	17.8
LOS	B	C	D	C	F	C	D	B
Approach Delay (s/veh)		34.4		25.6		64.3		31.5
Approach LOS		C		C		E		C

Intersection Summary

Cycle Length: 120  
 Actuated Cycle Length: 120  
 Offset: 11 (9%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green  
 Natural Cycle: 130  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 1.04  
 Intersection Signal Delay (s/veh): 34.9  
 Intersection LOS: C  
 Intersection Capacity Utilization 97.4%  
 ICU Level of Service F  
 Analysis Period (min) 15

Splits and Phases: 2: Idalia St. & E. 104th Ave.





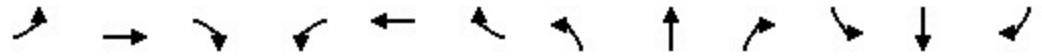
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	57	1900	304	1646	313	367	96	80
v/c Ratio	0.29	0.94	0.78	0.59	1.03	0.82	0.50	0.29
Control Delay (s/veh)	17.2	34.8	44.9	21.9	104.4	29.9	42.8	17.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	17.2	34.8	44.9	21.9	104.4	29.9	42.8	17.8
Queue Length 50th (ft)	17	235	166	311	~258	77	59	14
Queue Length 95th (ft)	m26	#706	#360	466	#312	175	91	54
Internal Link Dist (ft)		917		1019		972		254
Turn Bay Length (ft)	300		350		175		125	
Base Capacity (vph)	212	2004	389	2744	302	592	197	447
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.27	0.95	0.78	0.60	1.04	0.62	0.49	0.18

**Intersection Summary**

- ~ Volume exceeds capacity, queue is theoretically infinite.  
Queue shown is maximum after two cycles.
- # 95th percentile volume exceeds capacity, queue may be longer.  
Queue shown is maximum after two cycles.
- m Volume for 95th percentile queue is metered by upstream signal.























HCM 7th Signalized Intersection Summary  
 2: Idalia St. & E. 104th Ave.

Urban Moment Yardhomes  
 02/25/2026



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↑↑↑		↖	↑↑↑		↖	↑		↖	↑	
Traffic Volume (veh/h)	52	1549	199	280	1416	98	288	31	306	88	18	55
Future Volume (veh/h)	52	1549	199	280	1416	98	288	31	306	88	18	55
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	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	57	1684	216	304	1539	107	313	34	333	96	20	60
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	185	1596	204	314	2220	154	435	36	352	177	91	273
Arrive On Green	0.07	0.70	0.70	0.14	0.46	0.46	0.08	0.24	0.24	0.06	0.22	0.22
Sat Flow, veh/h	1781	4583	586	1781	4875	339	1781	149	1459	1781	412	1236
Grp Volume(v), veh/h	57	1249	651	304	1075	571	313	0	367	96	0	80
Grp Sat Flow(s),veh/h/ln	1781	1702	1765	1781	1702	1809	1781	0	1608	1781	0	1648
Q Serve(g_s), s	2.4	41.8	41.8	16.3	30.1	30.2	9.2	0.0	26.9	4.9	0.0	4.8
Cycle Q Clear(g_c), s	2.4	41.8	41.8	16.3	30.1	30.2	9.2	0.0	26.9	4.9	0.0	4.8
Prop In Lane	1.00		0.33	1.00		0.19	1.00		0.91	1.00		0.75
Lane Grp Cap(c), veh/h	185	1186	615	314	1550	824	435	0	388	177	0	364
V/C Ratio(X)	0.31	1.05	1.06	0.97	0.69	0.69	0.72	0.00	0.94	0.54	0.00	0.22
Avail Cap(c_a), veh/h	242	1186	615	314	1550	824	435	0	391	214	0	401
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.43	0.43	0.43	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	24.1	18.2	18.2	37.8	26.0	26.0	38.9	0.0	44.7	35.9	0.0	38.3
Incr Delay (d2), s/veh	0.4	33.4	41.1	42.2	2.6	4.8	5.7	0.0	31.6	2.6	0.0	0.3
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	11.5	13.2	12.4	12.0	13.3	4.7	0.0	14.1	2.3	0.0	2.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	24.5	51.6	59.3	80.0	28.6	30.8	44.5	0.0	76.3	38.5	0.0	38.6
LnGrp LOS	C	F	F	F	C	C	D		E	D		D
Approach Vol, veh/h		1957			1950			680				176
Approach Delay, s/veh		53.4			37.3			61.7				38.5
Approach LOS		D			D			E				D
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	24.0	48.7	12.5	34.8	11.2	61.5	15.0	32.3				
Change Period (Y+Rc), s	6.9	6.9	5.8	5.8	6.9	6.9	5.8	5.8				
Max Green Setting (Gmax), s	17.1	39.1	9.2	29.2	8.1	48.1	9.2	29.2				
Max Q Clear Time (g_c+I1), s	18.3	43.8	6.9	28.9	4.4	32.2	11.2	6.8				
Green Ext Time (p_c), s	0.0	0.0	0.0	0.1	0.0	9.4	0.0	0.4				
<b>Intersection Summary</b>												
HCM 7th Control Delay, s/veh			47.4									
HCM 7th LOS			D									

Lanes and Geometrics  
3: Chambers Rd. & E. 96th Ave.

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	235		0	235		0	0		0	150		150
Storage Lanes	1		0	1		1	0		1	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00
Ped Bike Factor												
Frt						0.850						0.850
Flt Protected	0.950			0.950						0.950	0.953	
Satd. Flow (prot)	1770	3539	0	1770	1863	1583	0	1863	1863	1681	1686	1583
Flt Permitted	0.144			0.476						0.950	0.953	
Satd. Flow (perm)	268	3539	0	887	1863	1583	0	1863	1863	1681	1686	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						184						344
Link Speed (mph)		30			30			30				40
Link Distance (ft)		2041			1309			175				2659
Travel Time (s)		46.4			29.8			4.0				45.3

Intersection Summary

Area Type: Other

Timings  
3: Chambers Rd. & E. 96th Ave.



Lane Group	EBL	EBT	WBL	WBT	WBR	NBT	SBL	SBT	SBR
Lane Configurations									
Traffic Volume (vph)	113	446	1	817	272	2	264	2	434
Future Volume (vph)	113	446	1	817	272	2	264	2	434
Turn Type	pm+pt	NA	Perm	NA	Perm	NA	Split	NA	Perm
Protected Phases	5	2		6		8	4	4	
Permitted Phases	2		6		6				4
Detector Phase	5	2	6	6	6	8	4	4	4
Switch Phase									
Minimum Initial (s)	5.0	5.0	10.0	10.0	10.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.0	24.8	24.8	24.8	24.8	24.0	24.0	24.0	24.0
Total Split (s)	12.0	97.0	85.0	85.0	85.0	24.0	29.0	29.0	29.0
Total Split (%)	8.0%	64.7%	56.7%	56.7%	56.7%	16.0%	19.3%	19.3%	19.3%
Yellow Time (s)	4.0	4.8	4.8	4.8	4.8	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.8	6.8	6.8	6.8	6.0	6.0	6.0	6.0
Lead/Lag	Lead		Lag	Lag	Lag				
Lead-Lag Optimize?	Yes		Yes	Yes	Yes				
Recall Mode	None	C-Min	C-Min	C-Min	C-Min	None	None	None	None
Act Effct Green (s)	115.4	114.6	96.8	96.8	96.8	5.8	20.2	20.2	20.2
Actuated g/C Ratio	0.77	0.76	0.65	0.65	0.65	0.04	0.13	0.13	0.13
v/c Ratio	0.37	0.17	0.00	0.73	0.27	0.02	0.63	0.64	0.92
Control Delay (s/veh)	8.7	5.7	14.0	25.0	5.8	70.0	73.6	74.2	41.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	8.7	5.7	14.0	25.0	5.8	70.0	73.6	74.2	41.9
LOS	A	A	B	C	A	E	E	E	D
Approach Delay (s/veh)		6.4		20.3		70.0		54.1	
Approach LOS		A		C		E		D	

Intersection Summary

Cycle Length: 150  
 Actuated Cycle Length: 150  
 Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green  
 Natural Cycle: 125  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.93  
 Intersection Signal Delay (s/veh): 27.1      Intersection LOS: C  
 Intersection Capacity Utilization 89.7%      ICU Level of Service E  
 Analysis Period (min) 15

Splits and Phases: 3: Chambers Rd. & E. 96th Ave.





Lane Group	EBL	EBT	WBL	WBT	WBR	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	123	485	1	888	296	2	143	146	472
v/c Ratio	0.37	0.17	0.00	0.73	0.27	0.02	0.63	0.64	0.92
Control Delay (s/veh)	8.7	5.7	14.0	25.0	5.8	70.0	73.6	74.2	41.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	8.7	5.7	14.0	25.0	5.8	70.0	73.6	74.2	41.9
Queue Length 50th (ft)	29	66	0	585	42	2	135	138	130
Queue Length 95th (ft)	61	110	4	#1050	113	12	217	222	#337
Internal Link Dist (ft)		1961		1229		95		2579	
Turn Bay Length (ft)	235		235				150		150
Base Capacity (vph)	324	2703	572	1201	1086	223	263	264	537
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.38	0.18	0.00	0.74	0.27	0.01	0.54	0.55	0.88

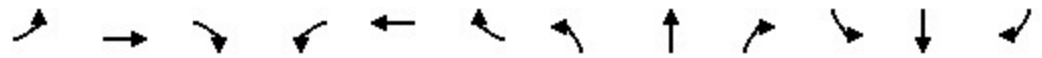
#### Intersection Summary

# 95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

HCM 7th Signalized Intersection Summary  
 3: Chambers Rd. & E. 96th Ave.

Urban Moment Yardhomes  
 02/25/2026

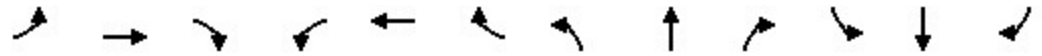


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	113	446	0	1	817	272	0	2	0	264	2	434
Future Volume (veh/h)	113	446	0	1	817	272	0	2	0	264	2	434
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	123	485	0	1	888	296	0	2	0	288	0	472
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	263	2554	0	633	1202	1019	0	5	4	546	0	243
Arrive On Green	0.04	0.72	0.00	0.64	0.64	0.64	0.00	0.00	0.00	0.15	0.00	0.15
Sat Flow, veh/h	1781	3647	0	911	1870	1585	0	1870	1585	3563	0	1585
Grp Volume(v), veh/h	123	485	0	1	888	296	0	2	0	288	0	472
Grp Sat Flow(s),veh/h/ln	1781	1777	0	911	1870	1585	0	1870	1585	1781	0	1585
Q Serve(g_s), s	3.4	6.7	0.0	0.1	48.5	12.3	0.0	0.2	0.0	11.2	0.0	23.0
Cycle Q Clear(g_c), s	3.4	6.7	0.0	0.1	48.5	12.3	0.0	0.2	0.0	11.2	0.0	23.0
Prop In Lane	1.00		0.00	1.00		1.00	0.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	263	2554	0	633	1202	1019	0	5	4	546	0	243
V/C Ratio(X)	0.47	0.19	0.00	0.00	0.74	0.29	0.00	0.40	0.00	0.53	0.00	1.94
Avail Cap(c_a), veh/h	270	2554	0	633	1202	1019	0	224	190	546	0	243
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.92	0.00	0.92
Uniform Delay (d), s/veh	19.1	6.9	0.0	9.6	18.2	11.8	0.0	74.7	0.0	58.5	0.0	63.5
Incr Delay (d2), s/veh	1.3	0.2	0.0	0.0	4.1	0.7	0.0	44.8	0.0	0.9	0.0	437.5
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.9	2.5	0.0	0.0	21.7	4.6	0.0	0.1	0.0	5.1	0.0	38.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	20.4	7.0	0.0	9.6	22.3	12.5	0.0	119.5	0.0	59.4	0.0	501.0
LnGrp LOS	C	A		A	C	B		F		E		F
Approach Vol, veh/h		608			1185			2				760
Approach Delay, s/veh		9.7			19.9			119.5				333.7
Approach LOS		A			B			F				F
Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		114.6		29.0	11.4	103.2		6.4				
Change Period (Y+Rc), s		6.8		6.0	6.0	6.8		6.0				
Max Green Setting (Gmax), s		90.2		23.0	6.0	78.2		18.0				
Max Q Clear Time (g_c+I1), s		8.7		25.0	5.4	50.5		2.2				
Green Ext Time (p_c), s		3.7		0.0	0.0	9.3		0.0				

Intersection Summary		
HCM 7th Control Delay, s/veh		110.9
HCM 7th LOS		F

Notes  
 User approved volume balancing among the lanes for turning movement.

Lanes and Geometrics  
4: Chambers Rd. & E. 100th Ave.



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	175		0	100		0	235		0	235		135
Storage Lanes	1		0	1		0	1		0	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.893			0.866			0.997				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1663	0	1770	1613	0	1770	1857	0	1770	1863	1583
Flt Permitted	0.423			0.679			0.404			0.381		
Satd. Flow (perm)	788	1663	0	1265	1613	0	753	1857	0	710	1863	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		64			176			2				101
Link Speed (mph)		30			30			40				40
Link Distance (ft)		417			571			2659				1390
Travel Time (s)		9.5			13.0			45.3				23.7

Intersection Summary

Area Type: Other

Timings  
4: Chambers Rd. & E. 100th Ave.



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations	↖	↗	↖	↗	↖	↗	↖	↗	↖
Traffic Volume (vph)	128	24	61	19	65	541	218	515	93
Future Volume (vph)	128	24	61	19	65	541	218	515	93
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA	Perm
Protected Phases		4		8		2		6	
Permitted Phases	4		8		2		6		6
Detector Phase	4	4	8	8	2	2	6	6	6
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	33.5	33.5	33.5	33.5	36.5	36.5	36.5	36.5	36.5
Total Split (s)	34.0	34.0	34.0	34.0	86.0	86.0	86.0	86.0	86.0
Total Split (%)	28.3%	28.3%	28.3%	28.3%	71.7%	71.7%	71.7%	71.7%	71.7%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag									
Lead-Lag Optimize?									
Recall Mode	None	None	None	None	C-Max	C-Max	C-Max	C-Max	C-Max
Act Effct Green (s)	22.5	22.5	22.5	22.5	88.5	88.5	88.5	88.5	88.5
Actuated g/C Ratio	0.19	0.19	0.19	0.19	0.74	0.74	0.74	0.74	0.74
v/c Ratio	0.94	0.24	0.27	0.44	0.12	0.43	0.45	0.40	0.08
Control Delay (s/veh)	108.6	15.7	42.5	10.8	6.4	8.1	6.0	3.5	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	108.6	15.7	42.5	10.8	6.4	8.1	6.0	3.5	0.1
LOS	F	B	D	B	A	A	A	A	A
Approach Delay (s/veh)		72.1		18.8		8.0		3.8	
Approach LOS		E		B		A		A	

Intersection Summary

Cycle Length: 120  
 Actuated Cycle Length: 120  
 Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green  
 Natural Cycle: 80  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.95  
 Intersection Signal Delay (s/veh): 14.7      Intersection LOS: B  
 Intersection Capacity Utilization 74.4%      ICU Level of Service D  
 Analysis Period (min) 15

Splits and Phases: 4: Chambers Rd. & E. 100th Ave.





Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	139	90	66	197	71	602	237	560	101
v/c Ratio	0.94	0.24	0.27	0.44	0.12	0.43	0.45	0.40	0.08
Control Delay (s/veh)	108.6	15.7	42.5	10.8	6.4	8.1	6.0	3.5	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	108.6	15.7	42.5	10.8	6.4	8.1	6.0	3.5	0.1
Queue Length 50th (ft)	106	17	44	13	14	163	19	45	0
Queue Length 95th (ft)	#200	58	82	73	36	278	m30	m61	m0
Internal Link Dist (ft)		337		491		2579		1310	
Turn Bay Length (ft)	175		100		235		235		135
Base Capacity (vph)	193	457	310	529	555	1370	523	1374	1194
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.72	0.20	0.21	0.37	0.13	0.44	0.45	0.41	0.08

#### Intersection Summary

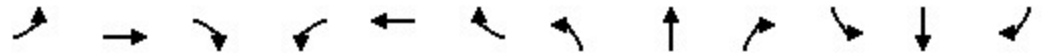
# 95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

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

HCM 7th Signalized Intersection Summary  
4: Chambers Rd. & E. 100th Ave.

Urban Moment Yardhomes  
02/25/2026



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	128	24	59	61	19	162	65	541	13	218	515	93
Future Volume (veh/h)	128	24	59	61	19	162	65	541	13	218	515	93
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	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	139	26	64	66	21	176	71	588	14	237	560	101
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	217	114	281	315	41	344	487	1249	30	498	1284	1088
Arrive On Green	0.24	0.24	0.24	0.24	0.24	0.24	0.69	0.69	0.69	0.69	0.69	0.69
Sat Flow, veh/h	1186	479	1179	1307	172	1439	774	1819	43	817	1870	1585
Grp Volume(v), veh/h	139	0	90	66	0	197	71	0	602	237	560	101
Grp Sat Flow(s),veh/h/ln	1186	0	1658	1307	0	1611	774	0	1863	817	1870	1585
Q Serve(g_s), s	13.8	0.0	5.2	5.1	0.0	12.7	5.4	0.0	18.0	22.7	16.1	2.6
Cycle Q Clear(g_c), s	26.5	0.0	5.2	10.4	0.0	12.7	21.5	0.0	18.0	40.7	16.1	2.6
Prop In Lane	1.00		0.71	1.00		0.89	1.00		0.02	1.00		1.00
Lane Grp Cap(c), veh/h	217	0	396	315	0	385	487	0	1278	498	1284	1088
V/C Ratio(X)	0.64	0.00	0.23	0.21	0.00	0.51	0.15	0.00	0.47	0.48	0.44	0.09
Avail Cap(c_a), veh/h	226	0	408	324	0	396	487	0	1278	498	1284	1088
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.96	0.00	0.96	1.00	1.00	1.00
Uniform Delay (d), s/veh	51.1	0.0	36.8	40.9	0.0	39.6	13.2	0.0	8.7	18.2	8.4	6.3
Incr Delay (d2), s/veh	5.7	0.0	0.3	0.3	0.0	1.1	0.6	0.0	1.2	3.2	1.1	0.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.4	0.0	2.2	1.7	0.0	5.2	1.0	0.0	6.7	4.5	6.1	0.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	56.8	0.0	37.1	41.3	0.0	40.7	13.8	0.0	9.9	21.4	9.5	6.5
LnGrp LOS	E		D	D		D	B		A	C	A	A
Approach Vol, veh/h	229						263		673		898	
Approach Delay, s/veh	49.0						40.8		10.3		12.3	
Approach LOS	D						D		B		B	
Timer - Assigned Phs	2		4				6		8			
Phs Duration (G+Y+Rc), s	86.9		33.1				86.9		33.1			
Change Period (Y+Rc), s	4.5		4.5				4.5		4.5			
Max Green Setting (Gmax), s	81.5		29.5				81.5		29.5			
Max Q Clear Time (g_c+I1), s	23.5		28.5				42.7		14.7			
Green Ext Time (p_c), s	4.9		0.1				6.2		1.2			
<b>Intersection Summary</b>												
HCM 7th Control Delay, s/veh			19.4									
HCM 7th LOS			B									



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%		0%			0%
Storage Length (ft)	0	50		0	0	
Storage Lanes	1	1		0	0	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt		0.850	0.999			
Flt Protected						0.998
Satd. Flow (prot)	1863	1583	1861	0	0	1859
Flt Permitted						0.998
Satd. Flow (perm)	1863	1583	1861	0	0	1859
Link Speed (mph)	30		30			30
Link Distance (ft)	317		343			412
Travel Time (s)	7.2		7.8			9.4

**Intersection Summary**

Area Type: Other

Intersection						
Int Delay, s/veh	0.3					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	9	611	3	17	401
Future Vol, veh/h	0	9	611	3	17	401
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	50	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	10	664	3	18	436

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	1139	666	0	0	667	0
Stage 1	666	-	-	-	-	-
Stage 2	473	-	-	-	-	-
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	223	460	-	-	922	-
Stage 1	511	-	-	-	-	-
Stage 2	627	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	217	460	-	-	922	-
Mov Cap-2 Maneuver	217	-	-	-	-	-
Stage 1	511	-	-	-	-	-
Stage 2	611	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	13	0	0.37
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	-	460	73
HCM Lane V/C Ratio	-	-	-	0.021	0.02
HCM Control Delay (s/veh)	-	-	0	13	9
HCM Lane LOS	-	-	A	B	A
HCM 95th %tile Q(veh)	-	-	-	0.1	0.1



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%		0%		0%	
Storage Length (ft)	0	50	175			135
Storage Lanes	0	1	1			1
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt		0.850				0.850
Flt Protected	0.950		0.950			
Satd. Flow (prot)	1770	1583	1770	1863	1863	1583
Flt Permitted	0.950		0.950			
Satd. Flow (perm)	1770	1583	1770	1863	1863	1583
Link Speed (mph)	30			40	40	
Link Distance (ft)	471			1390	653	
Travel Time (s)	0.0			31.6	14.8	

**Intersection Summary**

Area Type: Other

























Intersection						
Int Delay, s/veh	5.9					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↙	↗	↙	↗	↗	↗
Traffic Vol, veh/h	75	28	8	834	727	26
Future Vol, veh/h	75	28	8	834	727	26
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	50	175	-	-	135
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	82	30	9	907	790	28

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	1714	790	818	0	-	0
Stage 1	790	-	-	-	-	-
Stage 2	924	-	-	-	-	-
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	99	390	810	-	-	-
Stage 1	447	-	-	-	-	-
Stage 2	387	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	98	390	810	-	-	-
Mov Cap-2 Maneuver	98	-	-	-	-	-
Stage 1	442	-	-	-	-	-
Stage 2	387	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v96.36		0.09	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	810	-	98	390	-	-
HCM Lane V/C Ratio	0.011	-	0.831	0.078	-	-
HCM Control Delay (s/veh)	9.5	-	126.7	15	-	-
HCM Lane LOS	A	-	F	C	-	-
HCM 95th %tile Q(veh)	0	-	4.6	0.3	-	-

Lanes and Geometrics  
 1: Chambers Rd. & E. 104th Ave.

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)	0%		0%		0%		0%		0%		0%	
Storage Length (ft)	300		200	400		400	300		0	275		300
Storage Lanes	2		1	2		1	2		1	2		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.97	0.91	1.00	0.97	0.91	1.00	0.97	0.95	1.00	0.97	0.95	1.00
Ped Bike Factor	0.850			0.850			0.850			0.850		
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	5085	1583	3433	5085	1583	3433	3539	1583	3433	3539	1583
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3433	5085	1583	3433	5085	1583	3433	3539	1583	3433	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			231			350			161			161
Link Speed (mph)		45			45			40			40	
Link Distance (ft)		788			997			607			669	
Travel Time (s)		11.9			15.1			10.3			11.4	

Intersection Summary

Area Type: Other

Timings

1: Chambers Rd. & E. 104th Ave.

02/25/2026

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	321	1255	268	201	1199	322	416	459	182	454	415	143
Future Volume (vph)	321	1255	268	201	1199	322	416	459	182	454	415	143
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	5	2		1	6		7	4		3	8	
Permitted Phases			2			6			4			8
Detector Phase	5	2	2	1	6	6	7	4	4	3	8	8
Switch Phase												
Minimum Initial (s)	3.0	15.0	15.0	3.0	15.0	15.0	3.0	5.0	5.0	3.0	5.0	5.0
Minimum Split (s)	15.0	37.0	37.0	15.0	37.0	37.0	15.0	34.7	34.7	15.0	34.7	34.7
Total Split (s)	20.0	45.3	45.3	15.0	40.3	40.3	25.0	34.7	34.7	25.0	34.7	34.7
Total Split (%)	16.7%	37.8%	37.8%	12.5%	33.6%	33.6%	20.8%	28.9%	28.9%	20.8%	28.9%	28.9%
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	4.7	4.7	4.7	4.7	4.7	4.7
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.0	7.0	7.0	7.0	7.0	7.0	6.7	6.7	6.7	6.7	6.7	6.7
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Min	C-Min	None	C-Min	C-Min	None	None	None	None	None	None
Act Effct Green (s)	15.8	39.9	39.9	11.3	35.5	35.5	18.0	22.9	22.9	18.5	23.4	23.4
Actuated g/C Ratio	0.13	0.33	0.33	0.09	0.30	0.30	0.15	0.19	0.19	0.15	0.20	0.20
v/c Ratio	0.77	0.80	0.42	0.67	0.86	0.49	0.88	0.73	0.45	0.93	0.65	0.35
Control Delay (s/veh)	63.2	41.3	9.5	73.8	37.4	5.8	69.8	49.1	10.6	76.1	48.9	7.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	63.2	41.3	9.5	73.8	37.4	5.8	69.8	49.1	10.6	76.1	48.9	7.6
LOS	E	D	A	E	D	A	E	D	B	E	D	A
Approach Delay (s/veh)		40.6			35.8			50.7			55.4	
Approach LOS		D			D			D			E	

Intersection Summary

Cycle Length: 120  
 Actuated Cycle Length: 120  
 Offset: 1 (1%), Referenced to phase 2:EBT and 6:WBT, Start of Green  
 Natural Cycle: 105  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.93  
 Intersection Signal Delay (s/veh): 43.7      Intersection LOS: D  
 Intersection Capacity Utilization 80.8%      ICU Level of Service D  
 Analysis Period (min) 15

Splits and Phases: 1: Chambers Rd. & E. 104th Ave.



Queues

1: Chambers Rd. & E. 104th Ave.

02/25/2026



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	349	1364	291	218	1303	350	452	499	198	493	451	155
v/c Ratio	0.77	0.80	0.42	0.67	0.86	0.49	0.88	0.73	0.45	0.93	0.65	0.35
Control Delay (s/veh)	63.2	41.3	9.5	73.8	37.4	5.8	69.8	49.1	10.6	76.1	48.9	7.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	63.2	41.3	9.5	73.8	37.4	5.8	69.8	49.1	10.6	76.1	48.9	7.6
Queue Length 50th (ft)	133	358	33	93	357	1	166	195	22	197	172	0
Queue Length 95th (ft)	#231	420	107	m#160	m#357	m86	#264	234	70	#301	216	50
Internal Link Dist (ft)		708			917			527			589	
Turn Bay Length (ft)	300		200	400		400	300			275		300
Base Capacity (vph)	450	1692	680	322	1502	714	523	825	492	528	825	492
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.78	0.81	0.43	0.68	0.87	0.49	0.86	0.60	0.40	0.93	0.55	0.32

Intersection Summary

# 95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

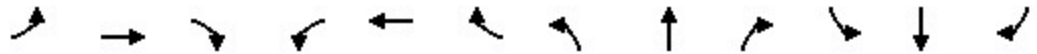
m Volume for 95th percentile queue is metered by upstream signal.

# HCM 7th Signalized Intersection Summary

Urban Moment Yardhomes

1: Chambers Rd. & E. 104th Ave.

02/25/2026



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖↗	↑↑↑	↖	↖↗	↑↑↑	↖	↖↗	↑↑	↖	↖↗	↑↑	↖
Traffic Volume (veh/h)	321	1255	268	201	1199	322	416	459	182	454	415	143
Future Volume (veh/h)	321	1255	268	201	1199	322	416	459	182	454	415	143
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	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	349	1364	291	218	1303	0	452	499	198	493	451	155
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	374	1932	600	230	1720		506	618	276	527	640	285
Arrive On Green	0.11	0.38	0.38	0.09	0.45	0.00	0.15	0.17	0.17	0.15	0.18	0.18
Sat Flow, veh/h	3456	5106	1585	3456	5106	1585	3456	3554	1585	3456	3554	1585
Grp Volume(v), veh/h	349	1364	291	218	1303	0	452	499	198	493	451	155
Grp Sat Flow(s),veh/h/ln	1728	1702	1585	1728	1702	1585	1728	1777	1585	1728	1777	1585
Q Serve(g_s), s	12.0	27.2	16.8	7.5	25.6	0.0	15.4	16.2	14.1	16.9	14.3	10.7
Cycle Q Clear(g_c), s	12.0	27.2	16.8	7.5	25.6	0.0	15.4	16.2	14.1	16.9	14.3	10.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	374	1932	600	230	1720		506	618	276	527	640	285
V/C Ratio(X)	0.93	0.71	0.49	0.95	0.76		0.89	0.81	0.72	0.94	0.71	0.54
Avail Cap(c_a), veh/h	374	1932	600	230	1720		527	829	370	527	829	370
HCM Platoon Ratio	1.00	1.00	1.00	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.69	0.69	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	53.1	31.6	28.4	54.5	29.0	0.0	50.3	47.6	46.8	50.3	46.2	44.7
Incr Delay (d2), s/veh	29.9	2.2	2.8	35.3	2.2	0.0	17.0	4.3	4.4	24.3	1.9	1.6
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.6	11.0	6.7	4.3	9.3	0.0	7.7	7.4	5.8	8.9	6.4	4.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	82.9	33.8	31.2	89.8	31.2	0.0	67.2	52.0	51.1	74.5	48.1	46.3
LnGrp LOS	F	C	C	F	C		E	D	D	E	D	D
Approach Vol, veh/h		2004			1521			1149			1099	
Approach Delay, s/veh		42.0			39.6			57.8			59.7	
Approach LOS		D			D			E			E	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	15.0	52.4	25.0	27.6	20.0	47.4	24.3	28.3				
Change Period (Y+Rc), s	7.0	7.0	6.7	6.7	7.0	7.0	6.7	6.7				
Max Green Setting (Gmax), s	8.0	38.3	18.3	28.0	13.0	33.3	18.3	28.0				
Max Q Clear Time (g_c+I1), s	9.5	29.2	18.9	18.2	14.0	27.6	17.4	16.3				
Green Ext Time (p_c), s	0.0	6.0	0.0	2.7	0.0	3.7	0.2	2.6				

### Intersection Summary

HCM 7th Control Delay, s/veh	47.9
HCM 7th LOS	D

### Notes

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

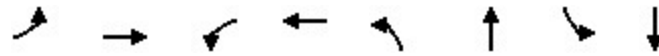


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%				0%
Storage Length (ft)	300		0	350		0	175		0	125		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.91	0.91	1.00	0.91	0.91	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.985			0.988			0.868				0.901
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	5009	0	1770	5024	0	1770	1617	0	1770	1678	0
Flt Permitted	0.098			0.062			0.495			0.317		
Satd. Flow (perm)	183	5009	0	115	5024	0	922	1617	0	590	1678	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		17			13			227				78
Link Speed (mph)		45			45			30				30
Link Distance (ft)		997			1099			1052				334
Travel Time (s)		15.1			16.7			23.9				7.6

Intersection Summary

Area Type: Other

Timings  
2: Idalia St. & E. 104th Ave.



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations	↶	↶↶↶	↶	↶↶↶	↶	↶	↶	↶
Traffic Volume (vph)	81	1519	172	1425	224	33	128	43
Future Volume (vph)	81	1519	172	1425	224	33	128	43
Turn Type	pm+pt	NA	pm+pt	NA	pm+pt	NA	pm+pt	NA
Protected Phases	5	2	1	6	7	4	3	8
Permitted Phases	2		6		4		8	
Detector Phase	5	2	1	6	7	4	3	8
Switch Phase								
Minimum Initial (s)	5.0	10.0	5.0	10.0	7.0	7.0	7.0	7.0
Minimum Split (s)	11.9	37.9	11.9	37.9	12.8	34.8	12.8	34.8
Total Split (s)	15.0	47.0	23.0	55.0	15.0	35.0	15.0	35.0
Total Split (%)	12.5%	39.2%	19.2%	45.8%	12.5%	29.2%	12.5%	29.2%
Yellow Time (s)	4.9	4.9	4.9	4.9	3.5	3.5	3.5	3.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.3	2.3	2.3	2.3
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.9	6.9	6.9	6.9	5.8	5.8	5.8	5.8
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	None	C-Max	None	None	None	None
Act Effct Green (s)	67.2	59.3	77.9	64.9	21.9	12.7	21.7	12.6
Actuated g/C Ratio	0.56	0.49	0.65	0.54	0.18	0.11	0.18	0.11
v/c Ratio	0.42	0.73	0.71	0.61	1.04	0.79	0.70	0.56
Control Delay (s/veh)	23.2	17.9	41.2	21.2	113.4	29.4	57.9	31.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	23.2	17.9	41.2	21.2	113.4	29.4	57.9	31.4
LOS	C	B	D	C	F	C	E	C
Approach Delay (s/veh)		18.2		23.3		67.2		44.7
Approach LOS		B		C		E		D

Intersection Summary

Cycle Length: 120  
 Actuated Cycle Length: 120  
 Offset: 9 (8%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green  
 Natural Cycle: 110  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 1.04  
 Intersection Signal Delay (s/veh): 27.6  
 Intersection LOS: C  
 Intersection Capacity Utilization 87.4%  
 ICU Level of Service E  
 Analysis Period (min) 15

Splits and Phases: 2: Idalia St. & E. 104th Ave.





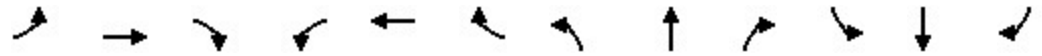
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	88	1831	187	1679	243	298	139	139
v/c Ratio	0.42	0.73	0.71	0.61	1.04	0.79	0.70	0.56
Control Delay (s/veh)	23.2	17.9	41.2	21.2	113.4	29.4	57.9	31.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	23.2	17.9	41.2	21.2	113.4	29.4	57.9	31.4
Queue Length 50th (ft)	23	167	86	301	~190	53	92	45
Queue Length 95th (ft)	m42	m#604	169	449	#271	144	136	102
Internal Link Dist (ft)		917		1019		972		254
Turn Bay Length (ft)	300		350		175		125	
Base Capacity (vph)	219	2482	308	2723	233	565	197	467
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.40	0.74	0.61	0.62	1.04	0.53	0.71	0.30

**Intersection Summary**

- ~ Volume exceeds capacity, queue is theoretically infinite.  
Queue shown is maximum after two cycles.
- # 95th percentile volume exceeds capacity, queue may be longer.  
Queue shown is maximum after two cycles.
- m Volume for 95th percentile queue is metered by upstream signal.

























HCM 7th Signalized Intersection Summary  
 2: Idalia St. & E. 104th Ave.

Urban Moment Yardhomes  
 02/25/2026



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↖↖↖		↖	↖↖↖		↖	↖		↖	↖	
Traffic Volume (veh/h)	81	1519	166	172	1425	120	224	33	241	128	43	85
Future Volume (veh/h)	81	1519	166	172	1425	120	224	33	241	128	43	85
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	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	88	1651	180	187	1549	130	243	36	262	139	47	92
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	197	2015	219	263	2234	187	361	40	290	222	115	226
Arrive On Green	0.08	0.86	0.86	0.08	0.47	0.47	0.08	0.20	0.20	0.08	0.20	0.20
Sat Flow, veh/h	1781	4674	508	1781	4799	403	1781	195	1420	1781	565	1106
Grp Volume(v), veh/h	88	1201	630	187	1098	581	243	0	298	139	0	139
Grp Sat Flow(s),veh/h/ln	1781	1702	1779	1781	1702	1798	1781	0	1615	1781	0	1671
Q Serve(g_s), s	3.3	19.8	20.0	6.9	30.6	30.6	9.2	0.0	21.6	7.3	0.0	8.7
Cycle Q Clear(g_c), s	3.3	19.8	20.0	6.9	30.6	30.6	9.2	0.0	21.6	7.3	0.0	8.7
Prop In Lane	1.00		0.29	1.00		0.22	1.00		0.88	1.00		0.66
Lane Grp Cap(c), veh/h	197	1468	767	263	1584	837	361	0	329	222	0	341
V/C Ratio(X)	0.45	0.82	0.82	0.71	0.69	0.69	0.67	0.00	0.90	0.62	0.00	0.41
Avail Cap(c_a), veh/h	242	1468	767	366	1584	837	361	0	393	222	0	407
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.49	0.49	0.49	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	20.7	6.1	6.1	21.7	25.3	25.3	39.1	0.0	46.6	35.9	0.0	41.5
Incr Delay (d2), s/veh	0.8	2.6	5.0	3.8	2.5	4.7	4.8	0.0	21.4	5.4	0.0	0.8
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	3.0	3.6	3.0	12.1	13.3	2.7	0.0	10.6	3.5	0.0	3.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	21.4	8.7	11.1	25.5	27.8	30.0	43.9	0.0	68.0	41.3	0.0	42.2
LnGrp LOS	C	A	B	C	C	C	D		E	D		D
Approach Vol, veh/h		1919			1866			541				278
Approach Delay, s/veh		10.0			28.3			57.2				41.8
Approach LOS		B			C			E				D
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	16.1	58.6	15.0	30.3	12.0	62.7	15.0	30.3				
Change Period (Y+Rc), s	6.9	6.9	5.8	5.8	6.9	6.9	5.8	5.8				
Max Green Setting (Gmax), s	16.1	40.1	9.2	29.2	8.1	48.1	9.2	29.2				
Max Q Clear Time (g_c+I1), s	8.9	22.0	9.3	23.6	5.3	32.6	11.2	10.7				
Green Ext Time (p_c), s	0.3	11.4	0.0	0.9	0.0	9.4	0.0	0.7				
<b>Intersection Summary</b>												
HCM 7th Control Delay, s/veh			24.9									
HCM 7th LOS			C									

Lanes and Geometrics  
 3: Chambers Rd. & E. 96th Ave.

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		 									 	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	235		0	235		0	0		0	150		150
Storage Lanes	1		0	1		1	0		1	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00
Ped Bike Factor												
Frt						0.850						0.850
Flt Protected	0.950							0.984		0.950	0.950	
Satd. Flow (prot)	1770	3539	0	1863	1863	1583	0	1833	1863	1681	1681	1583
Flt Permitted	0.062									0.950	0.950	
Satd. Flow (perm)	115	3539	0	1863	1863	1583	0	1863	1863	1681	1681	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						148						186
Link Speed (mph)		30			30			30				40
Link Distance (ft)		2041			1309			175				2659
Travel Time (s)		46.4			29.8			4.0				45.3

Intersection Summary

Area Type: Other

Timings  
3: Chambers Rd. & E. 96th Ave.



Lane Group	EBL	EBT	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations									
Traffic Volume (vph)	424	898	786	261	1	2	256	0	171
Future Volume (vph)	424	898	786	261	1	2	256	0	171
Turn Type	pm+pt	NA	NA	Perm	Perm	NA	Split	NA	Perm
Protected Phases	5	2	6			8	4	4	
Permitted Phases	2			6	8				4
Detector Phase	5	2	6	6	8	8	4	4	4
Switch Phase									
Minimum Initial (s)	5.0	5.0	10.0	10.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.0	24.8	24.8	24.8	24.0	24.0	24.0	24.0	24.0
Total Split (s)	34.0	102.0	68.0	68.0	24.0	24.0	24.0	24.0	24.0
Total Split (%)	22.7%	68.0%	45.3%	45.3%	16.0%	16.0%	16.0%	16.0%	16.0%
Yellow Time (s)	4.0	4.8	4.8	4.8	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.8	6.8	6.8		6.0	6.0	6.0	6.0
Lead/Lag	Lead		Lag	Lag					
Lead-Lag Optimize?	Yes		Yes	Yes					
Recall Mode	None	C-Min	C-Min	C-Min	None	None	None	None	None
Act Effct Green (s)	119.4	118.6	63.5	63.5		5.9	16.1	16.1	16.1
Actuated g/C Ratio	0.80	0.79	0.42	0.42		0.04	0.11	0.11	0.11
v/c Ratio	0.72	0.34	1.08	0.37		0.04	0.77	0.77	0.55
Control Delay (s/veh)	43.4	5.4	98.0	15.0		70.3	91.7	91.7	14.4
Queue Delay	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0
Total Delay (s/veh)	43.4	5.4	98.0	15.0		70.3	91.7	91.7	14.4
LOS	D	A	F	B		E	F	F	B
Approach Delay (s/veh)		17.7	77.3			70.3		60.7	
Approach LOS		B	E			E		E	

Intersection Summary

Cycle Length: 150  
 Actuated Cycle Length: 150  
 Offset: 15 (10%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green  
 Natural Cycle: 145  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 1.08  
 Intersection Signal Delay (s/veh): 46.6      Intersection LOS: D  
 Intersection Capacity Utilization 94.3%      ICU Level of Service F  
 Analysis Period (min) 15

Splits and Phases: 3: Chambers Rd. & E. 96th Ave.





Lane Group	EBL	EBT	WBT	WBR	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	461	976	854	284	3	139	139	186
v/c Ratio	0.72	0.34	1.08	0.37	0.04	0.77	0.77	0.55
Control Delay (s/veh)	43.4	5.4	98.0	15.0	70.3	91.7	91.7	14.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	43.4	5.4	98.0	15.0	70.3	91.7	91.7	14.4
Queue Length 50th (ft)	337	121	~911	83	3	140	140	0
Queue Length 95th (ft)	#581	220	#1219	166	14	#234	#234	75
Internal Link Dist (ft)		1961	1229		95		2579	
Turn Bay Length (ft)	235					150		150
Base Capacity (vph)	633	2797	788	755	223	201	201	353
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.73	0.35	1.08	0.38	0.01	0.69	0.69	0.53

#### Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

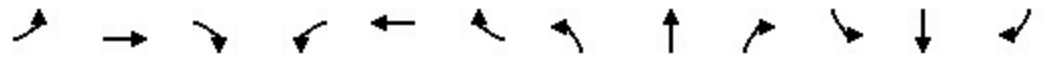
# 95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

HCM 7th Signalized Intersection Summary  
 3: Chambers Rd. & E. 96th Ave.

Urban Moment Yardhomes

02/25/2026



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	424	898	0	0	786	261	1	2	0	256	0	171
Future Volume (veh/h)	424	898	0	0	786	261	1	2	0	256	0	171
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	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	461	976	0	0	854	284	1	2	0	278	0	186
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	442	2668	0	48	980	831	2	5	6	428	0	190
Arrive On Green	0.19	0.75	0.00	0.00	0.52	0.52	0.00	0.00	0.00	0.12	0.00	0.12
Sat Flow, veh/h	1781	3647	0	576	1870	1585	613	1226	1585	3563	0	1585
Grp Volume(v), veh/h	461	976	0	0	854	284	3	0	0	278	0	186
Grp Sat Flow(s),veh/h/ln	1781	1777	0	576	1870	1585	1840	0	1585	1781	0	1585
Q Serve(g_s), s	28.0	14.2	0.0	0.0	60.0	15.6	0.2	0.0	0.0	11.2	0.0	17.5
Cycle Q Clear(g_c), s	28.0	14.2	0.0	0.0	60.0	15.6	0.2	0.0	0.0	11.2	0.0	17.5
Prop In Lane	1.00		0.00	1.00		1.00	0.33		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	442	2668	0	48	980	831	7	0	6	428	0	190
V/C Ratio(X)	1.04	0.37	0.00	0.00	0.87	0.34	0.42	0.00	0.00	0.65	0.00	0.98
Avail Cap(c_a), veh/h	442	2668	0	48	980	831	221	0	190	428	0	190
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	0.00	0.94	0.00	0.94
Uniform Delay (d), s/veh	46.0	6.4	0.0	0.0	31.3	20.7	74.5	0.0	0.0	63.0	0.0	65.8
Incr Delay (d2), s/veh	54.5	0.4	0.0	0.0	10.5	1.1	34.1	0.0	0.0	3.3	0.0	56.7
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	23.4	5.2	0.0	0.0	29.5	6.1	0.2	0.0	0.0	5.2	0.0	10.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	100.5	6.8	0.0	0.0	41.8	21.8	108.6	0.0	0.0	66.3	0.0	122.5
LnGrp LOS	F	A			D	C	F			E		F
Approach Vol, veh/h		1437			1138			3				464
Approach Delay, s/veh		36.9			36.8			108.6				88.8
Approach LOS		D			D			F				F
Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		119.4		24.0	34.0	85.4		6.6				
Change Period (Y+Rc), s		6.8		6.0	6.0	6.8		6.0				
Max Green Setting (Gmax), s		95.2		18.0	28.0	61.2		18.0				
Max Q Clear Time (g_c+I1), s		16.2		19.5	30.0	62.0		2.2				
Green Ext Time (p_c), s		9.3		0.0	0.0	0.0		0.0				

Intersection Summary

HCM 7th Control Delay, s/veh	44.8
HCM 7th LOS	D

Notes

User approved volume balancing among the lanes for turning movement.

Lanes and Geometrics  
4: Chambers Rd. & E. 100th Ave.



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	175		0	100		0	235		0	235		135
Storage Lanes	1		0	1		0	1		0	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.897			0.856			0.984				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1671	0	1770	1595	0	1770	1833	0	1770	1863	1583
Flt Permitted	0.352			0.736			0.434			0.351		
Satd. Flow (perm)	656	1671	0	1371	1595	0	808	1833	0	654	1863	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		22			172			14				113
Link Speed (mph)		30			30			40				40
Link Distance (ft)		417			571			2659				1390
Travel Time (s)		9.5			13.0			45.3				23.7

Intersection Summary

Area Type: Other

Timings  
4: Chambers Rd. & E. 100th Ave.



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations									
Traffic Volume (vph)	71	9	43	6	70	577	224	496	104
Future Volume (vph)	71	9	43	6	70	577	224	496	104
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA	Perm
Protected Phases		4		8		2		6	
Permitted Phases	4		8		2		6		6
Detector Phase	4	4	8	8	2	2	6	6	6
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	27.0	27.0	27.0	27.0	36.5	36.5	36.5	36.5	36.5
Total Split (s)	27.0	27.0	27.0	27.0	93.0	93.0	93.0	93.0	93.0
Total Split (%)	22.5%	22.5%	22.5%	22.5%	77.5%	77.5%	77.5%	77.5%	77.5%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag									
Lead-Lag Optimize?									
Recall Mode	None	None	None	None	C-Max	C-Max	C-Max	C-Max	C-Max
Act Effct Green (s)	15.5	15.5	15.5	15.5	95.5	95.5	95.5	95.5	95.5
Actuated g/C Ratio	0.13	0.13	0.13	0.13	0.80	0.80	0.80	0.80	0.80
v/c Ratio	0.90	0.13	0.26	0.50	0.11	0.48	0.46	0.36	0.08
Control Delay (s/veh)	126.0	22.6	48.2	12.3	4.0	5.9	6.7	2.3	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	126.0	22.6	48.2	12.3	4.0	5.9	6.7	2.3	0.1
LOS	F	C	D	B	A	A	A	A	A
Approach Delay (s/veh)		95.7		19.8		5.7		3.3	
Approach LOS		F		B		A		A	

Intersection Summary

Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green	
Natural Cycle: 80	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.91	
Intersection Signal Delay (s/veh): 11.1	Intersection LOS: B
Intersection Capacity Utilization 76.3%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 4: Chambers Rd. & E. 100th Ave.





Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	77	32	47	179	76	703	243	539	113
v/c Ratio	0.90	0.13	0.26	0.50	0.11	0.48	0.46	0.36	0.08
Control Delay (s/veh)	126.0	22.6	48.2	12.3	4.0	5.9	6.7	2.3	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	126.0	22.6	48.2	12.3	4.0	5.9	6.7	2.3	0.1
Queue Length 50th (ft)	59	7	33	5	11	146	23	23	0
Queue Length 95th (ft)	#127	35	67	66	30	274	149	31	m0
Internal Link Dist (ft)		337		491		2579		1310	
Turn Bay Length (ft)	175		100		235		235		135
Base Capacity (vph)	123	331	257	438	642	1461	520	1481	1282
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.63	0.10	0.18	0.41	0.12	0.48	0.47	0.36	0.09

#### Intersection Summary

# 95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

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

HCM 7th Signalized Intersection Summary

4: Chambers Rd. & E. 100th Ave.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations													
Traffic Volume (veh/h)	71	9	20	43	6	158	70	577	70	224	496	104	
Future Volume (veh/h)	71	9	20	43	6	158	70	577	70	224	496	104	
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0	
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Ped-Bike Adj(A_pbT)	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	77	10	22	47	7	172	76	627	76	243	539	113	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2	
Cap, veh/h	156	95	209	290	11	280	557	1214	147	493	1388	1176	
Arrive On Green	0.18	0.18	0.18	0.18	0.18	0.18	0.74	0.74	0.74	0.74	0.74	0.74	
Sat Flow, veh/h	1205	520	1144	1377	62	1532	780	1636	198	744	1870	1585	
Grp Volume(v), veh/h	77	0	32	47	0	179	76	0	703	243	539	113	
Grp Sat Flow(s),veh/h/ln	1205	0	1664	1377	0	1595	780	0	1835	744	1870	1585	
Q Serve(g_s), s	7.5	0.0	1.9	3.5	0.0	12.4	4.7	0.0	19.2	24.3	12.5	2.4	
Cycle Q Clear(g_c), s	19.9	0.0	1.9	5.5	0.0	12.4	17.2	0.0	19.2	43.6	12.5	2.4	
Prop In Lane	1.00		0.69	1.00		0.96	1.00		0.11	1.00		1.00	
Lane Grp Cap(c), veh/h	156	0	304	290	0	292	557	0	1361	493	1388	1176	
V/C Ratio(X)	0.49	0.00	0.11	0.16	0.00	0.61	0.14	0.00	0.52	0.49	0.39	0.10	
Avail Cap(c_a), veh/h	161	0	312	296	0	299	557	0	1361	493	1388	1176	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.78	0.00	0.78	1.00	1.00	1.00	
Uniform Delay (d), s/veh	54.3	0.0	40.8	43.1	0.0	45.1	8.7	0.0	6.5	15.6	5.6	4.3	
Incr Delay (d2), s/veh	2.4	0.0	0.1	0.3	0.0	3.6	0.4	0.0	1.1	3.5	0.8	0.2	
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
%ile BackOfQ(50%),veh/ln	2.4	0.0	0.8	1.2	0.0	5.2	0.8	0.0	6.4	4.3	4.3	0.7	
Unsig. Movement Delay, s/veh													
LnGrp Delay(d), s/veh	56.7	0.0	41.0	43.4	0.0	48.7	9.1	0.0	7.6	19.1	6.4	4.5	
LnGrp LOS	E		D	D		D	A		A	B	A	A	
Approach Vol, veh/h	109						226		779		895		
Approach Delay, s/veh	52.1						47.6		7.7		9.6		
Approach LOS	D						D		A		A		
Timer - Assigned Phs	2		4				6		8				
Phs Duration (G+Y+Rc), s	93.5		26.5				93.5		26.5				
Change Period (Y+Rc), s	4.5		4.5				4.5		4.5				
Max Green Setting (Gmax), s	88.5		22.5				88.5		22.5				
Max Q Clear Time (g_c+I1), s	21.2		21.9				45.6		14.4				
Green Ext Time (p_c), s	6.2		0.0				6.5		0.7				

Intersection Summary		
HCM 7th Control Delay, s/veh	15.5	
HCM 7th LOS	B	

Notes  
User approved pedestrian interval to be less than phase max green.



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%		0%			0%
Storage Length (ft)	0	50		0	0	
Storage Lanes	1	1		0	0	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt		0.850	0.997			
Flt Protected	0.950					0.998
Satd. Flow (prot)	1770	1583	1857	0	0	1859
Flt Permitted	0.950					0.998
Satd. Flow (perm)	1770	1583	1857	0	0	1859
Link Speed (mph)	30		30			30
Link Distance (ft)	317		343			412
Travel Time (s)	7.2		7.8			9.4

**Intersection Summary**

Area Type: Other

Intersection						
Int Delay, s/veh	0.8					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↖	↗	↖			↗
Traffic Vol, veh/h	3	36	349	8	13	303
Future Vol, veh/h	3	36	349	8	13	303
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	50	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	3	39	379	9	14	329

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	741	384	0	0	388	0
Stage 1	384	-	-	-	-	-
Stage 2	358	-	-	-	-	-
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	383	664	-	-	1170	-
Stage 1	689	-	-	-	-	-
Stage 2	708	-	-	-	-	-
Platoon blocked, %			-	-	-	-
Mov Cap-1 Maneuver	378	664	-	-	1170	-
Mov Cap-2 Maneuver	378	-	-	-	-	-
Stage 1	689	-	-	-	-	-
Stage 2	697	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v11.06		0	0.33
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	WBLn2	SBL	SBT	
Capacity (veh/h)	-	-	378	664	74	-
HCM Lane V/C Ratio	-	-	0.009	0.059	0.012	-
HCM Control Delay (s/veh)	-	-	14.6	10.8	8.1	0
HCM Lane LOS	-	-	B	B	A	A
HCM 95th %tile Q(veh)	-	-	0	0.2	0	-



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%		0%		0%	
Storage Length (ft)	0	50	175			135
Storage Lanes	0	1	1			1
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt		0.850				0.850
Flt Protected	0.950		0.950			
Satd. Flow (prot)	1770	1583	1770	1863	1863	1583
Flt Permitted	0.950		0.950			
Satd. Flow (perm)	1770	1583	1770	1863	1863	1583
Link Speed (mph)	30			40	40	
Link Distance (ft)	471			1390	653	
Travel Time (s)	0.0			31.6	14.8	

**Intersection Summary**

Area Type: Other























Intersection						
Int Delay, s/veh	2.7					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	42	16	29	790	862	78
Future Vol, veh/h	42	16	29	790	862	78
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	50	175	-	-	135
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	46	17	32	859	937	85

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	1859	937	1022	0	-	0
Stage 1	937	-	-	-	-	-
Stage 2	922	-	-	-	-	-
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	81	321	679	-	-	-
Stage 1	381	-	-	-	-	-
Stage 2	388	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	77	321	679	-	-	-
Mov Cap-2 Maneuver	77	-	-	-	-	-
Stage 1	363	-	-	-	-	-
Stage 2	388	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v80.51		0.37	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	679	-	77	321	-	-
HCM Lane V/C Ratio	0.046	-	0.593	0.054	-	-
HCM Control Delay (s/veh)	10.6	-	104.8	16.9	-	-
HCM Lane LOS	B	-	F	C	-	-
HCM 95th %tile Q(veh)	0.1	-	2.6	0.2	-	-

Lanes and Geometrics  
 1: Chambers Rd. & E. 104th Ave.

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	300		0	400		400	300		0	275		0
Storage Lanes	2		0	2		1	1		0	2		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.97	0.95	0.95	0.97	0.95	1.00	1.00	0.95	0.95	0.97	0.95	0.95
Ped Bike Factor		0.978				0.850		0.938				0.925
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	3461	0	3433	3539	1583	1770	3320	0	3433	3274	0
Flt Permitted	0.950			0.950			0.331			0.406		
Satd. Flow (perm)	3433	3461	0	3433	3539	1583	617	3320	0	1467	3274	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		17				158		141			195	
Link Speed (mph)		45			45			40			40	
Link Distance (ft)		788			997			607			669	
Travel Time (s)		11.9			15.1			10.3			11.4	

Intersection Summary

Area Type: Other

Timings  
1: Chambers Rd. & E. 104th Ave.



Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations	↶↷	↶↷	↶↷	↶↷	↶	↶	↶↷	↶↷	↶↷
Traffic Volume (vph)	141	958	156	953	140	352	237	225	216
Future Volume (vph)	141	958	156	953	140	352	237	225	216
Turn Type	Prot	NA	Prot	NA	Perm	pm+pt	NA	pm+pt	NA
Protected Phases	5	2	1	6		7	4	3	8
Permitted Phases					6	4		8	
Detector Phase	5	2	1	6	6	7	4	3	8
Switch Phase									
Minimum Initial (s)	3.0	15.0	3.0	15.0	15.0	3.0	5.0	3.0	5.0
Minimum Split (s)	10.0	37.0	10.0	37.0	37.0	9.7	34.7	9.7	34.7
Total Split (s)	22.0	44.0	22.0	44.0	44.0	19.0	35.0	19.0	35.0
Total Split (%)	18.3%	36.7%	18.3%	36.7%	36.7%	15.8%	29.2%	15.8%	29.2%
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0	4.7	4.7	4.7	4.7
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.0	7.0	7.0	7.0	7.0	6.7	6.7	6.7	6.7
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Min	None	C-Min	C-Min	None	Max	None	Max
Act Effct Green (s)	10.7	40.7	11.3	41.3	41.3	42.1	29.8	39.1	28.3
Actuated g/C Ratio	0.09	0.34	0.09	0.34	0.34	0.35	0.25	0.33	0.24
v/c Ratio	0.50	1.02	0.52	0.84	0.23	1.14	0.47	0.37	0.50
Control Delay (s/veh)	57.5	72.8	73.3	35.0	1.6	125.8	27.7	25.8	24.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	57.5	72.8	73.3	35.0	1.6	125.8	27.7	25.8	24.8
LOS	E	E	E	D	A	F	C	C	C
Approach Delay (s/veh)		71.2		36.1			73.4		25.2
Approach LOS		E		D			E		C

Intersection Summary

Cycle Length: 120  
 Actuated Cycle Length: 120  
 Offset: 8 (7%), Referenced to phase 2:EBT and 6:WBT, Start of Green  
 Natural Cycle: 125  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 1.15  
 Intersection Signal Delay (s/veh): 52.8  
 Intersection LOS: D  
 Intersection Capacity Utilization 91.4%  
 ICU Level of Service F  
 Analysis Period (min) 15

Splits and Phases: 1: Chambers Rd. & E. 104th Ave.





Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	153	1221	170	1036	152	383	441	245	469
v/c Ratio	0.50	1.02	0.52	0.84	0.23	1.14	0.47	0.37	0.50
Control Delay (s/veh)	57.5	72.8	73.3	35.0	1.6	125.8	27.7	25.8	24.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	57.5	72.8	73.3	35.0	1.6	125.8	27.7	25.8	24.8
Queue Length 50th (ft)	59	~528	68	404	6	~223	103	62	95
Queue Length 95th (ft)	91	#706	m104	m#425	m7	#424	157	92	149
Internal Link Dist (ft)		708		917			527		589
Turn Bay Length (ft)	300		400		400	300		275	
Base Capacity (vph)	429	1186	429	1219	649	334	931	697	921
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.36	1.03	0.40	0.85	0.23	1.15	0.47	0.35	0.51

**Intersection Summary**

- ~ Volume exceeds capacity, queue is theoretically infinite.  
Queue shown is maximum after two cycles.
- # 95th percentile volume exceeds capacity, queue may be longer.  
Queue shown is maximum after two cycles.
- m Volume for 95th percentile queue is metered by upstream signal.

HCM 7th Signalized Intersection Summary

Urban Moment Yardhomes

1: Chambers Rd. & E. 104th Ave.

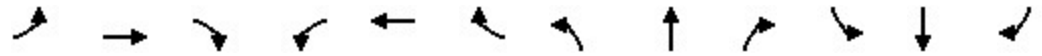
04/14/2026



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↕↔		↔↔	↕↕	↔	↔	↕↔		↔↔	↕↔	↔
Traffic Volume (veh/h)	141	958	166	156	953	140	352	237	168	225	216	215
Future Volume (veh/h)	141	958	166	156	953	140	352	237	168	225	216	215
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	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	153	1041	180	170	1036	0	383	258	183	245	235	234
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	214	1113	192	228	1320		338	538	368	652	419	374
Arrive On Green	0.06	0.37	0.37	0.13	0.74	0.00	0.10	0.27	0.27	0.07	0.24	0.24
Sat Flow, veh/h	3456	3030	523	3456	3554	1585	1781	2018	1381	3456	1777	1585
Grp Volume(v), veh/h	153	610	611	170	1036	0	383	226	215	245	235	234
Grp Sat Flow(s),veh/h/ln	1728	1777	1776	1728	1777	1585	1781	1777	1622	1728	1777	1585
Q Serve(g_s), s	5.2	39.7	39.9	5.7	21.6	0.0	12.3	12.8	13.4	6.3	14.0	15.9
Cycle Q Clear(g_c), s	5.2	39.7	39.9	5.7	21.6	0.0	12.3	12.8	13.4	6.3	14.0	15.9
Prop In Lane	1.00		0.29	1.00		1.00	1.00		0.85	1.00		1.00
Lane Grp Cap(c), veh/h	214	653	652	228	1320		338	473	432	652	419	374
V/C Ratio(X)	0.72	0.93	0.94	0.74	0.78		1.13	0.48	0.50	0.38	0.56	0.63
Avail Cap(c_a), veh/h	432	653	652	432	1320		338	473	432	758	419	374
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.72	0.72	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	55.3	36.6	36.6	51.1	12.5	0.0	39.6	37.0	37.2	31.4	40.4	41.1
Incr Delay (d2), s/veh	4.4	22.3	22.8	3.5	3.5	0.0	89.8	3.4	4.0	0.4	5.3	7.7
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	2.4	20.3	20.5	2.4	4.8	0.0	12.5	5.9	5.7	2.6	6.6	6.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	59.7	58.9	59.4	54.6	15.9	0.0	129.4	40.4	41.3	31.8	45.7	48.8
LnGrp LOS	E	E	E	D	B		F	D	D	C	D	D
Approach Vol, veh/h		1374			1206			824			714	
Approach Delay, s/veh		59.2			21.4			82.0			41.9	
Approach LOS		E			C			F			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	14.9	51.1	15.3	38.7	14.4	51.6	19.0	35.0				
Change Period (Y+Rc), s	7.0	7.0	6.7	6.7	7.0	7.0	6.7	6.7				
Max Green Setting (Gmax), s	15.0	37.0	12.3	28.3	15.0	37.0	12.3	28.3				
Max Q Clear Time (g_c+I1), s	7.7	41.9	8.3	15.4	7.2	23.6	14.3	17.9				
Green Ext Time (p_c), s	0.3	0.0	0.3	2.0	0.2	5.6	0.0	2.0				

Intersection Summary												
HCM 7th Control Delay, s/veh				49.7								
HCM 7th LOS				D								

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

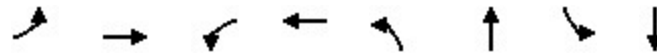


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	300		0	350		0	175		0	125		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.983			0.990			0.866				0.888
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3479	0	1770	3504	0	1770	1613	0	1770	1654	0
Flt Permitted	0.197			0.073			0.583			0.449		
Satd. Flow (perm)	367	3479	0	136	3504	0	1086	1613	0	836	1654	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		12			7			240				41
Link Speed (mph)		45			45			30				30
Link Distance (ft)		997			1099			1052				334
Travel Time (s)		15.1			16.7			23.9				7.6

Intersection Summary

Area Type: Other

Timings  
2: Idalia St. & E. 104th Ave.



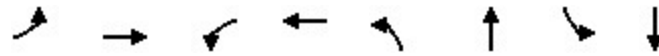
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations	↶	↶↷	↶	↶↷	↶	↷	↶	↷
Traffic Volume (vph)	37	1150	203	1041	213	26	61	13
Future Volume (vph)	37	1150	203	1041	213	26	61	13
Turn Type	pm+pt	NA	pm+pt	NA	pm+pt	NA	pm+pt	NA
Protected Phases	5	2	1	6	7	4	3	8
Permitted Phases	2		6		4		8	
Detector Phase	5	2	1	6	7	4	3	8
Switch Phase								
Minimum Initial (s)	5.0	10.0	5.0	10.0	7.0	7.0	7.0	7.0
Minimum Split (s)	11.9	37.9	11.9	37.9	12.8	34.8	12.8	34.8
Total Split (s)	15.0	46.0	24.0	55.0	15.0	35.0	15.0	35.0
Total Split (%)	12.5%	38.3%	20.0%	45.8%	12.5%	29.2%	12.5%	29.2%
Yellow Time (s)	4.9	4.9	4.9	4.9	3.5	3.5	3.5	3.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.3	2.3	2.3	2.3
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.9	6.9	6.9	6.9	5.8	5.8	5.8	5.8
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	None	C-Max	None	None	None	None
Act Effct Green (s)	68.3	61.9	84.6	73.7	18.4	11.0	17.4	10.3
Actuated g/C Ratio	0.57	0.52	0.71	0.61	0.15	0.09	0.15	0.09
v/c Ratio	0.14	0.78	0.71	0.56	1.06	0.73	0.35	0.30
Control Delay (s/veh)	10.4	23.8	36.5	17.1	123.2	21.4	43.2	24.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	10.4	23.8	36.5	17.1	123.2	21.4	43.2	24.2
LOS	B	C	D	B	F	C	D	C
Approach Delay (s/veh)		23.4		20.2		68.7		34.6
Approach LOS		C		C		E		C

Intersection Summary

Cycle Length: 120  
 Actuated Cycle Length: 120  
 Offset: 11 (9%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green  
 Natural Cycle: 120  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 1.06  
 Intersection Signal Delay (s/veh): 29.0      Intersection LOS: C  
 Intersection Capacity Utilization 89.7%      ICU Level of Service E  
 Analysis Period (min) 15

Splits and Phases: 2: Idalia St. & E. 104th Ave.





Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	40	1409	221	1209	232	268	66	55
v/c Ratio	0.14	0.78	0.71	0.56	1.06	0.73	0.35	0.30
Control Delay (s/veh)	10.4	23.8	36.5	17.1	123.2	21.4	43.2	24.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	10.4	23.8	36.5	17.1	123.2	21.4	43.2	24.2
Queue Length 50th (ft)	10	277	98	286	~192	21	43	10
Queue Length 95th (ft)	m16	m#624	189	442	#264	104	76	48
Internal Link Dist (ft)		917		1019		972		254
Turn Bay Length (ft)	300		350		175		125	
Base Capacity (vph)	308	1799	347	2154	218	574	197	433
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.13	0.78	0.64	0.56	1.06	0.47	0.34	0.13

#### Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

# 95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

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

HCM 7th Signalized Intersection Summary

Urban Moment Yardhomes

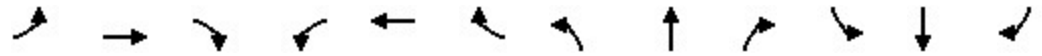
2: Idalia St. & E. 104th Ave.

04/14/2026



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗		↖	↗		↖	↗	
Traffic Volume (veh/h)	37	1150	146	203	1041	71	213	26	221	61	13	38
Future Volume (veh/h)	37	1150	146	203	1041	71	213	26	221	61	13	38
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	40	1250	159	221	1132	77	232	28	240	66	14	41
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	242	1484	188	337	1752	119	376	31	270	180	68	199
Arrive On Green	0.06	0.94	0.94	0.08	0.52	0.52	0.08	0.19	0.19	0.05	0.16	0.16
Sat Flow, veh/h	1781	3173	402	1781	3376	230	1781	168	1442	1781	420	1229
Grp Volume(v), veh/h	40	698	711	221	595	614	232	0	268	66	0	55
Grp Sat Flow(s),veh/h/ln	1781	1777	1798	1781	1777	1829	1781	0	1611	1781	0	1649
Q Serve(g_s), s	1.4	14.2	14.7	7.5	29.1	29.2	9.2	0.0	19.5	3.6	0.0	3.5
Cycle Q Clear(g_c), s	1.4	14.2	14.7	7.5	29.1	29.2	9.2	0.0	19.5	3.6	0.0	3.5
Prop In Lane	1.00		0.22	1.00		0.13	1.00		0.90	1.00		0.75
Lane Grp Cap(c), veh/h	242	831	841	337	922	949	376	0	301	180	0	267
V/C Ratio(X)	0.17	0.84	0.85	0.65	0.65	0.65	0.62	0.00	0.89	0.37	0.00	0.21
Avail Cap(c_a), veh/h	308	831	841	445	922	949	376	0	392	224	0	401
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.27	0.27	0.27	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	17.3	2.5	2.5	15.8	20.9	20.9	41.3	0.0	47.6	39.7	0.0	43.6
Incr Delay (d2), s/veh	0.1	2.9	3.0	2.2	3.5	3.4	3.0	0.0	17.9	1.2	0.0	0.4
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	1.9	2.0	3.0	12.1	12.4	2.1	0.0	9.3	1.7	0.0	1.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	17.4	5.5	5.6	18.0	24.4	24.3	44.3	0.0	65.5	40.9	0.0	43.9
LnGrp LOS	B	A	A	B	C	C	D		E	D		D
Approach Vol, veh/h		1449			1430			500				121
Approach Delay, s/veh		5.9			23.4			55.6				42.3
Approach LOS		A			C			E				D
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	16.7	63.0	12.0	28.2	10.6	69.2	15.0	25.3				
Change Period (Y+Rc), s	6.9	6.9	5.8	5.8	6.9	6.9	5.8	5.8				
Max Green Setting (Gmax), s	17.1	39.1	9.2	29.2	8.1	48.1	9.2	29.2				
Max Q Clear Time (g_c+I1), s	9.5	16.7	5.6	21.5	3.4	31.2	11.2	5.5				
Green Ext Time (p_c), s	0.3	9.8	0.0	1.0	0.0	6.9	0.0	0.2				
<b>Intersection Summary</b>												
HCM 7th Control Delay, s/veh			21.4									
HCM 7th LOS			C									

Lanes and Geometrics  
 3: Chambers Rd. & E. 96th Ave.



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	235		0	235		0	0		0	150		150
Storage Lanes	1		0	1		1	0		1	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00
Ped Bike Factor												
Frt						0.850						0.850
Flt Protected	0.950			0.950						0.950	0.953	
Satd. Flow (prot)	1770	3539	0	1770	1863	1583	0	1863	1863	1681	1686	1583
Flt Permitted	0.301			0.548						0.757	0.729	
Satd. Flow (perm)	561	3539	0	1021	1863	1583	0	1863	1863	1340	1290	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						218						311
Link Speed (mph)		30			30			30				40
Link Distance (ft)		2041			1309			175				2659
Travel Time (s)		46.4			29.8			4.0				45.3

Intersection Summary

Area Type: Other

Timings  
3: Chambers Rd. & E. 96th Ave.



Lane Group	EBL	EBT	WBL	WBT	WBR	NBT	SBL	SBT	SBR
Lane Configurations									
Traffic Volume (vph)	92	312	1	572	201	2	196	2	321
Future Volume (vph)	92	312	1	572	201	2	196	2	321
Turn Type	pm+pt	NA	Perm	NA	Perm	NA	Perm	NA	Perm
Protected Phases	5	2		6		8		4	
Permitted Phases	2		6		6		4		4
Detector Phase	5	2	6	6	6	8	4	4	4
Switch Phase									
Minimum Initial (s)	5.0	5.0	10.0	10.0	10.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.0	24.8	24.8	24.8	24.8	22.0	24.0	24.0	24.0
Total Split (s)	11.0	71.0	60.0	60.0	60.0	29.0	29.0	29.0	29.0
Total Split (%)	11.0%	71.0%	60.0%	60.0%	60.0%	29.0%	29.0%	29.0%	29.0%
Yellow Time (s)	4.0	4.8	4.8	4.8	4.8	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.8	6.8	6.8	6.8	6.0	6.0	6.0	6.0
Lead/Lag	Lead		Lag	Lag	Lag				
Lead-Lag Optimize?	Yes		Yes	Yes	Yes				
Recall Mode	None	C-Min	C-Min	C-Min	C-Min	None	None	None	None
Act Effct Green (s)	73.6	72.8	62.0	62.0	62.0	14.4	14.4	14.4	14.4
Actuated g/C Ratio	0.74	0.73	0.62	0.62	0.62	0.14	0.14	0.14	0.14
v/c Ratio	0.20	0.13	0.00	0.53	0.20	0.00	0.55	0.58	0.70
Control Delay (s/veh)	5.5	4.8	11.0	15.2	2.2	32.5	49.3	51.7	14.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	5.5	4.8	11.0	15.2	2.2	32.5	49.3	51.7	14.9
LOS	A	A	B	B	A	C	D	D	B
Approach Delay (s/veh)		5.0		11.9		32.5		28.5	
Approach LOS		A		B		C		C	

Intersection Summary

Cycle Length: 100  
 Actuated Cycle Length: 100  
 Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green  
 Natural Cycle: 70  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.71  
 Intersection Signal Delay (s/veh): 15.3  
 Intersection LOS: B  
 Intersection Capacity Utilization 69.8%  
 ICU Level of Service C  
 Analysis Period (min) 15

Splits and Phases: 3: Chambers Rd. & E. 96th Ave.



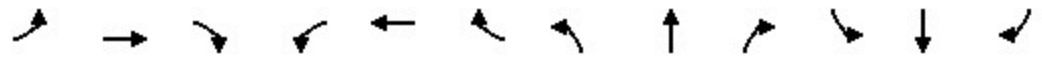


Lane Group	EBL	EBT	WBL	WBT	WBR	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	100	339	1	622	218	2	106	109	349
v/c Ratio	0.20	0.13	0.00	0.53	0.20	0.00	0.55	0.58	0.70
Control Delay (s/veh)	5.5	4.8	11.0	15.2	2.2	32.5	49.3	51.7	14.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	5.5	4.8	11.0	15.2	2.2	32.5	49.3	51.7	14.9
Queue Length 50th (ft)	15	29	0	223	0	1	67	69	21
Queue Length 95th (ft)	38	55	3	401	35	7	115	118	104
Internal Link Dist (ft)		1961		1229		95		2579	
Turn Bay Length (ft)	235		235				150		150
Base Capacity (vph)	499	2577	637	1163	1070	428	308	296	603
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.20	0.13	0.00	0.53	0.20	0.00	0.34	0.37	0.58

#### Intersection Summary

HCM 7th Signalized Intersection Summary  
 3: Chambers Rd. & E. 96th Ave.

Urban Moment Yardhomes  
 04/14/2026

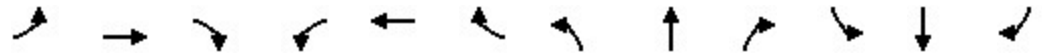


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	92	312	0	1	572	201	0	2	0	196	2	321
Future Volume (veh/h)	92	312	0	1	572	201	0	2	0	196	2	321
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	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	100	339	0	1	622	218	0	2	0	214	0	109
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	479	2733	0	761	1238	1049	0	193	163	433	0	163
Arrive On Green	0.05	0.77	0.00	0.66	0.66	0.66	0.00	0.10	0.00	0.10	0.00	0.10
Sat Flow, veh/h	1781	3647	0	1041	1870	1585	0	1870	1585	2830	0	1585
Grp Volume(v), veh/h	100	339	0	1	622	218	0	2	0	214	0	109
Grp Sat Flow(s),veh/h/ln	1781	1777	0	1041	1870	1585	0	1870	1585	1415	0	1585
Q Serve(g_s), s	1.6	2.4	0.0	0.0	16.8	5.4	0.0	0.1	0.0	7.3	0.0	6.6
Cycle Q Clear(g_c), s	1.6	2.4	0.0	0.0	16.8	5.4	0.0	0.1	0.0	7.4	0.0	6.6
Prop In Lane	1.00		0.00	1.00		1.00	0.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	479	2733	0	761	1238	1049	0	193	163	433	0	163
V/C Ratio(X)	0.21	0.12	0.00	0.00	0.50	0.21	0.00	0.01	0.00	0.49	0.00	0.67
Avail Cap(c_a), veh/h	484	2733	0	761	1238	1049	0	430	365	792	0	365
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.97	0.00	0.97
Uniform Delay (d), s/veh	6.0	3.0	0.0	5.7	8.6	6.6	0.0	40.3	0.0	43.6	0.0	43.2
Incr Delay (d2), s/veh	0.2	0.1	0.0	0.0	1.5	0.4	0.0	0.0	0.0	0.8	0.0	4.5
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	0.7	0.0	0.0	6.5	1.8	0.0	0.0	0.0	2.5	0.0	2.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	6.2	3.0	0.0	5.7	10.0	7.1	0.0	40.3	0.0	44.5	0.0	47.7
LnGrp LOS	A	A		A	B	A		D		D		D
Approach Vol, veh/h		439			841			2				323
Approach Delay, s/veh		3.8			9.2			40.3				45.5
Approach LOS		A			A			D				D
Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		83.7		16.3	10.7	73.0		16.3				
Change Period (Y+Rc), s		6.8		6.0	6.0	6.8		6.0				
Max Green Setting (Gmax), s		64.2		23.0	5.0	53.2		23.0				
Max Q Clear Time (g_c+I1), s		4.4		9.4	3.6	18.8		2.1				
Green Ext Time (p_c), s		2.5		0.9	0.0	5.7		0.0				

Intersection Summary		
HCM 7th Control Delay, s/veh		15.1
HCM 7th LOS		B

Notes  
 User approved volume balancing among the lanes for turning movement.

Lanes and Geometrics  
4: Chambers Rd. & E. 100th Ave.



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	175		0	100		0	235		0	235		135
Storage Lanes	1		0	1		0	1		0	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.896			0.868			0.997				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1669	0	1770	1617	0	1770	1857	0	1770	1863	1583
Flt Permitted	0.547			0.706			0.512			0.499		
Satd. Flow (perm)	1019	1669	0	1315	1617	0	954	1857	0	930	1863	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		55			123			2				98
Link Speed (mph)		30			30			40				40
Link Distance (ft)		417			571			2659				1390
Travel Time (s)		9.5			13.0			45.3				23.7

Intersection Summary

Area Type: Other

Timings  
4: Chambers Rd. & E. 100th Ave.



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations									
Traffic Volume (vph)	125	22	43	16	60	370	143	359	90
Future Volume (vph)	125	22	43	16	60	370	143	359	90
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA	Perm
Protected Phases		4		8		2		6	
Permitted Phases	4		8		2		6		6
Detector Phase	4	4	8	8	2	2	6	6	6
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	36.5	36.5	36.5	36.5	36.5	36.5	36.5	36.5	36.5
Total Split (s)	43.0	43.0	43.0	43.0	67.0	67.0	67.0	67.0	67.0
Total Split (%)	39.1%	39.1%	39.1%	39.1%	60.9%	60.9%	60.9%	60.9%	60.9%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag									
Lead-Lag Optimize?									
Recall Mode	None	None	None	None	C-Max	C-Max	C-Max	C-Max	C-Max
Act Effct Green (s)	18.0	18.0	18.0	18.0	83.0	83.0	83.0	83.0	83.0
Actuated g/C Ratio	0.16	0.16	0.16	0.16	0.75	0.75	0.75	0.75	0.75
v/c Ratio	0.81	0.24	0.21	0.38	0.09	0.29	0.22	0.27	0.08
Control Delay (s/veh)	77.7	16.6	39.6	11.8	5.0	5.5	5.8	5.4	1.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	77.7	16.6	39.6	11.8	5.0	5.5	5.8	5.4	1.2
LOS	E	B	D	B	A	A	A	A	A
Approach Delay (s/veh)		55.3		18.9		5.5		4.9	
Approach LOS		E		B		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: 75  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.82  
 Intersection Signal Delay (s/veh): 13.9                      Intersection LOS: B  
 Intersection Capacity Utilization 57.6%                      ICU Level of Service B  
 Analysis Period (min) 15

Splits and Phases: 4: Chambers Rd. & E. 100th Ave.



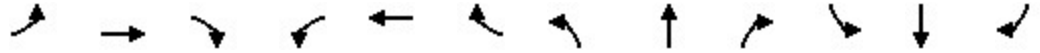


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	136	79	47	140	65	411	155	390	98
v/c Ratio	0.81	0.24	0.21	0.38	0.09	0.29	0.22	0.27	0.08
Control Delay (s/veh)	77.7	16.6	39.6	11.8	5.0	5.5	5.8	5.4	1.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	77.7	16.6	39.6	11.8	5.0	5.5	5.8	5.4	1.2
Queue Length 50th (ft)	94	15	29	10	10	77	27	72	0
Queue Length 95th (ft)	153	53	59	60	30	154	67	144	16
Internal Link Dist (ft)		337		491		2579		1310	
Turn Bay Length (ft)	175		100		235		235		135
Base Capacity (vph)	356	619	460	645	719	1401	701	1405	1218
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.38	0.13	0.10	0.22	0.09	0.29	0.22	0.28	0.08

Intersection Summary

HCM 7th Signalized Intersection Summary  
 4: Chambers Rd. & E. 100th Ave.

Urban Moment Yardhomes  
 04/14/2026



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	125	22	51	43	16	113	60	370	8	143	359	90
Future Volume (veh/h)	125	22	51	43	16	113	60	370	8	143	359	90
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	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	136	24	55	47	17	123	65	402	9	155	390	98
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	230	104	239	286	41	293	643	1297	29	679	1331	1128
Arrive On Green	0.21	0.21	0.21	0.21	0.21	0.21	0.71	0.71	0.71	0.71	0.71	0.71
Sat Flow, veh/h	1249	505	1157	1320	196	1419	908	1822	41	975	1870	1585
Grp Volume(v), veh/h	136	0	79	47	0	140	65	0	411	155	390	98
Grp Sat Flow(s),veh/h/ln	1249	0	1662	1320	0	1615	908	0	1863	975	1870	1585
Q Serve(g_s), s	11.7	0.0	4.4	3.4	0.0	8.3	3.1	0.0	9.0	7.7	8.4	2.1
Cycle Q Clear(g_c), s	20.0	0.0	4.4	7.7	0.0	8.3	11.5	0.0	9.0	16.7	8.4	2.1
Prop In Lane	1.00		0.70	1.00		0.88	1.00		0.02	1.00		1.00
Lane Grp Cap(c), veh/h	230	0	344	286	0	334	643	0	1326	679	1331	1128
V/C Ratio(X)	0.59	0.00	0.23	0.16	0.00	0.42	0.10	0.00	0.31	0.23	0.29	0.09
Avail Cap(c_a), veh/h	408	0	582	475	0	565	643	0	1326	679	1331	1128
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.99	0.00	0.99	1.00	1.00	1.00
Uniform Delay (d), s/veh	46.6	0.0	36.3	39.6	0.0	37.9	7.9	0.0	5.9	9.0	5.8	4.9
Incr Delay (d2), s/veh	2.4	0.0	0.3	0.3	0.0	0.8	0.3	0.0	0.6	0.8	0.6	0.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.8	0.0	1.8	1.1	0.0	3.3	0.6	0.0	3.1	1.6	2.9	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	49.0	0.0	36.7	39.8	0.0	38.7	8.2	0.0	6.5	9.7	6.3	5.0
LnGrp LOS	D		D	D		D	A		A	A	A	A
Approach Vol, veh/h		215			187			476			643	
Approach Delay, s/veh		44.5			39.0			6.7			7.0	
Approach LOS		D			D			A			A	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		82.8		27.2		82.8		27.2				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		62.5		38.5		62.5		38.5				
Max Q Clear Time (g_c+I1), s		13.5		22.0		18.7		10.3				
Green Ext Time (p_c), s		3.0		0.8		3.6		1.0				
<b>Intersection Summary</b>												
HCM 7th Control Delay, s/veh				16.1								
HCM 7th LOS				B								

Lanes and Geometrics  
5: Idalia St. & School Access



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%		0%			0%
Storage Length (ft)	0	50		0	0	
Storage Lanes	1	1		0	0	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt		0.850	0.999			
Flt Protected						0.997
Satd. Flow (prot)	1863	1583	1861	0	0	1857
Flt Permitted						0.997
Satd. Flow (perm)	1863	1583	1861	0	0	1857
Link Speed (mph)	30		30			30
Link Distance (ft)	317		343			412
Travel Time (s)	7.2		7.8			9.4

Intersection Summary

Area Type: Other

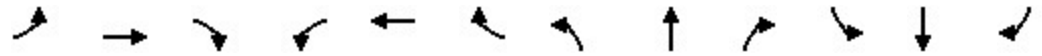
Intersection						
Int Delay, s/veh	0.3					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	9	428	3	17	281
Future Vol, veh/h	0	9	428	3	17	281
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	50	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	10	465	3	18	305

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	809	467	0	0	468	0
Stage 1	467	-	-	-	-	-
Stage 2	342	-	-	-	-	-
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	350	596	-	-	1093	-
Stage 1	631	-	-	-	-	-
Stage 2	719	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	343	596	-	-	1093	-
Mov Cap-2 Maneuver	343	-	-	-	-	-
Stage 1	631	-	-	-	-	-
Stage 2	704	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	11.14	0	0.48
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	-	596	103	-
HCM Lane V/C Ratio	-	-	-	0.016	0.017	-
HCM Control Delay (s/veh)	-	-	0	11.1	8.3	0
HCM Lane LOS	-	-	A	B	A	A
HCM 95th %tile Q(veh)	-	-	-	0.1	0.1	-

Lanes and Geometrics  
 6: Chambers Rd. & E. 102nd Ave./West Site Access



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		50	50		0	175		0	135		135
Storage Lanes	0		1	1		0	1		0	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.850			0.850							0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1583	0	1770	1583	0	1770	1863	0	1770	1863	1583
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1770	1583	0	1770	1583	0	1770	1863	0	1770	1863	1583
Link Speed (mph)		30			30			40			40	
Link Distance (ft)		471			491			1390			653	
Travel Time (s)		0.0			0.0			31.6			14.8	

Intersection Summary

Area Type: Other

Intersection												
Int Delay, s/veh	3.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↶	↷		↶	↷		↶	↷		↶	↷	↶
Traffic Vol, veh/h	55	0	28	7	0	42	8	600	2	13	512	16
Future Vol, veh/h	55	0	28	7	0	42	8	600	2	13	512	16
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	50	50	-	-	175	-	-	135	-	135
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	60	0	30	8	0	46	9	652	2	14	557	17

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1254	1257	557	1255	1273	653	574	0	0	654	0	0
Stage 1	585	585	-	671	671	-	-	-	-	-	-	-
Stage 2	670	672	-	585	602	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
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	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	149	171	530	148	167	467	999	-	-	933	-	-
Stage 1	497	498	-	446	455	-	-	-	-	-	-	-
Stage 2	447	455	-	497	489	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	131	167	530	136	163	467	999	-	-	933	-	-
Mov Cap-2 Maneuver	131	167	-	136	163	-	-	-	-	-	-	-
Stage 1	490	490	-	442	451	-	-	-	-	-	-	-
Stage 2	400	451	-	461	481	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s/v39.76			16.31		0.11		0.21	
HCM LOS	E		C					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	999	-	-	131	530	136	467	933	-	-
HCM Lane V/C Ratio	0.009	-	-	0.457	0.057	0.056	0.098	0.015	-	-
HCM Control Delay (s/veh)	8.6	-	-	53.8	12.2	32.9	13.5	8.9	-	-
HCM Lane LOS	A	-	-	F	B	D	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	2.1	0.2	0.2	0.3	0	-	-

Lanes and Geometrics  
7: Idalia St. & East Site Access



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)	0	0	0			0
Storage Lanes	1	0	0			0
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt					0.997	
Flt Protected	0.950					
Satd. Flow (prot)	1770	0	0	1863	1857	0
Flt Permitted	0.950					
Satd. Flow (perm)	1770	0	0	1863	1857	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	227			412	1052	
Travel Time (s)	4.9			8.8	25.0	

Intersection Summary

Area Type: Other






















Intersection						
Int Delay, s/veh	0.4					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	Y			4	4	
Traffic Vol, veh/h	21	0	0	437	299	7
Future Vol, veh/h	21	0	0	437	299	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	23	0	0	475	325	8

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	804	329	333	0	-	0
Stage 1	329	-	-	-	-	-
Stage 2	475	-	-	-	-	-
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	352	713	1227	-	-	-
Stage 1	729	-	-	-	-	-
Stage 2	626	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	352	713	1227	-	-	-
Mov Cap-2 Maneuver	352	-	-	-	-	-
Stage 1	729	-	-	-	-	-
Stage 2	626	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v15.92		0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1227	-	352	-	-
HCM Lane V/C Ratio	-	-	0.065	-	-
HCM Control Delay (s/veh)	0	-	15.9	-	-
HCM Lane LOS	A	-	C	-	-
HCM 95th %tile Q(veh)	0	-	0.2	-	-

Lanes and Geometrics  
 1: Chambers Rd. & E. 104th Ave.

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	300		0	400		400	300		0	275		0
Storage Lanes	2		0	2		1	1		0	2		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.97	0.95	0.95	0.97	0.95	1.00	1.00	0.95	0.95	0.97	0.95	0.95
Ped Bike Factor		0.968				0.850		0.954				0.963
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	3426	0	3433	3539	1583	1770	3376	0	3433	3408	0
Flt Permitted	0.950			0.950			0.268			0.331		
Satd. Flow (perm)	3433	3426	0	3433	3539	1583	499	3376	0	1196	3408	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		28				253		54				35
Link Speed (mph)		45			45			40				40
Link Distance (ft)		788			997			607				669
Travel Time (s)		11.9			15.1			10.3				11.4

Intersection Summary

Area Type: Other

Timings  
1: Chambers Rd. & E. 104th Ave.



Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations	↔↔	↕↔	↔↔	↕↕	↔	↔	↕↔	↔↔	↕↔
Traffic Volume (vph)	231	913	168	872	233	310	313	304	290
Future Volume (vph)	231	913	168	872	233	310	313	304	290
Turn Type	Prot	NA	Prot	NA	Perm	pm+pt	NA	pm+pt	NA
Protected Phases	5	2	1	6		7	4	3	8
Permitted Phases					6	4		8	
Detector Phase	5	2	1	6	6	7	4	3	8
Switch Phase									
Minimum Initial (s)	3.0	15.0	3.0	15.0	15.0	3.0	5.0	3.0	5.0
Minimum Split (s)	15.0	37.0	15.0	37.0	37.0	15.0	34.7	15.0	34.7
Total Split (s)	19.0	40.0	21.0	42.0	42.0	24.0	35.0	24.0	35.0
Total Split (%)	15.8%	33.3%	17.5%	35.0%	35.0%	20.0%	29.2%	20.0%	29.2%
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0	4.7	4.7	4.7	4.7
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.0	7.0	7.0	7.0	7.0	6.7	6.7	6.7	6.7
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Min	None	C-Min	C-Min	None	None	None	None
Act Effct Green (s)	13.4	44.1	11.7	42.4	42.4	40.4	23.1	33.1	19.5
Actuated g/C Ratio	0.11	0.37	0.10	0.35	0.35	0.34	0.19	0.28	0.16
v/c Ratio	0.65	0.98	0.54	0.75	0.34	0.96	0.70	0.56	0.71
Control Delay (s/veh)	59.4	59.7	69.5	30.7	3.8	71.7	45.9	30.9	50.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	59.4	59.7	69.5	30.7	3.8	71.7	45.9	30.9	50.4
LOS	E	E	E	C	A	E	D	C	D
Approach Delay (s/veh)		59.7		31.0			56.4		41.8
Approach LOS		E		C			E		D

Intersection Summary

Cycle Length: 120  
 Actuated Cycle Length: 120  
 Offset: 1 (1%), Referenced to phase 2:EBT and 6:WBT, Start of Green  
 Natural Cycle: 115  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.99  
 Intersection Signal Delay (s/veh): 47.2  
 Intersection LOS: D  
 Intersection Capacity Utilization 89.0%  
 ICU Level of Service E  
 Analysis Period (min) 15

Splits and Phases: 1: Chambers Rd. & E. 104th Ave.



Queues

1: Chambers Rd. & E. 104th Ave.



Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	251	1260	183	948	253	337	489	330	418
v/c Ratio	0.65	0.98	0.54	0.75	0.34	0.96	0.70	0.56	0.71
Control Delay (s/veh)	59.4	59.7	69.5	30.7	3.8	71.7	45.9	30.9	50.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	59.4	59.7	69.5	30.7	3.8	71.7	45.9	30.9	50.4
Queue Length 50th (ft)	96	493	77	248	2	206	168	92	151
Queue Length 95th (ft)	141	#780	m115	#484	m45	#337	218	117	193
Internal Link Dist (ft)		708		917			527		589
Turn Bay Length (ft)	300		400		400	300		275	
Base Capacity (vph)	393	1277	405	1251	723	350	837	689	830
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.64	0.99	0.45	0.76	0.35	0.96	0.58	0.48	0.50

Intersection Summary

# 95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

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

HCM 7th Signalized Intersection Summary

Urban Moment Yardhomes

1: Chambers Rd. & E. 104th Ave.

04/14/2026



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↕↔		↔↔	↕↕	↕	↔	↕↔		↔↔	↕↔	↕
Traffic Volume (veh/h)	231	913	247	168	872	233	310	313	137	304	290	95
Future Volume (veh/h)	231	913	247	168	872	233	310	313	137	304	290	95
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	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	251	992	268	183	948	0	337	340	149	330	315	103
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	308	1128	303	245	1383		348	466	201	570	395	127
Arrive On Green	0.09	0.41	0.41	0.05	0.26	0.00	0.14	0.19	0.19	0.10	0.15	0.15
Sat Flow, veh/h	3456	2768	745	3456	3554	1585	1781	2419	1041	3456	2645	849
Grp Volume(v), veh/h	251	635	625	183	948	0	337	248	241	330	210	208
Grp Sat Flow(s),veh/h/ln	1728	1777	1736	1728	1777	1585	1781	1777	1683	1728	1777	1717
Q Serve(g_s), s	8.6	39.6	40.0	6.3	28.8	0.0	17.3	15.7	16.2	9.5	13.7	14.1
Cycle Q Clear(g_c), s	8.6	39.6	40.0	6.3	28.8	0.0	17.3	15.7	16.2	9.5	13.7	14.1
Prop In Lane	1.00		0.43	1.00		1.00	1.00		0.62	1.00		0.49
Lane Grp Cap(c), veh/h	308	724	707	245	1383		348	342	324	570	265	256
V/C Ratio(X)	0.82	0.88	0.88	0.75	0.69		0.97	0.72	0.74	0.58	0.79	0.81
Avail Cap(c_a), veh/h	346	724	707	403	1383		348	419	397	720	419	405
HCM Platoon Ratio	1.00	1.00	1.00	0.67	0.67	0.67	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.75	0.75	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	53.7	32.8	32.9	56.1	37.7	0.0	39.2	45.5	45.6	37.9	49.2	49.4
Incr Delay (d2), s/veh	12.8	14.2	15.0	3.4	2.1	0.0	40.0	4.8	5.9	0.9	5.3	6.7
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	4.2	18.9	18.8	2.8	13.2	0.0	12.2	7.3	7.2	4.0	6.3	6.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	66.5	47.0	47.9	59.5	39.8	0.0	79.2	50.2	51.5	38.9	54.5	56.2
LnGrp LOS	E	D	D	E	D		E	D	D	D	D	E
Approach Vol, veh/h		1511			1131			826			748	
Approach Delay, s/veh		50.6			43.0			62.4			48.1	
Approach LOS		D			D			E			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	15.5	55.9	18.8	29.8	17.7	53.7	24.0	24.6				
Change Period (Y+Rc), s	7.0	7.0	6.7	6.7	7.0	7.0	6.7	6.7				
Max Green Setting (Gmax), s	14.0	33.0	17.3	28.3	12.0	35.0	17.3	28.3				
Max Q Clear Time (g_c+I1), s	8.3	42.0	11.5	18.2	10.6	30.8	19.3	16.1				
Green Ext Time (p_c), s	0.3	0.0	0.6	2.0	0.1	2.2	0.0	1.8				

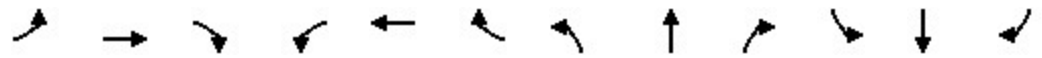
Intersection Summary

HCM 7th Control Delay, s/veh	50.4
HCM 7th LOS	D

Notes

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

Lanes and Geometrics  
2: Idalia St. & E. 104th Ave.

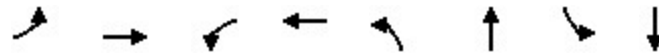


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	300		0	350		0	175		0	125		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.984			0.989			0.869				0.905
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3483	0	1770	3500	0	1770	1619	0	1770	1686	0
Flt Permitted	0.168			0.103			0.615			0.404		
Satd. Flow (perm)	313	3483	0	192	3500	0	1146	1619	0	753	1686	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		11			8			188				64
Link Speed (mph)		45			45			30				30
Link Distance (ft)		997			1099			1052				334
Travel Time (s)		15.1			16.7			23.9				7.6

Intersection Summary

Area Type: Other

Timings  
2: Idalia St. & E. 104th Ave.



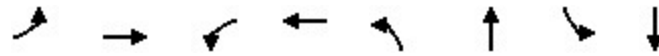
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations	↶	↶↷	↶	↶↷	↶	↷	↶	↷
Traffic Volume (vph)	58	1111	130	1054	164	25	89	34
Future Volume (vph)	58	1111	130	1054	164	25	89	34
Turn Type	pm+pt	NA	pm+pt	NA	pm+pt	NA	pm+pt	NA
Protected Phases	5	2	1	6	7	4	3	8
Permitted Phases	2		6		4		8	
Detector Phase	5	2	1	6	7	4	3	8
Switch Phase								
Minimum Initial (s)	5.0	10.0	5.0	10.0	7.0	7.0	7.0	7.0
Minimum Split (s)	11.9	37.9	11.9	37.9	12.8	34.8	12.8	34.8
Total Split (s)	15.0	47.0	23.0	55.0	15.0	35.0	15.0	35.0
Total Split (%)	12.5%	39.2%	19.2%	45.8%	12.5%	29.2%	12.5%	29.2%
Yellow Time (s)	4.9	4.9	4.9	4.9	3.5	3.5	3.5	3.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.3	2.3	2.3	2.3
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.9	6.9	6.9	6.9	5.8	5.8	5.8	5.8
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	None	C-Max	None	None	None	None
Act Effct Green (s)	71.6	64.7	80.5	71.1	19.5	10.3	18.6	9.9
Actuated g/C Ratio	0.60	0.54	0.67	0.59	0.16	0.09	0.16	0.08
v/c Ratio	0.23	0.71	0.52	0.59	0.76	0.69	0.50	0.51
Control Delay (s/veh)	6.7	15.1	15.9	18.2	63.9	22.6	48.6	31.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	6.7	15.1	15.9	18.2	63.9	22.6	48.6	31.0
LOS	A	B	B	B	E	C	D	C
Approach Delay (s/veh)		14.8		18.0		41.3		39.7
Approach LOS		B		B		D		D

Intersection Summary

Cycle Length: 120  
 Actuated Cycle Length: 120  
 Offset: 9 (8%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green  
 Natural Cycle: 110  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.76  
 Intersection Signal Delay (s/veh): 20.7  
 Intersection LOS: C  
 Intersection Capacity Utilization 81.0%  
 ICU Level of Service D  
 Analysis Period (min) 15

Splits and Phases: 2: Idalia St. & E. 104th Ave.





Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	63	1349	141	1239	178	215	97	101
v/c Ratio	0.23	0.71	0.52	0.59	0.76	0.69	0.50	0.51
Control Delay (s/veh)	6.7	15.1	15.9	18.2	63.9	22.6	48.6	31.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	6.7	15.1	15.9	18.2	63.9	22.6	48.6	31.0
Queue Length 50th (ft)	10	192	32	302	125	20	65	28
Queue Length 95th (ft)	m16	m205	82	453	182	95	106	79
Internal Link Dist (ft)		917		1019		972		254
Turn Bay Length (ft)	300		350		175		125	
Base Capacity (vph)	289	1882	343	2076	234	536	197	458
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.22	0.72	0.41	0.60	0.76	0.40	0.49	0.22

#### Intersection Summary

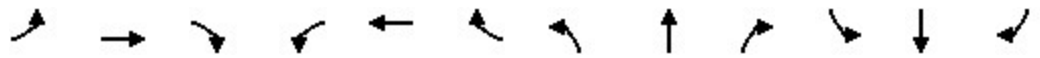
m Volume for 95th percentile queue is metered by upstream signal.

HCM 7th Signalized Intersection Summary

Urban Moment Yardhomes

























2: Idalia St. & E. 104th Ave.

04/14/2026



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↶	↷		↶	↷		↶	↷		↶	↷	
Traffic Volume (veh/h)	58	1111	130	130	1054	86	164	25	173	89	34	59
Future Volume (veh/h)	58	1111	130	130	1054	86	164	25	173	89	34	59
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	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	63	1208	141	141	1146	93	178	27	188	97	37	64
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	257	1664	194	367	1787	145	304	31	218	197	85	147
Arrive On Green	0.07	1.00	1.00	0.05	0.54	0.54	0.08	0.15	0.15	0.06	0.14	0.14
Sat Flow, veh/h	1781	3207	373	1781	3329	270	1781	203	1413	1781	615	1064
Grp Volume(v), veh/h	63	668	681	141	611	628	178	0	215	97	0	101
Grp Sat Flow(s),veh/h/ln	1781	1777	1803	1781	1777	1822	1781	0	1616	1781	0	1679
Q Serve(g_s), s	2.0	0.0	0.0	4.4	29.1	29.2	9.2	0.0	15.6	5.5	0.0	6.6
Cycle Q Clear(g_c), s	2.0	0.0	0.0	4.4	29.1	29.2	9.2	0.0	15.6	5.5	0.0	6.6
Prop In Lane	1.00		0.21	1.00		0.15	1.00		0.87	1.00		0.63
Lane Grp Cap(c), veh/h	257	922	935	367	954	978	304	0	249	197	0	232
V/C Ratio(X)	0.25	0.72	0.73	0.38	0.64	0.64	0.59	0.00	0.86	0.49	0.00	0.44
Avail Cap(c_a), veh/h	312	922	935	509	954	978	304	0	393	225	0	409
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.32	0.32	0.32	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	15.2	0.0	0.0	11.9	19.6	19.6	42.1	0.0	49.5	41.6	0.0	47.4
Incr Delay (d2), s/veh	0.2	1.6	1.6	0.7	3.3	3.2	2.9	0.0	11.1	1.9	0.0	1.3
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	0.4	0.4	1.7	11.9	12.3	0.7	0.0	7.0	2.5	0.0	2.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	15.4	1.6	1.6	12.5	22.9	22.9	44.9	0.0	60.6	43.5	0.0	48.7
LnGrp LOS	B	A	A	B	C	C	D		E	D		D
Approach Vol, veh/h		1412			1380			393				198
Approach Delay, s/veh		2.2			21.8			53.5				46.1
Approach LOS		A			C			D				D
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	13.5	69.2	13.1	24.3	11.3	71.3	15.0	22.4				
Change Period (Y+Rc), s	6.9	6.9	5.8	5.8	6.9	6.9	5.8	5.8				
Max Green Setting (Gmax), s	16.1	40.1	9.2	29.2	8.1	48.1	9.2	29.2				
Max Q Clear Time (g_c+I1), s	6.4	2.0	7.5	17.6	4.0	31.2	11.2	8.6				
Green Ext Time (p_c), s	0.2	11.0	0.0	0.9	0.0	7.2	0.0	0.5				
<b>Intersection Summary</b>												
HCM 7th Control Delay, s/veh				18.8								
HCM 7th LOS				B								

Lanes and Geometrics  
3: Chambers Rd. & E. 96th Ave.

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		 									 	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	235		0	235		0	0		0	150		150
Storage Lanes	1		0	1		1	0		1	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00
Ped Bike Factor												
Frt						0.850						0.850
Flt Protected	0.950							0.984		0.950	0.950	
Satd. Flow (prot)	1770	3539	0	1863	1863	1583	0	1833	1863	1681	1681	1583
Flt Permitted	0.292							0.915		0.756	0.756	
Satd. Flow (perm)	544	3539	0	1863	1863	1583	0	1704	1863	1338	1338	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						217						147
Link Speed (mph)		30			30			30				40
Link Distance (ft)		2041			1309			175				2659
Travel Time (s)		46.4			29.8			4.0				45.3

Intersection Summary

Area Type: Other



Queues

3: Chambers Rd. & E. 96th Ave.

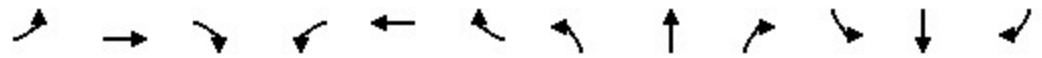


Lane Group	EBL	EBT	WBT	WBR	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	359	683	598	217	3	98	99	147
v/c Ratio	0.64	0.25	0.56	0.21	0.01	0.58	0.58	0.44
Control Delay (s/veh)	9.9	4.6	18.4	2.6	35.3	54.1	54.5	10.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	9.9	4.6	18.4	2.6	35.3	54.1	54.5	10.8
Queue Length 50th (ft)	58	60	228	0	2	63	63	0
Queue Length 95th (ft)	113	101	422	39	10	112	113	52
Internal Link Dist (ft)		1961	1229		95		2579	
Turn Bay Length (ft)	235					150		150
Base Capacity (vph)	618	2639	1051	987	306	240	240	405
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.58	0.26	0.57	0.22	0.01	0.41	0.41	0.36

Intersection Summary

HCM 7th Signalized Intersection Summary  
 3: Chambers Rd. & E. 96th Ave.

Urban Moment Yardhomes  
 04/14/2026

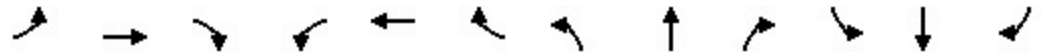


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	330	628	0	0	550	200	1	2	0	181	0	135
Future Volume (veh/h)	330	628	0	0	550	200	1	2	0	181	0	135
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	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	359	683	0	0	598	217	1	2	0	197	0	147
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	521	2684	0	72	1115	945	91	154	185	476	0	185
Arrive On Green	0.10	0.76	0.00	0.00	0.60	0.60	0.12	0.12	0.00	0.12	0.00	0.12
Sat Flow, veh/h	1781	3647	0	758	1870	1585	368	1316	1585	2830	0	1585
Grp Volume(v), veh/h	359	683	0	0	598	217	3	0	0	197	0	147
Grp Sat Flow(s),veh/h/ln	1781	1777	0	758	1870	1585	1684	0	1585	1415	0	1585
Q Serve(g_s), s	7.2	5.8	0.0	0.0	19.0	6.4	0.0	0.0	0.0	6.4	0.0	9.0
Cycle Q Clear(g_c), s	7.2	5.8	0.0	0.0	19.0	6.4	0.1	0.0	0.0	6.6	0.0	9.0
Prop In Lane	1.00		0.00	1.00		1.00	0.33		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	521	2684	0	72	1115	945	245	0	185	476	0	185
V/C Ratio(X)	0.69	0.25	0.00	0.00	0.54	0.23	0.01	0.00	0.00	0.41	0.00	0.79
Avail Cap(c_a), veh/h	647	2684	0	72	1115	945	346	0	285	654	0	285
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	0.00	0.98	0.00	0.98
Uniform Delay (d), s/veh	9.8	3.7	0.0	0.0	12.0	9.5	39.1	0.0	0.0	41.9	0.0	43.0
Incr Delay (d2), s/veh	2.3	0.2	0.0	0.0	1.9	0.6	0.0	0.0	0.0	0.6	0.0	8.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.6	1.7	0.0	0.0	7.9	2.2	0.1	0.0	0.0	2.3	0.0	3.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	12.1	3.9	0.0	0.0	13.8	10.0	39.1	0.0	0.0	42.4	0.0	51.1
LnGrp LOS	B	A			B	B	D			D		D
Approach Vol, veh/h	1042				815		3				344	
Approach Delay, s/veh	6.8				12.8		39.1				46.1	
Approach LOS	A				B		D				D	
Timer - Assigned Phs	2		4		5		6		8			
Phs Duration (G+Y+Rc), s	82.3		17.7		15.9		66.4		17.7			
Change Period (Y+Rc), s	6.8		6.0		6.0		6.8		6.0			
Max Green Setting (Gmax), s	69.2		18.0		17.0		46.2		18.0			
Max Q Clear Time (g_c+I1), s	7.8		11.0		9.2		21.0		2.1			
Green Ext Time (p_c), s	5.6		0.7		0.7		5.1		0.0			

Intersection Summary		
HCM 7th Control Delay, s/veh		15.2
HCM 7th LOS		B

Notes  
 User approved volume balancing among the lanes for turning movement.

Lanes and Geometrics  
4: Chambers Rd. & E. 100th Ave.



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	175		0	100		0	235		0	235		135
Storage Lanes	1		0	1		0	1		0	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.897			0.856			0.985				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1671	0	1770	1595	0	1770	1835	0	1770	1863	1583
Flt Permitted	0.520			0.738			0.530			0.467		
Satd. Flow (perm)	969	1671	0	1375	1595	0	987	1835	0	870	1863	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		20			120			10				105
Link Speed (mph)		30			30			40				40
Link Distance (ft)		417			571			2659				1390
Travel Time (s)		9.5			13.0			45.3				23.7

Intersection Summary

Area Type: Other





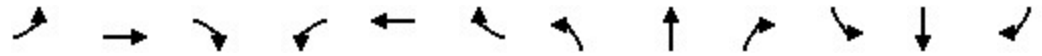
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	74	29	33	125	71	488	161	379	105
v/c Ratio	0.69	0.14	0.21	0.44	0.08	0.32	0.22	0.25	0.08
Control Delay (s/veh)	78.3	23.1	46.0	13.7	3.0	3.7	3.8	3.3	0.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	78.3	23.1	46.0	13.7	3.0	3.7	3.8	3.3	0.7
Queue Length 50th (ft)	51	6	22	3	8	68	21	50	0
Queue Length 95th (ft)	98	32	50	55	23	134	51	100	12
Internal Link Dist (ft)		337		491		2579		1310	
Turn Bay Length (ft)	175		100		235		235		135
Base Capacity (vph)	286	507	406	555	797	1485	703	1506	1299
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.26	0.06	0.08	0.23	0.09	0.33	0.23	0.25	0.08

## Intersection Summary

HCM 7th Signalized Intersection Summary  
 4: Chambers Rd. & E. 100th Ave.

Urban Moment Yardhomes

04/14/2026



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	68	8	18	30	5	110	65	403	46	148	349	97
Future Volume (veh/h)	68	8	18	30	5	110	65	403	46	148	349	97
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	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	74	9	20	33	5	120	71	438	50	161	379	105
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	164	78	172	252	10	230	712	1266	145	687	1436	1217
Arrive On Green	0.15	0.15	0.15	0.15	0.15	0.15	0.77	0.77	0.77	0.77	0.77	0.77
Sat Flow, veh/h	1266	516	1147	1381	64	1531	911	1648	188	908	1870	1585
Grp Volume(v), veh/h	74	0	29	33	0	125	71	0	488	161	379	105
Grp Sat Flow(s),veh/h/ln	1266	0	1664	1381	0	1595	911	0	1836	908	1870	1585
Q Serve(g_s), s	6.3	0.0	1.7	2.3	0.0	7.9	2.7	0.0	9.2	7.5	6.5	1.8
Cycle Q Clear(g_c), s	14.2	0.0	1.7	4.0	0.0	7.9	9.2	0.0	9.2	16.7	6.5	1.8
Prop In Lane	1.00		0.69	1.00		0.96	1.00		0.10	1.00		1.00
Lane Grp Cap(c), veh/h	164	0	250	252	0	240	712	0	1410	687	1436	1217
V/C Ratio(X)	0.45	0.00	0.12	0.13	0.00	0.52	0.10	0.00	0.35	0.23	0.26	0.09
Avail Cap(c_a), veh/h	348	0	492	453	0	471	712	0	1410	687	1436	1217
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.87	0.00	0.87	1.00	1.00	1.00
Uniform Delay (d), s/veh	49.7	0.0	40.4	42.1	0.0	43.1	5.1	0.0	4.0	6.7	3.7	3.2
Incr Delay (d2), s/veh	1.9	0.0	0.2	0.2	0.0	1.8	0.2	0.0	0.6	0.8	0.4	0.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.1	0.0	0.7	0.8	0.0	3.2	0.5	0.0	2.7	1.4	2.0	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	51.6	0.0	40.6	42.4	0.0	44.9	5.3	0.0	4.6	7.5	4.2	3.3
LnGrp LOS	D		D	D		D	A		A	A	A	A
Approach Vol, veh/h		103			158			559			645	
Approach Delay, s/veh		48.5			44.3			4.7			4.9	
Approach LOS		D			D			A			A	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		89.0		21.0		89.0		21.0				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		68.5		32.5		68.5		32.5				
Max Q Clear Time (g_c+I1), s		11.2		16.2		18.7		9.9				
Green Ext Time (p_c), s		3.7		0.3		3.7		0.8				

Intersection Summary		
HCM 7th Control Delay, s/veh		12.1
HCM 7th LOS		B

Notes  
 User approved pedestrian interval to be less than phase max green.



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%		0%			0%
Storage Length (ft)	0	50		0	0	
Storage Lanes	1	1		0	0	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt		0.850	0.996			
Flt Protected	0.950					0.997
Satd. Flow (prot)	1770	1583	1855	0	0	1857
Flt Permitted	0.950					0.997
Satd. Flow (perm)	1770	1583	1855	0	0	1857
Link Speed (mph)	30		30			30
Link Distance (ft)	317		343			412
Travel Time (s)	7.2		7.8			9.4

**Intersection Summary**

Area Type: Other

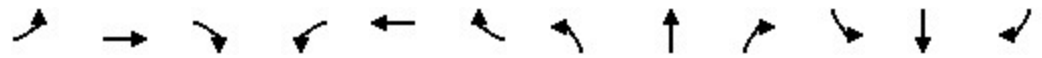
Intersection						
Int Delay, s/veh	1					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	3	36	244	8	13	212
Future Vol, veh/h	3	36	244	8	13	212
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	50	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	3	39	265	9	14	230

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	528	270	0	0	274
Stage 1	270	-	-	-	-
Stage 2	259	-	-	-	-
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	511	769	-	-	1289
Stage 1	776	-	-	-	-
Stage 2	785	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	504	769	-	-	1289
Mov Cap-2 Maneuver	504	-	-	-	-
Stage 1	776	-	-	-	-
Stage 2	775	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	10.1	0	0.45
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	504	769	104	-
HCM Lane V/C Ratio	-	-	0.006	0.051	0.011	-
HCM Control Delay (s/veh)	-	-	12.2	9.9	7.8	0
HCM Lane LOS	-	-	B	A	A	A
HCM 95th %tile Q(veh)	-	-	0	0.2	0	-

Lanes and Geometrics  
 6: Chambers Rd. & E. 102nd Ave./West Site Access



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		50	50		0	175		0	135		135
Storage Lanes	0		1	1		0	1		0	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		0.850			0.850			0.998				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1583	0	1770	1583	0	1770	1859	0	1770	1863	1583
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1770	1583	0	1770	1583	0	1770	1859	0	1770	1863	1583
Link Speed (mph)		30			30			40			40	
Link Distance (ft)		471			408			1390			653	
Travel Time (s)		0.0			0.0			31.6			14.8	

Intersection Summary

Area Type: Other

Intersection												
Int Delay, s/veh	2.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗		↖	↗		↖	↗	↖
Traffic Vol, veh/h	32	0	16	4	0	26	29	548	7	43	609	58
Future Vol, veh/h	32	0	16	4	0	26	29	548	7	43	609	58
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	50	50	-	-	175	-	-	135	-	135
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	35	0	17	4	0	28	32	596	8	47	662	63

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1414	1422	662	1418	1481	599	725	0	0	603	0	0
Stage 1	755	755	-	663	663	-	-	-	-	-	-	-
Stage 2	659	666	-	755	818	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
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	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	115	136	462	114	125	501	878	-	-	974	-	-
Stage 1	401	416	-	451	459	-	-	-	-	-	-	-
Stage 2	453	457	-	401	390	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	100	125	462	101	115	501	878	-	-	974	-	-
Mov Cap-2 Maneuver	100	125	-	101	115	-	-	-	-	-	-	-
Stage 1	381	396	-	435	443	-	-	-	-	-	-	-
Stage 2	412	441	-	367	371	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s/v43.88			16.55		0.46		0.54	
HCM LOS	E		C					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	878	-	-	100	462	101	501	974	-	-
HCM Lane V/C Ratio	0.036	-	-	0.349	0.038	0.043	0.056	0.048	-	-
HCM Control Delay (s/veh)	9.3	-	-	59.3	13.1	42.2	12.6	8.9	-	-
HCM Lane LOS	A	-	-	F	B	E	B	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	1.4	0.1	0.1	0.2	0.2	-	-

Lanes and Geometrics  
7: Idalia St. & East Site Access



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)	0	0	0			0
Storage Lanes	1	0	0			0
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt					0.988	
Flt Protected	0.950					
Satd. Flow (prot)	1770	0	0	1863	1840	0
Flt Permitted	0.950					
Satd. Flow (perm)	1770	0	0	1863	1840	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	227			412	1052	
Travel Time (s)	4.9			8.8	25.0	

Intersection Summary

Area Type: Other




































Intersection						
Int Delay, s/veh	0.3					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T			T		
Traffic Vol, veh/h	14	0	0	282	226	22
Future Vol, veh/h	14	0	0	282	226	22
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	15	0	0	307	246	24

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	564	258	270	0	0
Stage 1	258	-	-	-	-
Stage 2	307	-	-	-	-
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	487	781	1294	-	-
Stage 1	785	-	-	-	-
Stage 2	746	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	487	781	1294	-	-
Mov Cap-2 Maneuver	487	-	-	-	-
Stage 1	785	-	-	-	-
Stage 2	746	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	12.63	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1294	-	487	-	-
HCM Lane V/C Ratio	-	-	0.031	-	-
HCM Control Delay (s/veh)	0	-	12.6	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Lanes and Geometrics  
 1: Chambers Rd. & E. 104th Ave.

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 	  		  	  		 	 		 	 	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)	0%		0%		0%		0%		0%		0%	
Storage Length (ft)	300		200	400		400	300		0	275		300
Storage Lanes	2		1	2		1	2		1	2		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.97	0.91	1.00	0.97	0.91	1.00	0.97	0.95	1.00	0.97	0.95	1.00
Ped Bike Factor	0.850			0.850			0.850			0.850		
Frt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	5085	1583	3433	5085	1583	3433	3539	1583	3433	3539	1583
Frt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3433	5085	1583	3433	5085	1583	3433	3539	1583	3433	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			177			210			161			161
Link Speed (mph)		45			45			40			40	
Link Distance (ft)		788			997			607			669	
Travel Time (s)		11.9			15.1			10.3			11.4	

Intersection Summary

Area Type: Other

Timings

1: Chambers Rd. & E. 104th Ave.

04/14/2026

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	192	1320	218	196	1312	193	482	334	209	341	307	321
Future Volume (vph)	192	1320	218	196	1312	193	482	334	209	341	307	321
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	5	2		1	6		7	4		3	8	
Permitted Phases			2			6			4			8
Detector Phase	5	2	2	1	6	6	7	4	4	3	8	8
Switch Phase												
Minimum Initial (s)	3.0	15.0	15.0	3.0	15.0	15.0	3.0	5.0	5.0	3.0	5.0	5.0
Minimum Split (s)	10.0	37.0	37.0	10.0	37.0	37.0	9.7	34.7	34.7	9.7	34.7	34.7
Total Split (s)	15.0	44.3	44.3	15.0	44.3	44.3	26.0	37.8	37.8	22.9	34.7	34.7
Total Split (%)	12.5%	36.9%	36.9%	12.5%	36.9%	36.9%	21.7%	31.5%	31.5%	19.1%	28.9%	28.9%
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	4.7	4.7	4.7	4.7	4.7	4.7
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.0	7.0	7.0	7.0	7.0	7.0	6.7	6.7	6.7	6.7	6.7	6.7
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Min	C-Min	None	C-Min	C-Min	None	Max	Max	None	Max	Max
Act Effct Green (s)	8.0	37.2	37.2	8.0	37.2	37.2	19.4	31.6	31.6	15.7	28.0	28.0
Actuated g/C Ratio	0.07	0.31	0.31	0.07	0.31	0.31	0.16	0.26	0.26	0.13	0.23	0.23
v/c Ratio	0.91	0.90	0.38	0.93	0.90	0.33	0.94	0.38	0.42	0.82	0.40	0.70
Control Delay (s/veh)	97.2	49.3	11.0	106.0	37.7	4.4	77.1	37.9	14.2	66.7	40.7	31.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	97.2	49.3	11.0	106.0	37.7	4.4	77.1	37.9	14.2	66.7	40.7	31.1
LOS	F	D	B	F	D	A	E	D	B	E	D	C
Approach Delay (s/veh)		49.9			41.8			51.6			46.7	
Approach LOS		D			D			D			D	

Intersection Summary

Cycle Length: 120  
 Actuated Cycle Length: 120  
 Offset: 8 (7%), Referenced to phase 2:EBT and 6:WBT, Start of Green  
 Natural Cycle: 105  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.95  
 Intersection Signal Delay (s/veh): 47.1      Intersection LOS: D  
 Intersection Capacity Utilization 76.2%      ICU Level of Service D  
 Analysis Period (min) 15

Splits and Phases: 1: Chambers Rd. & E. 104th Ave.



Queues

1: Chambers Rd. & E. 104th Ave.

04/14/2026



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	209	1435	237	213	1426	210	524	363	227	371	334	349
v/c Ratio	0.91	0.90	0.38	0.93	0.90	0.33	0.94	0.38	0.42	0.82	0.40	0.70
Control Delay (s/veh)	97.2	49.3	11.0	106.0	37.7	4.4	77.1	37.9	14.2	66.7	40.7	31.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	97.2	49.3	11.0	106.0	37.7	4.4	77.1	37.9	14.2	66.7	40.7	31.1
Queue Length 50th (ft)	84	390	33	91	398	1	209	122	40	145	115	136
Queue Length 95th (ft)	#158	#462	100	m#153	m321	m46	#316	169	112	#215	161	248
Internal Link Dist (ft)		708			917			527			589	
Turn Bay Length (ft)	300		200	400		400	300			275		300
Base Capacity (vph)	228	1580	614	228	1580	636	554	932	535	463	825	492
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.92	0.91	0.39	0.93	0.90	0.33	0.95	0.39	0.42	0.80	0.40	0.71

Intersection Summary

- # 95th percentile volume exceeds capacity, queue may be longer.  
Queue shown is maximum after two cycles.
- m Volume for 95th percentile queue is metered by upstream signal.

HCM 7th Signalized Intersection Summary

Urban Moment Yardhomes

1: Chambers Rd. & E. 104th Ave.

04/14/2026



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖↗	↑↑↑	↖	↖↗	↑↑↑	↖	↖↗	↑↑	↖	↖↗	↑↑	↖
Traffic Volume (veh/h)	192	1320	218	196	1312	193	482	334	209	341	307	321
Future Volume (veh/h)	192	1320	218	196	1312	193	482	334	209	341	307	321
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	209	1435	237	213	1426	0	524	363	227	371	334	349
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	230	1587	493	230	1587		556	960	428	428	829	370
Arrive On Green	0.07	0.31	0.31	0.13	0.62	0.00	0.16	0.27	0.27	0.12	0.23	0.23
Sat Flow, veh/h	3456	5106	1585	3456	5106	1585	3456	3554	1585	3456	3554	1585
Grp Volume(v), veh/h	209	1435	237	213	1426	0	524	363	227	371	334	349
Grp Sat Flow(s),veh/h/ln	1728	1702	1585	1728	1702	1585	1728	1777	1585	1728	1777	1585
Q Serve(g_s), s	7.2	32.3	14.5	7.3	28.7	0.0	18.0	10.0	14.6	12.6	9.5	26.0
Cycle Q Clear(g_c), s	7.2	32.3	14.5	7.3	28.7	0.0	18.0	10.0	14.6	12.6	9.5	26.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	230	1587	493	230	1587		556	960	428	428	829	370
V/C Ratio(X)	0.91	0.90	0.48	0.92	0.90		0.94	0.38	0.53	0.87	0.40	0.94
Avail Cap(c_a), veh/h	230	1587	493	230	1587		556	960	428	467	829	370
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.68	0.68	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	55.6	39.6	33.5	51.7	21.1	0.0	49.8	35.6	37.3	51.6	38.9	45.2
Incr Delay (d2), s/veh	35.3	8.9	3.3	30.3	6.0	0.0	24.8	1.1	4.6	14.8	1.5	34.5
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	4.2	14.2	5.9	3.9	6.9	0.0	9.5	4.4	6.1	6.3	4.3	13.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	91.0	48.5	36.8	82.0	27.1	0.0	74.6	36.7	41.9	66.4	40.4	79.7
LnGrp LOS	F	D	D	F	C		E	D	D	E	D	E
Approach Vol, veh/h		1881			1639			1114			1054	
Approach Delay, s/veh		51.8			34.2			55.6			62.6	
Approach LOS		D			C			E			E	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	15.0	44.3	21.6	39.1	15.0	44.3	26.0	34.7				
Change Period (Y+Rc), s	7.0	7.0	6.7	6.7	7.0	7.0	6.7	6.7				
Max Green Setting (Gmax), s	8.0	37.3	16.2	31.1	8.0	37.3	19.3	28.0				
Max Q Clear Time (g_c+I1), s	9.3	34.3	14.6	16.6	9.2	30.7	20.0	28.0				
Green Ext Time (p_c), s	0.0	2.3	0.2	2.6	0.0	4.4	0.0	0.0				

Intersection Summary												
HCM 7th Control Delay, s/veh			49.5									
HCM 7th LOS			D									

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

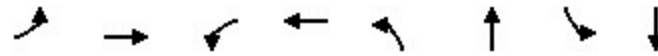


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	300		0	350		0	175		0	125		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.91	0.91	1.00	0.91	0.91	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.983			0.990			0.865				0.889
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	4999	0	1770	5034	0	1770	1611	0	1770	1656	0
Flt Permitted	0.120			0.076			0.603			0.260		
Satd. Flow (perm)	224	4999	0	142	5034	0	1123	1611	0	484	1656	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		20			11			263				60
Link Speed (mph)		45			45			30				30
Link Distance (ft)		997			1099			1052				334
Travel Time (s)		15.1			16.7			23.9				7.6

Intersection Summary

Area Type: Other

Timings  
2: Idalia St. & E. 104th Ave.



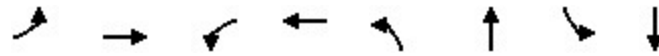
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations	↶	↶↶↶	↶	↶↶↶	↶	↶	↶	↶
Traffic Volume (vph)	52	1553	282	1417	299	35	88	19
Future Volume (vph)	52	1553	282	1417	299	35	88	19
Turn Type	pm+pt	NA	pm+pt	NA	pm+pt	NA	pm+pt	NA
Protected Phases	5	2	1	6	7	4	3	8
Permitted Phases	2		6		4		8	
Detector Phase	5	2	1	6	7	4	3	8
Switch Phase								
Minimum Initial (s)	5.0	10.0	5.0	10.0	7.0	7.0	7.0	7.0
Minimum Split (s)	11.9	37.9	11.9	37.9	12.8	34.8	12.8	34.8
Total Split (s)	15.0	46.0	24.0	55.0	15.0	35.0	15.0	35.0
Total Split (%)	12.5%	38.3%	20.0%	45.8%	12.5%	29.2%	12.5%	29.2%
Yellow Time (s)	4.9	4.9	4.9	4.9	3.5	3.5	3.5	3.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.3	2.3	2.3	2.3
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.9	6.9	6.9	6.9	5.8	5.8	5.8	5.8
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	None	C-Max	None	None	None	None
Act Effct Green (s)	54.0	47.0	75.9	64.5	26.8	16.8	24.2	16.8
Actuated g/C Ratio	0.45	0.39	0.63	0.54	0.22	0.14	0.20	0.14
v/c Ratio	0.30	0.96	0.79	0.60	1.04	0.83	0.50	0.28
Control Delay (s/veh)	17.9	37.8	45.9	22.6	104.7	31.3	42.0	17.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	17.9	37.8	45.9	22.6	104.7	31.3	42.0	17.3
LOS	B	D	D	C	F	C	D	B
Approach Delay (s/veh)		37.3		26.3		65.3		30.7
Approach LOS		D		C		E		C

Intersection Summary

Cycle Length: 120  
 Actuated Cycle Length: 120  
 Offset: 11 (9%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green  
 Natural Cycle: 140  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 1.05  
 Intersection Signal Delay (s/veh): 36.7  
 Intersection LOS: D  
 Intersection Capacity Utilization 98.3%  
 ICU Level of Service F  
 Analysis Period (min) 15

Splits and Phases: 2: Idalia St. & E. 104th Ave.





Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	57	1908	307	1647	325	378	96	81
v/c Ratio	0.30	0.96	0.79	0.60	1.04	0.83	0.50	0.28
Control Delay (s/veh)	17.9	37.8	45.9	22.6	104.7	31.3	42.0	17.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	17.9	37.8	45.9	22.6	104.7	31.3	42.0	17.3
Queue Length 50th (ft)	17	~249	169	319	~266	88	58	14
Queue Length 95th (ft)	m26	#712	#380	471	#319	186	89	54
Internal Link Dist (ft)		917		1019		972		254
Turn Bay Length (ft)	300		350		175		125	
Base Capacity (vph)	208	1969	388	2710	311	591	197	448
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.27	0.97	0.79	0.61	1.05	0.64	0.49	0.18

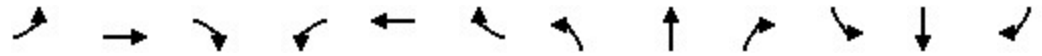
**Intersection Summary**

- ~ Volume exceeds capacity, queue is theoretically infinite.  
Queue shown is maximum after two cycles.
- # 95th percentile volume exceeds capacity, queue may be longer.  
Queue shown is maximum after two cycles.
- m Volume for 95th percentile queue is metered by upstream signal.

HCM 7th Signalized Intersection Summary  
 2: Idalia St. & E. 104th Ave.

Urban Moment Yardhomes

04/14/2026



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	52	1553	202	282	1417	98	299	35	313	88	19	55
Future Volume (veh/h)	52	1553	202	282	1417	98	299	35	313	88	19	55
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	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	57	1688	220	307	1540	107	325	38	313	96	21	60
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	189	1630	212	314	2259	157	423	41	335	180	91	260
Arrive On Green	0.07	0.71	0.71	0.14	0.46	0.46	0.08	0.23	0.23	0.06	0.21	0.21
Sat Flow, veh/h	1781	4574	594	1781	4875	339	1781	174	1437	1781	428	1222
Grp Volume(v), veh/h	57	1255	653	307	1075	572	325	0	351	96	0	81
Grp Sat Flow(s),veh/h/ln	1781	1702	1763	1781	1702	1809	1781	0	1612	1781	0	1650
Q Serve(g_s), s	2.4	42.8	42.8	16.5	29.7	29.7	9.2	0.0	25.6	5.0	0.0	4.9
Cycle Q Clear(g_c), s	2.4	42.8	42.8	16.5	29.7	29.7	9.2	0.0	25.6	5.0	0.0	4.9
Prop In Lane	1.00		0.34	1.00		0.19	1.00		0.89	1.00		0.74
Lane Grp Cap(c), veh/h	189	1213	629	314	1578	839	423	0	376	180	0	351
V/C Ratio(X)	0.30	1.03	1.04	0.98	0.68	0.68	0.77	0.00	0.93	0.53	0.00	0.23
Avail Cap(c_a), veh/h	246	1213	629	314	1578	839	423	0	392	217	0	402
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.43	0.43	0.43	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	23.5	17.2	17.2	38.2	25.2	25.3	40.4	0.0	45.1	36.4	0.0	39.1
Incr Delay (d2), s/veh	0.4	26.5	34.5	44.7	2.4	4.5	8.3	0.0	28.8	2.4	0.0	0.3
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	10.2	12.0	12.8	11.8	13.0	5.6	0.0	13.2	2.3	0.0	2.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	23.9	43.7	51.7	83.0	27.6	29.7	48.7	0.0	73.9	38.8	0.0	39.4
LnGrp LOS	C	F	F	F	C	C	D		E	D		D
Approach Vol, veh/h		1965			1954			676				177
Approach Delay, s/veh		45.8			36.9			61.8				39.1
Approach LOS		D			D			E				D
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	24.0	49.7	12.5	33.8	11.2	62.5	15.0	31.3				
Change Period (Y+Rc), s	6.9	6.9	5.8	5.8	6.9	6.9	5.8	5.8				
Max Green Setting (Gmax), s	17.1	39.1	9.2	29.2	8.1	48.1	9.2	29.2				
Max Q Clear Time (g_c+I1), s	18.5	44.8	7.0	27.6	4.4	31.7	11.2	6.9				
Green Ext Time (p_c), s	0.0	0.0	0.0	0.4	0.0	9.5	0.0	0.4				
<b>Intersection Summary</b>												
HCM 7th Control Delay, s/veh			44.2									
HCM 7th LOS			D									

Lanes and Geometrics  
 3: Chambers Rd. & E. 96th Ave.



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	235		0	235		0	0		0	150		150
Storage Lanes	1		0	1		1	0		1	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00
Ped Bike Factor												
Frt						0.850						0.850
Flt Protected	0.950			0.950						0.950	0.953	
Satd. Flow (prot)	1770	3539	0	1770	1863	1583	0	1863	1863	1681	1686	1583
Flt Permitted	0.070			0.476						0.757	0.728	
Satd. Flow (perm)	130	3539	0	887	1863	1583	0	1863	1863	1340	1288	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						256						188
Link Speed (mph)		30			30			30				40
Link Distance (ft)		2041			1309			175				2659
Travel Time (s)		46.4			29.8			4.0				45.3

Intersection Summary

Area Type: Other

Timings  
3: Chambers Rd. & E. 96th Ave.



Lane Group	EBL	EBT	WBL	WBT	WBR	NBT	SBL	SBT	SBR
Lane Configurations									
Traffic Volume (vph)	114	446	1	817	273	2	268	2	438
Future Volume (vph)	114	446	1	817	273	2	268	2	438
Turn Type	pm+pt	NA	Perm	NA	Perm	NA	Perm	NA	Perm
Protected Phases	5	2		6		8		4	
Permitted Phases	2		6		6		4		4
Detector Phase	5	2	6	6	6	8	4	4	4
Switch Phase									
Minimum Initial (s)	5.0	5.0	10.0	10.0	10.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.0	24.8	24.8	24.8	24.8	22.0	24.0	24.0	24.0
Total Split (s)	11.0	66.0	55.0	55.0	55.0	34.0	34.0	34.0	34.0
Total Split (%)	11.0%	66.0%	55.0%	55.0%	55.0%	34.0%	34.0%	34.0%	34.0%
Yellow Time (s)	4.0	4.8	4.8	4.8	4.8	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.8	6.8	6.8	6.8	6.0	6.0	6.0	6.0
Lead/Lag	Lead		Lag	Lag	Lag				
Lead-Lag Optimize?	Yes		Yes	Yes	Yes				
Recall Mode	None	C-Min	C-Min	C-Min	C-Min	None	None	None	None
Act Effct Green (s)	63.6	62.8	50.8	50.8	50.8	24.4	24.4	24.4	24.4
Actuated g/C Ratio	0.64	0.63	0.51	0.51	0.51	0.24	0.24	0.24	0.24
v/c Ratio	0.68	0.21	0.00	0.93	0.31	0.00	0.44	0.47	0.90
Control Delay (s/veh)	35.2	8.9	14.0	43.1	4.0	26.0	35.4	36.4	43.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	35.2	8.9	14.0	43.1	4.0	26.0	35.4	36.4	43.1
LOS	D	A	B	D	A	C	D	D	D
Approach Delay (s/veh)		14.3		33.4		26.0		40.4	
Approach LOS		B		C		C		D	

Intersection Summary

Cycle Length: 100  
 Actuated Cycle Length: 100  
 Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green  
 Natural Cycle: 90  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.94  
 Intersection Signal Delay (s/veh): 30.9  
 Intersection LOS: C  
 Intersection Capacity Utilization 90.0%  
 ICU Level of Service E  
 Analysis Period (min) 15

Splits and Phases: 3: Chambers Rd. & E. 96th Ave.





Lane Group	EBL	EBT	WBL	WBT	WBR	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	124	485	1	888	297	2	145	148	476
v/c Ratio	0.68	0.21	0.00	0.93	0.31	0.00	0.44	0.47	0.90
Control Delay (s/veh)	35.2	8.9	14.0	43.1	4.0	26.0	35.4	36.4	43.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	35.2	8.9	14.0	43.1	4.0	26.0	35.4	36.4	43.1
Queue Length 50th (ft)	32	71	0	540	13	1	78	81	178
Queue Length 95th (ft)	#127	97	3	#820	58	6	140	143	#351
Internal Link Dist (ft)		1961		1229		95		2579	
Turn Bay Length (ft)	235		235				150		150
Base Capacity (vph)	181	2222	450	946	930	521	375	360	578
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.69	0.22	0.00	0.94	0.32	0.00	0.39	0.41	0.82

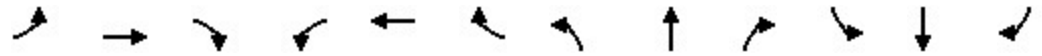
#### Intersection Summary

# 95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

HCM 7th Signalized Intersection Summary  
 3: Chambers Rd. & E. 96th Ave.

Urban Moment Yardhomes  
 04/14/2026

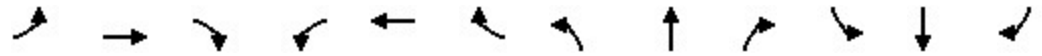


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	114	446	0	1	817	273	0	2	0	268	2	438
Future Volume (veh/h)	114	446	0	1	817	273	0	2	0	268	2	438
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	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	124	485	0	1	888	297	0	2	0	292	0	341
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	203	2247	0	549	979	830	0	448	380	820	0	380
Arrive On Green	0.05	0.63	0.00	0.52	0.52	0.52	0.00	0.24	0.00	0.24	0.00	0.24
Sat Flow, veh/h	1781	3647	0	911	1870	1585	0	1870	1585	2830	0	1585
Grp Volume(v), veh/h	124	485	0	1	888	297	0	2	0	292	0	341
Grp Sat Flow(s),veh/h/ln	1781	1777	0	911	1870	1585	0	1870	1585	1415	0	1585
Q Serve(g_s), s	3.1	5.8	0.0	0.1	43.1	11.0	0.0	0.1	0.0	8.8	0.0	20.8
Cycle Q Clear(g_c), s	3.1	5.8	0.0	0.1	43.1	11.0	0.0	0.1	0.0	8.8	0.0	20.8
Prop In Lane	1.00		0.00	1.00		1.00	0.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	203	2247	0	549	979	830	0	448	380	820	0	380
V/C Ratio(X)	0.61	0.22	0.00	0.00	0.91	0.36	0.00	0.00	0.00	0.36	0.00	0.90
Avail Cap(c_a), veh/h	205	2247	0	549	979	830	0	524	444	934	0	444
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.92	0.00	0.92
Uniform Delay (d), s/veh	22.1	7.8	0.0	11.4	21.6	14.0	0.0	28.9	0.0	32.3	0.0	36.8
Incr Delay (d2), s/veh	5.2	0.2	0.0	0.0	13.6	1.2	0.0	0.0	0.0	0.2	0.0	17.6
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	1.8	2.1	0.0	0.0	21.2	4.1	0.0	0.0	0.0	2.9	0.0	9.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	27.2	8.1	0.0	11.4	35.2	15.2	0.0	28.9	0.0	32.5	0.0	54.4
LnGrp LOS	C	A		B	D	B		C		C		D
Approach Vol, veh/h		609			1186			2				633
Approach Delay, s/veh		12.0			30.2			28.9				44.3
Approach LOS		B			C			C				D
Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		70.0		30.0	10.9	59.1		30.0				
Change Period (Y+Rc), s		6.8		6.0	6.0	6.8		6.0				
Max Green Setting (Gmax), s		59.2		28.0	5.0	48.2		28.0				
Max Q Clear Time (g_c+I1), s		7.8		22.8	5.1	45.1		2.1				
Green Ext Time (p_c), s		3.7		1.1	0.0	2.1		0.0				

Intersection Summary		
HCM 7th Control Delay, s/veh		29.3
HCM 7th LOS		C

Notes  
 User approved volume balancing among the lanes for turning movement.

Lanes and Geometrics  
4: Chambers Rd. & E. 100th Ave.



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	175		0	100		0	235		0	235		135
Storage Lanes	1		0	1		0	1		0	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.893			0.866			0.997				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1663	0	1770	1613	0	1770	1857	0	1770	1863	1583
Flt Permitted	0.437			0.692			0.400			0.379		
Satd. Flow (perm)	814	1663	0	1289	1613	0	745	1857	0	706	1863	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		64			176			2				101
Link Speed (mph)		30			30			40				40
Link Distance (ft)		417			571			2659				1390
Travel Time (s)		9.5			13.0			45.3				23.7

Intersection Summary

Area Type: Other

Timings  
4: Chambers Rd. & E. 100th Ave.



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations	↖	↗	↖	↗	↖	↗	↖	↗	↗
Traffic Volume (vph)	128	24	61	19	65	543	218	522	93
Future Volume (vph)	128	24	61	19	65	543	218	522	93
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA	Perm
Protected Phases		4		8		2		6	
Permitted Phases	4		8		2		6		6
Detector Phase	4	4	8	8	2	2	6	6	6
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	33.5	33.5	33.5	33.5	36.5	36.5	36.5	36.5	36.5
Total Split (s)	34.0	34.0	34.0	34.0	76.0	76.0	76.0	76.0	76.0
Total Split (%)	30.9%	30.9%	30.9%	30.9%	69.1%	69.1%	69.1%	69.1%	69.1%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag									
Lead-Lag Optimize?									
Recall Mode	None	None	None	None	C-Max	C-Max	C-Max	C-Max	C-Max
Act Effct Green (s)	20.8	20.8	20.8	20.8	80.2	80.2	80.2	80.2	80.2
Actuated g/C Ratio	0.19	0.19	0.19	0.19	0.73	0.73	0.73	0.73	0.73
v/c Ratio	0.90	0.24	0.27	0.43	0.13	0.44	0.46	0.41	0.08
Control Delay (s/veh)	93.0	14.4	38.3	10.1	6.5	8.2	11.1	7.9	1.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	93.0	14.4	38.3	10.1	6.5	8.2	11.1	7.9	1.4
LOS	F	B	D	B	A	A	B	A	A
Approach Delay (s/veh)		62.2		17.2		8.1		8.1	
Approach LOS		E		B		A		A	

Intersection Summary

Cycle Length: 110  
 Actuated Cycle Length: 110  
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBTL, Start of Green  
 Natural Cycle: 80  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.90  
 Intersection Signal Delay (s/veh): 15.2                      Intersection LOS: B  
 Intersection Capacity Utilization 74.5%                      ICU Level of Service D  
 Analysis Period (min) 15

Splits and Phases: 4: Chambers Rd. & E. 100th Ave.





Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	139	90	66	197	71	604	237	567	101
v/c Ratio	0.90	0.24	0.27	0.43	0.13	0.44	0.46	0.41	0.08
Control Delay (s/veh)	93.0	14.4	38.3	10.1	6.5	8.2	11.1	7.9	1.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	93.0	14.4	38.3	10.1	6.5	8.2	11.1	7.9	1.4
Queue Length 50th (ft)	97	15	40	12	13	150	60	136	0
Queue Length 95th (ft)	#171	53	73	67	37	285	151	261	18
Internal Link Dist (ft)		337		491		2579		1310	
Turn Bay Length (ft)	175		100		235		235		135
Base Capacity (vph)	218	492	345	561	542	1353	514	1357	1181
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.64	0.18	0.19	0.35	0.13	0.45	0.46	0.42	0.09

#### Intersection Summary

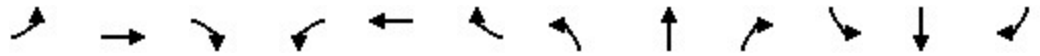
# 95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

HCM 7th Signalized Intersection Summary  
 4: Chambers Rd. & E. 100th Ave.

Urban Moment Yardhomes

04/14/2026



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	128	24	59	61	19	162	65	543	13	218	522	93
Future Volume (veh/h)	128	24	59	61	19	162	65	543	13	218	522	93
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	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	139	26	64	66	21	176	71	590	14	237	567	101
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	226	116	285	324	41	347	478	1232	29	491	1266	1073
Arrive On Green	0.24	0.24	0.24	0.24	0.24	0.24	0.68	0.68	0.68	0.68	0.68	0.68
Sat Flow, veh/h	1186	479	1179	1307	172	1439	769	1819	43	816	1870	1585
Grp Volume(v), veh/h	139	0	90	66	0	197	71	0	604	237	567	101
Grp Sat Flow(s),veh/h/ln	1186	0	1658	1307	0	1611	769	0	1863	816	1870	1585
Q Serve(g_s), s	12.6	0.0	4.8	4.7	0.0	11.6	5.2	0.0	17.1	21.5	15.5	2.4
Cycle Q Clear(g_c), s	24.3	0.0	4.8	9.5	0.0	11.6	20.7	0.0	17.1	38.6	15.5	2.4
Prop In Lane	1.00		0.71	1.00		0.89	1.00		0.02	1.00		1.00
Lane Grp Cap(c), veh/h	226	0	400	324	0	389	478	0	1261	491	1266	1073
V/C Ratio(X)	0.61	0.00	0.22	0.20	0.00	0.51	0.15	0.00	0.48	0.48	0.45	0.09
Avail Cap(c_a), veh/h	258	0	445	359	0	432	478	0	1261	491	1266	1073
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.91	0.00	0.91	1.00	1.00	1.00
Uniform Delay (d), s/veh	46.5	0.0	33.5	37.3	0.0	36.1	13.0	0.0	8.5	17.7	8.2	6.1
Incr Delay (d2), s/veh	3.4	0.0	0.3	0.3	0.0	1.0	0.6	0.0	1.2	3.4	1.1	0.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.9	0.0	2.0	1.5	0.0	4.7	0.9	0.0	6.3	4.2	5.7	0.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	50.0	0.0	33.8	37.6	0.0	37.1	13.6	0.0	9.7	21.1	9.4	6.3
LnGrp LOS	D		C	D		D	B		A	C	A	A
Approach Vol, veh/h		229			263			675			905	
Approach Delay, s/veh		43.6			37.2			10.1			12.1	
Approach LOS		D			D			B			B	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		79.0		31.0		79.0		31.0				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		71.5		29.5		71.5		29.5				
Max Q Clear Time (g_c+I1), s		22.7		26.3		40.6		13.6				
Green Ext Time (p_c), s		4.9		0.3		6.1		1.2				
<b>Intersection Summary</b>												
HCM 7th Control Delay, s/veh			18.1									
HCM 7th LOS			B									

Lanes and Geometrics  
5: Idalia St. & School Access



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%		0%			0%
Storage Length (ft)	0	50		0	0	
Storage Lanes	1	1		0	0	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt		0.850	0.999			
Flt Protected						0.998
Satd. Flow (prot)	1863	1583	1861	0	0	1859
Flt Permitted						0.998
Satd. Flow (perm)	1863	1583	1861	0	0	1859
Link Speed (mph)	30		30			30
Link Distance (ft)	317		343			412
Travel Time (s)	7.2		7.8			9.4

Intersection Summary

Area Type: Other

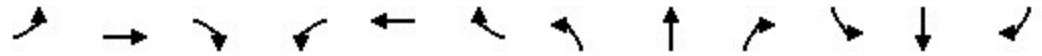
Intersection						
Int Delay, s/veh	0.3					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	9	611	3	17	401
Future Vol, veh/h	0	9	611	3	17	401
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	50	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	10	664	3	18	436

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	1139	666	0	0	667	0
Stage 1	666	-	-	-	-	-
Stage 2	473	-	-	-	-	-
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	223	460	-	-	922	-
Stage 1	511	-	-	-	-	-
Stage 2	627	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	217	460	-	-	922	-
Mov Cap-2 Maneuver	217	-	-	-	-	-
Stage 1	511	-	-	-	-	-
Stage 2	611	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	13	0	0.37
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	-	460	73
HCM Lane V/C Ratio	-	-	-	0.021	0.02
HCM Control Delay (s/veh)	-	-	0	13	9
HCM Lane LOS	-	-	A	B	A
HCM 95th %tile Q(veh)	-	-	-	0.1	0.1

Lanes and Geometrics  
 6: Chambers Rd. & E. 102nd Ave./West Site Access



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		50	50		0	175		0	135		135
Storage Lanes	0		1	1		0	1		0	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		0.850			0.850							0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1583	0	1770	1583	0	1770	1863	0	1770	1863	1583
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1770	1583	0	1770	1583	0	1770	1863	0	1770	1863	1583
Link Speed (mph)		30			30			40			40	
Link Distance (ft)		471			404			1390			653	
Travel Time (s)		0.0			0.0			31.6			14.8	

Intersection Summary

Area Type: Other

Intersection												
Int Delay, s/veh	17.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗		↖	↗		↖	↗	↖
Traffic Vol, veh/h	75	0	28	7	0	42	8	834	2	13	727	26
Future Vol, veh/h	75	0	28	7	0	42	8	834	2	13	727	26
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	50	50	-	-	175	-	-	135	-	135
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	82	0	30	8	0	46	9	907	2	14	790	28

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1742	1745	790	1743	1772	908	818	0	0	909	0	0
Stage 1	818	818	-	925	925	-	-	-	-	-	-	-
Stage 2	924	926	-	818	847	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
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	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	~ 68	86	390	68	83	334	810	-	-	749	-	-
Stage 1	370	390	-	323	348	-	-	-	-	-	-	-
Stage 2	323	347	-	370	378	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	~ 57	84	390	61	81	334	810	-	-	749	-	-
Mov Cap-2 Maneuver	~ 57	84	-	61	81	-	-	-	-	-	-	-
Stage 1	363	382	-	319	344	-	-	-	-	-	-	-
Stage 2	276	344	-	334	371	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/288.02		25.37	0.09	0.17
HCM LOS	F	D		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	810	-	-	57	390	61	334	749	-	-
HCM Lane V/C Ratio	0.011	-	-	1.433	0.078	0.125	0.137	0.019	-	-
HCM Control Delay (s/veh)	9.5	-	-	\$ 389.9	15	72.7	17.5	9.9	-	-
HCM Lane LOS	A	-	-	F	C	F	C	A	-	-
HCM 95th %tile Q(veh)	0	-	-	7.3	0.3	0.4	0.5	0.1	-	-

Notes  
 ~: Volume exceeds capacity    \$: Delay exceeds 300s    +: Computation Not Defined    \*: All major volume in platoon

Lanes and Geometrics  
7: Idalia St. & East Site Access



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)	0	0	0			0
Storage Lanes	1	0	0			0
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt					0.998	
Flt Protected	0.950					
Satd. Flow (prot)	1770	0	0	1863	1859	0
Flt Permitted	0.950					
Satd. Flow (perm)	1770	0	0	1863	1859	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	227			412	1052	
Travel Time (s)	4.9			8.8	25.0	

Intersection Summary

Area Type: Other

Intersection						
Int Delay, s/veh	0.5					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	21	0	0	624	426	7
Future Vol, veh/h	21	0	0	624	426	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	23	0	0	678	463	8

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	1145	467	471	0	0
Stage 1	467	-	-	-	-
Stage 2	678	-	-	-	-
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	221	596	1091	-	-
Stage 1	631	-	-	-	-
Stage 2	504	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	221	596	1091	-	-
Mov Cap-2 Maneuver	221	-	-	-	-
Stage 1	631	-	-	-	-
Stage 2	504	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	23.19	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1091	-	221	-	-
HCM Lane V/C Ratio	-	-	0.103	-	-
HCM Control Delay (s/veh)	0	-	23.2	-	-
HCM Lane LOS	A	-	C	-	-
HCM 95th %tile Q(veh)	0	-	0.3	-	-

Lanes and Geometrics  
 1: Chambers Rd. & E. 104th Ave.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)	0%		0%		0%		0%		0%		0%	
Storage Length (ft)	300		200	400		400	300		0	275		300
Storage Lanes	2		1	2		1	2		1	2		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.97	0.91	1.00	0.97	0.91	1.00	0.97	0.95	1.00	0.97	0.95	1.00
Ped Bike Factor	0.850			0.850			0.850			0.850		
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	5085	1583	3433	5085	1583	3433	3539	1583	3433	3539	1583
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3433	5085	1583	3433	5085	1583	3433	3539	1583	3433	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			257			351			161			161
Link Speed (mph)		45			45			40			40	
Link Distance (ft)		788			997			607			669	
Travel Time (s)		11.9			15.1			10.3			11.4	

Intersection Summary

Area Type: Other

Timings

1: Chambers Rd. & E. 104th Ave.

04/14/2026

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	321	1262	300	205	1203	323	436	463	184	458	422	143
Future Volume (vph)	321	1262	300	205	1203	323	436	463	184	458	422	143
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	5	2		1	6		7	4		3	8	
Permitted Phases			2			6			4			8
Detector Phase	5	2	2	1	6	6	7	4	4	3	8	8
Switch Phase												
Minimum Initial (s)	3.0	15.0	15.0	3.0	15.0	15.0	3.0	5.0	5.0	3.0	5.0	5.0
Minimum Split (s)	15.0	37.0	37.0	15.0	37.0	37.0	15.0	34.7	34.7	15.0	34.7	34.7
Total Split (s)	20.0	45.3	45.3	15.0	40.3	40.3	24.0	34.7	34.7	25.0	35.7	35.7
Total Split (%)	16.7%	37.8%	37.8%	12.5%	33.6%	33.6%	20.0%	28.9%	28.9%	20.8%	29.8%	29.8%
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	4.7	4.7	4.7	4.7	4.7	4.7
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.0	7.0	7.0	7.0	7.0	7.0	6.7	6.7	6.7	6.7	6.7	6.7
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Min	C-Min	None	C-Min	C-Min	None	None	None	None	None	None
Act Effct Green (s)	15.7	39.7	39.7	11.4	35.5	35.5	17.4	23.0	23.0	18.4	24.0	24.0
Actuated g/C Ratio	0.13	0.33	0.33	0.10	0.30	0.30	0.15	0.19	0.19	0.15	0.20	0.20
v/c Ratio	0.77	0.81	0.46	0.68	0.87	0.49	0.95	0.74	0.46	0.94	0.64	0.34
Control Delay (s/veh)	63.5	41.9	9.9	73.2	37.9	6.1	81.1	52.4	13.5	78.2	48.1	7.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	63.5	41.9	9.9	73.2	37.9	6.1	81.1	52.4	13.5	78.2	48.1	7.3
LOS	E	D	A	E	D	A	F	D	B	E	D	A
Approach Delay (s/veh)		40.5			36.2			57.4			56.0	
Approach LOS		D			D			E			E	

Intersection Summary

Cycle Length: 120  
 Actuated Cycle Length: 120  
 Offset: 1 (1%), Referenced to phase 2:EBT and 6:WBT, Start of Green  
 Natural Cycle: 105  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.95  
 Intersection Signal Delay (s/veh): 45.2      Intersection LOS: D  
 Intersection Capacity Utilization 81.1%      ICU Level of Service D  
 Analysis Period (min) 15

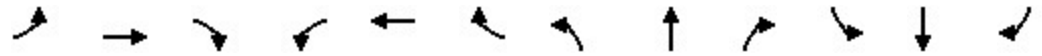
Splits and Phases: 1: Chambers Rd. & E. 104th Ave.



Queues

1: Chambers Rd. & E. 104th Ave.

04/14/2026



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	349	1372	326	223	1308	351	474	503	200	498	459	155
v/c Ratio	0.77	0.81	0.46	0.68	0.87	0.49	0.95	0.74	0.46	0.94	0.64	0.34
Control Delay (s/veh)	63.5	41.9	9.9	73.2	37.9	6.1	81.1	52.4	13.5	78.2	48.1	7.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	63.5	41.9	9.9	73.2	37.9	6.1	81.1	52.4	13.5	78.2	48.1	7.3
Queue Length 50th (ft)	133	361	38	95	347	1	190	194	25	199	173	0
Queue Length 95th (ft)	#231	423	118	m#164	m#361	m91	#295	243	89	#305	218	49
Internal Link Dist (ft)		708			917			527				589
Turn Bay Length (ft)	300		200	400		400	300			275		300
Base Capacity (vph)	448	1681	695	327	1502	714	498	825	492	527	855	504
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.78	0.82	0.47	0.68	0.87	0.49	0.95	0.61	0.41	0.94	0.54	0.31

Intersection Summary

# 95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

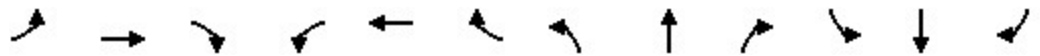
m Volume for 95th percentile queue is metered by upstream signal.

HCM 7th Signalized Intersection Summary

Urban Moment Yardhomes

1: Chambers Rd. & E. 104th Ave.

04/14/2026



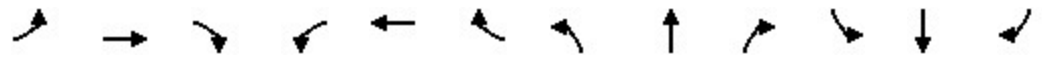
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	321	1262	300	205	1203	323	436	463	184	458	422	143
Future Volume (veh/h)	321	1262	300	205	1203	323	436	463	184	458	422	143
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	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	349	1372	326	223	1308	0	474	503	200	498	459	155
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	374	1927	598	230	1714		498	622	278	527	652	291
Arrive On Green	0.11	0.38	0.38	0.09	0.45	0.00	0.14	0.18	0.18	0.15	0.18	0.18
Sat Flow, veh/h	3456	5106	1585	3456	5106	1585	3456	3554	1585	3456	3554	1585
Grp Volume(v), veh/h	349	1372	326	223	1308	0	474	503	200	498	459	155
Grp Sat Flow(s),veh/h/ln	1728	1702	1585	1728	1702	1585	1728	1777	1585	1728	1777	1585
Q Serve(g_s), s	12.0	27.5	19.3	7.7	25.8	0.0	16.3	16.3	14.3	17.1	14.5	10.6
Cycle Q Clear(g_c), s	12.0	27.5	19.3	7.7	25.8	0.0	16.3	16.3	14.3	17.1	14.5	10.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	374	1927	598	230	1714		498	622	278	527	652	291
V/C Ratio(X)	0.93	0.71	0.55	0.97	0.76		0.95	0.81	0.72	0.94	0.70	0.53
Avail Cap(c_a), veh/h	374	1927	598	230	1714		498	829	370	527	859	383
HCM Platoon Ratio	1.00	1.00	1.00	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.67	0.67	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	53.1	31.8	29.3	54.6	29.2	0.0	50.9	47.6	46.7	50.4	45.9	44.3
Incr Delay (d2), s/veh	29.9	2.3	3.5	39.9	2.2	0.0	28.4	4.4	4.5	26.1	1.8	1.5
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.6	11.2	7.7	4.5	9.4	0.0	8.9	7.5	5.9	9.2	6.4	4.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	82.9	34.1	32.8	94.4	31.4	0.0	79.4	52.0	51.2	76.4	47.7	45.9
LnGrp LOS	F	C	C	F	C		E	D	D	E	D	D
Approach Vol, veh/h		2047			1531			1177			1112	
Approach Delay, s/veh		42.2			40.6			62.9			60.3	
Approach LOS		D			D			E			E	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	15.0	52.3	25.0	27.7	20.0	47.3	24.0	28.7				
Change Period (Y+Rc), s	7.0	7.0	6.7	6.7	7.0	7.0	6.7	6.7				
Max Green Setting (Gmax), s	8.0	38.3	18.3	28.0	13.0	33.3	17.3	29.0				
Max Q Clear Time (g_c+I1), s	9.7	29.5	19.1	18.3	14.0	27.8	18.3	16.5				
Green Ext Time (p_c), s	0.0	6.0	0.0	2.7	0.0	3.6	0.0	2.7				

Intersection Summary

HCM 7th Control Delay, s/veh	49.4
HCM 7th LOS	D

Notes

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

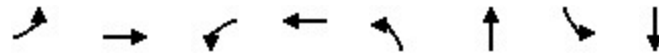


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%				0%
Storage Length (ft)	300		0	350		0	175		0	125		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.91	0.91	1.00	0.91	0.91	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		0.984			0.988			0.869				0.903
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	5004	0	1770	5024	0	1770	1619	0	1770	1682	0
Flt Permitted	0.097			0.062			0.488			0.305		
Satd. Flow (perm)	181	5004	0	115	5024	0	909	1619	0	568	1682	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		18			13			226				72
Link Speed (mph)		45			45			30				30
Link Distance (ft)		997			1099			1052				334
Travel Time (s)		15.1			16.7			23.9				7.6

Intersection Summary

Area Type: Other

Timings  
2: Idalia St. & E. 104th Ave.



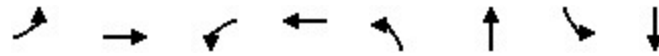
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations	↶	↶↶↶	↶	↶↶↶	↶	↶	↶	↶
Traffic Volume (vph)	81	1521	179	1429	231	35	128	47
Future Volume (vph)	81	1521	179	1429	231	35	128	47
Turn Type	pm+pt	NA	pm+pt	NA	pm+pt	NA	pm+pt	NA
Protected Phases	5	2	1	6	7	4	3	8
Permitted Phases	2		6		4		8	
Detector Phase	5	2	1	6	7	4	3	8
Switch Phase								
Minimum Initial (s)	5.0	10.0	5.0	10.0	7.0	7.0	7.0	7.0
Minimum Split (s)	11.9	37.9	11.9	37.9	12.8	34.8	12.8	34.8
Total Split (s)	15.0	47.0	23.0	55.0	15.0	35.0	15.0	35.0
Total Split (%)	12.5%	39.2%	19.2%	45.8%	12.5%	29.2%	12.5%	29.2%
Yellow Time (s)	4.9	4.9	4.9	4.9	3.5	3.5	3.5	3.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.3	2.3	2.3	2.3
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.9	6.9	6.9	6.9	5.8	5.8	5.8	5.8
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	None	C-Max	None	None	None	None
Act Effct Green (s)	66.2	58.2	77.6	64.3	22.4	13.2	22.2	13.1
Actuated g/C Ratio	0.55	0.49	0.65	0.54	0.19	0.11	0.19	0.11
v/c Ratio	0.42	0.75	0.72	0.62	1.06	0.80	0.70	0.57
Control Delay (s/veh)	23.7	18.6	42.3	21.7	119.2	30.1	57.3	33.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	23.7	18.6	42.3	21.7	119.2	30.1	57.3	33.8
LOS	C	B	D	C	F	C	E	C
Approach Delay (s/veh)		18.9		23.9		70.4		45.5
Approach LOS		B		C		E		D

Intersection Summary

Cycle Length: 120  
 Actuated Cycle Length: 120  
 Offset: 9 (8%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green  
 Natural Cycle: 110  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 1.07  
 Intersection Signal Delay (s/veh): 28.7  
 Intersection LOS: C  
 Intersection Capacity Utilization 88.5%  
 ICU Level of Service E  
 Analysis Period (min) 15

Splits and Phases: 2: Idalia St. & E. 104th Ave.





Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	88	1845	195	1683	251	304	139	143
v/c Ratio	0.42	0.75	0.72	0.62	1.06	0.80	0.70	0.57
Control Delay (s/veh)	23.7	18.6	42.3	21.7	119.2	30.1	57.3	33.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	23.7	18.6	42.3	21.7	119.2	30.1	57.3	33.8
Queue Length 50th (ft)	23	169	93	306	~200	58	91	53
Queue Length 95th (ft)	m41	m#626	177	457	#285	149	135	110
Internal Link Dist (ft)		917		1019		972		254
Turn Bay Length (ft)	300		350		175		125	
Base Capacity (vph)	217	2437	311	2699	235	564	197	463
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.41	0.76	0.63	0.62	1.07	0.54	0.71	0.31

#### Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

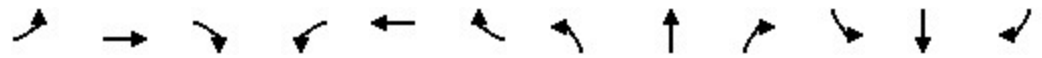
# 95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

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

HCM 7th Signalized Intersection Summary  
 2: Idalia St. & E. 104th Ave.

Urban Moment Yardhomes  
 04/14/2026



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↖↖↖		↖	↖↖↖		↖	↖		↖	↖	
Traffic Volume (veh/h)	81	1521	177	179	1429	120	231	35	245	128	47	85
Future Volume (veh/h)	81	1521	177	179	1429	120	231	35	245	128	47	85
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	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	88	1653	192	195	1553	130	251	38	266	139	51	92
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	196	1971	228	261	2218	186	363	42	293	222	124	223
Arrive On Green	0.09	0.85	0.85	0.08	0.46	0.46	0.08	0.21	0.21	0.08	0.21	0.21
Sat Flow, veh/h	1781	4640	538	1781	4801	402	1781	202	1414	1781	598	1078
Grp Volume(v), veh/h	88	1211	634	195	1101	582	251	0	304	139	0	143
Grp Sat Flow(s),veh/h/ln	1781	1702	1774	1781	1702	1798	1781	0	1616	1781	0	1676
Q Serve(g_s), s	3.3	22.3	22.6	7.3	30.9	30.9	9.2	0.0	22.0	7.3	0.0	8.9
Cycle Q Clear(g_c), s	3.3	22.3	22.6	7.3	30.9	30.9	9.2	0.0	22.0	7.3	0.0	8.9
Prop In Lane	1.00		0.30	1.00		0.22	1.00		0.88	1.00		0.64
Lane Grp Cap(c), veh/h	196	1446	753	261	1573	831	363	0	335	222	0	347
V/C Ratio(X)	0.45	0.84	0.84	0.75	0.70	0.70	0.69	0.00	0.91	0.63	0.00	0.41
Avail Cap(c_a), veh/h	240	1446	753	358	1573	831	363	0	393	222	0	408
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.48	0.48	0.48	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	21.0	6.9	6.9	23.1	25.7	25.7	39.3	0.0	46.4	35.7	0.0	41.2
Incr Delay (d2), s/veh	0.8	3.0	5.6	5.5	2.6	4.9	5.6	0.0	22.1	5.5	0.0	0.8
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	3.3	4.0	3.2	12.3	13.5	3.0	0.0	10.9	3.5	0.0	3.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	21.8	9.8	12.5	28.6	28.3	30.6	44.9	0.0	68.6	41.2	0.0	42.0
LnGrp LOS	C	A	B	C	C	C	D		E	D		D
Approach Vol, veh/h		1933			1878			555				282
Approach Delay, s/veh		11.3			29.0			57.9				41.6
Approach LOS		B			C			E				D
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	16.5	57.9	15.0	30.7	12.0	62.3	15.0	30.7				
Change Period (Y+Rc), s	6.9	6.9	5.8	5.8	6.9	6.9	5.8	5.8				
Max Green Setting (Gmax), s	16.1	40.1	9.2	29.2	8.1	48.1	9.2	29.2				
Max Q Clear Time (g_c+I1), s	9.3	24.6	9.3	24.0	5.3	32.9	11.2	10.9				
Green Ext Time (p_c), s	0.3	10.3	0.0	0.8	0.0	9.3	0.0	0.7				
<b>Intersection Summary</b>												
HCM 7th Control Delay, s/veh				25.8								
HCM 7th LOS				C								



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	235		0	235		0	0		0	150		150
Storage Lanes	1		0	1		1	0		1	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00
Ped Bike Factor												
Frt						0.850						0.850
Flt Protected	0.950							0.984		0.950	0.950	
Satd. Flow (prot)	1770	3539	0	1863	1863	1583	0	1833	1863	1681	1681	1583
Flt Permitted	0.071							0.919		0.756	0.756	
Satd. Flow (perm)	132	3539	0	1863	1863	1583	0	1712	1863	1338	1338	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						223						188
Link Speed (mph)		30			30			30				40
Link Distance (ft)		2041			1309			175				2659
Travel Time (s)		46.4			29.8			4.0				45.3

Intersection Summary

Area Type: Other





Lane Group	EBL	EBT	WBT	WBR	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	465	976	854	288	3	140	140	188
v/c Ratio	0.96	0.37	1.00	0.34	0.01	0.75	0.75	0.49
Control Delay (s/veh)	67.1	5.7	62.7	5.9	39.0	64.4	64.4	8.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	67.1	5.7	62.7	5.9	39.0	64.4	64.4	8.8
Queue Length 50th (ft)	~289	116	~595	25	2	101	101	13
Queue Length 95th (ft)	#515	153	#870	78	10	#182	#182	37
Internal Link Dist (ft)		1961	1229		95		2579	
Turn Bay Length (ft)	235					150		150
Base Capacity (vph)	480	2633	850	843	280	218	218	416
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.97	0.37	1.00	0.34	0.01	0.64	0.64	0.45

#### Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.

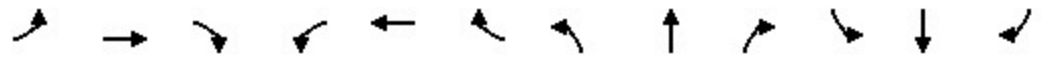
Queue shown is maximum after two cycles.

# 95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

HCM 7th Signalized Intersection Summary  
 3: Chambers Rd. & E. 96th Ave.

Urban Moment Yardhomes  
 04/14/2026



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	428	898	0	0	786	265	1	2	0	258	0	173
Future Volume (veh/h)	428	898	0	0	786	265	1	2	0	258	0	173
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	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	465	976	0	0	854	288	1	2	0	280	0	74
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	478	2715	0	65	936	793	91	157	190	471	0	190
Arrive On Green	0.21	0.76	0.00	0.00	0.50	0.50	0.12	0.12	0.00	0.12	0.00	0.12
Sat Flow, veh/h	1781	3647	0	576	1870	1585	393	1315	1585	2830	0	1585
Grp Volume(v), veh/h	465	976	0	0	854	288	3	0	0	280	0	74
Grp Sat Flow(s),veh/h/ln	1781	1777	0	576	1870	1585	1709	0	1585	1415	0	1585
Q Serve(g_s), s	22.0	9.8	0.0	0.0	46.2	12.2	0.0	0.0	0.0	10.4	0.0	4.7
Cycle Q Clear(g_c), s	22.0	9.8	0.0	0.0	46.2	12.2	0.2	0.0	0.0	10.6	0.0	4.7
Prop In Lane	1.00		0.00	1.00		1.00	0.33		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	478	2715	0	65	936	793	248	0	190	471	0	190
V/C Ratio(X)	0.97	0.36	0.00	0.00	0.91	0.36	0.01	0.00	0.00	0.59	0.00	0.39
Avail Cap(c_a), veh/h	478	2715	0	65	936	793	320	0	259	595	0	259
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	0.00	0.94	0.00	0.94
Uniform Delay (d), s/veh	33.5	4.2	0.0	0.0	25.3	16.8	42.7	0.0	0.0	47.3	0.0	44.7
Incr Delay (d2), s/veh	34.3	0.4	0.0	0.0	14.6	1.3	0.0	0.0	0.0	1.1	0.0	1.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	16.8	3.1	0.0	0.0	23.3	4.6	0.1	0.0	0.0	3.7	0.0	1.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	67.8	4.6	0.0	0.0	39.9	18.1	42.7	0.0	0.0	48.4	0.0	45.9
LnGrp LOS	E	A			D	B	D			D		D
Approach Vol, veh/h		1441			1142			3				354
Approach Delay, s/veh		25.0			34.4			42.7				47.9
Approach LOS		C			C			D				D
Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		90.8		19.2	29.0	61.8		19.2				
Change Period (Y+Rc), s		6.8		6.0	6.0	6.8		6.0				
Max Green Setting (Gmax), s		79.2		18.0	23.0	50.2		18.0				
Max Q Clear Time (g_c+I1), s		11.8		12.6	24.0	48.2		2.2				
Green Ext Time (p_c), s		9.2		0.6	0.0	1.3		0.0				

Intersection Summary		
HCM 7th Control Delay, s/veh		31.4
HCM 7th LOS		C

Notes  
 User approved volume balancing among the lanes for turning movement.

Lanes and Geometrics  
4: Chambers Rd. & E. 100th Ave.



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	175		0	100		0	235		0	235		135
Storage Lanes	1		0	1		0	1		0	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.897			0.856			0.984				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1671	0	1770	1595	0	1770	1833	0	1770	1863	1583
Flt Permitted	0.373			0.736			0.432			0.346		
Satd. Flow (perm)	695	1671	0	1371	1595	0	805	1833	0	645	1863	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		22			172			14				113
Link Speed (mph)		30			30			40				40
Link Distance (ft)		417			571			2659				1390
Travel Time (s)		9.5			13.0			45.3				23.7

Intersection Summary

Area Type: Other





Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	77	32	47	179	76	711	243	543	113
v/c Ratio	0.85	0.13	0.26	0.50	0.12	0.49	0.47	0.37	0.08
Control Delay (s/veh)	106.0	21.0	44.1	11.8	2.1	3.5	8.8	4.9	0.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	106.0	21.0	44.1	11.8	2.1	3.5	8.8	4.9	0.9
Queue Length 50th (ft)	54	6	30	4	6	55	47	93	0
Queue Length 95th (ft)	#111	33	62	63	m9	m70	133	187	14
Internal Link Dist (ft)		337		491		2579		1310	
Turn Bay Length (ft)	175		100		235		235		135
Base Capacity (vph)	142	359	280	463	633	1446	507	1466	1270
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.54	0.09	0.17	0.39	0.12	0.49	0.48	0.37	0.09

#### Intersection Summary

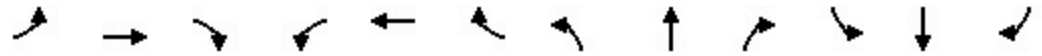
# 95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

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

HCM 7th Signalized Intersection Summary  
 4: Chambers Rd. & E. 100th Ave.

Urban Moment Yardhomes  
 04/14/2026



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations													
Traffic Volume (veh/h)	71	9	20	43	6	158	70	584	70	224	500	104	
Future Volume (veh/h)	71	9	20	43	6	158	70	584	70	224	500	104	
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0	
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Ped-Bike Adj(A_pbT)	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	77	10	22	47	7	172	76	635	76	243	543	113	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2	
Cap, veh/h	164	96	211	298	12	283	551	1202	144	483	1372	1163	
Arrive On Green	0.18	0.18	0.18	0.18	0.18	0.18	0.73	0.73	0.73	0.73	0.73	0.73	
Sat Flow, veh/h	1205	520	1144	1377	62	1532	777	1639	196	739	1870	1585	
Grp Volume(v), veh/h	77	0	32	47	0	179	76	0	711	243	543	113	
Grp Sat Flow(s),veh/h/ln	1205	0	1664	1377	0	1595	777	0	1835	739	1870	1585	
Q Serve(g_s), s	6.9	0.0	1.8	3.2	0.0	11.3	4.5	0.0	18.5	23.5	12.0	2.2	
Cycle Q Clear(g_c), s	18.2	0.0	1.8	5.0	0.0	11.3	16.5	0.0	18.5	42.0	12.0	2.2	
Prop In Lane	1.00		0.69	1.00		0.96	1.00		0.11	1.00		1.00	
Lane Grp Cap(c), veh/h	164	0	307	298	0	294	551	0	1346	483	1372	1163	
V/C Ratio(X)	0.47	0.00	0.10	0.16	0.00	0.61	0.14	0.00	0.53	0.50	0.40	0.10	
Avail Cap(c_a), veh/h	188	0	340	325	0	326	551	0	1346	483	1372	1163	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.61	0.00	0.61	1.00	1.00	1.00	
Uniform Delay (d), s/veh	49.6	0.0	37.3	39.4	0.0	41.2	8.6	0.0	6.4	15.5	5.5	4.2	
Incr Delay (d2), s/veh	2.1	0.0	0.1	0.2	0.0	2.7	0.3	0.0	0.9	3.7	0.9	0.2	
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
%ile BackOfQ(50%),veh/ln	2.2	0.0	0.7	1.1	0.0	4.7	0.7	0.0	5.9	4.1	4.0	0.6	
Unsig. Movement Delay, s/veh													
LnGrp Delay(d), s/veh	51.7	0.0	37.4	39.6	0.0	43.9	8.9	0.0	7.3	19.2	6.4	4.4	
LnGrp LOS	D		D	D		D	A		A	B	A	A	
Approach Vol, veh/h	109						226		787		899		
Approach Delay, s/veh	47.5						43.0		7.4		9.6		
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	4.5		4.5				4.5		4.5				
Max Green Setting (Gmax), s	78.5		22.5				78.5		22.5				
Max Q Clear Time (g_c+I1), s	20.5		20.2				44.0		13.3				
Green Ext Time (p_c), s	6.3		0.1				6.4		0.8				

Intersection Summary		
HCM 7th Control Delay, s/veh	14.5	
HCM 7th LOS	B	

Notes  
 User approved pedestrian interval to be less than phase max green.



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%		0%			0%
Storage Length (ft)	0	50		0	0	
Storage Lanes	1	1		0	0	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt		0.850	0.997			
Flt Protected	0.950					0.998
Satd. Flow (prot)	1770	1583	1857	0	0	1859
Flt Permitted	0.950					0.998
Satd. Flow (perm)	1770	1583	1857	0	0	1859
Link Speed (mph)	30		30			30
Link Distance (ft)	317		343			412
Travel Time (s)	7.2		7.8			9.4

**Intersection Summary**

Area Type: Other

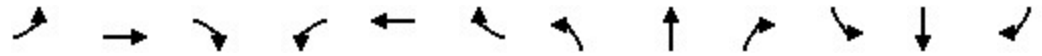
Intersection						
Int Delay, s/veh	0.8					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	3	36	349	8	13	303
Future Vol, veh/h	3	36	349	8	13	303
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	50	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	3	39	379	9	14	329

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	741	384	0	0	388	0
Stage 1	384	-	-	-	-	-
Stage 2	358	-	-	-	-	-
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	383	664	-	-	1170	-
Stage 1	689	-	-	-	-	-
Stage 2	708	-	-	-	-	-
Platoon blocked, %			-	-	-	-
Mov Cap-1 Maneuver	378	664	-	-	1170	-
Mov Cap-2 Maneuver	378	-	-	-	-	-
Stage 1	689	-	-	-	-	-
Stage 2	697	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	11.06	0	0.33
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	378	664	74	-
HCM Lane V/C Ratio	-	-	0.009	0.059	0.012	-
HCM Control Delay (s/veh)	-	-	14.6	10.8	8.1	0
HCM Lane LOS	-	-	B	B	A	A
HCM 95th %tile Q(veh)	-	-	0	0.2	0	-

Lanes and Geometrics  
 6: Chambers Rd. & E. 102nd Ave./West Site Access



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		50	50		0	175		0	135		135
Storage Lanes	0		1	1		0	1		0	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		0.850			0.850			0.999				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1583	0	1770	1583	0	1770	1861	0	1770	1863	1583
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1770	1583	0	1770	1583	0	1770	1861	0	1770	1863	1583
Link Speed (mph)		30			30			40			40	
Link Distance (ft)		471			467			1390			653	
Travel Time (s)		0.0			0.0			31.6			14.8	

Intersection Summary

Area Type: Other

Intersection												
Int Delay, s/veh	8.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗		↖	↗		↖	↗	↖
Traffic Vol, veh/h	42	0	16	4	0	26	29	790	7	43	862	78
Future Vol, veh/h	42	0	16	4	0	26	29	790	7	43	862	78
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	50	50	-	-	175	-	-	135	-	135
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	46	0	17	4	0	28	32	859	8	47	937	85

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1952	1960	937	1956	2041	863	1022	0	0	866	0	0
Stage 1	1030	1030	-	926	926	-	-	-	-	-	-	-
Stage 2	922	929	-	1030	1115	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
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	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	48	63	321	48	56	354	679	-	-	777	-	-
Stage 1	282	311	-	322	348	-	-	-	-	-	-	-
Stage 2	324	346	-	282	283	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	~ 40	57	321	41	51	354	679	-	-	777	-	-
Mov Cap-2 Maneuver	~ 40	57	-	41	51	-	-	-	-	-	-	-
Stage 1	265	292	-	307	332	-	-	-	-	-	-	-
Stage 2	284	330	-	250	266	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/256.07		27.75	0.37	0.43
HCM LOS	F	D		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	679	-	-	40	321	41	354	777	-	-
HCM Lane V/C Ratio	0.046	-	-	1.147	0.054	0.107	0.08	0.06	-	-
HCM Control Delay (s/veh)	10.6	-	-	\$ 347.2	16.9	103.9	16	9.9	-	-
HCM Lane LOS	B	-	-	F	C	F	C	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	4.5	0.2	0.3	0.3	0.2	-	-

Notes  
 ~: Volume exceeds capacity    \$: Delay exceeds 300s    +: Computation Not Defined    \*: All major volume in platoon

Lanes and Geometrics  
7: Idalia St. & East Site Access



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)	0	0	0			0
Storage Lanes	1	0	0			0
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt					0.991	
Flt Protected	0.950					
Satd. Flow (prot)	1770	0	0	1863	1846	0
Flt Permitted	0.950					
Satd. Flow (perm)	1770	0	0	1863	1846	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	227			412	1052	
Travel Time (s)	4.9			8.8	25.0	

Intersection Summary

Area Type: Other

Intersection						
Int Delay, s/veh	0.3					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	W			←	→	
Traffic Vol, veh/h	14	0	0	403	322	22
Future Vol, veh/h	14	0	0	403	322	22
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	15	0	0	438	350	24

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	800	362	374	0	0
Stage 1	362	-	-	-	-
Stage 2	438	-	-	-	-
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	354	683	1185	-	-
Stage 1	705	-	-	-	-
Stage 2	650	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	354	683	1185	-	-
Mov Cap-2 Maneuver	354	-	-	-	-
Stage 1	705	-	-	-	-
Stage 2	650	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	15.62	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1185	-	354	-	-
HCM Lane V/C Ratio	-	-	0.043	-	-
HCM Control Delay (s/veh)	0	-	15.6	-	-
HCM Lane LOS	A	-	C	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

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**APPENDIX “C”**

**TRAFFIC SIGNAL  
WARRANT ANALYSIS**

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102nd Ave. & Chambers Rd. Traffic Volumes

COVID factor: 1.0

UNADJUSTED TRAFFIC VOLUME COUNTS												
NB (1-Day)		NB Average		SB (1-Day)		SB Average		EB (1-Days)		EB Average	EB ADJ Volumes	NB + SB
0:00	10	10	10	10	10	10	10	0	0	0	0	20
1:00	14	14	14	8	8	8	8	0	0	0	0	22
2:00	8	8	8	8	8	8	8	0	0	0	0	16
3:00	12	12	12	7	7	7	7	0	0	0	0	19
4:00	38	38	38	9	9	9	9	0	0	0	0	47
5:00	116	116	116	77	77	77	77	0	0	0	0	193
6:00	195	195	195	235	235	235	235	0	0	0	0	430
7:00	463	463	463	377	377	377	377	0	0	0	0	840
8:00	351	351	351	337	337	337	337	0	0	0	0	688
9:00	258	258	258	180	180	180	180	0	0	0	0	438
10:00	240	240	240	184	184	184	184	0	0	0	0	424
11:00	251	251	251	232	232	232	232	0	0	0	0	483
12:00	305	305	305	265	265	265	265	0	0	0	0	570
13:00	311	311	311	257	257	257	257	0	0	0	0	568
14:00	321	321	321	294	294	294	294	0	0	0	0	615
15:00	490	490	490	442	442	442	442	0	0	0	0	932
16:00	567	567	567	465	465	465	465	0	0	0	0	1032
17:00	563	563	563	436	436	436	436	0	0	0	0	999
18:00	385	385	385	385	385	385	385	0	0	0	0	770
19:00	259	259	259	330	330	330	330	0	0	0	0	589
20:00	195	195	195	204	204	204	204	0	0	0	0	399
21:00	131	131	131	142	142	142	142	0	0	0	0	273
22:00	70	70	70	78	78	78	78	0	0	0	0	148
23:00	31	31	31	51	51	51	51	0	0	0	0	82

2028 Traffic Volumes									
2026 NB + SB	2026 EB	2028 NB + SB	2028 EB	Hourly Distribution	NB/SB Site Traffic	EB Site Traffic	NB/SB Total	EB Total	
0:00	20	21	0	0.19%	4	2	25	2	
1:00	22	23	0	0.21%	5	2	28	2	
2:00	16	17	0	0.15%	3	1	20	1	
3:00	19	20	0	0.18%	4	2	24	2	
4:00	47	49	0	0.44%	10	4	59	4	
5:00	193	202	0	1.82%	40	16	242	16	
6:00	430	450	0	4.06%	88	35	538	35	
7:00	840	879	0	7.93%	172	68	1052	68	
8:00	688	720	0	6.49%	141	56	861	56	
9:00	438	459	0	4.13%	90	35	548	35	
10:00	424	444	0	4.00%	87	34	531	34	
11:00	483	506	0	4.56%	99	39	605	39	
12:00	570	597	0	5.38%	117	46	714	46	
13:00	568	595	0	5.36%	116	46	711	46	
14:00	615	644	0	5.80%	126	50	770	50	
15:00	932	976	0	8.79%	191	75	1167	75	
16:00	1032	1081	0	9.74%	211	84	1292	84	
17:00	999	1046	0	9.43%	205	81	1251	81	
18:00	770	806	0	7.27%	158	62	964	62	
19:00	589	617	0	5.56%	121	48	737	48	
20:00	399	418	0	3.77%	82	32	499	32	
21:00	273	286	0	2.58%	56	22	342	22	
22:00	148	155	0	1.40%	30	12	185	12	
23:00	82	86	0	0.77%	17	7	103	7	
				100.00%	2171	858	13266	858	

2 Year GF: 1.047

NB/SB Site Traffic: 2171  
EB Site Traffic: 858

2046 Traffic Volumes									
2026 NB + SB	2026 EB	2046 NB + SB	2046 EB	Hourly Distribution	NB/SB Site Traffic	EB Site Traffic	NB/SB Total	EB Total	
0:00	20	32	0	0.19%	4	2	36	2	
1:00	22	35	0	0.21%	5	2	39	2	
2:00	16	25	0	0.15%	3	1	29	1	
3:00	19	30	0	0.18%	4	2	34	2	
4:00	47	75	0	0.44%	10	4	84	4	
5:00	193	306	0	1.82%	40	16	346	16	
6:00	430	683	0	4.06%	88	35	771	35	
7:00	840	1334	0	7.93%	172	68	1506	68	
8:00	688	1093	0	6.49%	141	56	1233	56	
9:00	438	696	0	4.13%	90	35	785	35	
10:00	424	673	0	4.00%	87	34	760	34	
11:00	483	767	0	4.56%	99	39	866	39	
12:00	570	905	0	5.38%	117	46	1022	46	
13:00	568	902	0	5.36%	116	46	1018	46	
14:00	615	977	0	5.80%	126	50	1103	50	
15:00	932	1480	0	8.79%	191	75	1671	75	
16:00	1032	1639	0	9.74%	211	84	1850	84	
17:00	999	1586	0	9.43%	205	81	1791	81	
18:00	770	1223	0	7.27%	158	62	1381	62	
19:00	589	935	0	5.56%	121	48	1056	48	
20:00	399	634	0	3.77%	82	32	715	32	
21:00	273	434	0	2.58%	56	22	489	22	
22:00	148	335	0	1.40%	30	12	265	12	
23:00	82	330	0	0.77%	17	7	147	7	
				100.00%	2171	858	18999	858	

20 Year GF: 1.588

NB/SB Site Traffic: 2171  
EB Site Traffic: 858

# Wisconsin Department of Transportation Traffic Signal Warrant Summary Worksheet

**100%**

The Worksheet(s) attached are provided as an attachment to the Engineering Investigation Study for:

Intersection: 102nd Ave. & Chambers Rd.

County: Adams

City: Commerce City

Major Street: Chambers Rd.

Minor Street: 102nd Ave.

Critical Approach Speed: 40 mph

Critical Approach Speed: 30 mph

Lanes: 1 lane

Lanes: 1 lane

% Right Turns Included

In built-up area of isolated community of < 10,000 population? No

From North (SB) 0%

Total number of approaches at intersection? 3

From East (WB) 100%

If it is a "T" intersection, inflate minor threshold to 150%? No

From South (NB) 100%

Manually set volume level? No

From West (EB) 0%

**Analysis based on PROJECTED volume data.**

Forecast Year	Within 5 Years of Construction?	Time (HH:MM)			
		From	AM / PM	To	AM / PM
2028 Background	Yes	6:00	AM	10:00	PM

<b>Warrant Evaluation Summary</b>	<b>Warrant Met:</b>
<b>Warrant 1: Eight - Hour Vehicular Volume</b>	<b>No</b>
Condition A: Minimum Vehicular Volume	No
Condition B: Interruption of Continuous Traffic	No
Condition C: Combination: 80% of A and B	No
<b>Warrant 2: Four-Hour Volume</b>	<b>No</b>
<b>Warrant 3: Peak Hour Volume</b>	<b>No</b>
<b>Warrant 4: Pedestrian Volume</b>	<b>N/A</b>
Criterion A: Four-Hour	
Criterion B: Peak-Hour	
<b>Warrant 5: School Crossing</b>	<b>N/A</b>
<b>Warrant 6: Coordinated Signal System</b>	<b>N/A</b>
<b>Warrant 7: Crash Experience</b>	<b>N/A</b>
<b>Warrant 8: Roadway Network</b>	<b>N/A</b>
<b>Warrant 9: Intersection Near a Grade Crossing</b>	<b>N/A</b>

**Warrant Analysis Conducted By:**

Name: Brett Zmenkowski

Agency: Harris Kocher Smith

Date: 2/23/2026

# Warrant 1: Eight - Hour Vehicular Volume

100%

Warrant Evaluated? Yes

Warrant Satisfied? No

Manually Set To:

Condition A : Min. Veh. Volume		
Volume Level	100%	80%
Major Rd. Req	500	400
Minor Rd. Req	150	120
Number of Hours	0	0

Satisfied? No

Condition B: Interruption of Continuous Traffic		
Volume Level	100%	80%
Major Rd. Req	750	600
Minor Rd. Req	75	60
Number of Hours	3	5

Satisfied? No

Condition C: Combination of A & B at 80%		
---	--	--

Satisfied? No

6:00 AM		Enter Start Time (Military Time) (HH:MM)			Total
Time Period	From	To	Major Road: Both App. (VPH)	Minor Road: High App. (VPH)	
1	6:00	7:00	538	35	573
2	7:00	8:00	1052	68	1120
3	8:00	9:00	861	56	917
4	9:00	10:00	548	35	583
5	10:00	11:00	531	34	565
6	11:00	12:00	605	39	644
7	12:00	13:00	714	46	760
8	13:00	14:00	711	46	757
9	14:00	15:00	770	50	820
10	15:00	16:00	1167	75	1242
11	16:00	17:00	1292	84	1376
12	17:00	18:00	1251	81	1332
13	18:00	19:00	964	62	1026
14	19:00	20:00	737	48	785
15	20:00	21:00	499	32	531
16	21:00	22:00	342	22	364

# Warrant 2: Four-Hour Volume

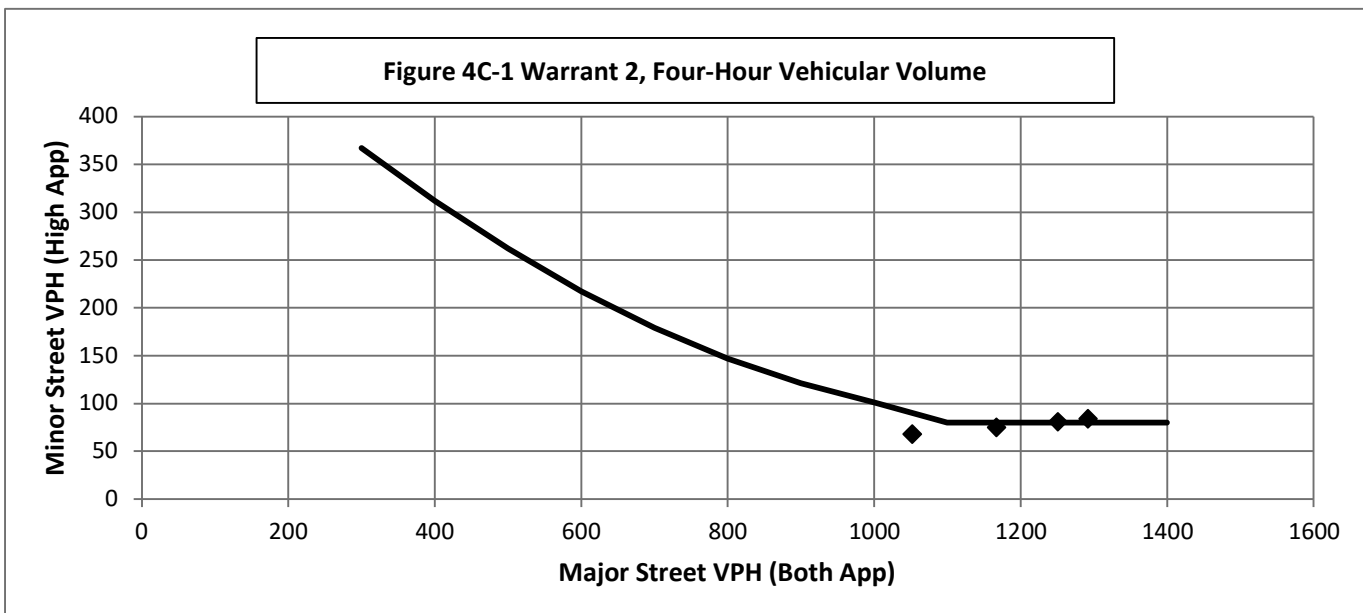
100%

Warrant Evaluated? Yes

Warrant Satisfied? No

Manually Set To:

Hour Start	16:00	17:00	15:00	7:00
Major Road Vol.	1292	1251	1167	1052
Minor Road Vol.	84	81	75	68



## Warrant 3: Peak Hour Volume

**100%**

**Warrant Evaluated? Yes**

**Warrant Satisfied? No**

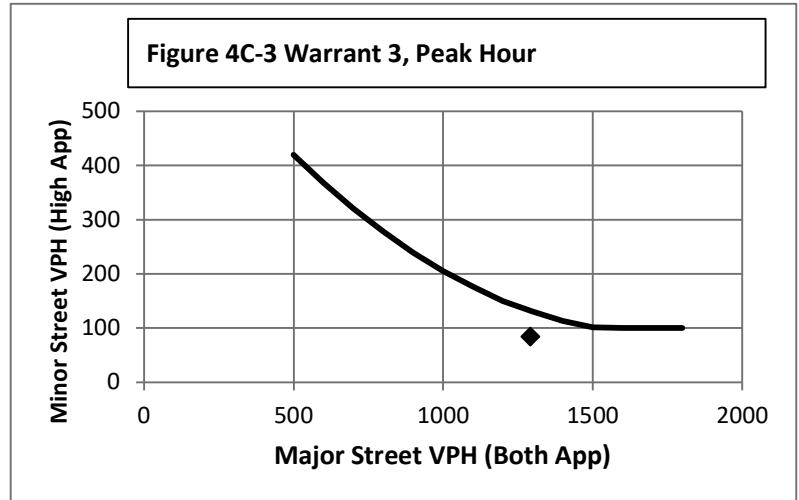
**Manually Set To:**

Condition justifying use of warrant:

Criteria		Met?
Delay on Minor Approach	4	Yes
Volume on Minor Approach	100	No
Total Entering Volume (veh/h)	650	

**Manually Set Peak Hour? No**

Peak Hour	Major Road Vol. (Both App.)	Minor Road Vol. (High App.)
16:00	1292	84



## Warrant 4: Pedestrian Volume

**100%**

**Warrant Evaluated?**

**Warrant Satisfied? N/A**

**Manually Set To:**

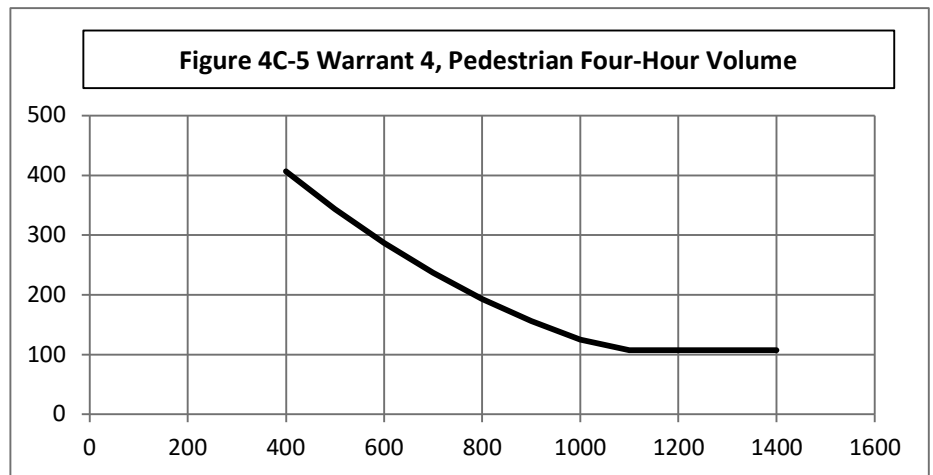
**Criterion A: Four Hour**

Hour (Start)	Pedestrian Volume	Major Road Vol.
		0
		0
		0
		0

**Manually Set Major Rd Vol?**

**Avg. walk speed less than 3.5 ft/s?**

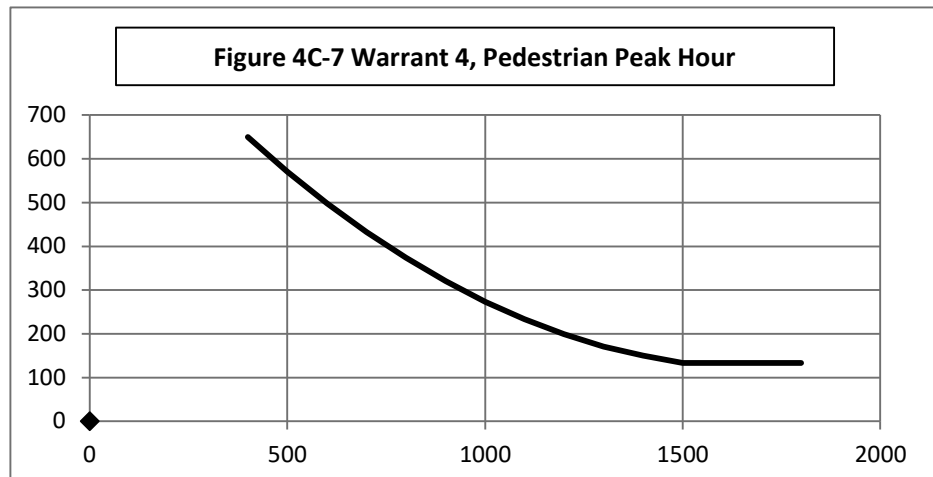
**Criterion A Satisfied?**



**Criterion B: Peak Hour**

Peak Hour	Pedestrian Vol.	Major Road Vol.
0:00	0	0

**Criterion B Satisfied?**



## Warrant 5: School Crossing

**100%**

**Warrant Evaluated?**

**Warrant Satisfied? N/A**

**Manually Set To:**

Criteria		Fulfilled?
1	There are a MINIMUM of 20 school children during the highest crossing hour.	
2	There are fewer adequate gaps in the major road traffic stream during the period when the school children are using the crossing than the number of minutes in the same period.	
3	The nearest traffic signal along the major road is located more than 300 ft away. Or, the nearest traffic signal is within 300 ft but the proposed traffic signal will not restrict the progressive movement of traffic.	

## Warrant 6: Coordinated Signal System

**100%**

**Warrant Evaluated?**

**Warrant Satisfied? N/A**

**Manually Set To:**

Criteria		Fulfilled?
1	Signal spacing > 1000 ft	
2	On a one-way road or a road that has traffic predominantly in one direction, the adjacent signals are so far apart that they do not provide the necessary degree of vehicle platooning.	
3	On a two-way road, adjacent signals do not provide the necessary degree of platooning and the proposed and the adjacent signals will collectively provide a progressive operation.	

## Warrant 7: Crash Experience

**100%**

**Warrant Evaluated?**

**Warrant Satisfied? N/A**

**Manually Set To:**

Criteria		Met?	Fulfilled?
1	Adequate trial of other remedial measures has failed to reduce crash frequency.		
	Measures Tried:		
2	Five or more reported crashes, of types susceptible to correction by signal, have occurred within a 12 month period.	# of crashes per 12 months	
3	Warrant 1, Condition A (80%)	No	Yes
	Warrant 1, Condition B (80%)	No	
	Warrant 4, Criterion A (80%)	No	
	Warrant 4, Criterion B (80%)	Yes	

## Warrant 8: Roadway Network

**100%**

**Warrant Evaluated?**

**Warrant Satisfied? N/A**

**Manually Set To:**

Criteria		Met?	Fulfilled?
1	Total entering volume of at least 1,000 veh/h during typical weekday peak hour	1376	Yes
	Five-year projected volumes that satisfy one or more of Warrants 1, 2, or 3.		No
2	Total entering vol. of at least 1,000 veh/h for each of any 5 hrs of non-normal business day (Sat. or Sun.)		
	Hour		
	Volume		

Characteristics of Major Routes - Select yes if all intersecting routes have characteristic				Fulfilled?
1	Part of the road or highway system that serves as the principal roadway network for through traffic flow			
2	Rural or suburban highway outside of, entering, or traversing a city			
3	Appears as a major route on an official plan			

# Warrant 9: Intersection Near a Grade Crossing

100%

Warrant Evaluated?

Warrant Satisfied? N/A

Manually Set To:

Adjustment Factors			Manually Set Peak Hour?				
Rail Traffic per Day	% High Occupancy Buses on Minor Road	% Tractor-Trailer Trucks on Minor Road	D	Peak Hour	Major Road Vol.	Minor Road Vol.	Adjusted Minor Vol.
1	0	0% to 2.5%	660	16:00	1292	84	28.14

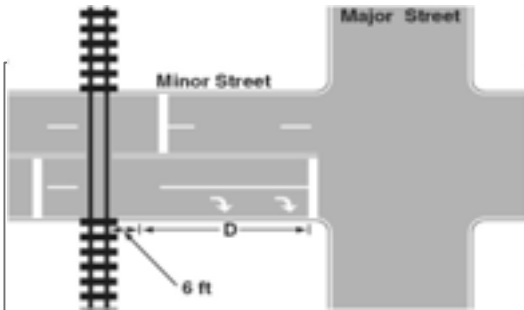
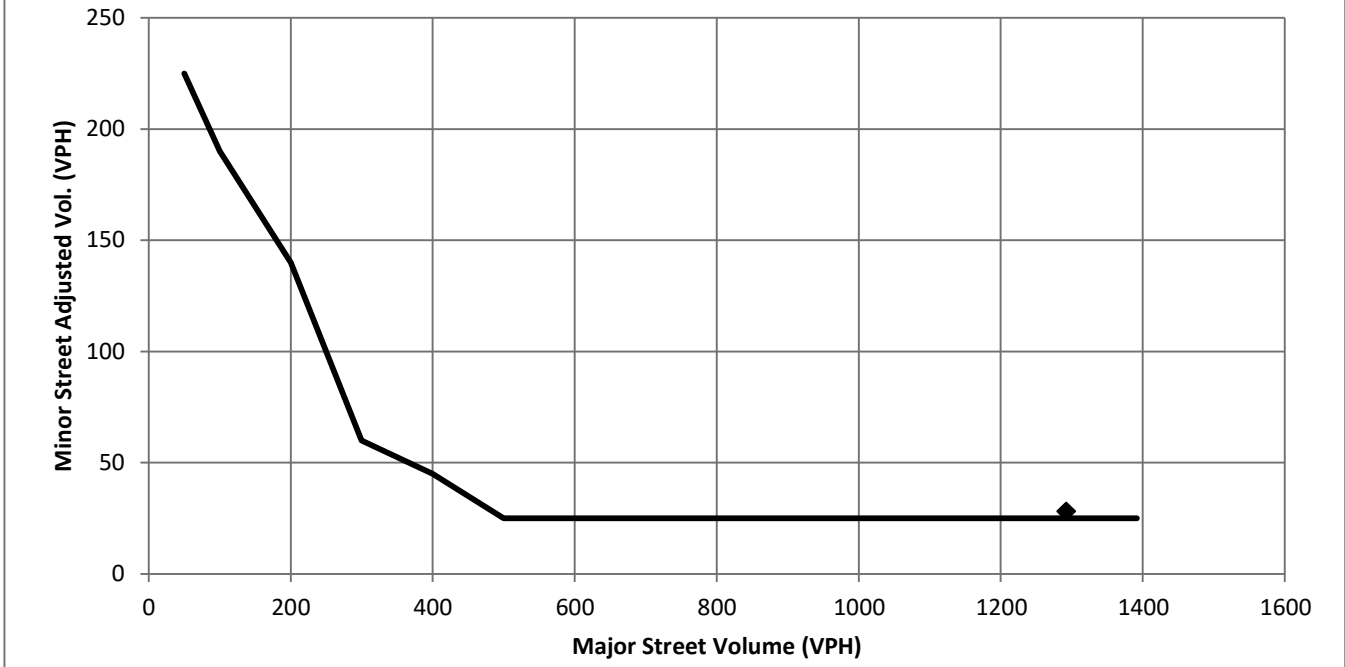


Figure 4C-9 Warrant9, Intersection Near a grade Crossing (One Approach Lane at the Track Crossing)



Conclusions/Comments:

Updated: 12/6/2017

# Wisconsin Department of Transportation Traffic Signal Warrant Summary Worksheet

**100%**

The Worksheet(s) attached are provided as an attachment to the Engineering Investigation Study for:

Intersection: 102nd Ave. & Chambers Rd.

County: Adams

City: Commerce City

Major Street: Chambers Rd.

Minor Street: 102nd Ave.

Critical Approach Speed: 40 mph

Critical Approach Speed: 30 mph

Lanes: 1 lane

Lanes: 1 lane

% Right Turns Included

In built-up area of isolated community of < 10,000 population? No

From North (SB) 0%

Total number of approaches at intersection? 3

From East (WB) 100%

If it is a "T" intersection, inflate minor threshold to 150%? No

From South (NB) 100%

Manually set volume level? No

From West (EB) 0%

**Analysis based on PROJECTED volume data.**

Forecast Year	Within 5 Years of Construction?	Time (HH:MM)			
		From	AM / PM	To	AM / PM
2046 Background	No	6:00	AM	10:00	PM

<b>Warrant Evaluation Summary</b>	<b>Warrant Met:</b>
<b>Warrant 1: Eight - Hour Vehicular Volume</b>	<b>No</b>
Condition A: Minimum Vehicular Volume	No
Condition B: Interruption of Continuous Traffic	No
Condition C: Combination: 80% of A and B	No
<b>Warrant 2: Four-Hour Volume</b>	<b>No</b>
<b>Warrant 3: Peak Hour Volume</b>	<b>No</b>
<b>Warrant 4: Pedestrian Volume</b>	<b>N/A</b>
Criterion A: Four-Hour	
Criterion B: Peak-Hour	
<b>Warrant 5: School Crossing</b>	<b>N/A</b>
<b>Warrant 6: Coordinated Signal System</b>	<b>N/A</b>
<b>Warrant 7: Crash Experience</b>	<b>N/A</b>
<b>Warrant 8: Roadway Network</b>	<b>N/A</b>
<b>Warrant 9: Intersection Near a Grade Crossing</b>	<b>N/A</b>

**Warrant Analysis Conducted By:**

Name: Brett Zmenkowski

Agency: Harris Kocher Smith

Date: 2/23/2026

# Warrant 1: Eight - Hour Vehicular Volume

100%

Warrant Evaluated? Yes

Warrant Satisfied? No

Manually Set To:

Condition A : Min. Veh. Volume		
Volume Level	100%	80%
Major Rd. Req	500	400
Minor Rd. Req	150	120
Number of Hours	0	0

Satisfied? No

Condition B: Interruption of Continuous Traffic		
Volume Level	100%	80%
Major Rd. Req	750	600
Minor Rd. Req	75	60
Number of Hours	3	5

Satisfied? No

Condition C: Combination of A & B at 80%		
---	--	--

Satisfied? No

6:00 AM		Enter Start Time (Military Time) (HH:MM)			Total
Time Period	From	To	Major Road: Both App. (VPH)	Minor Road: High App. (VPH)	
1	6:00	7:00	771	35	806
2	7:00	8:00	1506	68	1574
3	8:00	9:00	1233	56	1289
4	9:00	10:00	785	35	820
5	10:00	11:00	760	34	794
6	11:00	12:00	866	39	905
7	12:00	13:00	1022	46	1068
8	13:00	14:00	1018	46	1064
9	14:00	15:00	1103	50	1153
10	15:00	16:00	1671	75	1746
11	16:00	17:00	1850	84	1934
12	17:00	18:00	1791	81	1872
13	18:00	19:00	1381	62	1443
14	19:00	20:00	1056	48	1104
15	20:00	21:00	715	32	747
16	21:00	22:00	489	22	511

# Warrant 2: Four-Hour Volume

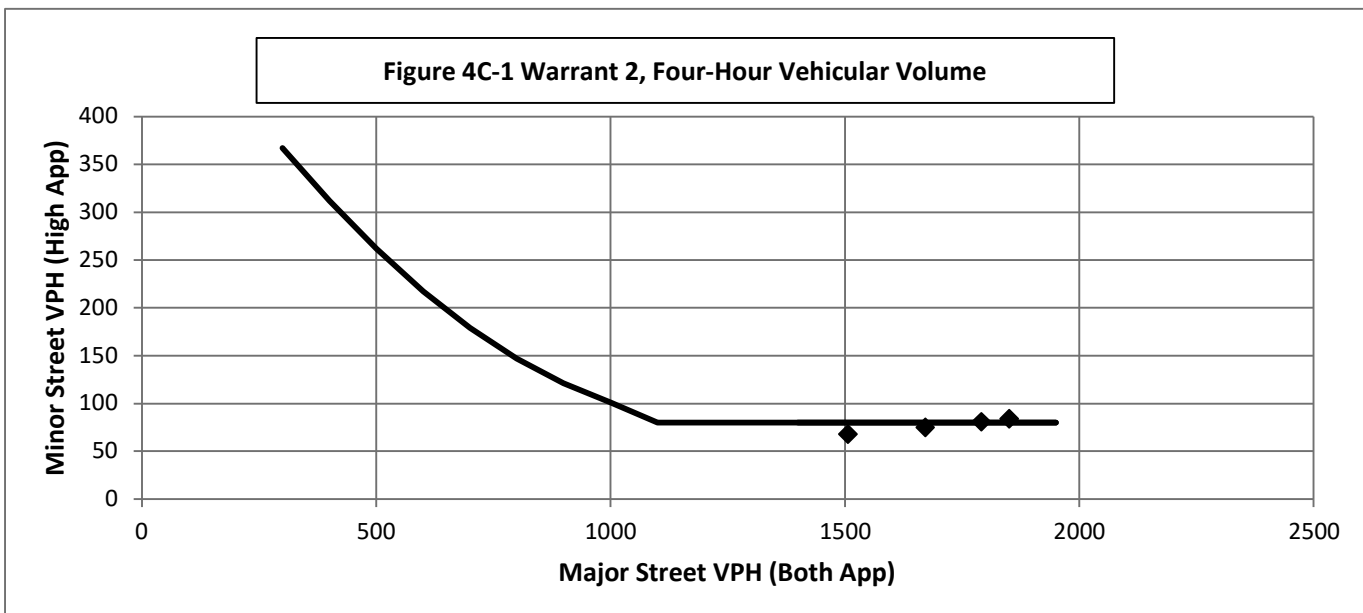
100%

Warrant Evaluated? Yes

Warrant Satisfied? No

Manually Set To:

Hour Start	16:00	17:00	15:00	7:00
Major Road Vol.	1850	1791	1671	1506
Minor Road Vol.	84	81	75	68



## Warrant 3: Peak Hour Volume

**100%**

**Warrant Evaluated? Yes**

**Warrant Satisfied? No**

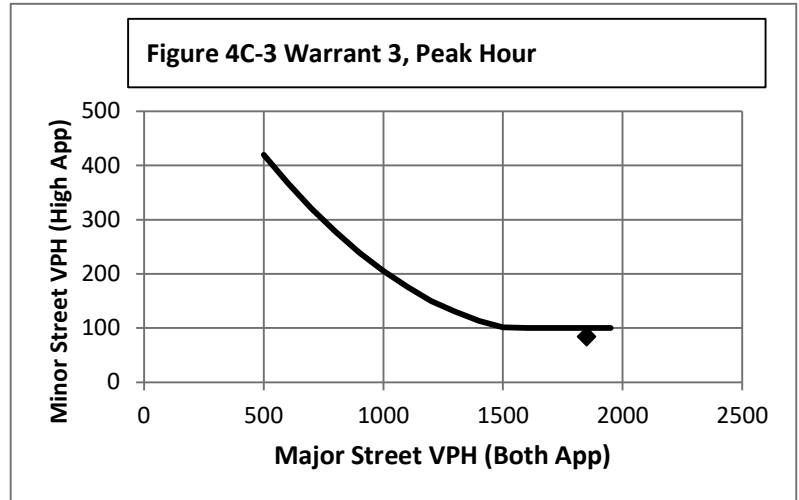
**Manually Set To:**

Condition justifying use of warrant:

Criteria		Met?
Delay on Minor Approach	4	Yes
Volume on Minor Approach	100	No
Total Entering Volume (veh/h)	650	

**Manually Set Peak Hour? No**

Peak Hour	Major Road Vol. (Both App.)	Minor Road Vol. (High App.)
16:00	1850	84



## Warrant 4: Pedestrian Volume

**100%**

**Warrant Evaluated?**

**Warrant Satisfied? N/A**

**Manually Set To:**

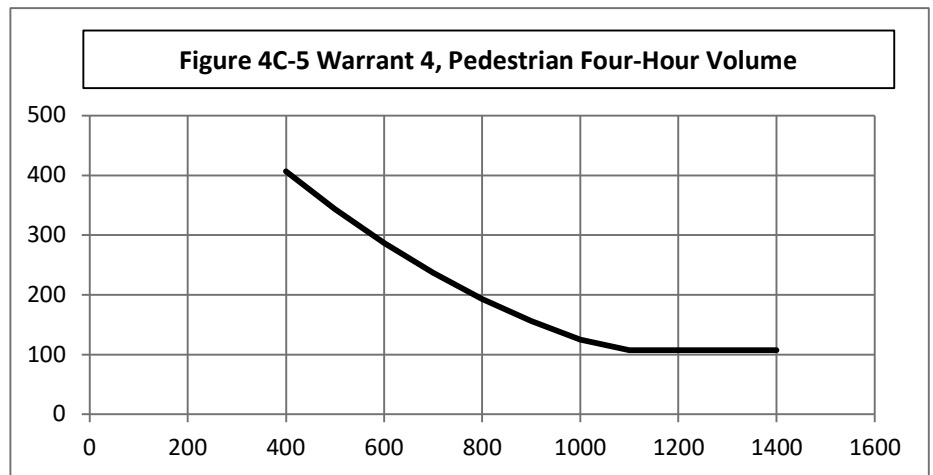
**Criterion A: Four Hour**

Hour (Start)	Pedestrian Volume	Major Road Vol.
		0
		0
		0
		0

**Manually Set Major Rd Vol?**

**Avg. walk speed less than 3.5 ft/s?**

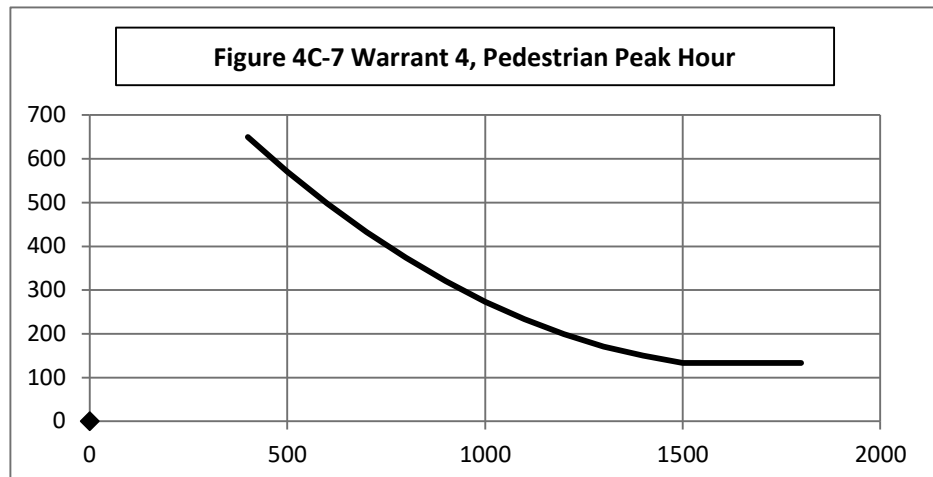
**Criterion A Satisfied?**



**Criterion B: Peak Hour**

Peak Hour	Pedestrian Vol.	Major Road Vol.
0:00	0	0

**Criterion B Satisfied?**



## Warrant 5: School Crossing

**100%**

**Warrant Evaluated?**

**Warrant Satisfied? N/A**

**Manually Set To:**

**Criteria**

Fulfilled?

1	There are a MINIMUM of 20 school children during the highest crossing hour.	
2	There are fewer adequate gaps in the major road traffic stream during the period when the school children are using the crossing than the number of minutes in the same period.	
3	The nearest traffic signal along the major road is located more than 300 ft away. Or, the nearest traffic signal is within 300 ft but the proposed traffic signal will not restrict the progressive movement of traffic.	

## Warrant 6: Coordinated Signal System

**100%**

**Warrant Evaluated?**

**Warrant Satisfied? N/A**

**Manually Set To:**

**Criteria**

Fulfilled?

1	Signal spacing > 1000 ft	
2	On a one-way road or a road that has traffic predominantly in one direction, the adjacent signals are so far apart that they do not provide the necessary degree of vehicle platooning.	
3	On a two-way road, adjacent signals do not provide the necessary degree of platooning and the proposed and the adjacent signals will collectively provide a progressive operation.	

## Warrant 7: Crash Experience

**100%**

**Warrant Evaluated?**

**Warrant Satisfied? N/A**

**Manually Set To:**

**Criteria**

Met?

Fulfilled?

1	Adequate trial of other remedial measures has failed to reduce crash frequency.		
	Measures Tried:		
2	Five or more reported crashes, of types susceptible to correction by signal, have occurred within a 12 month period.	# of crashes per 12 months	
3	Warrant 1, Condition A (80%)	No	Yes
	Warrant 1, Condition B (80%)	No	
	Warrant 4, Criterion A (80%)	No	
	Warrant 4, Criterion B (80%)	Yes	

## Warrant 8: Roadway Network

**100%**

**Warrant Evaluated?**

**Warrant Satisfied? N/A**

**Manually Set To:**

**Criteria**

Met?

Fulfilled?

1	Total entering volume of at least 1,000 veh/h during typical weekday peak hour		1934	Yes	No
	Five-year projected volumes that satisfy one or more of Warrants 1, 2, or 3.			No	
2	Total entering vol. of at least 1,000 veh/h for each of any 5 hrs of non-normal business day (Sat. or Sun.)				
	Hour				
	Volume				

**Characteristics of Major Routes - Select yes if all intersecting routes have characteristic**

Fulfilled?

1	Part of the road or highway system that serves as the principal roadway network for through traffic flow	
2	Rural or suburban highway outside of, entering, or traversing a city	
3	Appears as a major route on an official plan	

# Warrant 9: Intersection Near a Grade Crossing

100%

Warrant Evaluated?

Warrant Satisfied? N/A

Manually Set To:

Adjustment Factors			Manually Set Peak Hour?				
Rail Traffic per Day	% High Occupancy Buses on Minor Road	% Tractor-Trailer Trucks on Minor Road	D	Peak Hour	Major Road Vol.	Minor Road Vol.	Adjusted Minor Vol.
1	0	0% to 2.5%	660	16:00	1850	84	28.14

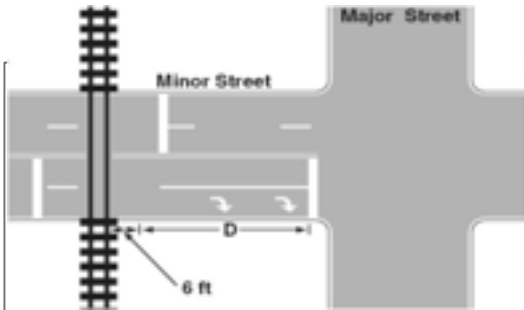
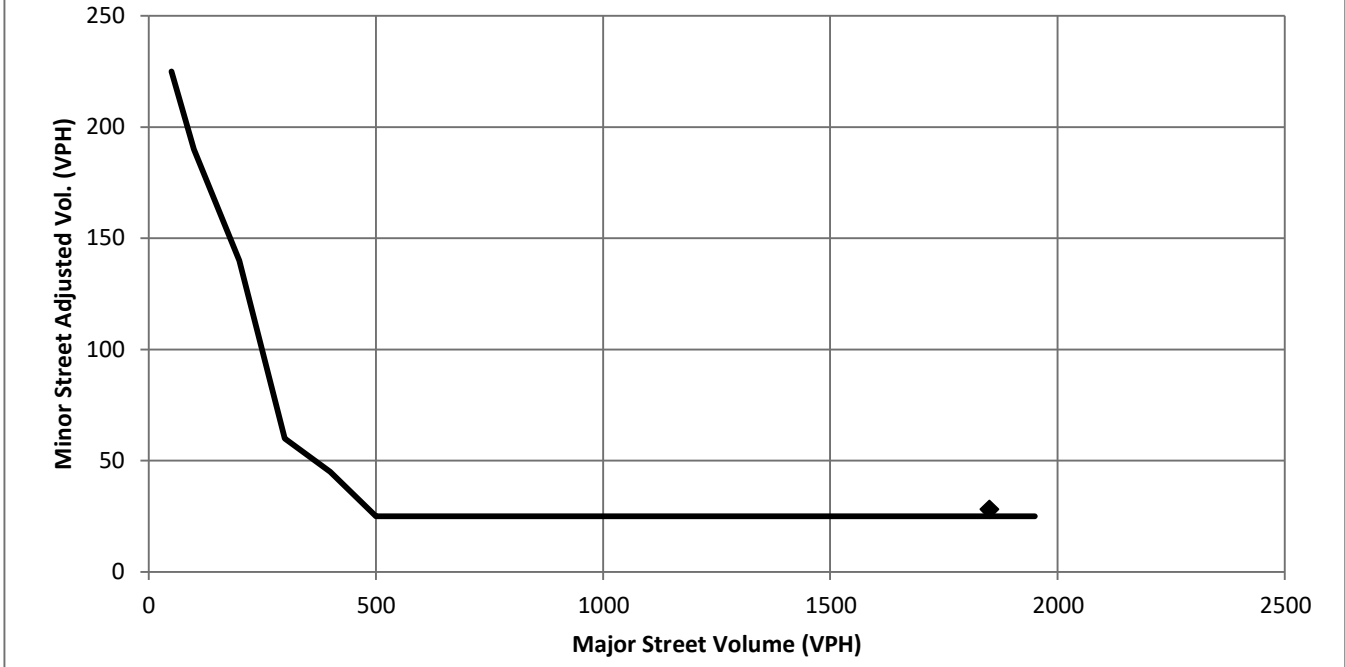


Figure 4C-9 Warrant9, Intersection Near a grade Crossing (One Approach Lane at the Track Crossing)



Conclusions/Comments:

Updated: 12/6/2017

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**APPENDIX “D”**

**EXISTING SIGNAL  
TIMING PLANS**

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SEPAAC All Data

Date/Time: 2025-01-21 00:00:00

Intersection Name: 104th & Chambers

Intersection Alias: Chamber104

Access Data

Access Code	Connection Method	Revision	Address	IP Address	GPS Enabled	GPS Port
9999	Direct IP	5.2.0	1	10.254.4.128	False	8

Phase Initialization Data

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Initial	1-Inact	3-Ylw	1-Inact	1-Inact	1-Inact	3-Ylw	1-Inact	1-Inact	None	None	None	None	None	None	None	None

Phase Data Bank 1:

Phase Timing

Phase	Min Green	Passage	Max1	Max2	DMAX	DSTP/10	Yel/10	Red/10	Green Delay	Yellow Delay	Walk Offset Time	Bike Offset Mode	Bike Green	Bike Psg	Walk Clr	Ped Clr	Alt Walk	Alt Ped Clr	Flash Walk	Ext Ped Clr	Actuated Rest in Walk
1	3	30	15	30	0	0	50	20	0	0	0	0	0	0	0	0	0	0	False	0	False
2	15	40	50	50	0	0	50	20	0	0	0	0	0	5	25	0	0	0	False	0	False
3	3	30	27	30	0	0	47	20	0	0	0	0	0	0	0	0	0	0	False	0	False
4	5	30	20	50	0	0	47	20	0	0	50	0	0	5	25	0	0	0	False	0	False
5	3	30	15	30	0	0	50	20	0	0	0	0	0	0	0	0	0	0	False	0	False
6	15	40	50	50	0	0	50	20	0	0	0	0	0	5	25	0	0	0	False	0	False
7	3	30	25	30	0	0	47	20	0	0	0	0	0	0	0	0	0	0	False	0	False
8	5	30	20	50	0	0	47	20	0	0	50	0	0	5	25	0	0	0	False	0	False
9	0	0	0	0	0	0	30	0	0	0	0	0	0	0	0	0	0	0	False	0	False
10	0	0	0	0	0	0	30	0	0	0	0	0	0	0	0	0	0	0	False	0	False
11	0	0	0	0	0	0	30	0	0	0	0	0	0	0	0	0	0	0	False	0	False
12	0	0	0	0	0	0	30	0	0	0	0	0	0	0	0	0	0	0	False	0	False
13	0	0	0	0	0	0	30	0	0	0	0	0	0	0	0	0	0	0	False	0	False
14	0	0	0	0	0	0	30	0	0	0	0	0	0	0	0	0	0	0	False	0	False
15	0	0	0	0	0	0	30	0	0	0	0	0	0	0	0	0	0	0	False	0	False
16	0	0	0	0	0	0	30	0	0	0	0	0	0	0	0	0	0	0	False	0	False

Phase	Added Initial	Max Initial	Time B4 Redu	Car B4 Redu	Time to Redu	Min Gap	Non-Act Response	Veh Recall	Recall Delay	Ped Recall	Ped Recall Delay	Non Lock	Dual Entry	Last Car Pass	Condit Service	No Simu Gap Out	Omit	Minus Yel	Omit Call
1	0	0	0	0	0	0	False	None	0	None	0	False	False	False	False	False	0	0	0
2	0	0	0	0	0	0	False	Min	0	None	0	True	False	True	False	True	0	0	0
3	0	0	0	0	0	0	False	None	0	None	0	True	False	False	False	False	0	0	0
4	0	0	0	0	0	0	False	None	0	None	0	True	True	False	False	False	0	0	0
5	0	0	0	0	0	0	False	None	0	None	0	False	False	False	False	False	0	0	0
6	0	0	0	0	0	0	False	Min	0	None	0	True	False	True	False	True	0	0	0
7	0	0	0	0	0	0	False	None	0	None	0	True	False	False	False	False	0	0	0
8	0	0	0	0	0	0	False	None	0	None	0	True	True	True	False	False	0	0	0
9	0	0	0	0	0	0	False	None	0	None	0	False	False	False	False	False	0	0	0
10	0	0	0	0	0	0	False	None	0	None	0	False	False	False	False	False	0	0	0
11	0	0	0	0	0	0	False	None	0	None	0	False	False	False	False	False	0	0	0
12	0	0	0	0	0	0	False	None	0	None	0	False	False	False	False	False	0	0	0
13	0	0	0	0	0	0	False	None	0	None	0	False	False	False	False	False	0	0	0
14	0	0	0	0	0	0	False	None	0	None	0	False	False	False	False	False	0	0	0
15	0	0	0	0	0	0	False	None	0	None	0	False	False	False	False	False	0	0	0
16	0	0	0	0	0	0	False	None	0	None	0	False	False	False	False	False	0	0	0

Vehicle Detector Phase Assignment

Veh Det	Assign Phase	Mode	Switch Phase	Extend	Delay	Volume	Occupy	Lock	Call	Pass	Added Initial	Queue	Fail	QLimit
1	5	0	0	0	0	0	0	0	1	1	1	0	0	0
2	2	0	0	0	0	0	0	0	1	1	1	0	0	0
5	1	0	0	0	0	0	0	0	1	1	1	0	0	0
6	6	0	0	0	0	0	0	0	1	1	1	0	0	0
9	7	0	0	0	0	0	0	0	1	1	1	0	0	0
10	4	0	0	0	0	0	0	0	1	1	1	0	0	0
11	3	0	0	0	0	0	0	0	1	1	1	0	0	0
12	8	0	0	0	0	0	0	0	1	1	1	0	0	0

**Pedestrian Detector**

Veh Det	Assign Phase	Mode	Switch Phase	Extend	Delay	Volume	Occupy	Lock	Call	Pass	Added Initial	Queue	Fail	QLimit
1	2	1	0	0	0	0	0	0	1	0	0	0	0	0
2	4	1	0	0	0	0	0	0	1	0	0	0	0	0
3	6	1	0	0	0	0	0	0	1	0	0	0	0	0
4	8	1	0	0	0	0	0	0	1	0	0	0	0	0

**Phase Data Bank 2:**

**Phase Timing**

Phase	Min Green	Passage Max1	Max2	DMAX	DSTP/10	Yel/10	Red/10	Green Delay	Yellow Delay	Walk Offset Time	Bike Offset Mode	Bike Green Psg	Walk Ped Clr	Alt Walk	Alt Ped Clr	Flash Walk	Ext Ped Clr	Actuated Rest in Walk
1	10	40	25	30	0	0	40	10	0	0	0	0	0	0	0	False	0	False
2	15	50	35	50	0	0	40	10	0	0	0	0	7	8	0	False	0	False
3	10	40	25	30	0	0	40	10	0	0	0	0	0	0	0	False	0	False
4	15	50	35	50	0	0	40	10	0	0	0	0	7	8	0	False	0	False
5	10	40	25	30	0	0	40	10	0	0	0	0	0	0	0	False	0	False
6	15	50	35	50	0	0	40	10	0	0	0	0	7	8	0	False	0	False
7	10	40	25	30	0	0	40	10	0	0	0	0	0	0	0	False	0	False
8	15	50	35	50	0	0	40	10	0	0	0	0	7	8	0	False	0	False
9	0	0	0	0	0	0	30	0	0	0	0	0	0	0	0	False	0	False
10	0	0	0	0	0	0	30	0	0	0	0	0	0	0	0	False	0	False
11	0	0	0	0	0	0	30	0	0	0	0	0	0	0	0	False	0	False
12	0	0	0	0	0	0	30	0	0	0	0	0	0	0	0	False	0	False
13	0	0	0	0	0	0	30	0	0	0	0	0	0	0	0	False	0	False
14	0	0	0	0	0	0	30	0	0	0	0	0	0	0	0	False	0	False
15	0	0	0	0	0	0	30	0	0	0	0	0	0	0	0	False	0	False
16	0	0	0	0	0	0	30	0	0	0	0	0	0	0	0	False	0	False

Phase	Added Initial	Max Initial	Time B4 Redu	Car B4 Redu	Time to Redu	Min Gap	Non-Act Response	Veh Recall	Recall Delay	Ped Recall	Ped Recall Delay	Non Lock	Dual Entry	Last Car Pass	Condit Service	No Simu Gap Out	Omit	Minus Yel	Omit Call
1	0	0	0	0	0	0	False	None	0	None	0	False	False	False	False	False	0	0	0
2	0	0	0	0	0	0	True	None	0	None	0	False	False	False	False	False	0	0	0
3	0	0	0	0	0	0	False	None	0	None	0	False	False	False	False	False	0	0	0
4	0	0	0	0	0	0	False	None	0	None	0	False	False	False	False	False	0	0	0
5	0	0	0	0	0	0	False	None	0	None	0	False	False	False	False	False	0	0	0
6	0	0	0	0	0	0	True	None	0	None	0	False	False	False	False	False	0	0	0
7	0	0	0	0	0	0	False	None	0	None	0	False	False	False	False	False	0	0	0
8	0	0	0	0	0	0	False	None	0	None	0	False	False	False	False	False	0	0	0
9	0	0	0	0	0	0	False	None	0	None	0	False	False	False	False	False	0	0	0
10	0	0	0	0	0	0	False	None	0	None	0	False	False	False	False	False	0	0	0
11	0	0	0	0	0	0	False	None	0	None	0	False	False	False	False	False	0	0	0
12	0	0	0	0	0	0	False	None	0	None	0	False	False	False	False	False	0	0	0
13	0	0	0	0	0	0	False	None	0	None	0	False	False	False	False	False	0	0	0
14	0	0	0	0	0	0	False	None	0	None	0	False	False	False	False	False	0	0	0
15	0	0	0	0	0	0	False	None	0	None	0	False	False	False	False	False	0	0	0
16	0	0	0	0	0	0	False	None	0	None	0	False	False	False	False	False	0	0	0

**Vehicle Detector Phase Assignment**

Veh Det	Assign Phase	Mode	Switch Phase	Extend	Delay	Volume	Occupy	Lock	Call	Pass	Added Initial	Queue	Fail	QLimit
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**Pedestrian Detector**

Veh Det	Assign Phase	Mode	Switch Phase	Extend	Delay	Volume	Occupy	Lock	Call	Pass	Added Initial	Queue	Fail	QLimit
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**Phase Data Bank 3:**

**Phase Timing**

Phase	Min Green	Passage Max1	Max2	DMAX	DSTP/10	Yel/10	Red/10	Green Delay	Yellow Delay	Walk Offset Time	Bike Offset Mode	Bike Green Psg	Walk Ped Clr	Alt Walk	Alt Ped Clr	Flash Walk	Ext Ped Clr	Actuated Rest in Walk
1	10	40	25	30	0	0	40	10	0	0	0	0	0	0	0	False	0	False
2	15	50	35	50	0	0	40	10	0	0	0	0	7	8	0	False	0	False
3	10	40	25	30	0	0	40	10	0	0	0	0	0	0	0	False	0	False
4	15	50	35	50	0	0	40	10	0	0	0	0	7	8	0	False	0	False
5	10	40	25	30	0	0	40	10	0	0	0	0	0	0	0	False	0	False
6	15	50	35	50	0	0	40	10	0	0	0	0	7	8	0	False	0	False

7	10	40	25	30	0	0	40	10	0	0	0	0	0	0	0	0	0	0	False	0	False
8	15	50	35	50	0	0	40	10	0	0	0	0	0	0	7	8	0	0	False	0	False
9	0	0	0	0	0	0	30	0	0	0	0	0	0	0	0	0	0	0	False	0	False
10	0	0	0	0	0	0	30	0	0	0	0	0	0	0	0	0	0	0	False	0	False
11	0	0	0	0	0	0	30	0	0	0	0	0	0	0	0	0	0	0	False	0	False
12	0	0	0	0	0	0	30	0	0	0	0	0	0	0	0	0	0	0	False	0	False
13	0	0	0	0	0	0	30	0	0	0	0	0	0	0	0	0	0	0	False	0	False
14	0	0	0	0	0	0	30	0	0	0	0	0	0	0	0	0	0	0	False	0	False
15	0	0	0	0	0	0	30	0	0	0	0	0	0	0	0	0	0	0	False	0	False
16	0	0	0	0	0	0	30	0	0	0	0	0	0	0	0	0	0	0	False	0	False

Phase	Added Initial	Max Initial	Time B4 Redu	Car B4 Redu	Time to Redu	Min Gap	Non-Act Response	Veh Recall	Recall Delay	Ped Recall	Ped Recall Delay	Non Lock	Dual Entry	Last Car Pass	Condit Service	No Simu Gap Out	Omit	Minus Yel	Omit Call
1	0	0	0	0	0	0	False	None	0	None	0	False	False	False	False	False	0	0	0
2	0	0	0	0	0	0	True	None	0	None	0	False	False	False	False	False	0	0	0
3	0	0	0	0	0	0	False	None	0	None	0	False	False	False	False	False	0	0	0
4	0	0	0	0	0	0	False	None	0	None	0	False	False	False	False	False	0	0	0
5	0	0	0	0	0	0	False	None	0	None	0	False	False	False	False	False	0	0	0
6	0	0	0	0	0	0	True	None	0	None	0	False	False	False	False	False	0	0	0
7	0	0	0	0	0	0	False	None	0	None	0	False	False	False	False	False	0	0	0
8	0	0	0	0	0	0	False	None	0	None	0	False	False	False	False	False	0	0	0
9	0	0	0	0	0	0	False	None	0	None	0	False	False	False	False	False	0	0	0
10	0	0	0	0	0	0	False	None	0	None	0	False	False	False	False	False	0	0	0
11	0	0	0	0	0	0	False	None	0	None	0	False	False	False	False	False	0	0	0
12	0	0	0	0	0	0	False	None	0	None	0	False	False	False	False	False	0	0	0
13	0	0	0	0	0	0	False	None	0	None	0	False	False	False	False	False	0	0	0
14	0	0	0	0	0	0	False	None	0	None	0	False	False	False	False	False	0	0	0
15	0	0	0	0	0	0	False	None	0	None	0	False	False	False	False	False	0	0	0
16	0	0	0	0	0	0	False	None	0	None	0	False	False	False	False	False	0	0	0

**Vehicle Detector Phase Assignment**

Veh Det	Assign Phase	Mode	Switch Phase	Extend	Delay	Volume	Occupy	Lock	Call	Pass	Added Initial	Queue	Fail	QLimit
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**Pedestrian Detector**

Veh Det	Assign Phase	Mode	Switch Phase	Extend	Delay	Volume	Occupy	Lock	Call	Pass	Added Initial	Queue	Fail	QLimit
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**Phase Data Bank 4:**

**Phase Timing**

Phase	Min Green	Passage Max1	Max2	DMAX	DSTP/10	Yel/10	Red/10	Green Delay	Yellow Delay	Walk Offset	Bike Mode	Bike Green	Bike Psg	Walk Clr	Ped Clr	Alt Walk	Alt Ped Clr	Flash Walk	Ext Ped Clr	Actuated Rest in Walk
1	10	40	25	30	0	0	40	10	0	0	0	0	0	0	0	0	0	False	0	False
2	15	50	35	50	0	0	40	10	0	0	0	0	0	7	8	0	0	False	0	False
3	10	40	25	30	0	0	40	10	0	0	0	0	0	0	0	0	0	False	0	False
4	15	50	35	50	0	0	40	10	0	0	0	0	0	7	8	0	0	False	0	False
5	10	40	25	30	0	0	40	10	0	0	0	0	0	0	0	0	0	False	0	False
6	15	50	35	50	0	0	40	10	0	0	0	0	0	7	8	0	0	False	0	False
7	10	40	25	30	0	0	40	10	0	0	0	0	0	0	0	0	0	False	0	False
8	15	50	35	50	0	0	40	10	0	0	0	0	0	7	8	0	0	False	0	False
9	0	0	0	0	0	0	30	0	0	0	0	0	0	0	0	0	0	False	0	False
10	0	0	0	0	0	0	30	0	0	0	0	0	0	0	0	0	0	False	0	False
11	0	0	0	0	0	0	30	0	0	0	0	0	0	0	0	0	0	False	0	False
12	0	0	0	0	0	0	30	0	0	0	0	0	0	0	0	0	0	False	0	False
13	0	0	0	0	0	0	30	0	0	0	0	0	0	0	0	0	0	False	0	False
14	0	0	0	0	0	0	30	0	0	0	0	0	0	0	0	0	0	False	0	False
15	0	0	0	0	0	0	30	0	0	0	0	0	0	0	0	0	0	False	0	False
16	0	0	0	0	0	0	30	0	0	0	0	0	0	0	0	0	0	False	0	False

Phase	Added Initial	Max Initial	Time B4 Redu	Car B4 Redu	Time to Redu	Min Gap	Non-Act Response	Veh Recall	Recall Delay	Ped Recall	Ped Recall Delay	Non Lock	Dual Entry	Last Car Pass	Condit Service	No Simu Gap Out	Omit	Minus Yel	Omit Call
1	0	0	0	0	0	0	False	None	0	None	0	False	False	False	False	False	0	0	0
2	0	0	0	0	0	0	True	None	0	None	0	False	False	False	False	False	0	0	0
3	0	0	0	0	0	0	False	None	0	None	0	False	False	False	False	False	0	0	0
4	0	0	0	0	0	0	False	None	0	None	0	False	False	False	False	False	0	0	0

5	0	0	0	0	0	0	False	None	0	None	0	False	False	False	False	False	0	0	0
6	0	0	0	0	0	0	True	None	0	None	0	False	False	False	False	False	0	0	0
7	0	0	0	0	0	0	False	None	0	None	0	False	False	False	False	False	0	0	0
8	0	0	0	0	0	0	False	None	0	None	0	False	False	False	False	False	0	0	0
9	0	0	0	0	0	0	False	None	0	None	0	False	False	False	False	False	0	0	0
10	0	0	0	0	0	0	False	None	0	None	0	False	False	False	False	False	0	0	0
11	0	0	0	0	0	0	False	None	0	None	0	False	False	False	False	False	0	0	0
12	0	0	0	0	0	0	False	None	0	None	0	False	False	False	False	False	0	0	0
13	0	0	0	0	0	0	False	None	0	None	0	False	False	False	False	False	0	0	0
14	0	0	0	0	0	0	False	None	0	None	0	False	False	False	False	False	0	0	0
15	0	0	0	0	0	0	False	None	0	None	0	False	False	False	False	False	0	0	0
16	0	0	0	0	0	0	False	None	0	None	0	False	False	False	False	False	0	0	0

**Vehicle Detector Phase Assignment**

Veh Det	Assign Phase	Mode	Switch Phase	Extend	Delay	Volume	Occupy	Lock	Call	Pass	Added Initial	Queue	Fail	QLimit
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**Pedestrian Detector**

Veh Det	Assign Phase	Mode	Switch Phase	Extend	Delay	Volume	Occupy	Lock	Call	Pass	Added Initial	Queue	Fail	QLimit
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**Unit Data**

Startup Time	Startup State	Red Revert	Auto Ped Clr	Stop T Reset	Sequence	Special Sequence	Test A = Flash	ABC Input (Entry) Modes	ABC Output (O/STS) Modes	D Input (Entry) Modes	D Output (O/STS) Modes	Aux Switch
5	Flash	40.0	0	0	1	0	0	0	0	0	0	0

Ring	Input Response	Output Selection
1	1	1
2	2	2
3	0	0
4	0	0

**Remote Flash**

LoadSwitch 1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27
Flash	Dark	Dark	Dark	Dark	Dark	Dark	Dark	Dark	Dark	Dark	Dark	Dark	Dark	Dark	Dark	Dark	Dark	Dark	Dark	Dark	Dark	Dark	Dark	Dark	Dark	Dark
Alt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

**Cabinet Flash**

LoadSwitch	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Cabinet Flash																																

**Flash Entry/Exit Phases**

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Entry	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False
Exit	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False

**Overlap Data**

**Standard**

Overlap	Parents	Trail Grn / 10	Trail Yel / 10	Trail Red / 10	Trail Grn Preempt	+Grn Phases	-G/Y Phases	-Ped Phases
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**FYA**

Overlap	Delay	Perm Phases	Prot Phases	-Ped Phases	Perm Overlaps	Prot Overlaps
B	0	4	3	None	None	None
D	0	8	7	None	None	None

**PED**

Overlap	Parents	Ped Walk 1	Ped Walk 2	Ped Clear 1	Ped Clear 2
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**PRI**

Overlap	Transit Yel / 10	Transit Red / 10
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**AWS**

Overlap	Parents
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**Ring**

Phase	Ring	Concur Phases
1	1	1, 5, 6
2	1	2, 5, 6
3	1	3, 7, 8

4	1	4, 7, 8
5	2	1, 2, 5
6	2	1, 2, 6
7	2	3, 4, 7
8	2	3, 4, 8
9	0	9
10	0	10
11	0	11
12	0	12
13	0	13
14	0	14
15	0	15
16	0	16

**Sequence Data**

Sequence 1																
Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ring																
1	1	2	3	4	0	0	0	0	0	0	0	0	0	0	0	0
2	5	6	7	8	0	0	0	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sequence 2																
Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ring																
1	2	1	3	4	0	0	0	0	0	0	0	0	0	0	0	0
2	5	6	7	8	0	0	0	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sequence 3																
Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ring																
1	1	2	3	4	0	0	0	0	0	0	0	0	0	0	0	0
2	5	6	7	8	0	0	0	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sequence 4																
Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ring																
1	1	2	4	3	0	0	0	0	0	0	0	0	0	0	0	0
2	5	6	7	8	0	0	0	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sequence 5																
Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ring																
1	1	2	3	4	0	0	0	0	0	0	0	0	0	0	0	0
2	5	6	7	8	0	0	0	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sequence 6																
Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ring																
1	1	2	3	4	0	0	0	0	0	0	0	0	0	0	0	0
2	6	5	7	8	0	0	0	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sequence 7																
Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ring																
1	1	2	3	4	0	0	0	0	0	0	0	0	0	0	0	0
2	5	6	7	8	0	0	0	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sequence 8																
Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ring																

1	1	2	3	4	0	0	0	0	0	0	0	0	0	0	0	0
2	5	6	8	7	0	0	0	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sequence 9																
Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ring																
1	1	2	3	4	0	0	0	0	0	0	0	0	0	0	0	0
2	5	6	7	8	0	0	0	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sequence 10																
Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ring																
1	2	1	3	4	0	0	0	0	0	0	0	0	0	0	0	0
2	6	5	7	8	0	0	0	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sequence 11																
Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ring																
1	1	2	3	4	0	0	0	0	0	0	0	0	0	0	0	0
2	5	6	7	8	0	0	0	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sequence 12																
Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ring																
1	1	2	4	3	0	0	0	0	0	0	0	0	0	0	0	0
2	5	6	8	7	0	0	0	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sequence 13																
Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ring																
1	1	2	3	4	0	0	0	0	0	0	0	0	0	0	0	0
2	5	6	7	8	0	0	0	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sequence 14																
Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ring																
1	1	2	3	4	0	0	0	0	0	0	0	0	0	0	0	0
2	5	6	7	8	0	0	0	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sequence 15																
Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ring																
1	1	2	3	4	0	0	0	0	0	0	0	0	0	0	0	0
2	5	6	7	8	0	0	0	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sequence 16																
Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ring																
1	1	2	3	4	0	0	0	0	0	0	0	0	0	0	0	0
2	5	6	7	8	0	0	0	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

**Port 1 and ITS Data**

Address	Device Present	Basic Detection	Msg 40 Frame Enables
0	True	False	False
1	True	False	False
8	True	False	False
16	True	False	False



16	None	None	None	None	None	None	16
17	Phase Pedestrian 1	Dont Walk	Phase Pedestrian 1	Ped Clear	Phase Pedestrian 1	Walk	17
18	Phase Pedestrian 3	Dont Walk	Phase Pedestrian 3	Ped Clear	Phase Pedestrian 3	Walk	18
19	Phase Pedestrian 5	Dont Walk	Phase Pedestrian 5	Ped Clear	Phase Pedestrian 5	Walk	19
20	Phase Pedestrian 7	Dont Walk	Phase Pedestrian 7	Ped Clear	Phase Pedestrian 7	Walk	20
21	None	None	None	None	None	None	21
22	None	None	None	None	None	None	22
23	None	None	None	None	None	None	23
24	None	None	None	None	None	None	24
25	Phase Status 5	On	Phase Status 5	Next	Phase Status 5	Check	25
26	Phase Status 6	On	Phase Status 6	Next	Phase Status 6	Check	26
27	Phase Status 7	On	Phase Status 7	Next	Phase Status 7	Check	27
28	Phase Status 8	On	Phase Status 8	Next	Phase Status 8	Check	28
29	None	None	None	None	None	None	29
30	None	None	None	None	None	None	30
31	None	None	None	None	None	None	31
32	None	None	None	None	None	None	32
2	Phase Vehicle 2	Red	Phase Vehicle 2	Yellow	Phase Vehicle 2	Green	2

**Unit Bank: 1**

Peer to Peer Sources						
PeerID	IP	Timeout	Peer Name			
Peer to Peer Functions						
FunctionID	SourceID	Source Func	Source Index	Input Func	Input Index	Fail Mode

**Unit Bank: 2**

Peer to Peer Sources						
PeerID	IP	Timeout	Peer Name			
Peer to Peer Functions						
FunctionID	SourceID	Source Func	Source Index	Input Func	Input Index	Fail Mode

**Unit Bank: 3**

Peer to Peer Sources						
PeerID	IP	Timeout	Peer Name			
Peer to Peer Functions						
FunctionID	SourceID	Source Func	Source Index	Input Func	Input Index	Fail Mode

**Unit Bank: 4**

Peer to Peer Sources						
PeerID	IP	Timeout	Peer Name			
Peer to Peer Functions						
FunctionID	SourceID	Source Func	Source Index	Input Func	Input Index	Fail Mode

**Coord Data**

Coord Setup								
Operation	Mode	Max	Correction	Offset	Force	Max Dwell	Yield Period	Manual Pattern
Auto	Perm	Inhibit	Short Way	End Green	Plan	0	0	1

Pattern Data																
Pattern	Cycle Length	Coord Mode	Max Mode	Corr Mode	Coord Offset	Force Mode	Spec Func	Time Offset	Sequence	R2 Lag	R3 Lag	R4 Lag				
1	120	0	0	0	0	0	0	8	0	0	0	0				
<b>Phase</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>5</b>	<b>6</b>	<b>7</b>	<b>8</b>	<b>9</b>	<b>10</b>	<b>11</b>	<b>12</b>	<b>13</b>	<b>14</b>	<b>15</b>	<b>16</b>
<b>Time</b>	22	44	19	35	22	44	19	35	0	0	0	0	0	0	0	0
<b>Mode</b>	None	None	None	None	None	None	None	None	None	None	None	None	None	None	None	None
<b>Coord</b>	False	True	False	False	False	True	False	False	False	False	False	False	False	False	False	False
<b>DCP</b>	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False
<b>P.RED.</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>P.EXT</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Pattern	Cycle Length	Coord Mode	Max Mode	Corr Mode	Coord Offset	Force Mode	Spec Func	Time Offset	Sequence	R2 Lag	R3 Lag	R4 Lag
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	2	110	0	0	0	0	0	0	0	0	64	0	0	0	0	0
<b>Phase</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>5</b>	<b>6</b>	<b>7</b>	<b>8</b>	<b>9</b>	<b>10</b>	<b>11</b>	<b>12</b>	<b>13</b>	<b>14</b>	<b>15</b>	<b>16</b>
<b>Time</b>	20	37	18	35	20	37	18	35	0	0	0	0	0	0	0	0
<b>Mode</b>	None	None	None	None	None	None	None	None	None	None	None	None	None	None	None	None
<b>Coord</b>	False	True	False	False	False	True	False	False	False	False	False	False	False	False	False	False
<b>DCP</b>	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False
<b>P.RED.</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>P.EXT</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Pattern	Cycle Length	Coord Mode	Max Mode	Corr Mode	Coord Offset	Force Mode	Spec Func	Time Offset	Sequence	R2 Lag	R3 Lag	R4 Lag				
3	120	0	0	0	0	0	0	1	0	0	0	0				
<b>Phase</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>5</b>	<b>6</b>	<b>7</b>	<b>8</b>	<b>9</b>	<b>10</b>	<b>11</b>	<b>12</b>	<b>13</b>	<b>14</b>	<b>15</b>	<b>16</b>
<b>Time</b>	21	40	24	35	19	41	25	35	0	0	0	0	0	0	0	0
<b>Mode</b>	None	None	None	None	None	None	None	None	None	None	None	None	None	None	None	None
<b>Coord</b>	False	True	False	False	False	True	False	False	False	False	False	False	False	False	False	False
<b>DCP</b>	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False
<b>P.RED.</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>P.EXT</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Pattern	Cycle Length	Coord Mode	Max Mode	Corr Mode	Coord Offset	Force Mode	Spec Func	Time Offset	Sequence	R2 Lag	R3 Lag	R4 Lag				
4	110	0	0	0	0	0	0	2	0	0	0	0				
<b>Phase</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>5</b>	<b>6</b>	<b>7</b>	<b>8</b>	<b>9</b>	<b>10</b>	<b>11</b>	<b>12</b>	<b>13</b>	<b>14</b>	<b>15</b>	<b>16</b>
<b>Time</b>	20	36	19	35	20	36	19	35	0	0	0	0	0	0	0	0
<b>Mode</b>	None	None	None	None	None	None	None	None	None	None	None	None	None	None	None	None
<b>Coord</b>	False	True	False	False	False	True	False	False	False	False	False	False	False	False	False	False
<b>DCP</b>	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False
<b>P.RED.</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>P.EXT</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Pattern	Cycle Length	Coord Mode	Max Mode	Corr Mode	Coord Offset	Force Mode	Spec Func	Time Offset	Sequence	R2 Lag	R3 Lag	R4 Lag				
5	100	0	0	0	0	0	0	0	0	0	0	0				
<b>Phase</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>5</b>	<b>6</b>	<b>7</b>	<b>8</b>	<b>9</b>	<b>10</b>	<b>11</b>	<b>12</b>	<b>13</b>	<b>14</b>	<b>15</b>	<b>16</b>
<b>Time</b>	19	37	18	26	19	37	18	26	0	0	0	0	0	0	0	0
<b>Mode</b>	None	None	None	None	None	None	None	None	None	None	None	None	None	None	None	None
<b>Coord</b>	False	True	False	False	False	True	False	False	False	False	False	False	False	False	False	False
<b>DCP</b>	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False
<b>P.RED.</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>P.EXT</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Pattern	Cycle Length	Coord Mode	Max Mode	Corr Mode	Coord Offset	Force Mode	Spec Func	Time Offset	Sequence	R2 Lag	R3 Lag	R4 Lag				
6	100	0	0	0	0	0	0	0	0	0	0	0				
<b>Phase</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>5</b>	<b>6</b>	<b>7</b>	<b>8</b>	<b>9</b>	<b>10</b>	<b>11</b>	<b>12</b>	<b>13</b>	<b>14</b>	<b>15</b>	<b>16</b>
<b>Time</b>	19	37	18	26	19	37	18	26	0	0	0	0	0	0	0	0
<b>Mode</b>	None	None	None	None	None	None	None	None	None	None	None	None	None	None	None	None
<b>Coord</b>	False	True	False	False	False	True	False	False	False	False	False	False	False	False	False	False
<b>DCP</b>	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False
<b>P.RED.</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>P.EXT</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Pattern	Cycle Length	Coord Mode	Max Mode	Corr Mode	Coord Offset	Force Mode	Spec Func	Time Offset	Sequence	R2 Lag	R3 Lag	R4 Lag				
7	120	0	0	0	0	0	0	1	0	0	0	0				
<b>Phase</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>5</b>	<b>6</b>	<b>7</b>	<b>8</b>	<b>9</b>	<b>10</b>	<b>11</b>	<b>12</b>	<b>13</b>	<b>14</b>	<b>15</b>	<b>16</b>
<b>Time</b>	19	41	25	35	19	41	25	35	0	0	0	0	0	0	0	0
<b>Mode</b>	None	None	None	None	None	None	None	None	None	None	None	None	None	None	None	None
<b>Coord</b>	False	True	False	False	False	True	False	False	False	False	False	False	False	False	False	False
<b>DCP</b>	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False
<b>P.RED.</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>P.EXT</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Pattern	Cycle Length	Coord Mode	Max Mode	Corr Mode	Coord Offset	Force Mode	Spec Func	Time Offset	Sequence	R2 Lag	R3 Lag	R4 Lag				
8	150	0	0	0	0	0	0	44	0	0	0	0				
<b>Phase</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>5</b>	<b>6</b>	<b>7</b>	<b>8</b>	<b>9</b>	<b>10</b>	<b>11</b>	<b>12</b>	<b>13</b>	<b>14</b>	<b>15</b>	<b>16</b>
<b>Time</b>	19	70	27	34	19	66	24	41	0	0	0	0	0	0	0	0
<b>Mode</b>	None	None	None	None	None	None	None	None	None	None	None	None	None	None	None	None
<b>Coord</b>	False	True	False	False	False	True	False	False	False	False	False	False	False	False	False	False
<b>DCP</b>	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False
<b>P.RED.</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0



11	0	0	0
12	0	0	0
13	0	0	0
14	0	0	0
15	0	0	0

## Day Plan 4

Event	Hour	Minute	Action
1	5	45	1
2	9	0	2
3	15	0	3
4	18	30	2
5	19	0	254
6	0	0	0
7	0	0	0
8	0	0	0
9	0	0	0
10	0	0	0
11	0	0	0
12	0	0	0
13	0	0	0
14	0	0	0
15	0	0	0

## Day Plan 5

Event	Hour	Minute	Action
1	5	45	1
2	9	0	2
3	15	0	3
4	18	30	2
5	19	0	254
6	0	0	0
7	0	0	0
8	0	0	0
9	0	0	0
10	0	0	0
11	0	0	0
12	0	0	0
13	0	0	0
14	0	0	0
15	0	0	0

## Day Plan 6

Event	Hour	Minute	Action
1	5	45	1
2	9	0	2
3	15	0	3
4	18	30	2
5	19	0	254
6	0	0	0
7	0	0	0
8	0	0	0
9	0	0	0
10	0	0	0
11	0	0	0
12	0	0	0
13	0	0	0
14	0	0	0
15	0	0	0

## Day Plan 7

Event	Hour	Minute	Action
1	0	1	254
2	0	0	0
3	0	0	0
4	0	0	0
5	0	0	0
6	0	0	0
7	0	0	0
8	0	0	0
9	0	0	0

10	0	0	0
11	0	0	0
12	0	0	0
13	0	0	0
14	0	0	0
15	0	0	0

**Actions**

Action	Pattern	Aux1	Aux2	Aux3	SP1	SP2	SP3	SP4	SP5	SP6	SP7	SP8	DIM	Det1	Det2	Det3	Ph1	Ph2	Ph3	Ph4	Ph5	Ph6	Ph7	Ph8	Ph9	Ph10	Ph11	Ph12	Ph13	Ph14	P
1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
19	19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
37	37	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
40	40	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
43	43	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
46	46	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
254	254	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

**Special Function Maps**

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Special Function 1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Special Function 2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Special Function 3	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
Special Function 4	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
Special Function 5	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
Special Function 6	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
Special Function 7	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
Special Function 8	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0

**Phase Functions**

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Phase 1 Max 2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Phase 2 Max 2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Phase 3 Max 2	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
Phase 4 Max 2	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
Phase 5 Max 2	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
Phase 6 Max 2	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
Phase 7 Max 2	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
Phase 8 Max 2	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
Phase 1 Phase Omit	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
Phase 2 Phase Omit	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
Phase 3 Phase Omit	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
Phase 4 Phase Omit	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
Phase 5 Phase Omit	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
Phase 6 Phase Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
Phase 7 Phase Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
Phase 8 Phase Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1

**Preempt Configuration**

**Preempt 1 Data**

DET	DELAY	MXCAL	DB/10	NLOCK	EXTND	L OUT	SRMOD	LINK#	DURAT	GATE	R2C					
248	0	0	0	0	0	0	0	0	0	0	0					
MIN GRN	MIN WLK	DWL GRN	EXT PED	SEL PED CLR	SEL YEL/10	SEL RED/10	TRK GRN	TRK PED CLR	TRK YEL/10	TRK RED/10	RET PED CLR	RET YEL/10	RET RED/10			
0	0	10	0	8	40	20	0	0	0	0	8	40	20			
Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Exit	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0
Calls	1	1	1	1	1	1	1	1	0	0	0	0	0	0	0	0
Vehicle																
Track Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Dwell	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0
Cycle	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Ped</b>																
Track Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dwell	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cycle	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Overlap</b>																
Track Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dwell	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cycle	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Trail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

**Preempt 2 Data**

DET	DELAY	MXCAL		DB/10	NLOCK	EXTND	L OUT	SRMOD	LINK#	DURAT	GATE	R2C				
249	0	0		0	0	0	0	0	0	0	0	0				
MIN GRN	MIN WLK	DWL GRN	EXT PED	SEL PED CLR	SEL YEL/10	SEL RED/10	TRK GRN	TRK PED CLR	TRK YEL/10	TRK RED/10	RET PED CLR	RET YEL/10	RET RED/10			
0	0	10	0	8	40	20	0	0	0	0	8	40	20			
<b>Phase</b>																
Exit	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0
Calls	1	1	1	1	1	1	1	1	0	0	0	0	0	0	0	0
<b>Vehicle</b>																
Track Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dwell	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0
Cycle	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Ped</b>																
Track Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dwell	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cycle	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Overlap</b>																
Track Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dwell	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cycle	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Trail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

**Preempt 3 Data**

DET	DELAY	MXCAL		DB/10	NLOCK	EXTND	L OUT	SRMOD	LINK#	DURAT	GATE	R2C				
250	0	0		0	0	0	0	0	0	0	0	0				
MIN GRN	MIN WLK	DWL GRN	EXT PED	SEL PED CLR	SEL YEL/10	SEL RED/10	TRK GRN	TRK PED CLR	TRK YEL/10	TRK RED/10	RET PED CLR	RET YEL/10	RET RED/10			
0	0	10	0	8	40	20	0	0	0	0	8	40	20			
<b>Phase</b>																
Exit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Calls	1	1	1	1	1	1	1	1	0	0	0	0	0	0	0	0
<b>Vehicle</b>																
Track Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dwell	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cycle	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Ped</b>																
Track Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dwell	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cycle	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Overlap</b>																
Track Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dwell	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cycle	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Trail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

**Preempt 4 Data**

DET	DELAY	MXCAL		DB/10	NLOCK	EXTND	L OUT	SRMOD	LINK#	DURAT	GATE	R2C				
251	0	0		0	0	0	0	0	0	0	0	0				
MIN GRN	MIN WLK	DWL GRN	EXT PED	SEL PED CLR	SEL YEL/10	SEL RED/10	TRK GRN	TRK PED CLR	TRK YEL/10	TRK RED/10	RET PED CLR	RET YEL/10	RET RED/10			
0	0	10	0	8	40	20	10	8	40	20	8	40	20			
<b>Phase</b>																
Exit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Calls	1	1	1	1	1	1	1	1	1	0	0	0	0	0	0	0
<b>Vehicle</b>																
Track Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dwell	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cycle	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Ped</b>																
Track Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dwell	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cycle	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Overlap</b>																
Track Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dwell	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cycle	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Trail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

**Preempt 5 Data**

DET	DELAY	MXCAL		DB/10	NLOCK	EXTND	L OUT		SRMOD	LINK#	DURAT	GATE	R2C
252	0	0		0	0	0	0		0	0	0	0	0
MIN GRN	MIN WLK	DWL GRN	EXT PED	SEL PED CLR	SEL YEL/10	SEL RED/10	TRK GRN	TRK PED CLR	TRK YEL/10	TRK RED/10	RET PED CLR	RET YEL/10	RET RED/10
0	0	10	0	8	40	20	10	8	40	20	8	40	20

<b>Phase</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>5</b>	<b>6</b>	<b>7</b>	<b>8</b>	<b>9</b>	<b>10</b>	<b>11</b>	<b>12</b>	<b>13</b>	<b>14</b>	<b>15</b>	<b>16</b>
Exit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Calls	1	1	1	1	1	1	1	1	0	0	0	0	0	0	0	0
<b>Vehicle</b>																
Track Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dwell	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cycle	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Ped</b>																
Track Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dwell	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cycle	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Overlap</b>																
Track Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dwell	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cycle	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Trail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

**Preempt 6 Data**

DET	DELAY	MXCAL		DB/10	NLOCK	EXTND	L OUT		SRMOD	LINK#	DURAT	GATE	R2C
253	0	0		0	0	0	0		0	0	0	0	0
MIN GRN	MIN WLK	DWL GRN	EXT PED	SEL PED CLR	SEL YEL/10	SEL RED/10	TRK GRN	TRK PED CLR	TRK YEL/10	TRK RED/10	RET PED CLR	RET YEL/10	RET RED/10
0	0	10	0	8	40	20	10	8	40	20	8	40	20

<b>Phase</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>5</b>	<b>6</b>	<b>7</b>	<b>8</b>	<b>9</b>	<b>10</b>	<b>11</b>	<b>12</b>	<b>13</b>	<b>14</b>	<b>15</b>	<b>16</b>
Exit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Calls	1	1	1	1	1	1	1	1	0	0	0	0	0	0	0	0
<b>Vehicle</b>																
Track Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dwell	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cycle	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Ped</b>																
Track Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dwell	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cycle	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Overlap</b>																
Track Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dwell	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cycle	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Trail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

**Preempt 7 Data**

DET	DELAY	MXCAL		DB/10	NLOCK	EXTND	L OUT		SRMOD	LINK#	DURAT	GATE	R2C
0	0	0		0	0	0	0		0	0	0	0	0
MIN GRN	MIN WLK	DWL GRN	EXT PED	SEL PED CLR	SEL YEL/10	SEL RED/10	TRK GRN	TRK PED CLR	TRK YEL/10	TRK RED/10	RET PED CLR	RET YEL/10	RET RED/10
10	10	10	0	8	40	20	10	8	40	20	8	40	20

<b>Phase</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>5</b>	<b>6</b>	<b>7</b>	<b>8</b>	<b>9</b>	<b>10</b>	<b>11</b>	<b>12</b>	<b>13</b>	<b>14</b>	<b>15</b>	<b>16</b>
Exit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Calls	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Vehicle</b>																
Track Green	0	0	0	0	0	0	0	0	4	4	4	4	4	4	4	4
Dwell	0	0	0	0	0	0	0	0	4	4	4	4	4	4	4	4
Cycle	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Ped</b>																
Track Green	3	0	3	0	3	0	3	0	3	3	3	3	3	3	3	3
Dwell	3	0	3	0	3	0	3	0	3	3	3	3	3	3	3	3
Cycle	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Overlap</b>																
Track Green	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4
Dwell	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4
Cycle	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Trail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

**Preempt 8 Data**

DET	DELAY	MXCAL		DB/10	NLOCK	EXTND	L OUT	SRMOD	LINK#	DURAT	GATE	R2C	
0	0	0		0	0	0	0	0	0	0	0	0	
MIN GRN	MIN WLK	DWL GRN	EXT PED	SEL PED CLR	SEL YEL/10	SEL RED/10	TRK GRN	TRK PED CLR	TRK YEL/10	TRK RED/10	RET PED CLR	RET YEL/10	RET RED/10
10	10	10	0	8	40	20	10	8	40	20	8	40	20

<b>Phase</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>5</b>	<b>6</b>	<b>7</b>	<b>8</b>	<b>9</b>	<b>10</b>	<b>11</b>	<b>12</b>	<b>13</b>	<b>14</b>	<b>15</b>	<b>16</b>
Exit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Calls	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Vehicle</b>																
Track Green	0	0	0	0	0	0	0	0	4	4	4	4	4	4	4	4
Dwell	0	0	0	0	0	0	0	0	4	4	4	4	4	4	4	4
Cycle	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Ped</b>																
Track Green	3	0	3	0	3	0	3	0	3	3	3	3	3	3	3	3
Dwell	3	0	3	0	3	0	3	0	3	3	3	3	3	3	3	3
Cycle	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Overlap</b>																
Track Green	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4
Dwell	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4
Cycle	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Trail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

**Preempt 9 Data**

DET	DELAY	MXCAL		DB/10	NLOCK	EXTND	L OUT	SRMOD	LINK#	DURAT	GATE	R2C	
0	0	0		0	0	0	0	0	0	0	0	0	
MIN GRN	MIN WLK	DWL GRN	EXT PED	SEL PED CLR	SEL YEL/10	SEL RED/10	TRK GRN	TRK PED CLR	TRK YEL/10	TRK RED/10	RET PED CLR	RET YEL/10	RET RED/10
10	10	10	0	8	40	20	10	8	40	20	8	40	20

<b>Phase</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>5</b>	<b>6</b>	<b>7</b>	<b>8</b>	<b>9</b>	<b>10</b>	<b>11</b>	<b>12</b>	<b>13</b>	<b>14</b>	<b>15</b>	<b>16</b>
Exit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Calls	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Vehicle</b>																
Track Green	0	0	0	0	0	0	0	0	4	4	4	4	4	4	4	4
Dwell	0	0	0	0	0	0	0	0	4	4	4	4	4	4	4	4
Cycle	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Ped</b>																
Track Green	3	0	3	0	3	0	3	0	3	3	3	3	3	3	3	3
Dwell	3	0	3	0	3	0	3	0	3	3	3	3	3	3	3	3
Cycle	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Overlap</b>																
Track Green	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4
Dwell	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4
Cycle	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Trail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

**Preempt 10 Data**

DET	DELAY	MXCAL		DB/10	NLOCK	EXTND	L OUT	SRMOD	LINK#	DURAT	GATE	R2C
0	0	0		0	0	0	0	0	0	0	0	0

MIN GRN	MIN WLK	DWL GRN	EXT PED	SEL PED CLR	SEL YEL/10	SEL RED/10	TRK GRN	TRK PED CLR	TRK YEL/10	TRK RED/10	RET PED CLR	RET YEL/10	RET RED/10			
10	10	10	0	8	40	20	10	8	40	20	8	40	20			
<b>Phase</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>5</b>	<b>6</b>	<b>7</b>	<b>8</b>	<b>9</b>	<b>10</b>	<b>11</b>	<b>12</b>	<b>13</b>	<b>14</b>	<b>15</b>	<b>16</b>
Exit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Calls	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Vehicle</b>																
Track Green	0	0	0	0	0	0	0	4	4	4	4	4	4	4	4	4
Dwell	0	0	0	0	0	0	0	4	4	4	4	4	4	4	4	4
Cycle	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Ped</b>																
Track Green	3	0	3	0	3	0	3	0	3	3	3	3	3	3	3	3
Dwell	3	0	3	0	3	0	3	0	3	3	3	3	3	3	3	3
Cycle	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Overlap</b>																
Track Green	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4
Dwell	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4
Cycle	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Trail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

**Preempt 11 Data**

DET	DELAY	MXCAL	DB/10	NLOCK	EXTND	L OUT	SRMOD	LINK#	DURAT	GATE	R2C					
0	0	0	0	0	0	0	0	0	0	0	0					
MIN GRN	MIN WLK	DWL GRN	EXT PED	SEL PED CLR	SEL YEL/10	SEL RED/10	TRK GRN	TRK PED CLR	TRK YEL/10	TRK RED/10	RET PED CLR	RET YEL/10	RET RED/10			
10	10	10	0	8	40	20	10	8	40	20	8	40	20			
<b>Phase</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>5</b>	<b>6</b>	<b>7</b>	<b>8</b>	<b>9</b>	<b>10</b>	<b>11</b>	<b>12</b>	<b>13</b>	<b>14</b>	<b>15</b>	<b>16</b>
Exit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Calls	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Vehicle</b>																
Track Green	0	0	0	0	0	0	0	4	4	4	4	4	4	4	4	4
Dwell	0	0	0	0	0	0	0	4	4	4	4	4	4	4	4	4
Cycle	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Ped</b>																
Track Green	3	0	3	0	3	0	3	0	3	3	3	3	3	3	3	3
Dwell	3	0	3	0	3	0	3	0	3	3	3	3	3	3	3	3
Cycle	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Overlap</b>																
Track Green	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4
Dwell	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4
Cycle	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Trail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

**Preempt 12 Data**

DET	DELAY	MXCAL	DB/10	NLOCK	EXTND	L OUT	SRMOD	LINK#	DURAT	GATE	R2C					
0	0	0	0	0	0	0	0	0	0	0	0					
MIN GRN	MIN WLK	DWL GRN	EXT PED	SEL PED CLR	SEL YEL/10	SEL RED/10	TRK GRN	TRK PED CLR	TRK YEL/10	TRK RED/10	RET PED CLR	RET YEL/10	RET RED/10			
10	10	10	0	8	40	20	10	8	40	20	8	40	20			
<b>Phase</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>5</b>	<b>6</b>	<b>7</b>	<b>8</b>	<b>9</b>	<b>10</b>	<b>11</b>	<b>12</b>	<b>13</b>	<b>14</b>	<b>15</b>	<b>16</b>
Exit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Calls	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Vehicle</b>																
Track Green	0	0	0	0	0	0	0	4	4	4	4	4	4	4	4	4
Dwell	0	0	0	0	0	0	0	4	4	4	4	4	4	4	4	4
Cycle	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Ped</b>																
Track Green	3	0	3	0	3	0	3	0	3	3	3	3	3	3	3	3
Dwell	3	0	3	0	3	0	3	0	3	3	3	3	3	3	3	3
Cycle	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Overlap</b>																
Track Green	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4
Dwell	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4
Cycle	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Trail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Priority

Priority 1

N-Lock	Delay	Extend	Default Pattern	Min Grn	Max Grn	No Lockout	LockoutA	LockoutB	Overlap	Pre Grn	Recall	ExCo	PhaseSvc	Signal Type	Olp Blankout	Blankout
None	None	None	None	None	None	None	None	None	None	None	None	None	None	None	None	None

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
CO-Phase	None	None	None	None	None	None	None	None	None	None	None	None	None	None	None	None
QJ-Phase	None	None	None	None	None	None	None	None	None	None	None	None	None	None	None	None

Detector	1	2	3	4	5	6	7	8	9
Detector Number	None	None	None	None	None	None	None	None	None

Bank: 1

PR. Dets	PE	1A	2A	3A	4A	5A	6A	BU
TSD	0	0	0	0	0	0	0	0
TED	0	0	0	0	0	0	0	0
TTL	0	0	0	0	0	0	0	0

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Exit Call	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False
Phase Omit	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False
Ped Omit	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False
Recovery	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False

Level	Alt	Seq	Min	Walk	Freq	Ped	Skip	FPF	Override	FPW	Lvl	CPE	Ped	Method	Return	Ped	Wait	Ped	Override	Alt	Seq	Enabled	Force	Full	Pri
0	0	0	0	0	0	0	False	True	False	False	0	0	0	0	0	0	0	0	False	False	False	False	False	False	False

Queue	1	2	3	4	5	6
Queue Phase	0	0	0	0	0	0
Queue Det	0	0	0	0	0	0
Queue Time	0	0	0	0	0	0

Bank: 2

PR. Dets	PE	1A	2A	3A	4A	5A	6A	BU
TSD	0	0	0	0	0	0	0	0
TED	0	0	0	0	0	0	0	0
TTL	0	0	0	0	0	0	0	0

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Exit Call	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False
Phase Omit	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False
Ped Omit	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False
Recovery	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False

Level	Alt	Seq	Min	Walk	Freq	Ped	Skip	FPF	Override	FPW	Lvl	CPE	Ped	Method	Return	Ped	Wait	Ped	Override	Alt	Seq	Enabled	Force	Full	Pri
0	0	0	0	0	0	0	False	True	False	False	0	0	0	0	0	0	0	0	False	False	False	False	False	False	

Queue	1	2	3	4	5	6
Queue Phase	0	0	0	0	0	0
Queue Det	0	0	0	0	0	0
Queue Time	0	0	0	0	0	0

Bank: 3

PR. Dets	PE	1A	2A	3A	4A	5A	6A	BU
TSD	0	0	0	0	0	0	0	0
TED	0	0	0	0	0	0	0	0
TTL	0	0	0	0	0	0	0	0

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Exit Call	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False
Phase Omit	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False
Ped Omit	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False
Recovery	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False

Level	Alt	Seq	Min	Walk	Freq	Ped	Skip	FPF	Override	FPW	Lvl	CPE	Ped	Method	Return	Ped	Wait	Ped	Override	Alt	Seq	Enabled	Force	Full	Pri
-------	-----	-----	-----	------	------	-----	------	-----	----------	-----	-----	-----	-----	--------	--------	-----	------	-----	----------	-----	-----	---------	-------	------	-----

0	0	0	0	0	False	True	False	False	0	0	0	False	False
<b>Queue</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>5</b>	<b>6</b>							
Queue Phase	0	0	0	0	0	0							
Queue Det	0	0	0	0	0	0							
Queue Time	0	0	0	0	0	0							

Bank: 4

<b>PR. Dets</b>	<b>PE</b>	<b>1A</b>	<b>2A</b>	<b>3A</b>	<b>4A</b>	<b>5A</b>	<b>6A</b>	<b>BU</b>
TSD	0	0	0	0	0	0	0	0
TED	0	0	0	0	0	0	0	0
TTL	0	0	0	0	0	0	0	0

<b>Phase</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>5</b>	<b>6</b>	<b>7</b>	<b>8</b>	<b>9</b>	<b>10</b>	<b>11</b>	<b>12</b>	<b>13</b>	<b>14</b>	<b>15</b>	<b>16</b>
Exit Call	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False
Phase Omit	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False
Ped Omit	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False
Recovery	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False

<b>Level</b>	<b>Alt</b>	<b>Seq</b>	<b>Min</b>	<b>Walk</b>	<b>Freq</b>	<b>Ped</b>	<b>Skip</b>	<b>FPF</b>	<b>Override</b>	<b>FPW</b>	<b>Lvl</b>	<b>CPE</b>	<b>Ped</b>	<b>Method</b>	<b>Return</b>	<b>Ped</b>	<b>Wait</b>	<b>Ped</b>	<b>Override</b>	<b>Alt</b>	<b>Seq</b>	<b>Enabled</b>	<b>Force</b>	<b>Full</b>	<b>Pri</b>
0	0	0	0	0	0	False	True	False	False	0	0	0	0	0	0	0	0	0	False	False	False	False	False	False	

<b>Queue</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>5</b>	<b>6</b>
Queue Phase	0	0	0	0	0	0
Queue Det	0	0	0	0	0	0
Queue Time	0	0	0	0	0	0

Priority 2

<b>N-Lock</b>	<b>Delay</b>	<b>Extend</b>	<b>Default</b>	<b>Min</b>	<b>Max</b>	<b>No</b>	<b>LockoutA</b>	<b>LockoutB</b>	<b>Overlap</b>	<b>Pre</b>	<b>Recall</b>	<b>ExCo</b>	<b>Phase</b>	<b>Svc</b>	<b>Signal</b>	<b>Olp</b>	<b>Blankout</b>
None	None	None	None	None	None	None	None	None	None	None	None	None	None	None	None	None	None

<b>Phase</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>5</b>	<b>6</b>	<b>7</b>	<b>8</b>	<b>9</b>	<b>10</b>	<b>11</b>	<b>12</b>	<b>13</b>	<b>14</b>	<b>15</b>	<b>16</b>
CO-Phase	None	None	None	None	None	None	None	None	None	None	None	None	None	None	None	None
QJ-Phase	None	None	None	None	None	None	None	None	None	None	None	None	None	None	None	None

<b>Detector</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>5</b>	<b>6</b>	<b>7</b>	<b>8</b>	<b>9</b>
Detector Number	None	None	None	None	None	None	None	None	None

Bank: 1

<b>PR. Dets</b>	<b>PE</b>	<b>1A</b>	<b>2A</b>	<b>3A</b>	<b>4A</b>	<b>5A</b>	<b>6A</b>	<b>BU</b>
TSD	0	0	0	0	0	0	0	0
TED	0	0	0	0	0	0	0	0
TTL	0	0	0	0	0	0	0	0

<b>Phase</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>5</b>	<b>6</b>	<b>7</b>	<b>8</b>	<b>9</b>	<b>10</b>	<b>11</b>	<b>12</b>	<b>13</b>	<b>14</b>	<b>15</b>	<b>16</b>
Exit Call	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False
Phase Omit	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False
Ped Omit	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False
Recovery	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False

<b>Level</b>	<b>Alt</b>	<b>Seq</b>	<b>Min</b>	<b>Walk</b>	<b>Freq</b>	<b>Ped</b>	<b>Skip</b>	<b>FPF</b>	<b>Override</b>	<b>FPW</b>	<b>Lvl</b>	<b>CPE</b>	<b>Ped</b>	<b>Method</b>	<b>Return</b>	<b>Ped</b>	<b>Wait</b>	<b>Ped</b>	<b>Override</b>	<b>Alt</b>	<b>Seq</b>	<b>Enabled</b>	<b>Force</b>	<b>Full</b>	<b>Pri</b>
0	0	0	0	0	0	False	True	False	False	0	0	0	0	0	0	0	0	0	False	False	False	False	False	False	

<b>Queue</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>5</b>	<b>6</b>
Queue Phase	0	0	0	0	0	0
Queue Det	0	0	0	0	0	0
Queue Time	0	0	0	0	0	0

Bank: 2

<b>PR. Dets</b>	<b>PE</b>	<b>1A</b>	<b>2A</b>	<b>3A</b>	<b>4A</b>	<b>5A</b>	<b>6A</b>	<b>BU</b>
TSD	0	0	0	0	0	0	0	0
TED	0	0	0	0	0	0	0	0
TTL	0	0	0	0	0	0	0	0

<b>Phase</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>5</b>	<b>6</b>	<b>7</b>	<b>8</b>	<b>9</b>	<b>10</b>	<b>11</b>	<b>12</b>	<b>13</b>	<b>14</b>	<b>15</b>	<b>16</b>
Exit Call	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False
Phase Omit	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False

Ped Omit	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False
Recovery	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False

<b>Level Alt Seq</b>	<b>Min Walk</b>	<b>Freq Ped Skip</b>	<b>FPF Override</b>	<b>FPW Lvl</b>	<b>CPE Ped</b>	<b>Method Return</b>	<b>Ped Wait Ped</b>	<b>Override</b>	<b>Alt Seq</b>	<b>Enabled</b>	<b>ForceFullPri</b>	
0	0	0	False	True	False	False	0	0	0	0	False	False

<b>Queue</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>5</b>	<b>6</b>
Queue Phase	0	0	0	0	0	0
Queue Det	0	0	0	0	0	0
Queue Time	0	0	0	0	0	0

Bank: 3

<b>PR. Dets</b>	<b>PE</b>	<b>1A</b>	<b>2A</b>	<b>3A</b>	<b>4A</b>	<b>5A</b>	<b>6A</b>	<b>BU</b>
TSD	0	0	0	0	0	0	0	0
TED	0	0	0	0	0	0	0	0
TTL	0	0	0	0	0	0	0	0

<b>Phase</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>5</b>	<b>6</b>	<b>7</b>	<b>8</b>	<b>9</b>	<b>10</b>	<b>11</b>	<b>12</b>	<b>13</b>	<b>14</b>	<b>15</b>	<b>16</b>
Exit Call	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False
Phase Omit	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False
Ped Omit	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False
Recovery	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False

<b>Level Alt Seq</b>	<b>Min Walk</b>	<b>Freq Ped Skip</b>	<b>FPF Override</b>	<b>FPW Lvl</b>	<b>CPE Ped</b>	<b>Method Return</b>	<b>Ped Wait Ped</b>	<b>Override</b>	<b>Alt Seq</b>	<b>Enabled</b>	<b>ForceFullPri</b>	
0	0	0	False	True	False	False	0	0	0	0	False	False

<b>Queue</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>5</b>	<b>6</b>
Queue Phase	0	0	0	0	0	0
Queue Det	0	0	0	0	0	0
Queue Time	0	0	0	0	0	0

Bank: 4

<b>PR. Dets</b>	<b>PE</b>	<b>1A</b>	<b>2A</b>	<b>3A</b>	<b>4A</b>	<b>5A</b>	<b>6A</b>	<b>BU</b>
TSD	0	0	0	0	0	0	0	0
TED	0	0	0	0	0	0	0	0
TTL	0	0	0	0	0	0	0	0

<b>Phase</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>5</b>	<b>6</b>	<b>7</b>	<b>8</b>	<b>9</b>	<b>10</b>	<b>11</b>	<b>12</b>	<b>13</b>	<b>14</b>	<b>15</b>	<b>16</b>
Exit Call	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False
Phase Omit	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False
Ped Omit	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False
Recovery	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False

<b>Level Alt Seq</b>	<b>Min Walk</b>	<b>Freq Ped Skip</b>	<b>FPF Override</b>	<b>FPW Lvl</b>	<b>CPE Ped</b>	<b>Method Return</b>	<b>Ped Wait Ped</b>	<b>Override</b>	<b>Alt Seq</b>	<b>Enabled</b>	<b>ForceFullPri</b>	
0	0	0	False	True	False	False	0	0	0	0	False	False

<b>Queue</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>5</b>	<b>6</b>
Queue Phase	0	0	0	0	0	0
Queue Det	0	0	0	0	0	0
Queue Time	0	0	0	0	0	0

**Priority 3**

<b>N-Lock Delay</b>	<b>Extend Default</b>	<b>Pattern</b>	<b>Min Grn</b>	<b>Max Grn</b>	<b>No Lockout</b>	<b>LockoutA</b>	<b>LockoutB</b>	<b>Overlap</b>	<b>Pre Grn</b>	<b>Recall</b>	<b>ExCoPhase</b>	<b>Svc Signal</b>	<b>Type</b>	<b>Olp Blankout</b>	<b>Blankout</b>
None	None	None	None	None	None	None	None	None	None	None	None	None	None	None	None

<b>Phase</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>5</b>	<b>6</b>	<b>7</b>	<b>8</b>	<b>9</b>	<b>10</b>	<b>11</b>	<b>12</b>	<b>13</b>	<b>14</b>	<b>15</b>	<b>16</b>
CO-Phase	None	None	None	None	None	None	None	None	None	None	None	None	None	None	None	None
QJ-Phase	None	None	None	None	None	None	None	None	None	None	None	None	None	None	None	None

<b>Detector</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>5</b>	<b>6</b>	<b>7</b>	<b>8</b>	<b>9</b>
Detector Number	None	None	None	None	None	None	None	None	None

Bank: 1

<b>PR. Dets</b>	<b>PE</b>	<b>1A</b>	<b>2A</b>	<b>3A</b>	<b>4A</b>	<b>5A</b>	<b>6A</b>	<b>BU</b>
TSD	0	0	0	0	0	0	0	0
TED	0	0	0	0	0	0	0	0
TTL	0	0	0	0	0	0	0	0

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Exit Call	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False
Phase Omit	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False
Ped Omit	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False
Recovery	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False

Level	Alt	Seq	Min	Walk	Freq	Ped	Skip	FPF	Override	FPW	Lvl	CPE	Ped	Method	Return	Ped	Wait	Ped	Override	Alt	Seq	Enabled	Force	Full	Pri
0	0	0	0	0	0	0	0	False	True	False	False	False	0	0	0	0	0	0	False	False	False	False	False	False	False

Queue	1	2	3	4	5	6
Queue Phase	0	0	0	0	0	0
Queue Det	0	0	0	0	0	0
Queue Time	0	0	0	0	0	0

Bank: 2

PR. Dets	PE	1A	2A	3A	4A	5A	6A	BU
TSD	0	0	0	0	0	0	0	0
TED	0	0	0	0	0	0	0	0
TTL	0	0	0	0	0	0	0	0

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Exit Call	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False
Phase Omit	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False
Ped Omit	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False
Recovery	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False

Level	Alt	Seq	Min	Walk	Freq	Ped	Skip	FPF	Override	FPW	Lvl	CPE	Ped	Method	Return	Ped	Wait	Ped	Override	Alt	Seq	Enabled	Force	Full	Pri
0	0	0	0	0	0	0	0	False	True	False	False	False	0	0	0	0	0	0	False	False	False	False	False	False	False

Queue	1	2	3	4	5	6
Queue Phase	0	0	0	0	0	0
Queue Det	0	0	0	0	0	0
Queue Time	0	0	0	0	0	0

Bank: 3

PR. Dets	PE	1A	2A	3A	4A	5A	6A	BU
TSD	0	0	0	0	0	0	0	0
TED	0	0	0	0	0	0	0	0
TTL	0	0	0	0	0	0	0	0

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Exit Call	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False
Phase Omit	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False
Ped Omit	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False
Recovery	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False

Level	Alt	Seq	Min	Walk	Freq	Ped	Skip	FPF	Override	FPW	Lvl	CPE	Ped	Method	Return	Ped	Wait	Ped	Override	Alt	Seq	Enabled	Force	Full	Pri
0	0	0	0	0	0	0	0	False	True	False	False	False	0	0	0	0	0	0	False	False	False	False	False	False	False

Queue	1	2	3	4	5	6
Queue Phase	0	0	0	0	0	0
Queue Det	0	0	0	0	0	0
Queue Time	0	0	0	0	0	0

Bank: 4

PR. Dets	PE	1A	2A	3A	4A	5A	6A	BU
TSD	0	0	0	0	0	0	0	0
TED	0	0	0	0	0	0	0	0
TTL	0	0	0	0	0	0	0	0

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Exit Call	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False
Phase Omit	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False
Ped Omit	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False
Recovery	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False

Level	Alt	Seq	Min	Walk	Freq	Ped	Skip	FPF	Override	FPW	Lvl	CPE	Ped	Method	Return	Ped	Wait	Ped	Override	Alt	Seq	Enabled	Force	Full	Pri
0	0	0	0	0	0	0	0	False	True	False	False	False	0	0	0	0	0	0	False	False	False	False	False	False	False

<b>Queue</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>5</b>	<b>6</b>
Queue Phase	0	0	0	0	0	0
Queue Det	0	0	0	0	0	0
Queue Time	0	0	0	0	0	0

**Priority 4**

<b>N-Lock</b>	<b>Delay</b>	<b>Extend</b>	<b>Default</b>	<b>Min</b>	<b>Max</b>	<b>No</b>	<b>LockoutA</b>	<b>LockoutB</b>	<b>Overlap</b>	<b>Pre</b>	<b>Recall</b>	<b>ExCo</b>	<b>Phase</b>	<b>Svc</b>	<b>Signal</b>	<b>Olp</b>	<b>Blankout</b>
None	None	None	None	None	None	None	None	None	None	None	None	None	None	None	None	None	None

<b>Phase</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>5</b>	<b>6</b>	<b>7</b>	<b>8</b>	<b>9</b>	<b>10</b>	<b>11</b>	<b>12</b>	<b>13</b>	<b>14</b>	<b>15</b>	<b>16</b>
CO-Phase	None	None	None	None	None	None	None	None	None	None	None	None	None	None	None	None
QJ-Phase	None	None	None	None	None	None	None	None	None	None	None	None	None	None	None	None

<b>Detector</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>5</b>	<b>6</b>	<b>7</b>	<b>8</b>	<b>9</b>
Detector Number	None	None	None	None	None	None	None	None	None

Bank: 1

<b>PR. Dets</b>	<b>PE</b>	<b>1A</b>	<b>2A</b>	<b>3A</b>	<b>4A</b>	<b>5A</b>	<b>6A</b>	<b>BU</b>
TSD	0	0	0	0	0	0	0	0
TED	0	0	0	0	0	0	0	0
TTL	0	0	0	0	0	0	0	0

<b>Phase</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>5</b>	<b>6</b>	<b>7</b>	<b>8</b>	<b>9</b>	<b>10</b>	<b>11</b>	<b>12</b>	<b>13</b>	<b>14</b>	<b>15</b>	<b>16</b>
Exit Call	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False
Phase Omit	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False
Ped Omit	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False
Recovery	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False

<b>Level</b>	<b>Alt</b>	<b>Seq</b>	<b>Min</b>	<b>Walk</b>	<b>Freq</b>	<b>Ped</b>	<b>Skip</b>	<b>FPF</b>	<b>Override</b>	<b>FPW</b>	<b>Lvl</b>	<b>CPE</b>	<b>Ped</b>	<b>Method</b>	<b>Return</b>	<b>Ped</b>	<b>Wait</b>	<b>Ped</b>	<b>Override</b>	<b>Alt</b>	<b>Seq</b>	<b>Enabled</b>	<b>ForceFullPri</b>
0	0	0	0	0	0	0	0	False	True	False	False	False	0	0	0	0	0	0	False	False	False	False	False

<b>Queue</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>5</b>	<b>6</b>
Queue Phase	0	0	0	0	0	0
Queue Det	0	0	0	0	0	0
Queue Time	0	0	0	0	0	0

Bank: 2

<b>PR. Dets</b>	<b>PE</b>	<b>1A</b>	<b>2A</b>	<b>3A</b>	<b>4A</b>	<b>5A</b>	<b>6A</b>	<b>BU</b>
TSD	0	0	0	0	0	0	0	0
TED	0	0	0	0	0	0	0	0
TTL	0	0	0	0	0	0	0	0

<b>Phase</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>5</b>	<b>6</b>	<b>7</b>	<b>8</b>	<b>9</b>	<b>10</b>	<b>11</b>	<b>12</b>	<b>13</b>	<b>14</b>	<b>15</b>	<b>16</b>
Exit Call	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False
Phase Omit	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False
Ped Omit	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False
Recovery	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False

<b>Level</b>	<b>Alt</b>	<b>Seq</b>	<b>Min</b>	<b>Walk</b>	<b>Freq</b>	<b>Ped</b>	<b>Skip</b>	<b>FPF</b>	<b>Override</b>	<b>FPW</b>	<b>Lvl</b>	<b>CPE</b>	<b>Ped</b>	<b>Method</b>	<b>Return</b>	<b>Ped</b>	<b>Wait</b>	<b>Ped</b>	<b>Override</b>	<b>Alt</b>	<b>Seq</b>	<b>Enabled</b>	<b>ForceFullPri</b>
0	0	0	0	0	0	0	0	False	True	False	False	False	0	0	0	0	0	0	False	False	False	False	False

<b>Queue</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>5</b>	<b>6</b>
Queue Phase	0	0	0	0	0	0
Queue Det	0	0	0	0	0	0
Queue Time	0	0	0	0	0	0

Bank: 3

<b>PR. Dets</b>	<b>PE</b>	<b>1A</b>	<b>2A</b>	<b>3A</b>	<b>4A</b>	<b>5A</b>	<b>6A</b>	<b>BU</b>
TSD	0	0	0	0	0	0	0	0
TED	0	0	0	0	0	0	0	0
TTL	0	0	0	0	0	0	0	0

<b>Phase</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>5</b>	<b>6</b>	<b>7</b>	<b>8</b>	<b>9</b>	<b>10</b>	<b>11</b>	<b>12</b>	<b>13</b>	<b>14</b>	<b>15</b>	<b>16</b>
Exit Call	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False
Phase Omit	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False
Ped Omit	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False

Recovery      False   False   False   False   False   False   False   False   False   False   False   False   False   False   False   False

**Level Alt Seq Min Walk Freq Ped Skip FPF Override FPW Lvl CPE Ped Method Return Ped Wait Ped Override Alt Seq Enabled ForceFullPri**  
 0   0   0   0   0   False   True   False False 0   0   0   0   False   False

<b>Queue</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>5</b>	<b>6</b>
Queue Phase	0	0	0	0	0	0
Queue Det	0	0	0	0	0	0
Queue Time	0	0	0	0	0	0

Bank: 4

<b>PR. Dets</b>	<b>PE</b>	<b>1A</b>	<b>2A</b>	<b>3A</b>	<b>4A</b>	<b>5A</b>	<b>6A</b>	<b>BU</b>
TSD	0	0	0	0	0	0	0	0
TED	0	0	0	0	0	0	0	0
TTL	0	0	0	0	0	0	0	0

<b>Phase</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>5</b>	<b>6</b>	<b>7</b>	<b>8</b>	<b>9</b>	<b>10</b>	<b>11</b>	<b>12</b>	<b>13</b>	<b>14</b>	<b>15</b>	<b>16</b>
Exit Call	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False
Phase Omit	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False
Ped Omit	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False
Recovery	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False

**Level Alt Seq Min Walk Freq Ped Skip FPF Override FPW Lvl CPE Ped Method Return Ped Wait Ped Override Alt Seq Enabled ForceFullPri**  
 0   0   0   0   0   False   True   False False 0   0   0   0   False   False

<b>Queue</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>5</b>	<b>6</b>
Queue Phase	0	0	0	0	0	0
Queue Det	0	0	0	0	0	0
Queue Time	0	0	0	0	0	0

**Priority 5**

<b>N-Lock Delay Extend Default Pattern</b>	<b>Min Grn</b>	<b>Max Grn</b>	<b>No Lockout</b>	<b>LockoutA</b>	<b>LockoutB</b>	<b>Overlap Pre Grn</b>	<b>Recall ExCoPhaseSvc Signal Type</b>	<b>Olp Blankout</b>	<b>Blankout</b>
None	None	None	None	None	None	None	None	None	None

<b>Phase</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>5</b>	<b>6</b>	<b>7</b>	<b>8</b>	<b>9</b>	<b>10</b>	<b>11</b>	<b>12</b>	<b>13</b>	<b>14</b>	<b>15</b>	<b>16</b>
CO-Phase	None	None	None	None	None	None	None	None	None	None	None	None	None	None	None	None
QJ-Phase	None	None	None	None	None	None	None	None	None	None	None	None	None	None	None	None

<b>Detector</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>5</b>	<b>6</b>	<b>7</b>	<b>8</b>	<b>9</b>
Detector Number	None	None	None	None	None	None	None	None	None

Bank: 1

<b>PR. Dets</b>	<b>PE</b>	<b>1A</b>	<b>2A</b>	<b>3A</b>	<b>4A</b>	<b>5A</b>	<b>6A</b>	<b>BU</b>
TSD	0	0	0	0	0	0	0	0
TED	0	0	0	0	0	0	0	0
TTL	0	0	0	0	0	0	0	0

<b>Phase</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>5</b>	<b>6</b>	<b>7</b>	<b>8</b>	<b>9</b>	<b>10</b>	<b>11</b>	<b>12</b>	<b>13</b>	<b>14</b>	<b>15</b>	<b>16</b>
Exit Call	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False
Phase Omit	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False
Ped Omit	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False
Recovery	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False

**Level Alt Seq Min Walk Freq Ped Skip FPF Override FPW Lvl CPE Ped Method Return Ped Wait Ped Override Alt Seq Enabled ForceFullPri**  
 0   0   0   0   0   False   True   False False 0   0   0   0   False   False

<b>Queue</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>5</b>	<b>6</b>
Queue Phase	0	0	0	0	0	0
Queue Det	0	0	0	0	0	0
Queue Time	0	0	0	0	0	0

Bank: 2

<b>PR. Dets</b>	<b>PE</b>	<b>1A</b>	<b>2A</b>	<b>3A</b>	<b>4A</b>	<b>5A</b>	<b>6A</b>	<b>BU</b>
TSD	0	0	0	0	0	0	0	0
TED	0	0	0	0	0	0	0	0
TTL	0	0	0	0	0	0	0	0

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Exit Call	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False
Phase Omit	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False
Ped Omit	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False
Recovery	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False

Level	Alt Seq	Min Walk	Freq	Ped Skip	FPF Override	FPW	Lvl	CPE	Ped	Method	Return	Ped Wait	Ped Override	Alt Seq	Enabled	ForceFullPri
0	0	0	0	0	False	True	False	False	0	0	0	0	0	False	False	False

Queue	1	2	3	4	5	6
Queue Phase	0	0	0	0	0	0
Queue Det	0	0	0	0	0	0
Queue Time	0	0	0	0	0	0

Bank: 3

PR. Dets	PE	1A	2A	3A	4A	5A	6A	BU
TSD	0	0	0	0	0	0	0	0
TED	0	0	0	0	0	0	0	0
TTL	0	0	0	0	0	0	0	0

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Exit Call	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False
Phase Omit	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False
Ped Omit	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False
Recovery	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False

Level	Alt Seq	Min Walk	Freq	Ped Skip	FPF Override	FPW	Lvl	CPE	Ped	Method	Return	Ped Wait	Ped Override	Alt Seq	Enabled	ForceFullPri
0	0	0	0	0	False	True	False	False	0	0	0	0	0	False	False	False

Queue	1	2	3	4	5	6
Queue Phase	0	0	0	0	0	0
Queue Det	0	0	0	0	0	0
Queue Time	0	0	0	0	0	0

Bank: 4

PR. Dets	PE	1A	2A	3A	4A	5A	6A	BU
TSD	0	0	0	0	0	0	0	0
TED	0	0	0	0	0	0	0	0
TTL	0	0	0	0	0	0	0	0

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Exit Call	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False
Phase Omit	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False
Ped Omit	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False
Recovery	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False

Level	Alt Seq	Min Walk	Freq	Ped Skip	FPF Override	FPW	Lvl	CPE	Ped	Method	Return	Ped Wait	Ped Override	Alt Seq	Enabled	ForceFullPri
0	0	0	0	0	False	True	False	False	0	0	0	0	0	False	False	False

Queue	1	2	3	4	5	6
Queue Phase	0	0	0	0	0	0
Queue Det	0	0	0	0	0	0
Queue Time	0	0	0	0	0	0

Priority 6

N-Lock	Delay	Extend	Default Pattern	Min Grn	Max Grn	No Lockout	LockoutA	LockoutB	Overlap	Pre Grn	Recall	ExCo	Phase	Svc	Signal Type	Olp Blankout	Blankout
None	None	None	None	None	None	None	None	None	None	None	None	None	None	None	None	None	None

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
CO-Phase	None	None	None	None	None	None	None	None	None	None	None	None	None	None	None	None
QJ-Phase	None	None	None	None	None	None	None	None	None	None	None	None	None	None	None	None

Detector	1	2	3	4	5	6	7	8	9
Detector Number	None	None	None	None	None	None	None	None	None

Bank: 1

PR. Dets	PE	1A	2A	3A	4A	5A	6A	BU
----------	----	----	----	----	----	----	----	----

TSD	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TED	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TTL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Exit Call	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False
Phase Omit	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False
Ped Omit	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False
Recovery	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False

Level	Alt	Seq	Min	Walk	Freq	Ped	Skip	FPF	Override	FPW	Lvl	CPE	Ped	Method	Return	Ped	Wait	Ped	Override	Alt	Seq	Enabled	Force	Full	Pri		
0	0	0	0	0	0	0	0	False	True	False	False	False	0	0	0	0	0	0	0	False	0	0	0	0	0	0	0

Queue	1	2	3	4	5	6
Queue Phase	0	0	0	0	0	0
Queue Det	0	0	0	0	0	0
Queue Time	0	0	0	0	0	0

Bank: 2

PR. Dets	PE	1A	2A	3A	4A	5A	6A	BU
TSD	0	0	0	0	0	0	0	0
TED	0	0	0	0	0	0	0	0
TTL	0	0	0	0	0	0	0	0

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Exit Call	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False
Phase Omit	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False
Ped Omit	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False
Recovery	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False

Level	Alt	Seq	Min	Walk	Freq	Ped	Skip	FPF	Override	FPW	Lvl	CPE	Ped	Method	Return	Ped	Wait	Ped	Override	Alt	Seq	Enabled	Force	Full	Pri	
0	0	0	0	0	0	0	0	False	True	False	False	False	0	0	0	0	0	0	0	False	0	0	0	0	0	0

Queue	1	2	3	4	5	6
Queue Phase	0	0	0	0	0	0
Queue Det	0	0	0	0	0	0
Queue Time	0	0	0	0	0	0

Bank: 3

PR. Dets	PE	1A	2A	3A	4A	5A	6A	BU
TSD	0	0	0	0	0	0	0	0
TED	0	0	0	0	0	0	0	0
TTL	0	0	0	0	0	0	0	0

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Exit Call	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False
Phase Omit	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False
Ped Omit	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False
Recovery	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False

Level	Alt	Seq	Min	Walk	Freq	Ped	Skip	FPF	Override	FPW	Lvl	CPE	Ped	Method	Return	Ped	Wait	Ped	Override	Alt	Seq	Enabled	Force	Full	Pri	
0	0	0	0	0	0	0	0	False	True	False	False	False	0	0	0	0	0	0	0	False	0	0	0	0	0	0

Queue	1	2	3	4	5	6
Queue Phase	0	0	0	0	0	0
Queue Det	0	0	0	0	0	0
Queue Time	0	0	0	0	0	0

Bank: 4

PR. Dets	PE	1A	2A	3A	4A	5A	6A	BU
TSD	0	0	0	0	0	0	0	0
TED	0	0	0	0	0	0	0	0
TTL	0	0	0	0	0	0	0	0

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Exit Call	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False
Phase Omit	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False
Ped Omit	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False
Recovery	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False

Level	Alt Seq	Min Walk	Freq Ped	Skip	FPF Override	FPW Lvl	CPE Ped	Method	Return	Ped Wait	Ped Override	Alt Seq	Enabled	ForceFullPri
0	0	0	0	0	False	True	False	False	0	0	0	0	False	False
<b>Queue</b>		<b>1</b>		<b>2</b>		<b>3</b>		<b>4</b>		<b>5</b>		<b>6</b>		
Queue Phase		0		0		0		0		0		0		
Queue Det		0		0		0		0		0		0		
Queue Time		0		0		0		0		0		0		

Priority 7

N-Lock	Delay	Extend	Default Pattern	Min Grn	Max Grn	No Lockout	LockoutA	LockoutB	Overlap	Pre Grn	Recall	ExCo	PhaseSvc	Signal Type	Olp Blankout	Blankout
None	None	None	None	None	None	None	None	None	None	None	None	None	None	None	None	None
<b>Phase</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>5</b>	<b>6</b>	<b>7</b>	<b>8</b>	<b>9</b>	<b>10</b>	<b>11</b>	<b>12</b>	<b>13</b>	<b>14</b>	<b>15</b>	<b>16</b>
CO-Phase	None	None	None	None	None	None	None	None	None	None	None	None	None	None	None	None
QJ-Phase	None	None	None	None	None	None	None	None	None	None	None	None	None	None	None	None
<b>Detector</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>5</b>	<b>6</b>	<b>7</b>	<b>8</b>	<b>9</b>							
Detector Number	None	None	None	None	None	None	None	None	None	None	None	None	None	None	None	None

Bank: 1

PR. Dets	PE	1A	2A	3A	4A	5A	6A	BU								
TSD	0	0	0	0	0	0	0	0								
TED	0	0	0	0	0	0	0	0								
TTL	0	0	0	0	0	0	0	0								
<b>Phase</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>5</b>	<b>6</b>	<b>7</b>	<b>8</b>	<b>9</b>	<b>10</b>	<b>11</b>	<b>12</b>	<b>13</b>	<b>14</b>	<b>15</b>	<b>16</b>
Exit Call	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False
Phase Omit	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False
Ped Omit	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False
Recovery	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False

Level	Alt Seq	Min Walk	Freq Ped	Skip	FPF Override	FPW Lvl	CPE Ped	Method	Return	Ped Wait	Ped Override	Alt Seq	Enabled	ForceFullPri
0	0	0	0	0	False	False	False	False	0	0	0	0	False	False
<b>Queue</b>		<b>1</b>		<b>2</b>		<b>3</b>		<b>4</b>		<b>5</b>		<b>6</b>		
Queue Phase		0		0		0		0		0		0		
Queue Det		0		0		0		0		0		0		
Queue Time		0		0		0		0		0		0		

Bank: 2

PR. Dets	PE	1A	2A	3A	4A	5A	6A	BU								
TSD	0	0	0	0	0	0	0	0								
TED	0	0	0	0	0	0	0	0								
TTL	0	0	0	0	0	0	0	0								
<b>Phase</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>5</b>	<b>6</b>	<b>7</b>	<b>8</b>	<b>9</b>	<b>10</b>	<b>11</b>	<b>12</b>	<b>13</b>	<b>14</b>	<b>15</b>	<b>16</b>
Exit Call	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False
Phase Omit	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False
Ped Omit	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False
Recovery	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False

Level	Alt Seq	Min Walk	Freq Ped	Skip	FPF Override	FPW Lvl	CPE Ped	Method	Return	Ped Wait	Ped Override	Alt Seq	Enabled	ForceFullPri
0	0	0	0	0	False	False	False	False	0	0	0	0	False	False
<b>Queue</b>		<b>1</b>		<b>2</b>		<b>3</b>		<b>4</b>		<b>5</b>		<b>6</b>		
Queue Phase		0		0		0		0		0		0		
Queue Det		0		0		0		0		0		0		
Queue Time		0		0		0		0		0		0		

Bank: 3

PR. Dets	PE	1A	2A	3A	4A	5A	6A	BU								
TSD	0	0	0	0	0	0	0	0								
TED	0	0	0	0	0	0	0	0								
TTL	0	0	0	0	0	0	0	0								
<b>Phase</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>5</b>	<b>6</b>	<b>7</b>	<b>8</b>	<b>9</b>	<b>10</b>	<b>11</b>	<b>12</b>	<b>13</b>	<b>14</b>	<b>15</b>	<b>16</b>

Exit Call	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False
Phase Omit	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False
Ped Omit	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False
Recovery	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False

Level	Alt Seq	Min Walk	Freq	Ped Skip	FPF	Override	FPW	Lvl	CPE	Ped	Method	Return	Ped	Wait	Ped	Override	Alt Seq	Enabled	ForceFullPri
0	0	0	0	0	False	False	False	False	False	False	0	0	0	0	0	False	False	False	False

<b>Queue</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>5</b>	<b>6</b>
Queue Phase	0	0	0	0	0	0
Queue Det	0	0	0	0	0	0
Queue Time	0	0	0	0	0	0

Bank: 4

<b>PR. Dets</b>	<b>PE</b>	<b>1A</b>	<b>2A</b>	<b>3A</b>	<b>4A</b>	<b>5A</b>	<b>6A</b>	<b>BU</b>
TSD	0	0	0	0	0	0	0	0
TED	0	0	0	0	0	0	0	0
TTL	0	0	0	0	0	0	0	0

<b>Phase</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>5</b>	<b>6</b>	<b>7</b>	<b>8</b>	<b>9</b>	<b>10</b>	<b>11</b>	<b>12</b>	<b>13</b>	<b>14</b>	<b>15</b>	<b>16</b>
Exit Call	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False
Phase Omit	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False
Ped Omit	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False
Recovery	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False

Level	Alt Seq	Min Walk	Freq	Ped Skip	FPF	Override	FPW	Lvl	CPE	Ped	Method	Return	Ped	Wait	Ped	Override	Alt Seq	Enabled	ForceFullPri
0	0	0	0	0	False	False	False	False	False	False	0	0	0	0	0	False	False	False	False

<b>Queue</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>5</b>	<b>6</b>
Queue Phase	0	0	0	0	0	0
Queue Det	0	0	0	0	0	0
Queue Time	0	0	0	0	0	0

**Priority 8**

N-Lock	Delay	Extend	Default Pattern	Min Grn	Max Grn	No Lockout	LockoutA	LockoutB	Overlap	Pre Grn	Recall	ExCo	Phase	Svc	Signal Type	Olp Blankout	Blankout
None	None	None	None	None	None	None	None	None	None	None	None	None	None	None	None	None	None

<b>Phase</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>5</b>	<b>6</b>	<b>7</b>	<b>8</b>	<b>9</b>	<b>10</b>	<b>11</b>	<b>12</b>	<b>13</b>	<b>14</b>	<b>15</b>	<b>16</b>
CO-Phase	None	None	None	None	None	None	None	None	None	None	None	None	None	None	None	None
QJ-Phase	None	None	None	None	None	None	None	None	None	None	None	None	None	None	None	None

<b>Detector</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>5</b>	<b>6</b>	<b>7</b>	<b>8</b>	<b>9</b>
Detector Number	None	None	None	None	None	None	None	None	None

Bank: 1

<b>PR. Dets</b>	<b>PE</b>	<b>1A</b>	<b>2A</b>	<b>3A</b>	<b>4A</b>	<b>5A</b>	<b>6A</b>	<b>BU</b>
TSD	0	0	0	0	0	0	0	0
TED	0	0	0	0	0	0	0	0
TTL	0	0	0	0	0	0	0	0

<b>Phase</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>5</b>	<b>6</b>	<b>7</b>	<b>8</b>	<b>9</b>	<b>10</b>	<b>11</b>	<b>12</b>	<b>13</b>	<b>14</b>	<b>15</b>	<b>16</b>
Exit Call	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False
Phase Omit	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False
Ped Omit	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False
Recovery	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False

Level	Alt Seq	Min Walk	Freq	Ped Skip	FPF	Override	FPW	Lvl	CPE	Ped	Method	Return	Ped	Wait	Ped	Override	Alt Seq	Enabled	ForceFullPri
0	0	0	0	0	False	False	False	False	False	False	0	0	0	0	0	False	False	False	False

<b>Queue</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>5</b>	<b>6</b>
Queue Phase	0	0	0	0	0	0
Queue Det	0	0	0	0	0	0
Queue Time	0	0	0	0	0	0

Bank: 2

<b>PR. Dets</b>	<b>PE</b>	<b>1A</b>	<b>2A</b>	<b>3A</b>	<b>4A</b>	<b>5A</b>	<b>6A</b>	<b>BU</b>
TSD	0	0	0	0	0	0	0	0

TED	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TTL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Exit Call	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False
Phase Omit	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False
Ped Omit	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False
Recovery	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False

Level	Alt	Seq	Min	Walk	Freq	Ped	Skip	FPF	Override	FPW	Lvl	CPE	Ped	Method	Return	Ped	Wait	Ped	Override	Alt	Seq	Enabled	Force	Full	Pri	
0	0	0	0	0	0	0	0	False	False	False	False	False	False	0	0	0	0	0	0	False	False	False	False	False	False	False

Queue	1	2	3	4	5	6
Queue Phase	0	0	0	0	0	0
Queue Det	0	0	0	0	0	0
Queue Time	0	0	0	0	0	0

Bank: 3

PR. Dets	PE	1A	2A	3A	4A	5A	6A	BU
TSD	0	0	0	0	0	0	0	0
TED	0	0	0	0	0	0	0	0
TTL	0	0	0	0	0	0	0	0

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Exit Call	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False
Phase Omit	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False
Ped Omit	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False
Recovery	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False

Level	Alt	Seq	Min	Walk	Freq	Ped	Skip	FPF	Override	FPW	Lvl	CPE	Ped	Method	Return	Ped	Wait	Ped	Override	Alt	Seq	Enabled	Force	Full	Pri
0	0	0	0	0	0	0	0	False	False	False	False	False	False	0	0	0	0	0	0	False	False	False	False	False	False

Queue	1	2	3	4	5	6
Queue Phase	0	0	0	0	0	0
Queue Det	0	0	0	0	0	0
Queue Time	0	0	0	0	0	0

Bank: 4

PR. Dets	PE	1A	2A	3A	4A	5A	6A	BU
TSD	0	0	0	0	0	0	0	0
TED	0	0	0	0	0	0	0	0
TTL	0	0	0	0	0	0	0	0

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Exit Call	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False
Phase Omit	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False
Ped Omit	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False
Recovery	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False

Level	Alt	Seq	Min	Walk	Freq	Ped	Skip	FPF	Override	FPW	Lvl	CPE	Ped	Method	Return	Ped	Wait	Ped	Override	Alt	Seq	Enabled	Force	Full	Pri
0	0	0	0	0	0	0	0	False	False	False	False	False	False	0	0	0	0	0	0	False	False	False	False	False	False

Queue	1	2	3	4	5	6
Queue Phase	0	0	0	0	0	0
Queue Det	0	0	0	0	0	0
Queue Time	0	0	0	0	0	0

Priority 9

N-Lock	Delay	Extend	Default	Min	Max	No	LockoutA	LockoutB	Overlap	Pre	Recall	ExCo	Phase	Svc	Signal	Olp	Blankout
			Pattern	Grn	Grn	Lockout				Grn					Type	Blankout	
None	None	None	None	None	None	None	None	None	None	None	None	None	None	None	None	None	None

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
CO-Phase	None	None	None	None	None	None	None	None	None	None	None	None	None	None	None	None
QJ-Phase	None	None	None	None	None	None	None	None	None	None	None	None	None	None	None	None

Detector	1	2	3	4	5	6	7	8	9
	None	None	None	None	None	None	None	None	None

Detector  
Number

Bank: 1

PR. Dets	PE	1A	2A	3A	4A	5A	6A	BU
TSD	0	0	0	0	0	0	0	0
TED	0	0	0	0	0	0	0	0
TTL	0	0	0	0	0	0	0	0

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Exit Call	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False
Phase Omit	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False
Ped Omit	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False
Recovery	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False

Level	Alt Seq	Min Walk	Freq	Ped Skip	FPF Override	FPW Lvl	CPE	Ped	Method	Return	Ped Wait	Ped Override	Alt Seq	Enabled	ForceFullPri
0	0	0	0	0	False	False	False	False	0	0	0	0	False	False	False

Queue	1	2	3	4	5	6
Queue Phase	0	0	0	0	0	0
Queue Det	0	0	0	0	0	0
Queue Time	0	0	0	0	0	0

Bank: 2

PR. Dets	PE	1A	2A	3A	4A	5A	6A	BU
TSD	0	0	0	0	0	0	0	0
TED	0	0	0	0	0	0	0	0
TTL	0	0	0	0	0	0	0	0

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Exit Call	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False
Phase Omit	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False
Ped Omit	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False
Recovery	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False

Level	Alt Seq	Min Walk	Freq	Ped Skip	FPF Override	FPW Lvl	CPE	Ped	Method	Return	Ped Wait	Ped Override	Alt Seq	Enabled	ForceFullPri
0	0	0	0	0	False	False	False	False	0	0	0	0	False	False	False

Queue	1	2	3	4	5	6
Queue Phase	0	0	0	0	0	0
Queue Det	0	0	0	0	0	0
Queue Time	0	0	0	0	0	0

Bank: 3

PR. Dets	PE	1A	2A	3A	4A	5A	6A	BU
TSD	0	0	0	0	0	0	0	0
TED	0	0	0	0	0	0	0	0
TTL	0	0	0	0	0	0	0	0

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Exit Call	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False
Phase Omit	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False
Ped Omit	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False
Recovery	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False

Level	Alt Seq	Min Walk	Freq	Ped Skip	FPF Override	FPW Lvl	CPE	Ped	Method	Return	Ped Wait	Ped Override	Alt Seq	Enabled	ForceFullPri
0	0	0	0	0	False	False	False	False	0	0	0	0	False	False	False

Queue	1	2	3	4	5	6
Queue Phase	0	0	0	0	0	0
Queue Det	0	0	0	0	0	0
Queue Time	0	0	0	0	0	0

Bank: 4

PR. Dets	PE	1A	2A	3A	4A	5A	6A	BU
TSD	0	0	0	0	0	0	0	0
TED	0	0	0	0	0	0	0	0
TTL	0	0	0	0	0	0	0	0

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
-------	---	---	---	---	---	---	---	---	---	----	----	----	----	----	----	----

Exit Call	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False
Phase Omit	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False
Ped Omit	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False
Recovery	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False

Level	Alt	Seq	Min	Walk	Freq	Ped	Skip	FPF	Override	FPW	Lvl	CPE	Ped	Method	Return	Ped	Wait	Ped	Override	Alt	Seq	Enabled	Force	Full	Pri
0	0	0	0	0	0	0	0	False	False	False	False	False	0	0	0	0	0	0	False	False	False	False	False	False	False

<b>Queue</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>5</b>	<b>6</b>
Queue Phase	0	0	0	0	0	0
Queue Det	0	0	0	0	0	0
Queue Time	0	0	0	0	0	0

**Priority 10**

N-Lock	Delay	Extend	Default	Min	Max	No	LockoutA	LockoutB	Overlap	Pre	Recall	ExCo	Phase	Svc	Signal	Olp	Blankout
None	None	None	None	None	None	None	None	None	None	None	None	None	None	None	None	None	None

<b>Phase</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>5</b>	<b>6</b>	<b>7</b>	<b>8</b>	<b>9</b>	<b>10</b>	<b>11</b>	<b>12</b>	<b>13</b>	<b>14</b>	<b>15</b>	<b>16</b>
CO-Phase	None	None	None	None	None	None	None	None	None	None	None	None	None	None	None	None
QJ-Phase	None	None	None	None	None	None	None	None	None	None	None	None	None	None	None	None

<b>Detector</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>5</b>	<b>6</b>	<b>7</b>	<b>8</b>	<b>9</b>
Detector Number	None	None	None	None	None	None	None	None	None

Bank: 1

<b>PR. Dets</b>	<b>PE</b>	<b>1A</b>	<b>2A</b>	<b>3A</b>	<b>4A</b>	<b>5A</b>	<b>6A</b>	<b>BU</b>
TSD	0	0	0	0	0	0	0	0
TED	0	0	0	0	0	0	0	0
TTL	0	0	0	0	0	0	0	0

<b>Phase</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>5</b>	<b>6</b>	<b>7</b>	<b>8</b>	<b>9</b>	<b>10</b>	<b>11</b>	<b>12</b>	<b>13</b>	<b>14</b>	<b>15</b>	<b>16</b>
Exit Call	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False
Phase Omit	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False
Ped Omit	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False
Recovery	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False

Level	Alt	Seq	Min	Walk	Freq	Ped	Skip	FPF	Override	FPW	Lvl	CPE	Ped	Method	Return	Ped	Wait	Ped	Override	Alt	Seq	Enabled	Force	Full	Pri
0	0	0	0	0	0	0	0	False	False	False	False	False	0	0	0	0	0	0	False	False	False	False	False	False	

<b>Queue</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>5</b>	<b>6</b>
Queue Phase	0	0	0	0	0	0
Queue Det	0	0	0	0	0	0
Queue Time	0	0	0	0	0	0

Bank: 2

<b>PR. Dets</b>	<b>PE</b>	<b>1A</b>	<b>2A</b>	<b>3A</b>	<b>4A</b>	<b>5A</b>	<b>6A</b>	<b>BU</b>
TSD	0	0	0	0	0	0	0	0
TED	0	0	0	0	0	0	0	0
TTL	0	0	0	0	0	0	0	0

<b>Phase</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>5</b>	<b>6</b>	<b>7</b>	<b>8</b>	<b>9</b>	<b>10</b>	<b>11</b>	<b>12</b>	<b>13</b>	<b>14</b>	<b>15</b>	<b>16</b>
Exit Call	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False
Phase Omit	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False
Ped Omit	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False
Recovery	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False

Level	Alt	Seq	Min	Walk	Freq	Ped	Skip	FPF	Override	FPW	Lvl	CPE	Ped	Method	Return	Ped	Wait	Ped	Override	Alt	Seq	Enabled	Force	Full	Pri
0	0	0	0	0	0	0	0	False	False	False	False	False	0	0	0	0	0	0	False	False	False	False	False	False	

<b>Queue</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>5</b>	<b>6</b>
Queue Phase	0	0	0	0	0	0
Queue Det	0	0	0	0	0	0
Queue Time	0	0	0	0	0	0

Bank: 3

<b>PR. Dets</b>	<b>PE</b>	<b>1A</b>	<b>2A</b>	<b>3A</b>	<b>4A</b>	<b>5A</b>	<b>6A</b>	<b>BU</b>
TSD	0	0	0	0	0	0	0	0

TED	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TTL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Exit Call	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False
Phase Omit	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False
Ped Omit	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False
Recovery	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False

Level	Alt Seq	Min Walk	Freq	Ped Skip	FPF Override	FPW Lvl	CPE	Ped	Method	Return	Ped Wait	Ped Override	Alt Seq	Enabled	ForceFullPri
0	0	0	0	0	False	False	False	False	0	0	0	0	False	False	False

Queue	1	2	3	4	5	6
Queue Phase	0	0	0	0	0	0
Queue Det	0	0	0	0	0	0
Queue Time	0	0	0	0	0	0

Bank: 4

PR. Dets	PE	1A	2A	3A	4A	5A	6A	BU
TSD	0	0	0	0	0	0	0	0
TED	0	0	0	0	0	0	0	0
TTL	0	0	0	0	0	0	0	0

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Exit Call	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False
Phase Omit	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False
Ped Omit	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False
Recovery	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False

Level	Alt Seq	Min Walk	Freq	Ped Skip	FPF Override	FPW Lvl	CPE	Ped	Method	Return	Ped Wait	Ped Override	Alt Seq	Enabled	ForceFullPri
0	0	0	0	0	False	False	False	False	0	0	0	0	False	False	False

Queue	1	2	3	4	5	6
Queue Phase	0	0	0	0	0	0
Queue Det	0	0	0	0	0	0
Queue Time	0	0	0	0	0	0

**Priority 11**

N-Lock	Delay	Extend	Default Pattern	Min Grn	Max Grn	No Lockout	LockoutA	LockoutB	Overlap	Pre Grn	Recall	ExCo	PhaseSvc	Signal Type	Olp Blankout	Blankout
None	None	None	None	None	None	None	None	None	None	None	None	None	None	None	None	None

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
CO-Phase	None	None	None	None	None	None	None	None	None	None	None	None	None	None	None	None
QJ-Phase	None	None	None	None	None	None	None	None	None	None	None	None	None	None	None	None

Detector	1	2	3	4	5	6	7	8	9
Detector Number	None	None	None	None	None	None	None	None	None

Bank: 1

PR. Dets	PE	1A	2A	3A	4A	5A	6A	BU
TSD	0	0	0	0	0	0	0	0
TED	0	0	0	0	0	0	0	0
TTL	0	0	0	0	0	0	0	0

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Exit Call	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False
Phase Omit	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False
Ped Omit	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False
Recovery	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False

Level	Alt Seq	Min Walk	Freq	Ped Skip	FPF Override	FPW Lvl	CPE	Ped	Method	Return	Ped Wait	Ped Override	Alt Seq	Enabled	ForceFullPri
0	0	0	0	0	False	False	False	False	0	0	0	0	False	False	False

Queue	1	2	3	4	5	6
Queue Phase	0	0	0	0	0	0
Queue Det	0	0	0	0	0	0

Queue Time 0 0 0 0 0 0

Bank: 2

PR. Dets	PE	1A	2A	3A	4A	5A	6A	BU
TSD	0	0	0	0	0	0	0	0
TED	0	0	0	0	0	0	0	0
TTL	0	0	0	0	0	0	0	0

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Exit Call	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False
Phase Omit	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False
Ped Omit	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False
Recovery	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False

Level	Alt	Seq	Min	Walk	Freq	Ped	Skip	FPF	Override	FPW	Lvl	CPE	Ped	Method	Return	Ped	Wait	Ped	Override	Alt	Seq	Enabled	ForceFullPri
0	0	0	0	0	0	0	0	False	False	False	False	False	0	0	0	0	0	0	False	False	False	False	

Queue	1	2	3	4	5	6
Queue Phase	0	0	0	0	0	0
Queue Det	0	0	0	0	0	0
Queue Time	0	0	0	0	0	0

Bank: 3

PR. Dets	PE	1A	2A	3A	4A	5A	6A	BU
TSD	0	0	0	0	0	0	0	0
TED	0	0	0	0	0	0	0	0
TTL	0	0	0	0	0	0	0	0

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Exit Call	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False
Phase Omit	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False
Ped Omit	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False
Recovery	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False

Level	Alt	Seq	Min	Walk	Freq	Ped	Skip	FPF	Override	FPW	Lvl	CPE	Ped	Method	Return	Ped	Wait	Ped	Override	Alt	Seq	Enabled	ForceFullPri
0	0	0	0	0	0	0	0	False	False	False	False	False	0	0	0	0	0	0	False	False	False	False	

Queue	1	2	3	4	5	6
Queue Phase	0	0	0	0	0	0
Queue Det	0	0	0	0	0	0
Queue Time	0	0	0	0	0	0

Bank: 4

PR. Dets	PE	1A	2A	3A	4A	5A	6A	BU
TSD	0	0	0	0	0	0	0	0
TED	0	0	0	0	0	0	0	0
TTL	0	0	0	0	0	0	0	0

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Exit Call	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False
Phase Omit	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False
Ped Omit	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False
Recovery	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False

Level	Alt	Seq	Min	Walk	Freq	Ped	Skip	FPF	Override	FPW	Lvl	CPE	Ped	Method	Return	Ped	Wait	Ped	Override	Alt	Seq	Enabled	ForceFullPri
0	0	0	0	0	0	0	0	False	False	False	False	False	0	0	0	0	0	0	False	False	False	False	

Queue	1	2	3	4	5	6
Queue Phase	0	0	0	0	0	0
Queue Det	0	0	0	0	0	0
Queue Time	0	0	0	0	0	0

Priority 12

N-Lock	Delay	Extend	Default	Min	Max	No	LockoutA	LockoutB	Overlap	Pre	Recall	ExCo	Phase	Svc	Signal	Olp	Blankout
None	None	None	None	Grn	Grn	Lockout	None	None	None	Grn	None	None	None	None	Type	None	None
None	None	None	None	None	None	None	None	None	None	None	None	None	None	None	None	None	None

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
-------	---	---	---	---	---	---	---	---	---	----	----	----	----	----	----	----

CO-Phase	None	None	None	None	None	None	None	None	None	None	None	None	None	None	None	None
QJ-Phase	None	None	None	None	None	None	None	None	None	None	None	None	None	None	None	None

<b>Detector</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>5</b>	<b>6</b>	<b>7</b>	<b>8</b>	<b>9</b>
Detector Number	None	None	None	None	None	None	None	None	None

Bank: 1

<b>PR. Dets</b>	<b>PE</b>	<b>1A</b>	<b>2A</b>	<b>3A</b>	<b>4A</b>	<b>5A</b>	<b>6A</b>	<b>BU</b>
TSD	0	0	0	0	0	0	0	0
TED	0	0	0	0	0	0	0	0
TTL	0	0	0	0	0	0	0	0

<b>Phase</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>5</b>	<b>6</b>	<b>7</b>	<b>8</b>	<b>9</b>	<b>10</b>	<b>11</b>	<b>12</b>	<b>13</b>	<b>14</b>	<b>15</b>	<b>16</b>
Exit Call	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False
Phase Omit	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False
Ped Omit	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False
Recovery	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False

<b>Level Alt Seq</b>	<b>Min Walk</b>	<b>Freq Ped Skip</b>	<b>FPF Override</b>	<b>FPW Lvl</b>	<b>CPE Ped</b>	<b>Method Return</b>	<b>Ped Wait</b>	<b>Ped Override</b>	<b>Alt Seq Enabled</b>	<b>ForceFullPri</b>
0	0	0	False	False	False	False	0	0	False	False

<b>Queue</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>5</b>	<b>6</b>
Queue Phase	0	0	0	0	0	0
Queue Det	0	0	0	0	0	0
Queue Time	0	0	0	0	0	0

Bank: 2

<b>PR. Dets</b>	<b>PE</b>	<b>1A</b>	<b>2A</b>	<b>3A</b>	<b>4A</b>	<b>5A</b>	<b>6A</b>	<b>BU</b>
TSD	0	0	0	0	0	0	0	0
TED	0	0	0	0	0	0	0	0
TTL	0	0	0	0	0	0	0	0

<b>Phase</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>5</b>	<b>6</b>	<b>7</b>	<b>8</b>	<b>9</b>	<b>10</b>	<b>11</b>	<b>12</b>	<b>13</b>	<b>14</b>	<b>15</b>	<b>16</b>
Exit Call	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False
Phase Omit	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False
Ped Omit	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False
Recovery	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False

<b>Level Alt Seq</b>	<b>Min Walk</b>	<b>Freq Ped Skip</b>	<b>FPF Override</b>	<b>FPW Lvl</b>	<b>CPE Ped</b>	<b>Method Return</b>	<b>Ped Wait</b>	<b>Ped Override</b>	<b>Alt Seq Enabled</b>	<b>ForceFullPri</b>
0	0	0	False	False	False	False	0	0	False	False

<b>Queue</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>5</b>	<b>6</b>
Queue Phase	0	0	0	0	0	0
Queue Det	0	0	0	0	0	0
Queue Time	0	0	0	0	0	0

Bank: 3

<b>PR. Dets</b>	<b>PE</b>	<b>1A</b>	<b>2A</b>	<b>3A</b>	<b>4A</b>	<b>5A</b>	<b>6A</b>	<b>BU</b>
TSD	0	0	0	0	0	0	0	0
TED	0	0	0	0	0	0	0	0
TTL	0	0	0	0	0	0	0	0

<b>Phase</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>5</b>	<b>6</b>	<b>7</b>	<b>8</b>	<b>9</b>	<b>10</b>	<b>11</b>	<b>12</b>	<b>13</b>	<b>14</b>	<b>15</b>	<b>16</b>
Exit Call	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False
Phase Omit	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False
Ped Omit	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False
Recovery	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False

<b>Level Alt Seq</b>	<b>Min Walk</b>	<b>Freq Ped Skip</b>	<b>FPF Override</b>	<b>FPW Lvl</b>	<b>CPE Ped</b>	<b>Method Return</b>	<b>Ped Wait</b>	<b>Ped Override</b>	<b>Alt Seq Enabled</b>	<b>ForceFullPri</b>
0	0	0	False	False	False	False	0	0	False	False

<b>Queue</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>5</b>	<b>6</b>
Queue Phase	0	0	0	0	0	0
Queue Det	0	0	0	0	0	0
Queue Time	0	0	0	0	0	0

Bank: 4

<b>PR. Dets</b>	<b>PE</b>	<b>1A</b>	<b>2A</b>	<b>3A</b>	<b>4A</b>	<b>5A</b>	<b>6A</b>	<b>BU</b>
TSD	0	0	0	0	0	0	0	0

TED	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TTL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Exit Call	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False
Phase Omit	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False
Ped Omit	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False
Recovery	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False

Level	Alt Seq	Min Walk	Freq	Ped Skip	FPF Override	FPW Lvl	CPE	Ped	Method	Return	Ped Wait	Ped Override	Alt Seq	Enabled	ForceFullPri
0	0	0	0	0	False	False	False	False	0	0	0	0	False	False	False

Queue	1	2	3	4	5	6
Queue Phase	0	0	0	0	0	0
Queue Det	0	0	0	0	0	0
Queue Time	0	0	0	0	0	0

## All Data Report #2

Date/Time: 2025-12-05 09:40:29

Intersection Name: 104th &amp; Idalia

Intersection Alias: 104Idalia

Access Code	Connection Method	Revision	Port 2 Baud Rate	Address	IP Address	GPS Enabled	GPS Port
9999	Direct IP	5.2.3	0-1200	1	10.254.4.155	False	8

Access Data

## Port Configuration

Port	Baud Rate	Data Bits	Parity	CTS	DCD	RTS
2	0	0	0	False	False	False
3	0	0	0	False	False	False

## Scoot

Default Data

## Spat Data

Default Data

## VEHICLE AND PEDESTRIAN TIMES

Phase Data Bank 1:

Vehicle Basic Timings							Misc Timings						Pedestrian		
Phase	Min Green	Passage	Max1	Max2	DMAX	DSTP/10	Yel/10	Red/10	Green Delay	Yellow Delay	Walk Offset Time	Walk Offset Mode	Bike Green	Bike Psg	W:
1	5	40	22	0	0	0	49	20	0	0	0	0	0	0	0
2	10	10	65	0	0	0	49	20	0	0	0	0	0	0	6
3	7	30	29	0	0	0	35	23	0	0	0	0	0	0	0
4	7	20	25	0	0	0	35	23	0	0	0	0	0	0	6
5	5	40	20	0	0	0	49	20	0	0	0	0	0	0	0
6	10	10	65	0	0	0	49	20	0	0	0	0	0	0	6
7	7	30	20	0	0	0	35	23	0	0	0	0	0	0	0
8	7	20	28	0	0	0	35	23	0	0	0	0	0	0	6

Phase Data Bank 2:

Default Data

Phase Data Bank 3:

Default Data

Phase Data Bank 4:

Default Data

### DENSITY TIMES AND GENERAL/VEHICLE/SEQUENCE CONTROL

Phase Data Bank 1:

Vehicle Density Timings					General Control				Miscellaneous				Special Sequence			
Phase	Added Initial	Max Initial	Time B4 Redu	Car B4 Redu	Time to Redu	Min Gap	Non-Act Response	Veh Recall	Recall Delay	Ped Recall	Ped Recall Delay	Non Lock	Dual Entry	Last Car Pass	Condit Service	Ni Si Gi Oi
1	0	0	0	0	0	0	False	None	0	None	0	True	False	False	False	Fa
2	0	0	0	0	0	0	True	Call	0	None	0	True	True	False	False	Fa
3	0	0	0	0	0	0	False	None	0	None	0	True	False	False	False	Fa
4	0	0	0	0	0	0	False	None	0	None	0	True	True	False	False	Fa
5	0	0	0	0	0	0	False	None	0	None	0	True	False	False	False	Fa
6	0	0	0	0	0	0	True	Call	0	None	0	True	True	False	False	Fa
7	0	0	0	0	0	0	False	None	0	None	0	True	False	False	False	Fa
8	0	0	0	0	0	0	False	None	0	None	0	True	True	False	False	Fa

Phase Data Bank 2:

Default Data

Phase Data Bank 3:

Default Data

Phase Data Bank 4:

Default Data

#### Vehicle Detector

#### Pedestrian Detector

#### Special Detector

Detector Bank: 1

Veh Det	Assign Phase	Mode	Switch Phase	Extend	Delay	Ped Det	Assign Phase	Mode	Switch Phase	Extend	Delay	Sp Det	Assign Phase	Mode	Switch Phase	Extend	I
1	1	0	0	0.0	0	1	2	1	0	0.0	0		Special Detector Phase Assignment				
2	2	0	0	0.0	0	2	4	1	0	0.0	0						
3	3	0	0	0.0	0	3	6	1	0	0.0	0						
4	4	0	0	0.0	0	4	8	1	0	0.0	0						
5	5	0	0	0.0	0	5	5	1	0	0.0	0						
6	6	0	0	0.0	0	6	6	1	0	0.0	0						
7	7	0	0	0.0	0	7	7	1	0	0.0	0						
8	8	0	0	0.0	0	8	8	1	0	0.0	0						
27	6	0	0	0.0	0												Pedestrian Detector
31	2	0	0	0.0	0												

Vehicle Detector Phase Assignment

Detector Bank: 2

Veh Det	Assign Phase	Mode	Switch Phase	Extend	Delay	Red Det	Assign Phase	Mode	Switch Phase	Extend	Delay	Sp Det	Assign Phase	Mode	Switch Phase	Extend	I
1	1	0	0	0.0	0	1	1	1	0	0.0	0	0	Special Detector Phase Assignment				
2	2	0	0	0.0	0	2	2	1	0	0.0	0	0					
3	3	0	0	0.0	0	3	3	1	0	0.0	0	0					
4	4	0	0	0.0	0	4	4	1	0	0.0	0	0					
5	5	0	0	0.0	0	5	5	1	0	0.0	0	0					
6	6	0	0	0.0	0	6	6	1	0	0.0	0	0					
7	7	0	0	0.0	0	7	7	1	0	0.0	0	0					
8	8	0	0	0.0	0	8	8	1	0	0.0	0	0					

Vehicle Detector Phase Assignment                      Pedestrian Detector

Detector Bank: 3

Veh Det	Assign Phase	Mode	Switch Phase	Extend	Delay	Red Det	Assign Phase	Mode	Switch Phase	Extend	Delay	Sp Det	Assign Phase	Mode	Switch Phase	Extend	I
1	1	0	0	0.0	0	1	1	1	0	0.0	0	0	Special Detector Phase Assignment				
2	2	0	0	0.0	0	2	2	1	0	0.0	0	0					
3	3	0	0	0.0	0	3	3	1	0	0.0	0	0					
4	4	0	0	0.0	0	4	4	1	0	0.0	0	0					
5	5	0	0	0.0	0	5	5	1	0	0.0	0	0					
6	6	0	0	0.0	0	6	6	1	0	0.0	0	0					
7	7	0	0	0.0	0	7	7	1	0	0.0	0	0					
8	8	0	0	0.0	0	8	8	1	0	0.0	0	0					

Vehicle Detector Phase Assignment                      Pedestrian Detector

Detector Bank: 4

Veh Det	Assign Phase	Mode	Switch Phase	Extend	Delay	Red Det	Assign Phase	Mode	Switch Phase	Extend	Delay	Sp Det	Assign Phase	Mode	Switch Phase	Extend	I
1	1	0	0	0.0	0	1	1	1	0	0.0	0	0	Special Detector Phase Assignment				
2	2	0	0	0.0	0	2	2	1	0	0.0	0	0					
3	3	0	0	0.0	0	3	3	1	0	0.0	0	0					
4	4	0	0	0.0	0	4	4	1	0	0.0	0	0					
5	5	0	0	0.0	0	5	5	1	0	0.0	0	0					
6	6	0	0	0.0	0	6	6	1	0	0.0	0	0					
7	7	0	0	0.0	0	7	7	1	0	0.0	0	0					

8 8 0 0 0.0 0 8 8 1 0 0.0 0

Vehicle Detector Phase Assignment

Pedestrian Detector

### Startup & Misc

<b>Startup Time</b>	6	Time In Seconds
<b>Startup State</b>	Flash	
<b>Red Revert</b>	40.0	Time in Tenth Second
<b>Auto Pedestrian Clear</b>	0	0-No 1-Yes
<b>Stop Time Reset</b>	0	0-No 1-Yes
<b>Alternate Sequence</b>	1	00-18 Alt Sequence ##
<b>Special Sequence</b>	0	

### Remote Flash

Default Data

Remote Flash

Default Data

Flash Entry/Exit Phases

### Cabinet Flash

Default Data

Cabinet Flash

### Overlap Special

#### Standard

Default Data

Standard

#### FYA

Overlap	Delay	Perm Phases	Prot Phases	-Ped Phases	Perm Overlaps	Prot Overlaps
A	50	2	1	None	None	None
B	50	4	3	None	None	None
C	50	6	5	None	None	None
D	50	8	7	None	None	None

FYA

#### PED

Default Data

PED

#### PRI

Default Data

PRI

#### AWS

Default Data

AWS

### Ring

Phase	Ring	Next Phase	Concur Phases
1	1	2	1, 5, 6
2	1	3	2, 5, 6

3	1	4	3, 7, 8
4	1	1	4, 7, 8
5	2	6	1, 2, 5
6	2	7	1, 2, 6
7	2	8	3, 4, 7
8	2	5	3, 4, 8

## Output Mapping Configuration

Load Switch	Red	Mode	Yellow	Mode	Green	Mode	FIO
1	Phase Vehicle 1	Red	Phase Vehicle 1	Yellow	Phase Vehicle 1	Green	1
2	Phase Vehicle 2	Red	Phase Vehicle 2	Yellow	Phase Vehicle 2	Green	2
3	Phase Vehicle 3	Red	Phase Vehicle 3	Yellow	Phase Vehicle 3	Green	3
4	Phase Vehicle 4	Red	Phase Vehicle 4	Yellow	Phase Vehicle 4	Green	4
5	Phase Vehicle 5	Red	Phase Vehicle 5	Yellow	Phase Vehicle 5	Green	5
6	Phase Vehicle 6	Red	Phase Vehicle 6	Yellow	Phase Vehicle 6	Green	6
7	Phase Vehicle 7	Red	Phase Vehicle 7	Yellow	Phase Vehicle 7	Green	7
8	Phase Vehicle 8	Red	Phase Vehicle 8	Yellow	Phase Vehicle 8	Green	8
9	Phase Pedestrian 2	Dont Walk	Phase Pedestrian 2	Ped Clear	Phase Pedestrian 2	Walk	9
10	Phase Pedestrian 4	Dont Walk	Phase Pedestrian 4	Ped Clear	Phase Pedestrian 4	Walk	10
11	Phase Pedestrian 6	Dont Walk	Phase Pedestrian 6	Ped Clear	Phase Pedestrian 6	Walk	11
12	Phase Pedestrian 8	Dont Walk	Phase Pedestrian 8	Ped Clear	Phase Pedestrian 8	Walk	12
13	Overlap A	Red	Overlap A	Yellow	Overlap A	Green	13
14	Overlap B	Red	Overlap B	Yellow	Overlap B	Green	14
15	Overlap C	Red	Overlap C	Yellow	Overlap C	Green	15
16	Overlap D	Red	Overlap D	Yellow	Overlap D	Green	16
17	Phase Pedestrian 1	Dont Walk	Phase Pedestrian 1	Ped Clear	Phase Pedestrian 1	Walk	17
18	Phase Pedestrian 3	Dont Walk	Phase Pedestrian 3	Ped Clear	Phase Pedestrian 3	Walk	18
19	Phase Pedestrian 5	Dont Walk	Phase Pedestrian 5	Ped Clear	Phase Pedestrian 5	Walk	19
20	Phase Pedestrian 7	Dont Walk	Phase Pedestrian 7	Ped Clear	Phase Pedestrian 7	Walk	20
21	Phase Status 1	On	Phase Status 1	Next	Phase Status 1	Check	21
22	Phase Status 2	On	Phase Status 2	Next	Phase Status 2	Check	22
23	Phase Status 3	On	Phase Status 3	Next	Phase Status 3	Check	23
24	Phase Status 4	On	Phase Status 4	Next	Phase Status 4	Check	24

25	Phase Status 5	On	Phase Status 5	Next	Phase Status 5	Check	25
26	Phase Status 6	On	Phase Status 6	Next	Phase Status 6	Check	26
27	Phase Status 7	On	Phase Status 7	Next	Phase Status 7	Check	27
28	Phase Status 8	On	Phase Status 8	Next	Phase Status 8	Check	28
29	None	None	None	None	None	None	29
30	None	None	None	None	None	None	30
31	None	None	None	None	None	None	31
32	None	None	None	None	None	None	32

## Sequence Data

### Sequence 1

Default Data

### Sequence 2

Default Data

### Sequence 3

Default Data

### Sequence 4

Default Data

### Sequence 5

Default Data

### Sequence 6

Default Data

### Sequence 7

Default Data

### Sequence 8

Default Data

### Sequence 9

Default Data

### Sequence 10

Default Data

### Sequence 11

Default Data

### Sequence 12

---

Default Data

## Sequence 13

---

Default Data

## Sequence 14

---

Default Data

## Sequence 15

---

Default Data

## Sequence 16

---

Default Data

## Port 1 and ITS Data

Address	Device Present	Basic Detection	Msg 40 Frame Enables
0	True	False	False
1	True	False	False
8	True	False	False
9	True	False	False
10	True	False	False
11	True	False	False
16	True	False	False
18	True	False	False

## I/O Misc

ABC Input(Entry) Modes	ABC Output(O/STS) Modes	D Input(Entry) Modes	D Output (O/STS) Modes	Aux Switch
0	0	0	0	0

Ring	Input Response	Output Selection
1	1	1
2	2	2
3	0	0
4	0	0

## Peer to Peer

Unit Bank: 1

Default Data

Unit Bank: 2

Default Data

Unit Bank: 3

Default Data

Unit Bank: 4

Default Data

Coord Data

Operation	Mode	Max	Correction	Offset	Force	Max Dwell	Yield Period	Manual Pattern
Auto	Perm	Inhibit	Short Way	End Green	Plan	0	0	1

Coord Setup

Pattern Data 1

Pattern	Cycle Length	Coord Mode	Max Mode	Corr Mode	Coord Offset	Force Mode	Spec Func	Time Offset	Sequence	R2 Lag	R3 Lag	R4 Lag				
1	120	1	0	0	0	0	0	11	0	0	0	0				
Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	24	46	15	35	15	55	15	35	0	0	0	0	0	0	0	0
Mode	None	None	None	None	None	None	None	None	None	None	None	None	None	None	None	None
Coord	False	True	False	False	False	True	False	False	False	False	False	False	False	False	False	False
DCP	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False
P.RED.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
P.EXT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Pattern Data 2

Pattern	Cycle Length	Coord Mode	Max Mode	Corr Mode	Coord Offset	Force Mode	Spec Func	Time Offset	Sequence	R2 Lag	R3 Lag	R4 Lag				
2	110	1	0	0	0	0	0	64	0	0	0	0				
Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	15	42	18	35	15	42	18	35	0	0	0	0	0	0	0	0
Mode	None	None	None	None	None	None	None	None	None	None	None	None	None	None	None	None
Coord	False	True	False	False	False	True	False	False	False	False	False	False	False	False	False	False
DCP	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False
P.RED.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
P.EXT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Pattern Data 3

Pattern	Cycle Length	Coord Mode	Max Mode	Corr Mode	Coord Offset	Force Mode	Spec Func	Time Offset	Sequence	R2 Lag	R3 Lag	R4 Lag				
3	120	1	0	0	0	0	0	9	0	0	0	0				
Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16

<b>Time</b>	23	47	15	35	15	55	15	35	0	0	0	0	0	0	0	0
<b>Mode</b>	None	None	None	None	None	None	None	None	None	None	None	None	None	None	None	None
<b>Coord</b>	False	True	False	False	False	True	False	False	False	False	False	False	False	False	False	False
<b>DCP</b>	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False
<b>P.RED.</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>P.EXT</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

## Pattern Data 4

<b>Pattern</b>	<b>Cycle Length</b>	<b>Coord Mode</b>	<b>Max Mode</b>	<b>Corr Mode</b>	<b>Coord Offset</b>	<b>Force Mode</b>	<b>Spec Func</b>	<b>Time Offset</b>	<b>Sequence</b>	<b>R2 Lag</b>	<b>R3 Lag</b>	<b>R4 Lag</b>				
4	110	0	0	0	0	0	0	0	0	0	0	0				
<b>Phase</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>5</b>	<b>6</b>	<b>7</b>	<b>8</b>	<b>9</b>	<b>10</b>	<b>11</b>	<b>12</b>	<b>13</b>	<b>14</b>	<b>15</b>	<b>16</b>
<b>Time</b>	15	42	18	35	15	42	18	35	0	0	0	0	0	0	0	0
<b>Mode</b>	None	None	None	None	None	None	None	None	None	None	None	None	None	None	None	None
<b>Coord</b>	False	True	False	False	False	True	False	False	False	False	False	False	False	False	False	False
<b>DCP</b>	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False
<b>P.RED.</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>P.EXT</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

## Pattern Data 5

<b>Pattern</b>	<b>Cycle Length</b>	<b>Coord Mode</b>	<b>Max Mode</b>	<b>Corr Mode</b>	<b>Coord Offset</b>	<b>Force Mode</b>	<b>Spec Func</b>	<b>Time Offset</b>	<b>Sequence</b>	<b>R2 Lag</b>	<b>R3 Lag</b>	<b>R4 Lag</b>				
5	120	1	0	0	0	0	0	11	0	0	0	0				
<b>Phase</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>5</b>	<b>6</b>	<b>7</b>	<b>8</b>	<b>9</b>	<b>10</b>	<b>11</b>	<b>12</b>	<b>13</b>	<b>14</b>	<b>15</b>	<b>16</b>
<b>Time</b>	23	47	15	35	15	55	15	35	0	0	0	0	0	0	0	0
<b>Mode</b>	None	None	None	None	None	None	None	None	None	None	None	None	None	None	None	None
<b>Coord</b>	False	True	False	False	False	True	False	False	False	False	False	False	False	False	False	False
<b>DCP</b>	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False
<b>P.RED.</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>P.EXT</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

## Pattern Data 6

<b>Pattern</b>	<b>Cycle Length</b>	<b>Coord Mode</b>	<b>Max Mode</b>	<b>Corr Mode</b>	<b>Coord Offset</b>	<b>Force Mode</b>	<b>Spec Func</b>	<b>Time Offset</b>	<b>Sequence</b>	<b>R2 Lag</b>	<b>R3 Lag</b>	<b>R4 Lag</b>				
6	150	1	0	0	0	0	0	62	0	0	0	0				
<b>Phase</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>5</b>	<b>6</b>	<b>7</b>	<b>8</b>	<b>9</b>	<b>10</b>	<b>11</b>	<b>12</b>	<b>13</b>	<b>14</b>	<b>15</b>	<b>16</b>



1	5	45	1
2	9	0	2
3	15	0	3
4	18	30	2
5	19	0	254

Day Plan 1

Day Plan 2

Event	Hour	Minute	Action
1	0	1	254

Day Plan 2

Actions

Action	Pattern	Aux1	Aux2	Aux3	SP1	SP2	SP3	SP4	SP5	SP6	SP7	SP8	DIM	Det1	Det2	Det3	Ph1	Ph2	Ph3	Ph4	Ph5	Ph6	Ph7	Ph8	Ph9	Ph10	Ph11
1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19	19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
37	37	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
40	40	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
43	43	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
46	46	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
254	254	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Actions

Special Function Maps

Default Data

Special Function Maps

Phase Functions

Default Data

Phase Functions

Dimming

Default Data

Preempt Configuration

Preempt Overrides

Preempt Overrides	1	2	3	4	5	6	7	8	9	10	11	12
OV Flash	1	1	1	1	1	1	1	1	1	1	1	1
OV PE+1	1	1	1	1	1	1	1	1	1	1	1	0
OV PRI	1	1	0	0	0	0	0	0	0	0	0	0

Preempt Overrides

Preempt 1 Data

Miscellaneous

DET	DELAY	MXCAL	DB/10	NLOCK	EXTND	L OUT	SRMOD	LINK#	DURAT	GATE	R2C
248	0	0	0	0	0	0	0	0	0	0	0

Miscellaneous

Interval Timings

Default Data

Interval Timings

Exit/Calls

Default Data

Exit/Calls

Vehicle Data

Default Data

Vehicle Data

Pedestrian Data

Default Data

Pedestrian Data

Overlap Data

Default Data

Overlap Data

Preempt 2 Data

Miscellaneous

DET	DELAY	MXCAL	DB/10	NLOCK	EXTND	L OUT	SRMOD	LINK#	DURAT	GATE	R2C
249	0	0	0	0	0	0	0	0	0	0	0

Miscellaneous

Interval Timings

Default Data

Interval Timings

Exit/Calls

Default Data

Exit/Calls

Vehicle Data

Default Data

Vehicle Data

Pedestrian Data

Default Data

Pedestrian Data

Overlap Data

Default Data

Overlap Data

Preempt 3 Data

Miscellaneous

DET	DELAY	MXCAL	DB/10	NLOCK	EXTND	L OUT	SRMOD	LINK#	DURAT	GATE	R2C
250	0	0	0	0	0	0	0	0	0	0	0

Miscellaneous

Interval Timings

Default Data

Interval Timings

Exit/Calls

Default Data

Exit/Calls

Vehicle Data

Default Data

Vehicle Data

Pedestrian Data

Default Data

Pedestrian Data

Overlap Data

Default Data

Overlap Data

Preempt 4 Data

Miscellaneous

DET	DELAY	MXCAL	DB/10	NLOCK	EXTND	L OUT	SRMOD	LINK#	DURAT	GATE	R2C
251	0	0	0	0	0	0	0	0	0	0	0

Miscellaneous

**Interval Timings**

Default Data

Interval Timings

**Exit/Calls****Vehicle Data****Pedestrian Data****Overlap Data**

Default Data

Default Data

Default Data

Default Data

Exit/Calls

Vehicle Data

Pedestrian Data

Overlap Data

**Preempt 5 Data**

Miscellaneous

DET	DELAY	MXCAL	DB/10	NLOCK	EXTND	L OUT	SRMOD	LINK#	DURAT	GATE	R2C
252	0	0	0	0	0	0	0	0	0	0	0

Miscellaneous

**Interval Timings**

Default Data

Interval Timings

**Exit/Calls****Vehicle Data****Pedestrian Data****Overlap Data**

Default Data

Default Data

Default Data

Default Data

Exit/Calls

Vehicle Data

Pedestrian Data

Overlap Data

**Preempt 6 Data**

Miscellaneous

DET	DELAY	MXCAL	DB/10	NLOCK	EXTND	L OUT	SRMOD	LINK#	DURAT	GATE	R2C
253	0	0	0	0	0	0	0	0	0	0	0

Miscellaneous

**Interval Timings**

Default Data

Interval Timings

**Exit/Calls****Vehicle Data****Pedestrian Data****Overlap Data**

Default Data

Default Data

Default Data

Default Data

Exit/Calls

Vehicle Data

Pedestrian Data

Overlap Data

**Preempt 7 Data**

Default Data

**Preempt 8 Data**

Default Data

Preempt 9 Data

Default Data

Preempt 10 Data

Default Data

Preempt 11 Data

Default Data

Preempt 12 Data

Default Data

Priority

Priority 1

Default Data

Priority 2

Default Data

Priority 3

Default Data

Priority 4

Default Data

Priority 5

Default Data

Priority 6

Default Data

Priority 7

Default Data

Priority 8

Default Data

Priority 9

Default Data

Priority 10

Default Data

Priority 11

Default Data

Priority 12

Default Data

System/Detector Communications

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Local Address: 1

Revert to Backup: 900.0

IP Address: 10.254.4.155

System Detector Data

Bank 1:

Default Data

Bank 2:

Default Data

Bank 3:

Default Data

Bank 4:

Default Data

### Queue Assignments

Bank 1:

Default Data

Bank 2:

Default Data

Bank 3:

Default Data

Bank 4:

Default Data

### Queue Select

Bank 1:

Default Data

Bank 2:

Default Data

Bank 3:

Default Data

Bank 4:

Default Data

### System/Detector Data - Detector Diagnostics

Vehicle Detector Diagnostics Value: 0

Detector	Max Presence	No Activity	Erratic Count
13	44	0	0
14	44	0	0

Vehicle Detector Diagnostics Value: 0

Pedestrian Detector Value: 0

Default Data

Pedestrian Detector Value: 0

Special Detector Diagnostics Value: 0

Default Data

Special Detector Diagnostics Value: 0

Vehicle Detector Diagnostics Value: 1

Default Data

Vehicle Detector Diagnostics Value: 1

Pedestrian Detector Value: 1

Default Data

Pedestrian Detector Value: 1

Special Detector Diagnostics Value: 1

Default Data

Special Detector Diagnostics Value: 1

### System Data - Speed

Measurement: 0

Speed Trap 1

Default Data

Speed Trap 1

Speed Trap 2

Default Data

Speed Trap 2

### System Data - Speed Ranges/Pattern

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<b>Pattern</b>	<b>Speed Trap Low Threshold</b>	<b>Speed Trap High Threshold</b>
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Default Data		
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